

# DEKALB COUNTY COMPREHENSIVE PLAN 1995-2015

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## Guidance Committee

Pursuant to a Memorandum of Understanding between the Board of Commissioners and the Chief Executive Officer, a Comprehensive Plan Guidance 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 Guidance Committee:

Fran Millar, District One

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Commissioner Jacqueline Scott, District Three

William F. Kennedy, District Four

Bobby Lyles, District Five

Commissioner Judy Yates, District Six

Commissioner Porter Sanford, District Seven

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Russ Crider, Executive Assistant

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See Appendix F., Chapter 10 for the purpose and role of the Guidance Committee.

## **RESOLUTION**

adopted November 7, 1995

amended April 9, 1996

**WHEREAS, DeKalb County, Georgia, is required pursuant to the Georgia Planning Act to adopt a Comprehensive Plan; and**

**WHEREAS, it is the policy of the Board of Commissioners of DeKalb County, Georgia, to comply with the Georgia Planning Act; and**

**WHEREAS, the Board of Commissioners of DeKalb County, Georgia, determined that it would update and revise the county's official 1986 land use plan for the unincorporated areas of DeKalb County; and**

**WHEREAS, in 1994, to meet the minimum standards for comprehensive land use plans in the Georgia Planning Act, the Board of Commissioners of DeKalb County, Georgia, contracted with the firm of Robert and Company with oversight, monitoring and recommendation powers provided by the Comprehensive Plan Guidance Committee to develop an updated comprehensive plan for the unincorporated areas of DeKalb County; and**

**WHEREAS, the Georgia Planning Act requires that local plans be submitted to the Department of Community Affairs and regional development centers for intergovernmental review and review for compliance with the minimum standards of the Georgia Planning Act.**

**NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of DeKalb County, Georgia, hereby amends the Resolution adopted November 7, 1995, and hereby authorizes transmittal of the DeKalb County Comprehensive Plan text and maps as amended this date, April 9, 1996, into one volume of text and five supplemental maps to the Atlanta Regional Commission with the request that it conduct an intergovernmental review as required by the Georgia Planning Act.**

# **DEKALB COUNTY COMPREHENSIVE PLAN 1995-2015**

prepared for

**DeKalb County, Georgia**

**Robert and Company  
Engineers, Architects, Planners  
96 Poplar Street, N.W.  
Atlanta, GA 30335**

in association with

**Planners for Environmental Quality  
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**Rosser Lowe  
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Atlanta, Georgia 30328**

**PREFACE**

**DeKalb County, Georgia is home to approximately 600,000 people. Because of its close proximity to Atlanta and Fulton County, DeKalb County has been greatly influenced by the growth of the Atlanta metropolitan region. This rapid growth has brought employment opportunities and economic vitality which today must be balanced with preservation of existing resources and development of amenities which improve the quality of life in DeKalb County.**

**Action to address these issues and concerns of the county began with the selection of the Robert and Company team to update the comprehensive plan last prepared in 1986. The comprehensive plan that follows contains recommendations to implement the goals and policies for DeKalb County's development to the year 2015. The plan combines the planning expertise of the project team: Robert and Company, Planners for Environmental Quality, Cooper/Ross sy, Street Smarts, and Rosser Lowe with the visions of the governing body and citizens of DeKalb County. The establishment of a comprehensive plan provides DeKalb County with the mechanism to direct anticipated growth and to plan for the needs of its citizens.**

**Listed in the appendix to the plan are the names of all of the citizen groups involved in the development of the comprehensive plan. These groups and numerous individual citizens participated in more than six months of meetings designed to formulate the goals, policies, and actions strategies for DeKalb County. The commitment in time cannot be overstated and any successes that come from the comprehensive plan are testimony to the dedication of all the participants.**

**April 1996**

## **INTRODUCTION**

**This document is the DeKalb County Comprehensive Plan 1995-2015. The plan provides an assessment of existing conditions and future needs; and a statement of planning goals and recommendations for use by public and private decision makers in managing anticipated growth for the benefit of health, safety, and welfare of the present and future residents of DeKalb County. The intent of the plan is to serve as a policy guide regarding the future needs and limitations of the county.**

**The first step in building the framework of government policy was the preparation of a vision statement for the county. The vision is supported by a series of goals and policies organized around components of development including: natural and historic resources, human and social issues, housing, community facilities, transportation, economic development, and land use. A series of approximately 35 citizen meetings between September 1994 and August 1995 were used in the preparation of the goals and policies for the county. Those goals serve to provide the future direction for the county and its inhabitants and defines an agenda that addresses the issues affecting the community. Recommendations for DeKalb County's future development were made based on the citizen's vision of the county in which they wish to work and live.**

**The following comprehensive plan is divided into ten chapters, which include:**

**Chapter I. Natural and Historic Resources inventories the existing physical setting of the county. It includes important elements such as topography and geology, ecological systems, hydrology, flood plains, water supply watersheds, ground water recharge areas, wetlands, cultural and recreational resources, and historic and archeological resources.**

**Chapter II. Population presents a profile of socioeconomic conditions. Population characteristics and trends regarding age, sex, race, income, household size, and education are included.**

**Chapter III. Housing presents a profile of residential units in DeKalb County. Housing composition, age, condition, tenure and cost are evaluated within this chapter.**

**Chapter IV. Community Facilities includes an inventory of community facilities located in DeKalb County. This chapter includes water supply and treatment, solid waste management, public safety, hospitals, public health services, human services, recreation facilities, general government facilities, education, libraries, cultural programs and activities and utilities.**

**Chapter V. Transportation includes a discussion of the existing transportation system, including a description of the street network, accident records, demographic data, and existing transportation plans. This chapter also includes policy recommendations for the road classification system, mass transit, commuter rail, bicycle and pedestrian circulation, subdivision standards, and neighborhood traffic management.**

**Chapter VI. Economic Development includes analysis of socioeconomic data, economic base, labor force and resources for economic development.**

**Chapter VII. Land Use** includes a summary of the land use classification system, an analysis of land use resources, general recommendations, and a discussion of each of the five planning areas. These discussions include a description of the setting, specific applications of the goals and polices, and detailed land use recommendations regarding commercial centers, employment centers, residential areas, and the environment.

**Chapter VIII. Goals and Policies** presents the goals, objectives, polices and action strategies which address issues of primary concern to the citizens of DeKalb County. The goals and policies are organized around the seven components of the report **I. Natural and Historic Resources, II. Population: Human and Social Development, III. Housing, IV. Community Facilities, V. Transportation, VI. Economic Development, and VII. Land Use.**

**Chapter IX. Short-Term Work Program** identifies implementation tools that can be used to carry out the recommendations of the comprehensive plan. Included in this chapter is the short term work program designed for the planning and programming of public facilities for the first five years after adoption of the comprehensive plan.

**Chapter X. is the Appendix** which includes (A) the summary of meeting minutes from public meetings, (B) summary of meeting minutes from departmental interviews, (C) suggested modifications to the zoning ordinance, development regulations, and building code, (D) proposed bike path development, (E) proposed sidewalk development, (F) memorandum of understanding between the Board of Commissioners and the Chief Executive Officer regarding the Establishment of the Guidance Committee (G) The AASHTO (American Association of State Highway and Transportation Officials) design guidelines for bicycle and pedestrian facilities, (H) the final report of the Blue Ribbon Committee for DeKalb County Parks and Recreation, and (I) information regarding the citizens participation process.

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## I. NATURAL AND HISTORIC RESOURCES

### INTRODUCTION

This chapter discusses the rich natural and historic resources found in DeKalb County. Many natural and environmental resources in the County have been previously inventoried and are assessed here 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. The County's historic resources includes the listing of districts, sites and individual structures on the National Register of Historic Places as well as those likely to qualify. The listing is assessed for condition and potential benefits of historic resources to the County including tourism and visual appeal. Archaeological and cultural resources are also identified and assessed for conservation, preservation and benefits to the County.

### LOCATION

DeKalb County is located in the middle of the Atlanta metropolitan area, directly east of the City of Atlanta. The land area of DeKalb County is 68.7 square miles or 171,968 acres. The county is approximately 18 miles wide from east to west and 22 miles from north to south. It includes the following incorporated cities: Avondale Estates, Clarkston, Chamblee, Doraville, Decatur, Pine Lake, Stone Mountain, and Lithonia. DeKalb County was created in 1822 from territory in Henry, Fayette and Gwinnett counties. The County was named for Baron Johann DeKalb, a native German who aided the Colonies.

The county seat was established in 1823, in the City of Decatur, the oldest town in the county. It was named in honor of Stephen Decatur, an American naval officer. The town of New Gibraltar was incorporated in 1839 and later became Stone Mountain in 1847. Lithonia was established in 1856 and derived its name from the Greek word "lithos" meaning "stone." Doraville was incorporated in 1871 and Clarkston in 1882. The cities of Chamblee, Avondale Estates, and Pine Lake were all established in the early 1900's.

### TOPOGRAPHY AND GEOLOGY

There are five physiographic regions in Georgia, the Blue Ridge, Valley and Ridge, Appalachian Plateau, Piedmont, and Atlantic Coastal Plain Provinces (Figure I-1). The majority of DeKalb County is located in the Winder Slope District of Georgia's Piedmont Province. The Winder Slope District is characterized by gently to strongly sloping ridgetops and hillsides bisected by headwaters of major streams flowing to the Atlantic Ocean.



**Insert**  
**Figure I-1**  
**Physiographic Regions of Georgia**

The northern tip of the County (north of the Southern Railroad) is located within the Gainesville Ridges District of the Piedmont Province. This area is characterized by a series of northeast-trending, low, linear, parallel ridges separated by narrow valleys. The area within DeKalb County contains two significant and unique geological features. These features are the Soapstone Ridge and Stone Mountain.

The 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 predominant rock type in the area is an altered metapyroxenite which is stable and resistant to blasting and breakage under stress. The steep slopes of the ridge are subject to severe erosion due in part to soil type instability. 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.).

Stone Mountain is located in the east-central 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 were eroded away to form the existing 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. Erosion control is handled through the existing county erosion and sedimentation control ordinance. Steep slopes, such as those on Soapstone Ridge, that may cause erosion are protected by this ordinance. Stone Mountain is protected as part of a public park governed by a state authority.

## **SOILS**

The soils of DeKalb County fall into twelve U.S. Soil Conservation Service categories (see below). The majority of the soils have a loamy surface layer with a clayey subsoil. The soil types range from poorly drained on nearly level ground to well drained soils on steep slopes.

In addition to Stone Mountain, noted above, the eastern section of the County contains several hard granite and gneiss outcroppings. These areas are Rock Mountain and Pine Mountain north of Lithonia, and Arabia Mountain and Panola Mountain in Southeast DeKalb. The soil which surrounds these rock outcroppings is typically shallow with depths that often prohibit the use of septic tank fields, sewer lines and foundations.

The Soapstone Ridge area also contains shallow soil conditions as well as soils with high shrink-swell ratios. These soil conditions occur in small areas and impose severe development restrictions. Continued preservation of this resource is important to the surrounding community and the citizens of DeKalb County.

Other development limitations occur along floodplains which have steep slopes and unstable sedimentary soils. Development in these areas is restricted by the County's

environmental, zoning, and development ordinances.

## DeKalb County Soil Types

### 1) Cartecay-Toccoa-Wehadkee

These soils are deep, somewhat poorly drained and well drained soils that are predominantly loamy throughout. These nearly level soils are located throughout the county on narrow to moderately wide flood plains. They are poorly suited for urban uses because of wetness and flooding.

### 2) Iredell-Wilkes-Pacolet

These soils are deep and moderately deep, somewhat poorly drained to well drained soils that have a loamy surface layer and a predominantly clayey subsoil. These soils are generally found in very gently sloping and gently sloping soils on narrow ridgetops and in lower lying depressions. These soils are somewhat suitable for urban uses if extra care is taken in the design and installation of buildings because of its high shrink-swell potential.

### 3) Pacolet-Wedowee-Ashlar

These soils are deep and moderately deep, well drained to excessively drained soils that have a loamy surface layer and a loamy or clayey subsoil. They are generally located on very gently sloping and gently sloping soils on ridgetops and are well suited for most urban uses.

### 4) Gwinnett-Cecil-Madison

These soils are deep, well drained soils that have a loamy surface layer and a clayey subsoil. Areas of these very gently sloping soils occur along ridgetops. These soils are well suited for most urban and recreation uses.

### 5) Wilkes-Chestatee

These soils are deep, well drained soils that have a loamy, commonly stony surface layer and a loamy or clayey subsoil. These sloping to steep soils are located on short hillsides and are well suited for recreation uses, however, these soils are somewhat poorly suited for urban uses and septic tank absorption because of the depth of rock.

### 6) Ashlar-Pacolet-Wedowee

These soils are deep and moderately deep, well drained to excessively drained soils that have a loamy surface layer and a loamy or clayey subsoil. These soils are located on hillsides that are mostly smooth or irregular and choppy. They are best suited for recreational uses because the underlying bedrock sometimes prevents urban development.

### 7) Madison-Pacolet-Gwinnett

These soils are deep, well drained soils that have a loamy surface layer and a clayey subsoil. These soils are located on hillsides that are mostly smooth or choppy. This soil is suitable for most urban and recreation uses.

**8) Pacolet-Ashlar-Gwinnett**

These soils are deep and moderately deep, well drained to excessively drained soils that have a loamy surface layer, which is very rocky in places, and a loamy or clayey subsoil. These soils are located on hillsides and are primarily suited for recreation uses.

**9) Cecil-Urban land**

These soils are deep, well drained soils that have a loamy surface layer and a clayey subsoil and Urban land that is mainly residential generally located on ridgetops. This soil is well suited for most urban and recreation uses.

**10) Pacolet-Urban land**

These soils are deep, well drained soils that have a loamy surface layer and a clayey subsoil and Urban land that is mainly residential located on hillsides. Urban uses are feasible but could present a problem because of slope.

**11) Urban Land**

This soil is located in areas that are mainly in community and industrial uses located on ridgetops and hillsides. Urban land is suitable for all urban and recreation uses.

**12) Rock Outcrop and Pits**

These soils is generally located on ridgetops and hillsides. Rock outcrop is hard granite and gneiss that is naturally exposed. Both Stone Mountain and Arabia Mountain consist predominantly of this soil type. Pits are quarries that expose hard granite, gneiss and weathered rock.

**PRIME AGRICULTURAL AND FOREST LAND**

Prime farmland, as defined by the U.S. Department of Agriculture, is the land that is best suited for producing food, feed, fiber and oilseed crops. It has the soil quality, growing season, and moisture supply needed to economically produce a sustained high yield of crops.

Because of the rapid urbanization of DeKalb, much of the prime farmland has been replaced by development. Very little farming activity (only 145 acres) is currently taking place in the County and where found, is on a small scale by private landowners and is almost exclusively used as dairy farms. Based on growth trends in DeKalb, urbanization is likely to continue but probably will not impact these small private dairies which are scattered in the eastern and southern portions of the County. There is no land being used for forestry production in DeKalb County at this time.

**CLIMATE**

The climate of DeKalb County is influenced by the Appalachian Mountains to the north, the Gulf of Mexico to the south, and the Atlantic Ocean to the southeast. DeKalb County is located in the humid subtropical belt, created by cold continental air masses

which are partially blocked from the north by the mountains and the Bermuda High which is located off the Atlantic Coast. This area has long and hot summers, mild and short winters and fairly well distributed annual precipitation. In winter, the average temperature is 44 degrees, and the average daily minimum temperature is 35 degrees. During the summer, the average temperature is 77 degrees and the average daily maximum temperature is 87 degrees. DeKalb County's annual precipitation is 48 inches, the majority of which usually occurs between April and September. DeKalb County's average seasonal snowfall is 2 inches and the average relative humidity is 60 percent in the summer and 50 percent in winter.

## ECOLOGICAL SYSTEMS

Tree species commonly found in DeKalb County include the Loblolly Pine (*Pinus taeda*), Northern Red Oak (*Quercus tubra*), White Oak (*Quercus alba*), Shortleaf Pine (*Pinus echinata*), White Ash (*Fraxinus Americana*), and the Winged Elm (*Ulmus Alata*).

Common plants found in DeKalb County include wild Black Cherry (*Prunus serotina*), Mountain Laurel (*Kalmia latifolia*), Sassafras (*Sassafras albidum*), Passion Flower (*Passiflora edula*), Catesby's trillium (*Trillium catesbaei*), and Maidenhair fern (*Adiantum pedatum*).

The Fernbank Science Center, an educational complex operated by the DeKalb County schools, includes some 65 acres of woodlands. This area contains many of DeKalb County's original plant species which have since been lost or depleted due to farming and logging practices. Continued preservation of this important resource is important to the surrounding community and the citizens of DeKalb County.

Fernbank Forest's most noted specimens include poplar trees which appear to be almost 225 years old. Other tree species include: the Tulip Poplar, White Oak, Hickory, Loblolly Pine, Northern Red Oak, and Dogwood. Other trees include basswood (*Tilia heterophylla*), Black Cherry (*Prunus serotina*), Magnolia (*Magnolia tripetala*), and Black Walnut (*Juglans nigra*).

Shrubs found in this area include sweet shrub (*Calycanthus*), spice bush (*Lindera*), paw paw (*Asimina tiloba*), pinxter-flower (*Rhododendron nudiflorum*), Oconee Azalea (*R. speciosum*), swamp azalea (*R. vngscosum*), maple leaf viburnum (*Viburnum acerifolium*) and rusty viburnum (*v. rufidulum*). Other shrubs and vines found in this area include doll's eyes (*Actaea pachypoda*), wild hydrangea, wild potato (*Dioscorea*), horsemint (*Collinsonia canadensis*), Jack-in-the-pulpit, and nodding trillium (*Trillium cernuum*).

Herbs and shrubs found along Nancy and Peachtree Creeks include ginseng, toothwort, yellow ladies's slipper, doll's eyes, goat's beard, hepatica, nodding trillium, starry campion, and the climbing magnolia.

Common reptiles and amphibians native to Georgia include the Timber Rattlesnake (*Crotalus horridus*) found in wooded rocky outcrops and brushy areas, the Pygmy

Rattlesnake (*Sistrurus miliarius*) often found near water, the Copperhead (*Agkistrodon Contortrix*) found in rocky outcrops in wooded areas, the Scarlet Kingsnake (*Lampropeltis triangulum*) found in rotten logs and stumps, and the Black Rat Snake (*Elaphe obsoleta*) which likes to inhabit old buildings. Other snakes found in the Piedmont region include the smooth earth snake, worm and ringneck snakes.

Several types of salamanders inhabit the forested areas of DeKalb County, the small red-backed salamander (*Plethodon cinereus*), the large black slimy salamander (*Plethodon gultinosus*), and the spotted salamander (*Ambystoma maculatum*) which breeds in floodplain pools.

Birds which are found in this region of Georgia are the Woodstork, Wood Duck, Northern Bobwhite, Blue Jay, Downy Woodpecker, Summer Tanager, Ruby-Crowned Kinglet and the Redtailed Hawk. The following birds are native species of Fernbank: Yellow-shafted Flicker, Pileated Woodpecker, Red-bellied Woodpecker, Red-headed Woodpecker, Blue Jay, Carolina Chickadee, Tufted Titmouse, White-breasted Nuthatch, Brown-headed Nuthatch, Carolina Wren, Mockingbird, Catbird, Brown Thrasher, Robin, Wood Thrush, Rufous-sided Towhee, and Ovenbird. Similarly, a variety of birds breed in Fernbank during the summer. They are the Hooded Warbler, Cardinal, Chipping Sparrow, Hairy Woodpecker, Downy Woodpecker, Barred Owl, Crested Flycatcher, Eastern Wood Pewee, White-Eyed Vireo, Yellow-Throated Vireo, Red-eyed Vireos, and the Yellow-Throated Warbler,

Small mammals found in Fernbank include the opossum, least shrew, mole, chipmunk, flying squirrel, cottontail, and raccoon. A rare hoary bat (*Lasiurus cinereus*) was taken from Fernbank and is now a specimen in the Georgia State collections. Other mammals found in DeKalb County include the shorttail shrew, pine vole, and deer mouse.

### Endangered Species

Four endangered plant species, three threatened plant species and two unusual plant species are located in DeKalb County. An endangered species is one that is in danger of extinction throughout all or a significant portion of its range. They are protected by the federal Endangered Species Act of 1973. Threatened species are defined as species that are likely to become extinct within the foreseeable future. At least two endangered plant species (*Amphianthus pusillus* and *Isoetes melanospora*) are found on Davidson-Arabia Mountain and Stone Mountain.

#### Little Amphianthus, Pool Sprite, Snorkelwort

(*Amphianthus pusillus*)(endangered)

An annual aquatic herb which grows in shallow, flat-bottomed depression pools or solution pits of granite outcrops. These pools are usually less than a foot in depth, rimmed with rock, and dry in the summer after spring rains have evaporated.

#### Sunloving Draba, Open-Ground Whitlow Grass

(*Draba aprica*)(endangered)

An annual herb found in shallow soils on granitic outcrops, especially beneath

widely scattered old growth, eastern red cedar.

**Blackspore Quillwort**

*(Isoetes melanospora)*(endangered)

A perennial aquatic fern ally, emergent aquatic which is found in shallow, flat- bottomed depression pools of granitic outcrops. These pools occur in natural solution pits or man-made quarry holes and most are completely dry in summer after spring rains have evaporated. It is closely associated with the Little Amphianthus (*Amphianthus pusillus*).

**False Hellebore, Ozark Bunchflower**

*(Veratrum woodii)*(endangered)

A perennial herb found in moist, hardwood-dominated woods, usually in small clumps or terraces along streams.

**Small-Flowered Obedient Plant, False Dragon-Head**

*(Physostegia veroniciformis)*(threatened)

A perennial herb found in wet muck or peat in shallow water of river swamps and sloughs.

**Bay Star-vine, Climbing Magnolia, Wild Sarsaparilla**

*(Schisandra glabra)*(threatened)

A perennial deciduous vine typically found twining over understory trees and shrubs in rich alluvial woods, and on lower slopes near streams.

**Granite Stonecrop, Dwarf Stonecrop**

*(Sedum pusillum)*(threatened)

An annual herb found growing among mosses in partial shade under large, open-grown eastern red cedar trees on granitic outcrops.

**Mocassin Flower, Pink Ladyslipper**

*(Cypripedium acaule)*(unusual)

A herb which grows in pinelands, uplands, woods with pine, occasionally on the edges of Rhodendron thickets and in mountain bogs.

**Golden Slipper, Yellow Ladyslipper**

*(Cypripedium calceolus var pubescens)*(unusual)

A perennial herb found in rich, moist, hardwood coves and forests.

**Endangered Animals**

There are four endangered species whose habitats may be present in the Atlanta area. However, none of these species has been observed in DeKalb County. They are the Indiana Bat (*Myotis sodalis*), the Red Cockaded Woodpecker (*Picoides borealis*), Peregrine Falcon (*Falco peregrinus*) and the Southern Bald Eagle (*Haliaeetus leucocephalus leucocephalus*) one of which has been sighted in southern Fulton County.

The Indiana Bat is a nocturnal insectivore which lives in caves during the winter and can be found outside of caves from April through October. Typically, the Indiana Bat lives in large colonies near the mouths of caves in Kentucky and Missouri, yet, they have been sighted near caves in this part of Georgia. Georgia's 1977 Cave Protection Act regulates activities in caves in order to prevent destruction of bat colonies. Programs which educate people about bats should be encouraged.

The Red-Cockaded Woodpecker nests in old pine trees which are typically over sixty years old and infected with a red heart disease fungus. The habitat of the red-cockaded woodpecker is shrinking due to timber management and production. This bird is nonmigratory, mates for life, and feeds off insects in the tops of tall pines. In order to protect this species, pine forest wildlife refuges would need to be created and preserved in order to provide suitable habits for this species.

Peregrine Falcons typically live on cliffs over water, migrate long distances, and can fly as fast as 200 miles an hour. They typically mate for life and eat other birds. They are endangered due to habitat destruction, illegal killing, and pesticides. Breeding programs have been established in order to encourage the survival of this species. Educational programs have also been established.

Southern Bald Eagles have been found nesting in tall trees in undisturbed Piedmont wetlands and lake shores despite the fact that they typically inhabit inland waterways and estuaries. These birds generally eat fish, other birds, and small mammals. They have a wing span of six feet or longer and nest in the late winter using the same nest each year. The young mature over a period of four to five years. They are endangered as a result of habitat destruction and illegal killing. Preservation of natural area with little or no human activity is essential to providing habitat for this species.

Ongoing protection of the County's endangered species, both plant and animal, will be undertaken through the enforcement of protection laws, education of the public on the identity of endangered species, and protection of habitat areas. Plans have been developed for Stone Mountain and Arabia Mountain that address protection of endangered plants and their habitats.

## **HYDROLOGY**

There are three major drainage basins in DeKalb County; the Chattahoochee River Basin, South River Basin, and the Yellow River Basin. The Chattahoochee River Basin is located in Northwest DeKalb County and is framed by an east-west ridge line which terminates at Stone Mountain and a north-south ridge line in the east central portion of the county. The Georgia Railroad corridor is located along the east-west ridge line and forms the boundary between the Chattahoochee River basin and the South River basin between the Fulton County line and Stone Mountain. The Yellow River basin is located in the northwestern portion of the county and is framed to the south by the Mountain Industrial Boulevard/Hugh Howell Road/Chamblee-Tucker Road/Pleasantdale Road corridors.

The majority of the land in the Chattahoochee River basin drains westward to the Chattahoochee River via Nancy Creek, Peachtree Creek, and several tributaries. Smaller



drainage basins created by creeks flow northward directly into the Chattahoochee River. The South River and its tributaries the Pole Bridge, Snapfinger, Shoal and Entrenchment Creeks drain the southern part of the County. The southeastern portion of DeKalb is drained by the Yellow River which flows through the extreme eastern part of the County and flows toward the South. The Yellow River basin includes Stone Mountain, Swift and Crooked Creeks. Soils along the South River, Yellow River, Peachtree Creek, Nancy Creek and their tributaries are nearly level. The flood plains are typically narrow, and frequently flooded during winter and spring. The majority of the soils on uplands are well drained. Yet the bottom lands along the rivers, creeks, and tributaries often flood during winter and spring, draining slowly and remaining wet for long periods.

### **River Corridors**

There are two river corridors that pass through portions of DeKalb County. They are the South River and the Yellow River. The tributaries of the South River include the Pole Bridge, Snapfinger, Shoal and Entrenchment Creeks. The tributaries of the Yellow River include Stone Mountain, Swift and Crooked Creeks.

These rivers and the adjacent stream bank vegetation filter out sediments and associated non-point pollutants from nearby land which impact surface and groundwater quality. They store water and thereby stabilize dry weather stream flows, groundwater levels and flood hazards. These rivers serve as important fish and wildlife habitats.

Approximately 4-1/3 miles of the Yellow River's 70 miles are located in DeKalb County. Portions of the Stone Mountain, Lee Henry Branch, Crooked, Swift, and Johnson Creeks drain into the Yellow River. The Yellow River drainage basin serves portions of Gwinnett, Rockdale, and Walton Counties. The South River flows along the southern boundary of the County. Three wastewater treatment plants are located on the South River, they are the Snapfinger and Pole Bridge plants in DeKalb County and the South River Water Treatment Facility in Atlanta. For many years, the U.S. Geological Survey has recorded river flow data. Stream flow data is measured in cubic feet per second (cfs). The South River is measured near Lithonia and averages 290 cfs. The Yellow River is measured near Snellville and averages 177 cfs.

### **Nonpoint Source Pollution**

The County's wastewater treatment plants should eventually be able to treat sewage so adequately that most of the pollutants flowing to the streams will do so in stormwater runoff. This stormwater runoff pollution is known as nonpoint source pollution. As streets, structures and paving replace woods and fields, the layers of undisturbed soil, vegetation, and plant material that slow and filter runoff are lost. The rate and amount of stormwater runoff then increases and flows quickly into streams through a network of drainage pipes and channels. Pollutants, including dust, dirt, litter, animal droppings, motor oil, gasoline, pesticides, fertilizers and other toxic materials deposited on the land surface are flushed into streams each time it rains. Additionally, this fast moving runoff erodes construction areas and other bare soil, adding sediment to the runoff. The runoff and its load of pollutants and sediment pour into streams, resulting in the erosion and undercutting of streambanks,

downstream sedimentation, and overall degradation in water quality.

Nonpoint source pollution can quickly pollute a stream. Sediment smothers aquatic habitat and pollutants decrease oxygen and poison fish and wildlife. Erosion destroys streambanks and damages property and public facilities such as bridges and utility lines. In the future, DeKalb County, along with other local governments, as well as industry will need to develop programs to control both water quality and quantity of runoff. Implementing the following activities will assist in this effort:

- **Minimize Paved Areas - Place minimum limits on lot size and maximum limits the amount of ground coverage by structures and paving (impervious surfaces) within a development to minimize the amount of stormwater runoff generated.**
- **Proper Disposal of Hazardous Household Wastes - Develop collection centers for household wastes such as used motor oil, paint, pesticides and other hazardous materials to prevent dumping into storm drains or onto land surfaces.**
- **Stream Buffers - Increase undisturbed vegetative buffers between cleared areas and adjacent streams, rivers, and lakes from 25' to 100'.**

#### **Water Conservation**

Water conservation is an important element in meeting future water supply needs. The Regional Water Supply Plan prepared by the Atlanta Regional Commission shows that over 20 percent of the region's water supply must come from water conservation efforts. The need for water conservation has only been reinforced by disputes with neighboring states and difficulties encountered in building new or reallocating old reservoirs. A concerted effort is needed by governments, businesses and citizens to put conservation measures in place. Some of the major elements being pursued as part of the region's water conservation program are:

- **Ultra Low Flow (ULF) Plumbing Fixtures - A new state law and local ordinances require installation of these water saving fixtures in new construction. ULF fixtures have the potential to reduce indoor water use by 25 percent.**
- **Low-Water Using Landscaping (Xeriscaping) - Water use can double in the summer months, mostly due to outdoor watering. Xeriscape-type landscaping techniques use native and drought hardy plants, limit turf areas, and locate plants properly to cut water demand. Xeriscapes also offer more shade, and require less maintenance, fertilizer and herbicides, cutting costs and drought risks. The University of Georgia Cooperative Extension Service has developed guidelines and educational materials to promote xeriscaping.**
- **Education - Water utilities in the Atlanta Region have routinely included flyers in water bills to provide advice on conservation. Education programs are conducted through the public school systems and have included billboard contests, videos, and presentations. More emphasis is needed on educating the public on ways to conserve water for the future.**
- **Water Recycling - Treated wastewater is being reused for irrigation and other nondrinking purposes, thereby reducing demand and wastewater discharges into streams. This technique is being used successfully by several county governments**

in the Atlanta Region.

Individuals can do many things to save water in and around their homes. DeKalb County should encourage residents to begin using the following effective techniques:

- **Toilet** - Place a plastic bottle cut off at the neck and weighted with a few stones in the tank to reduce the amount of water released into the toilet bowl. Check for leaks. Put a little food coloring in the tank and if it shows up in the bowl, a plunger ball leak probably exists. Leaks at the overflow pipe are also common and can be detected by looking in the tank.
- **Shower** - Take short showers. Unless a shower lasts seven minutes or less, bathing in the tub will use less water. Install low flow shower heads and/or quick cut-off shower heads.
- **Faucets** - use aerators and flow restrictors in faucets. Leaky faucets should be repaired because a slow drip can add up to 15 or 20 gallons a day while a 1/16 inch faucet leak wastes 100 gallons in 24 hours.
- **Outdoors** - Water lawns in the cool of the day to avoid evaporation. Water deep and less often. Plant low water using plants and shrubs.

## **FLOOD PLAINS**

Flood plains are the channel and relatively flat areas adjoining the stream or riverbed which have been or may be covered by flood water. Flood plains and their associated stream, wetland and shoreline areas are among the state's greatest assets, because of multiple benefits related to environmental quality, natural resource management, and recreational opportunity. Alterations of flood plains in DeKalb County have resulted in increased flood and stormwater hazards, reduced water quality, loss of habitat and recreational opportunities, and poor aesthetics within communities. Efforts have been made to restrict development in flood plain areas, however, continued development has resulted in flooding. In those areas, flood control projects and federal flood insurance programs attempt to protect private property and public safety, but at considerable public expense.

In DeKalb County, flood plains exist along South River, Yellow River, Peachtree Creek, Nancy Creek and their tributaries (Figure I-2). The bottom lands along the rivers and creeks and their tributaries drain slowly and remain wet for long periods. In most places, the flood plains are narrow, and frequently flood during the winter and spring. Flooding in DeKalb takes place primarily in central and south DeKalb. Many residential areas are affected.

Flood prone areas throughout the County should be identified and restricted from urban development. Decisions to alter flood plains especially floodways and streams within flood plains should be the result of careful planning, which evaluates resource conditions and human needs. Land use and zoning regulations including flood hazard overlay zones should be established to minimize the extent of flooding and the losses incurred in flood hazard areas. Flood hazard overlay zones would restrict development in the flood plain in light of the probability of flood damage. The proposed regulations would apply to all property located in the 100 year flood plain as shown on the County's Flood Hazard

**Boundary Map.** In the spring of 1996, the Federal Emergency Management Agency will begin a basin study of DeKalb County which will include updating the current flood plain maps (Flood Insurance Rate Maps). This project will utilize the County Geographical Information System (G.I.S.) base map, which is currently being compiled from 1995 aerial photos, digitized maps, elevations and center line information. In the long term, this FEMA floodplain information will be used in conjunction with the G.I.S. database to develop a hydrological model which can be used to analyze the impacts of proposed developments on the drainage basin.

**Insert  
Figure I-4  
Environmental Limitations**

## **WATER SUPPLY WATERSHEDS**

A watershed is the land area drained by a creek or river. The Chattahoochee River is one of twenty-two watersheds in the Atlanta Region and supplies DeKalb County's main source of water. The Chattahoochee is a source of raw water intake for DeKalb County which is handled at an intake location in Fulton County on Holcomb Bridge Road. No intake facilities are located in DeKalb County, however. The Chattahoochee River also supplies approximately 70 percent of the drinking water for the Atlanta region.

The Chattahoochee River is protected by the Metropolitan River Protection Act which was enacted in 1973. The Act established the Chattahoochee River Corridor, a protection area extending 2,000 feet from either bank of the Chattahoochee River and its impoundments along the 48 miles between Buford Dam and Peachtree Creek. The River is also subject to the requirements of the Chattahoochee Corridor Plan which is required of the Metropolitan River Protection Act, and includes details for protecting the Chattahoochee River Corridor. The Plan is made up of three sets of standards that include a 50-foot undisturbed buffer and 150 foot impervious surface setback along the river banks, a 35-foot undisturbed buffer along all tributary streams, restrictions on the amount of land disturbance and impervious surface allowed, and balancing of cut and fill in the 100-year river floodplain. All development, clearing, cutting or other land-disturbing activities in the corridor must be approved and certified under the terms of the Metropolitan River Protection Act and the Chattahoochee Corridor Plan. In order for the corridor plan to apply to DeKalb's Peachtree Creek drainage basin, the Chattahoochee Corridor Plan must be extended southward on the Chattahoochee River to include Peachtree Creek.

## **DAMS**

In 1994, there were approximately 50 dams in DeKalb County, 10 of which were maintained by the County, and the remaining 40 dams were maintained by private interests. These dams are inspected yearly by the Georgia Department of Environmental Protection, Safe Dams Division. These dams are grouped into two categories: (I.) Potential loss of life if dam were to break, (II.) Does not pose the potential for loss of life if broken. The remaining dams are identified as (EX.) Exempt, poses no threat. (Table I-1)

## **RADIOACTIVE MATERIAL SITES**

In November of 1991, there were approximately 44 licensed radioactive material operators in DeKalb County according to the U.S. Nuclear Regulatory Commission and the Georgia Environmental Protection Division. Radiation Sterilizers, Inc. is licensed to handle 12,300,000 curies, which is more than all other locations in DeKalb County combined. (Table I-2)

TABLE I-1  
DEKALB COUNTY DAMS AND OWNERS  
1994

Cat.	Dam Name	Owner Name
I	Buena Vista Lake Dam	DeKalb County
I	Water's Edge	Arvida of Georgia
I	Rutland Dam Two	Hunt Valley, Inc.
I	Scott Candler Reservoir	DeKalb County
I	East Lake	East Lake Proprietor, Ltd.
I	Echo Lake Dam	Echo Lake Homeowners Association
I	Murphy Candler Dam	DeKalb County
I	Silver Lake Dam	Silver Lake Homeowners Association
I	Kenilworth Lake Dam	Kenilworth Estates
I	Lake Erine	DeKalb County
I	Northlake Dam	Northlake Homeowner's Association
I	Stone Mountain Park Lake Dam	Stone Mountain Memorial Association
II	Silver Ridge Lake Dam	Mitchell, J.A.
II	Robert Nash Lake Dam	Nash, J.R.
II	Rockbridge Dam	Johnson, Nicky R.
II	Simpson Lake Dam	Paul Simpson Estate
II	Stone Mountain Park Golf Course	Stone Mountain Memorial Association
II	Stone Mountain Park Dam-North	Stone Mountain Memorial Association
II	Stone Mountain Park Dam-South	Stone Mountain Memorial Association
II	Timber Trace	Fogelman, Byrnest
II	Walden Lake Dam	Concord Condo Association, Inc.
II	Ward Lake Dam	DeKalb County
II	Davidson Mineral Properties Dam	Davidson Mineral Properties, Inc.
II	Chapel Hill Park Lake Dam	DeKalb County
II	Southland Lake (Greenwood)	Southland Development Corp.
II	Stoneleigh Lake	Lynwood, P. Grady et. al.
II	Formerly C&S Financial Lake	Unlisted
II	Browns Mill Lake Dam	Browns Mill Lake Association
II	Crooked Creek Lake	Triland Georgia, Inc.
II	Davidson Lake Dam Two (Key Lake)	Davidson Mineral Properties
II	Dunwoody Club Crossing	Murray, John
II	Exchange Park Lake Dam (upper)	DeKalb County
II	Forest Lake Dam	First Georgia Investment Corp.
II	Glen Emerald Dam	DeKalb County
II	Joels Lake Dam	Kitchens, Joel C. Jr.
II	Kings Cliff Lake Dam	Kings Cliff Developers
II	Kingsley Lake Dam	Kingsley Lake, Inc.
II	McDaniel lake Dam	Rice, Mary et. al.
II	Mathis Lake Dam (lower)	R.L. Mathis Dairy
II	Mystery Valley Lake Dam	DeKalb County
II	Norris Lake Shores Dam	Norris Lake Community Benefits Corp.
II	O'Neal Lake Dam (Howell)	O'Neal, Robert

**Table I-1 continued  
DEKALB COUNTY DAMS AND OWNERS  
1994**

<b>Cat.</b>	<b>Dam Name</b>	<b>Owner Name</b>
<b>EX</b>	<b>Ramsden Lake Dam</b>	<b>Ramsden, L.</b>
<b>EX</b>	<b>Rutland Dam One</b>	<b>Hunt Valley, Inc.</b>
<b>EX</b>	<b>Sheppard Road Lake Dam</b>	<b>Bionist, R.P.</b>
<b>EX</b>	<b>Simone Drive Lake Dam</b>	<b>Allen, John M.</b>
<b>EX</b>	<b>Sterling Lake Dam</b>	<b>Aiken, Effie</b>
<b>EX</b>	<b>Stewarts Lake Dam</b>	<b>Stewart, Ellen</b>
<b>EX</b>	<b>Tom George Dam</b>	<b>Unlisted</b>
<b>EX</b>	<b>Turnbridge Wells Road Dam</b>	<b>C.P.B., Inc.</b>
<b>EX</b>	<b>Village Oak Dam</b>	<b>Village Oak Condominium</b>
<b>EX</b>	<b>Candler Dam</b>	<b>Emory University</b>
<b>EX</b>	<b>Clearlake Court Dam</b>	<b>F.M. Land Company</b>
<b>EX</b>	<b>Crawford Lake Dam</b>	<b>Smith, Charles</b>
<b>EX</b>	<b>Davidson Lakes #1 (Charles Lake)</b>	<b>Davidson Mineral Properties</b>
<b>EX</b>	<b>Doreen Lake Dam</b>	<b>Burney, E.B.</b>
<b>EX</b>	<b>Harbin Lake Dam</b>	<b>W.T. Harbin Estate</b>
<b>EX</b>	<b>Henson Dam</b>	<b>Henson, J.M.</b>
<b>EX</b>	<b>Hugh Spivey Lake Dam</b>	<b>Spivey, Hugh B.</b>
<b>EX</b>	<b>Jabco Lake Dam</b>	<b>George, C.A.</b>
<b>EX</b>	<b>Lake Ivanhoe Dam</b>	<b>Ivanhoe Community Club</b>
<b>EX</b>	<b>Lake Louise Dam</b>	<b>Connecticut Mutual Life</b>
<b>EX</b>	<b>Lake To-Lani Dam (now lowered)</b>	<b>Unlisted</b>
<b>EX</b>	<b>Lanford Lake Dam</b>	<b>Stone Mountain Memorial Association</b>
<b>EX</b>	<b>Lehigh Lake Dam</b>	<b>DeKalb County</b>
<b>EX</b>	<b>Simmons Lake Dam (breached, 1968)</b>	<b>Brown, Gardner</b>



**Blank Page for Table I-2  
Licensed Radioactive Material Operators**

## **GROUND WATER RECHARGE AREAS**

The Georgia Department of Natural Resources has mapped all of the areas in the state which are most likely to serve as groundwater recharge areas.(Figure I-2) In DeKalb County, there are several areas with thick soils which indicate probable groundwater recharge areas. They range in size from (1 to 4 miles) and are located to the northeast of Dunwoody, around Doraville, around the City of Decatur, to the north of the Seaboard Coast Railroad, to the south of Belmont, north of Lithonia and a small portion located along the Rockdale-DeKalb County line.

These areas are classified "Significant Recharge Area" by the Georgia DNR which requires that an ordinance protecting these resources be adopted, implemented and enforced. According to DNR's Environmental Planning Criteria, this ordinance should limit development densities, the design of stormwater infiltration basins, and the handling of hazardous materials within the recharge area.

## **GREENWAYS: GROUND WATER RECHARGE**

From 1995-2015 DeKalb plans to develop a greenway system with a comprehensive watershed approach that is result-oriented. 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. When precipitation falls on naturally vegetated areas and soaks into the ground, water used for human consumption and the replenishment of streams is recharged even during drought. These recharge areas normally occur in upland sites with thick soils, for example Fernbank Forest.

## **GREENWAYS: STORM WATER MANAGEMENT AND POLLUTION ABATEMENT**

Greenways provide natural systems to meet requirements set by the National Pollutant Discharge Elimination System and its permitting process. By amending its ordinance and integrating structural and vegetative solutions, DeKalb's Storm Water Management System will address the quality and the quantity of storm water. When storm water flows into upland infiltration areas or flood plains and slowly seeps into the ground, non-point source pollution is most effectively removed. Throughout the country the integration of vegetative controls into storm water management has resulted in reduced infrastructure, maintenance and operating costs. Greenways are far more efficient than an exclusively structural approach. They not only effectively manage storm water, but also provide a critical public amenity.

## **GREENWAYS: FLOOD CONTROL**

**There are three ways that greenways reduce flooding:**

- **Recharge areas within greenways absorb and store rainfall as groundwater that is slowly released throughout the year.**
- **Vegetated riparian buffers moderate the flow of streams during heavy rains.**
- **Flood plains store heavy runoff preventing damage to property downstream.**

## **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 those areas that are saturated by surface or groundwater at a frequency and duration sufficient to support vegetation adapted for life in saturated soil conditions. Wetlands include swamps, marshes, and bogs. Wetlands play an important role in the overall ecological system of DeKalb County.**

**Once thought of as swampy wastelands to be drained and filled, wetlands are now recognized as a precious, natural resource. Interest in wetlands has increased because of their importance in controlling erosion, flooding, abatement of water pollution, recharging ground water, and providing an essential habitat to hundreds of birds as well as for many threatened and endangered species of plants and animals.**

**Wetlands typically have three characteristics: 1) hydrophytic vegetation, 2) hydric soils, and 3) wetland hydrology. Hydrophytic Vegetation includes plant life growing in water, soil or on a substrate that is at least periodically deficient in oxygen as a result of excessive water content. Hydric Soils are soils that are saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the upper part. Wetland Hydrology occurs when an area is saturated to the surface or inundated at some point in time during an average rainfall year. Hydrologic characteristics require detailed knowledge of the duration and timing of surface inundation, both yearly and long-term, as well as understanding ground water fluctuations.**

**Based on map analysis and field studies, two general wetland categories or systems are present in DeKalb County: Lacustrine and Palustrine.**

**The Lacustrine System includes wetlands and deepwater habitats with all of the following characteristics: 1) situated in a topographic depression or a dammed river channel; 2) lacking trees, shrubs, persistent emergence, emergent mosses or lichens with greater than 30% area coverage; and 3) total area exceeds 20 acres. Lacustrine waters may be tidal or nontidal. One Lacustrine Wetland type is located in DeKalb County, the Lacustrine Limnetic Unconsolidated Bottom. The Unconsolidated Bottom Lacustrine wetland includes all wetland and deepwater habitats with at least 25% cover of particles smaller than stones and a vegetative cover less than 30%. Unconsolidated Bottoms typically lack large stable**

surfaces for plant and animal attachment. Plants common to this wetland type includes bald cypress, duckweed, bladderworts and yellow-eyed grass.

The Palustrine System includes all nontidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens, and all such wetlands that occur in tidal areas. It also includes wetlands lacking such vegetation, but with all of the following four characteristics: 1) area less than 20 acres; 2) active wave-formed or bedrock shoreline features lacking; 3) water depth in the deepest part of basin less than 2m at low water; and 4) salinity due to ocean-derived salts. The Palustrine system was developed to group the vegetated wetlands traditionally referred to as marsh, swamp, bog, fen, and prairie, which are located throughout the United States. It also includes the small, shallow, permanent or intermittent water bodies often called ponds. Palustrine wetlands may be located shoreward of lakes, river channels, or estuaries; on river floodplains; in isolated catchments; or on slopes. They may also occur as islands in lakes or rivers. Plant species common to this type of wetland includes barnyard grass, black gum, cattails, cottongrass, foxtail, and winterberry among others.

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 eco-system.

The criteria for wetlands protection give local governments the flexibility of choosing a "minimum area" to be used for mapping wetlands within the jurisdiction with a suggested minimum of five acres. The County wishes to adopt and enforce the Department of Natural Resources protection standards for wetlands. All future development in DeKalb County should be prohibited from wetland areas unless it can be demonstrated to the Board of Commissioners that there will be no long-term adverse impacts or net loss of wetlands. Other protection measures should also be considered by the County including the use of zoning or other land development regulations to restrict or prohibit development in significant wetland areas and modifying subdivision regulations to require the set-aside of wetlands.

Additionally, the Board of Commissioners will consider aggressive techniques such as the development of wetlands mitigation banks which are being used successfully throughout the United States to protect and preserve wetland areas. Wetlands banking generally involves consolidating individual wetland mitigation projects into one large contiguous site. The concept works similar to a bank account where wetland creation, enhancement and preservation is undertaken prior to planned developments. Benefits stemming from creation and enhancement are quantified and credited to the bank. Future wetland losses due to development projects are quantified and subtracted from the bank as they occur.

## **GREENWAYS**

A greenway is a linear, vegetated space linking community resources, such as parks, natural reserves, cultural features, historic sites, neighborhoods and commercial centers. Greenways recharge the water table, manage storm water, provide pollution abatement, reduce flooding, offer natural space for the enjoyment of nature, link alternative transportation corridors, attract corporate relocation, increase the tax base and encourage tourism. Green spaces, significant islands of natural area, will be included in the greenways program.

DeKalb County has two significant and historic greenway routes. First, in the late nineteenth century, Frederick Law Olmsted, designed a linear park along Ponce de Leon Avenue in Druid Hills. The largest portion of The Olmsted Parks, Deepdene, is watershed based and transportation based. The Olmsted Parks Society is restoring these rolling vistas with 1997 Transportation Enhancement Activity funds. Second, tree-lined buffers and vistas characterize the approach to Stone Mountain Park along the scenic Stone Mountain Freeway east of I-285. Preserving these views and vistas is a high priority, due to tourism. Access to the park is being updated with The Decatur to Stone Mountain Trail, which will provide access for pedestrians and bicycles.

Greenways also have important ecological functions. Landscape ecology melds human and natural considerations. It allows humans to experience nature in urban environments, and it serves as habitat and edges for wildlife and as barriers between differing topographies,. Greenways consisting of riparian buffers along streams reduce flood hazard and control erosion and sedimentation. Preserving the tree canopy improves air and water quality, climate moderation, and protection of native species.

DeKalb has the rudiments of an extensive greenway system. Through the Utility Line Forestry Project, the Public Works Department has planted some ten thousand trees along twenty-two miles of newly constructed sewer lines. Public Works has also installed artificial nesting boxes to encourage bird habitat. DeKalb's sewer and utility easements span over four hundred miles, but they do not include public access. Where appropriate, negotiations for access would provide opportunities for improved maintenance, alternative transportation and passive recreation.

The 1995 County Land Use Map delineates 10,045 acres of flood plain as a green space overlay. The South Peachtree Creek Nature Preserves, Inc. is implementing a greenway that preserves flood plain areas from Valley Brook to the City of Atlanta. This greenway's back bone is the four-mile South Peachtree Creek Multi-use Trail, which connects some twenty-five destination points and links with the inter-modal transportation network at seventeen points. DeKalb plans to adopt South Peachtree Creek as its pilot greenway.

#### **THE INITIATIVE FOR A GREEN DEKALB**

This ad hoc committee will plan a county-wide greenways system to encompass DeKalb's portions of the Peachtree/Nancy Creek, South River and Yellow River Basins and to connect with other greenway systems in the Atlanta Region. Staff from the Roads and Drainage, Planning, Parks and Recreation, Police, Public Works, and Water and Sewer

departments will meet with a cross-section of citizens including, but not exclusive of, developers, hotel and tourism managers, environmental planners, educators, neighborhood leaders, and non-profit organizations to discuss and design the plan.

## PROTECTED MOUNTAINS

### Soapstone Ridge

Soapstone Ridge consists of steatite "soapstone" and biotite gneiss. The term "soapstone" refers to all talcose massive rocks. Soapstone is a metamorphic rock which often contains talc as the predominant mineral, as well as chlorite, amphibole, pyroxene, mica calcite, dolomite, and other minerals. Soapstone is so named because it appears soapy or foamy when wet.

### Scenic View

There are dramatic scenic views from the top of Stone Mountain. However, the surrounding urban development is very much a part of that view. Therefore the focus on the viewshed should be to protect it from intrusions within the park boundary. Stone Mountain Park recently adopted a master plan that recommended restoration of the mountain top to natural conditions. Implementation of the plan should effectively protect the viewshed.

## CULTURAL/RECREATIONAL FACILITIES

### Stone Mountain Park

Stone Mountain Park, located in the northwestern portion of the county, provides both passive and active recreation, lodging, and attractions. Approximately 65% of the park is open space. The park includes picnic and recreation areas, sports fields, natural areas, hiking, walking, cycling, fishing, camping, two 18-hole golf courses, conference center, railroad, skylift, Antebellum plantation, Confederate Hall, riverboat and pavilion, inn, auto museum, playground, and beach area. The park currently hosts laser shows and festivals. It also will serve as an Olympic Venue for tennis, archery, cycling, and the modern pentathlon during the 1996 Summer Olympics.

### Davidson-Arabia Mountain

The Davidson-Arabia Mountain was designated a major resource park by DeKalb County in 1987. It features 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. These species are native to scattered granite outcrops found in South DeKalb County. They are Blackspore Quillwort (*Isoetes melanospora*) and the Pool Sprite (*Amphianthus pusillus*) also known as the Little Amphianthus and Snorkelwort. These species are threatened by their limited distribution and the destruction of their habitat from quarrying, off-road vehicle use, dumping and adverse land use such as pastures and storage facilities.

## **HISTORIC RESOURCES**

### **Introduction**

The earliest known inhabitants of DeKalb County have been identified through archeological remnants found along the Soapstone Ridge in southern DeKalb County. Remnants of bowls and other small tools indicate that early settlements occurred in DeKalb as far back as the Archaic Period (3000 B.C.-1500 B.C.). Additional information on the Woodland Period, Mississippian Period, and Climax Mississippian Period are provided in the archeological resources section.

Prior to European settlement, a network of trails provided pedestrian access across what is now DeKalb County. These trails provided connections for Native Americans, early European traders and settlers between villages, trading centers and shallow river crossings. Many of these routes continue to serve as transportation roadway corridors. One of the most important of these trails, the Hightower Trail, was designated as the political boundary between DeKalb and Gwinnett Counties. Additional information regarding the Native American presence is provided in the discussion of archeological resources.

A treaty signed with the Creek Indian nation on January 8, 1821 opened the territory east of the Chattahoochee River for settlement. In December of 1821, the Georgia Legislature created Henry County, in honor of Patrick Henry of Virginia. Settlers from North and South Carolina quickly inhabited the area and DeKalb County was formed on December 9, 1822 from portions of Henry, Fayette and Gwinnett Counties. The County was named for Baron Johann DeKalb, a native German who aided the Colonies.

Decatur was established on December 10, 1823, as the center for public business and the location for the DeKalb County court house. The county seat was named after Commodore Stephen Decatur of the United States Navy. As more settlers came to DeKalb, small villages and towns began to develop including New Gibraltar, later known as Stone Mountain.

A third town, Marthasville, was established in 1843 and was later incorporated and renamed Terminus, a name chosen to describe its location at the junction of the State road from Chattanooga and the Georgia Railroad line from Augusta, at a point eight miles east of the Chattahoochee. The town of Terminus was renamed Atlanta in 1845. Located six miles west of Decatur, Atlanta remained in DeKalb County until December 20, 1853, when the western boundary of DeKalb County was redrawn to create Fulton County. Atlanta was then named the county seat for Fulton County.

Other early communities included Lithonia, incorporated March 5, 1856; Doraville, incorporated December 15, 1871; Clarkston, incorporated December 12, 1882; Edgewood, incorporated in 1898; Kirkwood incorporated in 1899; Chamblee, incorporated in 1908; Oakhurst, incorporated in 1909; East Lake, incorporated in 1910; Avondale Estates, incorporated in 1926; and Pine Lake, incorporated in 1937. The towns of Edgewood and Kirkwood were annexed into the City of Atlanta in 1909 and 1922 respectively. Additionally, East Lake was later absorbed into the City of Atlanta and the town of Oakhurst became part



of the City of Decatur in 1914. Other communities which remained unincorporated included Redan, Dunwoody, Tucker, Ingleside and Scottdale. Two communities, North Atlanta (Brookhaven) and Constitution, were incorporated at one time but later relinquished their charters.

The Georgia Railroad was built in the early 1840s along the ridge line between the tributaries of the South River and the Chattahoochee. The route passed through the villages of Lithonia, Redan, Stone Mountain, Clarkston, Scottdale, and Decatur.

In 1853, the population of DeKalb County (including parts of what are now Fulton County) was estimated to be over 14,000. Settlers from the Carolinas and Virginia were joined by people from east and middle Georgia. Early settlers were primarily of English, Scotch and Irish descent who came to the area as farmers of relatively modest means. Mills, ginneries, and sawmills were vital centers of commerce and industry for the county's early development. Blacksmith shops and country stores located near many of these early mills. Overall, the County prospered, developing an economy based on agriculture including corn, cotton, and dairy. Other industries included lumber, mills, and rock quarries which began in 1901 with the establishment of Davidson Granite Company.

The Civil War came to DeKalb County in 1864 with the arrival of Sherman's armies before Atlanta. Infantry and cavalry units from both sides ranged across the county as Sherman moved to cut the Georgia Railroad. Portions of the Battle of Atlanta, September 22, 1864, occurred in DeKalb along the railroad corridor from Decatur to the Fulton County line. One of the key points of the battle, Leggett's Hill is located on the county line at the Moreland Avenue and Interstate 20 interchange. The scene from the Atlanta Cyclorama depicts the battle at its height from a position near the Moreland Avenue intersection with DeKalb Avenue. Historical markers tracing the approaches to the battle and the lines of conflict are scattered throughout northern and western parts of the county.

The Civil War accounts for most of the historical markers in DeKalb County. In addition to the Battle of Atlanta, other noted civil war events in DeKalb include Stoneman's Raid which occurred in July and Sherman's March to the Sea, which began in Atlanta and continued through DeKalb County along the Georgia Railroad corridor in November 1864.

### **Identification of Historical Sites**

DeKalb County is rich in historic and archeological resources. A survey of historic buildings and architectural character conducted for DeKalb County between 1970 and 1976 identified over 2,000 structures as being significant to the history of DeKalb County. These sites are documented in a 10 volume set of notebooks on file at the DeKalb County Planning Department. The original survey information and accompanying photographs are archived at the State of Georgia Historic Preservation Library. In the twenty years since the historic and architectural survey was completed, substantial development activity has occurred throughout the County. As a result, many of the structures identified may have been removed and/or have deteriorated over time. An updated survey needs to be conducted and is currently being considered.

The DeKalb County Historical Society has been instrumental in gaining recognition for many of the structures noted on the survey. Many of the sites have been identified with DeKalb County recognition markers, Georgia Historic Preservation Markers, and listing on the National Register of Historic Places. The following is a list of properties and sites which have been listed on the National Register of Historic Places. In total, there are 8 historic districts, 14 historic structures, and two individual sites. (Figure I-3)

The seven-member Historic Preservation Commission, created by the Board of Commissioners in 1994, 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.

### **National Register Historic Districts**

#### **1) Avondale Estates Historic District**

Roughly bounded by Avondale Lake, Avondale Rd., Lakeshore Dr., Kingstone, Clarendon, and Fairchild Drive, Avondale Estates Historic District is a planned suburban town with an English Village theme. Construction of this area began in 1924. The district includes the town's commercial center, the historic portions of the town's residential area, and several historic landscape features.

#### **2) Brookhaven Historic District**

The Brookhaven Historic District is located primarily in Fulton County. A small portion is located in DeKalb County along Brookhaven Drive between Peachtree Road and the Fulton County line. This historic district is noted as a fine example of early-twentieth-century suburban residential development.

#### **3) Cameron Court Historic District**

The Cameron Court historic district is located off Briarcliff Road within the Druid Hills neighborhood. It consists of a single cul-de-sac street which is lined with Craftsman/Bungalow, Spanish Mission, Tudor, and Colonial style homes. It was developed in the mid to late 1920's by H.W. Nichols.

#### **4) Candler Park Historic District**

Roughly bounded by Moreland, DeKalb, McLendon, and Harold Aves., Matthews St., and Clifton Terrace, the Candler Park Historic District was originally founded in 1899 as the community of Edgewood which was centered around Candler Park. By 1909, this area was annexed by Atlanta and linked to downtown by streetcar lines. This area is recognized for its Late Victorian and Craftsman Bungalow style homes as well as a number of Late Victorian styled cottages.

#### **5) Druid Hills Historic District, Parks and Parkways**

Located along both sides of Ponce de Leon Avenue between Briarcliff Rd. and the Seaboard Coast Line Railroad tracks, this historic district consists of some 1,300

acres and 1,300 properties. It was initially designed by Frederick Law Olmsted and development plans were later carried out by the Olmsted Brothers, Joel Hurt's Kirkwood Land Company, and Asa G. Candler's Druid Hills Company. The area is significant because it demonstrates Olmsted's principles of suburban and landscape design. The homes represent a range of early 19th and 20th Century eclectic and revivalistic styles designed by Atlanta area architects. Druid Hills was the second major metro suburb to Atlanta and was home to many of Atlanta's prominent citizens. The parks and parkways serve as fine examples of Frederick Law Olmsted's park and parkway design.

#### **6) Emory University District, N. Decatur Road, Atlanta**

This district includes the Asa Griggs Candler Library and a group of marble Italianate Style structures. These structures were designed by Henry Hornbostel and constructed in 1926.

#### **7) Oglethorpe University Historic District**

Located at 4484 Peachtree Rd. NE, Atlanta, this district is comprised of the Phoebe Hearst Memorial Hall, the landscaped quadrangle, Lupton Hall and clock tower, Hermance Stadium Facade, and Lowry Hall/Philip Weltner Library. These structures were designed in the Late Gothic Revival/Collegiate Gothic Style of native granite. The structures were designed by Morgan and Dillon in 1915. The University was founded in 1912 by Thornwell Jacobs. The site is also known for the first attempted large time capsule which was placed in the basement of Hearst Hall in 1940 and is set to be opened in 8113 A.D.

#### **8) South Candler Street-Agnes Scott College Historic District**

Decatur Female Seminary (1889); Agnes Scott Institute (1890-1906); Little Decatur. Roughly bounded by E. College, S. McDonough, S. Candler, E. Hill and E. Davis Streets, Agnes Scott College is located on 90 acres south of downtown Decatur. It was founded in 1889 as a grammar school and later expanded to a high school known as the Decatur Female Seminary. The school was renamed in 1890 in memory of Mrs. Agnes Irvin Scott, mother of Col. George W. Scott, the first benefactor of the school.

### **National Register Historic Structures**

#### **1) Asa G. Candler, Jr. House**

Located at 1260 Briarcliff Rd., NE., this Georgia Revival style house was designed by the Atlanta-born architect Charles E. Frazier for Asa G. Candler, Jr. It was constructed in 1922 and was located on a 10-acre site which also included a public swimming pool, known as Briarcliff Pool, which opened to the public in 1933 and a private zoo, which operated from 1932-35.

#### **2) Callanwolde**

Located at 980 Briarcliff Rd., NE, Atlanta, this Tudor/Gothic style mansion was constructed in 1920 for Charles Howard Candler, the eldest son of Asa Candler, the founder of Coca-Cola. It was designed by Henry Hornbostel of New York and is

named for Callen Castle in Ireland. It has served as a fine arts center since 1973.

**3) Mary Gay House**

Located at 524 Marshall St., in downtown Decatur, this structure dates from the Civil War era. It is a simple frame structure, which was the home of Miss Mary Gay a noted historian and author who wrote about life during the civil war. The structure is one of few remaining pre-Civil War era buildings in Decatur.

**4) William T. Gentry House**

Located at 132 E.Lake Dr., SE, Atlanta, this structure is almost an exact replica of an antebellum Greek Revival style mansion. It was designed by P. Thornton Marye who also designed the Fox Theater. Gentry was president of the Southern Bell Telephone Company and used his home to promote development in the area.

**5) Cora Beck Hampton Schoolhouse and House/Holleyman School**

Located at 213 Hillyer Place, Decatur, this one-and-half story cottage served as a one-room school house between 1892-1902. The school was operated by Cora Beck Hampton until the City of Decatur created a public school system in 1902.

**6) Agnes Lee, Chapter House of the United Daughters of the Confederacy**

Located at 120 Avery St., Decatur, the Agnes Lee, Chapter House of the United Daughters of the Confederacy is a one-story, frame, Colonial Revival building. It was designed by the architect Wilson A. Gosnell. Constructed in 1916, this structure served as the meeting place of the local chapter of the United Daughters of the Confederacy.

**7) Old DeKalb County Courthouse**

Located on the Court Square in Decatur, the DeKalb County courthouse is a Beaux Arts neo-classic styled building designed by Walker and Chase architects in 1912. The exterior of the courthouse is granite quarried from Stone Mountain.

**8) Free and Accepted Masons, Pythagoras Lodge No. 41**

Located at 136 E. Ponce de Leon Ave., Decatur, this structure is a vernacular version of a Beaux Arts style building. It is located directly North of the Old DeKalb County Courthouse and was designed by architect and lodge member William J. Sayward, a Vermont native, who moved to Atlanta in 1912 and practiced with William A. Edwards. The Decatur chapter of the Masons was formed in 1844 prior to the creation of Atlanta and Fulton counties. Many of the area's most prominent citizens were members including the Candler, Collier, and Ansley families.

**9) Scottish Rite Hospital for Crippled Children**

Located at 321 W. Hill St., DeKalb County, this structure includes five main buildings located on 4.8 acres near the Oakhurst community. The hospital was designed by Neel Reid of Hentz, Reid and Adler and was the first modern medical facility in Atlanta. It is also the first of the nationally renown Scottish Rite or Shriner's Children's Hospitals.

**10) The Seminary\Malone House**

Located at 6886 Main St., Lithonia, the Seminary was constructed with local granite in 1895 on land donated by Benjamin Franklin George, the first mayor of Lithonia. It served as the first school until 1906, when the official school system was established in Lithonia. The structure was then purchased by John Keay Davidson, Sr. a Scottish immigrant who started the Davidson Granite Company in 1901. Davidson used the Seminary to house men brought from Scotland to work in the quarries. He renamed the structure the Auto Rest Hotel. It later became a private residence.

**11) The Smith-Benning House**

Located at 520 Oakdale Road, NE Atlanta, this Victorian-Eclectic Structure was built about 1886 and was the home of Judge Charles Smith (1856-1923). Judge Smith constructed this house in order to promote the development of Edgewood a small suburban community which later became part of Atlanta. The house was purchased by Augustus Harrison Benning (1840-1904), a wealthy sea captain who retired to Atlanta and built the English-American Building which is also known as the Flatiron Building in downtown Atlanta.

**12) Steele-Cobb House**

Located at 2632 Fox Hills Drive, Decatur, this structure is Plantation Plain style and is the earliest type of residential architecture in the county. It is a rare surviving example in Atlanta. The house was built by Michael Steele, who married Martha Lucinda Smith, daughter of Robert H. Smith, builder of the Tullie Smith House in Atlanta. Leslie J. Steele, the son of Michael and Lucinda Steele, was the mayor of Decatur between 1915-1920 and later became a U.S. Congressman who served during 1927-1929.

**13) Stone Mountain Covered Bridge**

Stone Mountain Memorial Park, DeKalb County.

**14) Swanton House**

720 Swanton Way, Decatur. The Swanton House is a Central Hall Plantation Plain Style home constructed around 1825. This site, which survived the Civil War, is the oldest building in Decatur. It was the home of Benjamin Franklin Swanton an early industrialist who moved to Atlanta from the North.

**National Register Historic Sites****1) DeKalb Avenue-Clifton Road Archeological Site**

This area served as a garbage dump between the years 1890-1910. An assortment of bottles, china, and spongeware which illustrate early turn-of-the century medicines and foods have been excavated from this site.

**2) Soapstone Ridge-Southwestern DeKalb**

The 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 have produced remnants of bowls and other small tools dating from as early as the Archaic Period (3000 B.C. - 1500 B.C.).**

**Insert Figure I-27 National Register Listings**

## **Historical Markers**

DeKalb County also has approximately 74 roadside reminders of local history. To give an idea of the impact of the Civil War on DeKalb County, only five markers carry no mention of soldiers and fighting. Examples of sites with historic markers include the DeKalb County Courthouse lawn, the Hightower (Etowah Trail) which is one of the best marked Indian trails in Georgia and the Steatite boulder which was found on the site of a prehistoric quarry along Soapstone Ridge.

## **Other Historic Significance**

There are a multitude of other historically significant structures in DeKalb County which are not formally identified by historical markers or listings on the National Register of Historic Places. These include such notables as the Stephen Spruill home in Dunwoody; the Solomon Goodwin house in Brookhaven; the High House, the Biffle Cabin and Glenwood Estates, all located in Decatur; all of the structures in the Stone Mountain Park's Antebellum Plantation and the Stone Mountain cemetery. Many other potentially eligible neighborhoods and districts also exist in the County's municipalities including the Women's Club built in 1912, Rowland Street, Market Street and Popular Street residential areas in Clarkston; the New Hope cemetery, the Donaldson/Robertson House and the Dunwoody Village all in Dunwoody; the Nancy Creek Primitive Baptist Church in Chamblee; and the Mount Carmel African Methodist Episcopal (A.M.E.) Church in Doraville. Additional sites include the Alston House, Blanton House, Briarcliff Estates, William Cobb House, Latimer-Felton House, Lullwater Farms, Samuel House Plantation, Rainbow Terrace, Milledge House, Bird Plantation, Robert Alston "Meadow Brook" House, Cruickshank Log Cabin, Duarte-Matthews House, Ragsdale-Mitchell House, Decatur Depot, Stone Mountain Depot, Old Tilly House, Rainey Plantation, J. Oliver Powell House, and the Sully Plantation.

## **Commercial, Industrial, and Institutional Sites**

Commerce and industry have been critical in attracting new residents to DeKalb County over time. During the 19th century, mills served as the primary industry in DeKalb County, providing grain, cotton, and textiles for the region. While a number of these sites have been identified, a survey should be completed to determine the physical status and continued existence of these structures. Today, many of these mills are referenced in common street names found all over DeKalb County. The following is a list of known mill sites which have been identified by the DeKalb County Historical Society:

- 1) Browns Mill on Snapfinger Creek.
- 2) Evans Mill on Evans Mill Road.
- 3) Thompson upstream from Browns Mill on Snapfinger Creek.
- 4) Cotton Mill on Flat Shoals Road.
- 5) Whites Mill on Whites Mill Road.
- 6) Akers Mill on Sugar Creek.
- 7) Andersons Mill on Hightower Trail off Rockbridge Road.
- 8) Freemans Mill off Snapfinger Creek.
- 9) Flakes Mill off Flakes Mill Road.

- 10) McAfee Mill on Shoals Creek.
- 11) Scottdale Mill and adjacent housing.

Many of DeKalb's historic commercial and industrial structures are located within the County's various municipalities. These structures include Stone Mountain's Maddox Grocery Store and Filling Station (1920) and the Ashe House (c.1836) which served as a hotel, tavern and storehouse. Other significant commercial sites include the Old English Village in the City of Avondale and the Hairston's Store on Avondale Road, which serves as one of the last remaining original country stores (c. 1910).

The City of Lithonia is home to the County's first public library which was housed in the Lithonia Women's Club. The Peoples Bank of Lithonia is the oldest existing bank in the County and was established in 1910. Lithonia is also the location of the County's oldest and most prosperous industry, rock quarrying and granite excavation. Some of the earlier quarries included Big Ledge, Rock Chapel Mountain and Pine Mountain which drew skilled stone cutters from Scotland, Wales, England, Italy, and Scandinavian countries.

#### **Agricultural Resources**

The most significantly known agricultural resource in the County is the Richard F. Sams farm near Clarkston, once sprawling across 350 acres before the state took nearly 90 acres in the 1960s for the construction of the I-285 - Stone Mountain Freeway interchange. Sams bought the farm in the 1920s and used it to earn both profits and national recognition as a vegetable grower. The County government recently passed a resolution naming the interchange the "Richard F. Sams Interchange."

#### **African-American Historical Resources**

There is little written documentation of the history of the African-American community in DeKalb County. Much of the known data has been acquired through oral histories of families living in the area. One known historical African-American community can be found in the northwest quadrant of the City of Decatur directly adjacent to the Central Business District. This community was settled during the mid 19th century and provided housing for African-American mill workers and workers in arms and medical supply factories during the Civil War.

DeKalb County's African-American churches may possibly provide a glimpse of the history of the African American community in DeKalb County. A wealth of information can be gained about settlement patterns of the African-American community from birth and burial records. Historically, African-American Churches had cemeteries located adjacent to the sanctuary. By surveying these sites, additional information about the African-American community may be provided.



## ARCHEOLOGICAL RESOURCES

### Early History

According to Archaeologist Pat Garrow, human occupation in DeKalb County spans approximately 12,000 years. The first prehistoric human occupants of North America are termed PaleoIndian. A southeastern survey provided by Williams and Stoltman (1965) suggests discrete areas of PaleoIndian occupation which occurred well to the northwest of DeKalb County. The Archaic period which dates from c. 8,000 B.C. to c. 1,000 B.C. remains poorly researched in northern Georgia. However, DeKalb County's Soapstone Ridge contains a major cluster of aboriginal steatite quarry sites associated with this period. Remnants from these quarries include bowls, small tools, carvings, and pipes. In total, aboriginal remains have been located on more than 110 sites along the Soapstone Ridge.

The Woodland period, which began around 1,000 B.C., followed the Archaic Period in northern Georgia. The most accepted synthesis of the Woodland Period in northern Georgia remains Garrow's (1975) *The Woodland Period North of the Fall Line*. Various pottery types and burial mounds associated with this period have been found along the flood plains of the rivers and creeks in northern Georgia. While these discoveries have been numerous, few of these sites have been investigated, analyzed, and recorded to date.

The transition into the Mississippian Period in Georgia is marked by the appearance of specialized temple mounds and a demonstrable dependence on agriculture as a primary component of the subsistence base. The Climax Mississippian Period, which followed is characterized by highly developed ceremonialism and sites which are smaller and more dispersed throughout northern Georgia.

The earliest documented European incursion into what is now northwest Georgia took place during the de Soto expedition of 1540. Native American trails provided connections between villages, trading centers and shallow river crossings for early European traders and settlers. Among the most significant of these trails was the Hightower Trail, which passed through western DeKalb County and north into Fulton County. Remnants of this trail now serve as the DeKalb-Gwinnett County line. Additionally, many of these early Native American trails now serve as important transportation corridors such as Peachtree Road, Bouldercrest Road, Clairmont Road, Decatur Street, Chamblee Dunwoody Road and Shallowford Road. Listed below are a number of historic Native American trails.

#### 1) Stone Mountain and Sandtown Trail

Extended from Stone Mountain through Atlanta to the Sandtown trading area on the Chattahoochee River.

#### 2) Hightower Trail/Etowah Trail

Extended from the Etowah River to Stone Mountain and on to Augusta.

#### 3) Shallowford Trail

Extended north along Clairmont, North Peachtree Road and Chamblee-Dunwoody Roads.

- **4) Soapstone Ridge Trail**

Extended from Decatur to the Soapstone Ridge.

**5) Peachtree Trail**

Lead to Five Points.

**6) Sandtown Trail**

Extended from the Soapstone Ridge area along Bouldercrest Rd. to Five Points.

A substantial amount of information has been recorded regarding contributions of Native Americans in DeKalb County. The DeKalb County Historical Society has recognized many of these Native American sites through the provision of historic markers. Efforts to identify, preserve, and educate the public on the importance of DeKalb's archeological history should continue to be encouraged.

**Cemeteries and Burial Grounds**

Cemeteries and burial grounds are also important archaeological resources and are protected in the recently passed state laws on historical site protection. According to a list provided by the DeKalb Historical Society, there are more than 130 known public and private cemeteries in DeKalb County. These cemeteries should be surveyed and granted protection under the historic preservation ordinance.

**CULTURAL RESOURCE MANAGEMENT**

Cultural resources are nonrenewable resources. Once a cultural resource is destroyed, it is gone forever. In order to protect and preserve these resources, archaeologists working with government officials devised a preservation plan called cultural resource management. The preservation of cultural resources can be accomplished in two different ways. Archeological sites may be preserved in place by protecting them from construction or development projects. If an archaeological site is threatened by a construction project and cannot be avoided, it then becomes necessary to excavate (or dig) the site. Through excavation, archaeologists gain insights and information about the site and the people who lived there, information which would otherwise be lost forever. This is especially true for prehistoric Native American sites, where there is no written record from which to gather more information. Without archaeology, our knowledge of prehistoric and early America would be incomplete.

Since the early 1900s, there has been federal legislation to protect archaeological sites. With the increasing development of what were once rural areas, there has been a growing concern to protect and preserve our cultural resources. Consequently, during the last three decades, additional legislation has been enacted to provide more comprehensive protection to a wide range of cultural resources, such as Civil War sites, Indian mounds, and historic houses, etc. Recently, the Georgia General Assembly passed several laws to help preserve and protect American Indian sites, abandoned cemeteries and burial grounds, and associated materials.

## **HISTORIC PRESERVATION COMMISSION**

**DeKalb County has been designated a Certified Local Government (CLG) and has appointed a seven member Historic Preservation Commission. This commission has the authority to recommend the designation of historic properties, historic districts and historic artifacts which are significant to DeKalb County's historical, cultural, and aesthetic heritage.**

**The Historic Preservation Commission is responsible for reviewing and approving material changes in the appearance of a designated historic property or a property located within a designated historic district. Other responsibilities include maintaining an inventory of DeKalb County properties listed on both the National Register and Georgia Register of Historic Places and making recommendations for new submissions; seeking local, state, federal and private funds for historic preservation; restoring and/or preserving historic properties owned by the County; recommending the use of facade and conservation easements where appropriate; and conducting educational programs on historic properties.**

## II. POPULATION

### INTRODUCTION

This chapter provides an analysis of DeKalb County's socioeconomic environment. It includes a discussion of present conditions as well as future projections of DeKalb County's resident population. Data presented in this chapter will be used to determine opportunities and constraints which might affect development in the future.

### POPULATION TRENDS

As one of the first areas of suburban growth in metro Atlanta, DeKalb County's population has grown at a steady rate over the past twenty years. During this time, the population has matured and the median age has shifted from 26 in 1970 to 31.9 in 1990. As the population has matured in age and suburban development has spread to areas past DeKalb County, the growth rate has slowed. Over the next twenty years, the population of DeKalb County is expected to continue to increase but at a slower rate than in previous decades. This population growth is expected to occur gradually as the remaining land in southern DeKalb is developed and infill development occurs.

#### Total Population

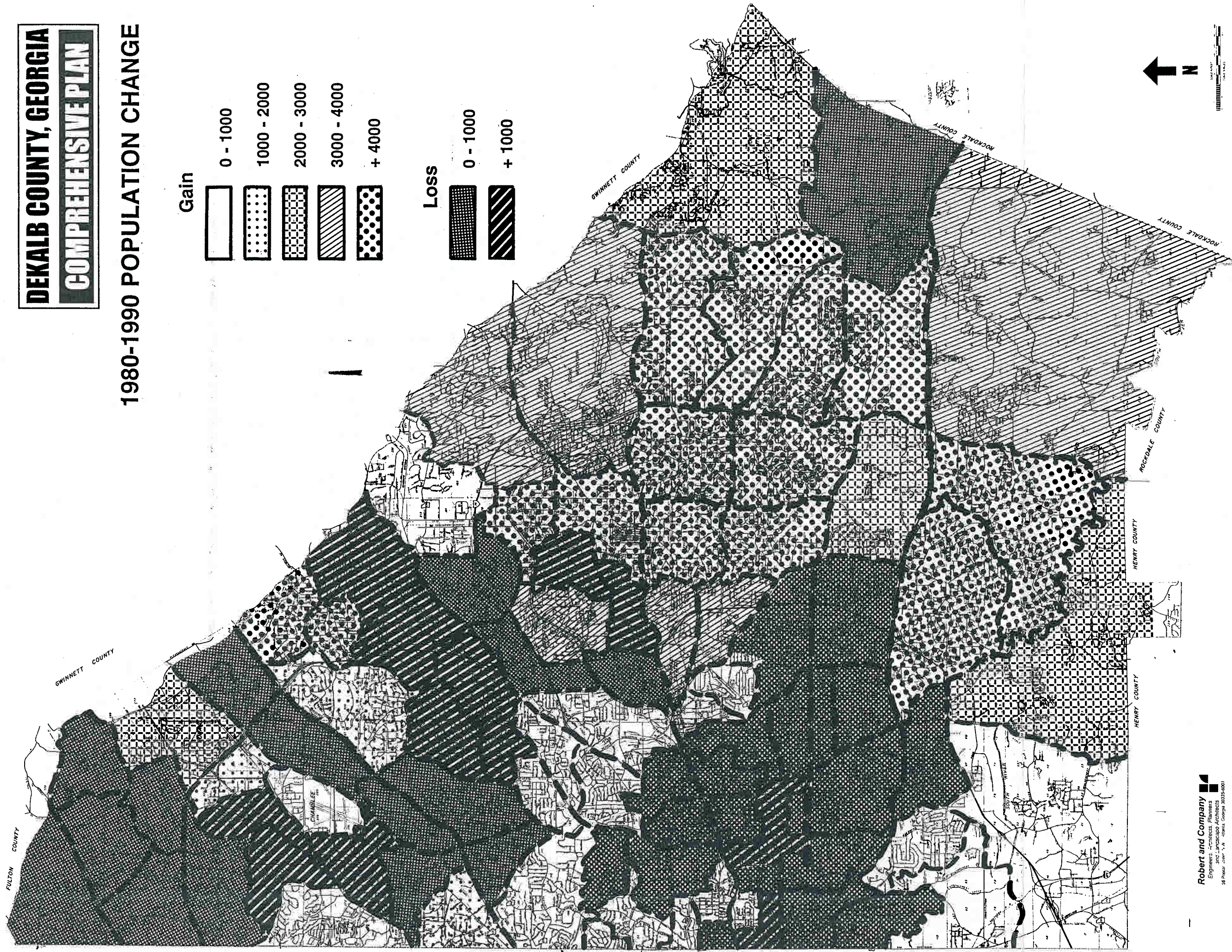
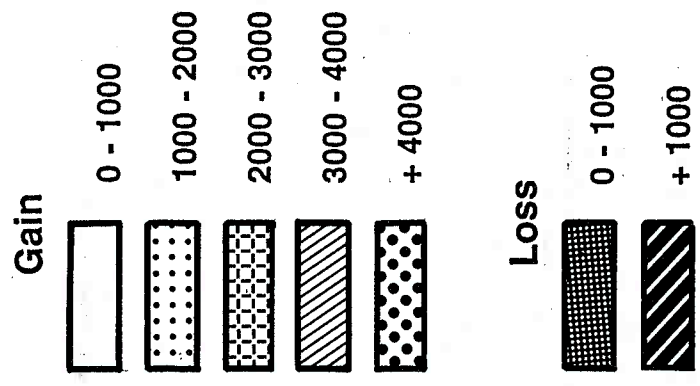
In 1990, the Bureau of the Census, reported DeKalb County's population at 545,837, a 13.0% increase over the 1980 population of 483,024.(Figure II-1) Between the years 1970 and 1980, there was an 16.3% increase in population.(Table II-1) These figures show a total change in population between 1970 and 1990 of 198,087 people or an increase of 31.4%. This growth can be attributed to DeKalb's proximity to the City of Atlanta and its development as a suburban community during the 1970's and 1980's.

Overall, DeKalb County has been growing at a slightly slower rate than the state of Georgia. Between the years 1970 and 1990, the population of the Atlanta region increased 67.3%, from 1,503,122 in 1970 to 2,514,066 in 1990.(Table II-2) Population in Georgia increased 40.8% from 4,599,575 in 1970 to 6,478,216 in 1990. Over this same period, DeKalb County's population increased by only 31.4%.

In 1990, the population of DeKalb County was 21.7% of metro Atlanta's total population. In previous years, DeKalb County contributed a slightly larger percentage of the region's population; approximately 27.6% in 1970 and 25.5% in 1980. Population projections for the year 2020, show that the population of DeKalb County will be 15.5% of the region's population. These figures illustrate that DeKalb County's percentage of the entire metro population is shrinking as suburban growth and development occurs in outlying and adjacent counties. Similarly, DeKalb's portion of the total population of Georgia has decreased slightly from 9.0% in 1970 to 8.4% in 1990. This can be attributed to DeKalb County's slowing population growth, but also the overall growth of population throughout the state.

**DEKALB COUNTY, GEORGIA  
COMPREHENSIVE PLAN**

**1980-1990 POPULATION CHANGE**



**Robert and Company**  
Engineers - Architects - Planners  
3015 Peachtree Road, N.E.  
Atlanta, Georgia 30328-2600

SOURCE: U.S. BUREAU OF THE CENSUS 1980, 1990

FIGURE II-1

**TABLE II-1**  
**POPULATION GROWTH: DEKALB COUNTY**  
**1970-1990**

Year	Population	Change from Previous Census		Change Since 1970	
		Number	Percent	Number	Percent
1970	415,387				
1975	449,205				
1980	483,024	67,637	16.3%	67,637	16.3%
1985	514,430				
1990	545,837	62,813	13.0%	130,450	31.4%

Source: U.S. Bureau of the Census (1970-1990).

**TABLE II-2**  
**POPULATION CHANGE: ATLANTA REGION AND GEORGIA**  
**1970-1990**

Municipality	1970	1980	1990	Change 1970-1990	
				Number	Percent
Cherokee	31,059	51,699	90,204	59,145	190.4%
Clayton	98,043	150,357	182,052	84,009	85.7%
Cobb	196,793	297,718	447,745	250,952	127.5%
DeKalb	415,387	483,024	545,837	130,450	31.4%
Douglas	28,659	54,573	71,120	42,461	148.2%
Fayette	11,364	29,043	62,415	51,051	449.2%
Fulton	607,592	589,904	648,951	41,359	6.8%
Gwinnett	72,349	166,815	352,910	280,561	387.8%
Henry	23,724	36,309	58,741	35,017	147.6%
Rockdale	18,152	36,570	54,091	35,939	198.0%
Total Region	1,503,122	1,896,012	2,514,066	1,010,944	67.3%
DeKalb Percent	27.6%	25.5%	21.7%	12.9%	
Georgia	4,599,575	5,462,989	6,478,216	-1,878,641	40.8%
DeKalb Percent	9.0%	8.8%	8.4%	6.9%	

Source: U.S. Bureau of the Census (1970-1990).

In 1990, DeKalb County ranked second in total population to Fulton County in the ten county metro region. Cobb, Gwinnett, and Clayton County ranked third, fourth, and fifth respectively. While some smaller counties within the region have more than doubled or tripled in population since 1970, DeKalb County has consistently maintained its position as the second most populated county in the region and state since 1970. Between 1970 and 1990, DeKalb County had the next to the lowest growth rate, however, it had the third largest increase in new residents, behind Gwinnett and Cobb.

Overall, population growth in DeKalb County is decreasing inside municipal boundaries and increasing in unincorporated areas.(Table II-3) Incorporated areas such as Chamblee, Decatur, Doraville, and Pine Lake have lost population since 1970. However, areas such as Avondale Estates, Clarkston, Lithonia, and Stone Mountain have seen growth within the municipal boundaries. This growth can be attributed to annexation of residential areas and/or development of infill housing, specifically in Stone Mountain and Avondale Estates.

## POPULATION PROJECTIONS

Population projections can be affected by a wide range of social, political and economic forces. Some factors such as annexation, major industry relocations in or out of the city and regional transportation decisions can significantly effect population figures. Table II-4 includes population projections for DeKalb and the 10-County Atlanta Region which are based on the latest regional forecasts prepared by the Atlanta Regional Commission (ARC). These figures are adjusted by the ARC to reflect the census undercount in 1990 and show DeKalb County's total population as 553,800 in 1990. Based on these adjusted population figures, DeKalb County is projected to represent 15.5% of the region in 2020.

Overall, the population of DeKalb County is expected to experience a 12.3% population increase from 553,800 in 1990 to 647,300 in 2010. This figure is significantly smaller than the 26.8% growth rate projected for Georgia and 40.9% projected growth for the metro Atlanta region for this same time period. As these figures suggest, the DeKalb County population will not increase at the same rate as the state or the region. This smaller increase for the County is due primarily to the lack of remaining developable land within the county.

Population growth trends become more clear when the superdistrict data is aggregated into PUMA districts (Public Use Micro Data Sample Areas). This information provides detailed population numbers which allow for more site specific population projections. DeKalb County's superdistricts are aggregated into four PUMA areas. A map of DeKalb's PUMA areas is shown as Figure VI-2 on page VI-4.

**TABLE II-3**  
**MUNICIPAL POPULATIONS: DEKALB COUNTY 1970-1990**

Municipality	1970	1980	1990	% Change 1970-1990
Atlanta in-DeKalb	37,167	37,283	33,537	-9.8%
Avondale Estates	1,735	1,313	2,209	27.3%
Chamblee	9,127	7,137	7,668	-16.0%
Clarkston	3,127	4,539	5,385	72.2%
Decatur	21,943	18,404	17,336	-21.0%
Doraville	9,039	7,414	7,626	-15.6%
Lithonia	2,270	2,637	2,448	7.8%
Pine Lake	866	901	810	-6.5%
Stone Mountain	1,899	4,867	6,494	242.0%
<b>Total Municipalities</b>	<b>87,173</b>	<b>84,495</b>	<b>83,513</b>	<b>-4.2%</b>
<b>Unincorporated DeKalb</b>	<b>328,214</b>	<b>398,529</b>	<b>462,324</b>	<b>40.9%</b>
<b>Total DeKalb</b>	<b>415,387</b>	<b>483,024</b>	<b>545,837</b>	<b>31.4%</b>
<b>Georgia</b>	<b>4,589,569</b>	<b>5,463,105</b>	<b>6,478,216</b>	<b>41.2%</b>
<b>United States</b>	<b>203,302,031</b>	<b>226,545,805</b>	<b>248,790,873</b>	<b>22.4%</b>

Source: U.S. Bureau of the Census.

**TABLE II-4**  
**POPULATION PROJECTIONS: GEORGIA, ATLANTA  
REGION\*, DEKALB COUNTY 1990-2020**

Year	Georgia	Atlanta Region	DeKalb County	DeKalb as a % of the Region	DeKalb as a % of the State
1990	6,478,216	2,557,800	553,800	21.7%	8.5%
1991	6,566,336	2,615,640	561,275	21.4%	8.5%
1992	6,654,456	2,673,480	568,750	21.3%	8.5%
1993	6,742,576	2,731,320	576,225	21.1%	8.5%
1994	6,830,676	2,789,160	583,700	21.0%	8.5%
1995	6,918,816	2,847,000	583,700	20.5%	8.4%
1996	7,065,683	2,892,750	586,900	20.3%	8.3%
1997	7,212,550	2,914,125	590,950	20.2%	8.2%
1998	7,285,984	2,981,250	596,200	19.9%	8.2%
1999	7,307,150	3,048,375	602,450	19.7%	8.2%
2000	7,359,418	3,115,500	608,700	19.5%	8.2%
2005	7,786,672	3,340,300	610,700	18.3%	7.8%
2010	8,213,927	3,603,800	622,100	17.3%	7.6%
2015	8,627,834	3,878,100	635,100	16.4%	n/a
2020	9,041,741	4,169,700	647,300	15.5%	n/a

Source: ARC Regional Commission (Vision 2020 Baseline Forecasts, 1994), DeKalb County Planning Department, Robert and Co.

\*The Atlanta Region includes Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, Rockdale. Counties.

\*\*Adjusted by the Atlanta Regional Commission for Census undercount. All forecasts are based on adjusted figures.



Population in PUMA areas 1901 and 1903, (Table II-5) which include Chamblee, Northwest, Atlanta in DeKalb, Decatur, and Southwest Superdistricts is projected to stabilize and possibly decline as families, mature, children move out and little in-fill development or redevelopment occurs to change housing densities. The recent population growth in the Northeast is expected to taper off as the land is built out and families mature. However, population growth in the Southeast and the South, (PUMA district 1904) is expected to continue at a high rate of growth well into 2020.

Population growth is expected to continue in DeKalb County, however at a much slower rate. Growth is expected to take place in the undeveloped portions of south DeKalb County, as well as through infill development. This population growth will be offset by the loss of population as adults mature in age and children move away from areas which experienced growth during the 1970s.

TABLE II-5  
POPULATION GROWTH: DEKALB SUPERDISTRICTS  
1970-2020

Year	Atlanta in DeKalb	Chamblee	Decatur	Northeast	Northwest	Southeast	Southwest	South
PUMA #	1903	1901	1903	1902	1901	1904	1903	1904
1970	46,687	88,736	21,943	69,024	61,781	17,180	86,941	23,095
1980	37,283	98,005	18,404	96,602	53,996	39,978	92,618	46,138
1990*	35,299	99,913	17,421	115,936	56,747	75,146	95,752	57,586
1995	35,254	103,244	17,515	119,312	59,291	87,596	96,505	64,983
2000	34,899	105,066	17,422	123,000	59,836	98,732	96,927	72,818
2005	33,324	101,602	16,898	122,681	57,539	105,098	94,527	79,037
2010	32,279	100,533	16,801	124,053	55,521	112,939	91,959	88,015
2015	31,539	100,134	16,711	124,533	54,113	120,325	91,094	96,651
2020	31,073	99,792	16,609	123,360	53,325	127,155	90,587	105,399

Source: Atlanta Regional Commission (Regional Development Commission) Regional Development Census Tract Forecasts, 1987 and Vision 2020 Baseline Forecasts, 1994.  
\*Figures for 1990 and subsequent years have been adjusted by the Atlanta Regional Commission for Census undercount.

## AGE DISTRIBUTION

Significant changes have occurred in the age composition of DeKalb County. Overall, the total population is growing older and shifting into different age cohorts. In 1970, the median age was 26, by 1990, it had increased to 31.9.(Table II-6) Over this same period, the portion of the population which was 5-14 years old decreased by 11.6% from 89,286 in 1970 to 78,972 in 1990. This age group has dropped from 21.2% of the total population in 1970 to 14.4% of the total population in 1990. In contrast, the population in the 15 to 24 age group has grown 20.6% since 1970 and significant increases have occurred in the 25-34 age cohort and the 35-44 age cohort. Overall, there has been a 84% increase in the 25-34 population and a 64.4% increase in the 35-44 age cohort since 1970. The largest increase has been in the 65 and older group, which has increased 96.1% from 22,010 in 1970 to 43,168 in 1990.

As the population grows older, percentage shifts in the age cohorts will continue. Population projections for the year 2015 show continual growth in the 45-54 age cohort (39.9%), as well as a 91.8% increase in the 55 to 64 age group.(Table II-7) These figures also show a 35.5% increase of the population in the 65 and older cohort. Overall, these projections suggest increased demand for elderly services, housing, and health care in the future. Projections for the youngest age cohorts appear to remain fairly stable, which suggest that there will be continued demand for schools and youth programs.

## RACIAL AND GENDER COMPOSITION

Since 1970, the total population of DeKalb County has increased 31.4%. During this same period there has been a dramatic change in the composition of the population. In 1970, 86.1% of the population was white as compared to 53.6% in 1990.(Table II-8) Between the years 1970-1980, the Black population grew 129.9%. A similar increase of 276.1% has occurred in the Asian community between 1980 and 1990. Additionally, there has been a 138.9% increase in "other" racial groups between 1980 and 1990. When comparing percent change in racial composition between the years 1985 and 1990, significant growth has occurred in the Asian/Pacific Islander and Other Races categories. These categories have increased by 58% and 41% respectively, as compared to 27.6% increase in Black and a 8.3% increase in the White category. Overall, the proportion of males to females in DeKalb County has remained the same over the past twenty years. In both 1970 and 1990, there were approximately 48% males and 52% females (Table II-9-10).

Like many other urban areas across the United States, the racial composition of the Atlanta metropolitan region is expected to continue to become increasingly more diverse over the next twenty years. This trend is reflected in the recent increases in Asian/Pacific Islander and Other Races categories between 1980 and 1990 and similar growth in the Black population of DeKalb since 1970. In the future, Black, Asian/Pacific Islander, and Other Races are expected to comprise a larger percentage of the entire population of DeKalb County. These demographic shifts are expected to continue until the total population of DeKalb plateaus as the remaining land is developed. Overall, the influx of Asian and other ethnic populations into DeKalb County will create the need for special programs such as English as a Second Language and job training programs. Additionally, as these trends continue there will be a need to promote cultural diversity in educational programs and businesses.

TABLE 11-6  
POPULATION BY AGE: DEKALB COUNTY  
1970-1990

AGE	1970	1975	1980	1985	1990	Change		% of Total	% of Total
						1970-1990		Population	Population
						Number	Percent	1970	1990
0-4	38,325	35,830	31,303	30,240	33,400	(4,925)	-12.9%	9.1%	6.1%
5-14	89,286	88,037	75,464	71,112	78,972	(10,314)	-11.6%	21.2%	14.4%
15-24	75,298	92,323	94,825	96,826	90,830	15,532	20.6%	17.9%	16.5%
25-34	66,478	87,769	95,054	112,766	122,323	55,845	84.0%	15.8%	22.2%
35-44	55,747	59,212	64,076	75,503	91,637	35,890	64.4%	13.3%	16.7%
45-54	45,872	52,374	50,700	47,339	52,317	6,445	14.0%	10.9%	9.5%
55-64	27,336	32,952	38,575	39,369	36,348	9,012	33.0%	6.5%	6.6%
65 & up	22,010	29,439	34,171	39,787	43,168	21,158	96.1%	5.2%	7.9%
<b>Total</b>	<b>420,352</b>	<b>477,936</b>	<b>484,168</b>	<b>512,952</b>	<b>548,995</b>	<b>128,643</b>	<b>30.6%</b>		

Source: Woods & Poole Economics, Inc. 1991. These Woods & Poole figures include 1990 Census data. (The numbers may vary slightly from published Census statistics since Woods & Poole provides estimates as of July 1st of each year rather than for the April date used for Census counts).

TABLE II-7  
POPULATION PROJECTIONS BY AGE:  
DEKALB COUNTY 1995-2015

AGE	1995	2000	2005	2010	2015	Percent Change 1995-2015	% of Total Population 1995	% of Total Population 2015
0 to 4	37,159	40,038	43,340	45,056	46,020	23.8%	6.2%	6.8%
5 to 14	86,888	92,655	96,937	97,277	98,873	13.8%	14.5%	14.5%
15 to 24	92,053	96,779	102,389	101,324	99,026	7.6%	15.4%	14.5%
25 to 34	124,551	118,336	115,059	111,613	108,668	-12.8%	20.8%	16.0%
35 to 44	109,233	120,386	118,516	108,330	102,831	-5.9%	18.2%	15.1%
45 to 54	65,069	79,883	93,689	97,256	91,019	39.9%	10.9%	13.4%
55 to 64	36,826	42,314	53,055	62,880	70,615	91.8%	6.2%	10.4%
65 & up	46,951	48,952	52,198	55,865	63,641	35.5%	7.2%	9.3%
<b>Total</b>	<b>598,730</b>	<b>639,343</b>	<b>675,183</b>	<b>679,601</b>	<b>680,693</b>	<b>13.7%</b>		

Source: Woods & Poole Economics, Inc. 1991. (These Woods & Poole figures include 1990 Census data. The numbers may vary slightly from published Census statistics since Woods & Poole provides estimates as of July 1st of each year rather than for the April date used for Census counts).

**TABLE II-8  
POPULATION BY RACE: DEKALB COUNTY  
1970-1990**

	1970	1975	1980	1985	1990	Percent Change 1970-1980	Percent Change 1980-1990	Percent Change 1985-1990	% of Total Population 1970	% of Total Population 1990
<b>White</b>	357,514	351,298	345,082	318,696	292,310	-3.5%	-15.3%	-8.3%	86.1%	53.6%
<b>Black</b>	56,874	93,816	130,757	180,591	230,425	129.9%	76.2%	27.6%	13.7%	42.2%
<b>Asian/Pacific Islander</b>	n/a	n/a	4,325	10,296	16,266	n/a	276.1%	58.0%	n/a	3.0%
<b>Other Races</b>	n/a	n/a	2,861	4,849	6,836	n/a	138.9%	41.0%	n/a	1.3%
<b>Total</b>	415,387	445,114	483,024	514,432	545,837	16.3%	13.0%	6.1%	100.0%	100.0%

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

**TABLE II-9  
POPULATION BY SEX: DEKALB COUNTY  
1970-1990**

	1970	1980	1990	Percent of Population
<b>Males</b>	200,549	230,991	261,592	47.9%
<b>Females</b>	214,838	252,033	284,245	52.1%
<b>Total</b>	415,387	483,024	545,837	100.0%

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

**TABLE II-10  
POPULATION BY RACE AND SEX: DEKALB COUNTY  
1970-1990**

	1970	1980	1990	Percent Change	
				1970-1980	1980-1990
<b>White Male</b>	172,983	165,874	140,955	-4.1%	-15.0%
<b>Black and Other Male</b>	27,070	64,022	120,637	136.5%	88.4%
<b>White Female</b>	184,531	179,208	151,355	-2.9%	-15.5%
<b>Black and Other Female</b>	29,804	72,060	132,890	141.8%	84.4%
<b>Total Population</b>	415,387	483,024	545,837	16.3%	13.0%

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

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## EDUCATION

### Educational Attainment

The 1990 U.S. Census shows significant increases in DeKalb County's education levels as compared with previous census data. Between 1970 and 1990, the number of adults (25 years or older) in DeKalb County with an eighth grade education or less decreased from 35,542 in 1970 to 18,955 in 1990.(Table II-11, II-12) This was an overall decrease of 46.7%. Similarly, the number of adults (25 years or older) who only completed 9-11th grade has declined from 42,287 in 1970 to 37,998 in 1990. This is an overall decrease of 10.1%. However, between the years 1980 and 1990, this portion of the population actually increased from 37,165 in 1980 to 37,998 in 1990. While this number is only a slight increase, it may indicate a demand for jobs requiring unskilled labor.

### Dropout Rates and Standardized Test Scores

DeKalb County compares very well to the state in terms of the educational attainment of its residents. Approximately 8,047 students did not complete high school in DeKalb County during the 1980s. However, the average dropout rate for the county between 1981-1991 was 1.07% as compared to a 2.16% average drop out rate for the state of Georgia. (Table II-13) Similarly, students in DeKalb County schools have scored slightly higher than the state average with the exception of 1988 when DeKalb County's average achievement test score was one point lower than the state.(Table II-14)

The proportion of the adult population in DeKalb County with only a high school education has decreased from 28.3% in 1970 to 23.3% of the population in 1990. This was a numerical decrease of 21,406 people and a 35.2% percent change since 1970. In comparing all residents 25 or older at the county and state level in 1990, DeKalb County has smaller percentages of the population who have not completed high school.(Table II-11)

### Percent Continuing on to Post-Secondary Education

For the past five years approximately 80% of DeKalb County high school graduates have continued on to post-secondary education including vocational and technical schools. (Table II-15) Similarly, there has been a significant increase in proportion of the population over 25 which has completed 1-3 years of college including Associate Degrees, as well as people over 25 who have attended four or more years of college. In 1970, only 16.2% of the population (34,772) had completed some college compared to 27.9% (98,441) in 1990.(Table II-12) Similarly, in 1970, only 19.3% (78,569) of the population over 25 had completed four or more years of college and by 1990, approximately 32.7% (115,667) had some college. Because these figures are based on all adults over the age of 25, they include individuals who may have obtained their primary and secondary education outside of DeKalb County but moved to this area. Yet, these figures show a significant portion of the population acquires some type of post-secondary education, resulting in a highly educated work force. Overall, approximately 60% of adults over 25 in DeKalb County have some college education as of 1990 as compared to 40% of the state population.

**TABLE II-11**  
**EDUCATIONAL ATTAINMENT**  
**PERSONS 25 YEARS OF AGE AND OLDER**  
**DEKALB COUNTY AND GEORGIA**  
**1990**

Years of School Completed	All Residents 25 or Older			
	DeKalb		Georgia	
	Number	Percent	Number	Percent
0-8	18,955	5.4%	483,755	12.0%
9-11	37,998	10.8%	686,060	17.1%
12*	82,260	23.3%	1,192,935	29.6%
13-15**	98,441	27.9%	883,512	22.0%
Bachelor's	75,348	21.3%	519,613	12.9%
Graduate	40,319	11.4%	257,545	6.4%
<b>Total</b>	<b>353,321</b>	<b>100.0%</b>	<b>4,023,420</b>	<b>100.0%</b>

Source: U.S. Department of Commerce, Bureau of the Census

\* High school graduate (includes Equivalency Diploma).

\*\* "Some college," but not resulting in a four-year degree.

**TABLE II-12**  
**EDUCATIONAL ATTAINMENT**  
**PERSONS 25 YEARS OF AGE AND OLDER: DEKALB COUNTY**  
**1970-1990**

Years of School Completed	1970		1980		1990		Percent Change	
	Number	Percent	Number	Percent	Number	Percent	1980-1990	1970-1990
0-8	35,542	16.5%	27,870	9.9%	18,955	5.4%	-32.0%	-46.7%
9-11	42,287	19.7%	37,165	13.2%	37,998	10.8%	2.2%	-10.1%
12*	60,854	28.3%	79,330	28.2%	82,260	23.3%	3.7%	35.2%
15**	34,772	16.2%	58,506	20.8%	98,441	27.9%	68.3%	183.1%
16 & over ***	41,403	19.3%	78,569	27.9%	115,667	32.7%	47.2%	179.4%
<b>Total Persons</b>	<b>214,858</b>	<b>100.0%</b>	<b>281,440</b>	<b>100.0%</b>	<b>353,321</b>	<b>100.0%</b>	<b>25.5%</b>	<b>64.4%</b>
<b>Median Years Completed</b>	<b>12.5</b>	<b>—</b>	<b>13</b>	<b>—</b>	<b>13.8</b>	<b>—</b>	<b>6.1</b>	<b>10.4</b>

Source: U.S. Department of Commerce, Bureau of the Census

\* High School Graduate.

\*\* 1-3 Years of College (includes Associate Degree).

\*\*\* 4 Years or More of College

**TABLE II-13**  
**EDUCATIONAL ATTAINMENT BY RACE**  
**PERSONS 25 YEARS OF AGE AND OLDER:**  
**DEKALB COUNTY**  
**1970\* - 1990**

	No High School Diploma			High School Diploma			College Graduate **		
	1970	1980	1990	1970	1980	1990	1970	1980	1990
White	41,560	39,789	23,863	38,425	56,458	101,342	33,950	69,920	86,508
Black	35,180	24,751	29,742	21,298	22,245	74,477	6,708	7,274	24,569
Other Races	1,089	495	3,348	1,131	627	4,882	745	1,375	4,590
All Persons	77,829	65,035	56,953	60,854	79,330	180,701	41,403	78,569	115,667

Sources: U.S. Department of Commerce, Bureau of the Census, DeKalb County Planning Department.

\*1970 Educational data aggregated differently than 1980 and 1990, thus data as presented are estimated based on 1980/1990 characteristics.

\*\*Bachelors and Graduate degree.

**TABLE II-14**  
**EDUCATIONAL ATTAINMENT: DEKALB COUNTY AND ATLANTA REGION**  
**1990**

County	Percent of Population 25 or Older by Maximum Years Completed					
	0-8	9-11	12*	13-15**	Bachelors	Graduate
Cherokee	10.3%	14.5%	31.8%	12.4%	3.6%	2.3%
Clayton	6.6%	16.2%	35.8%	26.7%	10.3%	4.5%
Cobb	4.8%	9.4%	24.3%	28.5%	23.9%	9.1%
Douglas	9.6%	18.1%	38.0%	22.3%	8.3%	3.8%
Fayette	4.4%	9.1%	30.1%	30.6%	18.7%	7.1%
Fulton	7.9%	14.3%	22.3%	23.9%	21.2%	10.4%
Gwinnett	4.5%	8.8%	25.7%	31.4%	21.9%	7.7%
Henry	8.7%	18.4%	38.1%	24.1%	7.4%	3.3%
Rockdale	6.6%	15.7%	33.6%	26.0%	12.3%	5.8%
DeKalb	5.4%	10.8%	23.3%	27.9%	21.3%	11.4%
DeKalb Rank ***	7	7	9	4	3	1

Source: U.S. Department of Commerce, Bureau of the Census. \* High school graduate (includes Equivalency Diploma). \*\* "Some college," but not resulting in a four-year degree. \*\*\* 1-highest percentage of 10 counties; 10-lowest percentage of 10 counties.

**TABLE II-15**  
**ENROLLMENTS AND DROPOUT RATES: DEKALB COUNTY AND**  
**GEORGIA**  
**1981-1991**

	1981-1982	1982-1983	1983-1984	1984-1985	1985-1986
Enrollment	78,254	76,048	74,407	74,287	75,215
Dropouts	672	725	884	1,108	922
County %	0.9%	1.0%	1.2%	1.5%	1.2%
Georgia %	2.5%	2.3%	2.6%	2.5%	1.8%

	1986-1987	1987-1988	1988-1989	1989-1990	1990-1991
Enrollment	75,544	77,870	80,192	73,082	74,085
Dropouts	706	639	774	789	828
County %	0.9%	0.8%	1.0%	1.1%	1.1%
Georgia %	2.1%	2.0%	2.0%	2.0%	1.8%

Source: Georgia Department of Education

Significant improvements in educational attainment are apparent when the population is grouped by race. Between 1970 and 1990, there was a 250% increase in the number of black residents who received a high school diploma as well as a 266% increase in the number of blacks who received a bachelors degree. (Table II-16) Similarly, a large percentage of DeKalb County's black population has attended some college. In total, 48.5% of DeKalb County's black population has attended some college as compared to the 29.7% of the total black population in the state of Georgia.

DeKalb County's working age population is better educated than other metro Atlanta counties. DeKalb County ranks nine out of ten in terms of the proportion of the population who have less than a high school diploma. In DeKalb County 23.3% of the population 25 or older has completed high school, compared to 22.3% in Fulton County, 24.3% in Cobb County and 25.7% in Gwinnett County.(Table II-17) However, DeKalb has the fourth highest percentage of the population completing some college, the third largest percentage completing a bachelor's degree and the first in percentage of people with graduate degrees. This percentage 11.4% is slightly more than the 10.4% for Fulton County and 9.1% in Cobb County. With approximately 60% of the adult population having received some college education, DeKalb County appears to have a well trained and skilled workforce.



**TABLE II-16**  
**AVERAGE HIGH SCHOOL ACHIEVEMENT TEST SCORES**  
**DEKALB COUNTY SCHOOL SYSTEM AND GEORGIA**  
**1984-1989**

	1984	1985	1986	1987	1988	1989
<b>DeKalb County</b>	660	659	659	655	653	661
<b>Georgia</b>	652	653	653	655	654	659

Source: Georgia Department of Education

**TABLE II-17**  
**PERCENTAGE OS HIGH SCHOOL GRADUATES CONTINUING**  
**ON TO POST-SECONDARY EDUCATION\***  
**DEKALB COUNTY 1990-1994**

	1989-1990	1990-1991	1991-1992	1992-1993	1993-1994
<b>Percent</b>	81%	80.2%	80.6%	82%	81%

Source: DeKalb County Board of Education.

\*Includes students who attend vocational and or technical school.

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## HOUSEHOLD TRENDS

### Household Size

A household is defined as all persons who occupy a given housing unit such as a house, apartment, a group of rooms, or a single room occupied as separate living quarters. Since the 1980s, there has been a marked increase in the number of small non-family households and single-parent households residing in apartments or with relatives in their houses. This national trend is reflected in the figures for average household size in Georgia. In 1990, there were 2.66 persons per household compared to the average household size of 3.25 persons in 1970. (Table II-18) Similar trends in household size are evident in DeKalb County. The average household size in 1980 was 2.75, and 2.57 in 1990.

The decrease in household size in DeKalb County can be attributed to factors such as an increasing divorce rate, an increase in independent living by elderly and disabled persons, and parents remaining in their homes as their children grow and move out. These factors are typical in a maturing urban area.

### Number of Households

Between 1970 and 1990, the number of households in DeKalb County increased by 68.2% (84,601 households). (Table II-19) Between 1970-1990, the state of Georgia absorbed 997,390 new households, an increase of 72.8%. Between 1970 and 1980, DeKalb County added households at a higher rate (39.4%) than the state (36.8%). However, during the 1980's the County only increased 20.6% and the state grew by 26.4%. These numbers are comparable to the population figures for DeKalb County during the 1970s and 1980s, where the population growth slowed from 16.3% in the 1970s to 13.0% in the 1980s. While population growth has slowed in DeKalb County, the average household size has continued to decrease. (Table II-19)

The average household size is expected to continue to decrease to 2.33 in 2020. (Table II-20) Hence, there will be some additional need for housing to accommodate changing family sizes and household needs. As the household size decreases, there may be less demand for single family homes and more emphasis on homes which are affordable for single income households. Similarly, there may be a need for assisted living facilities for the elderly as the population matures. Continued growth and development in the southern portions of the County should meet the demand for housing in the next five to ten years. In the central and northern portions, the existing structures can be renovated and rehabilitated. However, as these areas are built out, more emphasis on infill development and continued renovation will meet housing demands over the next twenty years.

TABLE II-18  
HOUSEHOLD SIZE: DEKALB COUNTY AND GEORGIA  
1970-1990

	Average Household Size					Household Size Change
	1970	1975	1980	1985	1990	1970-1990
DeKalb County	3.30	3.03	2.75	2.66	2.57	-0.73
Georgia	3.25	3.05	2.84	2.75	2.66	-0.59
DeKalb as a % of Georgia	101.5%	99.3%	96.8%	96.7%	96.6%	

Source: U.S. Department of Commerce, Bureau of the Census.

TABLE II-19  
NUMBER OF HOUSEHOLDS DEKALB COUNTY AND GEORGIA  
1970-1990

	Number of Households					Percent Change	Percent Change	Household Gain/Loss	Percent Change
	1970	1975	1980	1985	1990	1970-1980	1980-1990	1970-1990	1970-1990
DeKalb County	124,089	148,557	173,025	190,858	208,690	39.4%	20.6%	84,601	68.2%
Georgia	1,369,225	1,620,895	1,872,564	2,119,590	2,366,615	72.8%	26.4%	997,390	72.8%
DeKalb as a % of Georgia	9.1%	9.2%	9.2%	9.0%	8.8%			8.5%	

Source: U.S. Department of Commerce, Bureau of the Census.

TABLE II-20  
HOUSEHOLD FORECASTS: DEKALB COUNTY  
1990-2020

Year	Household Population	Average Household Size	Number of Households
1990	535,454	2.5	209,076
1995	564,385	2.5	225,481
2000	588,524	2.46	239,606
2005	589,823	2.41	244,536
2010	600,180	2.38	252,121
2015	612,155	2.35	260,192
2020	623,260	2.33	267,004

Source: Atlanta Regional Commission (Vision 2020 Baseline Forecasts, 1994).  
Forecasts are based on ARC's adjusted figures for the 1990 Census undercount.

## INCOME LEVELS

Size, diversity and rapid growth of population are important factors in determining resident's incomes. This section identifies the basic income data and several significant trends. The income base of a community can be measured in several different ways. Per capita income is the total pre-tax income in current dollars for an area divided by every person in the area. Household income is the total pre-tax income in current dollars earned by a household.

### Household and Per Capita Income

In general, the average household income in DeKalb County is \$42,970, which is \$8,445 more than the state average of \$34,525.(Table II-21) Since 1970, there has been a 14.8% increase in average household income in DeKalb County and a 30.5% increase in the state of Georgia. (Table II-21) In comparing DeKalb County's per capita income to the state of Georgia, it is evident that DeKalb County has stayed above the state average. In 1970, the state's per capita income was \$3,148 compared to DeKalb's per capita income of \$4,208. In 1990, per capita income in DeKalb County was \$21,029 compared to \$17,141 in Georgia. Similarly, the increase in per capita income between 1980-1990, shows that DeKalb continues to remain above Georgia. During the 1980s, DeKalb's per capita income rose by 96.4%, a total increase of \$10,321. Georgia's figures for the same decade show a higher percentage increase of 105.1%, however the actual dollar figure was only \$8,773. (Table II-23).

### Income Distribution

This difference between state and county average household income and per capita income may be due in part to DeKalb's location within a major metropolitan statistical area, higher levels of education, and the diversity and availability of job types. These factors are also reflected in DeKalb County's income distribution levels.(Table II-22) Overall, income levels in DeKalb are fairly well disbursed. Yet, the largest number of households (19,108) is at the \$60,000-\$74,999 level and the next largest number of households (14,429) is in the \$75,000-\$99,999 category.

In comparing DeKalb County to the other metro area counties, DeKalb ranks fourth in per capita income after Cobb, Fulton and Fayette Counties.(Table 24) Per capita income projections for 1997 show that DeKalb will remain ranked fourth. In general, income levels in DeKalb are equal to other metro area counties. Even with further urbanization, it is expected that DeKalb's income ranking may undergo further fluctuations, yet remain ranked among the top five metro counties in average family income and per capita income gains.

TABLE II-21  
AVERAGE HOUSEHOLD INCOME: DEKALB COUNTY  
AND GEORGIA 1970-1990

	Average Household Income (1982 Constant Dollars)				
	1970	1975	1980	1985	1990
DeKalb County	\$37,434	\$33,937	\$34,290	\$38,999	\$42,970
Georgia	\$26,448	\$26,442	\$27,743	\$31,363	\$34,525

Source: Woods and Poole Economics, Inc., 1991.

TABLE II-22  
HOUSEHOLD INCOME DISTRIBUTION  
(NUMBER OF HOUSEHOLDS) DEKALB COUNTY  
1989-1990

DEKALB COUNTY	HOUSEHOLDS
<b>Households with income</b>	
less than \$5,000	9,373
\$5,000 to \$9,999	10,918
\$10,000 to \$12,499	6,626
\$12,500 to \$14,999	5,728
\$15,000 to \$17,499	8,392
\$17,500 to \$19,999	8,126
\$20,000 to \$22,499	9,618
\$22,500 to \$24,999	8,424
\$25,000 to \$27,499	9,666
\$27,500 to \$29,999	8,236
\$30,000 to \$32,499	9,727
\$32,500 to \$34,999	7,138
\$35,000 to \$37,499	8,896
\$37,500 to \$39,999	6,630
\$40,000 to \$42,499	8,220
\$42,500 to \$44,999	6,076
\$45,000 to \$47,499	7,056
\$47,500 to \$49,999	5,238
\$50,000 to \$54,999	10,264
\$55,000 to \$59,999	9,392
\$60,000 to \$74,999	19,108
\$75,000 to \$99,999	14,429
\$100,000 to \$124,999	5,324
\$125,000 to \$149,999	2,615
\$150,000 or more	3,856

Source: U.S. Bureau of the Census 1990.

TABLE II-23  
PER CAPITA INCOME: DEKALB COUNTY AND GEORGIA  
1970-1990

	Per Capita Income (1982 Constant Dollars)					Change 1970-1980		Change 1980-1990	
	1970	1975	1980	1985	1990	Dollars	Percent	Dollars	Percent
DeKalb County	\$11,168	\$11,179	\$12,453	\$16,684	\$16,684	\$1,285	11.5%	\$4,231	43.0%
Georgia	\$8,048	\$8,649	\$9,711	\$11,366	\$12,890	\$1,663	20.7%	\$3,179	32.7%

Source: Woods & Poole Economics Inc., 1991.

TABLE II-24  
PER CAPITA INCOME: ATLANTA METROPOLITAN AREA COUNTIES  
1990-1997

County	1990	1991	1992	1992 Rank	Projected 1997	1997 Rank	Dollar Increase 1990-1997	Percent Gain
Cherokee	16,497	16,227	16,875	8	28,458	7	11,961	72.5%
Clayton	15,738	16,288	17,198	7	22,278	10	6,540	41.6%
Cobb	21,933	22,148	23,368	2	32,433	3	10,500	47.9%
DeKalb	20,816	21,364	22,542	3	31,138	4	10,322	49.6%
Douglas	15,251	15,721	16,550	9	26,243	9	10,722	70.3%
Fayette	21,312	21,696	22,534	4	35,462	2	14,150	66.4%
Fulton	25,906	26,662	28,194	1	35,581	1	9,665	37.3%
Gwinnett	20,436	20,736	21,543	5	28,662	6	8,226	40.3%
Henry	16,302	16,238	16,512	10	26,573	8	10,271	63.0%
Rockdale	17,677	17,851	18,648	6	29,347	5	11,670	66.0%
Atlanta MSA	20,439	20,806	21,849		n/a			
Georgia	17,121	17,666	18,549		n/a			
United States	18,667	19,163	20,105		n/a			

Sources: Georgia County Guide (1994); U.S. Department of Commerce, Bureau of Economic Analysis (1990-1991).

Selig Center for Economic Growth, Terry College of Business, University of Georgia (1992-1997).

DeKalb County Planning Department.

**SUMMARY**

Between 1970 and 1990, the population of DeKalb County increased rapidly as the area was developed as one of Atlanta's primary suburbs. Population growth is expected to continue in DeKalb County, at a much slower rate as the remaining portions of south and southeast DeKalb are developed. The median age of DeKalb County will continue to shift into older age cohorts as the population matures resulting in the need for additional services for the elderly. The increasing ethnic and racial diversity of DeKalb County will create a need for additional programs which address cultural diversity. In general, income levels in DeKalb County are higher than the state average, due in part to the higher levels of education and increasing portions of the population which are middle-to-upper class.

### III. HOUSING

#### INTRODUCTION

This section will provide information on housing characteristics including number, type, and cost of existing housing stock. Based on this information, future housing needs can be projected for the next twenty years.

#### IMMEDIATE NEEDS

It is the policy of the County that immediately upon adoption of this Comprehensive Development Plan that DeKalb County enact an interim development 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 on the County infrastructure and budget and whether there is an impact on public safety. It is the specific intent of the County to evaluate the proportion of multi-family housing to the total housing stock of the County and to evaluate DeKalb County in relation to other jurisdictions within the metropolitan area. The County is committed to providing a balanced housing stock within a regional context consistent with its ability to provide necessary services to support such housing. The interim development control ordinance shall be enacted for a specified time period which is necessary for the conduct of said study and the development of a new policy regulating multi-family housing construction. It is the intent of the County that said interim development control ordinance apply only to apartment developments of nine units or more per acre and not to any complex for persons who are elderly or handicapped.

#### HOUSING TYPES

A significant portion of DeKalb County's housing stock was constructed over the last twenty years. In 1970, there were approximately 129,606 units in DeKalb County compared to 231,520 units in 1990. Overall, there has been a 78.6% increase in total available housing in DeKalb County. The largest portion of this development (40.3%) occurred during the 1970s and the remaining 27.4% occurred during the 1980s. (Table III-1)

##### Single Family Residential

This growth in residential development is reflected in the number of building permits issued during the 1980s. Beginning in 1981-82, there was an exponential increase in single family residential building permits in DeKalb County. In 1981, 89 single-family permits were issued as compared to 2,034 permits in 1982. This figure peaked in 1986 at 3,817 single family permits and declined to 2,184 permits by 1992. (Table III-2)

##### Multi-Family Residential

Similar increases occurred in the development of multi-family housing in DeKalb County



during the 1980s. In 1981, only 442 multi-family building permits were issued. However, by the following year this number doubled to 1,072 permits. This trend in multi-family development continued through the 1980s, peaking first at 4,339 in 1983 and later topping 5,196 permits in 1988. This rapid development of multi-family housing resulted in an overbuilt market

and by 1990 there was a 13.7% vacancy rate in all renter-occupied units in DeKalb County. As a result of this saturated market, the number of building permits for multifamily housing has declined sharply, falling to a fifteen year low in 1992, when only 165 permits were issued. Data collected by the DeKalb County Planning Department shows large concentrations of multi-family housing in the Brookhaven North, Fairington, North Decatur, North Tucker, and Stone Mountain areas. (Figures III-1, III-2)

Since 1970, there has been a 122.3% increase in multifamily units (including condominiums and town houses) and a 58.8% increase in single family housing in DeKalb County. These figures reflect a slight shift from single family to multi-family housing: in 1970, only 29.2% of the existing housing stock was multi-family homes as compared to 36.3% in 1990. Although, the percent of single family homes increased 58.8% from 1970 to 1990, the increase was at a diminishing rate. Single family homes have decreased from being 70.5% of the total housing stock in 1970 to 62.7% in 1990. (Table III-1)

Widespread construction of multi-family units during the 1970s and the 1980s has resulted in a diversity of housing types in DeKalb County. Additionally, the construction of condominiums and fee simple townhouses during this same period has further expanded the types of housing which are available in DeKalb County.

DeKalb County's 1993 Comprehensive Housing Affordability Strategy (CHAS) states the need for the following types of housing: public housing, emergency shelter beds for the homeless, additional housing units for the frail elderly, adult congregate living facilities for the severely mentally ill and people with alcohol/other drug addictions. Additionally, there is a need for adult congregate living facilities for severely mentally ill individuals and people with AIDS. However, it is the county's intent to evaluate DeKalb in relation to other jurisdictions and to provide for the above types of housing within a regional context and DeKalb's ability to provide necessary services to support each housing.

### **Housing Trends**

In the past, DeKalb County has experienced significant increases in the number of multi-family homes. This type of development is expected to continue at a decreased rate in the form of townhouses and cluster home developments. Although there are a large number of apartments in the County, it is the goal of the County 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.

**Insert Figure III-1  
Neighborhood Units**

**Insert Figure III-2  
Concentration of Housing by Census Tract**

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**AGE AND CONDITION OF HOUSING**

Overall, the development of DeKalb County as one of Atlanta's post-war suburban communities is reflected in the age breakdowns of the housing stock. Approximately one half of the county's housing stock was constructed after 1970 and almost 90% has been constructed since 1950. As a result, DeKalb boasts many established and mature single family residential neighborhoods. According to 1990 figures, 26.7% of DeKalb's housing stock was constructed between 1980-1989, 24.4% was constructed between 1970-1979, and 24.3% was constructed during the 1960s. (Table III-3) Overall, approximately 51% of the county's housing stock is less than 20 years old and 49% was built before 1970. (Table III-4)

Since 1970, thirty percent (4,568) of the structures built before 1939 in DeKalb County have been demolished. (Table III-5) This figure compares to a 49% decrease of 206,432 structures which have been eliminated in the entire state. Similarly, approximately 986 housing units lacking complete plumbing have been eliminated since 1970 in DeKalb County as compared to 165,286 units (98% decrease) in the state of Georgia. DeKalb County had 623 units in 1990 which lacked complete plumbing. This figure is 2.1% of the 28,462 similar units located throughout Georgia in 1990.

Data collected in a 1977 housing conditions study completed by the DeKalb County Planning Department stated that approximately 11.2% of the single family homes in the county were classified as "considered to be of less than average construction quality." Based on this study, it is expected that approximately 19,400 poorly constructed units may soon require substantial repair or demolition. Additional information on housing conditions in DeKalb County is provided in the 1993 Comprehensive Housing Affordability Strategy (CHAS). This document identifies the Clarkston area as having the largest concentration of units (50-70 units) in DeKalb County without complete plumbing. Other areas of smaller concentrations (20 to 50 units) include Valley Brook, the eastern portion of Stone Mountain, Hillandale, McAfee, portions of Decatur, South Decatur and Brookhaven.(Figure III-3)

The 1993 CHAS lists the following areas as containing overcrowded renter-occupied housing units: Clarkston (300 to 400 units), Chamblee South, Brookhaven South, portions of Oakwood and Belvedere (200 to 300 units), and Sequoyah, Buford, Dresden, Brookhaven North, Briarcliff, Scottdale, eastern portion of Stone Mountain, Indian Creek, Towers, Columbia, Emerald, Flat Shoals, and Glenwood Hills (100-200 units). (Figure III-4) Areas such as East Atlanta, East Lake Meadow, Terry Mill, McAfee, Columbia, Emerald have between 100-150 owner occupied units which are overcrowded. Areas with less overcrowded owner-occupied units (50 to 100) include Oakcliff, portions of Edgewood and Oakwood, Belvedere, Towers, Woodridge, Hidden Hills, Barbarashela, Rainbow, Wesley Chapel, Gresham and Skyhaven neighborhoods.(Figure III-5)

While the overall, housing stock in DeKalb County is healthy and relatively new in age, there is a need to begin to renovate and maintain existing single family homes and apartment complexes as the housing stock grows older. It is also important that housing codes be enforced to ensure that current housing conditions are improved and maintained.



**Insert figure III-3**  
**Number of housing units lacking complete plumbing**

**Insert Figure III-4  
Number of Overcrowded Renter-Occupied**



**Insert Figure III-5  
Number of Overcrowded Owner-Occupied**

## **OWNER AND RENTER OCCUPIED UNITS**

### **Owner/Renter Occupancy Rates**

Since 1970, the percentage of owner-occupied versus renter-occupied units in DeKalb County has changed considerably. Between 1970 and 1990, the percentage of the total year-round units which were owner occupied decreased from 61.6% to 52.1%. (Table III-6) Similarly, renter occupied units have changed from 34.1% in 1970 to 38.1% in 1990. In total, there has been an increase of 43,934 renter-occupied units (99.4%) since 1970. The majority (60%) of these renter-occupied housing units were constructed in the 1970s and 25.8% were constructed during the 1980s. This increase in renter-occupied housing is a direct result of large scale construction of multi-family apartment complexes during the 1980s.

At the state level, the ratio of owner to renter occupied housing units has remained relatively the same over the past twenty years. Since 1970, the percent of the total housing units in Georgia which were owner occupied has fluctuated between 57% and 60.4%. (Table III-7) Likewise, the percent of all housing units which were renter occupied range from 36.3% to 31.5% at the state level. Overall, DeKalb County's homeownership ratio is below that of the state due in part to the increased availability of multi-family housing. Similarly, the population of DeKalb County is quite diverse, with a growing immigrant population which is concentrated in areas of multi-family developments.

### **Owner/Renter Vacancy Rates**

In 1990, there was a 9.9% vacancy rate for all housing units in DeKalb County compared to a 10.3% vacancy rate for the state. (Tables III-6 and III-7) However, DeKalb County's individual vacancy rates for renter occupied and owner occupied categories are slightly higher. In 1990, 3.1% of owner occupied units and 13.7% of the renter occupied units in DeKalb County were vacant. These figures compare to a 2.5% vacancy rate for owner occupied units and 12.2% vacancy rate for renter occupied units for the state. (Tables III-6 and III-7)

In 1990, DeKalb County experienced an extremely high rental vacancy rate of 13.8%. (Table III-8) A survey completed at the end of the first quarter (April 1, 1993), by the Apartment Owners Association showed that the rental market had recovered from its previous overbuilt and oversupplied status in 1990, to a more typical 5% vacancy rate in April of 1993. This survey of 30,886 units showed a 5.0% vacancy rate which is considered by housing economists as equilibrium or a balanced market. Approximately one half of the survey (16,330 units) were two bedroom units which had a vacancy rate of 5.5%. Vacancy rates for three bedroom and four bedroom units could not be determined as a result of the limited survey response in this category. However, vacancy rates for one bedroom units and efficiencies were 4.1% and 1.9% respectively. These low vacancy rates for one bedroom units and efficiencies suggests that there may be a higher demand for these units.<sup>1</sup> (Table III-9)

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<sup>1</sup> DeKalb County Housing Affordability Strategy 1993-1998, p.28.







## HOUSING COSTS

Since 1970, the median value for owner occupied housing in DeKalb County has increased 308% from \$22,400 to \$91,600 in 1990. In comparison, the median value for owner occupied housing in 1970 for the entire state was \$14,600. This figure has increased by 388.4% since 1990 to \$71,300.(Table III-10) Median rent values at the state level are much lower than in DeKalb County. In 1990, the median rent was \$468 compared to \$344 in the state overall. (III-10) This differentiation in median rent and median value is typical when comparing a densely populated urban area with the entire state.

### Median Value

When comparing housing values in DeKalb County with the entire metro region, DeKalb County has a fairly equal distribution of housing values with the exception of homes valued at less than \$25,000. (Table III-11) In 1990, DeKalb County's housing stock valued at \$25,000 to \$49,000 accounted for 34.9% of the region's total housing in that category. Similarly, 22.0% of the region's homes valued at \$150,000 to \$199,999 were located in DeKalb County. DeKalb County's smallest category, housing valued at less than \$25,000, was only 3.1% of the Atlanta region's available housing.

Average sales prices vary by region of DeKalb County. The following is a list provided by the DeKalb County Planning Department of "average" sale prices for various geographic areas of the county:

North DeKalb (including Dunwoody area):	\$190,600
Central DeKalb (including Decatur, Druid Hills, and Emory areas):	\$152,000
East DeKalb (including Stone Mountain area):	\$108,000
South DeKalb (including Wesley Chapel area):	\$95,000

### Median Rent

Actual monthly rents in DeKalb County vary depending on location and age of rental units. The DeKalb County Planning Department indicates that the average rent in 1992-1993 was approximately \$480. On the whole a one bedroom apartment averaged \$400 a month, a two-bedroom unit averaged \$506, and a three-bedroom unit averaged \$546 a month. Average rents throughout the County were as follows:

North DeKalb (including Dunwoody):	\$565/month
Northeast DeKalb (Chamblee/Doraville area):	\$455/month
North Atlanta/West DeKalb (Buford Highway area):	\$400/month
Central DeKalb (Decatur/Emory/Druid Hills area):	\$460/month
East DeKalb (Northlake/Stone Mountain area):	\$445/month
South/Southeast DeKalb (I-285/I-20 area):	\$370/month



The rapid construction of multifamily units in the 1980s has resulted in lower rents overall in areas with large concentrations of multifamily housing such as Stone Mountain and Chamblee/Doraville. Once this oversupply has been reduced, rents are expected to rise to reflect increased demand for the declining stock of available rental units.

Between 1970 and 1990, there has been a significant change in gross rents in the Atlanta SMSA. This change is due in part to the expansion of the Atlanta Metropolitan Statistical Areas from five counties in 1970 to 20 counties in 1990. Overall, DeKalb County has only 2.6% of the Atlanta SMSA's units renting for less than \$200 and 2.8% of the units renting for \$200-299. In contrast, DeKalb offers approximately 42.2% of the units renting for \$300-499 and 40.6% of the units renting for \$500-749. Moreover, DeKalb offers approximately 75.1% of the units in the \$750-999 range and 50.7% of the units renting for \$1000 or more. (Table III-11)

## **FUTURE NEEDS**

Overall, DeKalb County's housing stock appears to be sufficiently diversified. Future trends, such as the decreasing average household size, suggest that there will continue to be a demand for smaller housing units. With approximately 50.1% of the DeKalb County housing stock having been constructed in the last 20 years, the age and condition of the majority of the homes in DeKalb County should be satisfactory for the next twenty years. However, there will be a need to continue to enforce the housing code to ensure that properties are maintained and periodically upgraded. Despite a fairly equal distribution of housing values and rents, there is a need to continue to provide affordable housing for low and moderate income households and to address the housing needs of special populations such as the homeless, the elderly, the mentally ill, the drug or alcohol addicted and persons afflicted with AIDS.



## IV. COMMUNITY FACILITIES

### INTRODUCTION

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 (1990-91) and health facilities (1993). Overall, DeKalb County has been successful in achieving its goal of providing adequate facilities in a wide array of areas.

### WATER SUPPLY AND TREATMENT

The County's water system serves approximately 248,500 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. This amounts to a total estimated service area population of 530,500. While service areas are delineated by political boundaries, there are several metered interfaces between the city of Atlanta and DeKalb County. Additional water is available through these interconnections and through similar connections with Gwinnett County for emergency situations.

DeKalb County draws its water supply from the Chattahoochee River along with Gwinnett County, North Fulton County, and the Gainesville area. Currently DeKalb County is permitted to withdraw 140 MGD (millions of gallons per day) from the river at the intake point on Holcomb Bridge Road in Fulton County. There are six 35 MGD capacity pumps which remove water from the Chattahoochee River providing a maximum of 210 MGD to the two raw water storage reservoirs. Together the 37.7-acre No.1 reservoir and the 28.8-acre No.2 reservoir have a total capacity of 240 millions of gallons which feed into the County's water treatment plant, the Scott Candler Filter Plant. This facility also includes 16 settling basins, 32 high rate storage filters, and a total capacity of 66.5 millions of gallons of treated water storage capacity. Approximately, 255 MGD can be delivered to the distribution system through service pumps.

Currently DeKalb County's water withdrawal allotment (140 MGD) is sufficient to meet the County's needs, however, demand on the Chattahoochee is expected to increase as other adjacent counties continue to grow. Subsequently, the County plans to develop a third reservoir (43 acres) in the next year to add additional water storage capacity. Engineering studies are underway for the expansion of the Scott Candler Filter Plant to 150 MGD in 1997-1998. These expansion projects should assist in providing ample water capacity for the next twenty years.

DeKalb County has entered into several agreements to sell water to adjacent counties. Currently DeKalb sells 39.244 millions of gallons of water per month to Henry County and 9.441 millions of gallons per month to the City of Conyers through a series of meters and interconnects. The City of Conyers distributes this water to parts of Rockdale County. Sales

of water to adjacent counties will not significantly impact the supply and availability of water to DeKalb County residents in the long term future.

Several water conservation programs have been instituted in DeKalb County. These programs include water conservation education in all county elementary schools, informative water bill inserts, leak detection, and repair and industrial recycling programs. Local plumbing codes for new construction have been implemented along with ordinances which prevent wasting of water. Table IV-1 indicates the largest water users in DeKalb County.

**TABLE IV-1  
TOP TEN PERCENT  
LARGE QUANTITY WATER USERS\***

<u>Account:</u>	<u>Monthly Volume (Million Gallons)</u>
Emory University Complex	46.669
Henry County Water Authority	39.244
General Motors Corporation	16.531
George A. Hormel	11.415
Centers for Disease Control	10.733
City of Conyers	9.441
DeKalb County (various departments)	8.284
Veterans Administration Hospital	6.822
DeKalb General Hospital	6.617
DeKalb Housing Authority	5.417
Frito Lay	5.134
Stone Mountain Association	4.716
Village at Stone Mountain	3.529
Dunwoody Crossing	3.400
Treehills Apartments	3.398
Meadowood Apartments	3.366
Eastwyck Village Town Houses	3.346
CMC Wood Creek Association	3.284
Spectrum Executive Park Association.	3.185
<b>Total</b>	<b>194.531</b>

\* Information is based on 1994 calculations.

Source: DeKalb County Public Works, Water and Sewer Division.

## SEWERAGE SYSTEM & WASTEWATER TREATMENT

In total, there are approximately 218,300 sewer customers in DeKalb County. These customers are served by 1,800 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. There are two primary drainage basins in the County which are delineated to the north and south by the CSX Railroad. (Figure IV-1)

**FIGURE IV-1  
DEKALB COUNTY WATER AND SEWER SYSTEM**

Currently DeKalb County works in conjunction with the City of Atlanta and Fulton and Gwinnett Counties to provide wastewater treatment services to the portion of the county located north of the CSX Railroad east-west line. Sewage is sent to the R. M. Clayton Waste Water Treatment Plant (WWTP) under a formal agreement with the City of Atlanta which has been in place since 1954. In accordance with this agreement, the County shares the cost of operation and maintenance of the three Atlanta plants. The City of Atlanta's R.M. Clayton WWTP serves the areas of the Peachtree and Nancy Creek basins with a capacity of 120 (MGD). Fulton County's Johns Creek Plant serves the small portions of DeKalb County north of Mount Vernon, Tilly Mill and Peeler Roads. Gwinnett County's Jackson Creek Plants serve two small basins in the northeastern portion of DeKalb. Upon the completion of the construction of the proposed wastewater tunnel from the R.M. Clayton WWTP to Utoy Creek WWTP, the County's 50 MGD allocation will be split between the R.M. Clayton WWTP and the Utoy Creek WWTP.

To the south of the railroad, sewage flows to Atlanta's Entrenchment Creek Plant and to DeKalb's Snapfinger and Pole Bridge Wastewater Treatment Plants. A small portion of southeast DeKalb is served by Atlanta's South River Treatment Plant. All of these plants including DeKalb's Pole Bridge and Snapfinger plants are Advanced Secondary Waste Treatment (ASWT) plants. In 1994, the Snapfinger plant operated at 71.72% capacity and the Pole Bridge plant operated at 36.19% capacity. Between these two plants, there is a total design capacity of 61.06%.(Table IV-2)

#### **Future Water and Sewage Capacity**

A flow study completed in the 1980's showed that the biggest problem in DeKalb County's sewer and water system is deteriorating water lines and the need to replace old pipes which are substandard or made out of high maintenance materials. As a result, ongoing projects include surveying, inventorying, identifying and replacing old and undersized pipes. Other projects include maintaining and repainting interiors and exteriors of water tanks, further automating sewage treatment plants, and replacing existing water meters with more efficient electronic meters. Projects planned in the immediate future include the pipe maintenance, replacement and rehabilitation project, installation of relief lines along the upper half of Nancy Creek and in other areas of the County, removal of pump stations where possible, surveying Northfork and Southfork of Peachtree Creek to reduce infiltration and expansion of sewer service to Stone Mountain Park and the remaining areas of the county as shown in Figure IV-2.

Long term capital improvement issues include continual replacement of older water and sewer lines, the construction of an additional water storage tank and pumping station near the Mall at Stonecrest (Turner Hill), and construction of DeKalb County's portion of the wastewater tunnel from the R.M. Clayton Treatment Plant to the Utoy River as part of the City of Atlanta's Phosphorus Reduction Program. Overall, DeKalb County's sewage treatment facilities will be adequate to serve the county until 2015, with the exception of the Pole Bridge Plant which may need to be expanded towards the latter part of this twenty year time period. By 2015, it is expected that the Pole Bridge Plant will be operating closer to capacity and consideration should be made at that time for a new facility. Additionally,

plans to expand the Scott Candler Water Treatment Plant in 1997 and the pending development of a third water reservoir will provide sufficient service to DeKalb County for the next 20 years.

**Insert Table IV-2  
Sewer Treatment Capacity**

**Insert Figure 2**  
**DEKALB COUNTY SEWER SYSTEM, YEAR 2000**

## **SOLID WASTE FACILITIES**

The Sanitation Division of Public Works operates the largest public waste collection system in the state of Georgia with a service area totaling 219 square miles (all of unincorporated DeKalb County and the city of Lithonia) and serving approximately 125,886 residential and 8,300 commercial customers. The Residential Division provides twice-a-week, curbside collection of household refuse, as well as back door service to the physically disabled, collection and disposal of dead animals, appliances, white goods and vegetable matter upon request.

The Commercial Collection Division provides service to businesses, industrial parks, hospitals, schools, and apartment complexes. It also provides and maintains garbage containers. In 1992, the cost of collection for DeKalb County, including Lithonia was \$12,010,471 and was paid for by user fees. The following municipalities operate separate waste collection systems: Avondale Estates, Chamblee, Clarkston, Doraville, and Decatur.

The Sanitation Department maintains and operates two pulverizing plants for "shredding" of waste material, a pathological incinerator for the disposition of animals and pathological waste, a reclamation program for newspaper, aluminum, glass and ferrous metals, and a sanitary landfill for the final disposition of refuse. The Sanitation Division is also responsible for trash pick-up on County-owned public rights-of-ways.

Currently, there are two commercial and two public landfills in DeKalb County, three construction and demolition debris landfills, and one inert landfill at Emory University. Landfills which serve DeKalb County include Live Oak (owned by Waste Management, Inc.), Hickory Ridge (owned by DeKalb Resources, Inc.), Key Road (owned by the City of Atlanta), and Seminole Road (owned by DeKalb County). The majority of the waste produced by DeKalb County is hauled to the Seminole Road Landfill by DeKalb County municipal and private collection services. However, the majority of the waste received at the Live Oak and Key Road facilities comes from outside DeKalb County.

Construction and demolition materials are deposited in the following privately-owned Construction and Demolition landfills: Donzi Lane, Rogers Lake and Scales Road facilities. The County landfill (Seminole Road) and the City of Atlanta (Key Road) landfill also take construction and demolition waste.(Figure IV-3) Most of DeKalb's biomedical waste (including medical and laboratory waste) is disposed of through on-site incineration or disposed of by private haulers in special landfills, incinerators, and autoclaves located outside the County.

There are eight medical waste removal companies operating in the metro Atlanta area which serve various medical offices, laboratories, and hospital within DeKalb County. These materials are taken outside DeKalb County to be destroyed. There are six waste incinerators in DeKalb County: DeKalb County Sanitation (Camp Road), DeKalb Medical Center, Centers for Disease Control and Prevention, SmithKline Beecham Clinical Laboratories, Veterans Administration Medical Center, and Northlake Regional Medical Center. (Figure IV-4) With the exception of DeKalb County's Sanitation facility, all of these incinerators burn waste which is collected on site.



**Figure IV-3  
Landfills in DeKalb County**

**Figure IV-4  
Incinerators in DeKalb County**

DeKalb County's Sanitation Division has implemented several forms of voluntary material recycling programs beginning with scrap metals and white appliances in 1970-1971, followed by newspapers being separated for collection in 1974, aluminum cans in 1990, glass and computer paper in 1990, and collection of yard trimmings for composting and mulching in 1991. Additionally, the Live Oak landfill recycles concrete and asphalt.

Currently there are 30 county operated drop off centers (green boxes) located throughout the county which accept newspapers and four centers which accept aluminum, glass and newspapers. These materials are hauled to various county lots for collection by privately-owned material processors and/or delivered by the county to the processor's location. The following municipalities have initiated material recycling programs Avondale Estates, Chamblee, Clarkston, Decatur, and Lithonia. Additionally, a number of private haulers and businesses have initiated recycling programs as well as public agencies such as Agnes Scott College, Centers for Disease Control and Prevention, DeKalb County Board of Health, DeKalb County School Board, and Emory University.

A draft RFP has been prepared to analyze the feasibility of developing a formalized curb side recycling program in DeKalb County. The creation of such a program is dependent on whether a market for recycled goods is available. Overall, efforts to reduce the waste stream and extend the lifetime of existing landfills continue to be successful.

#### **Future Sanitation Services and Capacity**

In June 1995, a landfill liner and treatment system will be constructed at the Seminole Road landfill to expand the life of the landfill and to comply with state environmental mandates. Additional capacity at the Live Oak and Hickory Ridge landfills combined with the expanded capacity of the Seminole Road landfill are projected to meet the needs of DeKalb County for the next twenty years (Table IV-3). Two additional residential collection routes have been added in the eastern and southern portions of the county which have experienced population growth. Similar, incremental additions will have to be made as these areas continue to grow and develop.

## **PUBLIC SAFETY**

The Public Safety Department is a consolidation of Police, Fire, Emergency Medical Services, Civil Defense, and Animal Control Services. In total, it is responsible for Emergency Medical Services such as ambulances, communications systems including the 911 system, fire services, fire inspections, arson investigation, plan review for fire codes, police services such as special operations and traffic, traffic fatalities, traffic court contempt warrants and criminal investigations. Other divisions include community relations, neighborhood watch and animal control.

### **Fire Bureau**

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 City of Decatur and to the City of Atlanta in DeKalb. In 1992, the fire insurance rating for the DeKalb Fire Bureau was upgraded from Class 4 to Class 3.

The current fire fighting fleet includes: 34 first line apparatus, 3 specialized hazardous materials vehicles, 1 specialized diving team and 15 reserve vehicles. In total, there are 24 fire stations, with 12 employees per single fire station and 24 officers per double fire station. In the future, a new fire station will be added in the Rockbridge area in Stone Mountain and two existing firehouses, firehouse #6 on McAfee Road and firehouse #3 on Clarendon Avenue in Avondale, will undergo renovation. With these improvements and the addition of the fire station in the Rockbridge area, fire services will be adequate to serve the needs of DeKalb County throughout the planning period.

### **Ambulance Services/EMS**

DeKalb County emergency medical services operates 14 ambulances which are dispatched through the 911 service and staffed by EMS personnel who are certified Advanced Emergency Medical Technicians. There are four reserve units assigned to EMS. The Emergency Medical Services Training section conducts orientation for all new EMS personnel and is responsible for training and preparing Emergency Medical Technicians (EMT's) for the Paramedic Certification and for recertifying EMT's on a yearly basis. This section also conducts First Response Rescue Training for Police and Fire recruits and instructs police and fire in emergency procedures. DeKalb County's emergency medical service is sufficient to meet the needs of the community through the duration of the planning period.

### **Police Bureau**

The DeKalb County Department of Public Safety provides police protection to all of unincorporated DeKalb County. Similarly, the County has a mutual aid agreement with Fulton county, City of Atlanta, local jurisdictions within DeKalb County and MARTA to respond to calls located within other jurisdictions when necessary. Currently, there are 679

police personnel and 731 scheduled for 1995. Approximately 23 of these positions are funded through grant positions such as the COPS and COPS AHEAD Program, the State DUI program, and two additional programs in which officers work directly with the DeKalb Housing Authority and the DeKalb County Schools. In total, 52 new officers will be added to the police force prior to the 1996 Summer Olympics. This increase in the police force will be sufficient to serve the needs of the community in the immediate future.

The Police Bureau Headquarters is located in the Public Safety Complex at I-285 and Memorial Drive. Funds from the Confiscated Monies Fund will be used to purchase a new office building to house the Police Services Special Operations Unit. Similarly, the Internal Affairs Unit and several other public safety related operations are housed in a rented facility at 3539 Church Street. Plans call for these operations to be relocated, once a new structure can be purchased.

There are 4 Police Precincts: the North Precinct on Ashford Dunwoody Road, the South Precinct at South DeKalb Mall, East Precinct on Bruce Street in Lithonia, and the Central Precinct on Memorial Drive in Decatur. Plans are being made to purchase and retrofit an existing building to house the South Precinct and an additional police precinct is planned for the Tucker area. With the completion of an additional police precinct in the Tucker area, DeKalb County's police precincts will be geographically dispersed throughout the entire county allowing for timely and effective service throughout the duration of the planning period.

#### **Special Police Programs**

Two programs have been initiated in order to improve public safety, Community Oriented Policing (COPS) and Problem Oriented Policing (POP). The COPS Program has been functioning since 1990 and has reduced the number of calls for service in the targeted communities along Candler, Glenwood and Wesley Chapel Roads. Similarly, the Neighborhood and Business Watch programs have shown a significant effect in reducing burglaries of residences and businesses. The COP/POP programs include bicycle and walking beat patrols in the Johnson Ferry and Tobie-Grant Housing Projects and along Candler Road and Glenwood Road. Additionally, a School Intervention Program has been established which involves police, fire and EMS personnel who visit area schools. A School Mentor Program has been implemented in the South Precinct in which police officers visit local schools and speak on drug awareness and public safety issues. Future projects include a Crisis Intervention Program and public safety programs focused around the Buford Highway-Briarwood Road area, Tobie-Grant housing project, Wesley Chapel Road/ I-20 and Candler Road/Rainbow Drive area. A similar COP project is proposed in the East Precinct.

#### **Sheriff's Department**

The Sheriff's Department is divided into three divisions: the Sheriff's Office, Jail, and Court. The Sheriff's office is responsible for services of all writs, processes, or other orders of the courts, execution of warrants for arrest of violators of the criminal law, transport of all prisoners to and from court and/or prison, as well as custody and delivery of

mental patients under court order for evaluation or committal. The Sheriff's Department is responsible for operating the County jail and for providing for the safety and security of the judges, counselors, prisoners, jurors and the general public assembled in the Superior, State, and Magistrate Courts.

The Sheriff's headquarters will be located in the new jail upon its completion in 1995. Constructed through the sale of a \$100 million general obligation bond, the new state-of-the-art jail will contain 987,000 square feet and will have the capacity to hold 2,000 prisoners. The new jail is expected to sufficiently serve the needs of the County through the duration of the planning period.

In total, there are approximately 425 sworn officers who work in the jail, 60 officers who work in the courts, 85 officers who work in field services, and 20 employees in administrative services. There are currently 65 vehicles in the sheriff's fleet, however, there is a need to add 1 additional transport van, and 2 additional police patrol vehicles in the future.

#### **Future Public Safety Concerns**

With the construction of one additional fire station in the Rockbridge area, and renovation of two existing facilities, the DeKalb County Fire Department will be sufficient to serve the population in the immediate future. Similarly, DeKalb County emergency medical services are adequate to meet the needs of the community, however, there is a need to update the County's CAD-based 911 system. The addition of 50 police officers prior to the 1996 Summer Olympics will be sufficient to serve the needs of the community in the immediate future. However, continued increase in crimes related to narcotics will result in the need for additional efforts for investigations and arrests of these crimes. As a result, special emphasis should be placed on acquiring additional grant monies for community policing programs, updating the neighborhood watch program, and the development of mini-precincts. Upon the completion of the new DeKalb County Jail in June of 1995, this structure will be sufficient to serve DeKalb County through the duration of the planning period.

## **HOSPITALS AND PUBLIC HEALTH**

### **Hospitals**

DeKalb County residents are served by a variety of public and privately owned hospitals in DeKalb and nearby counties.(Table IV-4) Major facilities in DeKalb County include Decatur Hospital of DeKalb Medical Center, DeKalb Medical Center, Dunwoody Medical Center, Emory University Hospital, Egleston Children's Hospital, Northlake Regional Medical Center, and the U.S. Veteran's Administration Hospital. Other hospitals in the area which serve DeKalb residents include Crawford Long Hospital, Eastside Medical Center, Georgia Baptist Medical Center, Grady Memorial Hospital, North Fulton Regional Hospital, Northside Hospital, Piedmont Hospital, St. Joseph's Hospital, Scottish Rite Children's Hospital, Saint Joseph's Hospital of Atlanta, and West Paces Ferry Hospital. DeKalb Medical Center, which operates Decatur Hospital, recently developed a new medical facility in south DeKalb. This 15,000 square foot medical center is located on Hillendale Road to the south of Covington Highway. Additional health and rehabilitative services are provided by the facilities listed in Table IV-5.

### **Public Health Facilities and Services**

Public health services are provided by the DeKalb County Board of Health and the DeKalb County Community Service Board. The Board of Health is responsible for physical health and environmental health. The Community Services Board focuses specifically on mental health, mental retardation, and substance abuse services. The Community Services Board and the Board of Health share facilities throughout DeKalb County.

The Physical Health Division of the Board of Health provides health services to the citizens of DeKalb County at ten health centers located throughout the County. (Table IV-5) Services provided by this division focus on preventative care including well child care, coordinated case management for infants and toddlers with developmental delay, adolescent health care, immunizations, pregnancy testing, prenatal care (in conjunction with Grady Hospital), perinatal case management, family planning, treatment of sexually transmitted diseases and tuberculosis, HIV testing, monitoring and management of individuals with HIV infection, dental screening and treatment, blood pressure screening and treatment, refugee screening, and WIC (women with infants and children) nutrition assessment and food supplements.

The Environmental Health Division, provides on-site inspections and insures compliance with State, County, and Board of Health guidelines for food sanitation, rodent control, individual sewage disposal, swimming pools, water sampling, hotels and motels, ambulances, personal care and group homes, and facility accessibility for the handicapped.

The Mental Health, Mental Retardation, and the Substance Abuse Divisions of the Community Services Board provide services at a number of community support facilities located throughout the County.(Table IV-6, Figure IV-5) In total, the Community Services Board operates seven mental health programs, nine mental retardation programs, and seven

substance abuse programs. Additionally, the Community Services Board oversees operations of the DeKalb Mental Retardation Workshop and thirteen community residential facilities.

**TABLE IV-4**

**PUBLIC AND PRIVATE MEDICAL FACILITIES IN DEKALB COUNTY AREA**

**Hospitals in DeKalb County**

**Decatur Hospital, 450 N. Candler St., Decatur (DeKalb Medical Center)**  
**DeKalb Medical Center, 2701 North Decatur Road, Decatur**  
**Dunwoody Medical Center, 4575 N. Shallowford Road, Dunwoody**  
**Emory University Hospital, 1364 Clifton Road, NE, Atlanta**  
**Egleston Children's Hospital, 1450 Clifton Road, Atlanta**  
**Northlake Regional Medical Center, 1455 Montreal Road, Tucker**  
**Veteran's Administration Medical Center, 1670 Clairmont Road, Decatur**

**Hospitals near DeKalb County**

**Crawford Long Hospital, 550 Peachtree St., NE, Atlanta**  
**Eastside Medical Center, 1700 Medical Way, Snellville**  
**Georgia Baptist Medical Center, 300 Boulevard, SE, Atlanta**  
**Grady Memorial Hospital, 80 Butler St., Atlanta**  
**North Fulton Regional Hospital, 3000 Hospital Boulevard, Roswell**  
**Northside Hospital, 1000 Johnson Ferry Road, NE, Atlanta**  
**Piedmont Hospital, 1968 Peachtree Road, NW, Atlanta**  
**Saint Joseph's Hospital, 5665 Peachtree Dunwoody Road, NE, Atlanta**  
**Scottish Rite Children's Hospital, 1001 Johnson Ferry Road, Atlanta**  
**West Paces Ferry Hospital, 3200 Howell Mill Road, NW, Atlanta**

**Private Emergency Care Centers**

**DeKalb Minor Emergency Center, 5462 Memorial Drive, Stone Mountain**  
**Immediate Care, 2244 Henderson Mill Road, Atlanta**  
**Medifirst, 5461 Buford Highway, Doraville**  
**Medifirst, 5411 Memorial Drive, Stone Mountain**  
**Medifirst, 1625 Mt. Vernon Road, Dunwoody**  
**Medifirst, 4201 Rainbow Drive, Decatur**  
**Med+Plus, 2945 North Druid Hills Road, Atlanta**  
**OccuMed, 4575 Shallowford Road, Dunwoody**  
**Piedmont/Brookhaven, 4062 Peachtree Road, Atlanta**  
**Family Care Center, 6038 Covington Highway, Decatur**  
**Family Care Center, 5019 LaVista Road, Tucker**  
**Family Care Center, 1045 Sycamore Drive, Decatur**

**Sources: DeKalb County Planning Department, Robert and Company.**



**TABLE IV-5  
ADDITIONAL HEALTH SERVICES  
IN THE DEKALB COUNTY AREA**

**Existing DeKalb County Public Health Centers**

Central-Vinson Health Center, 450 Winn Way, Decatur  
Central-Richardson-445 Winn Way, Decatur  
Clarkston Health Center, 3647 Market Street, Clarkston  
Doraville Health Center, 3760 Park Avenue, Doraville  
Johnson Ferry East Center, 2248 Johnson Ferry Road, Atlanta  
\*North DeKalb Center, 3300 NE Expressway, Atlanta  
\*Lithonia Center, 6900 Lucellen Avenue, Lithonia  
    \*Stone Mountain Center, 5325 Manor Drive, Stone Mountain  
\*Tucker Center, 4329 Cowan Road, Tucker  
\*Rogers Street Center, 39 Rogers Street, Atlanta  
(\* Centers will be replaced by new Comprehensive Health Center, see page 19)

**Additional Hospitals and Rehabilitative Centers in the DeKalb County Area**

Alternative Health Rehabilitation Center, Decatur  
Anchor Hospital, Atlanta  
Atlanta Center for Eating Disorders, Atlanta  
Atlanta Rehabilitation Institute, Atlanta  
Brook Run Hospital, Atlanta  
Central DeKalb Mental Health Center, Decatur  
CPC Parkwood Hospital, Atlanta  
Charter Behavioral Health System of Atlanta at Peachford, Dunwoody  
Georgia Mental Health Institute, Atlanta.  
Georgia Regional Hospital, several locations  
Laurel Heights Hospital, Atlanta  
Meadowbrook Rehabilitation Group of Georgia, Atlanta  
Metropolitan Hospital, West Paces Medical Center, Atlanta  
Multiple Sclerosis Center at Shepherd, Atlanta  
North DeKalb Family and Children's Center, Atlanta  
Northlake Tucker Ambulatory Surgical Center, Tucker  
Rapha Atlanta, Atlanta  
Ridgeview Institute, Smyrna  
Senior Partial Hospitalization Program, Atlanta  
Shepherd Spinal Center, Atlanta  
Wesley Woods Geriatric Hospital at Emory University, Atlanta

Sources: DeKalb County Planning Department, Robert and Company.

**TABLE IV-6  
DEKALB COUNTY  
COMMUNITY SERVICE BOARD FACILITY LOCATIONS**

**\* Number corresponds to Figure IV-5**

**MENTAL HEALTH**

**Community Mental Health Centers:**

- (1)\* Clifton Springs, 3110 Clifton Springs Road, Decatur
- (2) Kirkwood Center, 30 Warren Street, SE, Atlanta
- (3) North DeKalb Center, 3300 NE Expressway, Atlanta
- (4) Richardson/Winn Way, 445 Winn Way, Decatur

**Specialized Facilities:**

- (5) Genesis Day Treatment, 4540 Glenwood Road, Decatur
- (6) Sam's Crossing Dual Diagnosis/Partial Hospitalization, 1120 E. Ponce de Leon Avenue, Decatur
- (7) Glenfair Child & Adolescent Support Program, 1918 Glenfair Road, Decatur

**MENTAL RETARDATION**

- (3) Developmental Evaluation Clinic, 3300 Northeast Expressway (includes Diagnosis and Evaluation Service Coordination)
- (8) DeKalb County Workshop, 395 Glendale Road, Scottdale
- (9) DeKalb Mental Retardation Services Center, 2660 Osborne Road, NE, Atlanta (includes Supported Employment, Community Residential Services, Respite Care, Day Habilitation)

**SUBSTANCE ABUSE**

**Outpatient and Day Treatment Centers:**

- (1) Clifton Springs Substance Abuse Clinic, 3110 Clifton Springs Road
- (10) DeKalb Addiction Clinic, 1260 Briarcliff Road, NE, Atlanta
- (2) Kirkwood Substance Abuse Clinic, 30 Warren Street, SE, Atlanta

**Specialty Services:**

- (10) DeKalb Court Services/Risk Reduction, 1260 Briarcliff Road,
- (2) STARR Special Outreach Program, 30 Warren Street, SE, Atlanta
- (10) New Vision Day Treatment (Pregnant Women) 1260 Briarcliff Road, Atlanta

**CRISIS SERVICES**

- (1) Crisis Stabilization/Intervention Services Administration 3100 Clifton Springs Road, Decatur
- (1) Fox Recovery Center, 3100 Clifton Springs Road, Decatur
- (1) Assertive Community Treatment (ACT) Team, 3100 Clifton Springs Road
- (11) Jail Services, 3630 Camp Circle, Decatur

**CASE MANAGEMENT SERVICE**

- (2) Dedicated Case Management, 30 Warren Street, SE, Atlanta
- Source: DeKalb County Community Service Board.

**FIGURE IV-5  
COMMUNITY SERVICE BOARD FACILITIES**

A \$29.7 million bond referendum which passed in 1993 has provided for the purchase of three rented health facilities: Clifton Springs Comprehensive Center and the Fox Recovery Center in South DeKalb, and the Richardson Comprehensive Center in south DeKalb. Additional comprehensive health centers will be developed in North and East DeKalb. The Richardson Comprehensive Health Center and Vinson Health Center, both located in central DeKalb, will be renovated. As part of this expansion project the following smaller satellite community health centers will close: North DeKalb, Lithonia, Stone Mountain, Tucker and Roger's Street Health Centers. The following is a list of the planned community health centers:

**South DeKalb Health Center**

This 35,000 square foot health center will include the Clifton Springs facility and the 12,000 square foot Fox Recovery Program.

**Central (Richardson) Health Center**

This facility houses administrative services, as well as immunization and screening for diseases. The 51,000 square foot T.O. Vinson structure will be renovated at the cost of \$1.25 million. A new structure constructed in the adjacent parking lot will include a crisis intervention program for the mentally ill. This structure will serve as an alternative to the Georgia Mental Health Institute on Briarcliff Road.

**The North DeKalb Health Center**

This 55,000 square foot facility will be constructed on 6.1 acres located on the northeastern corner of Clairmont Road and Hardee Road near PDK airport. It will offer public preventative health, mental health, and primary health care services with a multi-cultural focus in order to promote access and follow-up for all minority populations, including Hispanic and Asian-Pacific groups. St. Joseph's Hospital will provide a Foundation grant to develop a multi-cultural center which will occupy about 1,000 square feet. Under a joint effort with Fulton County and Grady Hospital, the following primary care services will be provided: OB-GYN, pediatrics, internal medicine, and family care by general practitioners. This structure will replace the Tucker Health Center.

**East DeKalb Health Center**

A new 32,000 square foot facility will be constructed at 2277 Stone Mountain-Lithonia Road, approximately one mile east of South Deshon Road. This structure will replace the Lithonia and Stone Mountain Health Centers. This facility will cost approximately \$3 million and will provide both preventative health services and mental retardation services under the Community Services Board.

**The West Central DeKalb Center (Kirkwood)**

This 55,000 square foot facility is located at 30 Warren Street in Atlanta's Kirkwood neighborhood. Approximately 40,000 square feet will be renovated with 1993 bond money and funds from Grady Hospital and a new 20,000 square foot Community Services Board facility will also be constructed. This facility will include the Mental Health Dedicated Case Management Program and public preventive health, mental health, and substance abuse services. The current 15,000 square foot senior center

**will**

be renovated with Community Development Department monies. These new facilities will replace the Rogers Street Health Center

#### **Fulton County/Grady Hospital Pilot Project**

A pilot project is currently underway with Fulton County/Grady Hospital to provide primary care services at the Doraville and Dresden Health Centers. The focus of this team effort is to integrate the preventative medicine approach of the Board of Health along with the primary care services of Grady Hospital and provide these services at one location. Moreover, the new North DeKalb Comprehensive Health Center will assist in meeting the increasing demand for services at the Doraville and Dresden Health Centers.

#### **Public Health and Hospitals Level of Service**

DeKalb County is sufficiently served by a variety of major hospitals located in DeKalb and nearby counties. Additional services are provided by numerous smaller hospitals, rehabilitative centers, and emergency care centers located within the area.

The DeKalb County Board of Health operates ten public health centers which are geographically dispersed throughout the county. Similarly, the Community Service Board operates seven mental health centers, nine mental retardation centers, seven substance abuse centers, 13 community residential facilities and the mental retardation workshop. These centers are geographically dispersed throughout the county. Proposed consolidation and expansion of Public Health and Community Service Board facilities will result in six County Comprehensive Public Health Centers which will provide more efficient and effective delivery of services to residents throughout DeKalb County.

As the population in south DeKalb continues to grow, it may be necessary to reassess the service area needs and add an additional health center in south DeKalb as the year 2015 approaches. Similarly, population growth in south DeKalb may also support a full scale major medical facility in the long term future.

**TABLE IV-7  
PUBLIC HUMAN SERVICE CENTERS**

The following are public human service centers which serve as neighborhood centers and provide a variety of services to the community:

**Bruce Street/East DeKalb Center**

Located at 2484 Bruce Street, Lithonia, this 39,000-square foot facility provides a variety of citizen activities. It also houses the East DeKalb Police Precinct, a Public Safety Training Academy, and a field office of the DeKalb County Merit System. The facility includes services for senior citizens, a branch library, a civic league, an educational foundation, and a large meeting room. The site also includes a gymnasium and ancillary game rooms for residents of the community.

**DeKalb-Atlanta Human Services Center**

Located at 30 Warren Street, Atlanta, this 54,000 square foot facility serves the population of south west DeKalb. It houses Community Services Board sponsored Kirkwood Community Mental Health Center and Substance Abuse program, the DeKalb-Grady Clinic, Dental Services, the Kirkwood Mental Retardation Center, and the Fulton-Atlanta Community Action Agency. It also provides space for conferences, workshops, and community meetings. An adjacent 9,000 square foot structure serves as the DeKalb-Atlanta Senior Citizens Center. This site, which opened in 1981, provides the following services to senior citizens in DeKalb County: congregate meals, arts and crafts classes and fellowship programs. This center is also used by neighborhood residents for community meetings, receptions, banquets, and family reunions.

**Hamilton Community Center**

Located at 3262 Chapel Street in Scottdale, this facility is a 45,000-square foot structure formerly known as Hamilton High School. It provides space for a Head Start Program which serves approximately 250 children. The structure also houses the Parks and Recreation Department, Save the Children's Toy Lending Library, the Scottdale Planning Council, and the Georgia Power Consumer Service Program. The DeKalb Community Council on Aging also operates a 6,000 square foot senior citizens center at this site. The facility also includes a gymnasium and ball field where the Parks and Recreation Department provides recreational programs.

**North DeKalb Cultural Center**

Located at 5339 Chamblee-Dunwoody Road in Dunwoody, this 29,000-square foot facility houses the North Arts Center, the Dunwoody Fine Art Association, and a state-of-the-art theater which is utilized by the Dunwoody Stage Door Players. The facility also provides meeting and conference space for a variety of community and civic groups.

**South DeKalb Senior Citizens Center**

Located at 1931 Candler Road, this 7,000-square foot structure opened in 1979 and provides a multi-purpose facility which serves the area's senior citizens. The programs offered at this facility include health-related services, recreational and educational programs, shopping assistance, counseling, congregate meals, transportation services, and home-delivered meals

for homebound senior citizens. The center also provides space for community meetings and gatherings.

## **RECREATION**

A \$33 million dollar bond issue was passed in 1987, initiating the Parks for People Bonds Program. Today, the DeKalb County parks system encompasses some 3,447 acres of park land throughout the County. These properties provide a wide variety of parks and recreation facilities and opportunities. (Figure IV-6, and Table IV-9) Additional parks and recreation facilities are provided in the various municipalities located within DeKalb County. In total, there are approximately 102 parks, recreation centers and special facilities in DeKalb County including Stone Mountain Park, Atlanta's city parks, and other municipal parks. These facilities provide a variety of opportunities for passive as well as active recreation.

DeKalb County currently operates two 18-hole, par-72 golf courses which include pro shop facilities and driving ranges. They are Sugar Creek Golf Course on Bouldercrest Road and Mystery Valley Golf Course on Shadow Rock Drive in Lithonia. Additionally, an 18-hole disc golf course was recently constructed at Redan Park on Phillips Road. The Parks and Recreation Department also operates over 50 recreation tennis courts and three tennis centers which include the Sugar Creek Center on Bouldercrest Road, the Blackburn Center on Ashford-Dunwoody Road, and the DeKalb Center on McConnell Drive. A recent addition to the parks system has been the Dunwoody Nature Center, a 12-acre wildlife sanctuary and outdoor learning center on Roberts Drive. In total, there are nine County locations maintained for fishing, 12 swimming pools, and 74 parks ranging in size from 1 acre to the 498 acre Davidson-Arabia Mountain. Facilities offered at these parks include 62 baseball and 40 softball diamonds, 14 football fields, 31 soccer fields, 51 multi-use fields, 41 basketball courts, 104 tennis courts, eight multi-use fields, 63 playground areas, ten lakes, and 43 trails. Listed below are the eleven neighborhood recreation centers which offer programs ranging from team sports, recreational activities, and self improvement seminars.

**TABLE IV-8  
NEIGHBORHOOD RECREATION CENTERS**

Browns Mill Recreation Center, Browns Mill Road, Lithonia,  
Briarwood Recreation Center, Briarwood Way, Atlanta,  
Gresham Park Recreation Center, Gresham Road in southeast Dekalb,  
Hamilton Recreation Center, Glendale Road, Scottdale,  
Lucious Sanders Recreation Center, Bruce Street, Lithonia,  
Lynwood Recreation Center, Osborne Road NE,  
Mark Trail Recreation Center, Tilson Road, Decatur,  
Mason Mill Center, McConnell Drive, Decatur,  
Midway Recreation Center, Midway Road, Decatur,  
Tobie Grant Recreation Center, Parkdale Drive, Scottdale,  
Tucker Recreation Center, LaVista Road, Tucker.

Source: DeKalb County Parks and Recreation Department.



The Parks and Recreation Department conducted a needs assessment in 1980, incorporating community involvement and a statistical analysis based on national standards. A capital improvements plan and park land acquisition program has since been maintained by the county. This information base was utilized with public opinion surveys and town hall meetings to update the needs assessment in 1995/1996 through the *Final Report of the Blue Ribbon Committee for DeKalb County Parks and Recreation Department: Action Strategies for Today's Challenges and Tomorrow's Opportunities*. This report is included in Appendix H.

The Parks and Recreation Short Term Plan located in Appendix H Section III is the result of the analysis of parks facilities found in Table IV-9. An analysis was conducted of these facilities and it was determined that in order to meet county parks and open space goals, the facilities in Appendix H Section III should be constructed. The county's capabilities to fund these facilities are limited, but the facilities with the highest probability of funding consideration are found in the Short Term Work Program. These facilities are those which would best accomplish parks and recreation goals in the time frame of the short term work program.

**Insert**  
**FIGURE IV-6**  
**DEKALB COUNTY PARKS AND RECREATION FACILITIES**

**TABLE IV-9  
DEKALB COUNTY MAJOR PARKS AND RECREATION FACILITIES**

## **GENERAL GOVERNMENT**

DeKalb County government structure consists of the Chief Executive Officer (CEO) and the DeKalb County Board of Commissioners (BOC). The CEO is elected at large and heads the executive branch of government. The CEO has exclusive power to supervise, direct and control the administration of the government. Each department within county government reports to the Chief Executive Officer who oversees the budget and departmental activities. The CEO presides at board meetings and can vote in the event of a tie vote of the Board of Commissioners. The CEO has veto power which can be over-ruled by two-thirds majority vote of the BOC.

The seven member Board of Commissioners serve as the legislative branch of DeKalb County Government. Commissioners are elected from five districts and two at-large positions. (See Figure IV-7) The BOC has the power and authority to fix and establish policies, rules, and regulations for DeKalb County through resolutions and ordinances. The Board of Commissioners elects from its membership a Presiding Officer and a Deputy Presiding Officer to preside at meetings in the absence of the CEO.

DeKalb County government is located in numerous facilities throughout the County. The primary facilities are the Manuel J. Maloof Auditorium and County Administration Building (1300 Commerce Drive); the County Courthouse and an annex (120 Trinity Place) in downtown Decatur. Additional staff are located at the Old Courthouse Building on the square in downtown Decatur; and at 1580 Roadhaven Drive, Stone Mountain (Public Works Water and Sewer Division), 1 Callaway Square (Public Works Roads and Drainage Division), 3043 Warren Road, Decatur (Public Works Fleet Maintenance); and the Public Safety Complex at Memorial Drive and Camp Circle Drive. (Table IV-8) While the majority of these structures will be adequate to serve the needs of DeKalb County Government for the immediate future, the following issues have been identified as community facility concerns:

### **Court System**

The DeKalb County court system is housed in several different facilities throughout the County. The DeKalb County Courthouse located at 556 McDonough St, Decatur was constructed in 1969. According the DeKalb Justice System Long Range Facilities Study (July, 1993), the current courthouse has become outdated and overcrowded. It currently contains the Superior, State, Magistrates, and Probate Courts as well as the offices of the District Attorney, Grand Jury, Solicitors, several Clerks of the Court and the Court Division of the Sheriff's Department. Other court related offices have relocated to County-owned or leased structures in downtown Decatur. The Juvenile Court and Records Court are located at the Public Safety Complex on Camp Drive and Memorial Drive near the new jail. A new Recorder's Court building was completed in 1993.

The present courthouse structure lacks the appropriate design features which allow for specific safety and privacy concerns as well as separation of plaintiffs, defendants, families of each party, and witnesses. The design of the current structure poses significant problems if a fire were to occur. Plans have been made to install a fire suppression system to

**protect court files, records, real estate documents and other official documents.**

**Insert Figure IV-7  
Seven Commission Districts**

Overall, there is a significant need to provide more sufficient space for the courts. An additional courthouse study completed by Walter Sobel and Associates in 1989 stated the need for a \$30 million dollar court house annex to be constructed between the current structure and the parking deck. In the short term, funding has been established to conduct a space study of the courthouse and a feasibility study for converting the Callaway Building from general office space to use as the State Court Building.

The Juvenile Court Building, constructed in 1971, is located at 3631 Camp Circle Drive and includes the DeKalb County Juvenile Court, Juvenile Court Public Defender's Office and the Juvenile Court Public Solicitor's Office. Increases in case loads and staffing have exhausted the original design capacity of this structure. Specific needs include training, meeting and classroom space, additional office space, and an expanded and secured filing system. Other issues include, the potential need for a new courtroom if an additional judge is appointed in the next five years. In the short term, the space needs of the Juvenile Court may be met by building an addition to the current structure or relocating offices into adjacent or nearby structures. However, in the long term it will be necessary to seek a more permanent solution to this space issue.

#### **Department of Family and Children's Services**

The DeKalb County Department of Family and Children's Services (DFACS) is located in the Shirley Trussell Building at 178 Sams Street in Decatur. DeKalb County DFACS is responsible for General Assistance, Child Welfare Program, and the Children's Emergency Shelter. Space has become limited in the Trussell Building as additional state staff have been added to manage increased caseloads. In the future, it may be necessary to relocate portions of this department to other county-owned facilities. The DeKalb County DFACS also operates the Children's Emergency Shelter which is located in the newly renovated Victoria Simmons School in Stone Mountain.

#### **Fleet Maintenance**

The Fleet Maintenance Division of Public Works is responsible for the maintenance, repair, and service of DeKalb County vehicles and equipment. Over the next few years the Fleet Maintenance Division will be seriously impacted as DeKalb County is required to comply with the mandates of the Clean Air Act and other environmental regulations. The Fleet Maintenance Division is currently monitoring and replacing underground fuel storage tanks in order to comply with EPD regulations. Similarly, the Fleet Maintenance Division is exploring alternative fuel sources for county vehicles in order to comply with the Clean Air Act.

### **Medical Examiner**

**The DeKalb County Medical Examiner is responsible for investigating reports of death as a result of accidents, suicide, homicide, suspicious circumstances, natural death unattended by a physician and of any inmate in an institution. Among the duties of the Medical Examiner are the operation of the county morgue. In the past, the medical examiner has cited a trend towards a greater number of violent deaths in the county and the future need for the construction of a Forensic Science Center/Morgue. Financing for the construction of a new Forensic Science Center/Morgue have recently been secured.**



**TABLE IV-10  
DEKALB COUNTY GOVERNMENT FACILITIES**

<u>Department:</u>	<u>Address:</u>
Board of Commissioners	1300 Commerce Drive, Decatur
PDK Airport	200 Airport Road, Chamblee
Board of Health	445 Winn Way, Decatur (Richardson Bldg.)
<b>Courts</b>	
District Attorney	556 N. McDonough St., Decatur
Juvenile Court	3631 Camp Circle, Decatur
Magistrate Court	556 N. McDonough St., Decatur
Probate Court	556 N. McDonough St., Decatur
Probation Department	(5 locations)
State Court	556 N. McDonough St., Decatur
Superior Court	556 N. McDonough St., Decatur
Recorders Court (traffic)	3630 Camp Circle, Decatur
DeKalb Private Industry Council	320 Church St., Decatur
Extension Service-UGA (4)	120 Trinity Place
Family and Children's Services	178 Sams St., Decatur
Finance	1300 Commerce
Jail/Sheriff	3630 Camp Circle, Decatur
Libraries	(23 locations)
Physical Plant	223 E. Trinity Place
Planning	1300 Commerce Drive, Decatur
Human Services Centers	(5 locations)
Public Safety	440 Memorial Drive Complex
Fire	(24 fire stations)
Police	4 Police Precincts
EMS	772 Camp Drive
Communications-911	Camp Drive Complex
Internal Affairs Unit	3539 Church St.
Animal Control	845 Camp Road
Public Works	1300 Commerce Drive
Fleet Maintenance	3043 Warren Road
Roads and Drainage	Callaway Square, Decatur
Sanitation	Camp Road Complex
Water and Sewer	1580 Roadhaven Drive, Stone Mountain
Purchasing	1300 Commerce Drive
Parks, Recreation and Cultural Affairs	(numerous locations)
Revenue and Licenses	1300 Commerce Drive, Decatur
Sheriff's Department	3630 Camp Circle, Decatur
Tax Assessor	120 Trinity Place

Source: DeKalb County Planning Department, Robert and Company.

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**EDUCATION**

Based on enrollment, DeKalb County is the largest public school system in the state. Currently, the school system operates 77 elementary schools, 7 junior high schools, 18 high schools, and ten special education facilities.(Table IV-11) The DeKalb County School System also maintains the Fernbank Science Center, which covers sixty-five (65) acres of virgin forest and contains the third largest planetarium in the nation. Three Occupational Education Centers are part of the various programs offered by the school system. The Occupational Education Center North offers fifteen (15) programs and the South Center offers eleven (11) programs. OEC Central provides a full-day program for students with special needs. The DeKalb Technical Institute has an approximate enrollment of 24,000 students which includes Adult Education classes and grants diploma or associates degrees. After 1997, DeKalb Technical Institute will be operated by the State of Georgia.

There are 16 magnet programs in DeKalb County as of the 1995 school year. Magnet programs provide specialty curriculums for high achievers, performing arts, computer education, math, science and technology, Spanish and other foreign language programs. These programs are located within existing school facilities and encourage interested students to transfer from a school in which they are in the majority to a school in which they will be a minority.

In the 1950s and 1960s, the DeKalb County school system was the fastest growing system in the state. During the late seventies and early eighties the DeKalb Schools experienced a decline in enrollment. This decline was due in part to three factors (1) a maturing family structure, (2) the cost of single unit dwellings, and (3) an overall decline in birth rates.

Recently, there has been a slight but noticeable increase in all grade levels. Moreover, there appears to be significant fluctuation in school enrollment in various parts of the County. However, there has been a decline in student enrollment in the area between I-285 and north of Decatur and in north and central DeKalb immediately outside I-285.

Areas which have seen a significant increase in the school enrollment have been in-and-around Stone Mountain, east toward Lithonia and Gwinnett County, and south of I-20 and Lithonia. In order to improve racial balance, many magnet schools were located in South and Southeast DeKalb, however increased enrollments have exacerbated school overcrowding issues.

#### **New Facilities**

Currently, the school system is increasing by approximately 2,000 additional students each year. The areas of largest enrollment increases are in the eastern and southern portions of the County. The most recent school bond referendum (\$98 million) was passed in 1989 for new school construction, renovation, purchases of land, computer enhancements, and environmental improvements such as removal of asbestos, radon and lead in water. However, in 1989, the courts imposed a moratorium on new school

construction. The moratorium was a result of legal actions stemming from a 1969 court case regarding the desegregation of the school system. After review, the courts did allow the following structures to be completed: Shadow Rock, Panola Way, and Pine Ridge Elementary Schools and Salem and Chapel Hill Junior Highs.

The moratorium was lifted in 1995, and four schools are under construction and will be completed in the fall of 1996. Two elementary schools will be located in south DeKalb County. The Edward L. Bouie, Sr. School will relieve overcrowded conditions at Cedar Grove, Chapel Hill, Browns Mill, and Fairington Elementary Schools. The Marbut Elementary School will relieve Woodridge, Panola Way, Stoneview, and Redan Elementary Schools.

One new high school located in east DeKalb on Stephenson Road was named Stephenson High School. This new high school will relieve overcrowded conditions at Redan, Lithonia, and Stone Mountain High Schools. The new middle school, which is also named Stephenson and located on Stephenson Road, will relieve Miller Grove, Salem and Stone Mountain Junior Highs.

The completion of these schools will relieve overcrowding in existing schools in south and central DeKalb County, in the immediate future. However, additional facilities in these areas have been planned in order to support the growth which is expected to occur in these areas in the long term future. Likewise, there is a need to reduce the number of portable classrooms in use. During the 1994-1995 school year, approximately nine elementary schools will receive classroom additions. These additions will reduce the number of portable classrooms at these schools, however, additional population growth is expected to require continued use of portable classrooms in the county.

In 1989, the school system was in the process of converting its grade configuration from K-7 (elementary) and 8-12 (high school) to K-6 (elementary), 7-9 (junior high), and 10-12 (high school). The process was delayed as a result of the desegregation court case, which was not decided until 1995. Consequently, both types of grade configurations still exist in the County. Recently, a citizen task force recommended that the system be changed to K-5 (elementary), 6-8 (middle school), and 9-12 (high school). This change, if carried out by the School Board, will significantly affect current expansion plans. Senior high schools would include four grades rather than three and elementary schools would be smaller including K-5. Middle schools may need to be created from high schools or elementary schools requiring significant renovations to facilities.

#### **Other Jurisdictions within DeKalb County**

The City of Decatur maintains one high school, one junior high and five elementary schools. The City of Atlanta operates ten elementary schools, one middle school and two high schools in the portion for Atlanta in DeKalb. DeKalb County is also served by approximately forty private elementary and high schools. (Table 11) These schools offer a variety of educational opportunities from pre-kindergarten through high school. Approximately 8-10% of the student population of DeKalb County attends private schools.

#### **College Level Education**

DeKalb County is adequately served by a variety of technical schools, colleges and universities offering numerous post-secondary educational opportunities. DeKalb College has three campuses in the County which offer first and second year courses as well as an Associate of Arts degree.

Major colleges and universities include Agnes Scott College, Emory University, Mercer University in Atlanta and Oglethorpe University. The Georgia Institute of Technology, Georgia State University, the Atlanta University Center, and several other college campuses are located in Atlanta and other nearby communities. The Columbia Theological Seminary and several other religious instruction facilities are also located in DeKalb County.

The Georgia Department of Technical and Adult Education provides vocational training facilities throughout the state. DeKalb Technical Institute located in Clarkston and with centers in Dunwoody and Covington, has extensive adult and vocational-technical programs. The DeVry Institute of Technology provides a Bachelor's degree and shorter term programs in business, computers and electronics. The Atlanta metropolitan area provides a rich array of additional educational opportunities to DeKalb residents.

**FIGURE IV-8  
DEKALB COUNTY SCHOOL SYSTEM**

**TABLE IV-11  
PRIVATE ELEMENTARY AND HIGH SCHOOLS IN DEKALB COUNTY**

<b>Arbor Montessori School</b>	<b>2998 LaVista Road</b>
<b>Becker Adventist School</b>	<b>3567 Covington Highway</b>
<b>Benjamin Franklin Academy</b>	<b>1585 Clifton Road</b>
<b>Beulah Baptist School</b>	<b>2046 Sage Lane</b>
<b>Cambridge Academy</b>	<b>2780 Flat Shoals Road</b>
<b>Cathedral Academy</b>	<b>4650 Flat Shoals Road</b>
<b>Cornerstone Baptist School</b>	<b>1170 North Hairston Road</b>
<b>DeKalb Christian Academy</b>	<b>1985 LaVista Road</b>
<b>Faith Christian Academy</b>	<b>4851 River Road</b>
<b>Forrest Hills Christian School</b>	<b>6826 Memorial Drive</b>
<b>Gables Academy</b>	<b>1337 Fairview Road</b>
<b>Green Pastures Christian Academy</b>	<b>5455 Flat Shoals Parkway</b>
<b>Greenforest Christian Academy</b>	<b>3250 Rainbow Drive</b>
<b>Holy Fellowship Christian Academy</b>	<b>1522 Thomas Road</b>
<b>Horizons School</b>	<b>1900 DeKalb Avenue</b>
<b>Immaculate Heart of Mary</b>	<b>2855 Briarcliff Road</b>
<b>Korean-American School of Atlanta</b>	<b>6003 Buford Highway</b>
<b>Lullwater Elementary</b>	<b>705 South Candler Street</b>
<b>Marist High School</b>	<b>3790 Ashford Dunwoody Road</b>
<b>Mount Caramel Christian</b>	<b>6015 Old Stone Mountain Road</b>
<b>New Life Assembly</b>	<b>4730 Elam Road</b>
<b>Our Lady of the Assumption</b>	<b>1460 Hearst Drive</b>
<b>Our Shepherd's Academy</b>	<b>2650 Young Road</b>
<b>Paidea School</b>	<b>1509 South Ponce de Leon Avenue</b>
<b>Rainbow Park Baptist School</b>	<b>2941 Columbia Drive</b>
<b>Saint Martin Episcopal School</b>	<b>3110 Ashford Dunwoody Road</b>
<b>Saint Pius X High School</b>	<b>2674 Johnson Road</b>
<b>Saint Thomas More Catholic School</b>	<b>630 West Ponce de Leon Avenue</b>
<b>Saints Peter &amp; Paul Catholic School</b>	<b>2560 Tilson Road</b>
<b>Seigakuin - Atlanta International School (SAINTS)</b>	<b>3007 Hermance Drive</b>
<b>Sola Scripture Lutheran School</b>	<b>2999 Flat Shoals Road</b>
<b>Sparks Christian Academy</b>	<b>2070 Windyhill Road</b>
<b>Springs Academy</b>	<b>6440 Rock Springs Road</b>
<b>Stone Mountain Christian School</b>	<b>5931 Shadow Road Drive</b>
<b>The Davison School</b>	<b>1500 North Decatur Road</b>
<b>The Howard School</b>	<b>1246 Ponce De Leon Avenue</b>
<b>The Northlake School</b>	<b>1983 Brockett Road</b>
<b>Verlina Wade Christian Academy</b>	<b>2930 Ember Drive</b>
<b>Yeshiva High School of Atlanta &amp; Torah Day School</b>	<b>1901 Montreal Road</b>

Source: DeKalb County Planning, Robert and Company.

## **LIBRARIES**

In 1986, a bond issue was passed for the development and expansion of the library system. The resultant \$33 million expansion program included the renovation of six existing libraries and the construction of 16 new libraries throughout the county. Since 1986, the library system doubled in size, doubled the number of books per person, tripled the total square footage, and expanded service to every part of the county. (Table IV-12)

The expansion project provided 17 public meeting rooms and included acquisition of new materials such as books, videos, and electronic databases. Technological improvements included adding an online magazine index, electronic mail service from citizens to the DeKalb CEO and Board of Commissioners, and dial-up access to the online catalog. CD-ROM databases available on a Local Area Network and ProQuest workstations provide expanded reference resources. Currently, the DeKalb County Library System provides over 1,000,000 materials including books, reference sources, audio cassettes, music compact discs, newspapers, and magazines.

Construction and expansion of the libraries under the bond program is complete and the current library system facilities are sufficient to serve DeKalb's existing population. Unfortunately, hours have been curtailed as operational budgets have been tightened. Some of the branch libraries are restricted to 20 hours of operations per week as a result. As a result, future budgets need to consider the impacts of operations expansion with increases in capital facilities.

As growth continues in the southern and southeastern portions of the county, additional library facilities may be needed. Future short term library development projects will focus on technological improvements and expansion and maintenance of existing collections.

**TABLE IV-12  
DEKALB COUNTY PUBLIC LIBRARY FACILITIES**

**1 Flagship Library**

This facility is a five-story facility which provides in-depth reference service for the entire county as well as the library administrative offices and an auditorium.

- 215 Sycamore St., Decatur

**4 Area Libraries**

These facilities have a minimum of 21,500 square feet and provide meeting rooms and extensive collections including reference and video.

- Redan-Trotti, 1569 Wellborn Road, Redan
- Wesley Chapel-William C. Brown, 2861 Wesley Chapel Road
- Chamblee, 4115 Clairmont Road, Chamblee
- Dunwoody, 5339 Chamblee Dunwoody Road, Dunwoody

**12 Community Libraries**

These facilities range in size from 5,600 to 12,150 square feet and provide meeting rooms and extensive collections including reference and video.

- Brookhaven, 1242 N. Druid Hills Rd. NE
  - Clarkston, 951 N. Indian Creek Drive, Clarkston
  - Flat Shoals, 4022 Flat Shoals Parkway, Decatur
  - Northlake Branch, 3772 LaVista Road, Tucker
  - Scott Candler, 2644 McAfee Road, Decatur
  - Avis G. Williams Library, 1282 McConnell Dr., Decatur\*
  - Covington, 3500 Covington Highway, Decatur
  - Doraville, 3748 Central Ave, Doraville
  - Lithonia-Davidson, 6821 Church St., Lithonia
  - Reid Cofer, 4316 Church Street, Tucker
  - Sue Kellogg, 952 Leon St., Stone Mountain
- (\* The Avis G. Williams Library was renovated with bond interest money).

**6 Neighborhood Libraries**

These facilities range in size from 1,100 to 5,500 square feet and provide easily accessible, popular materials.

- Briarcliff, 2775 Briarcliff Road., NE
- Embury Hills, 3733 Chamblee Tucker Road, Chamblee
- Gresham, 2418 Gresham Road, SE, Atlanta
- Hairston Crossing, 4911 Redan Road, Stone Mountain
- Bruce Street, 2484 Bruce Street, Lithonia
- Salem-Panola Road, 5137 Salem Road, Lithonia
- Tobie Grant, 644 Parkdale Drive, Scottdale

Source: DeKalb County Public Library System.



## **CULTURAL PROGRAMS AND ACTIVITIES**

The DeKalb Council for the Arts, formed in 1973, promotes the development of cultural arts throughout DeKalb County. It coordinates annual funding requests among the four county-designated arts center and serves as the re-granting agency for county-appropriated funds for the arts. It has over 250 members. DeKalb County is adequately served by numerous arts and cultural organizations, dance troupes, literary arts organizations, music programs and musicians, theater companies and private visual artists.

### **Art Centers/Theaters**

There are several arts centers in DeKalb County including ART Station, Callanwolde Fine Arts Center, North DeKalb Cultural Center, Spruill Center for the Arts, and the Soapstone Center for the Arts.

#### **ART Station, Inc.**

Located in Stone Mountain, ART Station is a restored trolley car station. Today the building includes a 120-seat theater for music, dance and theatrical productions, three art galleries, classrooms, production and rehearsal space.

#### **Callanwolde Fine Arts Center**

Located on Briarcliff Road, Callanwolde offers performances, recitals, concerts and day and evening classes for children and adults in the visual, literary, and performing arts.

#### **North DeKalb Cultural Center**

Located adjacent to the Dunwoody Library, this 29,000-square foot facility houses the North Arts Center, the Dunwoody Fine Art Association, and a state-of-the-art theater which is utilized by the Dunwoody Stage Door Players. The facility also provides meeting and conference space for a variety of community and civic groups.

#### **Spruill Center for the Arts**

Located at the North DeKalb Cultural Center and the Spruill Gallery and Historic Home, the Spruill Center for the Arts offers art classes, exhibitions, and performances, summer camps, and community outreach to the elderly, handicapped and disadvantaged.

#### **Soapstone Center for the Arts**

Located in the South DeKalb Mall, the Soapstone Center offers classes for adults and children in the performing, visual and literary arts and crafts. Soapstone presents performances, arts workshops, festivals, and other events in local schools as well as after-school programs in partnership with the YMCAs and YWCAs.

### **Museums and Galleries**

DeKalb County's Museums and Galleries include the Michael C. Carlos Museum at

**Emory University which exhibits art and archaeology of ancient cultures, the Dalton Gallery of Fine Arts at Agnes Scott College, the DeKalb College of Fine Arts Center and the Fernbank Museum of Natural History and planetarium.**

### **Theaters and Auditoriums**

**There are several performing arts theaters in DeKalb County including the Dana Fine Arts Building at Agnes Scott College, DeKalb Theater/DeKalb Music Theater, Neighborhood Playhouse, Decatur, and Theater Emory. There is one main auditorium, the Manuel Maloof Auditorium, and several smaller auditoriums such as the Bruce Street/East DeKalb Center Auditorium, and the South DeKalb Senior Citizens Center, however, there is a need for a large public gathering place such as a civic center.**

### **UTILITIES**

**The utility needs of DeKalb County are sufficiently met by public, semi-public and private suppliers. The Atlanta Gas Light Company distributes natural gas and electricity is provided by Georgia Power and the Oglethorpe Power Corporation. Southern Bell provides telephone service and cellular phone service is provided by a variety of companies including Bell South.**

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## V. TRANSPORTATION

### INTRODUCTION

The first step in addressing the mobility needs of DeKalb County is to examine the current conditions of the existing transportation system. The system is made up of a street network, a transit rail system and a bus network, four transcontinental rail lines, two airports and numerous pedestrian and bicycle access ways. The past focus of this section was based on the ground transportation needs of passengers and the interaction among those networks. However, DeKalb is setting new policies for comprehensive mobility planning and new directions for its implementation.

### EXISTING TRANSPORTATION SYSTEM STREET NETWORK

#### Classified Streets

DeKalb County maintains a system of classified streets, known as its thoroughfare plan classification system. There are four classifications presently: freeways, major thoroughfares, minor thoroughfares, and collectors. This section will describe each of the components of the classified system, and provide information about the existing classified network in the County. Figure V-1 illustrates the existing classifications system.

#### Freeway System

DeKalb County is well serviced by the Interstate Highway network, with I-20 traversing the south-central portion of the County from east to west, and I-285 arching from northwest to south. A small segment of I-675 connects I-285 to I-75 in the southern portion of the County, and primarily provides an alternative route for trucks and cars moving between DeKalb to I-75 south. I-85 also traverses DeKalb County from the North Druid Hills Road area northeast to Pleasantdale Road and the Gwinnett County line. Table V-1 shows the existing freeway network in DeKalb County.

TABLE V-1<sup>1</sup>  
EXISTING FREEWAYS IN DEKALB COUNTY

Freeway	Start	End	Miles	Lanes
Interstate Highway 20	Fulton County line	Rockdale County line	19.60	10
Interstate Highway 285	Fulton County Line	Fulton County line	25.70	10
Interstate Highway 675	I-285	Clayton County line	1.80	6
Interstate Highway 85	Fulton County line	Gwinnett County line	8.40	8
Stone Mtn Freeway	Lawrenceville Hwy	Stone Mtn Bypass	6.00	6
Stone Mtn By-Pass	Goldsmith Rd.	Gwinnett County line	3.60	4

**I-20** is a primary east-west route through Atlanta, from Birmingham to the west and Augusta to the east. Within the metro area, long haul trucks are prohibited on I-20 inside I-285, and the route serves only automobile and local truck traffic. Traffic counts range from about 75,000 (1993) at the Rockdale County line, to 136,000 at I-285, dropping to 91,000 just inside of I-285, and then climbing back to 124,000 at the City of Atlanta boundary. The roadway is six (6) lanes from Rockdale to I-285, and ten (10) lanes from I-285 to the Atlanta City limit. Traffic growth on this roadway was approximately 13% from 1991 to 1992 and 3% between 1992 to 1993. As additional development occurs in Rockdale and southeast DeKalb County, I-20 will show steady increases in traffic volumes. Improvements planned for I-20 include construction of barrier walls, relocation of the frontage road at Wesley Chapel, and closure of some existing frontage roads.

**I-285**, also known as the "Perimeter," is the most heavily travelled roadway in the Atlanta metro region. The heaviest traffic on this road occurs between I-75 in Cobb County and I-85 in DeKalb County on the northern portion of the ring. The southern half of the Perimeter is much less travelled, although volumes are by no means small. Volumes between the DeKalb-North Fulton County line and I-85 are in the range of 225,000 to 265,000 vehicles per day. The road has 10 lanes in this vicinity, and carries a heavy volume of trucks, due to the prohibition of trucks on I-85, I-75 and I-20 inside the Perimeter. Between I-85 and the Stone Mountain Freeway, volumes are between 165,000 and 202,000.

South of the Stone Mountain Freeway and north of I-20, traffic counts are in the range of 140,000 to 160,000, decreasing from north to south. South of I-20, traffic counts vary from 104,000 to 68,000, with the lowest count in the segment between Moreland Ave. and I-675.

I-285 north of I-20 is a 10 lane facility. South of I-20 it has 8 lanes. Improvements to add access lanes in the northern sector were completed in early 1995 with construction continuing until 1996.

**I-675** is a route connecting I-285 in DeKalb County to I-75 in Henry County. The road was completed in 1989, and primarily serves as a bypass to the congested junction of I-285 and I-75/85 south in Fulton County near Hartsfield-Atlanta Airport. Truck traffic volumes are very high on this road. The facility has 6 lanes and carries a daily volume just over 41,000 vehicles. Growth on this road was 6% in 1991-1992, and 7% from 1992 to 1993.

**I-85** is the major freeway linking the northeast to Atlanta. It extends to Greenville, South Carolina, and Charlotte, North Carolina to the north, and to Montgomery, Alabama on the southwest. It provides access to central city destinations in Atlanta from DeKalb and Gwinnett Counties. I-85 is an 8 to 10 lane facility in DeKalb County. There is also a parallel frontage system throughout much of the DeKalb County segment, extending two lanes on either side of I-85 from North Druid Hills Road to Chamblee Tucker Road. Through trucks are prohibited on the portion inside of I-285, including all but a very small portion of the DeKalb County segment at the northeast end. Traffic volumes range from 228,000 on the north end, to 220,000 at the Atlanta City limit.

**Stone Mountain Freeway (US 78)** The Stone Mountain Freeway extends from just

inside of I-285 to the Gwinnett County line. Traffic volumes range from 79,000 near the Gwinnett County line, to 110,000 between I-285 and Brockett Road, the segment just outside of I-285. Traffic volumes grew by 4% in 1991-1992, and 3% in 1992-1993. This facility has 6 lanes. As one of the primary routes from Atlanta to Athens, there is significant traffic on this facility on Saturdays and Sundays, in addition to the local commute traffic during the week. Extension of the controlled access roadway on US 78 into Gwinnett is under discussion.

The Stone Mountain Bypass extends from Goldsmith Road, intersecting the Stone Mountain Freeway, and continuing to the Gwinnett County line. It has traffic volumes ranging from 19,000 to 28,000, with an increase of 8% in 1992-1993, but a decline of 2% in the previous year.

### Major Thoroughfares

Major thoroughfares are the primary routes used by vehicles to travel through the County. These are generally multi-lane facilities, with high traffic volumes, and signalized intersections. Their purpose is to provide access into and out of the county as well as connectivity between freeways and minor thoroughfares. Table V-2 lists the currently designated major thoroughfares of DeKalb County.

TABLE V-2<sup>1</sup><sub>i</sub>

#### EXISTING FREEWAYS IN DEKALB COUNTY

Freeway	Start	End	Miles	Lanes
Interstate Highway 20	Fulton County line	Rockdale County line	19.60	10
Interstate Highway 285	Fulton County Line	Fulton County line	25.70	10
Interstate Highway 675	I-285	Clayton County line	1.80	6
Interstate Highway 85	Fulton County line	Gwinnett County line	8.40	8
Stone Mtn Freeway	Lawrenceville Hwy	Stone Mtn Bypass	6.00	6
Stone Mtn By-Pass	Goldsmith Rd.	Gwinnett County line	3.60	4

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TABLE V-2<sup>1</sup>  
EXISTING MAJOR THOROUGHFARES IN DEKALB COUNTY

Major Thoroughfare	Begin	End	Miles	Lanes
Arcadia Ave.	Craigie Ave.	E. College	0.21	2
Ashford Dunwoody Rd.	Johnson Ferry Road	Hart's Mill Rd.	0.75	2
Ashford Dunwoody Rd.	Hart's Mill Rd.	Lake Hearn	1.00	2
Ashford Dunwoody Rd.	Lake Hearn	Mt. Vernon Rd.	1.90	6
Avondale Road	Fairfield Dr.	N. Clarendon Ave.	0.14	4
Bailey Street	Fayetteville Rd.	Moreland Ave.	0.12	2
Bouldercrest Rd.	Clayton County line	I-285	3.49	2
Bouldercrest Rd.	I-285	Constitution	0.51	4
Bouldercrest Rd.	Constitution	City of Atlanta	2.50	2
Briarcliff Rd.	La Vista Rd.	Henderson Mill Rd.	0.30	4
Briarcliff Rd.	Henderson Mill Rd.	Ponce De Leon	9.10	2
Briarcliff Way (connector)	Briarcliff Rd.	Henderson Mill Rd.	0.21	2
Brockett Rd.	Cooledge Rd.	E. Ponce De Leon Ave	0.63	4
Brown's Mill Rd.	Snapfinger Rd.	Rockdale County Line	6.50	2
Buford Highway	Fulton County Line	Gwinnett County Line	8.30	5
Candler Rd.	E. Pharr	Memorial Dr.	0.70	2
Candler Rd.	Memorial Dr.	Flat Shoals Rd.	3.10	4
Chamblee Dunwoody Rd.	Shallowford Rd.	Spalding Dr.	6.79	2
Chamblee Tucker Rd.	Peachtree Industrial	Shallowford Rd.	1.53	2

Major Thoroughfare	Begin	End	Miles	Lanes
Chamblee Tucker Rd.	Shallowford Rd.	LaVista Rd.	6.24	4
Clairmont Ave.	Decatur City Limits	Commerce Dr.	1.03	4
Clairmont Rd.	Peachtree Ind. Blvd.	Decatur City Limits	7.18	4
Coffee Rd.	S.Stn Mtn Lithonia	Rogers Lake Rd.	1.23	2
Columbia Dr.	Rainbow Dr.	Clarendon Ave.	3.51	4
Columbia Dr.	Clarendon Ave.	Katie Kerr Dr.	0.63	2
Columbia Dr.	Flat Shoals	Rainbow Dr.	1.74	2
Commerce Dr.	W. Howard St.	S. Columbia Dr.	1.88	4
Constitution Rd.	Fayetteville Rd.	New Pavement	1.26	2
Constitution Rd.	New Pavement	Bouldercrest Rd.	0.49	5
Cooledge Rd.	Lawrenceville Hwy	Brockett Rd.	0.85	2
Covington Highway	N. Clarendon Ave.	Turner Hill Rd.	12.35	4
Crescent Center Blvd	Lawrenceville Hwy	dead end	0.16	2
Crescent Center Blvd.	Northlake Pkwy	dead end	0.64	4
DeKalb Ave.	W. Howard Ave.	Moreland Ave.	2.00	3
DeKalb Industrial Way	Lawrenceville Hwy	E. Ponce DeLeon	1.42	4
East College Ave.	S. McDonough St.	Fairfield Dr.	1.63	4
East Howard Ave.	N. Columbia Dr.	N. McDonough St.	0.43	2
East Lake Rd.	Ponce De Leon	E. Lake Dr.	1.01	4
East Ponce De Leon Ave.	Decatur City limit	Memorial Dr.	8.22	2
East Roxboro Rd.	N. Druid Hills Rd.	Fulton County line	0.54	2
Evans Mill Rd.	Lithonia City limit	I-20	0.57	4
Evans Mill Rd.	I-20	Brown's Mill Rd.	4.36	2
Fayetteville Rd.	Bailey St.	Constitution Rd.	0.12	2
Fern Dr.	Lawrenceville Hwy	Montreal Cir	0.04	2
Flakes Mill Rd.	Flat Shoals Rd.	Henry Co Line	4.12	2
Flat Shoals Ave.	Moreland Ave.	Bouldercrest Rd.	1.00	4
Glenwood Rd.	Atlanta City limits	Covington Hwy	4.26	4
Hugh Howell Rd.	Law'ville Hwy	St Mtn Bypass	4.20	2
I-85 Access Rd. South Side	N. Fork Pt Creek	Chamblee Tucker Rd.	3.00	2

Major Thoroughfare	Begin	End	Miles	Lanes
Johnson Ferry Rd.	Keswick Dr.	Fulton County line	2.08	2
Katie Kerr Dr.	Columbia Dr.	Arcadia Ave	0.78	2
LaVista Rd.	Fulton Co. line	Lawrenceville Hwy	9.10	2/4
Lawrenceville Hwy	DeKalb Industrial Way	Gwinnett County line	6.80	5
Lithonia Industrial Blvd	S. St Mtn Lithonia	Covington Hwy	1.57	4
Main St. Lithonia	Swift St.	Boulevard	0.20	4
Main St. Lithonia	Boulevard	Lithonia City limits	0.28	2
Main St. Stone Mtn	Memorial Dr	City limits	0.89	2
Max Cleland Blvd.	Main St.	St. Mtn St.	0.19	4
McElroy Rd.	New Peachtree	Buford Hwy	0.14	2
Memorial Dr.	Fulton County Line	Goldsmith Rd.	11.60	4/6
Montreal Cir	Montreal Ct.	Fern Dr.	0.43	2
Montreal Ct	Montreal Circle	Weems Rd.	0.22	2
Moreland Ave.	Briarcliff Rd.	Clayton County line	8.80	4
Mount Vernon Rd.	Dunwoody Club	Fulton County line	2.90	2
Mountain Dr.	Covington Hwy	Memorial Dr.	0.60	4
Mountain Industrial Blvd.	E. Ponce	Gwinnett County Line	3.42	4
New Peachtree Rd.	Clairmont Ext	Chamblee Tucker	0.15	4
North Arcadia Ave.	E. Ponce	DeKalb Industrial	0.53	6
North Decatur Rd.	Indian Creek	Lullwater	5.88	4
North Deshon Rd.	Rockbridge Rd.	Gwinnett Co	0.96	2
North Druid Hills	Peachtree Rd.	Standard Dr.	0.15	4
North Druid Hills	Standard Dr.	E. Roxboro	1.36	2
North Druid Hills	E. Roxboro	Lawrenceville Hwy	5.05	4
North Hairston Rd.	Rockbridge Rd.	E. Ponce	2.68	2/4
North St Mtn Lithonia Rd.	Rockbridge Rd.	St Mtn City limit	0.88	2
Oakvale Rd.	Panthersville Rd.	River Rd.	0.69	2
Old Covington Rd.	Turner Hill Rd.	Rockdale Co	1.03	2
Panola Rd.	Snapfinger Rd.	I-20	3.86	2
Panola Rd.	I-20	Covington Hwy	1.40	4

<b>Major Thoroughfare</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Panola Rd.	Covington Hwy	S. St Mtn Lith	2.81	4
Panthersville Rd.	Bouldercrest Rd.	Flat Shoals	3.64	2
Parklake Dr.	Ranchwood Dr.	LaVista	0.44	4
Peachtree Ind Blvd.	Peachtree Rd.	Gwinnett County Line	4.75	6
Peachtree Rd.	Fulton Co	PIB	2.30	6
Pleasantdale Rd.	Tucker Norcross Rd.	Gwinnett County	2.56	5
Ponce De Leon Ave.	Moreland Ave.	Scott Blvd	2.54	4
Redan Rd.	S. St Mtn Lith	Holcombe Rd.	5.51	2
Rock Chapel Rd.	Swift St.	Rockbridge Rd.	3.60	2
Rockbridge Rd.	Memorial Dr.	Gwinnett County line	10.73	2
Rogers Lake Rd.	Coffee Rd.	S. Deshon	0.89	2
S. Columbia Dr.	Katie Kerr	Commerce	0.80	2
S. Deshon Rd.	Rockbridge	Wellborn Rd.	4.48	2
S. Hairston Rd.	Rockbridge Rd.	Wesley Chapel Rd.	5.55	4
S. St Mtn Lithonia Rd.	St. Mtn City Limits	Panola Rd.	1.72	2/4
S. St Mtn Lithonia Rd.	Redan Rd.	Lithonia City limits	2.99	2
Sam's Crossing	E. College Ave	E Ponce	0.13	4
Scott Blvd.	Ponce de Leon	DeKalb Industrial Way	2.73	4
Shallowford Rd.	Briarcliff Rd.	New Peachtree Rd.	3.26	4
Snapfinger Rd.	Columbia Drive	Henry County	7.06	2
Snapfinger Woods Dr.	Wesley Chapel Rd.	Snapfinger Rd.	0.51	4
South Candler St.	E. College	E. Pharr	1.21	2
Spring Mill Pkwy	Lake Hearn Dr.	Ashford Dunwoody	0.60	4
Stone Mountain St.	Lithonia City limits	Boulevard Dr.	0.50	2
Stumbaugh Way	La Vista Rd	Dead End	0.03	2
Thurman Dr.	Moreland Ave	Clayton Co line	1.00	2
Tucker-Norcross Rd.	Chamblee Tucker	Pleasantdale	0.21	4
Turner Hill Rd.	Rock Chapel	Rockland Rd.	2.08	4
Wellborn Rd.	S. Deshon	Covington Hwy	1.64	2
Wesley Chapel Rd.	Covington Highway	Snapfinger Rd.	1.94	4

Major Thoroughfare	Begin	End	Miles	Lanes
Wesley Chapel Rd.	Snapfinger Rd.	Flat Shoals Rd.	1.89	2
West College Ave	S. McDonough	E Lake Dr.	0.93	2
West Exchange Pl	Crescent Center Blvd	Cul-de-Sac	0.18	4
West Howard Ave	S. McDonough	Ridgecrest Rd.	1.23	4
Winters Chapel Rd.	New Peachtree	Doraville city limits	0.72	2
Winters Chapel Rd.	Doraville city limits	PIB	0.52	4
Winters Chapel Rd.	PIB	Gwinnett County Line	1.80	2
Woodrow Dr.	Klondike Rd.	Evans Mill Rd.	0.85	2

### Minor Thoroughfares

Minor thoroughfares are major roadways which carry traffic in local areas onto the major thoroughfares. These are a combination of two lane and multi-lane facilities, with both signalized and unsignalized intersections. Below is a list of the minor thoroughfares presently classified in DeKalb County.

TABLE V-3<sup>1</sup><sub>ii</sub>  
EXISTING MAJOR THOROUGHFARES IN DEKALB COUNTY

Major Thoroughfare	Begin	End	Miles	Lanes
Arcadia Ave.	Craigie Ave.	E. College	0.21	2
Ashford Dunwoody Rd.	Johnson Ferry Road	Hart's Mill Rd.	0.75	2
Ashford Dunwoody Rd.	Hart's Mill Rd.	Lake Hearn	1.00	2
Ashford Dunwoody Rd.	Lake Hearn	Mt. Vernon Rd.	1.90	6
Avondale Road	Fairfield Dr.	N. Clarendon Ave.	0.14	4
Bailey Street	Fayetteville Rd.	Moreland Ave.	0.12	2
Bouldercrest Rd.	Clayton County line	I-285	3.49	2
Bouldercrest Rd.	I-285	Constitution	0.51	4
Bouldercrest Rd.	Constitution	City of Atlanta	2.50	2
Briarcliff Rd.	La Vista Rd.	Henderson Mill Rd.	0.30	4
Briarcliff Rd.	Henderson Mill Rd.	Ponce De Leon	9.10	2
Briarcliff Way (connector)	Briarcliff Rd.	Henderson Mill Rd.	0.21	2
Brockett Rd.	Cooledge Rd.	E. Ponce De Leon Ave	0.63	4
Brown's Mill Rd.	Snapfinger Rd.	Rockdale County Line	6.50	2

Major Thoroughfare	Begin	End	Miles	Lanes
Buford Highway	Fulton County Line	Gwinnett County Line	8.30	5
Candler Rd.	E. Pharr	Memorial Dr.	0.70	2
Candler Rd.	Memorial Dr.	Flat Shoals Rd.	3.10	4
Chamblee Dunwoody Rd.	Shallowford Rd.	Spalding Dr.	6.79	2
Chamblee Tucker Rd.	Peachtree Industrial	Shallowford Rd.	1.53	2
Chamblee Tucker Rd.	Shallowford Rd.	LaVista Rd.	6.24	4
Clairmont Ave.	Decatur City Limits	Commerce Dr.	1.03	4
Clairmont Rd.	Peachtree Ind. Blvd.	Decatur City Limits	7.18	4
Coffee Rd.	S.Stn Mtn Lithonia	Rogers Lake Rd.	1.23	2
Columbia Dr.	Rainbow Dr.	Clarendon Ave.	3.51	4
Columbia Dr.	Clarendon Ave.	Katie Kerr Dr.	0.63	2
Columbia Dr.	Flat Shoals	Rainbow Dr.	1.74	2
Commerce Dr.	W. Howard St.	S. Columbia Dr.	1.88	4
Constitution Rd.	Fayetteville Rd.	New Pavement	1.26	2
Constitution Rd.	New Pavement	Bouldercrest Rd.	0.49	5
Cooledge Rd.	Lawrenceville Hwy	Brockett Rd.	0.85	2
Covington Highway	N. Clarendon Ave.	Turner Hill Rd.	12.35	4
Crescent Center Blvd	Lawrenceville Hwy	dead end	0.16	2
Crescent Center Blvd.	Northlake Pkwy	dead end	0.64	4
DeKalb Ave.	W. Howard Ave.	Moreland Ave.	2.00	3
DeKalb Industrial Way	Lawrenceville Hwy	E. Ponce DeLeon	1.42	4
East College Ave.	S. McDonough St.	Fairfield Dr.	1.63	4
East Howard Ave.	N. Columbia Dr.	N. McDonough St.	0.43	2
East Lake Rd.	Ponce De Leon	E. Lake Dr.	1.01	4
East Ponce De Leon Ave.	Decatur City limit	Memorial Dr.	8.22	2
East Roxboro Rd.	N. Druid Hills Rd.	Fulton County line	0.54	2
Evans Mill Rd.	Lithonia City limit	I-20	0.57	4
Evans Mill Rd.	I-20	Brown's Mill Rd.	4.36	2
Fayetteville Rd.	Bailey St.	Constitution Rd.	0.12	2
Fern Dr.	Lawrenceville Hwy	Montreal Cir	0.04	2

Major Thoroughfare	Begin	End	Miles	Lanes
Flakes Mill Rd.	Flat Shoals Rd.	Henry Co Line	4.12	2
Flat Shoals Ave.	Moreland Ave.	Bouldercrest Rd.	1.00	4
Glenwood Rd.	Atlanta City limits	Covington Hwy	4.26	4
Hugh Howell Rd.	Law'ville Hwy	St Mtn Bypass	4.20	2
I-85 Access Rd. South Side	N. Fork Pt Creek	Chamblee Tucker Rd.	3.00	2
Johnson Ferry Rd.	Keswick Dr.	Fulton County line	2.08	2
Katie Kerr Dr.	Columbia Dr.	Arcadia Ave	0.78	2
LaVista Rd.	Fulton Co. line	Lawrenceville Hwy	9.10	2/4
Lawrenceville Hwy	DeKalb Industrial Way	Gwinnett County line	6.80	5
Lithonia Industrial Blvd	S. St Mtn Lithonia	Covington Hwy	1.57	4
Main St. Lithonia	Swift St.	Boulevard	0.20	4
Main St. Lithonia	Boulevard	Lithonia City limits	0.28	2
Main St. Stone Mtn	Memorial Dr	City limits	0.89	2
Max Cleland Blvd.	Main St.	St. Mtn St.	0.19	4
McElroy Rd.	New Peachtree	Buford Hwy	0.14	2
Memorial Dr.	Fulton County Line	Goldsmith Rd.	11.60	4/6
Montreal Cir	Montreal Ct.	Fern Dr.	0.43	2
Montreal Ct	Montreal Circle	Weems Rd.	0.22	2
Moreland Ave.	Briarcliff Rd.	Clayton County line	8.80	4
Mount Vernon Rd.	Dunwoody Club	Fulton County line	2.90	2
Mountain Dr.	Covington Hwy	Memorial Dr.	0.60	4
Mountain Industrial Blvd.	E. Ponce	Gwinnett County Line	3.42	4
New Peachtree Rd.	Clairmont Ext	Chamblee Tucker	0.15	4
North Arcadia Ave.	E. Ponce	DeKalb Industrial	0.53	6
North Decatur Rd.	Indian Creek	Lullwater	5.88	4
North Deshon Rd.	Rockbridge Rd.	Gwinnett Co	0.96	2
North Druid Hills	Peachtree Rd.	Standard Dr.	0.15	4
North Druid Hills	Standard Dr.	E. Roxboro	1.36	2
North Druid Hills	E. Roxboro	Lawrenceville Hwy	5.05	4
North Hairston Rd.	Rockbridge Rd.	E. Ponce	2.68	2/4



<b>Major Thoroughfare</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
North St Mtn Lithonia Rd.	Rockbridge Rd.	St Mtn City limit	0.88	2
Oakvale Rd.	Panthersville Rd.	River Rd.	0.69	2
Old Covington Rd.	Turner Hill Rd.	Rockdale Co	1.03	2
Panola Rd.	Snapfinger Rd.	I-20	3.86	2
Panola Rd.	I-20	Covington Hwy	1.40	4
Panola Rd.	Covington Hwy	S. St Mtn Lith	2.81	4
Panthersville Rd.	Bouldercrest Rd.	Flat Shoals	3.64	2
Parklake Dr.	Ranchwood Dr.	LaVista	0.44	4
Peachtree Ind Blvd.	Peachtree Rd.	Gwinnett County Line	4.75	6
Peachtree Rd.	Fulton Co	PIB	2.30	6
Pleasantdale Rd.	Tucker Norcross Rd.	Gwinnett County	2.56	5
Ponce De Leon Ave.	Moreland Ave.	Scott Blvd	2.54	4
Redan Rd.	S. St Mtn Lith	Holcombe Rd.	5.51	2
Rock Chapel Rd.	Swift St.	Rockbridge Rd.	3.60	2
Rockbridge Rd.	Memorial Dr.	Gwinnett County line	10.73	2
Rogers Lake Rd.	Coffee Rd.	S. Deshon	0.89	2
S. Columbia Dr.	Katie Kerr	Commerce	0.80	2
S. Deshon Rd.	Rockbridge	Wellborn Rd.	4.48	2
S. Hairston Rd.	Rockbridge Rd.	Wesley Chapel Rd.	5.55	4
S. St Mtn Lithonia Rd.	St. Mtn City Limits	Panola Rd.	1.72	2/4
S. St Mtn Lithonia Rd.	Redan Rd.	Lithonia City limits	2.99	2
Sam's Crossing	E. College Ave	E Ponce	0.13	4
Scott Blvd.	Ponce de Leon	DeKalb Industrial Way	2.73	4
Shallowford Rd.	Briarcliff Rd.	New Peachtree Rd.	3.26	4
Snapfinger Rd.	Columbia Drive	Henry County	7.06	2
Snapfinger Woods Dr.	Wesley Chapel Rd.	Snapfinger Rd.	0.51	4
South Candler St.	E. College	E. Pharr	1.21	2
Spring Mill Pkwy	Lake Hearn Dr.	Ashford Dunwoody	0.60	4
Stone Mountain St.	Lithonia City limits	Boulevard Dr.	0.50	2
Stumbaugh Way	La Vista Rd	Dead End	0.03	2

Major Thoroughfare	Begin	End	Miles	Lanes
Thurman Dr.	Moreland Ave	Clayton Co line	1.00	2
Tucker-Norcross Rd.	Chamblee Tucker	Pleasantdale	0.21	4
Turner Hill Rd.	Rock Chapel	Rockland Rd.	2.08	4
Wellborn Rd.	S. Deshon	Covington Hwy	1.64	2
Wesley Chapel Rd.	Covington Highway	Snapfinger Rd.	1.94	4
Wesley Chapel Rd.	Snapfinger Rd.	Flat Shoals Rd.	1.89	2
West College Ave	S. McDonough	E Lake Dr.	0.93	2
West Exchange Pl	Crescent Center Blvd	Cul-de-Sac	0.18	4
West Howard Ave	S. McDonough	Ridgecrest Rd.	1.23	4
Winters Chapel Rd.	New Peachtree	Doraville city limits	0.72	2
Winters Chapel Rd.	Doraville city limits	PIB	0.52	4
Winters Chapel Rd.	PIB	Gwinnett County Line	1.80	2
Woodrow Dr.	Klondike Rd.	Evans Mill Rd.	0.85	2

### Minor Thoroughfares

Minor thoroughfares are major roadways which carry traffic in local areas onto the major thoroughfares. These are a combination of two lane and multi-lane facilities, with both signalized and unsignalized intersections. Below is a list of the minor thoroughfares presently classified in DeKalb County.

TABLE V-3<sup>1</sup>  
EXISTING MINOR THOROUGHFARES  
IN DEKALB COUNTY

Minor Thoroughfare	Begin	End	Miles	Lanes
Allendale Dr.	Alston Dr.	Glenwood Ave.	0.30	2
Ashford Dunwoody Rd.	Peachtree Rd.	Johnson Ferry Rd.	1.20	2
Austin Dr.	Redwing Circle	Snapfinger Road	1.61	2
Bancroft Circle	New Pavement	Fellowship Road	0.02	2
Bermuda Road	W. Park Place (Gwin.Co)	Stewart Mill Rd.	1.10	2
Boulevard Dr.	County Line/Fulton	S. Candler St.	2.70	2
Briarwood Rd.	Buford Hwy	I-85 Access Rd.	0.54	2
Brockett Rd.	La Vista Rd.	Cooledge Rd.	2.18	2

Minor Thoroughfare	Begin	End	Miles	Lanes
Buckeye Rd.	Chamblee Tucker Rd.	Pres Parkway	0.19	2
Camp Rd.	Memorial Dr.	Kensington Rd.	0.47	2
Cedar Grove Rd.	Moreland Ave.	Bouldercrest Rd.	2.02	2
Century Center Dr.	Century Pkwy	Access Rd.	1.00	2
Chapman Rd.	S.Stn MtnLith Rd.	Rogers Lake rd.	0.52	2
Chupp Way	Fairington Rd.	Dead End	0.24	2
Church St. (Avondale)	N. Clarendon Ave.	Park North Blvd.	0.99	2
Church St. (Clarkston	Park North Blvd.	Erskine Rd.	1.76	2
Church St. (Decatur)	Lawrenceville Hwy	E. Ponce deLeon Ave	0.98	4
Clarendon Ave	Columbia Drive	Covington Hwy	1.43	2
Cleveland Rd.	Snapfinger Rd.	Rock Springs Rd.	0.73	2
Clifton Church Rd.	Bouldercrest Rd.	Flat Shoals Rd.	1.53	2
Clifton Rd.	Briarcliff Rd.	N. Decatur Rd.	1.57	4
Clifton Rd.	N. Decatur Rd.	DeKalb Ave.	2.44	2
Clifton Springs Rd.	Clifton Church	Flat Shoals	2.68	2
Corporate Blvd	Buford Hwy	I-85 Access Rd.	0.28	2
Crown Point Pkwy	Perimeter Center W	Meadow Ln Rd.	0.22	4
Custer Ave.	Moreland Ave.	Eastland Rd.	0.60	2
Dresden Dr.	Peachtree Rd.	Buford Hwy	2.40	2
Dresden Dr.	Buford Hwy	Chamblee Tucker Rd.	2.04	2
Dunwoody Village Pkwy	Mt Vernon Rd.	Chamblee Dunwoody	0.42	4
Durham Park Rd.	S. Indian Creek	Kensington	0.63	2
East Glen Rd.	Evans Mill	Dead End	0.21	2
East Lake Dr.	W. College	Second Ave.	0.35	2
East Mountain St.	Main St.	Memorial Dr. @ StMtPk	0.73	2
East Ponce De Leon Ave.	Clairmont Rd.	N. Arcadia Ave.	1.05	4
East Rock Springs Rd.	N. Decatur Rd.	Fulton County line	0.74	2
Eastland Rd.	Custer Ave.	Bouldercrest Rd.	0.58	2
Erskine Rd.	Hambrick Rd.	Church St.	0.77	2
Executive Park Dr.	N. Druid Hills	Sheridan Rd.	0.62	4

Minor Thoroughfare	Begin	End	Miles	Lanes
Fairington Rd.	Panola Rd.	Hillandale Dr.	1.80	2
Fayetteville Rd.	Bouldercrest Rd.	Glenwood Ave..	1.83	2
Fellowship Rd.	La Vista	Lawrenceville Hwy	0.34	4
Flat Shoals Rd.	Bouldercrest Rd.	Snapfinger Rd.	8.84	2
Hambrick Rd.	Rockbridge Rd.	Memorial Dr.	1.21	2/4
Hammond Dr.	Ashford Dunwoody	Fulton Co line	0.50	4
Hayden Quarry Rd.	Klondike Rd.	Rockdale Co line	1.95	2
Henderson Mill Rd.	Briarcliff Rd.	Chamblee Tucker	2.82	2
Henderson Rd.	Henderson Mill Rd.	La Vista Rd.	1.95	2
Hillandale Dr.	Panola Rd	Evans Mill Rd.	2.93	2
Holcombe Rd.	Redan	Kensington Rd.	0.18	2
Holt Rd.	S St Mtn Lithonia Rd	Chapman Rd.	0.50	2
Houston Mill Rd.	La Vista	Clifton Rd	1.10	2
I-20 Frontage Rd. South Side	Klondike Rd.	Rockdale Co line	2.44	2
I-85 Northbound Access Rd.	Tully Cir	Gwinnett County line	5.50	2
I-85 Southbound Access Rd.	Corporate Blvd.	Gwinnett County line	2.46	2
Idlewood Rd.	Lawrenceville Hwy	E Ponce de Leon	2.39	2
Jefferson Davis Drive	Robert E Lee Blvd.	St Mt. Bypass	1.26	2
Johnson Rd. (Chamblee)	Shallowford Rd.	Private property	0.75	2
Johnson Rd.(Atlanta)	Briarcliff Rd.	Fulton County line	0.85	2
Juliette Rd.	Dead end	E. Ponce de Leon Ave.	2.00	2
Kensington Rd.	Holcombe Rd.	Covington Hwy	1.40	2
Klondike Rd.	Main St.	Rockdale Co. line	5.81	2
Laredo Dr.	E. Ponce	N. Clarendon	0.54	2
Lilburn Stone Mtn Rd.	Hugh Howell Rd.	Gwinnett County line	1.14	2
Linecrest Rd.	River Rd	Henry County line	1.43	2
Linecrest Rd.	Co line E. of Clevemont	Ward Lake Rd.	0.69	2
Lithonia By Pass	Center St.	Rock Chapel Rd.	0.29	4
Maddox Rd.	Chapman Rd.	Pleasant Hill Rd. Ext	0.20	2
Main St. Tucker	La Vista	Law'ville Hwy	0.33	5

<b>Minor Thoroughfare</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Mall Pkwy	Evans Mill Rd.	Gwinnett County Line	2.48	5
Marbut Rd.	S. Stone Mtn Lithonia	Panola	3.40	2
Maynard Ter	Glenwood Rd.	Memorial Dr.	0.82	2
McAfee Rd.	Columbia Dr.	Second Ave.	3.31	2
McDaniel Mill Rd.	Rockland Rd.	Rockdale Co line	0.76	2
Meadow Lane Rd.	Ashford Dunwoody	Perimeter Center Place	0.10	4
Memorial College Ave.	N. Indian Creek Dr.	Memorial Dr.	0.60	2
Mercer University Dr.	Henderson Mill	Chamblee Tucker Rd.	0.99	2
Miller Rd.	Covington Hwy	Rock Springs Rd.	2.59	2
Minola Dr.	Panola Rd.	Miller Rd.	0.71	2
Montreal Rd.	LaVista	E. Ponce de Leon	2.88	2
Motors Industrial Way	PIB	Buford Hwy	1.05	4
New Peachtree Rd.	Chamblee Tucker	Oakcliff Rd.	3.04	2
Norris Lake Dr..	Norris Lake Rd.	Pleasant Hill Rd.	1.51	2
Norris Lake Rd.	Norris Lake Dr.	Gwinnett Co Line	0.60	2
North Clarendon Ave.	E. College Ave/Cov. Hwy	Church St.	1.02	2
North Decatur Rd.	Clifton Rd.	Briarcliff Rd.	1.06	2
North Indian Creek	Memorial Dr.	Montreal Rd.	2.10	4
North Peachtree Rd.	Tilly Mill	Peachtree Rd.	2.80	2
North Royal Atlanta Rd.	Law'ville Hwy	Tuckerstone Pkwy	0.14	4
North Shallowford Rd.	N. Peachtree Rd.	Peeler Rd.	0.75	2
Northcrest Rd.	Chamblee Tucker Rd.	Regalwoods	0.57	2
Northern Ave. (Avondale)	Memorial	Rockbridge	0.55	4
Northern Ave. (Avondale)	Rockbridge	N. Decatur	0.29	2
Northlake Pkwy	Henderson Mill Rd.	Law'ville Hwy	2.09	4
Oakcliff Rd.	New Peachtree Rd.	Pleasantdale Rd.	1.62	2
Oakdale Rd.	Ponce	DeKalb Ave.	1.04	2
Old Stone Mtn Rd.	Lilburn Stone Mtn Rd.	Gwinnett Co.	1.15	2
Panola Ind. Blvd.	Miller Rd.	Panola Rd.	0.77	4
Patillo Way	S. St Mtn Lith	Stephenson Rd	0.98	2

Minor Thoroughfare	Begin	End	Miles	Lanes
Peachtree Rd.	N. Peachtree	PIB	1.68	2
Peeler Rd.	N. Shallowford	N. Peachtree	1.32	2
Peeler Rd.	Tilly Mill	Winters Chapel	1.12	2
Perimeter Center Pkwy	Hammond Dr. N.	Perimeter Center W	0.51	4
Perimeter Center Pkwy	Hammond Dr S.	Cul-de sac	0.10	2
Perimeter Center Pl	Perimeter Center W	Meadow Lane Rd.	0.35	4
Perimeter Center West	Ashford Dunwoody	Fulton Co line	0.68	4
Pleasant Hill Rd.	Maddox Rd.	Rockdale County	3.85	2
Pres Parkway	Pres Drive	Pres Hotel	0.32	4
Rainbow Dr.	Wesley Chapel	Candler	3.14	2
Redwing Circle	W. Austin Rd.	Aldea Dr.	0.19	2
River Rd.	Snapfinger Rd.	Bouldercrest Rd.	8.40	2
Robert E. Lee Blvd.	E. Mtn St.	Jefferson Davis Dr.	0.90	2
Roberts Dr.	Chamblee Dunwoody	Fulton County Line	1.20	2
Rock Springs Rd.	Cleveland Rd.	Evans Mill	3.92	2
Rockland Rd.	Wade Rd.	Rockdale County	2.90	2
S. Indian Creek Dr.	Covington Hwy	Rockbridge Rd.	2.98	2
S. McDonough St.	W. College Ave.	W. Pharr Rd.	1.07	2
S. St Mtn Lithonia Rd.	Panola	Redan	1.71	2
Sarr Pkwy	Mtn Ind	Idlewood	0.83	2
Second Ave	E Lake Dr.	Flat Shoals	2.86	4
Sheridan Rd.	Briarcliff Rd.	Exec. Park Dr.	0.16	2
Snapfinger Woods Dr.	Panola Rd.	Miller Rd.	0.80	4
Snapfinger Woods Dr.	Miller Rd.	Wesley Chapel Rd.	0.88	2
Spalding Dr.	Chamblee Dunwoody	Weldstone Ct.	0.25	2
Spence Ave.	Alston	W. Pharr	0.60	2
Standard Dr.	N. Druid Hills	Private Property	0.54	2
Stephenson Rd	Rockbridge Rd.	Rock Chapel	3.50	2
Stewart Mill Rd.	Rockbridge Rd.	Bermuda Rd.	1.63	2
Stewart Rd.	New Peachtree Rd.	Buford Highway	0.18	2

Minor Thoroughfare	Begin	End	Miles	Lanes
Stonegate Industrial Blvd.	N. Hairston	Cul-de-Sac	0.43	2
Swift St.	Main St.	Old Covington Rd.	1.04	2
Tilly Mill Road	Mt. Vernon Rd.	Flowers Rd.	3.85	2
Tucker-Norcross Rd.	Pleasantdale	Gwinnett County	0.22	2
Tuckerstone Pkwy	N. Royal Atlanta Dr.	Mountain Industrial	0.19	4
Tullie Circle	Tullie Rd.	Access Rd.	0.50	2
Tullie Rd.	N. Druid Hills	Tullie Circle	0.25	2
Union Grove Road	Rock Chapel	Rockdale Co	2.08	2
Union Grove Road	Pleasant Hill Rd.	Rockdale Co.	0.79	2
Valley Brook Rd.	E Ponce	Orion Dr.	1.03	2
Wade Road	Evans Mill	Rockland Rd.	0.36	2
Waldrop Rd	River Rd.	Flat Shoals Pkwy	1.10	2
Ward Lake Rd.	Bouldercrest Rd.	Linecrest Rd.	1.50	2
West Austin Dr.	Covington Hwy	Redwing Cir	0.10	2
West Mountain St.	Memorial Dr.	Main St.	0.88	2
West Ponce DeLeon Ave	Ponce De Leon Ave	Clairmont Ave	1.10	4
West Trinity Place	W. Ponce De Leon	Commerce Dr.	0.45	4
Wyman St.	Memorial Dr.	Bldv.	0.40	2
Young Rd (Redan)	Redan Rd.	Covington Hwy	2.85	2

### Collectors

Collectors are roads which gather traffic from neighborhoods, commercial and industrial areas and local roads, and carry it onto the arterials. These are generally two lanes roads. Collectors have frequent intersections, many of which are unsignalized. Collectors in DeKalb County are listed in Table V-4 below:

**TABLE V-4  
EXISTING COLLECTORS  
IN DEKALB COUNTY  
EXISTING MINOR THOROUGHFARES  
IN DEKALB COUNTY**

Minor Thoroughfare	Begin	End	Miles	Lanes
Allendale Dr.	Alston Dr.	Glenwood Ave.	0.30	2
Ashford Dunwoody Rd.	Peachtree Rd.	Johnson Ferry Rd.	1.20	2
Austin Dr.	Redwing Circle	Snapfinger Road	1.61	2
Bancroft Circle	New Pavement	Fellowship Road	0.02	2
Bermuda Road	W. Park Place (Gwin.Co)	Stewart Mill Rd.	1.10	2
Boulevard Dr.	County Line/Fulton	S. Candler St.	2.70	2
Briarwood Rd.	Buford Hwy	I-85 Access Rd.	0.54	2
Brockett Rd.	La Vista Rd.	Cooledge Rd.	2.18	2
Buckeye Rd.	Chamblee Tucker Rd.	Pres Parkway	0.19	2
Camp Rd.	Memorial Dr.	Kensington Rd.	0.47	2
Cedar Grove Rd.	Moreland Ave.	Bouldercrest Rd.	2.02	2
Century Center Dr.	Century Pkwy	Access Rd.	1.00	2
Chapman Rd.	S.Stn MtnLith Rd.	Rogers Lake rd.	0.52	2
Chupp Way	Fairington Rd.	Dead End	0.24	2
Church St. (Avondale)	N. Clarendon Ave.	Park North Blvd.	0.99	2
Church St. (Clarkston)	Park North Blvd.	Erskine Rd.	1.76	2
Church St. (Decatur)	Lawrenceville Hwy	E. Ponce deLeon Ave	0.98	4
Clarendon Ave	Columbia Drive	Covington Hwy	1.43	2
Cleveland Rd.	Snapfinger Rd.	Rock Springs Rd.	0.73	2
Clifton Church Rd.	Bouldercrest Rd.	Flat Shoals Rd.	1.53	2
Clifton Rd.	Briarcliff Rd.	N. Decatur Rd.	1.57	4
Clifton Rd.	N. Decatur Rd.	DeKalb Ave.	2.44	2
Clifton Springs Rd.	Clifton Church	Flat Shoals	2.68	2
Corporate Blvd	Buford Hwy	I-85 Access Rd.	0.28	2
Crown Point Pkwy	Perimeter Center W	Meadow Ln Rd.	0.22	4
Custer Ave.	Moreland Ave.	Eastland Rd.	0.60	2
Dresden Dr.	Peachtree Rd.	Buford Hwy	2.40	2
Dresden Dr.	Buford Hwy	Chamblee Tucker Rd.	2.04	2
Dunwoody Village Pkwy	Mt Vernon Rd.	Chamblee Dunwoody	0.42	4
Durham Park Rd.	S. Indian Creek	Kensington	0.63	2
East Glen Rd.	Evans Mill	Dead End	0.21	2



Minor Thoroughfare	Begin	End	Miles	Lanes
East Lake Dr.	W. College	Second Ave.	0.35	2
East Mountain St.	Main St.	Memorial Dr. @ StMtPk	0.73	2
East Ponce De Leon Ave.	Clairmont Rd.	N. Arcadia Ave.	1.05	4
East Rock Springs Rd.	N. Decatur Rd.	Fulton County line	0.74	2
Eastland Rd.	Custer Ave.	Bouldercrest Rd.	0.58	2
Erskine Rd.	Hambrick Rd.	Church St.	0.77	2
Executive Park Dr.	N. Druid Hills	Sheridan Rd.	0.62	4
Fairington Rd.	Panola Rd.	Hillandale Dr.	1.80	2
Fayetteville Rd.	Bouldercrest Rd.	Glenwood Ave..	1.83	2
Fellowship Rd.	La Vista	Lawrenceville Hwy	0.34	4
Flat Shoals Rd.	Bouldercrest Rd.	Snapfinger Rd.	8.84	2
Hambrick Rd.	Rockbridge Rd.	Memorial Dr.	1.21	2/4
Hammond Dr.	Ashford Dunwoody	Fulton Co line	0.50	4
Hayden Quarry Rd.	Klondike Rd.	Rockdale Co line	1.95	2
Henderson Mill Rd.	Briarcliff Rd.	Chamblee Tucker	2.82	2
Henderson Rd.	Henderson Mill Rd.	La Vista Rd.	1.95	2
Hillandale Dr.	Panola Rd	Evans Mill Rd.	2.93	2
Holcombe Rd.	Redan	Kensington Rd.	0.18	2
Holt Rd.	S St Mtn Lithonia Rd	Chapman Rd.	0.50	2
Houston Mill Rd.	La Vista	Clifton Rd	1.10	2
I-20 Frontage Rd. South Side	Klondike Rd.	Rockdale Co line	2.44	2
I-85 Northbound Access Rd.	Tully Cir	Gwinnett County line	5.50	2
I-85 Southbound Access Rd.	Corporate Blvd.	Gwinnett County line	2.46	2
Idlewood Rd.	Lawrenceville Hwy	E Ponce de Leon	2.39	2
Jefferson Davis Drive	Robert E Lee Blvd.	St Mt. Bypass	1.26	2
Johnson Rd. (Chamblee)	Shallowford Rd.	Private property	0.75	2
Johnson Rd.(Atlanta)	Briarcliff Rd.	Fulton County line	0.85	2
Juliette Rd.	Dead end	E. Ponce de Leon Ave.	2.00	2
Kensington Rd.	Holcombe Rd.	Covington Hwy	1.40	2
Klondike Rd.	Main St.	Rockdale Co. line	5.81	2
Laredo Dr.	E. Ponce	N. Clarendon	0.54	2

Minor Thoroughfare	Begin	End	Miles	Lanes
Lilburn Stone Mtn Rd.	Hugh Howell Rd.	Gwinnett County line	1.14	2
Linecrest Rd.	River Rd	Henry County line	1.43	2
Linecrest Rd.	Co line E. of Clevemont	Ward Lake Rd.	0.69	2
Lithonia By Pass	Center St.	Rock Chapel Rd.	0.29	4
Maddox Rd.	Chapman Rd.	Pleasant Hill Rd. Ext	0.20	2
Main St. Tucker	La Vista	Law'ville Hwy	0.33	5
Mall Pkwy	Evans Mill Rd.	Gwinnett County Line	2.48	5
Marbut Rd.	S. Stone Mtn Lithonia	Panola	3.40	2
Maynard Ter	Glenwood Rd.	Memorial Dr.	0.82	2
McAfee Rd.	Columbia Dr.	Second Ave.	3.31	2
McDaniel Mill Rd.	Rockland Rd.	Rockdale Co line	0.76	2
Meadow Lane Rd.	Ashford Dunwoody	Perimeter Center Place	0.10	4
Memorial College Ave.	N. Indian Creek Dr.	Memorial Dr.	0.60	2
Mercer University Dr.	Henderson Mill	Chamblee Tucker Rd.	0.99	2
Miller Rd.	Covington Hwy	Rock Springs Rd.	2.59	2
Minola Dr.	Panola Rd.	Miller Rd.	0.71	2
Montreal Rd.	LaVista	E. Ponce de Leon	2.88	2
Motors Industrial Way	PIB	Buford Hwy	1.05	4
New Peachtree Rd.	Chamblee Tucker	Oakcliff Rd.	3.04	2
Norris Lake Dr..	Norris Lake Rd.	Pleasant Hill Rd.	1.51	2
Norris Lake Rd.	Norris Lake Dr.	Gwinnett Co Line	0.60	2
North Clarendon Ave.	E. College Ave/Cov. Hwy	Church St.	1.02	2
North Decatur Rd.	Clifton Rd.	Briarcliff Rd.	1.06	2
North Indian Creek	Memorial Dr.	Montreal Rd.	2.10	4
North Peachtree Rd.	Tilly Mill	Peachtree Rd.	2.80	2
North Royal Atlanta Rd.	Law'ville Hwy	Tuckerstone Pkwy	0.14	4
North Shallowford Rd.	N. Peachtree Rd.	Peeler Rd.	0.75	2
Northcrest Rd.	Chamblee Tucker Rd.	Regalwoods	0.57	2
Northern Ave. (Avondale)	Memorial	Rockbridge	0.55	4
Northern Ave. (Avondale)	Rockbridge	N. Decatur	0.29	2
Northlake Pkwy	Henderson Mill Rd.	Law'ville Hwy	2.09	4

Minor Thoroughfare	Begin	End	Miles	Lanes
Oakcliff Rd.	New Peachtree Rd.	Pleasantdale Rd.	1.62	2
Oakdale Rd.	Ponce	DeKalb Ave.	1.04	2
Old Stone Mtn Rd.	Lilburn Stone Mtn Rd.	Gwinnett Co.	1.15	2
Panola Ind. Blvd.	Miller Rd.	Panola Rd.	0.77	4
Patillo Way	S. St Mtn Lith	Stephenson Rd	0.98	2
Peachtree Rd.	N. Peachtree	PIB	1.68	2
Peeler Rd.	N. Shallowford	N. Peachtree	1.32	2
Peeler Rd.	Tilly Mill	Winters Chapel	1.12	2
Perimeter Center Pkwy	Hammond Dr. N.	Perimeter Center W	0.51	4
Perimeter Center Pkwy	Hammond Dr S.	Cul-de sac	0.10	2
Perimeter Center Pl	Perimeter Center W	Meadow Lane Rd.	0.35	4
Perimeter Center West	Ashford Dunwoody	Fulton Co line	0.68	4
Pleasant Hill Rd.	Maddox Rd.	Rockdale County	3.85	2
Pres Parkway	Pres Drive	Pres Hotel	0.32	4
Rainbow Dr.	Wesley Chapel	Candler	3.14	2
Redwing Circle	W. Austin Rd.	Aldea Dr.	0.19	2
River Rd.	Snapfinger Rd.	Bouldercrest Rd.	8.40	2
Robert E. Lee Blvd.	E. Mtn St.	Jefferson Davis Dr.	0.90	2
Roberts Dr.	Chamblee Dunwoody	Fulton County Line	1.20	2
Rock Springs Rd.	Cleveland Rd.	Evans Mill	3.92	2
Rockland Rd.	Wade Rd.	Rockdale County	2.90	2
S. Indian Creek Dr.	Covington Hwy	Rockbridge Rd.	2.98	2
S. McDonough St.	W. College Ave.	W. Pharr Rd.	1.07	2
S. St Mtn Lithonia Rd.	Panola	Redan	1.71	2
Sarr Pkwy	Mtn Ind	Idlewood	0.83	2
Second Ave	E Lake Dr.	Flat Shoals	2.86	4
Sheridan Rd.	Briarcliff Rd.	Exec. Park Dr.	0.16	2
Snapfinger Woods Dr.	Panola Rd.	Miller Rd.	0.80	4
Snapfinger Woods Dr.	Miller Rd.	Wesley Chapel Rd.	0.88	2
Spalding Dr.	Chamblee Dunwoody	Weldstone Ct.	0.25	2
Spence Ave.	Alston	W. Pharr	0.60	2

Minor Thoroughfare	Begin	End	Miles	Lanes
Standard Dr.	N. Druid Hills	Private Property	0.54	2
Stephenson Rd	Rockbridge Rd.	Rock Chapel	3.50	2
Stewart Mill Rd.	Rockbridge Rd.	Bermuda Rd.	1.63	2
Stewart Rd.	New Peachtree Rd.	Buford Highway	0.18	2
Stonegate Industrial Blvd.	N. Hairston	Cul-de-Sac	0.43	2
Swift St.	Main St.	Old Covington Rd.	1.04	2
Tilly Mill Road	Mt. Vernon Rd.	Flowers Rd.	3.85	2
Tucker-Norcross Rd.	Pleasantdale	Gwinnett County	0.22	2
Tuckerstone Pkwy	N. Royal Atlanta Dr.	Mountain Industrial	0.19	4
Tullie Circle	Tullie Rd.	Access Rd.	0.50	2
Tullie Rd.	N. Druid Hills	Tullie Circle	0.25	2
Union Grove Road	Rock Chapel	Rockdale Co	2.08	2
Union Grove Road	Pleasant Hill Rd.	Rockdale Co.	0.79	2
Valley Brook Rd.	E Ponce	Orion Dr.	1.03	2
Wade Road	Evans Mill	Rockland Rd.	0.36	2
Waldrop Rd	River Rd.	Flat Shoals Pkwy	1.10	2
Ward Lake Rd.	Bouldercrest Rd.	Linecrest Rd.	1.50	2
West Austin Dr.	Covington Hwy	Redwing Cir	0.10	2
West Mountain St.	Memorial Dr.	Main St.	0.88	2
West Ponce DeLeon Ave	Ponce De Leon Ave	Clairmont Ave	1.10	4
West Trinity Place	W. Ponce De Leon	Commerce Dr.	0.45	4
Wyman St.	Memorial Dr.	Bldv.	0.40	2
Young Rd (Redan)	Redan Rd.	Covington Hwy	2.85	2

### Collectors

Collectors are roads which gather traffic from neighborhoods, commercial and industrial areas and local roads, and carry it onto the arterials. These are generally two lanes roads. Collectors have frequent intersections, many of which are unsignalized. Collectors in DeKalb County are listed in Table V-4 below:

TABLE V-4

**EXISTING COLLECTORS  
IN DEKALB COUNTY**

<b>Collector</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Alford Rd.	S Deshon Rd	Stephenson Rd	0.98	2
Arizona Ave.	DeKalb Ave.	McLendon Ave.	0.55	2
Ashentree Dr.	Chamblee Dunwoody	W. Nancy Creek	0.17	2
Ashford Road	Redding Way	Dresden Dr.	0.15	2
Bancroft Circle	Fellowship Road	Brockett Rd.	0.24	2
Barcroft Way	Woodsong Dr.	Withmere Way	0.10	2
Bermuda Road	Stewart Mill Rd.	Wilcox Road	0.96	2
Beverly Hills Dr.	Shallowford Rd.	Buford Highway	0.23	2
Bidez Dr.	Wellborn Rd.	Hillandale Dr.	0.88	2
Biffle Rd.	Kelley's Mill Circle	Dead End	3.34	2
Boring Rd.	Wesley Chapel Rd.	Flat Shoals Rd.	1.95	2
Brannen Rd.	City of Atlanta limits	dead end	1.31	2
Brannen Rd.	Gresham Rd.	Flat Shoals	0.20	2
Briarlake Rd.	La Vista Rd.	Briarcliff Rd.	1.20	2
Briarwood Rd.	N. Druid Hills Rd.	Buford Hwy	0.97	2
Britt Rd.	Chamblee Tucker Rd.	Gwinnett Co. Line	0.38	2
Caldwell Rd.	Eighth Street	Dresden Dr (@Fernwood)	1.60	2
Center St.(Lithonia	Marbut Way	Rock Chapel Rd.	0.68	2
Central Ave.	Buford Hwy	New Peachtree Rd.	0.19	2
Central Dr.	Goldsmith Rd.	Ray's Rd.	2.07	2
Chestnut Dr.	DeKalb Tech Pkwy	Buford Hwy	1.40	2
Clevemont Rd.	River Rd.	Linecrest Rd.	1.09	2
Cliff Valley Way	Briarcliff Rd.	I-85 Access Rd.	0.35	2
Cocklebur Rd.	Rainbow Dr.	Boring Rd.	0.85	2
College Ave.	Arizona Ave.	Dead Den	0.27	2
Columbia Pkwy	Boring Rd.	Cul-de-sac	1.58	2
Conyers St.	Turner Hill Rd.	Rock Chapel Rd.	1.21	2
Cotillion Dr.	N. Peachtree Rd.	Chamblee Dunwoody	1.10	2

Collector	Begin	End	Miles	Lanes
Coventry Rd.	E. Clifton Rd.	Nelson Ferry	1.19	2
Crestline Dr.	Briarcliff Rd.	Oak Grove Rd.	0.83	2
Crossvale Rd.	Salem Rd.	Evans Mill Rd.	1.37	2
DeKalb Place	DeKalb Ave.	Howard Cir	0.11	2
DeKalb Technology Pkwy	Chestnut Dr.	Chamblee Tucker Rd.	0.22	2
Desmond Dr.	Willivee Dr.	Clairmont Rd.	0.58	2
Dogwood Farm Rd.	Flat Shoals Rd.	Snapfinger Rd.	2.13	2
Donaldson Dr.	Ashford Dunwoody Dr.	Teal Rd.	1.49	2
Dunwoody Club Drive	Winters Chapel Rd.	Jett Ferry Rd.	4.09	2
Dunwoody Rd.	Chamblee Dunwoody Rd.	Fulton Co. Line	0.21	2
E. Clifton Rd.	Clifton Rd.	Coventry Rd.	0.32	2
E. Conley Rd.	Cedar Grove	Clayton Co Line	0.68	2
Eighth St.	New Peachtree Rd.	Caldwell Rd.	0.13	2
Elam Rd.	S. Hairston Rd.	Rowland Rd.	0.84	2
Ellis Rd.	Redan Rd.	Rowland Rd.	0.66	2
Euclid Ave.	Oakdale Rd.	Fulton Co. line	0.59	2
Evans Rd.	Henderson Mill Rd.	Gladney Dr.	1.52	2
Fairoaks Rd.	LaVista Rd.	Oakgrove Rd.	1.03	2
Fairview Rd.	Ponce DeLeon Ave	Fulton Co line	0.71	2
Fayetteville Rd.	Moreland Ave	Bailey St.	0.22	2
Fayetteville Rd.	Constitution Rd.	Key Rd.	0.48	2
Fernwood Circle	Fernwood Circle	Dresden Dr.	0.22	2
Fieldgreen Dr.	S. Hairston	Redan Rd.	1.82	2
Fieldgreen Trace	Fieldgreen Dr.	Biffle Rd.	0.40	2
Flat Bridge Rd.	Browns Mill Rd.	End of Pavement	0.69	2
Flowers Road South	Chamblee Tucker Rd.	Mercer Union Dr.	1.37	2
Fourth St Stone Mtn	Memorial Dr.	E. Mtn St.	0.26	2
Frazier Rd.	Lawrenceville Hwy	La Vista Rd.	1.04	2
Glendale Dr.	Glenwood Rd.	Glenrock Dr.	2.56	2
Glenfair Rd.	Snapfinger Rd	Glenwood Rd.	0.92	2
Goldsmith Rd.	Memorial Dr.	E. Ponce de Leon Ave.	0.42	2

Collector	Begin	End	Miles	Lanes
Greenhaven Rd.	dead end/Rockbridge	Dead end/Navarre	0.44	2
Gresham Rd.	Clifton Church	Brannen Rd.	1.48	2
Hambrick Rd.	Memorial Dr.	E. Ponce DeLeon	1.32	2
Happy Hollow Rd.	Peeler Dr.	Dunwoody Club Dr.	2.09	2
Harts Mill Rd.	Ashford Dunwoody	Chamblee Dunwoody	1.44	2
Haygood Dr.	Clifton Rd.	N. Decatur Rd.	0.45	2
Henrico Rd.	Moreland Ave	West Side Pl	1.69	2
Hirsch Dr.	Mtn Industrial	Tucker Ind	0.14	2
Honeysuckle Ln	McCall Dr.	McElroy Rd.	0.44	2
Hood Ave.	New Peachtree Rd.	Chamblee Tucker Rd.	0.26	4
Howard Cir	McLendon Ave	Palafax Dr.	0.13	2
Howard St.	Memorial Dr.	W. College Ave.	0.91	2
Indian Creek Way	Northern Ave.	N. Indian Creek Dr.	0.57	2
Jett Ferry Rd.	Mt. Vernon	Dunwoody Club Dr.	0.18	2
Kelley Chapel Rd.	Flat Shoals Rd.	Wesley Chapel Rd.	1.14	2
Key Rd.	Bouldercrest	Moreland	1.60	2
Kingway Dr.	Shadow Rock Dr.	Patillo Way	0.51	2
Lehigh Blvd.	Flakes Mill	Dogwood Farm Rd.	0.83	2
Lewis Rd.	Rock Mtn	Roadhaven Dr.	1.13	2
Lilburn Stone Mtn Rd.	Silver Hill Rd.	Hugh Howell Rd.	0.38	2
Lloyd Rd.	Flat Shoals	Kelley Lake Rd.	0.64	2
Lullwater Rd.	Ponce de Leon	N. Decatur Rd.	1.16	2
Maplewood Dr.	Wesley Chapel Rd.	Glenfair Rd.	0.40	2
Martin Rd.	Redan Rd.	Rockbridge Rd.	2.23	2
Mason Mill Rd.	Houston Mill Rd.	Clairmont Rd.	0.64	2
McCall Dr.	I-85 Access Rd.	Honeysuckle Ln	0.63	2
McClave Dr.	Buford Highway	Chestnut Dr.	0.84	2
McElroy Rd.	Buford Hwy	Honeysuckle Lane	0.58	2
McLendon Ave.	Moreland	Howard Cir	1.54	2
McLendon Dr.	E. Ponce	Lawrenceville Hwy	1.79	2
Memorial Dr.	St Mtn City Limit	St Mtn Park	1.28	2

<b>Collector</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Mercer Rd.	S. Hairston Rd.	Covington Hwy	1.60	2
Midvale Rd.	La Vista	Henderson Mill	1.54	2
Midway Rd.	Memorial Dr.	S. Candler St.	2.65	2
Mill St.	Silver Hill Rd.	Memorial Dr.	0.14	2
Montreal Cir	Montreal Rd.	Montreal Ct.	0.48	2
Moore Rd.	Bouldercrest Rd.	Cedar Grove	1.27	2
Mount Vernon Way	Withmere Way	Mt Vernon Rd.	1.05	2
Mountain View Dr.	Sheppard Rd.	Memorial	0.87	2
Nelson Ferry Rd.	Coventry	W. Ponce	0.09	2
New Peachtree Rd.	Eighth St.	Clairmont Ext	0.74	2
Norman Rd.	Ray's Rd.	Church St.	1.25	2
North Ave.	Moreland Ave	Oakdale Rd.	0.47	2
North Cliff Valley Way	N. Druid Hills	Buford Hwy	0.58	4
North Goddard Rd.	Klondike Rd.	Rockland Rd.	1.41	2
North Peachtree Rd.	Mt. Vernon	Tilly Mill	1.74	2
Northern Ave. (Avondale)	N. Decatur Rd.	Church St.	1.15	2
Oakdale Rd.	N. Decatur	Ponce	1.16	2
Old Johnson Ferry	W. Nancy Creek	Fulton Co.	0.45	2
Old Norcross Rd.	Law'ville Hwy	Gwinnett Co.	1.18	2
Ormewood Ave.	Moreland	Flat Shoals	0.50	2
Pangborn Rd.	Frazier Rd.	La Vista Rd.	1.08	2
Park Ave (Doraville)	Buford Hwy	New Peachtree	0.19	2
Patillo Rd.	Rock Springs	Chupp Way	0.38	2
Peachcrest Rd.	Midway Rd	Columbia Dr.	1.15	2
Peachford Rd.	N. Shallowford	N. Peachtree	0.85	2
Peachtree Rd.	PIB	N. Peachtree	1.10	2
Perimeter Center East	Ashford Dunwoody Rd.	Ashford Dunwoody	1.20	4
Phillips Rd.	St. Mtn/Lithonia Rd.	Covington Hwy	1.65	2
Pierce Dr. (Chamblee)	PIB	Peachtree Rd.	0.33	2
Plaster Rd.	Dresden Dr.	Johnson Rd.	0.70	2
Plunkett Rd	Rockalnd Rd.	S. Goddard	1.26	2



Collector	Begin	End	Miles	Lanes
Post Road Pass	Walker Rd.	Post Rd. Trace	1.04	2
Ray's Road	Rockbridge	E Ponce	2.20	2
Redding Rd.	Caldwell Rd.	Redding Way	0.68	2
Redding Way	Ashford Rd.	Redding Rd.	0.22	2
Ridge Ave.	Rockbridge	Memorial	1.28	2
Roadhaven Dr.	E. Ponce DeLeon	Lewis Rd.	0.34	2
Rock Mountain Blvd.	E. Ponce De Leon	Lewis Rd.	0.67	2
Rock Springs Rd.	Thompson Mill Rd.	Cleveland Rd.	0.33	2
Rockbridge Rd.	N. Clarendon Rd.	N. Indian Creek	1.64	2
Rockland Rd.	Evans Mill Rd.	Wade Rd.	1.28	2
Rogers Lake Rd.	Center St @ Marbut	Coffee Rd.	1.98	2
Rosser Rd.	Hugh Howell Rd.	Gwinnett County line	1.04	2
Rowland Rd.	Rockbridge Rd.	S. Indian Creek	2.01	2
S. Goddard Rd.	Evans Mill	Rockdale County line	3.79	2
S. Howard St.	Glenwood Rd.	Memorial Dr.	0.56	2
Salem Rd.	Evans Mill Rd.	Browns Mill Rd.	2.40	2
Savoy Dr.	Chamblee Dunwoody	N. Peachtree Rd.	1.10	2
Scales Rd.	Rogers Lake Rd.	Landfill	0.61	2
Sentry Dr.	Fellowship Rd.	Tucker Ind	0.16	2
Shadow Rock Dr.	S. St Mtn Lith	S. St Mtn Lith	2.30	2
Shepherds Ln	LaVista	Briarcliff Rd.	0.74	2
Sheppard Rd.	Rockbridge Rd.	Ridge Ave	0.70	2
Sheridan Rd.	Exec Park Dr.	Fulton Co Line	0.84	2
Silver Hill Rd.	Hugh Howell Rd.	St Mtn City limit	2.35	2
Spalding Dr.	Fulton Co	Chamblee Dunwoody Rd.	0.07	2
Springdale Rd.	N. Decatur Rd.	911 Springdale Rd.	0.88	2
Springdale Rd.	Atlanta city limits	Fairview Rd.	0.57	2
Sylvan Circle	Fernwood	N. Druid Hills	0.44	2
Teal Road	Harts Mill Rd.	Donaldson Dr.	0.03	2
The ByWay	Briarcliff Rd.	Lullwater Rd.	0.59	2/4
Thompson Mill Rd.	Panola Road	Snapfinger Rd.	1.94	2

<b>Collector</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Tilson Rd.	Candler Rd.	Second Ave.	1.89	2
Tucker Ind. Rd.	Hugh Howell	Dead End	0.89	2
University Dr. South	Briarcliff Rd.	Fulton Co. line	0.60	2
Vermack Rd.	Mt. Vernon	Chamblee Dunwoody	1.34	2
Walker Rd.	S St Mtn Lith	Post Rd Pass	0.39	2
Wellborn Rd.	S. St Mtn Lith	S. Deshon	0.47	2
West College Ave.	E Lake	Whiteford Ave	0.80	2
West Nancy Creek Dr.	Ashentree Dr.	Old Johnson Ferry Rd.	1.75	2
West Side Place	Moore Rd.	Henrico Rd.	0.07	2
Whites Mill Rd.	Candler Rd	Kelley Lake Rd.	0.90	2
Willivee Dr.	N. Decatur Rd.	Wilson Woods Dr.	2.21	2
Windsor Parkway	Ashford Dunwoody	Fulton County line	1.24	2
Womack Rd.	Chamblee Dunwoody	Tilly Mill Rd.	1.80	2
Woodsong Dr.	Woodsong Trace.	Barcroft Way	0.15	2
Woodsong Trace	Woodsong Dr.	Dunwoody Club Dr.	0.25	2
Woodwin Dr.	Tilly Mill	Winters Chapel	0.65	2

## Traffic Counts

DeKalb County uses Georgia Department of Transportation (GaDOT) traffic counts to measure the volume of traffic on its classified road system. These counts are performed annually by the GaDOT at specific, fixed locations. The counts themselves are an indication of total traffic volumes, but do not measure congestion as they do not relate total numbers of vehicles to the capacity of the roadway network. Highest raw volumes are found on I-285, in the area between Peachtree Industrial Blvd. and Ga Highway 400, through the Perimeter Mall area. Table V-5 shows the highest traffic volumes and the existing road classification system. This information is helpful in establishing mobility planning.

**TABLE V-5  
HIGHEST TRAFFIC VOLUMES  
AND EXISTING ROAD CLASSIFICATIONS**

Street Name	Count Location	Road Classification	1993
Peachtree Ind. Blvd.	N. of I-285	Major Thoroughfare	93,806
Lawrenceville Highway	N. of Orion Dr.	Major Thoroughfare	80,596
Peachtree Ind. Blvd.	N. of Tilly Mill	Major Thoroughfare	74,407
Ashford Dunwoody	North of I-285	Major Thoroughfare	66,082
Memorial Dr.	E. of I-285	Major Thoroughfare	58,521
N. Druid Hills Rd.	North of I-85	Major Thoroughfare	57,261
N. Druid Hills Rd.	N. of Briarcliff	Major Thoroughfare	51,712
Clairmont Rd.	S. of I-85	Major Thoroughfare	50,690
Memorial Dr.	W. of Memorial College	Major Thoroughfare	48,427
Candler Rd.	N. of McAfee Rd.	Major Thoroughfare	47,323
Mt Vernon Rd.	E. of Ashford Dunwoody	Major Thoroughfare	46,327
Wesley Chapel Rd.	N. of Rainbow	Major Thoroughfare	43,252
N. Druid Hills Rd.	N. of Buford Hwy	Major Thoroughfare	42,174
La Vista Rd.	W. of I-285	Major Thoroughfare	41,954
Lawrenceville Highway	S. of Frazier Rd	Major Thoroughfare	41,855
Moreland Ave.	N. of Henrico Rd.	Major Thoroughfare	41,782
Candler Rd.	S. of I-20	Major Thoroughfare	41,575
Peachtree Ind. Blvd.	S. of N. Ptree	Major Thoroughfare	40,221
Valleybrook Rd.	S. of Lawrenceville Hwy	Minor Thoroughfare	35,078

Street Name	Count Location	Road Classification	1993
Northlake Pkwy	E. of I-285	Minor Thoroughfare	26,533
Northlake Pkwy	N. of LaVista	Minor Thoroughfare	24,247
Brockett Rd.	Seaboard RR	Minor Thoroughfare	23,335
Church St.	S. of Scott Blvd.	Minor Thoroughfare	22,914
Northlake Pkwy	N. of Lawrenceville Hwy	Minor Thoroughfare	22,324
Clifton Rd.	S. of Briarcliff Rd.	Minor Thoroughfare	21,850
Brockett Rd.	S. of St Mtn Fwy	Minor Thoroughfare	20,507
Church St.	N. of Medlock Rd.	Minor Thoroughfare	18,827
Northlake Pkwy	E. of Henderson Mill	Minor Thoroughfare	18,779
Henderson Mill Rd.	b/w Evans Rd. and Henderson Rd.	Minor Thoroughfare	18,471
New Ptree Rd.	W. of Clairmont	Collector	18,308
Executive Park Dr.	W. of N. Druid Hills Rd.	Minor Thoroughfare	18,207
Church St.	N. of E. Ponce	Minor Thoroughfare	18,184
N. Indian Creek Dr.	N. of Memorial College	Minor Thoroughfare	18,153
Tilly Mill Rd.	E. of N. Ptree	Minor Thoroughfare	18,043
Gresham Rd.	N. of Brannan Rd.	Collector	15,111
Rays Rd.	S. of E. Ponce	Collector	12,350
Northern Ave.	S. of Rockbridge Rd	Collector	12,030
Bancroft Circle	E. of Brockett Rd	Collector	11,409
Rays Rd.	N. of Rockbridge	Collector	11,214
Plaster Rd.	E. of Buford Hwy	Collector	10,877
Frazier Rd.	N. of Lawrenceville Hwy	Collector	10,602
Central Dr.	W. of N. Hairston Rd.	Collector	10,133

### Congestion

The volume/capacity ratio (V/C) is a common indicator of the congestion of a roadway segment. Each road has a certain theoretical capacity associated with its geometrics. Many factors contribute to the capacity but for the purpose of determining general levels of congestion, it is sufficient to analyze the lane widths and geometric configurations. The volume of the road divided by its capacity indicates the fluidity with which the road operates. Typically, a V/C ratio less than 0.8 is an acceptable amount of congestion; a ratio of 0.8 to 1.0 is a warning sign of trouble, and a ratio of 1.0 to 1.2 means that the road is operating above theoretical capacity. Any V/C ratio over 1.2 generally meant a complete breakdown of the travel way. The County's new policy direction is to

make single auto usage less desirable, to protect the existing residential character of neighborhoods, and to make ride share and mass transit programs more competitive. Therefore ratios above 1.2 signal a need to address mobility using alternative modes as described in the Mobility Planning Policy on page V-3 and in the Goals and Objectives of Chapter 8, section 5. Table V-6 shows the highest V/C ratios for roads in the County.

**TABLE V-6  
HIGHEST VOLUME/CAPACITY (V/C) RATIOS IN DEKALB**

Road	From	To	1990 V/C
North Druid Hills Rd.	Fernwood Dr.	Buford Highway	2.50
Lawrenceville Highway	Scott Blvd.	N. Druid Hills Rd.	2.20
Ashford Dunwoody Rd.	I-285	Johnson Ferry Lane	1.77
North Druid Hills Rd.	Peachtree Rd.	Fernwood Dr.	1.70
Panola Rd.	S. Stone Mtn/Lithonia	Covington Hwy	1.67
Clairmont Rd.	Dresden Dr.	I-85	1.62
E. Roxboro Rd.	N. Druid Hills Rd.	Fulton County Line	1.58
Columbia Dr.	I-285	Rainbow Dr.	1.57
La Vista Rd	Montreal Rd.	I-285	1.47
Northlake Parkway	Henderson Mill Rd.	La Vista Rd.	1.47
Briarcliff Rd.	N. Druid Hills Rd.	Clifton Rd.	1.44
Hairston Rd.	Rockbridge Rd.	Redan Rd.	1.42
Hairston Rd.	Redan Rd.	Covington Highway	1.39
Motors Industrial Way	Peachtree Ind. Blvd	Buford Highway	1.38
Covington Highway	I-285	Wesley Chapel Rd.	1.37
North Peachtree Rd.	Tilly Mill Rd.	Peachtree Rd.	1.37
Peachtree Industrial Blvd	N. Peachtree Rd.	Gwinnett County Line	1.37
Redan Rd.	I-285	Panola Rd.	1.37
La Vista Rd.	Fulton County Line	Houston Mill Rd.	1.33
East Ponce De Leon Ave	N. Arcadia Ave	N. Clarendon Ave	1.32
Mt. Vernon Rd.	Dunwoody Club	Fulton County Line	1.31
New Peachtree Rd.	Chamblee Tucker Rd.	I-285	1.30
North Druid Hills Rd.	Buford Highway	Briarcliff Rd.	1.29

<b>Road</b>	<b>From</b>	<b>To</b>	<b>1990 V/C</b>
Mountain Industrial Blvd.	E. Ponce De Leon Ave.	Hugh Howell Rd.	1.28
Rockbridge Rd	Memorial Dr.	Hairston Rd.	1.27
Ashford Dunwoody Rd.	Meadow Ln	I-285	1.26
Candler Rd.	I-20	Flat Shoals Rd.	1.25
Rock Chapel Rd.	Main St. (Lithonia)	Union Grove Rd.	1.25
Clairmont Rd.	I-85	Decatur City Limits	1.21
Henderson Mill Rd.	Briarcliff Rd.	Chamblee Tucker Rd.	1.21
North Druid Hills Rd.	La Vista Rd.	Lawrenceville Highway	1.16
Moreland Ave.	Constitution Rd.	I-285	1.14
Columbia Dr.	Clarendon Ave.	Katie Kerr Rd.	1.13
Moreland Ave.	Cedar Grove Rd.	Clayton County Line	1.13
Wesley Chapel Rd.	Covington Highway	Snapfinger Rd.	1.13
E. Ponce De Leon Ave.	I-285	Memorial Dr.	1.10
Main St. (Lithonia)	Swift St.	Lithonia City Limits	1.10
Memorial Dr.	I-285	Rockbridge Rd.	1.10

## ACCIDENT RECORDS

DeKalb County has kept accident records for the road network for many years. These records are computerized and include listings for intersection accidents and those for road segments. Analysis of these records indicates that certain corridors appear to experience more accidents than others. Table V-7 and V-7a show the highest intersection accident locations for 1993 and the highest mid-block accident locations, respectively. However, a determination of the actual accident rate and its significance is not shown.

Table V-7  
High Accident Locations

Rank	Intersection	No.	Injuries	Fatalities
1	I-85 Access Rd Northside at North Druid Hills Road	83	24	0
2	I-85 Access Rd Southside at North Druid Hills Road	83	19	0
3	Ashford Dunwoody Road at Mount Vernon Road	63	19	0
4	Clairmont Road at I-85 Access Rd Northside	61	22	0
5	Clairmont Road at I-85 Access Rd Southside	59	13	0
6	I-85 Access Rd Southside at Pleasantdale Road	58	13	2
7	Mtn Ind Blvd at Stn Mtn Fwy East Ramps	58	10	0
8	Ashford Dunwoody Road at I-285 West Ramps	54	18	0
9	Buford Hwy at North Druid Hills Road	54	29	0
10	I-85 Access Rd Northside at Pleasantdale Road	54	8	0
11	Briarcliff Road at North Druid Hills Road	48	18	0
12	Memorial Drive at North Hairston Road	48	31	0
13	Flat Shoals Pkwy at I-285 East Ramps	47	26	3
14	Lawrenceville Hwy at North Druid Hills Road	47	18	0
15	Lavista Road at Parklake Drive	45	8	0
16	Candler Road at Glenwood Road	44	24	0
17	Clairmont Road at North Druid Hills Road	43	10	0
18	Covington Hwy at South Hairston Road	43	16	0
19	I-285 South Ramps at Memorial Drive	42	15	0
20	Lawrenceville Hwy at Orion Drive	42	22	0
21	Redan Road at South Hairston Road	42	13	0
22	Columbia Drive at Memorial Drive	40	28	0
23	Camp Cir at Memorial Drive	39	21	0
24	Covington Hwy at Panola Road	39	7	0
25	Memorial Drive at Village Square Drive	39	15	0
26	Buford Hwy at Clairmont Road	38	22	0
27	Covington Hwy at Young Road	36	22	0
28	Lavista Road at North Druid Hills Road	36	11	0
29	Chamblee Tucker Road at I-85 Access Rd Northside	35	9	0
30	Covington Hwy at Memorial Drive	35	26	0
31	Memorial Drive at North Indian Creek Drive	35	6	0
32	Buford Hwy at Motors Ind Way	34	16	0
33	I-85 Access Rd Southside at Shallowford Road	34	20	0
34	Lavista Road at Northlake Pkwy	32	2	0
35	Lawrenceville Hwy at Montreal Road	32	4	0
36	Candler Road at I-20 East Ramps	31	12	0

Rank	Intersection	No.	Injuries	Fatalities
37	Clairmont Road at North Decatur Road	31	9	0
38	Covington Hwy at I-285 South Ramps	31	20	0
39	Dekalb Ind Way at Lawrenceville Hwy	31	5	0
40	Hugh Howell Road at Lawrenceville Hwy	31	9	0
41	I-285 North Ramps at Lavista Road	31	7	0
42	I-285 North Ramps at Memorial Drive	31	8	0
43	Buford Hwy at Chamblee Tucker Road	30	18	0
44	East Ponce De Leon Ave at North Decatur Road	30	10	0
45	Executive Park Drive at North Druid Hills Road	30	6	0
46	I-285 East Ramps at Peachtree Ind Blvd	30	9	0
47	Ashford Dunwoody Road at I-285 East Ramps	29	5	0
48	Flat Shoals Pkwy at I-285 West Ramps	29	6	0
49	Snapfinger Woods Drive at Wesley Chapel Road	29	9	0
50	Austin Drive at Glenwood Road	28	14	0
51	Chamblee Dunwoody Road at Peachtree Ind Blvd	28	6	0
52	Chamblee Tucker Road at Shallowford Road	28	9	0
53	I-285 South Ramps at Lawrenceville Hwy	28	6	0
54	I-85 Access Rd Northside at Shallowford Road	28	5	0
55	Memorial Drive at Rockbridge Road	28	3	0
56	Ashford Dunwoody Road at Hammond Drive	27	3	0
57	Candler Road at Flat Shoals Road	27	14	3
58	Covington Hwy at South Indian Creek Drive	27	16	0
59	I-20 East at I-285 South off Ramp	27	12	1
60	Buford Hwy at Chamblee Dunwoody Road	26	18	0
61	Henderson Mill Road at Lavista Road	26	5	0
62	Covington Hwy at I-285 North Ramps	25	15	0
63	Derrill Drive at Glenwood Road	25	12	0
64	Hugh Howell Road at Mtn Ind Blvd	25	6	0
65	I-285 East off Ramp at I-85 North	25	9	0
66	North Decatur Road at Scott Blvd	25	11	0



**TABLE V-7a  
HIGH MID-BLOCK ACCIDENT LOCATIONS**

Rank	Street or Street Section	No.	Injuries	Fatalities
1	Buford Hwy 5000-5900	315	7	0
2	North Druid Hills Rd 2000-2900	239	5	0
3	Peachtree Ind Blvd 6100-6400	227	33	0
4	Memorial Dr 4400-5000	196	6	0
5	Clairmont Road	170	23	0
6	Candler Road	141	12	0
7	Buford Hwy 2900-3300	132	23	0
8	Wesley Chapel Rd 2400-2700	132	2	0
9	Lavista Road	128	9	0
10	Glenwood Road	122	13	0
11	Chamblee Dunwoody Road	94	5	0
12	Briarcliff Road	91	7	0
13	Lawrenceville Hwy	91	2	0
14	Peachtree Ind Blvd 5000-5800	89	0	0
15	Chamblee Tucker Road	81	11	0
16	Buford Hwy 4000-4900	76	7	0
17	Memorial Dr 3500-4000	76	16	0
18	North Hairston Road	73	11	0
19	Columbia Drive	58	2	0
20	Covington Hwy 4000-4800	54	10	0
21	South Hairston Rd 1000-1900	53	0	0
22	Winters Chapel Rd 4000-4900	53	0	0
23	Buford Hwy 3500-3900	48	6	0
24	Redan Road	48	6	0
25	Tilly Mill Rd 3900	45	0	0
26	Mtn Ind Blvd	44	11	0
27	North Decatur Rd 1500-2500	40	3	0
28	Buford Hwy 6000-6100	38	2	0
29	North Decatur Rd 2800-3700	38	9	0
30	Covington Hwy 5000-5400	37	13	0
31	Peachtree Road	37	8	0
32	Shallowford Rd 2500-2700	36	9	0
33	Longmire Way	32	7	0
34	Scott Blvd 100	28	1	0
35	Savoy Drive	27	1	0

<b>Rank</b>	<b>Street or Street Section</b>	<b>No.</b>	<b>Injuries</b>	<b>Fatalities</b>
36	Ashford Dunwoody Road	26	4	0
37	Cotillion Drive	26	17	0
38	Scott Blvd 1100	26	0	0
39	South Candler St	26	2	0
40	Covington Hwy 6000-6100	25	9	0
41	Snapfinger Rd 2000-2500	25	2	0

DEMOGRAPHIC DATA

Commuter Patterns

The people who live in DeKalb County work throughout the metropolitan Atlanta region. The 1990 Census provides extensive information about the work locations of DeKalb residents, along with the employment locations within DeKalb. The Census reported a total of 318,300 jobs in DeKalb County. Also, the Census reported that 299,852 residents held jobs inside and outside the county limits.

Work Destinations

DeKalb County residents were employed in all of the counties surrounding Atlanta, as well as outside of the metropolitan area and out of state. Table V-8 below reports the work locations for DeKalb residents. Table V-9 shows the residences of those employed in DeKalb County. Figures V-2 and V-3, respectively, represent these graphically. These tables give an indication of commute patterns into and out of the County. Information about more specific locations of jobs and about the residences of workers within the County is not available from the Census.

**TABLE V-8<sup>1</sup>**  
**WORK LOCATIONS**  
**FOR DEKALB COUNTY EMPLOYED RESIDENTS**

County Where Employed	Total Employed Workers	% of All DeKalb Workers
DeKalb	138,912	46.3%
Fulton	109,037	36.4%
Gwinnett	20,904	7.0%
Cobb	9,497	3.2%
Clayton	7,657	2.6%
Rockdale	2,085	0.7%
Newton	701	0.2%
Henry	452	0.2%
Fayette	211	0.1%
Douglas	318	0.1%
Walton	100	---%
Forsyth	102	--%

<b>County Where Employed</b>	<b>Total Employed Workers</b>	<b>% of All DeKalb Workers</b>
Cherokee	93	--%
Paulding	31	--%
Other	5,326	1.8%
<b>Total In MSA</b>	<b>295,426</b>	<b>98.6%</b>
Outside MSA	1,551	0.4%
Out of State	2,875	1.0%
<b>Total Employed</b>	<b>299,852</b>	<b>100%</b>

As can be seen, 46% of all employed residents of DeKalb have jobs within the County, and these residents have relatively short commutes. Largest employment destinations in the County include the Perimeter Mall, Northlake, and Decatur/Emory areas. The second largest percentage travels to Fulton County, primarily to destinations in the City of Atlanta.

**TABLE V-9<sup>1</sup>**  
**WORK LOCATIONS**  
**FOR DEKALB COUNTY EMPLOYED RESIDENTS**

<b>County Where Employed</b>	<b>Total Employed Workers</b>	<b>% of All DeKalb Workers</b>
DeKalb	138,912	46.3%
Fulton	109,037	36.4%
Gwinnett	20,904	7.0%
Cobb	9,497	3.2%
Clayton	7,657	2.6%
Rockdale	2,085	0.7%
Newton	701	0.2%
Henry	452	0.2%
Fayette	211	0.1%

<b>County Where Employed</b>	<b>Total Employed Workers</b>	<b>% of All DeKalb Workers</b>
Douglas	318	0.1%
Walton	100	---%
Forsyth	102	--%
Cherokee	93	--%
Paulding	31	--%
Other	5,326	1.8%
<b>Total In MSA</b>	<b>295,426</b>	<b>98.6%</b>
Outside MSA	1,551	0.4%
Out of State	2,875	1.0%
<b>Total Employed</b>	<b>299,852</b>	<b>100%</b>

As can be seen, 46% of all employed residents of DeKalb have jobs within the County, and these residents have relatively short commutes. Largest employment destinations in the County include the Perimeter Mall, Northlake, and Decatur/Emory areas. The second largest percentage travels to Fulton County, primarily to destinations in the City of Atlanta.

**TABLE V-9<sup>1</sup>**  
**RESIDENCE OF PERSONS EMPLOYED**  
**IN DEKALB COUNTY**

<b>County of Residence</b>	<b>Total Workers In DeKalb</b>	<b>% of All DeKalb Jobs</b>
DeKalb	138,912	43.6%
Gwinnett	51,161	16.1%
Fulton	39,969	12.6%
Cobb	17,118	5.4%
Clayton	8,411	2.6%
Rockdale	7,253	2.3%

<b>County of Residence</b>	<b>Total Workers In DeKalb</b>	<b>% of All DeKalb Jobs</b>
Henry	3,573	1.1%
Newton	2,712	0.9%
Cherokee	2,844	0.8%
Forsyth	2,306	0.7%
Walton	2,081	0.7%
Douglas	1,893	0.6%
Fayette	910	0.3%
Paulding	603	0.2%
Other	38,554	12.1%
<b>Total In MSA</b>	<b>318,300</b>	<b>100%</b>

**Shopping Destinations**

There are numerous major shopping facilities in DeKalb County. Perimeter Center, Northlake Mall, and South DeKalb Mall provide regional mall facilities with major department stores and numerous small shops. The Market Square Mall (I-285 and the Stone Mountain Freeway) also provides significant retail shopping. Sections of several thoroughfares also are developed with commercial facilities. These include Peachtree Road, Peachtree Industrial Blvd., Lawrenceville Highway, Buford Highway, Memorial Drive, and Church Street. Downtown Decatur also provides an array of shopping facilities and satellite commercial developments.

**Other Major Destinations**

Downtown Decatur attracts traffic related to the County Courthouse and other government offices. The Perimeter Mall area has a very large component of office space, and because of this there is very heavy traffic throughout this area. The hospital complex including Northside, St. Joseph and Scottish Rite, and the surrounding medical offices also generate large volumes of traffic, including many emergency vehicles. Emory University, with the Centers for Disease Control and Prevention and other medical facilities is another nucleus of traffic activity. The Carter Presidential Center and Library, Mercer University and Oglethorpe University also generate traffic. Stone Mountain Park attracts thousands of visitors each year, many on weekends. While many of these attractions generate large volumes of traffic, some are seasonal while others contribute "off-peak" traffic to the street

**network.**

**FIGURE V-2  
RESIDENCE OF PERSONS EMPLOYED  
IN DEKALB COUNTY**



**FIGURE V-3  
JOB LOCATIONS OF DEKALB RESIDENTS**

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## EXISTING TRANSPORTATION PLANS

### DeKalb County Comprehensive Transportation Plan

DeKalb County's previous Comprehensive Transportation Plan was adopted in 1978. The Plan was an update of earlier plans beginning in 1956. The Plan outlined five major functions including subdivision control, guidance for land use planning and zoning, guidance for right of way acquisition, fiscal programming, and guidance for short term transportation improvements.

The Plan set forth policies concerning the reduction of travel time and traffic congestion, the promotion of improved traffic safety, the efficient use of transportation facilities, the direct and easy access to centers of activity, and the reduction of adverse impacts upon neighborhoods by transportation facilities. The Roadway Classification system was developed as a part of this plan, and guidelines were created for each functional class of road. Developers were to be required to dedicate right-of-way and/or construct roads shown in the classification system to the standards set forth in the Plan. Figure V-1 from the 1978 Plan is included, and shows these standards and recommendations for each type of road.

Safety standards included intersection radii, angles, signalization, site distances, and recommendations for sidewalks and pedestrian crossings. Parkways with limited access, turning lanes, and medians were also recommended. Where areas were already developed, construction or widening of facilities within existing rights-of-way was suggested to minimize impact on abutting properties.

Transit facilities were also included, with the MARTA rail and bus system plan being reviewed. The DeKalb Transportation Plan recommended a restudy of the proposed extension of the rail lines to Northlake and Tucker, with a new line serving the DeKalb Industrial area, Northlake and Tucker, while the bus system in the Candler Road corridor would be extended to serve Emory and Briarcliff areas. High Occupancy Vehicle lanes or dedicated bus lanes were recommended for I-85 through the County. At that time there were six park-and-ride sites in the County, at Perimeter Mall, one near the present Doraville MARTA station, one at Northlake Mall, one near the present Kensington MARTA station, and two along I-20.

Bikeways were recommended along the sides of streets, rather than separated completely. Signage and striping were recommended, and a more detailed plan was to be developed by the County in 1978. Corridors with high potential for bikeways included the Northlake Mall area, Perimeter Center and Medical Center areas, Decatur, and the corridor from Decatur to Atlanta along Ponce de Leon Ave., the Emory/North Decatur area, and Brookhaven, centering on the MARTA station there. Other bike routes were designated along major thoroughfares in south DeKalb County, including Panola Road, Snapfinger Road, Evans Mill Road, and others. Sidewalks were recommended to provide

access to activity centers and public transportation facilities. This included schools, churches, shopping, and areas with significant employment.

### **Truck Route Plan**

A truck route plan was originally adopted in 1965, prior to the completion of I-285 through DeKalb County. The maps have not been updated significantly since then, although the ordinances designating truck routes have been amended to include new routes through the County. Figure V-4 shows Existing Truck Routes.

### **MARTA**

MARTA has been in the process of developing the original rail system plan since the system first began. Most of the system is now in place, although some lines have not been constructed. The Northeast-South line extends from Doraville to Hartsfield Atlanta Airport. The East-West line extends from central DeKalb County to western Fulton County. The Indian Creek and Kensington Stations in central DeKalb were completed in 1993. The Doraville Station on the Northeast line opened in 1992. The Buckhead, Medical Center and Dunwoody stations on the new North line are scheduled to open in June, 1996.

### **Regional Transportation Plan**

The Atlanta Regional Commission is responsible for the co-ordination of the Transportation Improvement Plan (TIP) and the Regional Transportation Plan (RTP) for the Atlanta region. The specific improvements recommended in this plan both for the short term and long term planning periods are discussed below. The Plan serves as a basis for the distribution of monies from the Federal Highway Administration (FHWA) and the State of Georgia Department of Transportation (GADOT). Table V-16 contains a summary of the projects in the Transportation Improvement Plan for DeKalb County. Table V-17 lists projects in the RTP in furtherance of the county's new mobility planning policy.

### **City of Decatur Transportation Plan**

The City of Decatur prepared a Transportation Plan for the city in 1990. The Transportation Plan grew out of the City's awareness that there were transportation problems in the City of Decatur, largely a result of inadequate traffic control systems. However, some improvements were found to be required. One notable problem uncovered by the study was the high volume of commuter traffic passing through downtown Decatur. The Plan recommended that a median be placed on Ponce De Leon Ave. from Commerce Ave. on the west to Commerce Drive on the east. The proposal would be to encourage people

to bypass the downtown using Commerce Drive. Adjustments to existing signals would also encourage the traffic movements onto Commerce Drive by commuters. Improvements for pedestrian circulation in the downtown area and along Clairmont Avenue from Ponce De Leon to Commerce Drive were also recommended. The Plan also recommended that Church Street be widened to a continuous four lane facility from Ponce De Leon Ave. to Trinity Place. Trinity Place was also recommended to be improved at its intersection with Howard Avenue. An underpass for Trinity Place and South Candler Street at the railroad tracks and College Ave was also recommended to improve safety and increase traffic flow. In terms of public transportation, improvement of the bus standing bays along Church Street was recommended, with some being relocated to avoid having pedestrians crossing Church Street given its high volume of traffic.

**FIGURE V-4  
EXISTING TRUCK ROUTES**

Signalization was recommended for the intersections of Commerce Drive and Clairmont Ave., Commerce Drive and West Ponce de Leon Ave., and Church Street at Trinity Place. A right turn lane was suggested for the westbound approach of Commerce Drive at Clairmont Ave., and additional channelization was recommended for the intersection of West Ponce de Leon and Nelson Ferry Road/Northern Ave. South Columbia Drive was also recommended for signalization at Katie Kerr Drive. Overall costs of the recommended projects was approximately \$7,000,000.

### City of Atlanta Transportation Plan

A portion of the City of Atlanta falls within the limits of DeKalb County. The City of Atlanta, like the City of Decatur, is responsible for the maintenance of the roads within its boundary, except for the State routes. The Transportation element of the Comprehensive Plan, adopted in 1992, includes a fifteen year transportation improvement plan. Among the projects inside DeKalb County are four intersection improvements at Moreland Ave. and Ponce De Leon Ave., Moreland Ave. and Memorial Dr., Moreland Ave. and Glenwood Ave., and Memorial Dr. and Whitefoord Ave. The only road widening project which involves the county is Memorial Dr. between Whitefoord Avenue west to the County line. A sidewalk project for Glenwood Ave. between Candler Rd and 2nd Ave. is scheduled as part of the City-wide sidewalk plan. The overall cost of the recommended projects was approximately \$11 million; however, \$10 million is slated for the Memorial Drive widening project which is mostly in the non-DeKalb portion of Atlanta.

### Airport Plan

*Within both the national and Georgia aviation systems, the Peachtree DeKalb Airport (PDK) is classified as a "general aviation reliever airport" for the metropolitan Atlanta regional area. As a general aviation reliever airport, one of its more important functions in the region in general and to the Hartsfield Atlanta International Airport (HAIA) in particular is to enable more commercial flights into HAIA for regularly scheduled air carriers.*

*PDK is an airport located in an area which has some residential communities whose property values, environment and quality of life are adversely affected by airport operations. It is the policy of the Board of Commission that these issues will be carefully considered and documented prior to the adoption of any new airport activity or any significant change to current airport operations. The Board of Commissioners seeks a balanced approach to airport development after a thorough public process which includes public hearings in the affected community and the development of a comprehensive airport plan adopted by the Board of Commissioners with cost and revenue projections. It is the policy of the Board of Commissioners to consider the impacts of airport development upon existing business and community areas. Further, it is the policy of the Board of Commissioners to adopt and update plans and identify resources for development within the airport boundaries that will not negatively impact properties surrounding the airport. DeKalb-Peachtree Airport developed a plan for improvements to the airport in 1992 and most of the specific recommendations to improve the infrastructure have been adopted. Currently the 1992 Airport Master Plan needs to be updated by the county based upon policies of the Board of Commissioners. (9/99)*

*The major scheduled passenger and freight airport in the area, HAIA, is currently investigating anticipated growth in scheduled air carrier and scheduled freight service. The Board of Commissioners does not desire to have any of this anticipated growth assumed by PDK. As the owner and operator of DeKalb Peachtree Airport we are unequivocally opposed to any change to our designation from a general airport reliever airport to a non-hub commercial service airport or any category of commercial service airport. The Board of Commissioners in*

*furtherance of this policy would oppose any incremental steps leading to a change in this designation. (10/98)*

### **Railroads (Norfolk Southern, CSX, Amtrak)**

Four main rail lines owned by two different railroad companies traverse DeKalb County. Norfolk-Southern Railroad north line extends from Atlanta through DeKalb County into Gwinnett and north as part of the Washington/New Orleans route. This line carries in excess of 40 million gross tons of freight per year, and passenger service via AMTRAK. Spur lines connect to Chamblee, Doraville (GM Plant), and the Northeast Expressway Industrial Areas. The other Norfolk-Southern Railroad line is a small portion of the Atlanta-Macon line traversing the southwestern corner of DeKalb County. That line carries approximately 50 million gross tons of freight per year on route from Jacksonville to Chicago. It has sidings and spurs serving the Constitution and Moreland Avenue Industrial areas. The north CSX line extends from Atlanta, through DeKalb and Gwinnett en route to Abbeyville, SC. This exclusive freight line carries approximately 30 million gross tons per year. The south CSX line extends from Atlanta, through DeKalb and Rockdale to Augusta, GA. It is also an exclusive freight line carrying approximately 14 million gross tons of freight per year. AMTRAK provides passenger service, with the main depot (Brookwood Station) in Fulton County (Peachtree Road at I-85).

Potential changes may be seen with the creation of a commuter rail system and the conversion of existing grade crossings to separated crossings as road widening or intersection projects are implemented. The responsibility of grade changes belongs to the owner of the road in question; that is, the railroad only assists in securing easements for the proposed projects.

### **Comprehensive Land Use Plan Map and Text**

The map and text are the community's vision for its future and in its implementation will have a major effect upon future mobility planning. Areas which are presently built out in DeKalb County may see little increase in local traffic volumes on local and collector streets, although development in adjacent areas may affect mobility in fully developed areas. The areas of eastern and southeastern DeKalb County which are now experiencing accelerated development will place a new demand on existing rural roadways with only two lanes. Likewise, additional rapid development in Rockdale, Henry, and Clayton counties could affect roads through DeKalb leading to the freeway system, and to employment and activity centers within the County. Long range mobility planning must account for these development activities in order to achieve seamless interconnecting forms of transportation within the developing areas.

## **MOBILITY PLANNING POLICY**

Past planning recommendations have focused on the future Capital Improvements Plan and a comprehensive street network with changes in the street classification system. To move into the twenty-first century DeKalb County, as a mature urban county, recognizes that moving people, not just cars, is a county goal. The county's new policy direction is designed to accomplish the following:

1. assure that pedestrians and pedestrian safety are a top priority;
2. reduce dependence on the automobile;
3. develop safe, convenient modes of travel other than the automobile;
4. retain and preserve the county's neighborhoods, sense of community and character, and as a priority in transportation planning, preserve its historic districts and properties;
5. assure that mobility improvements are consistent with land use policy for the County;
6. improve air quality;
7. institutionalize safe bicycle and pedestrian facilities and programs within the county linked to all forms of transportation;
8. assure a balanced interconnecting transportation system for the County with harmonious and safe co-existence of alternative user groups;
9. improve curb appeal through landscaping and streetscaping on major arterials;
10. designate appropriate roadways for scenic preservation;
11. minimize any negative social, economic, energy or environmental effects of transportation decisions;
12. assure an open public process with public hearings in the affected community;
13. encourage mass transit services serving all citizens.

To further the goal that pedestrians are a top priority, the County wishes to create a countywide sidewalk plan and new development code requirements for sidewalks in all new development. To fund the construction of sidewalks the County envisions three funding mechanisms as follows: (1) for all new developments in all land use categories, sidewalks would be funded by the developer; (2) along arterials and collectors, sidewalks would be funded by and prioritized by the county; and (3) in existing residential neighborhoods, sidewalks would be funded by abutting property owners through a special tax district. The county's objective would be the construction of sidewalks along all arterials and collectors,



in all new development, and within one mile of all schools in coordination with the School Board.

The County wishes to establish a framework for mobility planning by creating and enacting a "Transportation Demand Management Ordinance," thereby reducing dependence on the automobile and reducing demands on the regional and local road network, and improving connections between modes to allow a nearly seamless journey. It is recognized that mobility must be provided through many different modes - auto, rail, bus, air, bicycle, and pedestrian.

The County understands that building new road capacity is not the optimal solution and that better management of the overall transportation system is the best approach.

*With an emphasis on pedestrian safety, sidewalk expansion and less automobile dependency, we envision an Economic, Transportation, and Land Use Impact Study leading to the possible creation of a Memorial Drive Redevelopment Initiative. Volunteer members of PRISM, PRISM Merchants Association, and Rockbridge Coalition are available to assist in this process. (10/99)*

It is the policy of DeKalb County, in furtherance of the goal of reducing dependence on the automobile, to encourage owners of office and employment centers to reduce the number of required parking spaces with a Congestion Management Plan. This would reformulate parking requirements per 1,000 square feet of built space with employer programs which could include subsidy of MARTA passes, ride-matching programs, vanpooling programs, shuttle buses, telecommuting, alternative work hours, commuter bicycling and similar programs. It is the intent of the County that the ability to undertake such programs be contained as a part of any new development codes.

Past transportation policy has been almost totally reliant on the automobile for transportation. The County, as a member government of the Metropolitan Atlanta Rapid Transit Authority, can encourage expanded use and improvement of the current MARTA system including express bus service routes, additional park-and-ride lots, and cross-town links. An express route from South DeKalb Mall to Kensington to Northlake to Perimeter would link existing radial lines at employment centers along I-285. Additional express routes with terminal points at park/ride transfer centers could provide needed alternatives for the Stone Mountain Freeway, Interstate 20, Ponce de Leon Avenue, Memorial Drive-Rockbridge Road, LaVista Road, Chamblee-Tucker Road and Peachtree Industrial Boulevard traffic volumes.

It is also the policy of DeKalb County to actively participate in national, state and regional efforts to explore the feasibility of building a commuter rail system within the State and Region. Three potential commuter lines cross DeKalb County. The 1994-1995 commuter rail plan identifies the Athens-Atlanta line (through Emory and Tucker) as a high priority for implementation. DeKalb County supports the development of this line and the location of stations/platforms at two or three locations along this line in DeKalb County.

A further goal of comprehensive mobility planning is to retain and preserve the

county's neighborhoods, its sense of community, and its historic districts through, but not limited to traffic management techniques and a public process in the affected community. Further, it is the intent of the county that transportation networks have design standards which protect the character of the communities they serve. It is further the County's intent that streets be designed at an urban scale and not as regional arteries, and that residential and historic character and scale be preserved in bridge projects, sidewalks, traffic signal installation, traffic signs, curbing, street widths, and lighting. Preservation of historic districts is an overriding consideration in mobility planning.

DeKalb County wishes to preserve its scenic beauty along roads having cultural, historic, geological, scenic, or natural features. DeKalb recognizes that scenic roads provide stability in the local real estate economy and provide a way to preserve DeKalb's beauty and heritage for everyone to enjoy. As part of mobility planning it is the policy of the county to establish criteria for scenic byway designation, and create a corridor management plan to protect scenic resources.

It is the policy of DeKalb County to implement a system of on-street and off-street bikeways for both recreational and commuter use. At the present time such a system does not exist and biking in the County is restricted and is often dangerous. It is the county policy to create a bikeway system that is safe for recreation and commuter use.

### **Mass Transit**

In the late 1960s, when most mass transit systems were originally conceived, most workers commuted from suburban areas to downtown Atlanta. In the 1970s and 1980s, significant demographic changes occurred which have altered commuting patterns. Such areas as Perimeter Center, Lenox, Northlake, and Technology Park all attract as many, or more, workers from suburban locations as does downtown Atlanta. Commute patterns of the sixties, as depicted by the radial nature of the MARTA rail system, are diluted in the nineties. The most striking example of the changed patterns is the heavy traffic on I-285 between I-85 and I-75, as large numbers of commuters from Gwinnett and Cobb counties drive toward Atlanta only to go as far as the Perimeter, and then they travel on I-285 to reach destinations such as Perimeter Center, Town Center/Galleria, or Northlake.

The MARTA rail and bus systems have been in the process of developing for the past 15 years. During this period the northeast line has been extended to its present terminus in Doraville, and the north line is nearly complete, extending the system from Lenox Station in Fulton County, to the northerly portion of DeKalb, serving the complex of hospitals just south of I-285 at Peachtree Dunwoody Road, and extending beyond I-285 to serve Perimeter Mall. The system is expected to expand northward into North Fulton County, ultimately serving the Northridge Drive area and the City of Roswell. The east line was extended to Kensington in the early 1990s. Bus services are primarily designed to move people between the rail lines, and in corridors where rail does not exist. Dial-a-Ride service exists for the

disabled. MARTA is in the process of reviewing its Master Plan for extensions of rail services throughout the metropolitan area. The northeast line is not slated to extend beyond its present end in Doraville, as Gwinnett County has declined to participate in the system.

Overall, MARTA provides adequate public transportation to the more densely settled portions of the County, largely between Decatur and the Fulton County line. As more development occurs into the eastern and southern portions of the County, service may be needed to meet the potential demand. There are numerous sections of the county south of I-20 and west of I-285 which are heavily developed and are not served by bus routes. MARTA and DeKalb County are encouraged to develop park-and-ride facilities. The area along South Hairston Road is not served by bus service, but the area between Covington Highway and east Ponce de Leon may be able to support a bus route. Additionally, the MARTA system needs to work with the County to extend rail service to South DeKalb and to review the commuter patterns. Mass transit should provide a response to these patterns. It is likely that MARTA will have to rely more on buses, which have flexible routes, to meet the needs of the commuters.

In many parts of DeKalb County where bus service operates, there is often a conflict between the passenger vehicle and the bus. For example, on Candler Road, the close placement of adjacent bus stops has effectively reduced the number of travel lanes to one in each direction. Bus turn-outs can be an effective way of removing buses from the travel lane and increasing the capacity of the roadway. DeKalb County should look for ways to encourage MARTA to build bus turn-outs along 4-5 lane roads through commercial districts.

Parking at transit facilities can be developed under one of three philosophies: one argues for providing a large amount of parking so that many people will use the buses or trains; another encourages people to walk or bicycle to transit facilities rather than bringing their cars to them; the last provides "kiss-and-ride" space for pick-up/drop-off. These approaches are used in DeKalb County to varying degrees. At the Avondale Station, a very large parking facility is provided, while at Decatur no parking is available. There are only two park-and-ride lots in the County for buses, one at Perimeter Center (on Hammond Drive near the new rail station) and one on Buford Highway, outside of I-285, near the Gwinnett County line. There is a need for additional parking and/or feeder bus service from neighborhoods to encourage people to use the transit system.

The Federal Transit Administration, in its report entitled *Transit-Supportive Development in the United States: Experiences and Prospect*, December 1993, suggests the importance of "pleasant, interesting urban spaces and corridors" in encouraging transit ridership. However, there are very limited facilities at stations for bicycle parking and sidewalks are not always provided for easy pedestrian access. At some bus stop locations, cross-walks and pedestrian signals are not provided, which makes crossing the street to use the bus potentially dangerous, especially for elderly and handicapped people. Bus stops are not always provided with concrete pads and shelters, which can make waiting for the bus in inclement weather more tolerable. The Americans for Disabilities Act (ADA) specifies the

locations, types, designs and features of transit systems which should be in place. A specific study should be performed to determine the safety and aesthetics of each bus stop and train station in the County, and recommendations made for their improvement.

### **Commuter Rail Potential**

The Georgia DOT has undertaken several studies of the possible use of existing rail lines through metropolitan Atlanta for various types of passenger service. The railroad companies operating the rail lines have been hesitant to participate in the program because of liability issues, conflicts with freight services, and lack of station facilities. The proposals have included a Gainesville-Atlanta service on the Norfolk-Southern lines, and an Athens-Atlanta service on the CSX lines. Both of these rail lines run through DeKalb County. DeKalb County could benefit from the additional commuters that could work and do business in the county without using the over-taxed roadway network. However, the County should study the effects of a commuter rail system on the already high volume rail lines to see if the increased rail traffic would compound the conflicts between automobile traffic and train at all at-grade crossings. The County should seek to follow the federal mandate of reducing the number of at-grade crossings to improve both the traffic flow and safety near these intersections.

### **Bicycle and Pedestrian Circulation System**

There are few existing facilities in DeKalb County for pedestrian and bicycle transportation. Those facilities that are available tend to be scattered and unconnected. As a result, most pedestrians and bicycles travel on roadways with no dedicated lanes for their use.

Twenty-seven percent of all travel trips have destinations within walking range (under one mile) and almost half are within bicycling distance (three miles or less). If a portion of these trips are diverted from vehicle use, the net gain to the community of less congestion, improved air quality and personal health can be substantial.

A goal of this Comprehensive Plan is to promote bicycling and walking as viable transportation modes. To accomplish this the county will

- 1) plan and promote a convenient bicycle and pedestrian facility network which includes linking facilities and destinations in order to draw users;
- 2) provide for increased travel safety with additional and improved facility designs and programs such as "Share the Road Campaign"; and
- 3) in order to facilitate this goal the county will use as a starting point the action strategies in Section 8 (Goals, Objectives, Policies and Action Strategies) and restated as Appendix D.

The Atlanta Regional Commission's *Bicycle Transportation and Pedestrian Walkways Plan, 1995* and DeKalb's *Roads and Drainage Transportation 2000* begin the identification of

**potential facilities and costs. It is recommended that DeKalb County implement the DeKalb bicycle and pedestrian projects listed in these plans. These projects were submitted by DeKalb's Multi-use Transportation Coordinator after a lengthy public participation process.**

**FIGURE V-5 1993**  
**BICYCLE AND PEDESTRIAN PLAN**  
(Source: Atlanta Regional Commission - used by permission)

### Design/Subdivision Standards

Existing development regulations and zoning in DeKalb County are not very specific about the design of new roadways in protected residential and historic districts or the upgrading of existing roads when development occurs. Section 14-190 of the County Code specifies that major thoroughfares will have 100 feet of right of way, with 48 feet of pavement, curb to curb. Minor thoroughfares are to have 80 feet of right of way, with 30 feet of pavement, and all other streets are to have 50 feet of right of way (when utilities are aboveground) or 60 feet of right of way (when utilities are underground) with 26 feet of pavement. There are no guidelines for freeways or principal arterials. Section 14-191 specifies the requirements for new development, and Paragraph (b)(3) indicates that 70 feet of right of way shall be provided for collectors with a 30 foot paved section. For arterials no provisions are made for medians, bicycle-ways, or for bus turn-outs, deceleration lanes, or for the prohibition of residential lots fronting on major or minor thoroughfares. Sidewalks should be required in residential subdivisions, office, commercial and industrial areas in new construction.

It is recommended that new design standards be implemented to meet the county's new mobility planning policy goals. In addition, sidewalks should be required along all arterials where bus service exists, within 5,280 feet of all schools and public facilities, and along commercial, office professional and industrial facilities. Also, the County should consider the county mobility plan when approving future developments that include multiple cul-de-sac roads or desirable connections to existing streets.

### Neighborhood Traffic Management

Traffic volumes and speeds in residential neighborhoods have, in some locations, posed real problems for governments for many years. Blending function with form while providing safety has become a time consuming job for transportation staff and elected officials. Traffic management should protect the character of neighborhoods.

Residential traffic issues take several forms which are interrelated. Certainly one of the most important is *traffic safety*. Citizens' desire for safer streets have historically prompted action committees to voice their concerns and required considerable resources to address.

*Traffic speed* is often lumped with traffic safety as a major concern for citizens but can also be a general problem. In some cases, the speed of most of the vehicles is above the posted limit but quite frequently it is the speed of a few vehicles which gives the appearance of a speed problem. Excessive speed in a neighborhood degrades the quality of life in an otherwise peaceful neighborhood and creates safety concerns.

High *traffic volumes* are another major concern for residents of large subdivisions or residents along a collector route. High traffic volumes are typically a precursor to traffic safety concerns but can raise other issues which degrade the quality of life as in the case of

excessive speeds.

*Traffic source and composition* is another problem which concerns citizens along residential and collector roads which are residential in nature. In furtherance of the County's new policy directive to assure that pedestrians and pedestrian safety are a top priority and that a sense of community is preserved in its neighborhoods, the County wishes to consider traffic source and composition on residential, collector and residential arterials. The *social* impacts of traffic problems are multifold. If a hazardous traffic situation is perceived to exist, physical activities near the road such as walking, jogging, bicycling, or talking are affected. Property values are a function of many factors; high-volume traffic can have a negative impact.

Since it is the position of a government to provide such essential amenities as "good" mobility planning throughout its jurisdiction, a plan or response to citizens' concerns is needed for fair and just distribution of resources.

An effective planning process is the most important element of successful neighborhood traffic management. The basic goal should be *maintaining or improving the quality of life in residential areas*. The general steps in achieving the goal are as follows:

- ? Identify the problem
- ? Generate alternative improvement possibilities
- ? Perform the "Before" study
- ? Implement selected plan
- ? Perform the "After" study
- ? Continue, modify, or discontinue the improvement

**Identify the problem.** Many times, a single resident will alert the traffic department of a problem. Other times, a request for study comes from a group of residents. A request for study may come from an internal office or elected official. In any case, a method of receiving traffic concerns must be determined in order to minimize redundancy.

A study should be initiated if more than 33% of the property owners of the affected area petition the department or if in the judgement of the engineer, a potentially hazardous situation exists. A study of existing conditions relative to the cited problem should be performed. It must also be determined if the problem is permanent or temporary in nature. For example, excessive truck traffic may mean that a nearby subdivision is under construction and there is an inordinate number of dump trucks and large rig delivery trucks traveling through the area in question. A response should be prepared to inform the requestor of the status.

If it is determined that further action must be taken, then either a public meeting or a staff meeting, whichever is applicable, must be set to advise the interested parties. That is, if a request is made by property owners, then they should be advised of the cost, length of



time, and scope of the study. Also, a meeting should be planned for the end of the study period to discuss the potential solutions.

**Generate alternative improvement possibilities.** When a condition is made known to the traffic department, a solution is often presented. The solution often comes in the form of a demand for action and may not be based on engineering judgement and analysis. The analysis of the problem identified in step one will provide useful information. It is the responsibility of the traffic department to generate alternatives that are practical and implementable, that seek to alleviate the concerns of the property owners.

**Perform the "Before" study.** One critical step in achieving the successful implementation of traffic management is the conduct of "Before and After" studies. These studies serve as a measurement of the effectiveness of the program by providing an indication of traffic calming. The "before" study involves all the data collection and analysis pertinent to the specific management tool selected. For example, if the problem is excessive speeds and the proposed solution is increased enforcement, then a record of the existing speeds as well as the number of traffic violations in a month or hours of enforcement must be made to compare with the "after" results.

**Implement selected plan.** After the engineering work is complete, a meeting with the property owners needs to be held to agree on the specific responsibilities involved in implementing the plan. All financial issues must be resolved prior to implementation. The neighborhood must be aware of the constraints of the study and the cost involved to each resident, if any. For example, if a speed hump is erected in a neighborhood, the property owners must be made aware that it will be installed at a certain cost per household per year. A *memo of agreement* should be signed by at least 65% of the neighborhood property owners and a majority of the Board of Commissioners before implementing the selected plan. In some cases, the Board of Commissioners would not need to vote on the plan. A plan for measuring the effects of the management tool must be made clear to all the residents so they can understand the evaluation process. As part of the implementation, residents may also agree that if the plan has a negative impact, that it can be removed using the same process as that of installing with a certain cost associated with removal.

**Perform the "After" study.** As stated previously, the evaluation of the implemented plan is most crucial in determining its effectiveness. Care should be taken to gather the same comparative data as in the "before" study. In the excessive speed example where increased enforcement was to be used, a measure of speeds and traffic violations should be obtained as well as all the other pertinent data observed in the "before" study.

**Continue, modify or discontinue the improvement.** After all the studies are complete, the effectiveness of the management plan should be determined. If the plan has achieved the goal, then the improvement should be maintained unless disputed by the residents. If, however, it is found that the improvement causes more problems than it was designed to

prevent, then it should be discontinued. In some cases, the plan would be more effective if it were modified slightly to apply to the specific neighborhood instead of the average national or state neighborhood situation. The decision to continue, modify or discontinue the traffic management plan must be made using good engineering judgement after careful examination of the data in both the "before" and "after" studies with an examination of the costs of modification or removal.

To illustrate, if speed humps were installed to curtail speeds or discourage cut-through traffic, but instead, actually increased speeds between humps and generated 20% more accidents, then they should be removed. If however, it could be proven that the speed humps were installed too far apart for effective control and too high for the average vehicle to traverse, a modification of the initial design could be made. If the humps are found to be undesirable by the residents, then they may request the humps be removed only after at least one year has passed since implementation. The cost for removal of the humps would be prorated to recover the cost of implementation as well as any maintenance. It should be noted that the time period that must lapse from implementation to removal varies for different management strategies.

## RECOMMENDATIONS

### Road Classification System

The Road Classification system presently in use in DeKalb County provides for four classes of roads: freeways, major thoroughfares, minor thoroughfares, and collectors.

The new classification system includes freeways (no change), principal arterials, major arterials, minor arterials, residential arterials, collectors, and residential streets. This system adds three new classifications. This provides more flexibility in classification, and recognizes new road types which are emerging in the 1990s. It should be noted that the typical traffic volumes and the recommended rights-of-way for each classification resemble other areas in the Atlanta Region.

**Freeway.** A freeway is a multi-lane facility which does not permit access except at designated interchanges. The purpose of a freeway is to transport people and goods over long distances at high speeds, with a minimal amount of friction from entering and exiting traffic, and no friction from crossing traffic. Typical rights-of-way for a freeway are a minimum of 200 feet, with right-of-way widths up to 400 feet desirable in many cases. Due to high traffic volumes, sound control and land use regulations are needed in freeway corridors to limit the effects of noise and air pollution on businesses and residences. Freeway corridors should be seen as multimodal, with rapid transit facilities, and interconnecting facilities for park-ride lots, bus lanes and rail lines where possible. High occupancy vehicle lanes may also be an effective way of increasing the volume of people being moved without adding lanes, in some locations. Freeways typically have average daily traffic volumes of over 100,000 vehicles per day.

**Principal Arterial.** This is a new class of roadway which resembles a freeway in many instances, but is not entirely controlled access. Cross traffic is eliminated by means of underpasses or overpasses, but access is much more frequent than on a freeway. A principal arterial is generally a median divided roadway. Principal arterials are often designed with one way access roads running parallel on each side, called collector-distributor roads, with frequent points for traffic to enter and exit the arterial. These systems are designed to provide a higher speed facility for local commute traffic between freeways and suburban areas. As such, transit facilities should be encouraged in these corridors. This may be either light rail or bus lanes. A principal arterial should be designed to carry between 45,000 and 75,000 trips per day. Typical rights-of-way are between 120 and 150 feet, not including the collector-distributor roads. Bicycle and pedestrian access are to be considered if a collector road exists. An example is Peachtree Industrial Boulevard north of I-285.

**Major Arterial.** (formerly known as Major Thoroughfare) These are the workhorses of the transportation system, providing crosstown and crosscounty street access. The major arterial system should transport large volumes of traffic at moderate speeds. These roadways are usually multi-lane, although in some less developed areas, they may be two lane roads. With access to development there are often frequent driveways onto the

thoroughfare directly, and occasionally on-street parking areas. The use of two-way left-turn lanes in the center of a multi-lane arterial and medians with an adequate number of median cuts are two typical methods for providing access to abutting properties. It is the County's intent to have this classification abutting land uses of medium density residential, high density residential, or land uses of commercial or office. This major arterial classification shall not be used adjacent to low and low medium residential land uses.

These are ideal corridors for bus transit because the land-use pattern along arterials often provides a widely distributed pattern of offices, stores and higher density housing. Pedestrian safety is a primary consideration as people walk to and from bus stops or parking along the street. Bicycle circulation should be addressed in these corridors as well. Average daily traffic is typically 20,000 to 50,000. Section 14-190 of the County Code specifies that major thoroughfares, now designated major arterials, will have 100 feet of right-of-way, with 48 feet of pavement, curb to curb.

**Minor Arterial.** (formerly minor thoroughfare) A minor arterial is designed to move traffic from the neighborhood collectors to the major arterials and freeways. Generally these are two to four lane roads with frequent intersections. Many of the issues about traffic movement, access to adjacent land uses and traffic safety are similar to those for major arterials. The County believes it is important to incorporate bicycle paths and sidewalks and pedestrian-safe intersections as these roads are used for shopping, working and recreational trips. Bus transit is also important in these corridors as it feeds passengers to the rail stations and major arterials lines. When local access is not inhibited, driveways cuts and other side friction should be reduced; medians may be considered in some of the higher traffic corridors. Traffic volumes are between 15,000 and 30,000. Section 14-190 of the County Code specifies that minor thoroughfares, designated herein as minor arterials, will have 80 feet of right-of-way, with 30 feet of pavement.

**Residential Arterial.** There are several arterials which traverse existing established residential neighborhoods and usually are in excess of one mile in length. The predominant character of the roadway, such as Briarcliff Road, East Ponce de Leon Avenue, and LaVista Road, is residential (with existing commercial nodes at some intersections), but the traffic volumes and speeds more closely resemble a major arterial. It is the County's policy to preserve the residential character of these roads with non-widen policies. If widening should ever be considered, right-of-way acquisition would be through a 100% taking of at least one side of the road. Design would incorporate ample grassy medians, sidewalks, and bike trails. By creating a special designation for these roads, the County furthers its policy of protecting the residential character of neighborhoods with the flexibility to improve the roadway when necessary, in a way which stabilizes and continues the existing residential character. Additional landscaping of the right-of-way between the street and the sidewalks is considered important for noise and air pollution control. Medians can contain landscaping or parks to minimize the expanse of pavement. Average daily volumes are between 15,000 and 40,000. Because Residential Arterial is a new street classification, there is no specified width for the right-of-way in the County Code; however, this class is to be a maximum of four lanes with lane width a maximum of eleven feet. To widen this class

requires an amendment to the Comprehensive Plan prior to funding consideration by the Atlanta Regional Commission.

**Collector.** Collectors are roads designated to collect traffic from subdivisions and residential neighborhoods, and smaller retail, office, and industrial properties, and transport it to the arterial system. In DeKalb County, most of the collectors run through residential neighborhoods. They are typically two-lane facilities, with an average daily traffic between 7,500 and 15,000 vehicles. Bus service and sidewalks are especially important on collectors. Section 14-190, paragraph (b)3 of the County Code specifies that collectors are to have 70 feet of right-of-way with 30 feet of pavement. It is the County's policy not to widen collector streets through residential areas in furtherance of its goals protecting neighborhood character and public safety.

**Residential Streets.** Residential streets are originally designed as low volume streets with residential properties on both sides. The increasing use of the automobile and impacts of urbanization may have increased traffic volumes. On these streets it is the County's goal to protect residential character, to ensure slow speeds and limited cut-through traffic, ensure pedestrian safety, and minimize noise. Any road or street not classified as freeway, principal arterial, major arterial, minor arterial, residential arterial or collector in this document shall be classed as a residential street.

Section 14-190 of the County Code specifies that "all other streets" have 50 feet of right-of-way (when utilities are above ground) or 60 feet of right-of-way (when utilities are underground) with 26 feet of pavement. Urban studies show this standard encourages speeding, discourages pedestrian activity, and is expensive to maintain. The County wishes to reexamine this standard.

Traffic volumes on residential streets may grow to 15,000 vehicles per day; however, the County believes that healthy communities and pedestrian activity are to be encouraged and vehicle volumes over 8,000 cars per day be actively discouraged with traffic management techniques and design standards.

#### **Change in Classification System.**

Many roads are being recommended for changes in classification due to their adjacent land uses or due to projected development patterns. For future changes, amendments, additions, or deletions for any road or street so that the class is changed or the road/street is widened, the process must include an amendment to the Comprehensive Plan with recommendations from the Community Council and Planning Commission. This must occur prior to funding consideration by the regional planning agency, the Atlanta Regional Commission.

#### **Road Widening Policy.**

**Public Process.** To widen a road the project must be placed on the County's

Capital Improvements list and be included in the Comprehensive Plan. Therefore the public process is to include a recommendation from the affected Community Council prior to consideration and recommendation by the Planning Commission. These two recommendations are to be considered by the Board of Commissioners with hearings as necessary to amend the Comprehensive Plan.

A road project which is being considered for the Regional Transportation Plan or the Transportation Improvement Plan must be included in the Comprehensive Plan prior to consideration by any committee of or the Board of the regional planning agency, the Atlanta Regional Commission.

**Design Standards.** Frequently a road is dedicated temporarily to the State for funding and construction when the road is to be widened. It must be noted that state design standards are used for these roads, leading to wide five lane roads with guard rails, high speeds, and limited ability for pedestrian crossing. These design standards are frequently unsuitable for urban population densities. The County's new policy direction is stated in the Mobility Planning Policy and would be implemented to include planted grassy medians, planting strips between curb and sidewalk, sidewalks/bike trails, and right-of-way acquisition on at least one side of the road to include entire residential parcels for roads of four or more lanes.

**TABLE V-10  
RECOMMENDED FREEWAYS  
IN DEKALB COUNTY (No Change)**

<b>Freeway</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Interstate Highway 20	Fulton County line	Rockdale County line	19.60	10
Interstate Highway 285	Fulton County Line	Fulton County line	25.70	10
Interstate Highway 675	I-285	Clayton County line	1.80	6
Interstate Highway 85	Fulton County line	Gwinnett County line	8.40	8
Stone Mtn Freeway	Lawrenceville Hwy	Stone Mtn Bypass	6.00	6
Stone Mtn By-Pass	Goldsmith Rd.	Gwinnett County line	3.60	4

**TABLE V-11  
RECOMMENDED PRINCIPAL ARTERIALS  
IN DEKALB COUNTY**

<b>Principal Arterial</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Peachtree Ind Blvd	Peachtree Rd.	Gwinnett County Line	1.61	6

**TABLE V-12  
RECOMMENDED MAJOR ARTERIALS  
IN DEKALB COUNTY**

Major Arterial	Begin	End	Miles	Lanes
Ashford Dunwoody Rd.	I-285	Mt. Vernon Rd.	1.90	6
Avondale Road	Fairfield Rd.	N. Clarendon Ave.	0.14	2
Bailey Street	Fayetteville Rd.	Moreland Ave.	0.12	2
Bouldercrest Rd.	I-285	Constitution	0.51	4
Brown's Mill Rd.	Snappfinger Rd.	Rockdale County Line	6.50	2
Buford Highway	Fulton County Line	Gwinnett County Line	8.30	5
Candler Rd.	Atlanta City Limit	Flat Shoals Rd.	3.10	4
Chamblee Dunwoody Rd.	Shallowford Rd	P'tree Industrial Bl	1.33	2
Clairmont Rd.	Peachtree Ind. Blvd.	Briarcliff Rd.	3.40	4
Commerce Dr.	W. Howard St.	S. Columbia Dr.	1.88	4
Constitution Rd.	Fayetteville Rd.	New Pavement	1.26	2
Constitution Rd.	New Pavement	Bouldercrest Rd.	0.49	5
Covington Highway	Mountain Dr.	Turner Hill Rd.	12.35	4
Crescent Centre Blvd.	Northlake Pkwy.	Dead End	0.80	4
DeKalb Ave.	W. Howard Ave.	Moreland Ave.	2.00	3
DeKalb Industrial Way	Lawrenceville Hwy	E. Ponce DeLeon	1.42	4
East College Ave.	S. McDonough St.	Clarendon	1.63	4
Evans Mill Rd.	Lithonia City limit	I-20	0.57	4
Fayetteville Rd.	Bailey St.	Constitution Rd.	0.12	2
Glenwood Rd.	Atlanta City limits	Covington Hwy	4.26	4
Hammond Dr.	Ashford Dunwoody	Fulton County line	0.50	4
I-85 Access Rd. South Side	N. Fork Pt Creek	Chamblee Tucker Rd.	3.00	2
Lawrenceville Hwy	DeKalb Ind. Way	Gwinnett Co. Line	7.07	5/7
Lithonia Industrial Blvd	S. St Mtn Lithonia	I-20	2.57	4
Memorial Dr.	Fulton County Line	East Ponce DeLeon	12.82	4/6
Moreland Ave.	Custer Avenue	Clayton County line	8.80	4



<b>Major Arterial</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Mountain Dr.	Covington Hwy	Memorial Dr.	0.60	4
Mountain Industrial Blvd.	E. Ponce De Leon Ave.	Gwinnett County Line	3.42	4
New Peachtree Rd.	Clairmont Ext	Chamblee Tucker	0.15	4
North Druid Hills Rd.	Buford Highway	Lawrenceville Hwy.	5.05	4
North Hairston Rd.	Rockbridge Rd.	E. Ponce de Leon	2.68	4
North St Mtn Lithonia Rd.	Rockbridge Rd.	St Mtn City limit	0.88	2
Old Covington Rd.	Turner Hill Rd.	Rockdale Co	1.03	2
Panola Rd.	I-20	Covington Hwy	1.40	4
Panthersville Rd.	South River	Flat Shoals	1.8	4
Peachtree Ind Blvd.	Peachtree Rd.	I-285	3.14	6
Peachtree Rd.	Fulton Co	PIB	2.30	6
Pleasantdale Rd.	Tucker Norcross Rd.	Gwinnett County	2.56	4
Rock Chapel Rd.	Union Grove	Rockbridge Rd.	3.60	4
S. St Mtn Lithonia Rd.	Stone Mtn City Limits	Lithonia City Limits	2.99	2/5
Shallowford Rd.	Buford Hwy.	New Peachtree Rd.	0.26	4
Spring Mill Pkwy	Lake Hearn Dr.	Ashford Dunwoody	0.60	4
Thurman Dr.	Moreland Ave	Clayton Co line	1.00	2
Tucker-Norcross Rd.	Chamblee Tucker	Pleasantdale	0.21	4
Turner Hill Rd.	Rock Chapel	Rockland Rd.	2.08	4
Wesley Chapel Rd.	Covington Highway	Snapfinger Rd.	1.94	4
West Howard Ave	S. McDonough	Ridgecrest Rd.	1.23	4
Winters Chapel Rd.	New Peachtree	Doraville city limits	0.72	2
Winters Chapel Rd.	Doraville city limits	Peeler Road	0.52	4

**TABLE V-13  
RECOMMENDED MINOR ARTERIALS  
IN DEKALB COUNTY**

Minor Arterial	Begin	End	Miles	Lanes
Allendale Dr.	Alston Dr.	Glenwood Ave.	0.30	2
Bermuda Road	W. Park Place (Gwin.Co)	Stewart Mill Rd.	1.10	2
Briarwood Rd.	Buford Hwy	I-85 Access Rd.	0.54	2
Brockett Rd.	Cooledge Rd.	E. Ponce de Leon	0.63	4
Buckeye Rd.	Chamblee Tucker Rd.	Pres Parkway	0.19	2
Camp Rd.	Memorial Dr.	Kensington Rd.	0.47	2
Cedar Grove Rd.	Moreland Ave.	I-675	0.50	2
Chapman Rd.	S.Stn MtnLith Rd.	Rogers Lake Rd.	0.52	2
Church St. (Avondale)	N. Clarendon Ave.	Park North Blvd.	0.99	2
Church St. (Clarkston)	Park North Blvd.	Erskin Rd.	1.76	2
Cleveland Rd.	Snapfinger Rd.	Rock Springs Rd.	0.73	2
Clifton Rd.	Briarcliff Rd.	N. Decatur Rd.	1.57	4
Clifton Springs Rd.	Wildcat	Flat Shoals	2.68	4
Corporate Blvd	Buford Hwy	I-85 Access Rd.	0.28	2
Crown Point Pkwy	Perimeter Center West	Meadow Ln Rd.	0.22	4
Custer Ave.	Moreland Ave.	Eastland Rd.	0.60	2
Dunwoody Village Pkwy	Mt Vernon Rd.	Chamblee Dunwoody	0.42	4
Durham Park Rd.	S. Indian Creek	Kensington	0.63	2
East Howard Ave.	N. Columbia Dr.	N. McDonough St.	0.43	2
Executive Park Dr.	N. Druid Hills	Sheridan Rd.	0.62	4
Fellowship Rd.	La Vista	Lawrenceville Hwy	0.34	4
Goddard Rd.	Klondike Rd.	Rockdale County Line	1.91	2
Hillandale Dr.	Panola Rd	Evans Mill Rd.	2.93	2
Holt Rd.	S St Mtn Lithonia Rd	Chapman Rd.	0.50	2
I-20 Frontage Rd. South Side	Klondike Rd.	Rockdale Co line	2.44	2
I-85 Northbound Access Rd.	Tully Cir	Gwinnett County line	5.50	2
I-85 Southbound Access Rd.	Corporate Blvd.	Gwinnett County line	2.46	2

Minor Arterial	Begin	End	Miles	Lanes
Jefferson Davis Drive	Robert E Lee Blvd.	St Mt. Bypass	1.26	2
Kensington Rd.	Holcombe Rd.	Covington Hwy	1.40	2
Klondike Rd.	Main St.	Plunkett	5.81	2
Laredo Dr.	E. Ponce	N. Clarendon	0.54	2
Lithonia By Pass	Center St.	Rock Chapel Rd.	0.29	4
Maddox Rd.	Chapman Rd.	Pleasant Hill Rd. Ext	0.20	2
Main Street Lithonia	Swift St.	Boulevard	0.20	2
Main St. Lithonia	Boulevard	Lithonia City limits	0.28	2
Main St. Stone Mtn.	Memorial Dr.	City Limits	0.89	2
Main St. Tucker	La Vista	Law'ville Hwy	0.33	4
Mall Pkwy	Evans Mill Rd.	Gwinnett County Line	2.48	5
Max Cleland Blvd.	Main St.	St. Mtn. St.	0.19	4
Maynard Ter	I-20	Memorial Dr.	0.82	2
McDaniel Mill Rd.	Rockland Rd.	Rockdale Co line	0.76	2
Meadow Lane Rd.	Ashford Dunwoody	Perimeter Center Place	0.10	4
Montreal Ct.	Montreal Circle	Weems Rd.	0.22	2
Montreal Rd.	LaVista	Hudson Road	2.88	2
Motors Industrial Way	PIB	Buford Hwy	1.05	4
New Peachtree Rd.	Chamblee Tucker	Oakcliff Rd.	3.04	2
North Decatur Rd.	Indian Creek	Scott Blvd.	3.92	4
Norris Lake Dr..	Norris Lake Rd.	Pleasant Hill Rd.	1.51	2
Norris Lake Rd.	Norris Lake Dr.	Gwinnett Co Line	0.60	2
North Arcadia Ave.	E. Ponce De Leon Ave	DeKalb Industrial	0.53	6
North Clarendon Ave.	E. College Ave/Cov. Hwy	Church St.	1.02	2
North Indian Creek	Memorial Dr.	Montreal Rd.	2.10	4
North Peachtree Rd.	I-285	Peachtree Rd.	2.80	2
North Royal Atlanta Rd.	Law'ville Hwy	Tuckerstone Pkwy	0.14	4
Northlake Parkway	Henderson Mill	Lawrenceville Hwy.	2.09	4
Oakcliff Rd.	New Peachtree Rd.	Pleasantdale Rd.	1.62	2
Panola Ind. Blvd.	Miller Rd.	Panola Rd.	0.77	4
Parklake Drive	Ranchwood Dr	LaVista Road	0.44	4

Minor Arterial	Begin	End	Miles	Lanes
Peachtree Rd.	N. Peachtree	PIB	1.68	2
Perimeter Center Pkwy	Hammond Dr. N.	Perimeter Center W	0.51	4
Perimeter Center Pkwy	Hammond Dr S.	Cul-de sac	0.10	2
Perimeter Center Pl	Perimeter Center W	Meadow Lane Rd.	0.35	4
Perimeter Center West	Ashford Dunwoody	Fulton Co line	0.68	4
Pleasant Hill Rd.	Maddox Rd.	Rockdale County	3.85	2
Robert E. Lee Blvd.	E. Mtn St.	Jefferson Davis Dr.	0.90	2
Sam's Crossing	E. College Ave	E Ponce	0.13	4
Sarr Pkwy	Mtn Ind	Idlewood	0.83	2
Snapfinger Woods Dr.	Wesley Chapel Rd.	Snapfinger Rd.	0.51	4
Snapfinger Woods Dr.	Panola Rd.	Miller Rd.	0.80	4
Snapfinger Woods Dr.	Miller Rd.	Wesley Chapel Rd.	0.88	2
Spalding Dr.	Chamblee Dunwoody	Weldstone Ct.	0.25	2
Stone Mountain St.	Lithonia City limits	Boulevard Dr.	0.50	2
Swift St.	Main St.	Old Covington Rd.	1.04	2
Tucker-Norcross Rd.	Pleasantdale	Gwinnett County	0.22	4
Tuckerstone Pkwy	N. Royal Atlanta Dr.	Mountain Industrial	0.19	2
Tullie Circle	Tullie Rd.	Access Rd.	0.50	2
Tullie Rd.	N. Druid Hills	Tullie Circle	0.25	2
Union Grove Road	Rock Chapel	Rockdale Co	2.08	2
Union Grove Road	Pleasant Hill Rd.	Rockdale Co.	0.79	2
West Trinity Place	W. Ponce de Leon	Commerce Drive	0.45	4

**TABLE V-14 RECOMMENDED RESIDENTIAL ARTERIALS  
IN DEKALB COUNTY**

Residential Arterial	Begin	End	Miles	Lanes
Ashford Dunwoody Rd.	Peachtree Rd	I-285	2.95	2
Bouldercrest Rd.	Clayton County Line	I-285	3.49	2
Bouldercrest Rd.	Constitution	City of Atlanta	2.50	2

<b>Residential Arterial</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Boulevard Drive	County line/Fulton	S. Candler St	2.70	2
Briarcliff Rd.	Ponce de Leon	Henderson Mill Rd.	9.10	2
Candler Rd.	E. Howard Ave.	Memorial Dr.	0.70	2
Chamblee-Dunwoody Rd.	Peachtree Industrial	Spalding Dr.	6.79	2
Chamblee-Tucker Rd.	Peachtree Industrial	Shallowford Rd.	1.53	2
Chamblee-Tucker Rd.	Shallowford Rd.	LaVista Rd.	6.24	4
Church St. (Decatur)	Lawrenceville Hwy	E. Ponce deLeon Ave	0.98	4
Clairmont Ave	Decatur City Limits	Commerce Drive	1.03	4
Clairmont Rd	Briarcliff Rd	Decatur City limits	3.78	4
Columbia Dr.	Flat Shoals Pkwy.	Clarendon Ave.	5.25	4
Columbia Dr.	Clarendon Ave.	Katie Kerr Dr.	.63	2
Dresden Dr.	Peachtree Rd.	Buford Hwy	2.40	2
East Ponce de Leon Ave	Clairmont Rd	N. Arcadia Ave	1.05	4
East Roxboro Rd.	N. Druid HillsRd.	Fulton County line	0.54	2
East Ponce De Leon Ave.	Decatur City limit	Memorial Dr.	8.22	2
Evans Mill Rd.	I-20	Browns Mill Rd.	4.36	2
Fayetteville Road	Bouldercrest Rd	Glenwood Ave	1.83	2
Flakes Mill Rd.	Flat Shoals Rd.	Henry Co line	4.12	2
Flat Shoals Ave.	Moreland Ave.	Bouldercrest Rd.	1.00	2
Flat Shoals Rd	Bouldercrest Rd	Snapfinger Rd	8.84	2/4
Henderson Rd	Henderson Mill Rd	LaVista Rd	1.95	2
Henderson Mill Rd	Briarcliff Rd	Chamblee Tucker	2.82	2
Hugh Howell Rd.	Law'ville Hwy	St Mtn Bypass	4.20	2
Idlewood Rd	Lawrenceville Hwy	E. Ponce de Leon	2.39	2
Johnson Rd (Atlanta)	Briarcliff Rd	Fulton County line	0.85	2
Johnson Ferry Rd.	Fulton Co. line	Peachtree Rd.	2.08	2
LaVista Rd.	Fulton Co. line	Lawrenceville Hwy	9.10	2/4
Lilburn-Stone Mtn Rd	Silver H Rd	Gwinnett Co Line	1.3	2
Marbut Rd	S. Stone Mtn Lithonia	Panola	3.40	2
Moreland Ave.	Briarcliff Rd.	Custer Avenue	8.80	4
Mount Vernon Rd.	Chamblee-Dunwoody Rd	Gwinnett County line	2.08	2

<b>Residential Arterial</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Mount Vernon Rd.	Chamblee-Dunwoody Rd.	Fulton County line	1.01	2
N. Decatur Rd.	Lullwater Rd.	Scott Blvd.	2.34	4
North Druid Hills	Peachtree Road	Buford Hwy	1.36	2/4
Oakvale Rd.	Panthersville Rd.	River Rd.	0.69	2
Panola Rd.	Snapfinger Rd.	I-20	3.86	2
Panola Rd.	Covington Hwy	S. St. Mtn. Lth	2.81	4
Panthersville Rd	South River	Bouldercrest Rd	2.08	2
Ponce De Leon Ave.	Moreland Ave.	Scott Blvd.	2.54	4
Rainbow Dr.	Wesley Chapel	Candler	3.14	2
Redan Rd.	S. St. Mtn Lth	Holcombe Rd.	5.51	2
River Rd	Snapfinger Rd	Bouldercrest Rd	8.40	2
Rockbridge Rd.	Memorial Dr.	Gwinnett County line	10.73	2
S. Columbia Dr.	Katie Kerr	Commerce	0.80	2
S. Deshon Rd.	Rockbridge	Wellborn Rd.	4.48	2
S. Goddard Rd	Rockdale County line	Evans Mill Rd	3.17	2
S. Hairston Rd.	Rockbridge Rd.	Wesley Chapel Rd.	5.55	4
S. Indian Creek Dr	Covington Hwy	Rockbridge Rd	2.98	2
S. McDonough St.	W. College Ave.	W. Pharr Rd.	1.07	2
Scott Blvd.	Ponce de Leon	N. Decatur	2.73	4
Second Ave	Blake Road	Flat Shoals Road	2.86	2
Shallowford Rd.	Briarcliff Rd.	Buford Hwy.	3.00	4
Snapfinger Rd	Columbia Dr	Henry County line	7.06	2
South Candler St.	E. College Ave.	E. Pharr Rd.	1.21	2
Stephenson Rd	Rockbridge Rd	Rock Chapel	3.50	2
Tilly Mill Road	Mt. Vernon Rd	Flowers Rd	3.85	2
Wellborn Rd.	S. Deshon	Covington Hwy	1.64	2
Wesley Chapel Rd.	Snapfinger Rd.	Flat Shoals Rd.	1.89	2
West Ponce de Leon	Ponce de Leon	Clairmont Av	1.10	4
Winters Chapel Rd.	Peeler	Gwinnett County line	1.80	2
Woodrow Dr.	Klondike Rd.	Evans Mill Rd.	0.85	2

**TABLE V-15  
RECOMMENDED COLLECTORS  
IN DEKALB COUNTY**

<b>Collector</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
<i>(Alford Rd deleted 6/97)</i>				
Arcadia Ave	Craigie Ave	E. College	0.21	2
Ashentree Dr.	Chamblee Dunwoody	W. Nancy Creek	0.17	2
Austin Dr	Redwing Cir	Snapfinger Rd	1.61	2
Bancroft Circle	Fellowship Road	Brockett Rd.	0.24	2
Barcroft Way	Woodsong Dr.	Withmere Way	0.10	2
Bermuda Road	Stewart Mill Rd.	Wilcox Road	0.96	2
Beverly Hills Dr.	Shallowford Rd.	Buford Highway	0.23	2
Bidez Dr.	Wellborn Rd.	Hillandale Dr.	0.88	2
Biffle Rd.	Kelley's Mill Circle	Dead End	3.34	2
Boring Rd.	Wesley Chapel Rd.	Flat Shoals Rd.	1.95	2
Brannen Rd.	City of Atlanta limits	Dead end	1.31	2
Brannen Rd.	Gresham Rd.	Flat Shoals	0.20	2
Briarcliff Way	Briarcliff Road	Henderson Mill Rd	0.21	2
Briarlake Rd.	La Vista Rd.	Briarcliff Rd.	1.20	2
Briarwood Rd.	N. Druid Hills Rd.	Buford Hwy	0.97	2
Britt Rd.	Pleasantdale Rd.	Gwinnett Co. Line	0.38	2
Brockett Rd	LaVista Rd	Cooledge Rd	2.18	2
Cedar Grove Rd	I-675	Bouldercrest Rd	1.40	2
Central Dr.	Goldsmith Rd.	Ray's Rd.	2.07	2
Century Center Dr.	Century Pkwy	Access Rd.	1.00	2
Chestnut Dr.	DeKalb Tech Pkwy	Buford Hwy	1.40	2
Clarendon Ave	Columbia Dr	Covington Hwy	1.43	2
Clifton Church Rd	Bouldercrest Rd	Flat Shoals Rd	1.53	2
Clifton Springs Rd	Clifton Church	Wildcat	1.35	2
Cocklebur Rd.	Rainbow Dr.	Boring Rd.	0.85	2
Columbia Pkwy	Boring Rd.	Cul-de-sac	1.58	2

Collector	Begin	End	Miles	Lanes
Conyers St.	Turner Hill Rd.	Rock Chapel Rd.	1.21	2
Cooledge Rd.	Lawrenceville Hwy.	Brockett Rd.	0.85	2
Cotillion Dr.	N. Peachtree Rd.	Chamblee Dunwoody	1.10	3
Crossvale Rd.	Salem Rd.	Evans Mill Rd.	1.37	2
DeKalb Place	DeKalb Ave.	Howard Cir	0.11	2
DeKalb Technology Pkwy	Chestnut Dr.	Chamblee Tucker Rd.	0.22	2
Dogwood Farm Rd.	Flat Shoals Rd.	Snapfinger Rd.	2.13	2
Donaldson Dr.	Ashford Dunwoody Dr.	Teal Rd.	1.49	2
Dunwoody Club Drive	Winters Chapel Rd.	Jett Ferry Rd.	4.09	2
Dunwoody Rd.	Chamblee Dunwoody Rd.	Fulton Co. Line	0.21	2
E. Conley Rd.	Cedar Grove	Clayton Co Line	0.68	2
East Lake Drive	Ponce de Leon	Second Ave	1.36	2/4
East Mountain St	Main St	Memorial Dr @ StMtPk	0.73	2
E. Rock Spring Rd	Fulton County line	North Decatur Rd.	0.74	2
Eastland Rd	Custer Av	Bouldercrest Rd	0.58	2
Elam Rd.	S. Hairston Rd.	Rowland Rd.	0.84	2
Ellis Rd.	Redan Rd.	Rowland Rd.	0.66	2
Erskine Rd	Hambrick Rd	Church St	0.77	2
Evans Rd.	Henderson Mill Rd.	Gladney Dr.	1.52	2
Fairington Rd	Panola Rd	Hillandale Dr	1.80	2
Fairoaks Rd.	LaVista Rd.	Oakgrove Rd.	1.03	2
Fayetteville Rd.	Constitution Rd.	Key Rd.	0.48	2
Fieldgreen Dr.	S. Hairston	Redan Rd.	1.82	2
Fieldgreen Trace	Fieldgreen Dr.	Biffle Rd.	0.40	2
Flat Bridge Rd.	Browns Mill Rd.	End of Pavement	0.69	2
Flowers Road South	Chamblee Tucker Rd.	Mercer Union Dr.	1.37	2
Fourth St Stone Mtn	Memorial Dr.	E. Mtn St.	0.26	2
Frazier Rd.	Lawrenceville Hwy	La Vista Rd.	1.04	2
Glendale Dr.	Glenwood Rd.	Glenrock Dr.	2.56	2
Glenfair Rd.	Snapfinger Rd	Glenwood Rd.	0.92	2
Goldsmith Rd.	Memorial Dr.	E. Ponce de Leon	0.42	2



Collector	Begin	End	Miles	Lanes
Greenhaven Rd.	dead end/Rockbridge	Dead end/Navarre	0.44	2
Gresham Rd.	Clifton Church	Brannen Rd.	1.48	2
Hambrick Rd.	Rockbridge Rd.	Memorial Dr.	1.21	2/4
Hambrick Rd	Memorial Dr	E. Ponce de Leon	1.32	2
Happy Hollow Rd.	Peeler Dr.	Dunwoody Club Dr.	2.09	2
Henrico Rd.	Moreland Ave	West Side Pl	1.69	2
Hirsch Dr.	Mtn Industrial	Tucker Ind	0.14	2
Holcombe Rd	Redan	Kensington Rd	0.18	2
Honeysuckle Ln	McCall Dr.	McElroy Rd.	0.44	2
Hood Ave.	New Peachtree Rd.	Chamblee Tucker Rd.	0.26	4
Howard Cir	McLendon Ave	Palafox Dr.	0.13	2
Houston Mill Rd	LaVista	Clifton Rd	1.10	2
Howard St.	Memorial Dr.	W. College Ave.	0.91	2
Indian Creek Way	Northern Ave.	N. Indian Creek Dr.	0.57	2
Jett Ferry Rd.	Mt. Vernon	Dunwoody Club Dr.	0.18	2
Katie Kerr Dr	Columbia Dr	Arcadia Av	0.78	2
Kelley Chapel Rd.	Flat Shoals Rd.	Wesley Chapel Rd.	1.14	2
Key Rd.	Bouldercrest	Fayetteville Rd	1.60	2
Kingway Dr.	Shadow Rock Dr.	Patillo Way	0.51	2
Lehigh Blvd.	Flakes Mill	Dogwood Farm Rd.	0.83	2
Lewis Rd.	Rock Mtn	Roadhaven Dr.	1.13	2
Linecrest Rd	River Rd	Henry County line	1.43	2
Linecrest Rd	Co line E. of Clevemont	Ward Lake Rd	0.69	2
Lloyd Rd.	Flat Shoals	Kelley Lake Rd.	0.64	2
Maplewood Dr.	Wesley Chapel Rd.	Glenfair Rd.	0.40	2
McAfee Rd	Columbia Dr	Second Ave	3.31	2
McCall Dr.	I-85 Access Rd.	Honeysuckle Ln	0.63	2
McClave Dr.	Buford Highway	Chestnut Dr.	0.84	2
McElroy Rd.	New Peachtree	Honeysuckle Lane	0.72	2
McLendon Ave.	Moreland	Howard Cir	1.54	2
McLendon Dr.	E. Ponce	Lawrenceville Hwy	1.79	2

Collector	Begin	End	Miles	Lanes
Memorial College Ave	N. Indian Creek Dr	Memorial Dr	0.60	2
Mercer Rd.	S. Hairston Rd.	Covington Hwy	1.60	2
Mercer University Dr	Henderson Mill	Chamblee Tucker	0.99	2
Midvale Rd.	La Vista	Henderson Mill	1.54	2
Midway Rd.	Columbia Dr.	S. Candler St.	2.65	2
Mill St.	Silver Hill Rd.	Memorial Dr.	0.14	2
Miller Rd	Covington Hwy	Rock Springs Rd	2.59	2
Minola Dr	Panola Rd	Miller Rd	0.71	2
Montreal Rd	Hudson Road	E. Ponce de Leon	1.05	2
Montreal Cir	Montreal Rd.	Montreal Ct.	0.48	2
Moore Rd.	Bouldercrest Rd.	Cedar Grove	1.27	2
Mount Vernon Way	Withmere Way	Mt Vernon Rd.	1.05	2
Mountain View Dr.	Sheppard Rd.	Memorial	0.87	2
Nelson Ferry Rd.	Coventry	W. Ponce	0.09	2
New Peachtree Rd.	Eighth St.	Clairmont Ext	0.74	2
Norman Rd.	Ray's Rd.	Church St.	1.25	2
North Ave.	Moreland Ave	Oakdale Rd.	0.47	2
North Cliff Valley Way	N. Druid Hills Rd.	Buford Hwy	0.58	4
North Decatur Road	E. Rock Springs Rd.	Lullwater Rd.	0.59	2
North Goddard Rd.	Klondike Rd.	Rockland Rd.	1.41	2
North Peachtree Rd	I-285	Tilly Mill	1.10	2
North Peachtree Rd.	Mt. Vernon	Tilly Mill	1.74	2
North Shallowford Rd	N. Ptree Rd	Peeler Rd	0.75	2
Northcrest Rd	Chamblee Tucker Rd	Regalwoods	0.57	2
Northern Ave (Avondale)	Memorial	N. Decautr	.84	2
Northern Ave (Avondale)	Rockbridge	N. Decatur	0.29	2
Northern Ave. (Avondale)	N. Decatur Rd.	Church St.	1.15	2
Oakdale Road	Ponce de Leon Ave	DeKalb Ave	1.04	2
Old Johnson Ferry	W. Nancy Creek	Fulton Co.	0.45	2
Old Norcross Rd.	Law'ville Hwy	Gwinnett Co.	1.18	2
Old Stone Mtn Rd	Lilburn St Mtn Rd	Gwinnett Co	1.15	2

Collector	Begin	End	Miles	Lanes
Ormewood Ave.	Moreland	Flat Shoals	0.50	2
Park Ave (Doraville)	Buford Hwy	New Peachtree	0.19	2
Patillo Rd.	Rock Springs	Chupp Way	0.38	2
Peachcrest Rd.	Midway Rd	Columbia Dr.	1.15	2
Peachford Rd.	N. Shallowford	N. Peachtree	0.85	2
Peachtree Rd.	PIB	N. Peachtree	1.10	2
Peeler Rd	Tilly Mill Road	Winters Chapel	1.12	2
Peeler Rd	N. Shallowford	N. Peachtree	1.32	2
Perimeter Center East	Ashford Dunwoody Rd.	Ashford Dunwoody	1.20	4
Phillips Rd.	Stn. Mtn./Lithonia Rd.	Covington Hwy	1.65	2
Pierce Dr. (Chamblee)	PIB	Peachtree Rd.	0.33	2
Plaster Rd.	Dresden Dr.	Johnson Rd.	0.70	2
Plunkett Rd	Rockland Rd.	S. Goddard	1.26	2
Post Road Pass	Walker Rd.	Post Rd. Trace	1.04	2
Ray's Road	Rockbridge	E Ponce	2.20	2
Ridge Ave.	Rockbridge	Memorial	1.28	2
Roadhaven Dr.	E. Ponce DeLeon	Lewis Rd.	0.34	2
Roberts Dr	Chamblee Dunwoody	Fulton County line	1.20	2
Rock Mountain Blvd.	E. Ponce De Leon	Lewis Rd.	0.67	2
Rock Springs Rd.	Thompson Mill Rd.	Cleveland Rd.	0.33	2
Rock Springs Rd	Cleveland Rd	Evans Mill	3.92	2
Rockbridge Rd.	N. Clarendon Rd.	N. Indian Creek	1.64	2
Rockland Rd.	Evans Mill Rd.	Wade Rd.	1.28	2
Rockland Rd	Wade Rd	Rockdale County	2.90	2
Rogers Lake Rd	Coffee Rd	South DeShong Rd	0.89	2
Rogers Lake Rd.	Center St @ Marbut	Coffee Rd.	1.98	2
Rosser Rd.	Hugh Howell Rd.	Gwinnett County line	1.04	2
Rowland Rd	Rockbridge Rd	S. Indian Creek Rd	2.01	2
S. Howard St.	Glenwood Rd.	Memorial Dr.	0.56	2
Salem Rd.	Evans Mill Rd.	Browns Mill Rd.	2.40	2
Savoy Dr.	Chamblee Dunwoody	N. Peachtree Rd.	1.10	2

Collector	Begin	End	Miles	Lanes
Sentry Dr.	Fellowship Rd.	Tucker Ind	0.16	2
Shadow Rock Dr.	S. St Mtn Lith	S. St Mtn Lith	2.30	2
Sheppard Rd.	Rockbridge Rd.	Ridge Ave	0.70	2
Sheridan Rd	Briarcliff Rd	Executive Park Dr	0.16	2
Silver Hill Rd.	Hugh Howell Rd.	St Mtn City limit	2.35	2
Spalding Dr.	Fulton Co	Chamblee Dunwoody Rd.	0.07	2
Spence Av	Alston Dr	W. Pharr Rd	0.60	2
Stewart Mill Rd	Rockbridge Rd	Bermuda Rd	1.63	2
Stonegate Industrial Blvd.	N. Hairston	Cul-de-Sac	0.43	2
Teal Road	Harts Mill Rd.	Donaldson Dr.	0.03	2
Thompson Mill Rd.	Panola Road	Snapfinger Rd.	1.94	2
Tilson Rd.	Candler Rd.	Second Ave.	1.89	2
Tucker Ind. Rd.	Hugh Howell	Dead End	0.89	2
Valley Brook Rd	E. Ponce	Orion Dr	1.03	2
Waldrop Rd	River Rd	Flat Shoals Pkwy	1.10	2
Ward Lake Rd	Bouldercrest Rd	Linecrest Rd	1.50	2
Walker Rd.	S St Mtn Lith	Post Rd Pass	0.39	2
Wellborn Rd.	S. St Mtn Lith	S. Deshon	0.47	2
West College Ave.	McDonough Street	Rockyford Road	0.80	2
West Exchange Pl	Crescent Center Blvd	Cul-de-Sac	0.18	4
West Mtn St	Memorial Dr	Main St	0.88	2
West Side Place	Moore Rd.	Henrico Rd.	0.07	2
Whites Mill Rd.	Candler Rd	Kelley Lake Rd.	0.90	2
Windsor Pkwy	Ashford Dunwoody	Fulton County line	1.24	2
Woodsong Dr.	Woodsong Trace.	Barcroft Way	0.15	2
Woodsong Trace	Woodsong Drive	Dunwoody Club Rd.	5.2	2
Woodwin Drive	Tilly Mill Rd	Winters Chapel	0.65	2
Wyman Street	Memorial Drive	Boulevard	0.40	2
Young Road	Redan Road	Covington Highway	2.85	2

## **Truck Routes**

DeKalb County originally adopted a truck route plan in 1967, prior to the completion of I-285. This plan has been updated over the years and made a part of the Code of Ordinances. A copy of the existing Truck Route plan is included in Figure V-4. The aging of the plan with no updates has led to many problems and inconsistencies. An example is I-285 being shown as a truck route but I-20, east of I-285, is not part of the plan. The plan requires an in-depth study to ensure it conforms to STAA and ISTEA Federal regulations as well as providing appropriate and adequate opportunities for land uses requiring truck access.

DeKalb County's present Truck Route Plan and Ordinance are approximately 30 years old and a new comprehensive Truck Route Plan and Ordinance are essential. A new plan would recognize transportation improvements which have been made within the County within the past several decades. The plan would have the primary goals of assuring adequate and safe truck access for business and industrial land uses within the County, protecting residential districts within the County by preventing the incursion of truck traffic into neighborhoods, and safely moving hazardous material within the county.

### **Capital Improvements Plan**

### **TIP/RTP**

The Atlanta Regional Commission manages the Regional Transportation Plan (RTP) and Transportation Improvement Plan (TIP) processes for the Atlanta region. The TIP is the short range plan for the ensuing six years of transportation improvements which are competing for Federal funds under a variety of programs. The Regional Transportation Plan (RTP) is the long range plan for overall transportation improvements in the region. The Georgia Department of Transportation is responsible for the State Highways within the county, and is a participant in the regional transportation planning process with the Atlanta Regional Commission. The State DOT is also responsible for the maintenance and upkeep of the Interstate and State Highway system in DeKalb County.

**TABLE V-16**  
**DEKALB COUNTY TRANSPORTATION PROJECTS**  
**RESIDENCE OF PERSONS EMPLOYED**  
**IN DEKALB COUNTY**

<b>County of Residence</b>	<b>Total Workers In DeKalb</b>	<b>% of All DeKalb Jobs</b>
DeKalb	138,912	43.6%
Gwinnett	51,161	16.1%
Fulton	39,969	12.6%
Cobb	17,118	5.4%
Clayton	8,411	2.6%
Rockdale	7,253	2.3%
Henry	3,573	1.1%
Newton	2,712	0.9%
Cherokee	2,844	0.8%
Forsyth	2,306	0.7%
Walton	2,081	0.7%
Douglas	1,893	0.6%
Fayette	910	0.3%
Paulding	603	0.2%
Other	38,554	12.1%
<b>Total In MSA</b>	<b>318,300</b>	<b>100%</b>

### **Shopping Destinations**

There are numerous major shopping facilities in DeKalb County. Perimeter Center, Northlake Mall, and South DeKalb Mall provide regional mall facilities with major department stores and numerous small shops. The Market Square Mall (I-285 and the Stone Mountain Freeway) also provides significant retail shopping. Sections of several thoroughfares also are developed with commercial facilities. These include Peachtree Road, Peachtree Industrial Blvd., Lawrenceville Highway, Buford Highway, Memorial Drive, and Church Street. Downtown Decatur also provides an array of shopping facilities and satellite commercial developments.

### **Other Major Destinations**

Downtown Decatur attracts traffic related to the County Courthouse and other government offices. The Perimeter Mall area has a very large component of office space, and because of this there is very heavy traffic throughout this area. The hospital complex including Northside, St. Joseph and Scottish Rite, and the surrounding medical offices also generate large volumes of traffic, including many emergency vehicles. Emory University, with the Centers for Disease Control and Prevention and other medical facilities is another nucleus of traffic activity. The Carter Presidential Center and Library, Mercer University and Oglethorpe University also generate traffic. Stone Mountain Park attracts thousands of visitors each year, many on weekends. While many of these attractions generate large volumes of traffic, some are seasonal while others contribute "off-peak" traffic to the street network.

**FIGURE V-2  
RESIDENCE OF PERSONS EMPLOYED  
IN DEKALB COUNTY**



**FIGURE V-3  
JOB LOCATIONS OF DEKALB RESIDENTS**

## **EXISTING TRANSPORTATION PLANS**

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

**DeKalb County's previous Comprehensive Transportation Plan was adopted in 1978. The Plan was an update of earlier plans beginning in 1956. The Plan outlined five major functions including subdivision control, guidance for land use planning and zoning, guidance for right of way acquisition, fiscal programming, and guidance for short term transportation improvements.**

**The Plan set forth policies concerning the reduction of travel time and traffic congestion, the promotion of improved traffic safety, the efficient use of transportation facilities, the direct and easy access to centers of activity, and the reduction of adverse impacts upon neighborhoods by transportation facilities. The Roadway Classification system was developed as a part of this plan, and guidelines were created for each functional class of road. Developers were to be required to dedicate right-of-way and/or construct roads shown in the classification system to the standards set forth in the Plan. Figure V-1 from the 1978 Plan is included, and shows these standards and recommendations for each type of road.**

**Safety standards included intersection radii, angles, signalization, site distances, and recommendations for sidewalks and pedestrian crossings. Parkways with limited access, turning lanes, and medians were also recommended. Where areas were already developed, construction or widening of facilities within existing rights-of-way was suggested to minimize impact on abutting properties.**

**Transit facilities were also included, with the MARTA rail and bus system plan being reviewed. The DeKalb Transportation Plan recommended a restudy of the proposed extension of the rail lines to Northlake and Tucker, with a new line serving the DeKalb Industrial area, Northlake and Tucker, while the bus system in the Candler Road corridor would be extended to serve Emory and Briarcliff areas. High Occupancy Vehicle lanes or dedicated bus lanes were recommended for I-85 through the County. At that time there were six park-and-ride sites in the County, at Perimeter Mall, one near the present Doraville MARTA station, one at Northlake Mall, one near the present Kensington MARTA station, and two along I-20.**

Bikeways were recommended along the sides of streets, rather than separated completely. Signage and striping were recommended, and a more detailed plan was to be developed by the County in 1978. Corridors with high potential for bikeways included the Northlake Mall area, Perimeter Center and Medical Center areas, Decatur, and the corridor from Decatur to Atlanta along Ponce de Leon Ave., the Emory/North Decatur area, and Brookhaven, centering on the MARTA station there. Other bike routes were designated along major thoroughfares in south DeKalb County, including Panola Road, Snapfinger Road, Evans Mill Road, and others. Sidewalks were recommended to provide access to activity centers and public transportation facilities. This included schools, churches, shopping, and areas with significant employment.

### **Truck Route Plan**

A truck route plan was originally adopted in 1965, prior to the completion of I-285 through DeKalb County. The maps have not been updated significantly since then, although the ordinances designating truck routes have been amended to include new routes through the County. Figure V-4 shows Existing Truck Routes.

### **MARTA**

MARTA has been in the process of developing the original rail system plan since the system first began. Most of the system is now in place, although some lines have not been constructed. The Northeast-South line extends from Doraville to Hartsfield Atlanta Airport. The East-West line extends from central DeKalb County to western Fulton County. The Indian Creek and Kensington Stations in central DeKalb were completed in 1993. The Doraville Station on the Northeast line opened in 1992. The Buckhead, Medical Center and Dunwoody stations on the new North line are scheduled to open in June, 1996.

### **Regional Transportation Plan**

The Atlanta Regional Commission is responsible for the co-ordination of the Transportation Improvement Plan (TIP) and the Regional Transportation Plan (RTP) for the Atlanta region. The specific improvements recommended in this plan both for the short term and long term planning periods are discussed below. The Plan serves as a basis for the distribution of monies from the Federal Highway Administration (FHWA) and the State of Georgia Department of Transportation (GADOT). Table V-16 contains a summary of the projects in the Transportation Improvement Plan for DeKalb County. Table V-17 lists projects in the RTP in furtherance of the county's new mobility planning policy.

### **City of Decatur Transportation Plan**

The City of Decatur prepared a Transportation Plan for the city in 1990. The Transportation Plan grew out of the City's awareness that there were transportation problems in the City of Decatur, largely a result of inadequate traffic control systems. However, some improvements were found to be required. One notable problem uncovered by the study was the high volume of commuter traffic passing through downtown Decatur. The Plan recommended that a median be placed on Ponce De Leon Ave. from Commerce Ave. on the west to Commerce Drive on the east. The proposal would be to encourage people to bypass the downtown using Commerce Drive. Adjustments to existing signals would also encourage the traffic movements onto Commerce Drive by commuters. Improvements for pedestrian circulation in the downtown area and along Clairmont Avenue from Ponce De Leon to Commerce Drive were also recommended. The Plan also recommended that Church Street be widened to a continuous four lane facility from Ponce De Leon Ave. to Trinity Place. Trinity Place was also recommended to be improved at its intersection with Howard Avenue. An underpass for Trinity Place and South Candler Street at the railroad tracks and College Ave was also recommended to improve safety and increase traffic flow. In terms of public transportation, improvement of the bus standing bays along Church Street was recommended, with some being relocated to avoid having pedestrians crossing Church Street given its high volume of traffic.

**FIGURE V-4  
EXISTING TRUCK ROUTES**

Signalization was recommended for the intersections of Commerce Drive and Clairmont Ave., Commerce Drive and West Ponce de Leon Ave., and Church Street at Trinity Place. A right turn lane was suggested for the westbound approach of Commerce Drive at Clairmont Ave., and additional channelization was recommended for the intersection of West Ponce de Leon and Nelson Ferry Road/Northern Ave. South Columbia Drive was also recommended for signalization at Katie Kerr Drive. Overall costs of the recommended projects was approximately \$7,000,000.

### City of Atlanta Transportation Plan

A portion of the City of Atlanta falls within the limits of DeKalb County. The City of Atlanta, like the City of Decatur, is responsible for the maintenance of the roads within its boundary, except for the State routes. The Transportation element of the Comprehensive Plan, adopted in 1992, includes a fifteen year transportation improvement plan. Among the projects inside DeKalb County are four intersection improvements at Moreland Ave. and Ponce De Leon Ave., Moreland Ave. and Memorial Dr., Moreland Ave. and Glenwood Ave., and Memorial Dr. and Whitefoord Ave. The only road widening project which involves the county is Memorial Dr. between Whitefoord Avenue west to the County line. A sidewalk project for Glenwood Ave. between Candler Rd and 2nd Ave. is scheduled as part of the City-wide sidewalk plan. The overall cost of the recommended projects was approximately \$11 million; however, \$10 million is slated for the Memorial Drive widening project which is mostly in the non-DeKalb portion of Atlanta.

### Airport Plan

*Within both the national and Georgia aviation systems, the Peachtree DeKalb Airport (PDK) is classified as a "general aviation reliever airport" for the metropolitan Atlanta regional area. As a general aviation reliever airport, one of its more important functions in the region in general and to the Hartsfield Atlanta International Airport (HAIA) in particular is to enable more commercial flights into HAIA for regularly scheduled air carriers.*

*PDK is an airport located in an area which has some residential communities whose property values, environment and quality of life are adversely affected by airport operations. It is the policy of the Board of Commission that these issues will be carefully considered and documented prior to the adoption of any new airport activity or any significant change to current airport operations. The Board of Commissioners seeks a balanced approach to airport development after a thorough public process which includes public hearings in the affected community and the development of a comprehensive airport plan adopted by the Board of Commissioners with cost and revenue projections. It is the policy of the Board of Commissioners to consider the impacts of airport development upon existing business and community areas. Further, it is the policy of the Board of Commissioners to adopt and update plans and identify resources for development within the airport boundaries that will not negatively impact properties surrounding the airport. DeKalb-Peachtree Airport developed a plan for improvements to the airport in 1992 and most of the specific recommendations to improve the infrastructure have been adopted. Currently the 1992 Airport Master Plan needs to be updated by the county based upon policies of the Board of Commissioners. (9/99)*

*The major scheduled passenger and freight airport in the area, HAIA, is currently investigating anticipated growth in scheduled air carrier and scheduled freight service. The Board of Commissioners does not desire to have any of this anticipated growth assumed by PDK. As the owner and operator of DeKalb Peachtree Airport we are unequivocally opposed to any change to our designation from a general airport reliever airport to a non-hub commercial service airport or any category of commercial service airport. The Board of Commissioners in*

*furtherance of this policy would oppose any incremental steps leading to a change in this designation. (10/98)*

### **Railroads (Norfolk Southern, CSX, Amtrak)**

Four main rail lines owned by two different railroad companies traverse DeKalb County. Norfolk-Southern Railroad north line extends from Atlanta through DeKalb County into Gwinnett and north as part of the Washington/New Orleans route. This line carries in excess of 40 million gross tons of freight per year, and passenger service via AMTRAK. Spur lines connect to Chamblee, Doraville (GM Plant), and the Northeast Expressway Industrial Areas. The other Norfolk-Southern Railroad line is a small portion of the Atlanta-Macon line traversing the southwestern corner of DeKalb County. That line carries approximately 50 million gross tons of freight per year on route from Jacksonville to Chicago. It has sidings and spurs serving the Constitution and Moreland Avenue Industrial areas. The north CSX line extends from Atlanta, through DeKalb and Gwinnett en route to Abbeyville, SC. This exclusive freight line carries approximately 30 million gross tons per year. The south CSX line extends from Atlanta, through DeKalb and Rockdale to Augusta, GA. It is also an exclusive freight line carrying approximately 14 million gross tons of freight per year. AMTRAK provides passenger service, with the main depot (Brookwood Station) in Fulton County (Peachtree Road at I-85).

Potential changes may be seen with the creation of a commuter rail system and the conversion of existing grade crossings to separated crossings as road widening or intersection projects are implemented. The responsibility of grade changes belongs to the owner of the road in question; that is, the railroad only assists in securing easements for the proposed projects.

### **Comprehensive Land Use Plan Map and Text**

The map and text are the community's vision for its future and in its implementation will have a major effect upon future mobility planning. Areas which are presently built out in DeKalb County may see little increase in local traffic volumes on local and collector streets, although development in adjacent areas may affect mobility in fully developed areas. The areas of eastern and southeastern DeKalb County which are now experiencing accelerated development will place a new demand on existing rural roadways with only two lanes. Likewise, additional rapid development in Rockdale, Henry, and Clayton counties could affect roads through DeKalb leading to the freeway system, and to employment and activity centers within the County. Long range mobility planning must account for these development activities in order to achieve seamless interconnecting forms of transportation within the developing areas.

## **MOBILITY PLANNING POLICY**

Past planning recommendations have focused on the future Capital Improvements Plan and a comprehensive street network with changes in the street classification system. To move into the twenty-first century DeKalb County, as a mature urban county, recognizes that moving people, not just cars, is a county goal. The county's new policy direction is designed to accomplish the following:

1. assure that pedestrians and pedestrian safety are a top priority;
2. reduce dependence on the automobile;
3. develop safe, convenient modes of travel other than the automobile;
4. retain and preserve the county's neighborhoods, sense of community and character, and as a priority in transportation planning, preserve its historic districts and properties;
5. assure that mobility improvements are consistent with land use policy for the County;
6. improve air quality;
7. institutionalize safe bicycle and pedestrian facilities and programs within the county linked to all forms of transportation;
8. assure a balanced interconnecting transportation system for the County with harmonious and safe co-existence of alternative user groups;
9. improve curb appeal through landscaping and streetscaping on major arterials;
10. designate appropriate roadways for scenic preservation;
11. minimize any negative social, economic, energy or environmental effects of transportation decisions;
12. assure an open public process with public hearings in the affected community;
13. encourage mass transit services serving all citizens.

To further the goal that pedestrians are a top priority, the County wishes to create a countywide sidewalk plan and new development code requirements for sidewalks in all new development. To fund the construction of sidewalks the County envisions three funding mechanisms as follows: (1) for all new developments in all land use categories, sidewalks would be funded by the developer; (2) along arterials and collectors, sidewalks would be funded by and prioritized by the county; and (3) in existing residential neighborhoods, sidewalks would be funded by abutting property owners through a special tax district. The county's objective would be the construction of sidewalks along all arterials and collectors,



in all new development, and within one mile of all schools in coordination with the School Board.

The County wishes to establish a framework for mobility planning by creating and enacting a "Transportation Demand Management Ordinance," thereby reducing dependence on the automobile and reducing demands on the regional and local road network, and improving connections between modes to allow a nearly seamless journey. It is recognized that mobility must be provided through many different modes - auto, rail, bus, air, bicycle, and pedestrian.

The County understands that building new road capacity is not the optimal solution and that better management of the overall transportation system is the best approach.

*With an emphasis on pedestrian safety, sidewalk expansion and less automobile dependency, we envision an Economic, Transportation, and Land Use Impact Study leading to the possible creation of a Memorial Drive Redevelopment Initiative. Volunteer members of PRISM, PRISM Merchants Association, and Rockbridge Coalition are available to assist in this process. (10/99)*

It is the policy of DeKalb County, in furtherance of the goal of reducing dependence on the automobile, to encourage owners of office and employment centers to reduce the number of required parking spaces with a Congestion Management Plan. This would reformulate parking requirements per 1,000 square feet of built space with employer programs which could include subsidy of MARTA passes, ride-matching programs, vanpooling programs, shuttle buses, telecommuting, alternative work hours, commuter bicycling and similar programs. It is the intent of the County that the ability to undertake such programs be contained as a part of any new development codes.

Past transportation policy has been almost totally reliant on the automobile for transportation. The County, as a member government of the Metropolitan Atlanta Rapid Transit Authority, can encourage expanded use and improvement of the current MARTA system including express bus service routes, additional park-and-ride lots, and cross-town links. An express route from South DeKalb Mall to Kensington to Northlake to Perimeter would link existing radial lines at employment centers along I-285. Additional express routes with terminal points at park/ride transfer centers could provide needed alternatives for the Stone Mountain Freeway, Interstate 20, Ponce de Leon Avenue, Memorial Drive-Rockbridge Road, LaVista Road, Chamblee-Tucker Road and Peachtree Industrial Boulevard traffic volumes.

It is also the policy of DeKalb County to actively participate in national, state and regional efforts to explore the feasibility of building a commuter rail system within the State and Region. Three potential commuter lines cross DeKalb County. The 1994-1995 commuter rail plan identifies the Athens-Atlanta line (through Emory and Tucker) as a high priority for implementation. DeKalb County supports the development of this line and the location of stations/platforms at two or three locations along this line in DeKalb County.

A further goal of comprehensive mobility planning is to retain and preserve the

county's neighborhoods, its sense of community, and its historic districts through, but not limited to traffic management techniques and a public process in the affected community. Further, it is the intent of the county that transportation networks have design standards which protect the character of the communities they serve. It is further the County's intent that streets be designed at an urban scale and not as regional arteries, and that residential and historic character and scale be preserved in bridge projects, sidewalks, traffic signal installation, traffic signs, curbing, street widths, and lighting. Preservation of historic districts is an overriding consideration in mobility planning.

DeKalb County wishes to preserve its scenic beauty along roads having cultural, historic, geological, scenic, or natural features. DeKalb recognizes that scenic roads provide stability in the local real estate economy and provide a way to preserve DeKalb's beauty and heritage for everyone to enjoy. As part of mobility planning it is the policy of the county to establish criteria for scenic byway designation, and create a corridor management plan to protect scenic resources.

It is the policy of DeKalb County to implement a system of on-street and off-street bikeways for both recreational and commuter use. At the present time such a system does not exist and biking in the County is restricted and is often dangerous. It is the county policy to create a bikeway system that is safe for recreation and commuter use.

### **Mass Transit**

In the late 1960s, when most mass transit systems were originally conceived, most workers commuted from suburban areas to downtown Atlanta. In the 1970s and 1980s, significant demographic changes occurred which have altered commuting patterns. Such areas as Perimeter Center, Lenox, Northlake, and Technology Park all attract as many, or more, workers from suburban locations as does downtown Atlanta. Commute patterns of the sixties, as depicted by the radial nature of the MARTA rail system, are diluted in the nineties. The most striking example of the changed patterns is the heavy traffic on I-285 between I-85 and I-75, as large numbers of commuters from Gwinnett and Cobb counties drive toward Atlanta only to go as far as the Perimeter, and then they travel on I-285 to reach destinations such as Perimeter Center, Town Center/Galleria, or Northlake.

The MARTA rail and bus systems have been in the process of developing for the past 15 years. During this period the northeast line has been extended to its present terminus in Doraville, and the north line is nearly complete, extending the system from Lenox Station in Fulton County, to the northerly portion of DeKalb, serving the complex of hospitals just south of I-285 at Peachtree Dunwoody Road, and extending beyond I-285 to serve Perimeter Mall. The system is expected to expand northward into North Fulton County, ultimately serving the Northridge Drive area and the City of Roswell. The east line was extended to Kensington in the early 1990s. Bus services are primarily designed to move people between the rail lines, and in corridors where rail does not exist. Dial-a-Ride service exists for the

disabled. MARTA is in the process of reviewing its Master Plan for extensions of rail services throughout the metropolitan area. The northeast line is not slated to extend beyond its present end in Doraville, as Gwinnett County has declined to participate in the system.

Overall, MARTA provides adequate public transportation to the more densely settled portions of the County, largely between Decatur and the Fulton County line. As more development occurs into the eastern and southern portions of the County, service may be needed to meet the potential demand. There are numerous sections of the county south of I-20 and west of I-285 which are heavily developed and are not served by bus routes. MARTA and DeKalb County are encouraged to develop park-and-ride facilities. The area along South Hairston Road is not served by bus service, but the area between Covington Highway and east Ponce de Leon may be able to support a bus route. Additionally, the MARTA system needs to work with the County to extend rail service to South DeKalb and to review the commuter patterns. Mass transit should provide a response to these patterns. It is likely that MARTA will have to rely more on buses, which have flexible routes, to meet the needs of the commuters.

In many parts of DeKalb County where bus service operates, there is often a conflict between the passenger vehicle and the bus. For example, on Candler Road, the close placement of adjacent bus stops has effectively reduced the number of travel lanes to one in each direction. Bus turn-outs can be an effective way of removing buses from the travel lane and increasing the capacity of the roadway. DeKalb County should look for ways to encourage MARTA to build bus turn-outs along 4-5 lane roads through commercial districts.

Parking at transit facilities can be developed under one of three philosophies: one argues for providing a large amount of parking so that many people will use the buses or trains; another encourages people to walk or bicycle to transit facilities rather than bringing their cars to them; the last provides "kiss-and-ride" space for pick-up/drop-off. These approaches are used in DeKalb County to varying degrees. At the Avondale Station, a very large parking facility is provided, while at Decatur no parking is available. There are only two park-and-ride lots in the County for buses, one at Perimeter Center (on Hammond Drive near the new rail station) and one on Buford Highway, outside of I-285, near the Gwinnett County line. There is a need for additional parking and/or feeder bus service from neighborhoods to encourage people to use the transit system.

The Federal Transit Administration, in its report entitled *Transit-Supportive Development in the United States: Experiences and Prospect*, December 1993, suggests the importance of "pleasant, interesting urban spaces and corridors" in encouraging transit ridership. However, there are very limited facilities at stations for bicycle parking and sidewalks are not always provided for easy pedestrian access. At some bus stop locations, cross-walks and pedestrian signals are not provided, which makes crossing the street to use the bus potentially dangerous, especially for elderly and handicapped people. Bus stops are not always provided with concrete pads and shelters, which can make waiting for the bus in inclement weather more tolerable. The Americans for Disabilities Act (ADA) specifies the

locations, types, designs and features of transit systems which should be in place. A specific study should be performed to determine the safety and aesthetics of each bus stop and train station in the County, and recommendations made for their improvement.

### **Commuter Rail Potential**

The Georgia DOT has undertaken several studies of the possible use of existing rail lines through metropolitan Atlanta for various types of passenger service. The railroad companies operating the rail lines have been hesitant to participate in the program because of liability issues, conflicts with freight services, and lack of station facilities. The proposals have included a Gainesville-Atlanta service on the Norfolk-Southern lines, and an Athens-Atlanta service on the CSX lines. Both of these rail lines run through DeKalb County. DeKalb County could benefit from the additional commuters that could work and do business in the county without using the over-taxed roadway network. However, the County should study the effects of a commuter rail system on the already high volume rail lines to see if the increased rail traffic would compound the conflicts between automobile traffic and train at all at-grade crossings. The County should seek to follow the federal mandate of reducing the number of at-grade crossings to improve both the traffic flow and safety near these intersections.

### **Bicycle and Pedestrian Circulation System**

There are few existing facilities in DeKalb County for pedestrian and bicycle transportation. Those facilities that are available tend to be scattered and unconnected. As a result, most pedestrians and bicycles travel on roadways with no dedicated lanes for their use.

Twenty-seven percent of all travel trips have destinations within walking range (under one mile) and almost half are within bicycling distance (three miles or less). If a portion of these trips are diverted from vehicle use, the net gain to the community of less congestion, improved air quality and personal health can be substantial.

A goal of this Comprehensive Plan is to promote bicycling and walking as viable transportation modes. To accomplish this the county will

- 1) plan and promote a convenient bicycle and pedestrian facility network which includes linking facilities and destinations in order to draw users;
- 2) provide for increased travel safety with additional and improved facility designs and programs such as "Share the Road Campaign"; and
- 3) in order to facilitate this goal the county will use as a starting point the action strategies in Section 8 (Goals, Objectives, Policies and Action Strategies) and restated as Appendix D.

The Atlanta Regional Commission's *Bicycle Transportation and Pedestrian Walkways Plan, 1995* and DeKalb's *Roads and Drainage Transportation 2000* begin the identification of

**potential facilities and costs. It is recommended that DeKalb County implement the DeKalb bicycle and pedestrian projects listed in these plans. These projects were submitted by DeKalb's Multi-use Transportation Coordinator after a lengthy public participation process.**

**FIGURE V-5 1993**  
**BICYCLE AND PEDESTRIAN PLAN**  
(Source: Atlanta Regional Commission - used by permission)

### Design/Subdivision Standards

Existing development regulations and zoning in DeKalb County are not very specific about the design of new roadways in protected residential and historic districts or the upgrading of existing roads when development occurs. Section 14-190 of the County Code specifies that major thoroughfares will have 100 feet of right of way, with 48 feet of pavement, curb to curb. Minor thoroughfares are to have 80 feet of right of way, with 30 feet of pavement, and all other streets are to have 50 feet of right of way (when utilities are aboveground) or 60 feet of right of way (when utilities are underground) with 26 feet of pavement. There are no guidelines for freeways or principal arterials. Section 14-191 specifies the requirements for new development, and Paragraph (b)(3) indicates that 70 feet of right of way shall be provided for collectors with a 30 foot paved section. For arterials no provisions are made for medians, bicycle-ways, or for bus turn-outs, deceleration lanes, or for the prohibition of residential lots fronting on major or minor thoroughfares. Sidewalks should be required in residential subdivisions, office, commercial and industrial areas in new construction.

It is recommended that new design standards be implemented to meet the county's new mobility planning policy goals. In addition, sidewalks should be required along all arterials where bus service exists, within 5,280 feet of all schools and public facilities, and along commercial, office professional and industrial facilities. Also, the County should consider the county mobility plan when approving future developments that include multiple cul-de-sac roads or desirable connections to existing streets.

### Neighborhood Traffic Management

Traffic volumes and speeds in residential neighborhoods have, in some locations, posed real problems for governments for many years. Blending function with form while providing safety has become a time consuming job for transportation staff and elected officials. Traffic management should protect the character of neighborhoods.

Residential traffic issues take several forms which are interrelated. Certainly one of the most important is *traffic safety*. Citizens' desire for safer streets have historically prompted action committees to voice their concerns and required considerable resources to address.

*Traffic speed* is often lumped with traffic safety as a major concern for citizens but can also be a general problem. In some cases, the speed of most of the vehicles is above the posted limit but quite frequently it is the speed of a few vehicles which gives the appearance of a speed problem. Excessive speed in a neighborhood degrades the quality of life in an otherwise peaceful neighborhood and creates safety concerns.

High *traffic volumes* are another major concern for residents of large subdivisions or residents along a collector route. High traffic volumes are typically a precursor to traffic safety concerns but can raise other issues which degrade the quality of life as in the case of

excessive speeds.

*Traffic source and composition* is another problem which concerns citizens along residential and collector roads which are residential in nature. In furtherance of the County's new policy directive to assure that pedestrians and pedestrian safety are a top priority and that a sense of community is preserved in its neighborhoods, the County wishes to consider traffic source and composition on residential, collector and residential arterials. The *social* impacts of traffic problems are multifold. If a hazardous traffic situation is perceived to exist, physical activities near the road such as walking, jogging, bicycling, or talking are affected. Property values are a function of many factors; high-volume traffic can have a negative impact.

Since it is the position of a government to provide such essential amenities as "good" mobility planning throughout its jurisdiction, a plan or response to citizens' concerns is needed for fair and just distribution of resources.

An effective planning process is the most important element of successful neighborhood traffic management. The basic goal should be *maintaining or improving the quality of life in residential areas*. The general steps in achieving the goal are as follows:

- ? Identify the problem
- ? Generate alternative improvement possibilities
- ? Perform the "Before" study
- ? Implement selected plan
- ? Perform the "After" study
- ? Continue, modify, or discontinue the improvement

Identify the problem. Many times, a single resident will alert the traffic department of a problem. Other times, a request for study comes from a group of residents. A request for study may come from an internal office or elected official. In any case, a method of receiving traffic concerns must be determined in order to minimize redundancy.

A study should be initiated if more than 33% of the property owners of the affected area petition the department or if in the judgement of the engineer, a potentially hazardous situation exists. A study of existing conditions relative to the cited problem should be performed. It must also be determined if the problem is permanent or temporary in nature. For example, excessive truck traffic may mean that a nearby subdivision is under construction and there is an inordinate number of dump trucks and large rig delivery trucks traveling through the area in question. A response should be prepared to inform the requestor of the status.

If it is determined that further action must be taken, then either a public meeting or a staff meeting, whichever is applicable, must be set to advise the interested parties. That is, if a request is made by property owners, then they should be advised of the cost, length of



time, and scope of the study. Also, a meeting should be planned for the end of the study period to discuss the potential solutions.

**Generate alternative improvement possibilities.** When a condition is made known to the traffic department, a solution is often presented. The solution often comes in the form of a demand for action and may not be based on engineering judgement and analysis. The analysis of the problem identified in step one will provide useful information. It is the responsibility of the traffic department to generate alternatives that are practical and implementable, that seek to alleviate the concerns of the property owners.

**Perform the "Before" study.** One critical step in achieving the successful implementation of traffic management is the conduct of "Before and After" studies. These studies serve as a measurement of the effectiveness of the program by providing an indication of traffic calming. The "before" study involves all the data collection and analysis pertinent to the specific management tool selected. For example, if the problem is excessive speeds and the proposed solution is increased enforcement, then a record of the existing speeds as well as the number of traffic violations in a month or hours of enforcement must be made to compare with the "after" results.

**Implement selected plan.** After the engineering work is complete, a meeting with the property owners needs to be held to agree on the specific responsibilities involved in implementing the plan. All financial issues must be resolved prior to implementation. The neighborhood must be aware of the constraints of the study and the cost involved to each resident, if any. For example, if a speed hump is erected in a neighborhood, the property owners must be made aware that it will be installed at a certain cost per household per year. A *memo of agreement* should be signed by at least 65% of the neighborhood property owners and a majority of the Board of Commissioners before implementing the selected plan. In some cases, the Board of Commissioners would not need to vote on the plan. A plan for measuring the effects of the management tool must be made clear to all the residents so they can understand the evaluation process. As part of the implementation, residents may also agree that if the plan has a negative impact, that it can be removed using the same process as that of installing with a certain cost associated with removal.

**Perform the "After" study.** As stated previously, the evaluation of the implemented plan is most crucial in determining its effectiveness. Care should be taken to gather the same comparative data as in the "before" study. In the excessive speed example where increased enforcement was to be used, a measure of speeds and traffic violations should be obtained as well as all the other pertinent data observed in the "before" study.

**Continue, modify or discontinue the improvement.** After all the studies are complete, the effectiveness of the management plan should be determined. If the plan has achieved the goal, then the improvement should be maintained unless disputed by the residents. If, however, it is found that the improvement causes more problems than it was designed to

prevent, then it should be discontinued. In some cases, the plan would be more effective if it were modified slightly to apply to the specific neighborhood instead of the average national or state neighborhood situation. The decision to continue, modify or discontinue the traffic management plan must be made using good engineering judgement after careful examination of the data in both the "before" and "after" studies with an examination of the costs of modification or removal.

To illustrate, if speed humps were installed to curtail speeds or discourage cut-through traffic, but instead, actually increased speeds between humps and generated 20% more accidents, then they should be removed. If however, it could be proven that the speed humps were installed too far apart for effective control and too high for the average vehicle to traverse, a modification of the initial design could be made. If the humps are found to be undesirable by the residents, then they may request the humps be removed only after at least one year has passed since implementation. The cost for removal of the humps would be prorated to recover the cost of implementation as well as any maintenance. It should be noted that the time period that must lapse from implementation to removal varies for different management strategies.

## RECOMMENDATIONS

### Road Classification System

The Road Classification system presently in use in DeKalb County provides for four classes of roads: freeways, major thoroughfares, minor thoroughfares, and collectors.

The new classification system includes freeways (no change), principal arterials, major arterials, minor arterials, residential arterials, collectors, and residential streets. This system adds three new classifications. This provides more flexibility in classification, and recognizes new road types which are emerging in the 1990s. It should be noted that the typical traffic volumes and the recommended rights-of-way for each classification resemble other areas in the Atlanta Region.

**Freeway.** A freeway is a multi-lane facility which does not permit access except at designated interchanges. The purpose of a freeway is to transport people and goods over long distances at high speeds, with a minimal amount of friction from entering and exiting traffic, and no friction from crossing traffic. Typical rights-of-way for a freeway are a minimum of 200 feet, with right-of-way widths up to 400 feet desirable in many cases. Due to high traffic volumes, sound control and land use regulations are needed in freeway corridors to limit the effects of noise and air pollution on businesses and residences. Freeway corridors should be seen as multimodal, with rapid transit facilities, and interconnecting facilities for park-ride lots, bus lanes and rail lines where possible. High occupancy vehicle lanes may also be an effective way of increasing the volume of people being moved without adding lanes, in some locations. Freeways typically have average daily traffic volumes of over 100,000 vehicles per day.

**Principal Arterial.** This is a new class of roadway which resembles a freeway in many instances, but is not entirely controlled access. Cross traffic is eliminated by means of underpasses or overpasses, but access is much more frequent than on a freeway. A principal arterial is generally a median divided roadway. Principal arterials are often designed with one way access roads running parallel on each side, called collector-distributor roads, with frequent points for traffic to enter and exit the arterial. These systems are designed to provide a higher speed facility for local commute traffic between freeways and suburban areas. As such, transit facilities should be encouraged in these corridors. This may be either light rail or bus lanes. A principal arterial should be designed to carry between 45,000 and 75,000 trips per day. Typical rights-of-way are between 120 and 150 feet, not including the collector-distributor roads. Bicycle and pedestrian access are to be considered if a collector road exists. An example is Peachtree Industrial Boulevard north of I-285.

**Major Arterial.** (formerly known as Major Thoroughfare) These are the workhorses of the transportation system, providing crosstown and crosscounty street access. The major arterial system should transport large volumes of traffic at moderate speeds. These roadways are usually multi-lane, although in some less developed areas, they may be two lane roads. With access to development there are often frequent driveways onto the

thoroughfare directly, and occasionally on-street parking areas. The use of two-way left-turn lanes in the center of a multi-lane arterial and medians with an adequate number of median cuts are two typical methods for providing access to abutting properties. It is the County's intent to have this classification abutting land uses of medium density residential, high density residential, or land uses of commercial or office. This major arterial classification shall not be used adjacent to low and low medium residential land uses.

These are ideal corridors for bus transit because the land-use pattern along arterials often provides a widely distributed pattern of offices, stores and higher density housing. Pedestrian safety is a primary consideration as people walk to and from bus stops or parking along the street. Bicycle circulation should be addressed in these corridors as well. Average daily traffic is typically 20,000 to 50,000. Section 14-190 of the County Code specifies that major thoroughfares, now designated major arterials, will have 100 feet of right-of-way, with 48 feet of pavement, curb to curb.

**Minor Arterial.** (formerly minor thoroughfare) A minor arterial is designed to move traffic from the neighborhood collectors to the major arterials and freeways. Generally these are two to four lane roads with frequent intersections. Many of the issues about traffic movement, access to adjacent land uses and traffic safety are similar to those for major arterials. The County believes it is important to incorporate bicycle paths and sidewalks and pedestrian-safe intersections as these roads are used for shopping, working and recreational trips. Bus transit is also important in these corridors as it feeds passengers to the rail stations and major arterials lines. When local access is not inhibited, driveways cuts and other side friction should be reduced; medians may be considered in some of the higher traffic corridors. Traffic volumes are between 15,000 and 30,000. Section 14-190 of the County Code specifies that minor thoroughfares, designated herein as minor arterials, will have 80 feet of right-of-way, with 30 feet of pavement.

**Residential Arterial.** There are several arterials which traverse existing established residential neighborhoods and usually are in excess of one mile in length. The predominant character of the roadway, such as Briarcliff Road, East Ponce de Leon Avenue, and LaVista Road, is residential (with existing commercial nodes at some intersections), but the traffic volumes and speeds more closely resemble a major arterial. It is the County's policy to preserve the residential character of these roads with non-widen policies. If widening should ever be considered, right-of-way acquisition would be through a 100% taking of at least one side of the road. Design would incorporate ample grassy medians, sidewalks, and bike trails. By creating a special designation for these roads, the County furthers its policy of protecting the residential character of neighborhoods with the flexibility to improve the roadway when necessary, in a way which stabilizes and continues the existing residential character. Additional landscaping of the right-of-way between the street and the sidewalks is considered important for noise and air pollution control. Medians can contain landscaping or parks to minimize the expanse of pavement. Average daily volumes are between 15,000 and 40,000. Because Residential Arterial is a new street classification, there is no specified width for the right-of-way in the County Code; however, this class is to be a maximum of four lanes with lane width a maximum of eleven feet. To widen this class

requires an amendment to the Comprehensive Plan prior to funding consideration by the Atlanta Regional Commission.

**Collector.** Collectors are roads designated to collect traffic from subdivisions and residential neighborhoods, and smaller retail, office, and industrial properties, and transport it to the arterial system. In DeKalb County, most of the collectors run through residential neighborhoods. They are typically two-lane facilities, with an average daily traffic between 7,500 and 15,000 vehicles. Bus service and sidewalks are especially important on collectors. Section 14-190, paragraph (b)3 of the County Code specifies that collectors are to have 70 feet of right-of-way with 30 feet of pavement. It is the County's policy not to widen collector streets through residential areas in furtherance of its goals protecting neighborhood character and public safety.

**Residential Streets.** Residential streets are originally designed as low volume streets with residential properties on both sides. The increasing use of the automobile and impacts of urbanization may have increased traffic volumes. On these streets it is the County's goal to protect residential character, to ensure slow speeds and limited cut-through traffic, ensure pedestrian safety, and minimize noise. Any road or street not classified as freeway, principal arterial, major arterial, minor arterial, residential arterial or collector in this document shall be classed as a residential street.

Section 14-190 of the County Code specifies that "all other streets" have 50 feet of right-of-way (when utilities are above ground) or 60 feet of right-of-way (when utilities are underground) with 26 feet of pavement. Urban studies show this standard encourages speeding, discourages pedestrian activity, and is expensive to maintain. The County wishes to reexamine this standard.

Traffic volumes on residential streets may grow to 15,000 vehicles per day; however, the County believes that healthy communities and pedestrian activity are to be encouraged and vehicle volumes over 8,000 cars per day be actively discouraged with traffic management techniques and design standards.

#### **Change in Classification System.**

Many roads are being recommended for changes in classification due to their adjacent land uses or due to projected development patterns. For future changes, amendments, additions, or deletions for any road or street so that the class is changed or the road/street is widened, the process must include an amendment to the Comprehensive Plan with recommendations from the Community Council and Planning Commission. This must occur prior to funding consideration by the regional planning agency, the Atlanta Regional Commission.

#### **Road Widening Policy.**

**Public Process.** To widen a road the project must be placed on the County's

Capital Improvements list and be included in the Comprehensive Plan. Therefore the public process is to include a recommendation from the affected Community Council prior to consideration and recommendation by the Planning Commission. These two recommendations are to be considered by the Board of Commissioners with hearings as necessary to amend the Comprehensive Plan.

A road project which is being considered for the Regional Transportation Plan or the Transportation Improvement Plan must be included in the Comprehensive Plan prior to consideration by any committee of or the Board of the regional planning agency, the Atlanta Regional Commission.

**Design Standards.** Frequently a road is dedicated temporarily to the State for funding and construction when the road is to be widened. It must be noted that state design standards are used for these roads, leading to wide five lane roads with guard rails, high speeds, and limited ability for pedestrian crossing. These design standards are frequently unsuitable for urban population densities. The County's new policy direction is stated in the Mobility Planning Policy and would be implemented to include planted grassy medians, planting strips between curb and sidewalk, sidewalks/bike trails, and right-of-way acquisition on at least one side of the road to include entire residential parcels for roads of four or more lanes.

**TABLE V-10  
RECOMMENDED FREEWAYS  
IN DEKALB COUNTY (No Change)**

<b>Freeway</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Interstate Highway 20	Fulton County line	Rockdale County line	19.60	10
Interstate Highway 285	Fulton County Line	Fulton County line	25.70	10
Interstate Highway 675	I-285	Clayton County line	1.80	6
Interstate Highway 85	Fulton County line	Gwinnett County line	8.40	8
Stone Mtn Freeway	Lawrenceville Hwy	Stone Mtn Bypass	6.00	6
Stone Mtn By-Pass	Goldsmith Rd.	Gwinnett County line	3.60	4

**TABLE V-11  
RECOMMENDED PRINCIPAL ARTERIALS  
IN DEKALB COUNTY**

<b>Principal Arterial</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Peachtree Ind Blvd	Peachtree Rd.	Gwinnett County Line	1.61	6

**TABLE V-12  
RECOMMENDED MAJOR ARTERIALS  
IN DEKALB COUNTY**

<b>Major Arterial</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Ashford Dunwoody Rd.	I-285	Mt. Vernon Rd.	1.90	6
Avondale Road	Fairfield Rd.	N. Clarendon Ave.	0.14	2
Bailey Street	Fayetteville Rd.	Moreland Ave.	0.12	2
Bouldercrest Rd.	I-285	Constitution	0.51	4
Brown's Mill Rd.	Snappfinger Rd.	Rockdale County Line	6.50	2
Buford Highway	Fulton County Line	Gwinnett County Line	8.30	5
Candler Rd.	Atlanta City Limit	Flat Shoals Rd.	3.10	4
Chamblee Dunwoody Rd.	Shallowford Rd	P'tree Industrial Bl	1.33	2
Clairmont Rd.	Peachtree Ind. Blvd.	Briarcliff Rd.	3.40	4
Commerce Dr.	W. Howard St.	S. Columbia Dr.	1.88	4
Constitution Rd.	Fayetteville Rd.	New Pavement	1.26	2
Constitution Rd.	New Pavement	Bouldercrest Rd.	0.49	5
Covington Highway	Mountain Dr.	Turner Hill Rd.	12.35	4
Crescent Centre Blvd.	Northlake Pkwy.	Dead End	0.80	4
DeKalb Ave.	W. Howard Ave.	Moreland Ave.	2.00	3
DeKalb Industrial Way	Lawrenceville Hwy	E. Ponce DeLeon	1.42	4
East College Ave.	S. McDonough St.	Clarendon	1.63	4
Evans Mill Rd.	Lithonia City limit	I-20	0.57	4
Fayetteville Rd.	Bailey St.	Constitution Rd.	0.12	2
Glenwood Rd.	Atlanta City limits	Covington Hwy	4.26	4
Hammond Dr.	Ashford Dunwoody	Fulton County line	0.50	4
I-85 Access Rd. South Side	N. Fork Pt Creek	Chamblee Tucker Rd.	3.00	2
Lawrenceville Hwy	DeKalb Ind. Way	Gwinnett Co. Line	7.07	5/7
Lithonia Industrial Blvd	S. St Mtn Lithonia	I-20	2.57	4
Memorial Dr.	Fulton County Line	East Ponce DeLeon	12.82	4/6
Moreland Ave.	Custer Avenue	Clayton County line	8.80	4



<b>Major Arterial</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Mountain Dr.	Covington Hwy	Memorial Dr.	0.60	4
Mountain Industrial Blvd.	E. Ponce De Leon Ave.	Gwinnett County Line	3.42	4
New Peachtree Rd.	Clairmont Ext	Chamblee Tucker	0.15	4
North Druid Hills Rd.	Buford Highway	Lawrenceville Hwy.	5.05	4
North Hairston Rd.	Rockbridge Rd.	E. Ponce de Leon	2.68	4
North St Mtn Lithonia Rd.	Rockbridge Rd.	St Mtn City limit	0.88	2
Old Covington Rd.	Turner Hill Rd.	Rockdale Co	1.03	2
Panola Rd.	I-20	Covington Hwy	1.40	4
Panthersville Rd.	South River	Flat Shoals	1.8	4
Peachtree Ind Blvd.	Peachtree Rd.	I-285	3.14	6
Peachtree Rd.	Fulton Co	PIB	2.30	6
Pleasantdale Rd.	Tucker Norcross Rd.	Gwinnett County	2.56	4
Rock Chapel Rd.	Union Grove	Rockbridge Rd.	3.60	4
S. St Mtn Lithonia Rd.	Stone Mtn City Limits	Lithonia City Limits	2.99	2/5
Shallowford Rd.	Buford Hwy.	New Peachtree Rd.	0.26	4
Spring Mill Pkwy	Lake Hearn Dr.	Ashford Dunwoody	0.60	4
Thurman Dr.	Moreland Ave	Clayton Co line	1.00	2
Tucker-Norcross Rd.	Chamblee Tucker	Pleasantdale	0.21	4
Turner Hill Rd.	Rock Chapel	Rockland Rd.	2.08	4
Wesley Chapel Rd.	Covington Highway	Snapfinger Rd.	1.94	4
West Howard Ave	S. McDonough	Ridgecrest Rd.	1.23	4
Winters Chapel Rd.	New Peachtree	Doraville city limits	0.72	2
Winters Chapel Rd.	Doraville city limits	Peeler Road	0.52	4

**TABLE V-13  
RECOMMENDED MINOR ARTERIALS  
IN DEKALB COUNTY**

Minor Arterial	Begin	End	Miles	Lanes
Allendale Dr.	Alston Dr.	Glenwood Ave.	0.30	2
Bermuda Road	W. Park Place (Gwin.Co)	Stewart Mill Rd.	1.10	2
Briarwood Rd.	Buford Hwy	I-85 Access Rd.	0.54	2
Brockett Rd.	Cooledge Rd.	E. Ponce de Leon	0.63	4
Buckeye Rd.	Chamblee Tucker Rd.	Pres Parkway	0.19	2
Camp Rd.	Memorial Dr.	Kensington Rd.	0.47	2
Cedar Grove Rd.	Moreland Ave.	I-675	0.50	2
Chapman Rd.	S.Stn MtnLith Rd.	Rogers Lake Rd.	0.52	2
Church St. (Avondale)	N. Clarendon Ave.	Park North Blvd.	0.99	2
Church St. (Clarkston)	Park North Blvd.	Erskine Rd.	1.76	2
Cleveland Rd.	Snapfinger Rd.	Rock Springs Rd.	0.73	2
Clifton Rd.	Briarcliff Rd.	N. Decatur Rd.	1.57	4
Clifton Springs Rd.	Wildcat	Flat Shoals	2.68	4
Corporate Blvd	Buford Hwy	I-85 Access Rd.	0.28	2
Crown Point Pkwy	Perimeter Center West	Meadow Ln Rd.	0.22	4
Custer Ave.	Moreland Ave.	Eastland Rd.	0.60	2
Dunwoody Village Pkwy	Mt Vernon Rd.	Chamblee Dunwoody	0.42	4
Durham Park Rd.	S. Indian Creek	Kensington	0.63	2
East Howard Ave.	N. Columbia Dr.	N. McDonough St.	0.43	2
Executive Park Dr.	N. Druid Hills	Sheridan Rd.	0.62	4
Fellowship Rd.	La Vista	Lawrenceville Hwy	0.34	4
Goddard Rd.	Klondike Rd.	Rockdale County Line	1.91	2
Hillandale Dr.	Panola Rd	Evans Mill Rd.	2.93	2
Holt Rd.	S St Mtn Lithonia Rd	Chapman Rd.	0.50	2
I-20 Frontage Rd. South Side	Klondike Rd.	Rockdale Co line	2.44	2
I-85 Northbound Access Rd.	Tully Cir	Gwinnett County line	5.50	2
I-85 Southbound Access Rd.	Corporate Blvd.	Gwinnett County line	2.46	2

Minor Arterial	Begin	End	Miles	Lanes
Jefferson Davis Drive	Robert E Lee Blvd.	St Mt. Bypass	1.26	2
Kensington Rd.	Holcombe Rd.	Covington Hwy	1.40	2
Klondike Rd.	Main St.	Plunkett	5.81	2
Laredo Dr.	E. Ponce	N. Clarendon	0.54	2
Lithonia By Pass	Center St.	Rock Chapel Rd.	0.29	4
Maddox Rd.	Chapman Rd.	Pleasant Hill Rd. Ext	0.20	2
Main Street Lithonia	Swift St.	Boulevard	0.20	2
Main St. Lithonia	Boulevard	Lithonia City limits	0.28	2
Main St. Stone Mtn.	Memorial Dr.	City Limits	0.89	2
Main St. Tucker	La Vista	Law'ville Hwy	0.33	4
Mall Pkwy	Evans Mill Rd.	Gwinnett County Line	2.48	5
Max Cleland Blvd.	Main St.	St. Mtn. St.	0.19	4
Maynard Ter	I-20	Memorial Dr.	0.82	2
McDaniel Mill Rd.	Rockland Rd.	Rockdale Co line	0.76	2
Meadow Lane Rd.	Ashford Dunwoody	Perimeter Center Place	0.10	4
Montreal Ct.	Montreal Circle	Weems Rd.	0.22	2
Montreal Rd.	LaVista	Hudson Road	2.88	2
Motors Industrial Way	PIB	Buford Hwy	1.05	4
New Peachtree Rd.	Chamblee Tucker	Oakcliff Rd.	3.04	2
North Decatur Rd.	Indian Creek	Scott Blvd.	3.92	4
Norris Lake Dr..	Norris Lake Rd.	Pleasant Hill Rd.	1.51	2
Norris Lake Rd.	Norris Lake Dr.	Gwinnett Co Line	0.60	2
North Arcadia Ave.	E. Ponce De Leon Ave	DeKalb Industrial	0.53	6
North Clarendon Ave.	E. College Ave/Cov. Hwy	Church St.	1.02	2
North Indian Creek	Memorial Dr.	Montreal Rd.	2.10	4
North Peachtree Rd.	I-285	Peachtree Rd.	2.80	2
North Royal Atlanta Rd.	Law'ville Hwy	Tuckerstone Pkwy	0.14	4
Northlake Parkway	Henderson Mill	Lawrenceville Hwy.	2.09	4
Oakcliff Rd.	New Peachtree Rd.	Pleasantdale Rd.	1.62	2
Panola Ind. Blvd.	Miller Rd.	Panola Rd.	0.77	4
Parklake Drive	Ranchwood Dr	LaVista Road	0.44	4

Minor Arterial	Begin	End	Miles	Lanes
Peachtree Rd.	N. Peachtree	PIB	1.68	2
Perimeter Center Pkwy	Hammond Dr. N.	Perimeter Center W	0.51	4
Perimeter Center Pkwy	Hammond Dr S.	Cul-de sac	0.10	2
Perimeter Center Pl	Perimeter Center W	Meadow Lane Rd.	0.35	4
Perimeter Center West	Ashford Dunwoody	Fulton Co line	0.68	4
Pleasant Hill Rd.	Maddox Rd.	Rockdale County	3.85	2
Robert E. Lee Blvd.	E. Mtn St.	Jefferson Davis Dr.	0.90	2
Sam's Crossing	E. College Ave	E Ponce	0.13	4
Sarr Pkwy	Mtn Ind	Idlewood	0.83	2
Snapfinger Woods Dr.	Wesley Chapel Rd.	Snapfinger Rd.	0.51	4
Snapfinger Woods Dr.	Panola Rd.	Miller Rd.	0.80	4
Snapfinger Woods Dr.	Miller Rd.	Wesley Chapel Rd.	0.88	2
Spalding Dr.	Chamblee Dunwoody	Weldstone Ct.	0.25	2
Stone Mountain St.	Lithonia City limits	Boulevard Dr.	0.50	2
Swift St.	Main St.	Old Covington Rd.	1.04	2
Tucker-Norcross Rd.	Pleasantdale	Gwinnett County	0.22	4
Tuckerstone Pkwy	N. Royal Atlanta Dr.	Mountain Industrial	0.19	2
Tullie Circle	Tullie Rd.	Access Rd.	0.50	2
Tullie Rd.	N. Druid Hills	Tullie Circle	0.25	2
Union Grove Road	Rock Chapel	Rockdale Co	2.08	2
Union Grove Road	Pleasant Hill Rd.	Rockdale Co.	0.79	2
West Trinity Place	W. Ponce de Leon	Commerce Drive	0.45	4

**TABLE V-14 RECOMMENDED RESIDENTIAL ARTERIALS  
IN DEKALB COUNTY**

Residential Arterial	Begin	End	Miles	Lanes
Ashford Dunwoody Rd.	Peachtree Rd	I-285	2.95	2
Bouldercrest Rd.	Clayton County Line	I-285	3.49	2
Bouldercrest Rd.	Constitution	City of Atlanta	2.50	2

<b>Residential Arterial</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Boulevard Drive	County line/Fulton	S. Candler St	2.70	2
Briarcliff Rd.	Ponce de Leon	Henderson Mill Rd.	9.10	2
Candler Rd.	E. Howard Ave.	Memorial Dr.	0.70	2
Chamblee-Dunwoody Rd.	Peachtree Industrial	Spalding Dr.	6.79	2
Chamblee-Tucker Rd.	Peachtree Industrial	Shallowford Rd.	1.53	2
Chamblee-Tucker Rd.	Shallowford Rd.	LaVista Rd.	6.24	4
Church St. (Decatur)	Lawrenceville Hwy	E. Ponce deLeon Ave	0.98	4
Clairmont Ave	Decatur City Limits	Commerce Drive	1.03	4
Clairmont Rd	Briarcliff Rd	Decatur City limits	3.78	4
Columbia Dr.	Flat Shoals Pkwy.	Clarendon Ave.	5.25	4
Columbia Dr.	Clarendon Ave.	Katie Kerr Dr.	.63	2
Dresden Dr.	Peachtree Rd.	Buford Hwy	2.40	2
East Ponce de Leon Ave	Clairmont Rd	N. Arcadia Ave	1.05	4
East Roxboro Rd.	N. Druid HillsRd.	Fulton County line	0.54	2
East Ponce De Leon Ave.	Decatur City limit	Memorial Dr.	8.22	2
Evans Mill Rd.	I-20	Browns Mill Rd.	4.36	2
Fayetteville Road	Bouldercrest Rd	Glenwood Ave	1.83	2
Flakes Mill Rd.	Flat Shoals Rd.	Henry Co line	4.12	2
Flat Shoals Ave.	Moreland Ave.	Bouldercrest Rd.	1.00	2
Flat Shoals Rd	Bouldercrest Rd	Snapfinger Rd	8.84	2/4
Henderson Rd	Henderson Mill Rd	LaVista Rd	1.95	2
Henderson Mill Rd	Briarcliff Rd	Chamblee Tucker	2.82	2
Hugh Howell Rd.	Law'ville Hwy	St Mtn Bypass	4.20	2
Idlewood Rd	Lawrenceville Hwy	E. Ponce de Leon	2.39	2
Johnson Rd (Atlanta)	Briarcliff Rd	Fulton County line	0.85	2
Johnson Ferry Rd.	Fulton Co. line	Peachtree Rd.	2.08	2
LaVista Rd.	Fulton Co. line	Lawrenceville Hwy	9.10	2/4
Lilburn-Stone Mtn Rd	Silver H Rd	Gwinnett Co Line	1.3	2
Marbut Rd	S. Stone Mtn Lithonia	Panola	3.40	2
Moreland Ave.	Briarcliff Rd.	Custer Avenue	8.80	4
Mount Vernon Rd.	Chamblee-Dunwoody Rd	Gwinnett County line	2.08	2

<b>Residential Arterial</b>	<b>Begin</b>	<b>End</b>	<b>Miles</b>	<b>Lanes</b>
Mount Vernon Rd.	Chamblee-Dunwoody Rd.	Fulton County line	1.01	2
N. Decatur Rd.	Lullwater Rd.	Scott Blvd.	2.34	4
North Druid Hills	Peachtree Road	Buford Hwy	1.36	2/4
Oakvale Rd.	Panthersville Rd.	River Rd.	0.69	2
Panola Rd.	Snapfinger Rd.	I-20	3.86	2
Panola Rd.	Covington Hwy	S. St. Mtn. Lth	2.81	4
Panthersville Rd	South River	Bouldercrest Rd	2.08	2
Ponce De Leon Ave.	Moreland Ave.	Scott Blvd.	2.54	4
Rainbow Dr.	Wesley Chapel	Candler	3.14	2
Redan Rd.	S. St. Mtn Lth	Holcombe Rd.	5.51	2
River Rd	Snapfinger Rd	Bouldercrest Rd	8.40	2
Rockbridge Rd.	Memorial Dr.	Gwinnett County line	10.73	2
S. Columbia Dr.	Katie Kerr	Commerce	0.80	2
S. Deshon Rd.	Rockbridge	Wellborn Rd.	4.48	2
S. Goddard Rd	Rockdale County line	Evans Mill Rd	3.17	2
S. Hairston Rd.	Rockbridge Rd.	Wesley Chapel Rd.	5.55	4
S. Indian Creek Dr	Covington Hwy	Rockbridge Rd	2.98	2
S. McDonough St.	W. College Ave.	W. Pharr Rd.	1.07	2
Scott Blvd.	Ponce de Leon	N. Decatur	2.73	4
Second Ave	Blake Road	Flat Shoals Road	2.86	2
Shallowford Rd.	Briarcliff Rd.	Buford Hwy.	3.00	4
Snapfinger Rd	Columbia Dr	Henry County line	7.06	2
South Candler St.	E. College Ave.	E. Pharr Rd.	1.21	2
Stephenson Rd	Rockbridge Rd	Rock Chapel	3.50	2
Tilly Mill Road	Mt. Vernon Rd	Flowers Rd	3.85	2
Wellborn Rd.	S. Deshon	Covington Hwy	1.64	2
Wesley Chapel Rd.	Snapfinger Rd.	Flat Shoals Rd.	1.89	2
West Ponce de Leon	Ponce de Leon	Clairmont Av	1.10	4
Winters Chapel Rd.	Peeler	Gwinnett County line	1.80	2
Woodrow Dr.	Klondike Rd.	Evans Mill Rd.	0.85	2

**TABLE V-15  
RECOMMENDED COLLECTORS  
IN DEKALB COUNTY**

Collector	Begin	End	Miles	Lanes
<i>(Alford Rd deleted 6/97)</i>				
Arcadia Ave	Craigie Ave	E. College	0.21	2
Ashentree Dr.	Chamblee Dunwoody	W. Nancy Creek	0.17	2
Austin Dr	Redwing Cir	Snapfinger Rd	1.61	2
Bancroft Circle	Fellowship Road	Brockett Rd.	0.24	2
Barcroft Way	Woodsong Dr.	Withmere Way	0.10	2
Bermuda Road	Stewart Mill Rd.	Wilcox Road	0.96	2
Beverly Hills Dr.	Shallowford Rd.	Buford Highway	0.23	2
Bidez Dr.	Wellborn Rd.	Hillandale Dr.	0.88	2
Biffle Rd.	Kelley's Mill Circle	Dead End	3.34	2
Boring Rd.	Wesley Chapel Rd.	Flat Shoals Rd.	1.95	2
Brannen Rd.	City of Atlanta limits	Dead end	1.31	2
Brannen Rd.	Gresham Rd.	Flat Shoals	0.20	2
Briarcliff Way	Briarcliff Road	Henderson Mill Rd	0.21	2
Briarlake Rd.	La Vista Rd.	Briarcliff Rd.	1.20	2
Briarwood Rd.	N. Druid Hills Rd.	Buford Hwy	0.97	2
Britt Rd.	Pleasantdale Rd.	Gwinnett Co. Line	0.38	2
Brockett Rd	LaVista Rd	Cooledge Rd	2.18	2
Cedar Grove Rd	I-675	Bouldercrest Rd	1.40	2
Central Dr.	Goldsmith Rd.	Ray's Rd.	2.07	2
Century Center Dr.	Century Pkwy	Access Rd.	1.00	2
Chestnut Dr.	DeKalb Tech Pkwy	Buford Hwy	1.40	2
Clarendon Ave	Columbia Dr	Covington Hwy	1.43	2
Clifton Church Rd	Bouldercrest Rd	Flat Shoals Rd	1.53	2
Clifton Springs Rd	Clifton Church	Wildcat	1.35	2
Cocklebur Rd.	Rainbow Dr.	Boring Rd.	0.85	2
Columbia Pkwy	Boring Rd.	Cul-de-sac	1.58	2

Collector	Begin	End	Miles	Lanes
Conyers St.	Turner Hill Rd.	Rock Chapel Rd.	1.21	2
Cooledge Rd.	Lawrenceville Hwy.	Brockett Rd.	0.85	2
Cotillion Dr.	N. Peachtree Rd.	Chamblee Dunwoody	1.10	3
Crossvale Rd.	Salem Rd.	Evans Mill Rd.	1.37	2
DeKalb Place	DeKalb Ave.	Howard Cir	0.11	2
DeKalb Technology Pkwy	Chestnut Dr.	Chamblee Tucker Rd.	0.22	2
Dogwood Farm Rd.	Flat Shoals Rd.	Snapfinger Rd.	2.13	2
Donaldson Dr.	Ashford Dunwoody Dr.	Teal Rd.	1.49	2
Dunwoody Club Drive	Winters Chapel Rd.	Jett Ferry Rd.	4.09	2
Dunwoody Rd.	Chamblee Dunwoody Rd.	Fulton Co. Line	0.21	2
E. Conley Rd.	Cedar Grove	Clayton Co Line	0.68	2
East Lake Drive	Ponce de Leon	Second Ave	1.36	2/4
East Mountain St	Main St	Memorial Dr @ StMtPk	0.73	2
E. Rock Spring Rd	Fulton County line	North Decatur Rd.	0.74	2
Eastland Rd	Custer Av	Bouldercrest Rd	0.58	2
Elam Rd.	S. Hairston Rd.	Rowland Rd.	0.84	2
Ellis Rd.	Redan Rd.	Rowland Rd.	0.66	2
Erskine Rd	Hambrick Rd	Church St	0.77	2
Evans Rd.	Henderson Mill Rd.	Gladney Dr.	1.52	2
Fairington Rd	Panola Rd	Hillandale Dr	1.80	2
Fairoaks Rd.	LaVista Rd.	Oakgrove Rd.	1.03	2
Fayetteville Rd.	Constitution Rd.	Key Rd.	0.48	2
Fieldgreen Dr.	S. Hairston	Redan Rd.	1.82	2
Fieldgreen Trace	Fieldgreen Dr.	Biffle Rd.	0.40	2
Flat Bridge Rd.	Browns Mill Rd.	End of Pavement	0.69	2
Flowers Road South	Chamblee Tucker Rd.	Mercer Union Dr.	1.37	2
Fourth St Stone Mtn	Memorial Dr.	E. Mtn St.	0.26	2
Frazier Rd.	Lawrenceville Hwy	La Vista Rd.	1.04	2
Glendale Dr.	Glenwood Rd.	Glenrock Dr.	2.56	2
Glenfair Rd.	Snapfinger Rd	Glenwood Rd.	0.92	2
Goldsmith Rd.	Memorial Dr.	E. Ponce de Leon	0.42	2



Collector	Begin	End	Miles	Lanes
Greenhaven Rd.	dead end/Rockbridge	Dead end/Navarre	0.44	2
Gresham Rd.	Clifton Church	Brannen Rd.	1.48	2
Hambrick Rd.	Rockbridge Rd.	Memorial Dr.	1.21	2/4
Hambrick Rd	Memorial Dr	E. Ponce de Leon	1.32	2
Happy Hollow Rd.	Peeler Dr.	Dunwoody Club Dr.	2.09	2
Henrico Rd.	Moreland Ave	West Side Pl	1.69	2
Hirsch Dr.	Mtn Industrial	Tucker Ind	0.14	2
Holcombe Rd	Redan	Kensington Rd	0.18	2
Honeysuckle Ln	McCall Dr.	McElroy Rd.	0.44	2
Hood Ave.	New Peachtree Rd.	Chamblee Tucker Rd.	0.26	4
Howard Cir	McLendon Ave	Palafox Dr.	0.13	2
Houston Mill Rd	LaVista	Clifton Rd	1.10	2
Howard St.	Memorial Dr.	W. College Ave.	0.91	2
Indian Creek Way	Northern Ave.	N. Indian Creek Dr.	0.57	2
Jett Ferry Rd.	Mt. Vernon	Dunwoody Club Dr.	0.18	2
Katie Kerr Dr	Columbia Dr	Arcadia Av	0.78	2
Kelley Chapel Rd.	Flat Shoals Rd.	Wesley Chapel Rd.	1.14	2
Key Rd.	Bouldercrest	Fayetteville Rd	1.60	2
Kingway Dr.	Shadow Rock Dr.	Patillo Way	0.51	2
Lehigh Blvd.	Flakes Mill	Dogwood Farm Rd.	0.83	2
Lewis Rd.	Rock Mtn	Roadhaven Dr.	1.13	2
Linecrest Rd	River Rd	Henry County line	1.43	2
Linecrest Rd	Co line E. of Clevemont	Ward Lake Rd	0.69	2
Lloyd Rd.	Flat Shoals	Kelley Lake Rd.	0.64	2
Maplewood Dr.	Wesley Chapel Rd.	Glenfair Rd.	0.40	2
McAfee Rd	Columbia Dr	Second Ave	3.31	2
McCall Dr.	I-85 Access Rd.	Honeysuckle Ln	0.63	2
McClave Dr.	Buford Highway	Chestnut Dr.	0.84	2
McElroy Rd.	New Peachtree	Honeysuckle Lane	0.72	2
McLendon Ave.	Moreland	Howard Cir	1.54	2
McLendon Dr.	E. Ponce	Lawrenceville Hwy	1.79	2

Collector	Begin	End	Miles	Lanes
Memorial College Ave	N. Indian Creek Dr	Memorial Dr	0.60	2
Mercer Rd.	S. Hairston Rd.	Covington Hwy	1.60	2
Mercer University Dr	Henderson Mill	Chamblee Tucker	0.99	2
Midvale Rd.	La Vista	Henderson Mill	1.54	2
Midway Rd.	Columbia Dr.	S. Candler St.	2.65	2
Mill St.	Silver Hill Rd.	Memorial Dr.	0.14	2
Miller Rd	Covington Hwy	Rock Springs Rd	2.59	2
Minola Dr	Panola Rd	Miller Rd	0.71	2
Montreal Rd	Hudson Road	E. Ponce de Leon	1.05	2
Montreal Cir	Montreal Rd.	Montreal Ct.	0.48	2
Moore Rd.	Bouldercrest Rd.	Cedar Grove	1.27	2
Mount Vernon Way	Withmere Way	Mt Vernon Rd.	1.05	2
Mountain View Dr.	Sheppard Rd.	Memorial	0.87	2
Nelson Ferry Rd.	Coventry	W. Ponce	0.09	2
New Peachtree Rd.	Eighth St.	Clairmont Ext	0.74	2
Norman Rd.	Ray's Rd.	Church St.	1.25	2
North Ave.	Moreland Ave	Oakdale Rd.	0.47	2
North Cliff Valley Way	N. Druid Hills Rd.	Buford Hwy	0.58	4
North Decatur Road	E. Rock Springs Rd.	Lullwater Rd.	0.59	2
North Goddard Rd.	Klondike Rd.	Rockland Rd.	1.41	2
North Peachtree Rd	I-285	Tilly Mill	1.10	2
North Peachtree Rd.	Mt. Vernon	Tilly Mill	1.74	2
North Shallowford Rd	N. Ptree Rd	Peeler Rd	0.75	2
Northcrest Rd	Chamblee Tucker Rd	Regalwoods	0.57	2
Northern Ave (Avondale)	Memorial	N. Decautr	.84	2
Northern Ave (Avondale)	Rockbridge	N. Decatur	0.29	2
Northern Ave. (Avondale)	N. Decatur Rd.	Church St.	1.15	2
Oakdale Road	Ponce de Leon Ave	DeKalb Ave	1.04	2
Old Johnson Ferry	W. Nancy Creek	Fulton Co.	0.45	2
Old Norcross Rd.	Law'ville Hwy	Gwinnett Co.	1.18	2
Old Stone Mtn Rd	Lilburn St Mtn Rd	Gwinnett Co	1.15	2

Collector	Begin	End	Miles	Lanes
Ormewood Ave.	Moreland	Flat Shoals	0.50	2
Park Ave (Doraville)	Buford Hwy	New Peachtree	0.19	2
Patillo Rd.	Rock Springs	Chupp Way	0.38	2
Peachcrest Rd.	Midway Rd	Columbia Dr.	1.15	2
Peachford Rd.	N. Shallowford	N. Peachtree	0.85	2
Peachtree Rd.	PIB	N. Peachtree	1.10	2
Peeler Rd	Tilly Mill Road	Winters Chapel	1.12	2
Peeler Rd	N. Shallowford	N. Peachtree	1.32	2
Perimeter Center East	Ashford Dunwoody Rd.	Ashford Dunwoody	1.20	4
Phillips Rd.	Stn. Mtn./Lithonia Rd.	Covington Hwy	1.65	2
Pierce Dr. (Chamblee)	PIB	Peachtree Rd.	0.33	2
Plaster Rd.	Dresden Dr.	Johnson Rd.	0.70	2
Plunkett Rd	Rockland Rd.	S. Goddard	1.26	2
Post Road Pass	Walker Rd.	Post Rd. Trace	1.04	2
Ray's Road	Rockbridge	E Ponce	2.20	2
Ridge Ave.	Rockbridge	Memorial	1.28	2
Roadhaven Dr.	E. Ponce DeLeon	Lewis Rd.	0.34	2
Roberts Dr	Chamblee Dunwoody	Fulton County line	1.20	2
Rock Mountain Blvd.	E. Ponce De Leon	Lewis Rd.	0.67	2
Rock Springs Rd.	Thompson Mill Rd.	Cleveland Rd.	0.33	2
Rock Springs Rd	Cleveland Rd	Evans Mill	3.92	2
Rockbridge Rd.	N. Clarendon Rd.	N. Indian Creek	1.64	2
Rockland Rd.	Evans Mill Rd.	Wade Rd.	1.28	2
Rockland Rd	Wade Rd	Rockdale County	2.90	2
Rogers Lake Rd	Coffee Rd	South DeShong Rd	0.89	2
Rogers Lake Rd.	Center St @ Marbut	Coffee Rd.	1.98	2
Rosser Rd.	Hugh Howell Rd.	Gwinnett County line	1.04	2
Rowland Rd	Rockbridge Rd	S. Indian Creek Rd	2.01	2
S. Howard St.	Glenwood Rd.	Memorial Dr.	0.56	2
Salem Rd.	Evans Mill Rd.	Browns Mill Rd.	2.40	2
Savoy Dr.	Chamblee Dunwoody	N. Peachtree Rd.	1.10	2

Collector	Begin	End	Miles	Lanes
Sentry Dr.	Fellowship Rd.	Tucker Ind	0.16	2
Shadow Rock Dr.	S. St Mtn Lith	S. St Mtn Lith	2.30	2
Sheppard Rd.	Rockbridge Rd.	Ridge Ave	0.70	2
Sheridan Rd	Briarcliff Rd	Executive Park Dr	0.16	2
Silver Hill Rd.	Hugh Howell Rd.	St Mtn City limit	2.35	2
Spalding Dr.	Fulton Co	Chamblee Dunwoody Rd.	0.07	2
Spence Av	Alston Dr	W. Pharr Rd	0.60	2
Stewart Mill Rd	Rockbridge Rd	Bermuda Rd	1.63	2
Stonegate Industrial Blvd.	N. Hairston	Cul-de-Sac	0.43	2
Teal Road	Harts Mill Rd.	Donaldson Dr.	0.03	2
Thompson Mill Rd.	Panola Road	Snapfinger Rd.	1.94	2
Tilson Rd.	Candler Rd.	Second Ave.	1.89	2
Tucker Ind. Rd.	Hugh Howell	Dead End	0.89	2
Valley Brook Rd	E. Ponce	Orion Dr	1.03	2
Waldrop Rd	River Rd	Flat Shoals Pkwy	1.10	2
Ward Lake Rd	Bouldercrest Rd	Linecrest Rd	1.50	2
Walker Rd.	S St Mtn Lith	Post Rd Pass	0.39	2
Wellborn Rd.	S. St Mtn Lith	S. Deshon	0.47	2
West College Ave.	McDonough Street	Rockyford Road	0.80	2
West Exchange Pl	Crescent Center Blvd	Cul-de-Sac	0.18	4
West Mtn St	Memorial Dr	Main St	0.88	2
West Side Place	Moore Rd.	Henrico Rd.	0.07	2
Whites Mill Rd.	Candler Rd	Kelley Lake Rd.	0.90	2
Windsor Pkwy	Ashford Dunwoody	Fulton County line	1.24	2
Woodsong Dr.	Woodsong Trace.	Barcroft Way	0.15	2
Woodsong Trace	Woodsong Drive	Dunwoody Club Rd.	5.2	2
Woodwin Drive	Tilly Mill Rd	Winters Chapel	0.65	2
Wyman Street	Memorial Drive	Boulevard	0.40	2
Young Road	Redan Road	Covington Highway	2.85	2

## **Truck Routes**

DeKalb County originally adopted a truck route plan in 1967, prior to the completion of I-285. This plan has been updated over the years and made a part of the Code of Ordinances. A copy of the existing Truck Route plan is included in Figure V-4. The aging of the plan with no updates has led to many problems and inconsistencies. An example is I-285 being shown as a truck route but I-20, east of I-285, is not part of the plan. The plan requires an in-depth study to ensure it conforms to STAA and ISTEA Federal regulations as well as providing appropriate and adequate opportunities for land uses requiring truck access.

DeKalb County's present Truck Route Plan and Ordinance are approximately 30 years old and a new comprehensive Truck Route Plan and Ordinance are essential. A new plan would recognize transportation improvements which have been made within the County within the past several decades. The plan would have the primary goals of assuring adequate and safe truck access for business and industrial land uses within the County, protecting residential districts within the County by preventing the incursion of truck traffic into neighborhoods, and safely moving hazardous material within the county.

### **Capital Improvements Plan**

### **TIP/RTP**

The Atlanta Regional Commission manages the Regional Transportation Plan (RTP) and Transportation Improvement Plan (TIP) processes for the Atlanta region. The TIP is the short range plan for the ensuing six years of transportation improvements which are competing for Federal funds under a variety of programs. The Regional Transportation Plan (RTP) is the long range plan for overall transportation improvements in the region. The Georgia Department of Transportation is responsible for the State Highways within the county, and is a participant in the regional transportation planning process with the Atlanta Regional Commission. The State DOT is also responsible for the maintenance and upkeep of the Interstate and State Highway system in DeKalb County.

**TABLE V-16  
DEKALB COUNTY TRANSPORTATION PROJECTS (RTP)**

Transportation Improvement Program (TIP) FY 2001 and Regional Transportation Plan (RTP): 2010					
National Highway System (NHS) Fund					
TIP					
ARC #	DESCRIPTION	TYPE	PE \$-YR	ROW \$-YR	CST\$-YR
DK 084	SR124: Union Gr to Plsnt Hl	2->4	AUTH	1481-96	1501-98
DK 085	SR124: Plsnt Hill to Rockbr	2->4	AUTH	2327-96	4959-98
DK-R 205	I-285 @ Memorial Dr	INTC	N/A-99	500-01	9400-LR
DK-R 206	I-285 @ Flat Shoals Rd	INTC	N/A-01	500-LR	8000-LR
DK-R 207	I-285 @ Bouldercrest Rd	INTC	N/A-01	500-LR	8000-LR
2010 RTP					
ARC #	DESCRIPTION	TYPE	PE \$-YR	ROW \$-YR	CST\$-YR
DK-R 205	I-285 @ Memorial Dr	INTC	N/A-99	500-01	9400-LR
DK-R 206	I-285 @ Flat Shoals Rd	INTC	N/A-01	500-LR	8000-LR
DK-R 207	I-285 @ Bouldercrest Rd	INTC	N/A-01	500-LR	8000-LR
Surface Transportation Program (STP) Fund					
TIP					
ARC #	DESCRIPTION	TYPE	PE \$-YR	ROW \$-YR	CST\$-YR
DK 025	Rockbridge: Memorial to Hairston Intersection Improvements Only	Interse cImpro v. Only	AUTH	2226-LR	4314-LR
DK 025	Rockbridge: Hairston to St. Mtn/Lithonia Intersession Improvements Only	Interse cImpro v Only	AUTH	1866-LR	4344-LR
DK 030	Covington: SR124 to Turner Hill	2->4	AUTH	3675-LR	4603-LR
DK 044	Winters Chapel: Oakcliff to Chicop	0->4	AUTH	LOCAL-96	6610-96
DK 079	Brockett: E. Ponce de Leon to St. Mtn Fw	2->4	AUTH	AUTH	AUTH
DK 121	Bike/Ped: Moreland to Stn. Mtn. Park	BIKE			1600-96

2010 RTP					
ARC #	DESCRIPTION	TYPE	PE \$-YR	ROW \$-YR	CST\$-YR
DK 025	Rockbrdg: Memrial to Hairston Intersection Improvements Only	Interse cImpro v Only	AUTH	2226-LR	4314-LR
DK 025	Rockbrdg: Hairston to S Mtn/Li Intersection Improvements Only	Interse cImpro v Only	AUTH	1866-LR	4344-LR
DK 030	Cvngtn: SR124 to Turner Hill	2->4	AUTH	3675-LR	4603-LR
DK 007	Const: US23 to Intl Park Alternate Route	Alt. Route	280-LR	LOCAL-LR	2800-LR
DK 011	Evans Mill: I-20 to Covington Alternate Route	Alt. Route	300-LR	LOCAL-LR	3000-LR
DK 023	Redan: I-285 to Panola Intersection Improvement	Interse cImpro v	149-LR	LOCAL-LR	4951-LR
DK 039	Fayetteville @ Flat Shoals	TSM	34-LR	LOCAL-LR	345-LR
DK 040	Bldrcrest: Const to S River	2->4	99-LR	LOCAL-LR	990-LR
DK 045	Wntrs Chp: Amwiler to Wdwin	2->4	158-LR	LOCAL-LR	1584-LR
DK 047	Kensgtn: Durham to Memorial Alternate Route	Alt. Route	237-LR	LOCAL-LR	2376-LR
DK 049	Oakcliff: New Ptr to Ncrest	2->4	237-LR	LOCAL-LR	2376-LR
DK 056	Snapfinger: W Chp to Flat Sh	2->4	117-LR	LOCAL-LR	3900-LR
DK 069	S Deshon @ CSX RR Crossing		200-LR	LOCAL-LR	1900-LR
DK 071	Rckbrdg: St Mnt/Li to SR124 Intersection Improvement	Interse c Improv	700-LR	LOCAL-LR	7100-LR
DK 073	Tilly Mill: Flowers to PIB	2->4	198-LR	LOCAL-LR	1980-LR
DK 081	Redan/SM Li: Panola to Blvd	2->4	990-LR	LOCAL-LR	9900-LR

<b>Old Money Fund</b>					
<b>TIP</b>					
<b>ARC #</b>	<b>DESCRIPTION</b>	<b>TYPE</b>	<b>PE \$-YR</b>	<b>ROW \$-YR</b>	<b>CST\$-YR</b>
DK 001	Chm-Tckr: Bufrd to New Ptre	2->4	AUTH	AUTH	2500-96
DK 017	Chmbl-Tuckr: I-85 to I-285	2->4	AUTH	AUTH	5009-96
<b>Interstate Maintenance (IM) Fund</b>					
<b>TIP</b>					
<b>ARC #</b>	<b>DESCRIPTION</b>	<b>TYPE</b>	<b>PE \$-YR</b>	<b>ROW \$-YR</b>	<b>CST\$-YR</b>
DK 117	Cotillion/Savoy One-Way Pair		N/A	N/A	116-96
DK-R 181	I-20 Barrier Walls & Frnt Rd	WALLS	30-96	n/a-96	10700-99
DK-R 182	I-20 @ Wesley Chapel	INTC	AUTH	1000-98	8000-99
DK-R 183	I-285 S: US29 to Smt Frwy	INTC	AUTH	1000-98	6700-99
DK-R 184	I-285 @ US29 (Lawrvlle Hwy)	INTC	AUTH	100-98	2700-99
DK-R 205	I-285 @ Memorial Dr	INTC	200-99	500-01	0000-LR
DK-R 206	I-285 @ Flat Shoals Rd	INTC	300-01	500-LR	8000-LR
DK-R 207	I-285 @ Bouldercrest Rd	INTC	300-01	500-LR	8000-LR
R 073	Regional Interstate HOV I-85 from SR 316 to Brookwood Interchange I-75 from E-Barrett Pky to Brkwd Interchange I-75/85 from Brkwood Interchange to I-20 I-75/85 from I-20 to I-85 split I-75 from I-85 split to I-675		AUTH	N/A	AUTH

9 Additional \$600,000 local ROW; total ROW cost of \$5,830,000.



**33P Funds (Public Roadway Hazard Elimination)  
Safety Construction Setaside Fund**

<b>TIP</b>					
<b>ARC #</b>	<b>DESCRIPTION</b>	<b>TYPE</b>	<b>PE \$-YR</b>	<b>ROW \$-YR</b>	<b>CST\$-YR</b>
DK 102	E Ponce de Leon @ Rays Rd	Transportation Control Measure (TCM) Commitment	AUTH	LOCAL-96	261-97
DK 122	Glenwood Rd: Iris Ln-Corey	SIDE	5-96	10-96	30-97

**33N Funds (Railroad/Highway Crossing Hazard Elimination)  
Safety Construction Setaside Fund**

<b>TIP</b>					
<b>ARC #</b>	<b>DESCRIPTION</b>	<b>TYPE</b>	<b>PE \$-YR</b>	<b>ROW \$-YR</b>	<b>CST\$YR</b>
DK 094	Wntrs Chp-Oakcliff Conn @ Sou	RR	AUTH	N/A	1996-96

**33A Funds (Additional Safety & Hazard Elimination)  
Safety Construction Setaside Fund**

<b>TIP</b>					
<b>ARC #</b>	<b>DESCRIPTION</b>	<b>TYPE</b>	<b>PE \$-YR</b>	<b>ROW \$-YR</b>	<b>CST\$-YR</b>
DK 123	SR 8/Scott Blvd @ DeK Ind Way		5-96	N/A	110-97
DK 124	Install Traffic Signals (52)		N/A	N/A	350-96

**33M Funds (Railroad Crossing Protective Devices Installation)  
Safety Construction Setaside Fund**

<b>TIP</b>					
NONE					

**Bridge 117 Fund (Off Federal -Aid System)**

<b>TIP</b>					
NONE					

**Bridge 118 Fund (On Federal-Aid System)**

<b>TIP</b>					
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<b>ARC #</b>	<b>DESCRIPTION</b>	<b>TYPE</b>	<b>PE \$-YR</b>	<b>ROW \$-YR</b>	<b>CST\$-YR</b>
<b>DK 022</b>	<b>Ashford Dunwdy @ Nancy Crk</b>	<b>BRDG</b>	<b>AUTH</b>	<b>LOCAL-96</b>	<b>800-LR</b>
<b>DK 023</b>	<b>Redan Rd @ Snapfinger Crk</b>	<b>BRDG</b>	<b>AUTH</b>	<b>LOCAL-L R</b>	<b>240-LR</b>
<b>DK 097</b>	<b>Stephenson Rd @ Crooked Crk</b>	<b>BRDG</b>	<b>AUTH</b>	<b>LOCAL-96</b>	<b>AUTH-96</b>
<b>DK 098</b>	<b>Browns Mill @ Pole Brdg Crk</b>	<b>BRDG</b>	<b>AUTH</b>	<b>10-96</b>	<b>498-96</b>
<b>DK 099</b>	<b>SR 124 @ Stn Mtn Crk</b>	<b>BRDG</b>	<b>AUTH</b>	<b>N/A</b>	<b>455-98</b>
<b>DK 100</b>	<b>SR 124 @ Yellow River</b>	<b>BRDG</b>	<b>AUTH</b>	<b>5-98</b>	<b>1130-LR</b>
<b>DK 101</b>	<b>Rockbridge Rd @ Snpfngr Crk</b>	<b>BRDG</b>	<b>AUTH</b>	<b>LOCAL-96</b>	<b>836-LR</b>
<b>DK 111</b>	<b>Fayetteville Rd @ Sugar Crk</b>	<b>BRDG</b>	<b>AUTH</b>	<b>LOCAL-96</b>	<b>AUTH-96</b>

Special & Innovative Projects Fund 366					
TIP					
ARC #	DESCRIPTION	TYPE	PE \$-YR	ROW \$-YR	CST \$-YR
R 059	I-20 @ Lith Ind Blvd/Hillandale	INTC	AUTH	5403-96	8437-96

NOTE: Balance of CST costs (\$16,675,000) to be determined from federal, state, and/or local monies.

Congestion Mitigation & Air Quality Improvement (CMAQ) Fund					
TIP					
ARC #	DESCRIPTION	TYPE	PE \$-YR	ROW \$-YR	CST \$-YR
DK 118	Traffic Signal System Optimizat		LOCAL-96		904-96
DK 120	Signal Optimiz: Candler Rd from Clifton Springs Road to SR 260/Glenwood RD		AUTH	N/A	AUTH-96
R 165	Transit Oriented Sidewalks for 1996 Briarwood Road - Brookhaven Dresden Road (Section 1) - Brookhaven Shallowford Road - Doraville New Peashtree Road - Doraville Buford Highway - Doraville Peachtree Road - Chamblee Peachtree Industrial Blvd - Chamblee New Peachtree Road - Chamblee Kensington road - Kensington Covington Road - Kensington Memorial Drive - Kensington				45.1-96 50.6-96 34.1-96 97.3-96 184.7-96 33.4-96 95.5-96 83.9-96 14.6-96 22.1-96 105.0-96
State (100%) Fund					
TIP					
ARC #	DESCRIPTION	TYPE	PE \$-YR	ROW \$-YR	CST \$-YR
DK-R 117	Old Hugh Howell Rd @ St Mt Pk	INTC	N/A	LOCAL-96	AUTH-96
2010 RTP					
ARC #	DESCRIPTION	TYPE	PE \$-YR	ROW \$-YR	CST \$-YR
DK 010	Ponce: N Clarndn to Memrial Intersection Improvement	Intersec. Improv	N/A	LOCAL-LR	12000-LR
Locally Programmed Projects					
TIP					

ARC #	DESCRIPTION	TYPE	PE \$-YR	ROW \$-YR	CST\$-YR
DK 019	Durham Pk: S Ind Cr to Kens	2->4	10-99	500-00	1200-01
DK 035	Brcdff: Hendsn M to LaVista	4->5	5-99	75-00	300-01
DK 036	Hendsn M: Brcdff to Lavista	4->4	5-99	50-00	200-01
DK 076	Roxboro: N Druid H to Fultn	2->4	N/A	1000-00	1000-01
DK 121	Bike/Ped: Morlnd to SM Park	BIKE			300-96

2010 RTP

ARC #	DESCRIPTION	TYPE	PE \$-YR	ROW \$-YR	CST\$-YR
DK 014	Avndle Bp: Strtfrd to Lardo	0->4	599-LR	1380-LR	5990-LR
DK 052	Nlake Frtg W: LaVst to US29	0->4	838-LR	1932-LR	6000-LR
DK 059	Li Ind N Ex: SM/Li to SR124	0->4	400-LR	1000-LR	4000-LR
DK 087	Juli/Flnt Conn: Jul to Flnt	0->4	400-LR	1000-LR	4000-LR
DK-R 065	US 78 @ Mnt Ind Blvd	TSM	40-LR	LOCAL-L R	400-LR
DK-R 089	US 78 @ Juliette (1/2 diam)	INTC	349-LR	LOCAL-L R	3490-LR

Park and Ride Lots

2010 RTP

ARC #	DESCRIPTION	TYPE	PE \$-YR	ROW \$-YR	CST\$-YR
RT 008	Park/Ride @ US 78 & Mtn Ind Blvd		18-LR	LOCAL-L R	360-LR
RT 009	Park/Ride @ I-20 East & Panola		27-LR	LOCAL-L R	540-LR
RT 010	Park/Ride @ I-285 & Church St		18-LR	LOCAL-L R	360-LR

Transportation Enhancement Setaside Funds

TIP - Tier 1 1996

ARC #	DESCRIPTION			FED \$	Total \$
DK 114	Ped Strscap Improv in City of Avondale			72	90
DK 115	Ped Strscap Improv in Downtown Decatur			565	705
DK 116	Bike/Ped Facil Along S Dec Trolley Line			500	625

**NOTE: Following public meetings and the ARC planning process in 1996-97, other transportation projects may be recommended for future inclusion in the RTP. Specifically, two road capacity projects are recommended, but unfunded, for future inclusion into the RTP for portions of I-20 and Thurman Road. The capacity will be increased by one lane in each direction.**

TABLE V-17

1

DEKALB INTERSECTION IMPROVEMENT PLAN

Priority	Intersection	Improvements
1	East Ponce De Leon at Hambrick Road	LTL,RR
2	East Ponce De Leon at McLendon/Glendale	LTL, RR
3	East Ponce De Leon at Market/Church/Erskine	LTL
4	Rockbridge Road at Stephenson Road	LTL/RTL
5	Valley Brook Road at East Ponce De Leon	Storage,alignment
6	North Decatur Road at Church/East Ponce	LTL imp
7	North Clarendon Dr. at East Ponce De Leon	LTL
8	East Ponce De Leon Ave. at North Indian Creek/Church	LTL imp
9	Boring Road at Kelley Chapel/Wesley Chapel	Realign, LTL/RTL
10	East Ponce De Leon at Goldsmith Road	LTL, signal upgr.
11	East Ponce De Leon at North Hairston Road	LTL imp
12	Allgood Road at Redan Road	LTL/Signal
13	Columbia Dr. at McAfee Drive	LTL/RTL
14	Columbia Dr. at Memorial Drive	RTL
15	Covington Highway at Young Road	Realign,
16	Fellowship Road at Idlewood Road	LTL
17	Bouldercrest Road at Panthersville Road	Realign
18	Ashentree Drive at Chamblee Dunwoody Road	LTL
19	Snapfinger Road at Thompson Mill Road	LT lane
20	Chamblee Tucker Road at Dresden Drive	Realign
21	New Peachtree Road at Shallowford Road	Realign
22	Briarcliff Road at Clairmont Road	RTL
23	Oglethorpe Avenue at North Druid Hills Road	Realign
24	Oakcliff Industrial St. at Oakcliff Road	LTL
25	Camp Road at Kensington Road	Signal

Priority	Intersection	Improvements
26	Briarcliff Road at Briarlake Road	RTL, LTL, sig.upg
27	Columbia Drive at Snapfinger Road	LTL
28	Second Avenue at Tilson Road	LTL imp
29	Rockbridge at Rowland/Popular	LTL/RTL
30	Mount Vernon Road at Tilly Mill Road	LTL (WB)
31	Mount Vernon Road at Vermack Road	LTL
32	Mount Vernon Road at Manhasset Drive	LTL

In addition to the geometric improvements at intersections, 52 new signal installations are proposed and virtually all of the existing signal systems are to be upgraded. A list of the new traffic signal locations are included in Table V-19.

**TABLE V-18  
PROPOSED NEW SIGNALS**

Intersection	Intersection
Allgood Rd. at Redan Rd	Fieldgreen Dr. at Redan Rd
Austin Dr at Snapfinger Rd	Flair Knoll Rd. at Shallowford Rd.
Bailey St. at Moreland Ave	Glenwood Rd at Meadow Lane
Boring Rd at Flat Shoals Parkway	Hugh Howell Rd. at McCurdy Rd.
Boring Rd at Kelley Chapel/Wesley Chapel	Hugh Howell Rd. at Rosser Rd.
Briarcliff Road at Cravey Drive	Lawrenceville Hwy at North Royal Atlanta Dr.
Browns Mill Rd at Klondike Rd	Lithonia Way at Miller Rd/Snapfinger Woods Dr
Camp Rd. at Kensington Rd.	Martin Rd at Rockbridge Rd
Chamblee Tucker at Embry Circle	Mount Vernon Rd. at Tilly Mill Rd.
Clairmont Rd. at Southern Ln	Mountain Ind Blvd at South Royal Atlanta
Covington Hwy at Park Central Blvd	Navarre Dr at Pennybrooke Ln/Rockbridge
Covington Hwy at Phillips Rd.	North Decatur Road at Scottdale Rd
Covington Hwy at Scarborough Dr.	Ridge Rd. at Rockbridge Rd.
Covington Hwy at Young Rd.	Rockbridge Rd. at South Rockbridge Rd
East Ponce De Leon Ave. at Hambrick Rd.	South Stn Mtn/Lithonia at Wellborn Rd.
Ellis Road at Redan Rd.	Tilly Mill Road at Womack Rd.
Covington Highway at West Austin Rd.	Lilburn-Stone Mountain Rd. at Old St Mtn Rd.
Chamblee-Dunwoody Road at Spalding Dr.	Chamblee-Tucker Rd. at North Hill Shopping Ctr
South Stn Mtn-Lithonia Rd at South Deshon Rd.	Glenwood Road at South Columbia Place

Intersection	Intersection
DeKalb Industrial Way at North Arcadia Avenue	South Hairston Road at Woodway Dr.
Caldwell Rd at Ellijay Dr/Dresden Drive	Marbut Road at Panola Road
Chamblee-Tucker Road at Cumberland Road	Jordan Lane at North Decatur Road
Biffle Road at Panola Road (southside)	Atherton Drive at Glenwood Road
Panola Road at Panola Way Lane/Panola Downs Rd.	Ashentree Drive at Chamblee-Dunwoody Rd.
Clairmont Road at Century Place	Panola Road at Mallard Trail
Columbia Drive at Casa Linda Dr/Columbia Ct.	Lakepoint Drive at South Hairston Road

There are several areas in DeKalb County where road improvements need not be constructed over the next several years, and where improvements to accessibility can be made. The improvements can be met by changes in geometrics but can also be made through mobility planning strategies. There are many traffic management systems which can be considered in areas where physical improvements are limited. Included are the Perimeter Mall area, Northlake area, Buford Highway, Memorial Drive, and North Druid Hills.

**Traffic Records and Data: Need for Further Information**

**Traffic Counts**

At the present time, DeKalb County does not have a program for gathering traffic counts on its roads. Special purpose counts are made at select locations based upon needs such as signal warrant studies, traffic safety concerns, or neighborhood complaints. However, for overall information, the County is relying upon Georgia DOT annual counts. Unfortunately, these counts do not capture many of the collector roads in the County, and even some major and minor arterials are not being counted regularly. In order to monitor conditions and improve the mobility planning process, the County should develop a program to supplement the State counts with local counts. Approximately 500 to 1000 counts should be performed annually, at specified locations.

**Accident Records**

It is important to examine locations in terms of accident rates, which are calculated with respect to traffic volumes. This requires the marriage of count data and accident records. At present, the County records the accidents into an electronic spreadsheet by block number or by intersection number. A system of integrating traffic accident and traffic volume data into the County's Geographic Information System (G.I.S.) would allow for easy recall of data and meaningful analysis. If the County identifies the high rate accident locations, then it can study those locations for sight distance, signalization and geometric problems, and develop solutions which may improve the safety of the road or



**intersection.**

## Special Area Studies

There are several areas where transportation issues have caused conflict between a neighborhood and a major generator. Two areas of notable concern, Perimeter Center and the Emory/Briarcliff Area, need mobility planning to further determine how best to resolve their special problems. There are parking, circulation, and congestion matters which need to be resolved.

### Perimeter Center

As the first identified "edge city" in the United States, Perimeter Center contains more retail and office space than Downtown Atlanta, and is a magnet for traffic from all over the Atlanta region. Access to the area is generally good, with I-285 immediately adjacent. However, the surface streets in the area are not adequate to handle the volume of traffic generated by the uses; and due to the design of the area, widening or other large scale improvements is not feasible. Additionally the feeder streets, such as Ashford-Dunwoody (both north and south), Mount Vernon, Hammond Drive, and Peachtree Dunwoody (in Fulton Co.), are narrow, and immediately outside of the Perimeter Center area become residential in character. Several studies are currently underway to determine the origins and destinations of the workers in the Perimeter area, and to begin looking at a Transportation Management Zone, in which incentives could be given to employers for having their employees work staggered shifts, use carpools, ride public transit, or otherwise reduce the peak hour volumes of traffic. This needs to be a cooperative effort between the public and private sectors, and include MARTA, and both DeKalb and Fulton Counties. Land use decisions which permit additional retail or office uses should be carefully considered with their traffic studies to determine their effects upon the already saturated traffic conditions. Much of this study has been done and is available from the Atlanta Regional Commission in the report *Perimeter Activity Center Transportation Study*.

Emory University operates a massive educational facility in the middle of an historic, settled residential neighborhood. The Centers for Disease Control and Prevention operate a large research and reporting facility near the Emory campus. The conflicts include parking, traffic congestion, cut-thru, and speeding in the neighborhoods. At issue is the amount of parking required by the County when new educational buildings are constructed. At present, a very large amount of parking is required per classroom, which results in the need for large parking structures, and results in the encouragement of automobile usage. The County will review the parking requirements for classrooms and laboratories, and require the University to provide shuttle service rather than constructing new parking facilities. Additionally, parking time restrictions may be imposed on neighborhood streets during the daytime to discourage Emory students, faculty, staff and visitors as well as CDC staff and visitors from parking in adjacent neighborhoods.

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<sup>1</sup>Source: DeKalb County Roads and Drainage.

<sup>2</sup>Note that some street names may appear more than once, due to discontinuities in the streets themselves or a change in the number of lanes. Source: DeKalb County Roads and Drainage.

<sup>3</sup>See Note 2 concerning duplicate names. Names may also appear in more than one category, as some streets change classification over their length. Source: DeKalb County Roads and Drainage.

<sup>4</sup>See Note 2 concerning duplicate names. Names may also appear in more than one category, as some streets change classification over their length. Source: DeKalb County Roads and Drainage.

<sup>5</sup>Based upon 1990 Traffic Counts and lane capacities provided by DeKalb County Public Works/Roads and Drainage and Planning. The use of 1994 counts in the calculation would alter the rankings slightly, and would generally increase the V/C ratios.

<sup>6</sup>Sources: U.S. Department of Commerce, Bureau of the Census, and DeKalb County Planning Department.

<sup>7</sup>Sources: U.S. Department of Commerce, 1990 Census, and DeKalb County Planning Department.

<sup>8</sup>No project will be considered for TIP/RTP funding by the ARC or its committees without a public hearing by the Board of Commissioners in the community in which the project is located and amendment to the Comprehensive Plan.

## **VI. ECONOMIC DEVELOPMENT**

### **INTRODUCTION**

DeKalb County is one of Georgia's oldest counties and, in spite of having lost portions to the formation of other counties over the years and the eclipse of its main city—Decatur—by the growth of tiny Marthasville into Atlanta of today, DeKalb is a major part of the life of the Atlanta region and the state's economy.

DeKalb County is the second largest county in Georgia in terms of population, and houses more than one-fifth of the people living in metro Atlanta's 10-county region. These residents represent a collective buying power of some \$12 billion, second only to Fulton County. Importantly, almost 1 of every 10 jobs in the state are located in DeKalb County, while the county's residents comprise 10% of the entire state's work force.

A healthy and remunerative economy is important not only to the state and the region, of course, but also as a key ingredient in supporting the lifestyles and the quality of life of the county's citizens. This section of the Economic Development Element assesses the county's economy, its past and future growth patterns, and its agencies and programs that provide resources for continued economic development.

### **DATA AREAS AND DATA CONSISTENCY**

A variety of agencies, from the federal government to County departments, collect and analyze data on DeKalb County. In many cases, the same data is collected in different manners, at different times, and is reported in different ways. For instance, job data reported by the U.S. Bureau of the Census by industry group in such publications as *County Business Patterns* excludes most governmental and self-employed persons, while occupational data of workers does not, but is reported by types of jobs rather than types of industry within which the jobs exist. The Georgia Department of Labor, on the other hand, collects employment (i.e., job) data reflecting those covered by unemployment insurance, and certain other data, which rarely coincides with the information reported by individuals during the decennial census or estimated by the Department of Commerce. Population figures themselves vary, with the Atlanta Regional Commission using adjusted census figures for 1990 and in their forecasts, although the federal government has not officially recognized the numbers.

This is not to say that the tables and figures from these many sources, inconsistent as they often are, do not provide a useful and meaningful base of information. Care must be taken in

comparing data sets from common sources, with cross-source situations kept clearly in perspective. Much of the analysis done for economic development, however, reflects trends and tendencies rather than raw numbers—qualities of the economy and the labor force rather than quantities. Thus, percentages, rates of growth or decline, comparable proportions and the like can be valuable indicators where the data otherwise may not be accurate or be directly drawn from the same source. Thus, the inventory and assessment that follows focuses on the directions of growth and prosperity.

For the purpose of data collection and analysis, DeKalb County has been divided into a number of subareas by various agencies. The most well-known areas, of course, and one of the most basic, are the Census Tracts created by the U.S. Bureau of the Census for collecting and recording population data. [Census Tracts themselves are divided into Census Blocks, which in turn make up Enumeration Districts for individual data collection.] The Atlanta Regional Commission has combined Census Tracts into Superdistricts in order to analyze data at a regional level—DeKalb County is divided into eight Superdistricts that roughly correspond to major social and economic divisions of the county. In addition, the Bureau of the Census has created PUMA's<sup>1</sup> for the purpose of reporting correlated data and estimates derived from the long forms—more detailed data collected on a sample basis during the 1990 Census.

Because the PUMA's data, reported for the four PUMA's in the county, provide a rich resource of more detailed data than what is available from the normal census, and provides a powerful analytical tool for correlating data that cannot otherwise be done directly from the census, PUMA's are used as the basic analysis subareas of the county, rather than ARC Superdistricts. Visually, however, the Census Tracts provide a finer grain for illustrating the geographical variety of certain data.

The maps on the following pages show the 1990 census tracts in the county (Figure VI-1) and the relationship between the four PUMA's and the eight ARC Superdistricts (Figure VI-2).

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<sup>1</sup> Public Use Microdata Sample data, reported by Public Use Microdata Area, or PUMA.

**DeKalb County Census Tract Map  
Figure VI-1**

**SOCIO-ECONOMIC DATA**

**POPULATION TRENDS**

DeKalb's 1990 population, based on the United States Bureau of the Census' 1990 Census figures, was 545,837, an increase of 62,813 from the 1980 Census total. A comparison is made in the following table between the 1970, the 1980 and the 1990 population, and the county's estimated 1994 population.

**TABLE VI-1  
DEKALB COUNTY POPULATION GROWTH  
1970 - 1994**

	Population	Change from Previous Census		Change since 1970	
		Number	Percent	Number	Percent
1970	415,387	—	—	—	—
1980	483,024	67,637	16.3%	67,637	16.3%
1990	545,837	62,813	13.0%	130,450	31.4%
1994	577,100	31,263	5.7%	161,713	38.9%

U.S. Bureau of the Census (1970-1990).  
Atlanta Regional Commission (1994 estimate). Adjusted for 1990 Census undercount.  
SOURCES: DeKalb County Planning Department.

**According to the Bureau of the Census, the Atlanta region's total population increased by 618,054 persons (32.6%) between 1980 and 1990, from 1,896,012 to 2,514,066, while DeKalb's population increased by 62,813, or 13.0%.**

**TABLE VI-2  
POPULATION CHANGE: ATLANTA REGION AND STATE  
1970- 1990**

COUNTIES	1970	1980	1990	Change 1970-1990	
				Number	Percent
Cherokee	31,059	51,699	90,204	59,145	190.4%
Clayton	98,043	150,357	182,052	84,009	85.7%
Cobb	196,793	297,718	447,745	250,952	27.5%
DeKalb	415,387	483,024	545,837	130,450	31.4%
Douglas	28,659	54,573	71,120	42,461	148.2%
Fayette	11,364	29,043	62,415	51,051	449.2%
Fulton	607,592	589,904	648,951	41,359	6.8%
Gwinnett	72,349	166,815	352,910	280,561	387.8%
Henry	23,724	36,309	58,741	35,017	147.6%
Rockdale	18,152	36,570	54,091	35,939	198.0%
<b>Total Region</b>	<b>1,503,122</b>	<b>1,896,012</b>	<b>2,514,066</b>	<b>1,010,944</b>	<b>67.3%</b>
<b>DeKalb Percent</b>	<b>27.6%</b>	<b>25.5%</b>	<b>21.7%</b>	<b>12.9%</b>	
<b>Georgia</b>	<b>4,599,575</b>	<b>5,462,989</b>	<b>6,478,216</b>	<b>1,878,641</b>	<b>40.8%</b>
<b>DeKalb Percent</b>	<b>9.0%</b>	<b>8.8%</b>	<b>8.4%</b>	<b>6.9%</b>	

SOURCE: U.S. Bureau of the Census (1970-1990).

**Despite the high percentage rates of growth in the smaller counties in the Atlanta Region, and the numerical increases in Cobb and Gwinnett Counties, DeKalb has**



consistently maintained its position as the second largest county in the state since 1960. Compared to the other counties in the region, while DeKalb had the next to the lowest rate of growth between 1970 and 1990, it had the third largest increase in new residents, behind Gwinnett and Cobb.

Municipal populations are decreasing as a percentage of total county population and some are even decreasing in actual numbers. In 1970, the total population of DeKalb municipalities was 87,173 and decreased to 83,513 in 1990. Three municipalities have experienced significant growth since 1970, Avondale Estates, Clarkston and Stone Mountain. The population increases in both Avondale Estates (474 persons) and Stone Mountain (4,595 persons) are partly due to annexations of residential areas of unincorporated DeKalb. Stone Mountain is also growing within its original boundaries due to infill housing.

**TABLE VI-3  
DEKALB MUNICIPAL POPULATIONS  
1970 - 1990**

MUNICIPALITIES	1970	1980	1990	Percent Change 1970-1990
Atlanta-in-DeKalb	37,167	37,283	33,539	-9.8%
Avondale Estates	1,735	1,313	2,209	27.3%
Chamblee	9,127	7,137	7,668	-16.0%
Clarkston	3,127	4,539	5,385	72.2%
Decatur	21,943	18,404	17,336	-21.0%
Doraville	9,039	7,414	7,626	-15.6%
Lithonia	2,270	2,637	2,448	7.8%
Pine Lake	866.00	901.00	810.00	-6.5%
Stone Mountain	1,899	4,867	6,494	242.0%
<b>Total Municipalities</b>	<b>87,173</b>	<b>84,495</b>	<b>83,513</b>	<b>-4.2%</b>
 Unincorporated DeKalb	 328,214	 398,529	 462,324	 40.9%

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Total DeKalb	415,387	483,024	545,837	31.4%
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SOURCES: U.S. Bureau of the Census.

Population projections for DeKalb and the 10-County Atlanta Region based on the latest regional forecasts prepared by the Atlanta Regional Commission (ARC) are shown in the following table. Reflecting ARC's adjustment for the census undercount, DeKalb's 1990 population of 553,800 represents 21.7% of the total population of the ten-county metropolitan Atlanta region. At the end of the forecast period (2020), DeKalb County is projected to represent 15.5% of the region's population.

**TABLE VI-4  
POPULATION PROJECTIONS  
ATLANTA REGION AND DEKALB COUNTY**

	Georgia	Atlanta Region	DeKalb County	DeKalb as a % of the Region	DeKalb as a % of the State
1990	6,478,216	2,557,800	553,800	21.7%	8.5%
1995		2,847,000	583,700	20.5%	
2000	7,359,418	3,115,500	608,700	19.5%	8.3%
2005		3,340,300	610,700	18.3%	
2010	8,213,927	3,603,800	622,100	17.3%	7.6%
2015		3,878,100	635,100	16.4%	
2020		4,169,700	6,473,00	15.5%	

DeKalb, Fulton, Cobb, Clayton, Gwinnett, Rockdale, Henry, Douglas, Cherokee and Fayette Counties.

Adjusted by the Atlanta Regional Commission for Census undercount. All forecasts are based on adjusted figures.

SOURCES     ARC Regional Commission (Vision 2020 Baseline Forecasts, 1994).  
               Georgia Office of Planning and Budget.  
 :

**An examination of past and future population counts for the various portions of DeKalb County reflect the history of the county as it emerged from the Atlanta Region’s first suburb to an urban county in its own right.**

**TABLE VI-5  
 POPULATION GROWTH: DEKALB SUPER DISTRICTS  
 1970 - 2020**

	Atlanta in DeKalb	Chamblee	Decatur	Northeast	Northwest	Southeast	Southwest	South
1970	46,687	88,736	21,943	69,024	61,781	17,180	86,941	23,095
1980	37,283	98,005	18,404	96,602	53,996	39,978	92,618	46,138
1990	35,299	99,913	17,421	115,936	56,747	75,146	95,752	57,586
1995	35,254	103,244	17,515	119,312	59,291	87,596	96,505	64,983
2000	34,899	105,066	17,422	123,000	59,836	98,732	96,927	72,818
2005	33,324	101,602	16,898	122,681	57,539	105,098	94,527	79,031
2010	32,279	100,533	16,801	124,053	55,521	112,939	91,959	88,015
2015	31,539	100,134	16,711	124,533	54,113	120,325	91,094	96,651
2020	31,073	99,792	16,609	123,360	53,325	127,155	90,587	105,399

Figures for 1990 and subsequent years have been adjusted by the Atlanta Regional Commission for Census undercount.

SOURCE:     Atlanta Regional Commission (Regional Development Plan Census Tract Forecasts, 1987, and Vision 2020 Baseline Forecasts, 1994).

**The population trends are more clearly dramatic when viewed at the PUMA level, which aggregates the Superdistricts into four major subdivisions of the county (as discussed**

in the introduction). The chart that follows (Figure VI-3) illustrates population growth from 1970 to 2020, as reported by past censuses and forecast by the Atlanta Regional Commission. PUMA 1901 (the Chamblee and Northwest Superdistricts) and PUMA 1903 (the Atlanta-in-DeKalb, Decatur and Southwest Superdistricts) changed little from 1970 to 1990, reflecting limited additional development in these areas which had grown so much in the 1950s and '60s. These two PUMAs are forecast by ARC to level off and even decline in the years ahead as families mature, children move out and little in-fill development or redevelopment occur to change housing densities. PUMA 1902 (the Northeast Superdistrict) showed the continuing urbanization of DeKalb as the wave moved eastward through the county during the 1970-1990 period, and this growth is forecast to continue through the 1990s and then level off as the area builds out and families mature. The two Superdistricts that make up PUMA 1904 (Southeast and South DeKalb) are clearly the growth areas of DeKalb County. As the chart illustrates, the area experienced the greatest growth during the 1970-1990 period of all PUMAs, and is to continue this high rate of growth for at least the next two decades.

## HOUSEHOLD TRENDS

The number of households in DeKalb County increased by 39.4% from 1970 to 1980, slowing to 20.6% from 1980 to 1990. This compares to population growth in the same two decades of 16.3% and 13.0%, respectively. Household growth has out paced population growth due to a decreasing average household size in the county. By definition, a household includes all persons who occupy a given housing unit. A housing unit is defined as including a house, apartment, a group of rooms, or a single room occupied as separate living quarters. The decades of the 1970s and 1980s produced a sharp increase in the number of small non-family households and single-parent households residing in apartments or with relatives in their houses. Other factors include an increasing divorce rate, an increase in independent living by elderly and disabled persons, and parents remaining in their homes as the children grow and move out. All of these are characteristics of a maturing, urban area.

**TABLE VI-6  
HOUSEHOLDS AND HOUSEHOLD SIZES  
1970 - 1990**

	Number of Households			Household Gain 1970-1990	Average Household Size			Household Size Change 1980-1990
	1970	1980	1990		1970	1980	1990	
DeKalb County	124,089	17,3025	208,690	84,601	3.30	2.75	2.57	-0.73
Georgia	1,369,225	1,872,564	2,366,615	997,390	3.25	2.84	2.66	-0.59
DeKalb as a % of Georgia	9.1%	9.2%	8.8%		101.5%	96.8%	96.6%	123.7%

SOURCE: U.S. Dept. of Commerce, Bureau of the Census.

The continued decrease in the average household size is expected to continue, although more slowly. The following table (Table VI-7) presents the household population, average size and number of households forecasted by the Atlanta Regional Commission (based on their figures adjusted for the census undercount). It should be noted that the

population in households is less than the total population since individuals in group quarters are not included.

Because the average household size is expected to continue to decline, the total number of households in the county is forecast to increase by 27.7% by the year 2020, while total population growth is forecast to be only 16.9% over the same period.

**TABLE VI-7  
HOUSEHOLD FORECASTS  
1990 - 2020**

	<b>Household Population</b>	<b>Average Household Size</b>	<b>Number of Households</b>
<b>1990</b>	<b>535,454</b>	<b>2.56</b>	<b>209,076</b>
<b>1995</b>	<b>564,385</b>	<b>2.50</b>	<b>225,481</b>
<b>2000</b>	<b>588,524</b>	<b>2.46</b>	<b>239,606</b>
<b>2005</b>	<b>589,823</b>	<b>2.41</b>	<b>244,536</b>
<b>2010</b>	<b>600,180</b>	<b>2.38</b>	<b>252,121</b>
<b>2015</b>	<b>612,155</b>	<b>2.35</b>	<b>260,192</b>
<b>2020</b>	<b>623,260</b>	<b>2.33</b>	<b>267,004</b>

As adjusted by the Atlanta Regional Commission for Census undercount.  
All forecasts are based on adjusted figures.

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**SOURCE:** Atlanta Regional Commission (Vision 2020 Baseline Forecasts, 1994).

**DEMOGRAPHIC TRENDS**

**Racial Composition**

The total population of DeKalb County has increased 31% since 1970. Since 1980, the growth has slowed slightly. However, over the period 1970-1990, the composition of the population has changed dramatically. In 1970, the non-white population was 14% of the total; in 1990, it was 46%. The black community showed its greatest growth between 1970 and 1980 when it grew 130%. The same dramatic increase was seen between 1980 and 1990 in the Asian community with 276% growth. The Other Races group as a whole grew 139% between 1980 and 1990, as shown in the following table.

**TABLE VI-8  
POPULATION BY RACE  
DEKALB COUNTY 1970 - 1990**

	1970	1980	1990	Percent Change		Percent of Total	
				1970-1980	1980-1990	1970	1990
White	357,514	345,082	292,310	-3.5%	-15.3%	86.1%	53.6%
Black	56,874	130,757	230,425	129.9%	76.2%	13.7%	42.2%
Asian/Pacific Islander	n/a	4,325	16,266	n/a	276.1%	n/a	3.0%
Other Races	n/a	2,861	6,836	n/a	138.9%	n/a	1.3%
<b>Total</b>	<b>415,387</b>	<b>483,024</b>	<b>545,837</b>	<b>16.3%</b>	<b>13.0%</b>	<b>100.0%</b>	<b>100.0%</b>

SOURCES: U.S. Department of Commerce, Bureau of the Census.  
DeKalb County Planning Department.

### Age Distribution

Just as the racial composition of DeKalb County has been changing, so has the age of its people. In 1970, 39.5% of the population was less than 20 years old; in 1990, just 26.8% were in that same group. As the population grows older, percentage shifts in the age cohorts will continue. Information from the 1990 Census, however, indicates that there are differences in the relative numerical size of age groups among racial groups in DeKalb County. For example, persons aged 0-19 years comprised 35% of total persons in the Black & Other category, while persons of this age grouping in the White category comprised 19.7%. Persons aged 20-59 years comprised 62.1% of the White category versus 32.9% in the Black and Other category; and persons aged 60+ comprised 18.1% of White and 5.0% of the Black and Other categories. These differences in age groupings could represent an out-migration of young whites as they grow up and move out of the house, while older white persons and families are choosing to stay in DeKalb County. As the young black population continues to grow, increased demands on youth services are inevitable, especially in predominantly black neighborhoods.

TABLE VI-9  
POPULATION BY AGE  
DEKALB COUNTY 1970 - 1990

	1970	1980	1990	Percent of Total	
				1970	1990
0-4	38,115	31,047	38,657	9.2%	7.1%
5-14	88,576	75,664	69,777	21.3%	12.8%
15-19	37,507	45,919	37,841	9.0%	6.9%
20-34	101,708	143,356	161,427	24.5%	29.6%
35-64	127,482	153,158	184,643	30.7%	33.8%
65+	21,999	33,880	53,492	5.3%	9.8%
	415,387.	483,024	545,837	100.0%	100.0%

SOURCES: U.S. Department of Commerce, Bureau of the Census.



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DeKalb County Planning Department.

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### Population by Sex

DeKalb County's population for the period 1970-1990 has maintained a relatively constant ratio of 52% female to 48% male. The table below compares the male to female population in DeKalb for the years indicated. Statistically, increased female longevity could account for their higher percentage of the population.

**TABLE VI-10  
POPULATION BY SEX  
DEKALB COUNTY 1970 - 1990**

	1970	1980	1990
MALES	200,549	230,991	261,592
FEMALES	214,838	252,033	284,245
TOTAL	415,387	483,024	545,837

SOURCE: U.S. Department of Commerce, Bureau of the Census.  
DeKalb County Planning Department.

Combining percentage of males and females across racial groups provides an even more in-depth profile of changes in the county's population. As shown in the following table, DeKalb's Black and Other male and female populations, as a percentage of the total population, have increased from 13.7% in 1970 to 46.4% in 1990.

**TABLE VI-11  
POPULATION BY RACE AND SEX  
DEKALB COUNTY 1970 - 1990**

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	1970	1980	1990
White Male	172,983	165,874	140,955
Black and Other Male	27,070	64,022	120,637
White Female	184,531	179,208	151,355
Black and Other Female	29,804	72,060	132,890
Total Population	415,387	483,024	545,837

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**SOURCES:** U.S. Department of Commerce, Bureau of the Census.  
DeKalb County Planning Department.

## EDUCATION LEVELS

The education levels of DeKalb's population, as determined by the U.S. Census in 1990, have shown significant changes compared to previous census counts. While the number of persons not having a high school diploma decreased from 1970 to 1990, the number of persons holding a high school diploma (but no college degree) increased over 35% for the same period. Even more significant was the increase in persons with a college bachelors or more advanced degree (over 179%) compared to previous years. The following table compares educational attainments of county residents for the last three census enumerations.

**TABLE VI-12  
EDUCATIONAL ATTAINMENT  
PERSONS 25 YEARS OF AGE AND OLDER  
1970 - 1990**

Years of School Completed	1970		1980		1990		Percent Change	
	Number	Percent	Number	Percent	Number	Percent	1980-1990	1970-1990
0-8	35,542	16.5%	27,870	9.9%	18,955	5.4%	-32.0%	-46.7%
9-11	42,287	19.7%	37,165	13.2%	37,998	10.8%	2.2%	-10.1%
12	60,854	28.3%	79,330	28.2%	82,260	23.3%	3.7%	35.2%
15	34,772	16.2%	58,506	20.8%	98,441	27.9%	68.3%	183.1%
16 & over	41,403	19.3%	78,569	27.9%	115,667	32.7%	47.2%	179.4%
<b>Total Persons</b>	<b>214,858.</b>	<b>100.0%</b>	<b>281,440</b>	<b>100.0%</b>	<b>353,321</b>	<b>100.0%</b>	<b>25.5%</b>	<b>64.4%</b>
Median Years Completed	12.5	—	13.0	—	13.8	—	6.1	10.4

High School Graduate

1-3 Years of College (includes Associate Degrees)

4 Years or More of College

SOURCES: U.S. Department of Commerce, Bureau of the Census.

DeKalb County Planning Department.

Equally significant was the marked increase in the education levels of county residents by racial grouping compared to previous census years. For example, between the years 1970 and 1990, the number of black residents holding high school diplomas increased by 250 percent while those holding a college degree increased by over 266 percent. The table (Table VI-13) below shows these educational attainments by race and census year.

**TABLE VI-13  
EDUCATIONAL ATTAINMENT BY RACE—AGE 25 AND OVER  
1970 - 1990**

	No High School Diploma			High School Diploma			College Graduate		
	1970	1980	1990	1970	1980	1990	1970	1980	1990
White	41,5600	39,789	23,863	38,425	56,458	101,342	33,950	69,920	86,508
Black	35,180	24,751	29,742	21,298	22,245	74,477	6,708	7,274	24,569
Other Races	1,089	495	3,348	1,131	627	4,882	745	1,375	4,590
All Persons	77,829	65,035	56,953	60,854	79,330	180,701	41,403	78,569	115,667

1970 Educational data aggregated differently than 1980 and 1990, thus data as presented are estimated based on 1980/1990 characteristics.

Bachelors and Graduate degrees.

SOURCES: U.S. Department of Commerce, Bureau of the Census.  
DeKalb County Planning Department.

As the following table (Table VI-14) shows, DeKalb County compares extremely well to the State in terms of the educational attainment of its residents. A much larger proportion

of the State's residents have only a high school education or less, while a larger proportion of DeKalb residents have gone beyond high school, including college undergraduate and graduate degrees. This fact also holds true across racial lines when compared to State figures.

**TABLE VI-14  
EDUCATIONAL ATTAINMENT - 1990  
DEKALB COUNTY AND STATE OF GEORGIA**

Years	All Residents 25 or Older				Percent of Residents 25 or Older by Race			
	DeKalb		Georgia		DeKalb		Georgia	
	Number	Percent	Number	Percent	White	Black	White	Black
0-8	18,955	5.4%	483,755	12.0%	3.5%	7.5%	10.0%	18.0%
9-11	37,998	10.8%	686,060	17.1%	7.8%	15.6%	15.0%	23.4%
12	82,260	23.3%	1,192,935	29.7%	20.5%	28.3%	30.1%	28.9%
13-15	98,441	27.9%	883,512	22.0%	27.3%	29.5%	23.0%	18.7%
Bachelor's	75,348	21.3%	519,613	12.9%	26.0%	13.7%	14.6%	7.5%
Graduate	40,319	11.4%	257,545	6.4%	14.9%	5.3%	7.2%	3.5%
Total	353,321	100.0%	4,023,420	100.0%	100.0%	100.0%	100.0%	100.0%

High school graduate (includes Equivalency Diploma).

"Some college," but not resulting in a four-year degree.

SOURCE: U S. Department of Commerce, Bureau of the Census.

The next table (Table VI-15) compares the educational attainment of DeKalb residents with other counties in the region, which clearly shows that, overall, DeKalb's

working-age population is better educated than in most of the other counties. DeKalb County has a proportionally small population who have less than a high school population (ranking seventh), and has proportionally fewer residents who have only a high school diploma than all of the other counties except Fulton. On the other hand, DeKalb ranks fourth on the basis of those who went onto college but didn't graduate, third in the proportion holding bachelor's degrees from college, and first in the region for the proportion who have graduate degrees.

**TABLE VI-15  
EDUCATIONAL ATTAINMENT - 1990  
DEKALB COUNTY AND ATLANTA REGION**

	Percent of Population 25 or Older by Maximum Years Completed					
	0-8	9-11	12.00	13-15	Bachelor's	Graduate
Cherokee	10.3%	14.5%	31.8%	12.4%	3.6%	2.3%
Clayton	6.6%	16.2%	35.8%	26.7%	10.3%	4.5%
Cobb	4.8%	9.4%	24.3%	28.5%	23.9%	9.1 %
Douglas	9.6%	18.1%	38.0%	22.3%	8.3%	3.8%
Fayette	4.4%	9.1 %	30.1 %	30.6%	18.7%	7.1 %
Fulton	7.9%	14.3%	22.3%	23.9%	21.2%	10.4%
Gwinnett	4.5%	8.8%	25.7%	31.4%	21.9%	7.7%
Henry	8.7%	18.4%	38.1%	24.1%	7.4%	3.3%
Rockdale	6.6%	15.7%	33.6%	26.0%	12.3%	5.8%
DeKalb	5.4 %	10.8 %	23.3 %	27.9 %	21.3 %	11.4 %
DeKalb Rank	7	7	9	4	3	1

High school graduate (includes Equivalency Diploma).

“Some college,” but not resulting in a four-year degree.

1 - highest percentage of 10 counties; 10 - lowest percentage of 10 counties.

SOURCE: U.S. Department of Commerce, Bureau of the Census.

**The maps (Figures VI-4 and 5) on the following pages present data for the proportions of the population aged 25 and over in each census tract that 1) do not have a high school diploma, and 2) have received a college Associate Degree, Bachelor's Degree or higher.**

## INCOME LEVELS

### Per Capita Income

This section reports basic income data and focuses on a few of the significant underlying trends. Data are presented regarding past per capita income in DeKalb County and the State of Georgia and per capita income projections for the Atlanta metro counties. Household incomes are presented by income groupings and by medians for the county and the state, followed by maps illustrating household median incomes by census tract, compared to the regional median. Lastly, data is presented on trends in total personal income and buying power.

Growth in per capita income (PCI) in DeKalb versus the State of Georgia and other Atlanta metro area counties has been and is expected to continue to be impressive. The following table compares the county to the state since 1970 and for each year between 1980 and 1992. For the decade of 1982-1992, PCI growth in DeKalb County exceeded that of the state by almost 13% in actual dollars.

**TABLE VI-16  
PER CAPITA INCOME BY YEAR  
DEKALB COUNTY AND STATE OF GEORGIA  
1970 - 1992**

YEAR	DeKalb	GEORGIA	YEAR	DeKalb	GEORGIA
1970	4,208	3,148	1986	16,986	13,508
1980	10,708	8,348	1987	18,188	14,384
1981	11,783	9,308	1988	19,145	15,267
1982	12,753	9,868	1989	20,442	16,180
1983	13,609	10,672	1990	21,029	17,141
1984	15,178	11,793	1991	21,364	17,666
1985	16,212	12,619	1992	22,542	18,549
Increase: 1982 to 1992—Dollars				\$9,789	\$8,681



Increase: 1982 to 1992—Percent                      76.8%                      88.0%

SOURCE:                      U.S. Department of Commerce, Bureau of Economic Analysis.  
                                     DeKalb County Planning Department.

DeKalb's PCI percentage increase from 1980 to 1990 was slightly lower than that of the state, suggesting that the rest of the state is slowly beginning to catch up with the county. In 1980, for instance, the State's PCI was 78.0% of DeKalb's, but by 1990 had grown to 81.5% of the county's figure.

The PCI figures above are from estimates in then-current dollars for each year, which do not account for inflation. The following table presents per capita income data for DeKalb County and the state in constant 1982 dollars. Controlled for inflation, DeKalb County's PCI has remained consistently above that for the state by about 30% since 1975. For the decade of the 1980s, DeKalb's growth in PCI out paced inflation by 34%, and grew at a rate slightly higher than that for the state as a whole.

TABLE VI-17  
 PER CAPITA INCOME IN 1982 DOLLARS  
 DEKALB COUNTY AND STATE OF GEORGIA  
 1970 - 1990

	1970	1975	1980	1985	1990	Change 1980 - 1990	
						Amount	Percent
DeKalb County	11,168	11,179	12,453	14,700	16,684	4,231	134.0%
Georgia	8,048	8,649	9,711	11,366	12,890	3,179	132.7%
DeKalb as a % of Georgia	138.8%	129.3%	128.2%	129.3%	129.4%		

SOURCE:                      Woods & Poole Economics, Inc., 1991; Georgia Department of Community Affairs.

The table (Table VI-18) below presents more recent estimates of PCI made by the Dept. of Commerce, and projections from the University of Georgia. In comparison with other Atlanta metro area counties, DeKalb ranked third in 1992 PCI after Cobb and Fulton Counties, in a virtual tie with Fayette County. PCI projections to 1997 indicate that this ranking will slip to fourth as Fayette County moves ahead to second and Cobb County drops to third. It must be borne in mind, of course, that PCI projections are highly uncertain.

**TABLE VI-18  
PER CAPITA INCOME FOR  
ATLANTA METROPOLITAN AREA COUNTIES  
1990 - 1997**

	1990	1991	1992	1992 Rank	PROJECTE D 1997	1997 Rank	DOLLAR INCREASE 1990 - 1997	PERCENT GAIN
CHEROKEE	16,497	16,227	16,875	8	28,458	7	11,961	72.5%
CLAYTON	15,738	16,288	17,198	7	22,278	10	6,540	41.6%
COBB	21,933	22,148	23,368	2	32,433	3	10,500	47.9%
DEKALB	20,816	21,364	22,542	3	31,138	4	10,322	49.6%
DOUGLAS	15,521	15,721	16,550	9	26,243	9	10,722	69.1%
FAYETTE	21,312	21,696	22,534	4	35,462	2	14,150	66.4%
FULTON	25,916	26,662	28,194	1	35,581	1	9,665	37.3%
GWINNETT	20,436	20,736	21,543	5	28,662	6	8,226	40.3%
HENRY	16,302	16,238	16,512	10	26,573	8	10,271	63.0%
ROCKDALE	17,677	17,851	18,648	6	29,347	5	11,670	66.0%
Atlanta MSA	20,439	20,806	21,849		n/a			
Georgia	17,121	17,666	18,549		n/a			
United States	18,667	19,163	20,105		n/a			

SOURCES: Georgia County Guide (1994): U.S. Department of Commerce, Bureau of Economic Analysis (1990-1991).  
Selig Center for Economic Growth, Terry College of Business, University of Georgia (1992-1997).  
DeKalb County Planning Department.

In the future, PCI is forecast to grow at a slightly lower rate for the county compared to the state overall. In constant 1982 dollars, per capita income in twenty years is expected to be only 22% higher than for the state, compared to an estimated 27% higher now and 29% in 1990.

**TABLE VI-19  
FUTURE PER CAPITA INCOME IN 1982 DOLLARS  
DEKALB COUNTY AND STATE OF GEORGIA  
1995 - 2015**

	1995	2000	2005	2010	2015	Change 1995 - 2015	
						Amount	Percent
DeKalb County	17,281	18,571	19,770	20,952	22,177	4,896	128.3%
Georgia	13,581	14,697	15,812	16,925	18,131	4,550	133.5%
DeKalb as a % of Georgia	127.2%	126.4%	125.0%	123.8%	122.3%		

SOURCE: Woods & Poole Economics, Inc., 1991; Georgia Department of Community Affairs.

### Household Income

The following table (Table VI-20) provides a comparison of households by income range for DeKalb County, the Atlanta MSA and the State of Georgia, as reported in the 1990 Census. Notably, the county has a smaller proportion of households in the lower income ranges, while exceeding the state in all categories above \$25,000. While the county has less than 9% of the state's households, 12% of all households in the state earning \$50,000 or more live in DeKalb County.

When compared to the Atlanta MSA household income profile, DeKalb's households are more comparable to those in the region as a whole, with a slight emphasis in the \$15,000 to \$25,000 range and lower proportions both below \$15,000 and above \$50,000.

**TABLE VI-20  
HOUSEHOLDS BY INCOME RANGE  
1989**

Income Range	DeKalb County		Atlanta MSA		State of Georgia	
	Households	Percent	Households	Percent	Households	Percent
\$0-14,999	32,645	15.6%	156,116	16.5%	602,220	25.4%
\$15-24,999	34,560	16.5%	140,951	14.9%	418,568	17.7%
\$25-49,999	76,883	36.8%	335,973	35.5%	804,650	34.0%
\$50-74,999	38,764	18.5%	183,825	19.4%	341,667	14.4%
\$75,000 or more	26,224	12.5%	128,301	13.6%	199,470	8.4%
<b>Total Households</b>	<b>209,076</b>	<b>100.0%</b>	<b>945,166</b>	<b>100.0%</b>	<b>2,366,575</b>	<b>100.0%</b>

SOURCE: U.S. Department of Commerce, Bureau of the Census.

Overall, growth in DeKalb's median household income has not kept pace with the state, although in actual dollars the county still reflects higher income gains than Georgia as a whole. Between the 1980 and 1990 censuses, the median income for all households in DeKalb grew by only 80%, while Georgia grew by 93%. The actual dollar increase in DeKalb, however, exceeded the state-wide increase by 13%.

The most notable increase occurred among Black households, while in-migration by races other than White or Black resulted in a lower growth rate in household incomes for the county as a whole than for either Whites or Blacks. During the 1980s, incomes for DeKalb's Black households grew at a slightly better percentage compared to the state, but the actual dollar increase was 59% greater than the figure for all Black households in the state.

**TABLE VI-21  
MEDIAN HOUSEHOLD INCOME  
1979 - 1989**

	Median Household Income		Increase 1979-1989	
	1979	1989	Dollars	Percent
DeKalb Total	19,861	35,721	15,860	79.9%
White Households	21,652	41,060	19,408	89.6%
Black Households	14,590	29,247	14,657	100.5%
Georgia Total	15,033	29,021	13,988	93.0%
White Households	16,944	32,445	15,501	91.5%
Black Households	9,446	18,689	9,243	97.9%
DeKalb % of State	132.1 %	123.1 %	113.4%	
White % of State	127.8%	126.6%	125.2%	
Black % of State	154.5%	156.5%	158.6%	

All totals include races other than White or African-American.

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SOURCE: U.S. Department of Commerce, Bureau of the Census.

Forecasts of average household income in constant (uninflated) dollars suggests that DeKalb County will experience growth in household incomes at a rate over inflation only about two-thirds that of the state. Thus, the average household income in the county is expected to fall slightly in comparison to the state, although it will continue to be higher than the state average.

**TABLE VI-22  
FUTURE AVERAGE HOUSEHOLD INCOME IN 1982 DOLLARS  
DEKALB COUNTY AND STATE OF GEORGIA  
1995 - 2015**

	1995	2000	2005	2010	2015	Change 1995 - 2015	
						Amount	Percent
DeKalb County	43,414	45,733	47,101	47,755	48,279	4,865	111.2%
Georgia	35,525	37,703	39,254	40,180	41,077	5,552	115.6%
DeKalb as a % of Georgia	122.2%	121.3%	120.0%	118.9%	117.5%		

SOURCE: Woods & Poole Economics, Inc., 1991; Georgia Department of Community Affairs.

When viewed at the census tract level, variations in income distribution in the county become pronounced. The maps (Figures VI-6, 7, 8) on the following pages show 1) those census tracts where the median household income is less than the median for the Atlanta Metropolitan Statistical Area (MSA), and separate breakdowns for 2) the proportion of households with median incomes at or above the median for the Atlanta MSA, and 3) the proportion of households with median incomes in the lowest quartile (that is, less than one-half the Atlanta MSA median).

**Buying Power**

Commercial markets respond not only to the disposable incomes of households, but also to the density of incomes within a market area. While growth in median household incomes has continued in DeKalb County, and has, in fact, out paced the state in some categories, the county is losing ground compared to other Atlanta metro counties. As the following table shows, total personal income growth in DeKalb County between 1985 and 1991 is estimated to have increased by less than the increases in the other Metro counties. While the percentage is small, the numeric increase exceeds \$2.3 million, which is the fourth largest gain in the region behind Fulton, Cobb and Gwinnett Counties, in that order. The next county after DeKalb was Fayette County, with a total increase only 26.6% as great as DeKalb's.

**TABLE VI-23  
TOTAL PERSONAL INCOME (in 1,000s)  
DEKALB COUNTY AND REGION  
1985 - 1991**

	1985	1988	1991	Change: 1985-1991	
				Dollar Amount	Percent
Clayton	\$2,380,000	\$2,645,000	\$3,007,073	\$627,073	26.3%
Cobb	7,176,000	8,687,000	10,248,151	3,072,151	42.8%
DeKalb	9,444,000	10,428,000	11,833,654	2,389,654	25.3%
Douglas	897,000	1,065,000	1,228,333	331,333	36.9%
Fayette	852,000	1,065,000	1,488,143	636,143	74.7%
Fulton	11,651,000	13,088,000	15,595,495	3,944,495	33.9%
Gwinnett	4,486,000	5,892,000	7,392,076	2,906,076	64.8%
Henry	671,000	874,000	1,155,623	484,623	72.2%
Rockdale	708,000	890,000	1,106,818	398,818	56.3%

Nine-county Atlanta Region as of 1990.

SOURCES: U.S. Department of Commerce, Bureau of Economic Analysis.  
 Selig Center for Economic Growth, Terry College of Business, University of Georgia.

This trend was projected to continue as the buying power (personal income after taxes) of DeKalb's residents was projected to grow at the lowest rate for all Metro counties. By 1995, Cobb County will threaten DeKalb's position as the second-highest buying power county in the Atlanta Region, and Gwinnett County will have strengthened its fourth-place position relative to DeKalb. As a percentage of each county's buying power of that of DeKalb, every county in the region was projected to increase its proportion relative to DeKalb County. In total dollars, Fulton, Cobb and Gwinnett Counties are all estimated to increase their total buying power by more dollars than DeKalb County. Still, in total dollars, DeKalb County will far outdistance all other regional counties below it, with the nearest being Fayette County with a total dollar increase 36.4% of DeKalb's.

**TABLE VI-24**  
**TOTAL BUYING POWER (in 1,000s)**  
**DEKALB COUNTY AND REGION**  
**1990- 1995**

	1990		1995		Change: 1990-1995	
	Buying Power	As a % of DeKalb	Buying Power	As a % of DeKalb	Dollar Amount	Percent
Clayton	\$2,542,467	25.3%	\$3,281,358	26.9%	\$738,891	29.0%
Cobb	8,677,458	86.3%	12,109,560	99.3%	3,432,102	39.6%
DeKalb	10,059,907	100.0%	12,196,260	100.0%	2,136,353	26.8%
Douglas	1,031,993	10.3%	1,419,950	11.6%	387,957	37.6%
Fayette	1,244,602	12.4%	2,021,875	16.6%	777,273	62.5%
Fulton	13,178,365	131.0%	17,578,208	144.1%	4,399,843	33.4%
Gwinnett	6,188,234	61.5%	9,624,363	78.9%	3,436,129	55.5%
Henry	956,156	9.5%	1,552,919	12.7%	596,763	62.4%
Rockdale	922,964	9.2%	1,392,766	11.4%	469,802	50.9%

Nine-county Atlanta Region as of 1990).



SOURCE: Selig Center for Economic Growth, Terry College of Business, University of Georgia.

**This chart (Figure VI-9) more clearly illustrates DeKalb's position relative to the other counties in the region. As can be seen, DeKalb County represents- a major commercial market demand in terms of total buying power and in terms of above-average household incomes. This fact, however, is masked under the much lower percentage rate of growth when compared to the region's small but hot markets, such as Fayette and Henry Counties.**

**ECONOMIC BASE**

**JOBS IN DEKALB COUNTY**

DeKalb employers provided almost 18,500 more jobs than there were employed DeKalb County residents in 1990. The increase in Service employment of 64,487 jobs represented 32.6% of the total employment increase of 197,746 for the period 1970-1990, followed by Retail Trade, Government, F.I.R.E. (Finance, Insurance and Real Estate) and Wholesale Trade. These five categories collectively represent 84.2% of the total employment increase or 166,561 jobs generated in DeKalb for the period.

**TABLE VI-25  
EMPLOYMENT BY MAJOR INDUSTRY GROUP  
DEKALB COUNTY EMPLOYERS  
1970 - 1990**

	1970	1980	1990	Change: 1970-1990		
				Number	Percent	Proportion
Construction	8,771	11,388	13,900	5,129	58.5%	2.6%
Manufacturing	20,693	29,136	31,100	10,407	50.3%	5.3%
T.C.U.	7,651	15,325	23,300	15,649	204.5%	7.9%
Wholesale Trade	13,205	24,653	32,500	19,295	146.1%	9.8%
Retail Trade	23,160	36,860	60,600	37,440	161.7%	18.9%
F.I.R.E.	7,620	20,601	28,700	21,080	276.6%	10.7%
Services	20,813	48,446	85,300	64,487	309.8%	32.6%
Government	18,641	31,733	42,900	24,259	130.1%	12.3%
<b>Totals</b>	<b>120,554</b>	<b>218,142</b>	<b>318,300</b>	<b>197,746</b>	<b>164.0%</b>	<b>100.0%</b>

Transportation, Communication and Utilities

Finance, Insurance and Real Estate

Includes miscellaneous: Agriculture, Forestry and Fishing, Mining and industries not elsewhere classified.

Includes Federal, State and local Government

SOURCES: Atlanta Regional Commission: 1970  
 Atlanta Regional Commission, Vision 2020 Baseline Forecasts: 1980 and 1990.

The following table (Table VI-26) compares jobs by category in DeKalb County to the State, using data from a different source that excludes government employees and self-employed persons, and has somewhat different definitions of the various industry groups than those used by the Atlanta Regional Commission.

**TABLE VI-26**  
**1992 EMPLOYEES BY MAJOR INDUSTRY GROUP**  
**DEKALB COUNTY AND GEORGIA**

	DeKalb County		Georgia		DeKalb as a % of Georgia
	Number	Percent	Number	Percent	
<b>Construction</b>	13,961	5.1%	121,907	4.7%	11.5%
<b>Manufacturing</b>	33,194	12.1%	557,020	21.5%	6.0%
<i>Printing/publishing</i>	3,714	1.4%	34,741	1.3%	10.7%
<i>Electronic equip.</i>	2,457	0.9%	28,452	1.1%	8.6%
<b>Trans. and Pub. Utilities</b>	24,865	9.1%	186,382	7.2%	13.3%
<i>Trucking/warehousing</i>	10,050	3.7%	47,249	1.8%	21.3%
<i>Communication</i>	8,913	3.2%	50,186	1.9%	17.8%
<b>Wholesale Trade</b>	26,004	9.5%	195,502	7.6%	13.3%
<i>Prof/commercial equip.</i>	4,488	1.6%	29,622	1.1%	15.2%
<i>Machinery/equip.</i>	3,167	1.2%	22,246	0.9%	14.2%
<i>Paper &amp; paper products</i>	3,986	1.5%	12,536	0.5%	31.8%
<b>Retail Trade</b>	57,430	20.9%	544,838	21.0%	10.5%
<i>General merchandise</i>	6,984	2.5%	62,051	2.4%	11.3%
<i>Food stores</i>	7,695	2.8%	86,657	3.3%	8.9%
<i>Automotive dealers/stations</i>	5,503	2.0%	54,400	2.1%	10.1%

*ECONOMIC BASE*

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<i>Eating &amp; drinking places</i>	18,017	6.6%	186,096	7.2%	9.7%
F.I.R.E.	25,925	9.5%	181,086	7.0%	14.3%
<i>Insurance carriers</i>	7,225	2.6%	42,183	1.6%	17.1%
Services	90,710	33.1%	728,414	28.1%	12.5%
<i>Business services</i>	19,536	7.1%	150,234	5.8%	13.0%
<i>Health services</i>	21,183	7.7%	224,197	8.7%	9.4%
<i>Engineering &amp; mgt svcs</i>	9,517	3.5%	59,190	2.3%	16.1%
Totals	274,325	100.0%	2,589,191	100.0%	10.6%

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Excluding government employees, railroad employees and self-employed persons. Major subgroups shown in italics.

Transportation and Public Utilities

Finance, Insurance and Real Estate

Includes miscellaneous: Agriculture, Forestry and Fishing, Mining and industries not elsewhere classified.

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SOURCE: U.S. Bureau of the Census, County Business Patterns, 1992.

Governmental institutions and, particularly, the medical and health sciences fields are well represented among the county's largest employers. In the area of manufacturing, GM's Doraville plant is the largest, followed by two commercial printers and a commercial bakery.

TABLE VI-27  
TWENTY LARGEST EMPLOYERS  
DEKALB COUNTY, 1994

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	Employees
DeKalb County Board of Education	13,480
Emory University	10,206
DeKalb County Government	6,074
Centers for Disease Control and Prevention	5,500

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Internal Revenue Service Regional Service Center - Chamblee	4,500
Emory University Hospital	3,360
DeKalb Medical Center Hospital	2,600
General Motors - Mid-size Car Division - Doraville	2,400
DeKalb College (University System of Georgia)	2,027
Veterans Administration Medical Center	2,000
Egleston Childrens' Hospital at Emory University	1,923
Rich's Department Stores - retail sales	1,590
Atlanta Gas Light Company - utility	1,400
Southern Company - utility (headquarters)	1,150
Sears, Roebuck and Company - retail sales	950
John H. Harland & Company - checks and business forms	790
National Data Corporation - data processing (headquarters)	750
Colonial Bakery Company - commercial baking	680
HBO Georgia - data processing and control systems	620
American Signature - commercial printing	550
	<hr/>
	62,550

Note: Employment figures include part-time, temporary, seasonal and student employees.

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SOURCES: *Georgia Manufacturing Directory 1994-1995*, Georgia Department of Industry, Trade and Tourism. Contacts with individual companies by Planning Staff.

**The maps (Figures VI-10, 11, 12, 13) on the following pages show 1) the locational distribution of jobs in the county by census tract (based on 1992 data), followed by the locational distribution of 2) retail, 3) service, and 4) manufacturing jobs.**

A comparison of job generation during the years 1970-1980 and 1980-1990, reveals that only 2,570 more jobs were created in the 1980s than in the 1970s, e.g.: 50.6% of the total job increase occurred during the 1980s versus 49.4% in the 1970s. While the total job increase grew to 100,158 new jobs during the 1980s from 97,588 during the 1970s, the rate of increase slowed to 146% from 181 %.

Of the three employment sectors experiencing the greatest rate of increase in number of jobs over the 1970-1980 period, Services and T.C.U. (Transportation, Communications and Utilities) both ranked in the top three in each of the past two decades. During the 1980s, Retail Trade employment displaced F.I.R.E. in the top three, ranking fourth overall for the 20-year period.

TABLE VI-28  
COMPARATIVE GROWTH IN NUMBER OF EMPLOYEES  
DEKALB COUNTY EMPLOYERS  
1970 - 1980 AND 1980 - 1990

	1970 - 1990			1970 - 1980		1980 - 1990	
	New Jobs	% Change	Rank Order	% Change	Rank Order	% Change	Rank Order
Services	64,487	309.8%	1	132.8%	2	76.1%	1
F.I.R.E.	21,080	276.6%	2	170.4%	1	39.3%	4
T.C.U.	15,649	204.5%	3	100.3%	3	52.0%	3
Retail Trade	37,440	161.7%	4	59.2%	6	64.4%	2
Wholesale Trade	19,295	146.1%	5	86.7%	4	31.8%	6
Government	24,259	130.1%	6	70.2%	5	35.2%	5
Construction	5,129	58.5%	7	29.8%	8	22.1%	7
Manufacturing	10,407	50.3%	8	40.8%	7	6.7%	8

*ECONOMIC BASE*

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Total	197,746	164.0%	180.9%	145.9%
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Includes miscellaneous: Agriculture, Forestry and Fishing, Mining and industries not elsewhere classified.

Finance, Insurance and Real Estate

Transportation, Communication and Utilities

Includes Federal, State and local Government

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SOURCES: Based on data provided by:  
Atlanta Regional Commission: 1970  
Atlanta Regional Commission, Vision 2020 Baseline Forecasts: 1980 and 1990.

Over the past few years, 1990-1993, the number of persons employed in the county has increased only slightly, according to the Atlanta Regional Commission. In looking at the four PUMAs in DeKalb County, the total number of employees has declined in each area except PUMA 1902. Bright spots have been T.C.U. and Services in Northwest DeKalb, wholesale and F.I.R.E. in South DeKalb, and Government in Northeast and South DeKalb.

TABLE VI-29  
RECENT CHANGES IN NUMBER OF EMPLOYEES  
DEKALB COUNTY  
1990 - 1993

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	Year	County	PUMA 1901	PUMA 1902	PUMA 1903	PUMA 1904
TOTAL	1990	313,300	166,078	81,700	36,938	33,584
	1993	315,500	164,007	84,392	34,716	32,358
	%CHANGE	0.7%	-1.2%	3.3%	-6.0%	-3.7%
Construction	1990	13,900	5,594	3,411	1,9220	2,9730
	1993	12,400	3,866	3,357	2,647	2,530
	%CHANGE	-10.8%	-30.9%	-1.6%	37.7%	-14.9%

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*ECONOMIC BASE*

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Manufacturing	1990	32,100	15,728	8,969	1,589	5,814
	1993	27,800	12,175	8,982	1,166	5,477
	%CHANGE	-13.4%	-22.6%	0.1%	-26.6%	-5.8%
T.C.U.	1990	23,300	10,102	6,651	3,081	3,466
	1993	23,500	11,958	6,272	2,304	2,966
	%CHANGE	0.9%	18.4%	-5.7%	-25.2%	-14.4%
Wholesale Trade	1990	32,500	19,207	9,808	969	2,516
	1993	30,700	16,503	10,062	1,074	3,061
	%CHANGE	-5.5%	-14.1%	2.6%	10.8%	21.7%
Retail Trade	1990	60,500	27,083	17,840	7,182	8,395
	1993	58,600	25,556	1,8741	7,016	7,287
	%CHANGE	-3.1%	-5.6%	5.1%	-2.3%	-13.2%
F.I.R.E.	1990	28,800	16,185	9,144	2,367	1,104
	1993	27,500	14,693	9,778	1,775	1,254
	%CHANGE	-4.5%	-9.2%	6.9%	-25.0%	13.6%
Services	1990	83,500	53,896	16,082	9,243	4,279
	1993	89,500	60,269	16,282	8,803	4,146
	%CHANGE	7.2%	11.8%	1.2%	-4.8%	-3.1%
Miscellaneous	1990	1,900	896	538	90	376
	1993	1,900	787	541	149	423
	%CHANGE	0.0%	-12.2%	0.6%	65.6%	12.5%

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*ECONOMIC BASE*

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Government	1990	42,900	19,126	9,221	9,808	4,745
	1993	43,600	18,200	10,377	9,782	5,241
	%CHANGE	1.6%	-4.8%	12.5%	-0.3%	10.5%

Transportation, Communication and Utilities.

Finance, Insurance and Real Estate.

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SOURCE: Atlanta Regional Commission.

Projected employment (Table VI-30) by major industry group in DeKalb County, indicates the highest increase in jobs for the period 1990-2015 in the Services category by a wide margin—fully 46.6% of all new jobs created. During the same period, Government and Retail jobs are also projected to notably increase, representing 22% and 12% respectively of all new jobs created. Significant in these projections is that gains in F.I.R.E jobs will be minimal (1,500, or 2.1%) as well as Wholesale Trade (1,700, or 2.3%).

TABLE VI-30  
HISTORIC AND PROJECTED EMPLOYMENT  
BY MAJOR INDUSTRY GROUP  
DEKALB COUNTY  
1980 - 2020

	Construc- tion	Manu- facturing	T.C.U.	Wholesale	Retail	F.I.R.E.	Services	Govern- ment	Total
1980	11,388	29,136	15,325	24,653	36,860	20,601	48,446	31,733	218,142
1985	15,998	32,900	20,499	33,997	51,498	24,300	65,901	33,889	278,982
1990	13,900	31,100	23,300	32,500	60,600	28,700	85,300	42,900	318,300
1995	16,600	31,000	25,000	32,600	64,200	30,600	93,400	45,300	338,700
2000	17,100	32,700	26,800	33,100	65,300	30,400	101,400	48,900	355,700
2005	17,950	33,800	28,050	34,100	67,200	30,200	108,500	52,200	372,000
2010	17,800	34,700	28,800	34,500	68,800	30,400	114,800	55,400	385,200

***ECONOMIC BASE***

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2015	16,500	35,000	28,900	34,200	68,500	30,200	119,200	58,600	391,100
2020	14,800	35,300	29,100	33,500	67,100	29,800	122,400	61,600	393,600

Transportation, Communication and Utilities

Finance, Insurance and Real Estate

Includes Miscellaneous

Includes Federal, State and Local Government

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SOURCE: Atlanta Regional Commission (Vision 2020 Baseline Forecasts, 1994).

**This projected growth in jobs is illustrated on the following chart. Clearly, the greatest increases are expected to be in Services and Government, followed by the Retail and T.C.U. industry groups.**

**TABLE VI-31  
RATES OF CHANGE IN  
HISTORIC AND PROJECTED EMPLOYMENT  
BY MAJOR INDUSTRY GROUP  
DEKALB COUNTY  
1980 - 2020**

	Construc- tion	Manu- facturing	T.C.U.	Wholesale	Retail	F.I.R.E.	Services	Govern- ment	Total
1980-1985	40.5%	12.9%	33.8%	37.9%	39.7%	18.0%	36.0%	6.8%	27.9%
1985-1990	-13.1%	-5.5%	13.7%	-4.4%	17.7%	18.1%	29.4%	26.6%	14.1%
1990-1995	19.4%	-0.3%	7.3%	0.3%	5.9%	6.6%	9.5%	5.6%	6.4%
1995-2000	3.0%	5.5%	7.2%	1.5%	1.7%	-0.7%	8.6%	7.9%	5.0%
2000-2020	5.0%	3.4%	4.7%	3.0%	2.9%	-0.7%	7.0%	6.7%	4.6%

*ECONOMIC BASE*

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2005-2010	-0.8%	2.7%	2.7%	1.2%	2.4%	0.7%	5.8%	6.1%	3.5%
2010-2015	-7.3%	0.9%	0.3%	-0.9%	-0.4%	-0.7%	3.8%	5.8%	1.5%
2015-2020	-10.3%	0.9%	0.7%	-2.0%	-2.0%	-1.3%	2.7%	5.1%	0.6%
1980-1995	45.8%	6.4%	63.1%	32.2%	74.2%	48.5%	92.8%	42.8%	55.3%
1995-2015	-0.6%	12.9%	15.6%	4.9%	6.7%	-1.3%	27.6%	29.4%	15.5%

Transportation, Communication and Utilities

Finance, Insurance and Real Estate

Includes Miscellaneous

Includes Federal, State and Local Government

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SOURCE: Atlanta Regional Commission (Vision 2020 Baseline Forecasts, 1994).

As shown in the above tables (Figures VI-14 and Table VI-31), the five year incremental employment trend among the eight major industries demonstrates a steady reduction in total employment growth between 1980 and 2020. Overall projected total growth for the 20-year planning horizon (1995-2015) is 9.6%. Following the high growth rates of the early 1980s, employment growth has slowed and is projected to continue at a low pace. Between 1995 and 2015, Construction and F.I.R.E. are actually forecast to lose total employment. Sectors expected to experience strength in employment growth over the 20-year planning horizon are Government; Services; T.C.U.; and a rebounding Manufacturing. Numerically, Federal, State and Local Governmental institutions and the Services sectors are forecast to add the largest number of jobs to DeKalb County, adding 39,100 (three-quarters) of the total 52,400 net new jobs in the 1995-2015 time period.

DeKalb has assumed an increasing role as a primary provider of medical services, technology, information, higher education and cultural amenities to the metro Atlanta area. DeKalb will also continue to function as a primary location for employment of workers living elsewhere in the Atlanta MSA, whose centers of commerce and infrastructure have not developed to DeKalb's extent. Increasingly, DeKalb County has become economically allied with the city of Atlanta as a focal point for large scale professional employment. Areas such as Perimeter Center and the northern quadrant of I-285 that passes through the county have assumed the role of an alternative Central Business District to downtown Atlanta. Recent relocations to DeKalb of such companies as Hewlett-Packard Corporation and

Holiday Inns Worldwide from other areas of the United States are indicative of DeKalb's attraction as an upscale corporate headquarters locations.

The following table (Table VI-32) compares the projected number of employees by major industry group in DeKalb County, the Atlanta Region and the State.

**TABLE VI-32  
COMPARISON OF CHANGES IN EMPLOYMENT  
DEKALB COUNTY, ATLANTA REGION AND GEORGIA  
1990 - 2005**

	Construc- tion	Manu- facturing	T.C.U.	Wholesale	Retail	F.I.R.E.	Services	Govern- ment	Total
<b>DeKalb County</b>									
1990	13,900	31,100	23,300	32,500	60,600	28,700	85,300	42,900	318,300
2005	17,950	33,800	28,050	34,100	67,200	30,200	108,500	52,200	372,000
Percent Change	29.1%	8.7%	20.4%	4.9%	10.9%	5.2%	27.2%	21.7%	16.9%
<b>Atlanta Region</b>									
1990	64,300	153,900	126,500	139,100	261,500	113,800	357,700	209,200	1,426,000
2005	99,800	198,000	174,800	188,800	391,700	145,100	558,600	257,200	2,014,000
Percent Change	55.2%	28.7%	38.2%	35.7%	49.8%	27.5%	56.2%	22.9%	41.2%
<b>State of Georgia</b>									
1990	147,301	559,143	217,163	214,001	531,103	162,903	1,105,482	241,040	3,178,136
2005	176,009	567,799	267,105	251,225	699,780	203,760	1,544,785	276,615	3,987,078
Percent Change	19.5%	1.5%	23.0%	17.4%	31.8%	25.1%	39.7%	14.8%	25.5%

SOURCES: DeKalb County and Atlanta Region: Atlanta Regional Commission, Vision 2020 Baseline Forecasts, 1994. State of Georgia: Georgia Department of Labor.

**These changes are illustrated on this and the following chart, which compare DeKalb County to the state in 1990 and 2005 in terms of the percent of employment in each of the major industry groups.**

**WAGES PAID BY DEKALB EMPLOYERS**

Average weekly wages in DeKalb County for the period 1980-1993, as reported by the Georgia Department of Labor, increased by \$271; a gain of 99% for all employment categories. The highest dollar wage gain was in the category of Finance, Insurance and Real Estate (F.I.R.E), followed by Wholesale Trade; Transportation, Communication and Utilities (T.C.U.); Manufacturing; and Services; an average gain of \$359 per week for these five industries. The remaining four produced less of an average gain—\$227 for the period. Wage gain (expressed as a percentage of gain) from 1980 to 1993 show the highest increases in the F.I.R.E. category (153%) followed by Services (125%) and Wholesale Trade (110%). Conversely, the lowest increase was in the Retail category (74%), followed by Mining (83%), Government (83%), and Agriculture, Forestry and Fishing (83%). The average net gain in wages for these categories was \$207 per week for the period 1980-1993. While there are no projections of average weekly wages currently available, it is expected that increasing demands for services will stimulate disproportionate growth in service jobs. Over the forecast period, service jobs are projected (by the Atlanta Regional Commission) to increase from 27.6% of all jobs in the county in 1995, to 30.5% of all jobs in 2015. These jobs correlate to producing an average wage compared to all industries, but cover a broad spectrum of employment types including: health, legal, social, business, engineering, accounting and personal services. This is easily one of the most prolific and diverse of all employment categories. The highest percentage increase in jobs is projected to be in the Government sector, which has an average wage base below the county-wide average. The second highest growth industry after Services, in terms of percent increase, is projected to be in the T.C.U. category, which has an average 1993 wage well above average, followed by manufacturing which also pays above average wages.

**TABLE VI-33  
AVERAGE WEEKLY WAGES BY INDUSTRY  
DEKALB COUNTY  
1980 - 1993**

	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	GAIN 1980- 1993	% GAIN 1980- 1993
<b>AGRICULTUR E, FORESTRY &amp; FISHING</b>	197	216	225	231	233	260	272	292	300	309	313	316	353	361	164	83.2 %
Mining	364	386	418	475	509	534	540	569	528	622	627	663	708	665	301	82.7 %
Construction	286	311	337	346	368	387	431	443	450	467	490	511	512	527	241	84.3 %
Manufacturing	322	365	394	428	445	479	491	522	573	552	571	606	622	645	323	100.3 %
T.C.U.	378	417	459	493	510	513	517	527	543	575	626	648	713	717	339	89.7 %
Wholesale	370	396	425	452	486	525	556	576	613	643	674	705	761	777	407	110.0 %
Retail Trade	168	184	192	201	219	235	241	252	257	260	269	266	280	292	124	73.8 %
F.I.R.E.	276	310	338	369	395	437	480	514	541	560	582	629	689	699	423	153.3 %
Services	245	273	298	320	342	364	383	413	437	455	479	503	534	550	305	124.5 %
Government	290	323	323	352	377	393	380	431	445	450	474	492	506	530	240	82.8 %
N.E.C.	273	280	324	287	333	287	406	296	319	313	430	458	280	261	—	— <sup>6</sup>
<b>All Industries</b>	<b>274</b>	<b>303</b>	<b>324</b>	<b>346</b>	<b>367</b>	<b>391</b>	<b>407</b>	<b>430</b>	<b>452</b>	<b>463</b>	<b>487</b>	<b>506</b>	<b>534</b>	<b>545</b>	<b>271</b>	<b>98.9 %</b>

Transportation, Communication, and Utilities

Finance, Insurance, and Real Estate

Includes Federal, State and Local Government

Businesses Not Elsewhere Classified (NEC)

Estimated

Data Inconclusive

SOURCES: Georgia Employment and Wages, 1980-1993, Georgia Department of Labor, Labor Information Systems.  
 Compiled by: DeKalb County Planning Department.

Average wages paid in DeKalb County compare well with those paid in the State. As the following table (Table VI-34) shows, average weekly wages in DeKalb have consistently been around 14% higher than for the state, with wages in Manufacturing exceeding the state average by the greatest percentage. Overall, DeKalb County's manufacturing employment base is oriented to higher-skilled workers than state-wide, including 131 subsidiaries of Fortune 500 Industries. An example is the General Motors plant in Doraville, which pays higher wages commensurate with the skilled labor it employs. In 1990, average hourly earnings of production or nonsupervisory workers in the auto industry were \$14.60 as opposed to \$10.85 for all other manufacturing industries.

After manufacturing, average wages paid in DeKalb in 1993 were significantly higher than the state averages on a percentage basis in the Services, Construction, and Retail Trade industry groups.

TABLE VI-34  
 AVERAGE WEEKLY WAGES  
 STATE OF GEORGIA AND DEKALB COUNTY

	Georgia			DeKalb County			DeKalb as a % of GA - 1993
	1985	1990	1993	1985	1990	1993	
Construction	\$361	\$434	\$461	\$387	\$490	\$527	114.3%
Manufacturing	\$366	\$449	\$511	\$479	\$571	\$645	126.2%
T.C.U.	\$517	\$603	\$709	\$513	\$626	\$717	101.1%
Wholesale Trade	\$473	\$603	\$695	\$523	\$674	\$777	111.8%
Retail Trade	\$208	\$236	\$259	\$235	\$269	\$292	112.7%
F.I.R.E.	\$423	\$543	\$648	\$437	\$582	\$699	107.9%
Services	\$310	\$414	\$471	\$364	\$479	\$550	116.8%
Government	\$374	\$459	\$510	\$393	\$477	\$530	103.9%



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***ECONOMIC BASE***

All Industries	\$344	\$425	\$478	\$391	\$487	\$545	114.0%
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Transportation, Communication, and Utilities

Finance, Insurance, and Real Estate

Includes Federal, State and Local Government

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SOURCE: Georgia Dept. of Labor.

The next table (Table VI-35) provides PUMAS estimates of the average annual wage paid for a full-time job and part-time job in each industry group. Full-time is defined as being at least 36 hours per week, with part-time being fewer than 36 hours per week. Figures are shown for employers in DeKalb, Fulton and Gwinnett Counties since the majority of DeKalb residents work in these three counties .

**TABLE VI-35  
WAGES PAID FOR FULL-TIME AND PART-TIME  
WORK  
BY EMPLOYERS IN DEKALB, FULTON AND  
GWINNETT  
1990**

	County	Average Annual Wage	
		Full-Time	Part-Time
Construction	DEKALB	\$26,418	\$7,073
	Fulton	\$23,026	\$6,923
	Gwinnett	\$25,837	\$11,659
Manufacturing	DEKALB	\$32,386	\$9,621
	Fulton	\$33,173	\$9,541
	Gwinnett	\$33,823	\$10,282
T.C.U.	DEKALB	\$32,290	\$15,826
	Fulton	\$32,560	\$13,701
	Gwinnett	\$28,365	\$8,689
Wholesale Trade	DEKALB	\$33,161	\$14,609
	Fulton	\$34,309	\$8,910
	Gwinnett	\$33,833	\$12,288
Retail Trade	DEKALB	\$23,342	\$5,366
	Fulton	\$24,735	\$6,074

	Gwinnett	\$27,470	\$8,248
F.I.R.E.	DEKALB	\$30,175	\$11,272
	Fulton	\$33,798	\$12,530
	Gwinnett	\$36,947	\$8,432
Services	DEKALB	\$28,478	\$10,274
	Fulton	\$29,655	\$10,383
	Gwinnett	\$27,701	\$9,246
Public Administration	DEKALB	\$27,089	\$6,749
	Fulton	\$30,590	\$13,601
	Gwinnett	\$30,863	\$7,320

36 hours or more per week.

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SOURCE: PUMAS Microdata 1990 (processed).

**SOURCES OF PERSONAL INCOME**

As shown in the following two tables (Tables VI-36 and 37A), the number of establishments and payrolls has grown consistently in DeKalb County over the past two decades. Focusing on the 1980s, only two industry groups exceeded the county-wide average growth rate in number of new establishments of 53.2%—Services and T.C.U. (although Retail Trade and F.I.R.E. were very close to the county average). However, in looking at growth in earnings (payrolls), six industry groups exceeded the county-wide average growth rate of 169%—led by Farming (which was only .01% of all earnings in 1990), and then Services, followed (in order) by Agricultural Services; Federal Military jobs; Federal Civilian jobs; and Finance, Insurance and Real Estate.

**TABLE VI-36  
NUMBER OF ESTABLISHMENTS BY INDUSTRY TYPE  
1970 - 1990**

	1970		1980		1990		% Change 1970-1990
	Number	Percent	Number	Percent	Number	Percent	
AGRICULTURE, FORESTRY & FISHING	63	1.1%	102	0.9%	207	1.2%	228.6%
MINING	9	0.2%	14	0.1%	12	0.1%	33.3%
CONSTRUCTION	888	15.5%	1008	9.0%	1,227	7.2%	38.2%
MANUFACTURING	340	5.9%	628	5.6%	874	5.1%	157.1 %
T.C.U.	115	2.0%	271	2.4%	508	3.0%	341.7%
WHOLESALE TRADE	659	11.5%	1644	14.7%	1,972	11.5%	199.2%
RETAIL TRADE	1306	22.8%	2552	22.8%	3,798	22.2%	190.8%
F.I.R.E.	574	10.0%	1131	10.1%	1,654	9.7%	188.2%
SERVICES	1607	28.0%	3236	29.0%	6,090	35.6%	279.0%
N.E.C.	171	3.0%	590	5.3%	781	4.6%	356.7%
<b>TOTALS</b>	<b>5732</b>	<b>100.0%</b>	<b>11176</b>	<b>100.0%</b>	<b>17,123</b>	<b>100.0%</b>	<b>198.7%</b>

Transportation, Communication and Utilities

Finance, Insurance and Real Estate

Not elsewhere classified/nonclassifiable

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SOURCES: U.S. Department of Commerce, Bureau of the Census, County Business Patterns (1970-1990) Georgia.  
DeKalb County Planning Department.

As noted, the Services classification has shown a large increase in numbers of establishments and annual payroll. Of all Service categories, the number of establishments in the Business Services classification almost tripled in the last twenty years. Predominant in this growth were: Computer and Data Processing Services (151 new businesses) and Services to Buildings (115 new businesses). Business Services payrolls increased by approximately \$535.5 million, while the number of persons employed in this category increased by 21,600 during the period 1970-1990. T.C.U. has also been a strong performer for the county, with a rate of growth in number of establishments close to Services, and a payroll increase over the 1980s of \$205 million.

TABLE VI-37A  
ANNUAL EARNINGS BY ECONOMIC SECTOR  
(in 1,000s of 1982 Constant Dollars)  
1980 - 1990

	1980	1985	1990	1980 - 1990 Change	
				Number	Percent
Farming	234	704	736	502	314.5%
Agricultural Svcs	15,221	25,816	33,856	18,635	222.4%
Mining	16,477	19,681	14,588	-1,889	88.5%
Construction	323,869	447,005	443,701	119,832	137.0%
Manufacturing	686,495	840,833	846,958	160,463	123.4%
T.C.U.	379,113	519,571	583,853	204,740	154.0%
Wholesale Trade	655,747	909,632	997,171	341,424	152.1%
Retail Trade	460,453	673,820	737,763	277,310	160.2%
F.I.R.E.	288,595	445,753	597,680	309,085	207.1%

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*ECONOMIC BASE*

Services	929,236	1,392,833	2,091,089	1,161,853	225.0%
Federal, Civilian	143,367	207,860	264,814	121,447	184.7%
Federal, Military	20,479	38,444	42,877	22,398	209.4%
State & Local Gov	331,884	397,634	529,508	197,624	159.5%
TOTALS	\$4,251,170	\$5,919,586	\$7,184,594	\$2,933,424	169.0%

Transportation, Communication and Utilities

Finance, Insurance and Real Estate

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SOURCE: Woods and Poole Economists, Inc, 1991.

The data presented in these two tables suggest that in the 1990s DeKalb County has assumed a more dominant role in providing goods and services to other metro Atlanta counties and the state. Also relevant in this analysis is the growth in Government employment, encompassing federal, state and local governments. For the period 1980-1990, Government employment increased by 135.2% or 11,167 persons, while payrolls increased \$341.5 million (or 170%). Affecting this increase were several relocations of federal and state government offices from other counties to DeKalb, and expansion of existing federal and state agencies already located in DeKalb such as the Department Of Revenue and the Centers for Disease Control and Prevention (CDC).

Continued growth and change in DeKalb County payrolls is shown on the following table (Table VI-37B). Strongest growth is anticipated in the T.C.U. sector, with important payroll increases in Federal Civilian jobs, Services and Manufacturing. Agricultural Services (which includes companies like GoldKist) and Mining (which includes rock quarries) are projected to register numerically small but proportionately large increases in earnings to employees, as well.

**TABLE VI-37B**  
**ANNUAL EARNINGS BY ECONOMIC SECTOR**  
 (in \$1,000s of 1982 Constant Dollars)  
 1995 - 2015

	1995	2000	2005	2010	2015	Increase 1995-2015
Farming	797	841	888	940	994	124.7%
Agricultural Svcs	37,804	43,157	48,492	54,986	62,085	164.2%
Mining	14,458	15,817	17,740	20,581	24,079	166.5%
Construction	424,994	425,145	432,841	421,503	414,950	97.6%
Manufacturing	950,579	1,092,997	1,197,072	1,288,953	1,363,000	143.4%
T.C.U.	713,267	851,538	1,019,138	1,132,108	1,237,069	173.4%
Wholesale Trade	1,123,563	1,283,421	1,363,534	1,254,702	1,109,081	98.7%
Retail Trade	780,470	861,434	926,729	936,629	942,763	120.8%
F.I.R.E.	650,972	737,769	816,156	846,394	873,375	134.2%
Services	2,349,678	2,669,359	2,975,363	3,197,579	3,415,765	145.4%
Federal, Civilian	303,134	344,336	377,482	413,237	446,368	147.3%
Federal, Military	45,276	47,986	50,201	53,533	57,135	126.2%
State & Local Gov	575,141	632,085	691,900	712,186	730,741	127.1%
<b>TOTALS</b>	<b>\$7,970,133</b>	<b>\$9,005,885</b>	<b>\$9,917,536</b>	<b>\$10,333,331</b>	<b>\$10,677,405</b>	<b>134.0%</b>

Transportation, Communication and Utilities

Finance, Insurance and Real Estate

SOURCE: Woods and Poole Economists, Inc, 1991.

The following table (Table VI-37C) compares DeKalb County's earnings data to the State. In the years ahead, the Services sector will continue its dominance in DeKalb's economy, clearly out pacing the State as a whole. T.C.U. and Federal Civilian payrolls will

also increase their share of total earnings in the county disproportionately to the State, while the Wholesale Trade and Retail Trade sectors will also maintain important roles in DeKalb.

**TABLE VI-37C  
PROFILE OF EARNINGS BY ECONOMIC SECTOR  
STATE OF GEORGIA AND DEKALB COUNTY  
1980 - 2015**

	1980	1985	1990	1995	2000	2005	2010	2015
<i>DeKalb County:</i>								
Farming	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AGRICULTURAL Svcs	0.3%	0.4%	0.4%	0.4%	0.4%	0.4%	0.5%	0.5%
MINING	0.3%	0.3%	0.2%	0.1%	0.1%	0.1%	0.1%	0.2%
CONSTRUCTION	7.6%	7.5%	6.1%	5.3%	4.7%	4.3%	4.0%	3.8%
MANUFACTURING	16.1%	14.2%	11.7%	11.9%	12.1%	12.0%	12.4%	12.7%
T.C.U.	8.9%	8.7%	8.1%	8.9%	9.4%	10.2%	10.9%	11.5%
WHOLESALE TRADE	15.4%	15.3%	13.8%	14.0%	14.2%	13.7%	12.1%	10.3%
RETAIL TRADE	10.8%	11.3%	10.2%	9.7%	9.5%	9.3%	9.0%	8.8%
F.I.R.E.	6.7%	7.5%	8.3%	8.1%	8.1%	8.2%	8.1%	8.1%
SERVICES	21.8%	23.5%	29.1%	29.4%	29.6%	30.0%	30.9%	31.9%
Federal, Civilian	3.3%	3.5%	3.6%	3.8%	3.8%	3.8%	3.9%	4.1%
Federal, Military	0.4%	0.6%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
State & Local Gov	7.8%	6.7%	7.3%	7.2%	7.0%	6.9%	6.8%	6.8%
<i>State of Georgia:</i>								
Farming	0.4%	1.6%	1.8%	1.7%	1.6%	1.5%	1.4%	1.3%
AGRICULTURAL Svcs	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.5%
MINING	0.5%	0.4%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%
CONSTRUCTION	6.1%	6.7%	6.0%	5.8%	5.6%	5.6%	5.6%	5.6%



*ECONOMIC BASE*

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MANUFACTURING	22.9%	20.6%	17.9%	18.1%	18.6%	18.6%	18.8%	18.9%
T.C.U.	9.5%	9.3%	9.2%	9.5%	9.5%	9.8%	9.8%	9.8%
WHOLESALE TRADE	9.1%	9.3%	9.4%	9.8%	10.2%	10.5%	10.4%	10.2%
RETAIL TRADE	10.5%	10.2%	9.8%	9.6%	9.7%	9.6%	9.5%	9.3%
F.I.R.E.	5.6%	6.0%	6.5%	6.4%	6.4%	6.5%	6.5%	6.5%
SERVICES	16.1%	18.2%	22.0%	22.4%	22.5%	22.7%	23.3%	24.1%
Federal, Civilian	4.6%	4.2%	3.6%	3.4%	3.2%	3.0%	3.0%	2.9%
Federal, Military	2.6%	2.4%	2.0%	1.8%	1.7%	1.5%	1.5%	1.4%
State & Local Gov	11.1%	10.2%	10.7%	10.2%	9.7%	9.4%	9.0%	8.6%

Transportation, Communication and Utilities

Finance, Insurance and Real Estate

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SOURCE: Woods and Poole Economics, Inc., 1991.

A table in the previous section showed the average annual wages paid by employers in DeKalb County in 1990 (as well as in Gwinnett and Fulton Counties). The following table (Table VI-38) shows average annual wages for full-time and part-time employment by DeKalb County residents by industry group in each of the PUMAs.

TABLE VI-38  
DEKALB COUNTY EMPLOYEES AND AVERAGE WAGES  
BY INDUSTRY GROUP  
1990

PUMA	Total Employed	Full-Time Workers			Part-Time Workers		
		Number	Percent	Wage	Number	Percent	Wage
Construction COUNTY	15,348	12,947	84.4%	\$21,198	2,401	15.6%	\$7,229

*ECONOMIC BASE*

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		1901	4,876	4,052	83.1%	\$21,262	824.00	16.9%	\$8,940
		1902	3,317	2,881	86.9%	\$23,567	436.00	13.1%	\$8,088
		1903	3,498	2,909	83.2%	\$16,724	589.00	16.8%	\$6,126
		1904	3,657	3,105	84.9%	\$23,110	552.00	15.1%	\$5,174
<hr/>									
Manufacturing	COUNTY		30,041	26,912	89.6%	\$29,223	3,129	10.4%	\$7,361
		1901	9,220	8,213	89.1%	\$33,783	1,007	10.9%	\$7,857
		1902	7,088	6,554	92.5%	\$31,300	534.00	7.5%	\$10,597
		1903	6,030	5,244	87.0%	\$22,228	786.00	13.0%	\$7,501
		1904	7,703	6,901	89.6%	\$27,137	802.00	10.4%	\$4,446
<hr/>									
T.C.U.	COUNTY		29,847	26,663	89.3%	\$29,946	3,184	10.7%	\$12,638
		1901	6,837	6,031	88.2%	\$32,284	806.00	11.8%	\$16,473
		1902	6,123	5,385	87.9%	\$32,583	738.00	12.1%	\$8,803
		1903	7,529	6,701	89.0%	\$25,167	828.00	11.0%	\$9,686
		1904	9,358	8,546	91.3%	\$30,382	812.00	8.7%	\$15,326
<hr/>									
Wholesale Trade	COUNTY		15,339	13,913	90.7%	\$29,357	1,426	9.3%	\$11,829
		1901	4,792	4,301	89.8%	\$35,086	491.00	10.2%	\$13,349
		1902	3,785	3,479	91.9%	\$28,674	306.00	8.1 %	\$ 13,390
		1903	2,707	2,445	90.3%	\$21,068	262.00	9.7%	\$13,042
		1904	4,055	3,688	90.9%	\$28,814	367.00	9.1%	\$7,630
<hr/>									
Retail Trade	COUNTY		48,764	32,757	67.2%	\$20,590	16,007	32.8%	\$5,149
		1901	15,861	11,096	70.0%	\$22,977	4,765	30.0%	\$6,112

*ECONOMIC BASE*

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	1902	12,254	8,458	69.0%	\$19,217	3,796	31.0%	\$5,643
	1903	10,313	6,437	62.4%	\$18,288	3,906	37.9%	\$4,159
	1904	10,306	6,766	65.7%	\$20,580	3,540	34.3%	\$4,414
<hr/>								
F.I.R.E.	COUNTY	25,771	23,090	89.6%	\$29,181	2,681	104%	\$10,397
	1901	8,817	7,870	89.3%	\$36,204	947.00	10.7%	\$15,231
	1902	6,561	5,909	90.1%	\$29,991	652.00	9.9%	\$9,668
	1903	4,297	3,808	88.6%	\$21,460	489.00	11.4%	\$6,816
	1904	6,096	5,503	90.3%	\$23,609	593.00	9.7%	\$8,093
<hr/>								
Services	COUNTY	106,209	82,537	77.7%	\$25,983	23,672	22.3%	\$8,564
	1901	33,773	25,997	77.0%	\$30,570	7,776	23.0%	\$8,333
	1902	23,914	18,166	76.0%	\$27,645	5,748	24.0%	\$9,283
	1903	25,444	19,205	75.5%	\$20,174	6,239	24.5%	\$6,731
	1904	23,423	19,169	81.8%	\$24,000	4,254	18.2%	\$10,973
<hr/>								
Pub. Admin.	COUNTY	18,600	17,630	94.8%	\$28,827	1,240	6.7%	\$11,567
	1901	4,131	3,915	94.8%	\$33,382	216.00	5.2%	\$16,216
	1902	3,807	3,625	95.2%	\$31,622	182.00	4.8%	\$24,839
	1903	5,105	4,952	97.0%	\$24,664	513.00	10.0%	\$9,024
	1904	5,827	5,498	94.4%	\$27,217	329.00	5.6%	\$5,139

Average 36 hours per week or more.

SOURCE: PUMAS Micro data 1990 (processed).

The table (Table VI-39) on the next page provides an overview of past and projected future sources of income for DeKalb County residents, as contrasted to the State of Georgia, by type of income. While the figures are very comparable between the county and the state, DeKalb's share from Wages and Salaries is consistently a few percentage points above the state's throughout the planning horizon, and consistently lower for Transfer Payments. Of particular note, the county's Residence Adjustment is projected to continue to decrease in the years ahead. The Residence Adjustment is a measure of the net flow of income into or out of the jurisdiction relative to surrounding jurisdictions, with a positive figure indicating a net flow in from surrounding areas. While DeKalb County enjoyed a very major inflow in years past, that advantage has been considerably reduced.

**TABLE VI-39  
PROFILE OF INCOME CATEGORIES BY PROPORTION  
STATE OF GEORGIA AND DEKALB COUNTY  
1980 - 2015**

	1980	1985	1990	1995	2000	2005	2010	2015
<i>DeKalb County:</i>								
Wages and Salaries	62.8%	65.2%	63.4%	62.3%	61.4%	60.0%	58.2%	56.2%
Other Labor	6.1%	5.9%	5.8%	5.7%	5.6%	5.4%	5.2%	5.0%
Proprietor's Income	7.2%	5.5%	6.4%	6.1%	5.7%	5.6%	5.7%	5.8%
D.I.R.I.	13.6%	14.5%	15.0%	15.2%	15.5%	16.1%	16.6%	17.2%
Transfer Payments	10.0%	8.7%	9.2%	10.5%	11.5%	12.8%	14.1%	15.5%
Total Income	\$5,570	\$7,720	\$9,481	\$10,735	\$12,365	\$13,956	\$14,941	\$15,894
Resident Adj.	12.1%	2.1%	1.3%	1.2%	1.0%	0.9%	0.8%	0.7%

*State of Georgia:*

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***ECONOMIC BASE***

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Wages and Salaries	62.3%	61.6%	60.1%	59.2%	58.5%	57.4%	56.2%	54.9%
Other Labor	5.8%	5.6%	5.6%	5.5%	5.4%	5.2%	5.1%	4.9%
Proprietor's Income	6.5%	6.8%	7.8%	7.3%	6.9%	6.5%	6.2%	6.0%
D.I.R.I. <sup>1</sup>	11.4%	13.1%	13.6%	14.1%	14.8%	15.6%	16.4%	17.3%
Transfer Payments	13.6%	12.7%	12.7%	13.6%	14.2%	15.0%	15.8%	16.7%
Total Income <sup>2</sup>	\$55,391	\$70,674	\$88,237	\$100,748	\$116,462	\$134,034	\$151,859	\$171,577
Resident Adjustment	0.0%	-0.1%	-0.2%	-0.2%	-0.2%	-0.2%	-0.2%	-0.2%

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**Dividends, Interest, and Rent Income**

In millions of 1982 constant dollars.

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**SOURCE:****Woods and Poole Economics, Inc., 1991.**

## **TRENDS IN MAJOR COMMUNITY-LEVEL ECONOMIC ACTIVITIES**

A review of major announcements for commercial and industrial developments in DeKalb County for the first three quarters of 1994 reflect a continuation of the trends that have been in effect for the past several years. The most notable trends are in new office developments in the northern part of the county (particularly in the Perimeter Center area and the Clifton Road corridor), expansion of commercial activities as new retailers move into the Atlanta market; and the negative effects of company downsizing that reflects corporate policy at the national level.

### **Downsizing**

In response to economic forces at the national level toward consolidation into larger, more efficient organizations and delivery systems, several companies closed their facilities or reduced their work forces in 1994. Eaton Corporation closed their manufacturing plant in Doraville as part of a restructuring following the acquisition of Westinghouse Electric. Ford New Holland closed their distribution center on Mountain Industrial Boulevard and transferred their parts distribution operation to Caterpillar through contract. Both Roche Biomedical Laboratories and SmithKline Beecham Clinical Laboratories announced job reductions as a result of their companies' downsizing, and Woolworth's at South DeKalb Mall will close as part of that company's reduction of 730 stores nationwide. As a result of the acquisition of American Fare by the K-Mart Corporation, the K-Mart on Memorial Drive (along with the Office Max next door, a K-Mart subsidiary) was closed as part of the consolidation of space at the Mountain Industrial Boulevard location. About one-half of the employees at the Memorial Drive location were transferred to the new store. Altogether, these announcements reflected a net loss of 459 jobs in the county.

### **Retail Expansion**

Retail expansion was the most wide-spread activity geographically during 1994, as stores and service companies vied for consumer dollars. Supermarkets were well represented as Harris Teeter built stores at the Mt. Vernon and Sage Hill Shopping Centers, Publix built stores on Memorial Drive (very near the K-Mart closing) and Rockbridge Road, and Winn-Dixie occupied space in a new retail center on South Indian Creek at Redan Road. Perimeter Expo, a new venture for Home Depot into interior decoration and up-scale merchandise, opened in a 300,000 square foot center on Ashford Dunwoody Road at I-285, that also includes The Sport Shoe and Hobby Town USA. The Perimeter Center area saw several move-ins during 1994, including Crate & Barrel at Perimeter Mall, and Bed Bath &

Beyond and TJ Maxx at Perimeter Square shopping center. In addition, a new shopping center has opened in the area on Perimeter Center Parkway.

A Home Depot mega-store has opened in the Wesley Chapel/I-20 area, one of the hottest retail market locations in the county. Subsequently, following the closing of their facility on Memorial Drive, Home Depot opened a 140,000 square foot store on Lawrenceville Highway. Goodwill Stores moved into space at the Stonewood Village and Covington Square shopping centers, while a new 16-screen movie theater moved into Avondale Mall. Also in the south, a new furniture store (Heilig-Meyers) took space in the Candler-McAfee shopping center. Chili's Bar & Grill reflected continued expansion in the Toco Hills area, while First Financial Bank added a facility in Corporate Square.

Although figures were not announced for all of the new jobs created by these retail expansions, those that did announce indicated a total of 1,187 new jobs.

#### **New Offices**

Most of the new offices announced during 1994 were located in the northern part of the county. The most active area was the Clifton Road corridor, which has been experiencing extremely high growth in the health sciences field due to the unique combination of Emory University (and its excellent medical facilities) and the international headquarters of the Centers for Disease Control and Prevention (CDC) and the American Cancer Society. During 1994, the CDC announced the construction of a new 5-story, \$13.8 million office building next to their existing facility. The CDC's plan is to eventually consolidate all of its many offices into three locations: Clifton Road, the Mercer University area, and Buford Highway. (Recently, the CDC has indicated that the deal with Mercer would not work out, and they have announced a much larger building at the Clifton Road headquarters site.) In addition, Egleston Children's Hospital on Clifton Road filed a Certificate of Need with the State for an \$8.1 million renovation that would create a children's cancer center—a national model which would include the largest bone marrow transplant unit for children in the Southeast. The Emory Conference Center Hotel also got underway on Clifton Road at Houston Mill Road—a \$28 million, 200-room facility that is intended to handle some of the conference and continuing education activity that is generated by the university and institutions in the corridor. About two miles to the east on North Decatur Road, the DeKalb Medical Center filed a Certificate of Need with the State for a \$12 million renovation and expansion for the emergency and critical care units, the diagnostic and treatment center, and the respiratory therapy and renal dialysis facilities. Future plans at the Medical Center include the relocation and expansion of the hospital's

**laboratory facilities. [Additional facilities being built or expanded in the Clifton Road corridor are discussed in the next section of this report under Biomedical Activities.]**

**Other major announcements during 1994 included some limited new construction and several moves into existing space. Prudential Atlanta Realty announced expansion of their building on Mt. Vernon Road to accommodate 30 new employees, while Summit National Bank opened a new branch on Shallowford Road to service their growing business connections to the international community (Summit is one of the most active Small Business Administration lenders in the Southeast). The Georgia Department of Technical and Adult Education moved 80 employees into new space on Century Place, while the Computer Sciences Corporation took over space at Ravinia in the Perimeter Center area. The Atlanta Koger Center on Chamblee-Tucker Road at I-85 also saw activity with First Data Resources taking 35,000 square feet and the CDC moving 374 employees into 103,000 square feet during 1994.**

**While some of the announcements were made without an indication of the number of new jobs involved, these new offices will employ a known 1,234 people.**

### **Manufacturing**

**Little activity in the area of manufacturing was seen during 1994, which is indicative of such activity in DeKalb County for a number of years.**

**Other than the closings (due to downsizing) mentioned above, 1994 activity among manufacturers in the county related to relocations. One company, Auto-Lok, announced that it was moving from Stone Mountain to Cherokee County. The number of employees affected and the reason for the move was not stated. Another company, Gourmet Concepts International, purchased the vacant Mary Kay distribution center on Montreal Circle, to which it is relocating its Church Street facility. The transfer of the company's 96 employees will not represent a net loss to the county.**



**SPECIAL OR UNIQUE ECONOMIC ACTIVITIES**

**Services**

Service occupations represent the single largest industry group of employers in DeKalb County, accounting for almost one-third of all jobs in the week surveyed by the U.S. Census Bureau in 1990. The following table (Table VI-40) provides a detailed view of this employment category in DeKalb County and compared to the state, for 1988 and 1990.

**TABLE VI-40  
SERVICE EMPLOYMENT  
DEKALB COUNTY AND STATE OF GEORGIA  
1988 - 1990**

	DeKalb County			Georgia		
	1988	1990	% Change	1988	1990	% Change
Hotels and other lodging places	3,204	3,898	21.7%	35,648	39,169	9.9%
Personal services	3,674	4,162	13.3%	27,932	30,393	8.8%
Business services	20,695	24,280	17.3%	117,088	142,000	21.3%
Auto repair, services and parking	2,630	2,900	10.3%	21,920	23,074	5.3%
Miscellaneous repair services	1,298	1,400	7.9%	9,640	10,544	9.4%
Motion pictures	n/a	1,067	—	5,389	7,060	31.0%
Amusement and recreation	1,562	1,643	5.2%	17,096	19,209	12.4%
Health services	17,420	20,543	17.9%	138,859	186,299	34.2%
Legal services	2,031	1,807	-11.0%	17,600	19,417	10.3%
Educational services	7,258	8,846	21.9%	28,910	32,511	12.5%
Social services	3,021	3,157	4.5%	27,178	29,673	9.2%
Museums, botanical, zoological	n/a	n/a <sup>3</sup>	—	777	1,076	38.5%
Membership organizations	5,620	6,086	8.3%	41,039	44,472	8.4%
Engineering and management	8,912	8,794	-1.3%	50,263	53,435	6.3%
Services not elsewhere classified	755	n/a	—	2,399	5,826	142.9%
Administrative and auxiliary	1,819	2,461	35.3%	11,547	12,777	10.7%

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*ECONOMIC BASE*

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Total	80,728	92,008	14.0%	553,285	656,935	18.7%
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Excludes government employees, railroad employees, and self-employed persons.

Figure withheld to avoid disclosing data for individual companies. Actual figure is in 500 to 999 range.

Category not included in publication.

Range indicated as 500 to 999.

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SOURCE: U.S. Dept. of Commerce, Bureau of the Census, *County Business Patterns—1988 and 1990*.

### **Tourism**

Recent (1992) figures indicate that the tourism industry in DeKalb generated \$718.6 million in total tourist expenditures and directly provided 17,526 jobs (Table 30). DeKalb's major tourist attractions include: Stone Mountain Park (averaging 6.5 million visitors annually), the Fernbank Museum of National History (700,000 visitors annually) and The Fernbank Science Center (840,000 visitors annually). In addition, there are a variety of other attractions in the adjoining City of Atlanta/Fulton County area. DeKalb's current inventory of 9,095 hotel/motel rooms in 69 lodging facilities, combined with approximately 77,000 square feet of convention/exhibition space consistently places the county in direct competition with the adjoining City of Atlanta/Fulton County for tourist revenues. The table below shows the direct benefits of tourism to DeKalb's economic base. Under the auspices of DeKalb's Convention & Visitor's Bureau, the county will continue to pursue its share of the convention and tourism revenue in metro Atlanta. A major infusion of tourism revenue in DeKalb County is expected in 1996 when the Atlanta metro area hosts the Summer Olympics. The initial economic impact is expected to be extended beyond the actual event, as many facilities constructed for the Olympics will become permanent tourist attractions generating revenue for many years to come.

**TABLE VI-41  
TOURIST EXPENDITURES AND JOBS  
GENERATED BY YEAR**

	<b>TOTAL TOURIST EXPENDITURES</b>	<b>JOBS GENERATED</b>
1992	\$718,550,000	17,526
1991	\$711,461,679	17,506
1990	\$681,167,981	16,500
1989	\$664,410,000	16,334
1988	\$596,080,000	15,305
1987	\$644,023,476	15,167
1986	\$629,300,000	15,880
1985 <sup>2</sup>	\$604,500,000	16,600
1984	\$618,000,000	16,000

Report methodology adjusted resulting in reduced figure

Estimated from metro area data - no county figures available

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SOURCE: Annual Economic Impact Report, DeKalb Chamber of  
Commerce, Convention and Visitors Bureau

Stone Mountain Park is not only a major tourist attraction and recreation center in the county, but will also play an important role during the 1996 Olympic Games as a venue for three separate sports just sixteen miles from the Olympic Center. Because Stone Mountain is a favorite site for amateur athletics in Georgia, the Park's 3,200 acres and 383-acre lake will provide the venues for archery, cycling, and tennis.

Both the archery facilities and the velodrome are temporary. The velodrome will consist of a 250-meter wooden surface track with 6,000 spectator seats; the archery venue will consist of a four lane archer's competition range, a twenty-two lane practice range and

have a total of 5,000 temporary seats. Following the 1996 Olympic games, a removal of the facilities will allow the sites to return to their natural states.

The tennis center will have a Centre Court stadium with a seating capacity of 12,000 (8,000 permanent and 4,000 temporary). In addition, the Centre Court stadium will include two grandstand courts with a temporary seating capacity of 5,000 and 3,000, thirteen competition courts with a total of 6,550 seats and four covered practice courts.

### **Agribusiness**

**Agribusiness in DeKalb County, as represented by farms and dairies, is virtually non-existent. The number of farms in DeKalb has declined from 197 in 1964 to 59 in 1987 as documented by the U.S. Department of Commerce Census of Agriculture. The average farm size in 1987 was 15 acres with 2.2% of the total acreage in the county designated for farming. The 1990 census identified 177 persons as farm workers in the labor force. The 1987 Census of Business would not report farm payrolls and number of employees, as the small number of establishments would violate individual businesses confidentiality. The 1990 Census of Business did report that there were 36 firms in DeKalb engaged in manufacturing Food and Kindred Products. These firms employed a total of 3,096 persons with a total payroll of \$84.4 million. Approximately 60% of these firms were engaged in producing bakery products, snack foods, emulsifiers and other food preparations. One of the largest agribusiness companies in the southeastern U.S. is headquartered in DeKalb County—GoldKist, Inc., an AGRICULTURAL cooperative. Located in the Perimeter Center Office Park, GoldKist employs 388 persons in its corporate offices and 14,000 in the Southeast. Agriculture (as defined) will not contribute directly to the expansion of DeKalb’s economic base in any significant manner, but will indirectly through agribusiness companies located in the county.**

### **DeKalb-Peachtree Airport**

*After World War II and the Korean Conflict, control of the airport was returned incrementally to the County, and, in 1959, the airport became totally available for civilian use from the Navy. Today, the airport operates as a standing department and “enterprise fund” within DeKalb County government under the direction of the Airport Director.*

*While the airport is owned and operated by DeKalb County as the airport sponsor, policy decisions and direction are provided by an elected Board of Commissioners (BOC). Additionally, a nine (9) member DeKalb County Airport Advisory Board (AAB) appointed by the BOC has been created to advise, recommend and consult with the Chief Executive Officer (CEO) of the County and the Board of Commissioners in the management and operation of the airport.*

*PDK Airport is physically located between Buford Highway on the East, Clairmont Road on the West, the New Peachtree Road and Chamblee Tucker Road on the North, and Dresden Drive on the South. The airport facilities encompass over 760 acres of land and include propoerty lying within the City of Chamblee on the north and unincorporated DeKalb County on the south.*

*Historically, the airport averages about 230,000 operations or takeofs and landings annually and is the second busiest in the entire state only behind the Hartsfield-Atlanta International Airport. The airport is home base for about 580 general avaiation aircraft ranging in size from the smallest, single-engined,*

*piston powered aircraft to the most modern and sophisticated business aircraft currently available. The airport with its four runways, Federal air traffic control tower, four fixed based operators, and two helicopter operators provides the total range of aircraft services to a significant portion of the Atlanta metropolitan corporations, businesses, and personal aircraft owners and operators. Services provided at the airport include: aircraft maintenance and repair; aviation fuel sales; aircraft charters; fixed-wing and helicopter flight instruction; avionics repair; aircraft sales; aircraft interior completions; medical evacuations and patient transfers; radio and television news and traffic reporting; and law enforcement.*

*Georgia's airport system is an extremely important and valuable transportation resource for the state's residents, businesses, and visitors. The levels of activity for all air carrier and general aviation airports provide excellent transportation service to a wide variety of businesses as well as personal and leisure travelers. The Georgia airport system continues to enhance the economics of individual communities, DeKalb County, the region, and the state.*

*The economic impact of airports indicate strongly that "airports mean business." Airports generate local production and consumption that create and ensure jobs throughout the region in all industries - even those not directly related to aviation. As a vital component to the state's transportation infrastructure, Georgia's airports enable local businesses to tap out-of-state markets and help attract out-of-state businesses to invest in the state. In 1994, the Georgia Department of Transportation estimated the annual economic activity of PDK at \$112.5 million for the metropolitan area with \$35 million in annual wages and 1,600+ jobs, 745 of which are located at the airport.*

*The airport is to operate a business oriented airport in a safe, efficient, and fiscally responsible manner and to preserve the quality of life recognizing a partnership between residential, commercial, and general aviation interests. (10/98)*

### **Biomedical Activities**

**One of the most active and growing industries in DeKalb County involves research and applied science in the biological and medical fields. This general area, also referred to as Health and Life Sciences, includes the delivery of health services to individuals as well as the research, manufacturing and distribution of medical devices and supplies; and diagnostic laboratory services. One segment of this industry—biotechnology—is revolutionizing the pharmaceutical, AGRICULTURAL and chemical industries in this country, and further advances are on the drawing tables. DeKalb County is fortunate to have one of the highest profile concentrations of health and life science organizations within its boundaries. These companies and institutions are concentrated in the Clifton Road Corridor, and include such notables as: the international headquarters of the U.S. Centers for Disease Control and Prevention (CDC), the American Cancer Society, and the Woodruff Health Sciences Center of Emory University. In addition to the offices and laboratories clustered in the Clifton Road area, these institutions and others have facilities in numerous other locations within the**

county and the Atlanta region. On a global scale, there is no comparable collection of resources in the world, and the attraction to companies involved in activities ranging from pure research in biomedical fields to support facilities for sterilization, imaging, and medical applications is extremely strong.

Six of the county's eleven largest employers are located in or near the Clifton Road corridor—Emory University and Emory University Hospital, the VA Hospital, Egleston Children's Hospital, the CDC, and (two miles away on North Decatur Road) the DeKalb Medical Center Hospital.

A major component of the biomedical industry in DeKalb County is the Woodruff Health Sciences Center of Emory University, which provides education, treatment, care and research in the field of medicine. Major components of the Health Sciences Center are:

- School of Medicine
- School of Nursing
- School of Public Health
- Yerkes Regional Primate Research Center
- Emory University Hospital
- Crawford Long Hospital

Separately run:

- The Emory Clinic, a non-profit group practice of physicians who teach at Emory, including: Pediatric section, Emory Eye Center, Winship Cancer Center, and others located on campus and various locations around Atlanta

Major affiliates:

- Egleston Children's Hospital at Emory University
- Grady Memorial Hospital and its community clinics
- Atlanta Veterans Affairs Medical Center
- Wesley Woods Geriatric Hospital

The impact of the Woodruff Health Science Center is enormous. The center directly employs 10,500 employees and coordinates the activities of an additional 1,700 volunteers, over and above employment at Emory University. The budget for the Health Sciences Center alone is \$950 million, including \$100 million in research. At the current pace,

research this year is expected to bring in \$110-113 million (90% of all research done at Emory). Including the major affiliates, the budget impact totals \$1.536 billion.

- **School of Medicine:** enrollment 467 medical students, 369 allied health students, 950 residents and fellows, 36 MD/PHD and 18 MD/MPH. Faculty 1,183 plus 1,364 volunteers.
- **Continuing Education courses (School of Medicine):** served 4,700 physicians and 3,200 nurses and other health providers.
- **School of Nursing:** enrollment 416, faculty 51.
- **School of Public Health:** enrollment 391 MPH, 45 PhD. Faculty 85 plus 221 adjuncts.
- **Yerkes Regional Primate Research Center:** 23 core scientists plus 133 affiliates.
- **Emory University Hospital:** 604 beds, staffed by Emory Medical School faculty.
- **Crawford Long Hospital:** 583 beds, staffed by Medical School faculty and community physicians.
- **Egleston Children's Hospital:** 235 beds. Staff includes 300 Emory pediatricians and specialists.
- **Grady Memorial Hospital and its community clinics:** 900 beds. Staffed primarily by Emory physicians and residents, along with Morehouse faculty.
- **Atlanta Veterans Affairs Medical Center:** 550 beds. Staffed entirely by Emory physicians.
- **Wesley Woods Geriatric Hospital:** 100 beds. Staffed primarily by Emory physicians.

Improvements and changes underway include:

- **Major expansions underway will expand research space:**



- **Woodruff West Wing (\$24 million) - 145,000 sq. feet.**
- **Emory South Clinics cancer center (\$16 million) - 45,000 sq. ft.**
- **School of Public Health (\$18.5 million) - 132,000 sq. ft.**
- **Other additions underway:**
  - **Allied Health Sciences building - \$11.5 million**
  - **Serateen Center (clinic) - \$8 million**
  
  - **Mason Transplant House (residential facility) - \$1.5 million**
  - **Hope Lodge (residential facility) - \$2 million**
  - **Various remote cancer centers and satellite primary care centers**
  - **Biochemistry Connector - \$6.9 million**
  
- **State Public Health Laboratory is funded for construction on Clairmont Road across from the VA Hospital. This opens up research and spin-off possibilities.**
- **The Health Sciences Center intends to be designated as a National Cancer Institute (the only one in Georgia).**
- **Future expansion into the area of medical teleconferencing, particularly in providing real-time connections between doctors and emergency facilities at remote locations. The future also demands increased networking with other providers to meet contracts with major users such as Delta Airlines and UPS.**

#### **Local, State and Federal Government**

**DeKalb County has a large number of State and Federal offices located in the county. Between 1980 and 1993, the number of State jobs in the county more than doubled, at a**

growth rate more than twice that of the region as a whole. The number of Federal government jobs also grew at a rate well above that for the region. DeKalb County is second only to Fulton County in total government sector jobs in the region, and has out paced Fulton County in growth in this sector, 37.4% to 20.3%.

The number of city and county employees in DeKalb grew very little between 1980 and 1993 compared to the Atlanta Region as a whole, reflecting the effect on local government of high population growth in the region's more suburban counties during the 1980s. The migration of State and Federal offices into DeKalb County reflects, to some extent, the characteristics of the DeKalb labor force (which is discussed in the next chapter).

TABLE VI-42  
GOVERNMENT SECTOR EMPLOYMENT  
ATLANTA REGION AND DEKALB COUNTY  
1980 - 1993

	Local		State		Federal		Total
	Number	Percent	Number	Percent	Number	Percent	
Atlanta Region							
1980	84,350	56.5%	26,932	18.0%	37,981	25.4%	149,263
1990	116,500	55.7%	42,200	20.2%	50,500	24.1%	209,200
1993	118,600	55.0%	44,000	20.4%	52,900	24.5%	215,500
Increase	34,250	40.6%	17,068	63.4%	14,919	39.3%	66,237
DeKalb County							
1980	18,880	59.5%	4,264	13.4%	8,589	27.1%	31,733

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***ECONOMIC BASE***

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1990	20,900	48.7%	9,300	21.7%	12,700	29.6%	42,900
1993	20,800	47.7%	9,400	21.6%	13,400	30.7%	43,600
Increase	1,920	10.2%	5,136	120.5%	4,811	56.0%	11,867

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SOURCE: Atlanta Regional Commission.

As shown on Table VI-30, the Atlanta Regional Commission forecasts that the government sector will continue to grow in DeKalb County, increasing to 58,600 employees by 2015 (a 34% increase over 1993). It is expected that the number of city and county employees will grow much more slowly in DeKalb, reflecting the maturity of the county's local governments, while State and Federal facilities will continue to find DeKalb a convenient and welcome location.

**SUMMARY**

**Jobs in DeKalb County**

- DeKalb County is a key asset in the economic base of Georgia. While the county contained 8.4% of the state's population in 1990, living in 8.8% of its households, the county contained 10% of all employed persons in the state, or 1 of every 10 employees in Georgia.
- The fastest growing sectors over the past two decades have been in Services, F.I.R.E. and T.C.U., which have tripled or quadrupled in the total number of jobs in each category. In terms of total jobs added between 1970 and 1990, jobs in Services, Retail Trade and Government accounted for over half. For every 10 jobs added in the county between 1970 and 1990, 3 were in Services, 2 in Retail Trade, and 1 in Government.
- Job growth in the 1970s placed F.I.R.E. first in percentage increase, followed by Services and T.C.U. In the 1980s, Services grew the fastest, followed by Retail Trade and T.C.U.
- Compared to the state, DeKalb County's strengths in 1990 clearly were in the Wholesale sector (having 1 of every 5.6 such jobs in the state), followed by T.C.U. and F.I.R.E. (1 in 6.8 and 6.9, respectively), and Services (having a little over 1 of every 7 such jobs in the state).
- Recent trends reported by ARC suggest a loss of jobs in many sectors over the past few years, reflecting the recent recession. Continued growth has occurred in Northwest DeKalb in T.C.U., in South DeKalb in wholesale and F.I.R.E. jobs, and in Northeast DeKalb in manufacturing jobs.
- Over the next 20 years—1995 to 2015—the greatest rates of job growth are projected to be in the Government and Services sectors, followed by T.C.U. Overall, DeKalb will grow at a steadily decreasing rate, reflecting its maturing economy. In the short run—1995 to 2005—major growth in Construction employment is also anticipated.

**Wages Paid by DeKalb Employers**

- Overall, jobs in DeKalb County pay 15% higher average wages than throughout the State of Georgia.
- Compared to Fulton and Gwinnett County jobs (where the vast majority of DeKalb residents work, other than in DeKalb County), wages in DeKalb compare favorably, particularly in Construction and T.C.U., except for Retail Trade compared to Gwinnett, Public Administration to some extent, and F.I.R.E. where DeKalb is notably the lowest.
- Over the next 20 years, 74.6% of all jobs added to the county (39,100 of 52,400) are forecast to be in the Services and Government sectors, both of which have average wages equal to or below the county overall average. The next highest growth areas—T.C.U. and Manufacturing—are forecast to add 15.1% of the new jobs over the next 20 years (7,900), both of which have an average wage well above the overall county average.

#### **Sources of Personal Income**

- Service sector businesses were the highest in number in the county in 1990, and had the highest total payroll of all sectors. The second highest in total payroll—Wholesale Trade—had half the payroll but less than one-third the jobs. Manufacturing and T.C.U. had the next highest payrolls, with Retail Trade a close fifth.
- Clearly, jobs in the T.C.U., Wholesale Trade, Manufacturing and F.I.R.E sectors are paying wages well above the county-wide average, reflecting the well-established white-collar office operations in such areas as Perimeter Center and the I-85 corridor.

**TRENDS IN MAJOR COMMUNITY-LEVEL ECONOMIC ACTIVITIES**

- National trends have buffeted DeKalb County with job losses due to corporate downsizing and consolidation 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 and Pace Warehouse sit in silent testimony.
- Activity among retail operations has been high, with supermarkets leading the way as Harris Teeter and Publix move into the Atlanta market. Although retail stores provide a convenience to DeKalb residents by having shops nearby and easily accessible, and the facilities add notably to the tax base, retail jobs are among the lowest paying in the county.
- Over the short-range past, a trend has developed in the Perimeter Center area that has seen land zoned for high density offices being developed for low-rise retail centers. This trend reflects the recently soft market for office development that has been experienced nationwide. With vacancy rates back down and rents climbing, this trend may reverse in the near future. The road system serving the area, however, is at saturation.
- 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 follows every major announcement with another, while 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. Little activity among manufacturers has been occurring lately, although forecasts by the Atlanta Regional Commission suggest a slight turn-around in future manufacturing employment. This may occur in relation to the high-tech and research-related operations already in the county that will generate new products (especially in the biomedical area of medical appliances and devices).

### **Special or Unique Economic Activities**

- Service employment, which is the largest sector in the county, had particularly strong growth in DeKalb between 1988 and 1990 in Administrative jobs, Education, Hotels, Health Services, and Business Services. The latter two also had above-average growth in the state.
- Tourism is having a growing impact on the county and will receive a boost from the 1996 Olympic Games since several venues are located at Stone Mountain Park.
- Biomedical activities represent one of DeKalb's most vibrant growth industries, focused on the Emory University/Clifton Road corridor. This internationally unique collection of research facilities represents basic industry for the county through generation of new money into the economy from outside grants and research funding.
- State and Federal offices and facilities in DeKalb County will be increasingly important sources of employment. On a percentage basis, the Government sector (including relatively slow-growing city and county employment) is forecast to experience the highest rate of growth over the next twenty years.

### **CONCLUSION**

DeKalb County's economy today reflects a mature and relatively stable business environment. Post-WW II DeKalb County was Atlanta's first suburban county, and the county experienced very high rates of growth in the 1950s, '60s and '70s as new shopping centers, industrial parks and office centers were established, following residential growth eastward. While growth rates in the future are forecast to be modest, every percentage of growth represents several thousand jobs.

By and large, DeKalb's businesses pay average to slightly below-average wages, with several notable exceptions. Forecasts, however, suggest that the highest future job growth will be experienced in sectors that do not pay notably higher-than-average wages.

Several sectors deserve special attention to encourage job growth in the county—health services (biomedical) and state and federal government facilities, communications businesses, and white-collar national and regional headquarters operations and research facilities.

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**EMPLOYMENT OF DEKALB RESIDENTS**

An analysis of employed DeKalb County residents by major industrial employment categories for the period 1970-1990, indicates that RESIDENTS EMPLOYED IN Services;



Transportation, Communication and Utilities (T.C.U.); Finance, Insurance and Real Estate (F.I.R.E); Public Administration; Retail Trade; and Construction have noticeably increased during the last 20 years. Total employment for the period increased by sixty-seven percent for a net gain of over 120,400 employed persons. These figures reflect the employment status of DeKalb County residents (16 years of age and older) regardless of their actual location of employment. They also reflect the adjustment from an industrial to a post-industrial economy with the highest gains in service jobs and the lowest in manufacturing and wholesale trade.

**TABLE VI-43  
DEKALB COUNTY RESIDENTS  
EMPLOYED BY INDUSTRY CLASS  
1970-1990**

	1970	1980	1990	1990 Percent of Total	Change	
					1970-1990	Percent
Construction	10,956	13,097	15,111	5.0%	4,155	37.9%
Manufacturing	28,666	33,288	31,087	10.4%	2,421	8.4%
T.C.U.	15,493	21,444	29,995	10.0%	14,502	93.6%
Wholesale Trade	14,846	15,395	15,581	5.2%	735	5.0%
Retail Trade	31,638	42,227	49,070	16.4%	17,432	55.1%
F.I.R.E.	15,607	21,620	26,568	8.9%	10,961	70.2%
Services	47,854	77,751	110,879	37.0%	63,025	131.7%
Government	11,324	15,722	18,483	6.2%	7,159	63.2%
Other Industries	3,031	4,355	3,078	1.0%	47	1.6%
<b>Totals</b>	<b>179,415</b>	<b>244,899</b>	<b>299,852</b>	<b>100.0%</b>	<b>120,437</b>	<b>67.1%</b>

Transportation, Communications and Utilities

Finance, Insurance and Real Estate

Includes Federal, State and Local Government

Includes Agriculture, Mining and

industries not elsewhere classified

SOURCES: U.S. Department of Commerce, Bureau of Census  
DeKalb County Planning Department.

Numerically, the highest gain in county resident employment categories for the period 1970-1990 was in the Executive, Administrative and Managerial category, as shown in the following table (Table VI- 44) . This was followed (in order) by Professional Specialty, Sales, Administrative Support, and Service occupations. These five employment categories combined accounted for almost 80 percent of the total increase in the county's labor force (95,311) for the period.

TABLE VI-44  
OCCUPATIONAL CHARACTERISTICS  
OF DEKALB COUNTY RESIDENTS  
1970-1990

	1970	1980	1990	1990 Percent of Total	Change	
					1970-1990	Percent
Executive, Administrative & Managerial	23,378	37,521	47,217	15.7%	23,839	102.0%
Professional Specialty	29,622	36,793	50,983	17.0%	21,361	72.1%
Technicians & Related Support	7,812	9,028	12,308	4.1%	4,496	57.6%

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Sales	20,667	31,336	39,036	13.0%	18,369	88.9%
Administrative Support including Clerical	43,283	53,990	59,470	19.8%	16,187	37.4%
Service Occupations	13,222	22,593	28,777	9.6%	15,555	117.6%
Private Household	2,361	1,612	1,188	0.4%	-1,173	-49.7%
Protective Services	1,731	2,817	4,304	1.4%	2,573	148.6%
Other Services	9,130	18,164	28,777	9.6%	19,647	215.2%
Farming, Forestry & Fishing	335	1,546	2,650	0.9%	2,315	691.0%
Precision Production, Craft and Repair	18,939	21,846	22,248	7.4%	3,309	17.5%
Machine Operators, Assemblers & Inspectors	7,613	1,264	11,635	3.9%	4,022	52.8%
Transportation & Material Movers	4,947	7,665	9,850	3.3%	4,903	99.1%
Handlers, Cleaners, Helpers, Laborers	5,505	8,793	10,006	3.3%	4,501	81.8%
Employed Persons 16 years of age and over	179,415	248,204	299,852	100.0%	120,437	67.1%

Police, fire, security, guards, etc.

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SOURCES: U.S. Department of Commerce, Bureau of Census.  
DeKalb County Planning Department.

Clearly, as the above table shows, the employed population of the county is heavily represented in the white collar and services/support segments of the economy. Administrative Support occupations comprised the highest percentage of the county's 1990 work force, followed by Professional Specialty; Executive, Administrative and Managerial;

**Sales; and Service Occupations.** These top five employment categories represented 225,483 employed persons, or 75.2% of the county's total 1990 employed work force. Of these top five categories, 98,200 employees (or 43.6%) fall into the white collar category, and 127,283 (or 56.4%) in the service/support category.

The following maps (Figures VI-17, 18, 19, 20) are included to illustrate the percentage of DeKalb workers in each census tract employed in the following occupations: 1) executive, administrative and managerial, 2) sales, 3) services, and 4) operator or laborer.

The following table (Table VI-45) provides a comparison between the occupational mix in DeKalb County and that of the state and the country. DeKalb has maintained a significantly higher proportion of executive, professional and administrative residents than the State and U.S. averages, and a significantly lower proportion engaged in agriculture, skilled and semi-skilled labor positions.

TABLE VI-45  
PERCENTAGE EMPLOYMENT  
BY OCCUPATIONAL GROUP  
DEKALB COUNTY, GEORGIA AND U.S.  
1980 AND 1990

	1980			1990		
	U.S.	Georgia	DeKalb	U.S.	Georgia	DeKalb
Executive, Administrative & Managerial	10.0%	10.2%	15.1%	12.3%	12.3%	15.7%
Professional Specialty, Technicians & Support	14.8%	13.6%	18.5%	17.8%	16.0%	21.1%
Sales	9.9%	10.2%	12.6%	11.8%	12.3%	13.0%
Administrative Support including Clerical	16.9%	16.4%	21.8%	16.3%	16.0%	19.8%
Services (not pvt. household)	12.5%	11.1%	10.2%	12.8%	11.5%	11.0%
Private Household Services	0.6%	1.0%	0.6%	0.5%	0.5%	0.4%
Farming, Forestry & Fishing	2.9%	2.9%	0.6%	2.5%	2.2%	0.9%

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Precision Production, Craft and Repair	13.1%	12.7%	8.8%	11.3%	11.9%	7.4%
Machine Operators, Assemblers & Inspectors	9.7%	11.8%	5.1%	6.8%	8.5%	3.9%
Transportation & Material Movers	4.6%	4.8%	3.1%	4.1%	4.6%	3.3%
Handlers, Cleaners, Helpers, Laborers	4.9%	5.2%	3.5%	3.9%	4.3%	3.3%

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SOURCE:

U.S. Department of Commerce, Bureau of Census.

**The comparison of the labor force mix in DeKalb County compared to the state in 1990 stands out in the following chart, with the clear emphasis on white-collar categories.**

**EMPLOYMENT STATUS**

Close to 10% of Georgia's labor force lives in DeKalb County. Compared to the state, however, a greater proportion of DeKalb's working-age residents are represented in the labor force (that is, working or seeking work), particularly females.

**TABLE VI-46  
LABOR FORCE  
1980 and 1990**

	<u>Working-Age Population</u>		<u>Percent in Labor Force</u>		<u>Labor Force</u>		
	Total	Female	Total	Female	Total	Male	Female
<b>1980</b>							
DeKalb County	367,080	195,287	70.8%	61.9%	259,931	139,100	120,831
Georgia	4,026,970	2,121,412	63.4%	52.3%	2,553,062	1,444,285	1,108,777
United States	171,214,258	89,502,168	62.0%	49.9%	106,084,668	61,416,203	44,688,465
<b>1990</b>							
DeKalb County	430,088	228,319	74.1%	68.8%	318,844	161,651	157,193
Georgia	4,938,381	2,584,722	67.9%	59.9%	3,351,513	1,804,052	1,547,461
United States	191,829,271	99,776,319	65.3%	56.8%	125,182,378	68,509,429	56,672,949

16 years and older.

SOURCE: U.S. Dept. of Commerce, Bureau of the Census.

As shown on the following table (Table VI-47), labor force participation by DeKalb County residents has remained relatively stable over the short-term, based on the latest year available. While the State of Georgia saw a general increase in the percent of its white working-age population actually in the labor force, offsetting reductions were recorded among Blacks. DeKalb County, on the other hand, did not reflect the major increase in white labor force participation and had only a slight decrease in participation by its Black population. The county's growing Asian population (3.0% of the county's total in 1990) is reflected in the slight increase in the percentage of the labor force in the "other" category.

**TABLE VI-47  
LABOR FORCE DISTRIBUTION  
BY RACE AND SEX  
1988-1991**

		Both Sexes			Females			
		White	Black	Other	Total	White	Black	Other <sup>2</sup>
DeKalb County	1988	74.4	24.3	1.3	n/a	33.6	12.5	n/a
	1991	74.5	24.1	1.4	46.5	33.6	12.4	0.5
Georgia	1988	76.1	23.1	0.8	n/a	32.5	11.7	n/a
	1991	78.0	21.2	0.8	44.1	33.1	10.7	0.3

Percent of total labor force.

Estimated using reported percentages of other categories.

SOURCE: Georgia Dept. of Labor, Labor Information Systems and Bureau of Labor Statistics.

The map (Figure VI-22) on the following page illustrates the labor participation rates of the county's residents by census tract. The figures indicate the percentage of each tract's working-age population that is actually in the labor force, whether working or seeking work.

### UNEMPLOYMENT STATUS

Historically, DeKalb's unemployment rate has averaged 5% for the period 1980-1993. Significant increases in the overall rate of unemployment during 1982/83 and 1992 reflect national economic downturns. According to data collected by the DeKalb Planning Department, over 6,700 manufacturing, service and retail jobs were lost during the period 1987/1992 due to layoffs, closures and relocations of businesses in DeKalb County. Given the mobility of DeKalb's resident work force, layoffs and closings of companies in adjacent counties have added to the county's unemployment rate. In 1989/1990 for example, over 17,000 persons were collectively unemployed when Lockheed Aircraft, General Motors and Eastern Airlines downsized or closed altogether. Other more recent closings include: Kraft General Foods, R. L. Mathis Certified Dairy Co., United Technologies Automotive Inc., Finish-It-Inc. and Ohio Sealy Mattress Manufacturing Co.?1,083 jobs in total. Unemployment rates by census tract are shown on the following map (Figure VI-23).

**TABLE VI-48  
COMPARISON OF  
ANNUAL AVERAGE UNEMPLOYMENT RATES  
1980-1993**

	DeKalb County		UNEMPLOYMENT RATE			
	EMPLOYED	UNEMPLOYED	DeKalb	Region	Georgia	United States
1980	231,866	12,385	5.1%	5.7%	6.4%	
1981	235,034	12,396	5.0%	5.7%	6.4%	
1982	237,020	14,675	5.8%	6.6%	7.8%	
1983	235,034	15,516	6.2%	6.4%	7.5%	9.6%
1984	249,247	12,034	4.6%	4.8%	6.0%	7.5%
1985	282,156	13,239	4.5%	5.0%	6.5%	7.2%



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1986	299,291	13,795	4.4%	4.6%	5.9%	7.0%
1987	301,652	14,359	4.5%	4.7%	5.5%	6.2%
1988	304,792	15,946	5.0%	5.1%	5.8%	5.5%
1989	308,574	16,087	5.0%	5.1%	5.5%	5.3%
1990	310,608	16,282	5.0%	4.9%	5.4%	5.5%
1991	281,157	13,924	4.7%	4.6%	5.0%	6.7%
1992	282,202	20,100	6.6%	6.3%	6.9%	7.4%
1993	313,268	18,263	5.5%	5.2%	5.8%	6.8%

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SOURCES: Georgia Department of Labor, Labor Information Systems.  
DeKalb County Planning Department.

Looking more closely at DeKalb County unemployment rates, the following table provides an estimate of unemployment in each of the PUMAs in 1990. The unemployment rate in PUMA 1903 is a full five percentage points higher than the next-highest PUMA, and over four percentage points higher than the county average.

**TABLE VI-49  
UNEMPLOYMENT DATA BY PUMA SUBAREA  
DEKALB COUNTY  
1990**

	Labor Force	Unemployed	Rate
DeKalb County	311,127	17,192	5.5%
PUMA 1901	93,611	3,970	4.2%
PUMA 1902	70,094	2,578	3.7%
PUMA 1903	72,447	7,080	9.8%
PUMA 1904	74,975	3,564	4.8%

Aged 16 to 64, as estimated from PUMAS data.

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SOURCE: PUMAS Microdata (processed), U.S. Bureau of the Census.

The next table (Table VI-50) shows the average 1990 income for those unemployed during the week of the census survey, by PUMA. The fact that income (from all sources) is reported at all reflects 1) non-wage assistance, and 2) the generally temporary nature of unemployed status and the normal turnover in jobs. While the income numbers are low, particularly for PUMA 1903, it must be noted that these income levels are higher in most cases than the average wages reported for part-time retail employment in any area of the county. The table also further emphasizes the high unemployment rate experienced in PUMA 1903, which contains 23% of the labor force but 41% of all unemployed persons in the county.

**TABLE VI-50  
UNEMPLOYMENT PROFILE  
DEKALB COUNTY  
1990**

	Labor Force	Percent of Labor Force	Unemployed	Percent of Unemployed	Average Annual Income
DeKalb County	311,127	100.0%	17,192	100.0%	\$9,616
PUMA 1901	93,611	30.1%	3,970	23.1%	\$11,093
PUMA 1902	70,094	22.5%	2,578	15.0%	\$12,454
PUMA 1903	72,447	23.3%	7,080	41.2%	\$7,495
PUMA 1904	74,975	24.1%	3,564	20.7%	\$10,128

Aged 16 to 64, as estimated from PUMAS data.

From all sources, including wages, part-time work, and public assistance.

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SOURCE: PUMAS Microdata (processed), U.S. Bureau of the Census.

Unemployment rates also vary considerably by occupational category. The following table (Table VI-51) provides a count of the unemployed in 1990 by selected occupational grouping. These groupings represent 16,473, or almost 96% of the total 17,192 unemployed. Again, very high rates exist in PUMA 1903, particularly in the Service occupations and among Machine Operators, Assemblers and Laborers. In these two category groupings, PUMA 1903 also has the highest concentration of unemployed persons, representing almost 50% (3,010) of the total 6,100 unemployed persons in these categories county-wide.

**TABLE VI-51  
UNEMPLOYMENT BY SELECTED OCCUPATION GROUPING  
AND BY PUMA SUBAREA  
1990**

Grouping of Occupations	PUMA	Number Unemployed	Total Workers in Labor Force	Unemployment Rate
Executive/Managerial/Prof. Specialty	COUNTY	3,040	99,783	3.0%
	PUMA 1901	787.00	35,885	2.2%
	PUMA 1902	635.00	25,820	2.5%
	PUMA 1903	1,008	16,339	6.2%
	PUMA 1904	610.00	21,739	2.8%
Technicians/Sales/Adm. Support	COUNTY	6,005	113,567	5.3%
	PUMA 1901	1,604	33,273	4.8%
	PUMA 1902	1,027	27,153	3.8%
	PUMA 1903	2,079	23,937	8.7%
	PUMA 1904	1,295	29,204	4.4%
Service Occupations	COUNTY	2,822	35,245	8.0%
	PUMA 1901	616.00	9,511	6.5%
	PUMA 1902	321.00	5,904	5.4%
	PUMA 1903	1,317	12,137	10.9%
	PUMA 1904	568.00	7,693	7.4%
Precision Products, Craft and Repair	COUNTY	1,326	23,727	5.6%
	PUMA 1901	275.00	6,700	4.1%
	PUMA 1902	107.00	4,736	2.3%
	PUMA 1903	591.00	5,671	10.4%
	PUMA 1904	353.00	6,595	5.4%
Machine Operators/Assemblers/Laborers	COUNTY	3,280	34,994	9.4%
	PUMA 1901	490.00	6,902	7.1%

PUMA 1902	410.00	5,816	7.0%
PUMA 1903	1,693	13,309	12.7%
PUMA 1904	687.00	8,967	7.7%

Aged 16 to 64, as estimated from PUMAS data.

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SOURCE: PUMAS Microdata (processed), U.S. Bureau of the Census.

The next table (Table VI-52) addresses one approach to evaluating what type or manner of resources or skills are brought to the table by DeKalb's unemployed. The data is here broken out by industry group and compares those with an associate (2-year) college degree or higher with those having a high school education or less.

Overall, the well-educated were well-represented among the unemployed. Of all unemployed persons in the county in 1990, 3,298 (or 19.2%) held Associate (2-year) college degrees, Bachelor's degrees or higher (or had at least completed more than 2 years of college). On the table, the highest percentage of those with associate degrees but unemployed is shown in the bold type for each industry group. In all cases except Public Administration, the highest percentages occur in PUMAs 1901 and 1902, most likely reflecting the higher proportions of managerial-level employees residing in those areas. Also of significance is the ratio of the unemployment rates for those with associate degrees or higher to the overall employment rate in each PUMA. These ratios are shown in the last column of the table, with the highest figure in each category highlighted. A ratio greater than 1 indicates that unemployment among those with associate degrees is proportionally higher in that industry group than for those with a high school education or less. Five of the eight industry groups show relatively higher unemployment among those with associate degrees in PUMAs 1903 and 1904. Of particular note was the unemployed in Manufacturing in PUMA 1903, where the rate among those with associate degrees or higher was over 5 times greater than the overall rate.

TABLE VI-52  
EDUCATION LEVELS OF THE UNEMPLOYED  
DEKALB COUNTY  
1990

PUMA	Total Unemployed	With Assoc. Degree or +		Unemployment Rate		Ratio of Assoc/Overall Unemp. Rates	
		Number	Percent	W/Assoc+	Overall		
Construction	COUNTY	1,188	157	13.2%	4.5%	7.2%	0.63
	PUMA 1901	275	79	2,870.0%	6.6%	5.3%	1.25
	PUMA 1902	62	17	27.4%	1.5%	1.8%	0.83
	PUMA 1903	635	61	9.6%	14.0%	15.4%	0.91
	PUMA 1904	216	0	0.0%	0.0%	5.6%	0.00
Manufacturing	COUNTY	1,355	292	21.5%	3.1%	4.3%	0.72
	PUMA 1901	301	122	4,050.0%	2.8%	3.2%	0.87
	PUMA 1902	358	61	17.0%	2.2%	4.8%	0.46
	PUMA 1903	269	75	27.9%	21.0%	4.0%	5.25
	PUMA 1904	427	34	8.0%	1.6%	5.3%	0.30
T.C.U.	COUNTY	1,008	158	15.7%	1.5%	3.3%	0.45
	PUMA 1901	149	25	16.8%	0.8%	2.1%	0.38
	PUMA 1902	112	42	3,750.0%	1.6%	1.8%	0.89
	PUMA 1903	464	41	8.8%	2.4%	5.8%	0.41
	PUMA 1904	283	50	17.7%	1.7%	2.9%	0.59
Wholesale Trade	COUNTY	936	212	22.6%	3.3%	5.8%	0.57
	PUMA 1901	194	50	25.8%	2.0%	3.9%	0.51
	PUMA 1902	236	51	21.6%	3.1%	5.9%	0.53
	PUMA 1903	443	89	20.1%	10.8%	14.1%	0.77
	PUMA 1904	63	22	3,490.0%	1.5%	1.5%	1.00
Retail Trade	COUNTY	4,617	558	12.1%	4.1%	8.6%	0.48
	PUMA 1901	1,158	236	2,040.0%	4.1%	6.8%	0.60
	PUMA 1902	696	30	4.3%	0.9%	5.4%	0.17
	PUMA 1903	1,743	144	8.3%	7.5%	14.4%	0.52

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	PUMA 1904	1,020	148	14.5%	6.2%	9.0%	0.69
F.I.R.E.	COUNTY	1,179	451	38.3%	3.5%	4.4%	0.80
	PUMA 1901	507	216	42.6%	4.5%	5.4%	0.83
	PUMA 1902	219	112	5,110.0%	3.4%	3.2%	1.06
	PUMA 1903	116	42	36.2%	3.3%	2.6%	1.27
	PUMA 1904	337	81	24.0%	3.0%	5.2%	0.58
Services	COUNTY	4,417	1,344	30.4%	2.3%	4.0%	0.58
	PUMA 1901	881	499	5,660.0%	2.2%	2.5%	0.88
	PUMA 1902	530	201	37.9%	1.4%	2.2%	0.64
	PUMA 1903	1,988	345	17.4%	3.4%	7.3%	0.47
	PUMA 1904	1,018	299	29.4%	2.5%	4.2%	0.60
Pub. Admin.	COUNTY	471	126	26.8%	1.3%	2.4%	0.54
	PUMA 1901	118	48	40.7%	1.7%	2.8%	0.61
	PUMA 1902	98	36	36.7%	1.5%	2.5%	0.60
	PUMA 1903	238	25	10.5%	1.2%	4.5%	0.27
	PUMA 1904	17	17	10,000.0%	0.6%	0.3%	2.00

Transportation, Communications and Utilities

Finance, Insurance and Real Estate

SOURCE: PUMAS Microdata (processed), U.S. Bureau of the Census.

The following table (Table VI-53) deals with a deeper problem: the long-term unemployed (defined here as those of the ?unemployed and looking? of 1990 that had remained jobless since 1988). PUMA 1903 had a very high 31% of its unemployed out of work since 1988, suggesting that the unemployed of this area face the largest difficulties in finding jobs, whether due to skill deficiencies, lack of current opportunities, or poor access to jobs or to information about jobs.

**TABLE VI-53  
LONG-TERM UNEMPLOYMENT  
DEKALB COUNTY  
1990**

	Total Unemployed	Unemployed and Looking for Work	Percent of Unemployed Looking for Work	Long-Term Unemployed	
				Number	Percent
County	17,192	14,870	86.5%	3,287	22.1%
PUMA 1901	3,970	3,416	86.0%	508	14.9%
PUMA 1902	2,578	2,381	92.4%	378	15.9%
PUMA 1903	7,080	5,954	84.1%	1,850	31.1%
PUMA 1904	3,564	3,119	87.5%	551	17.7%

Those looking for work during the week of the 1990 Census but unemployed since 1988.

SOURCE: PUMAS Microdata (processed), U.S. Bureau of the Census.

The last table (Table VI-54) of this subsection attempts to suggest retraining needs of the long-term unemployed by identifying those industry groups and areas in which their numbers are higher. For those long-term unemployed reporting their last position by industry group (approximately 56% of all long-term unemployed), PUMA 1903 once again dominates. There are significant numbers of long-term unemployed in 1903 in the Construction, Manufacturing, Retail Trade and Services industry groups, representing almost 88% of long-term unemployed persons in the PUMA and over half of all long-term unemployment in the county.



**At the county level, a very high 22% of all unemployment in the Construction business appears to be long-term, while there is almost no long-term unemployment in the growing T.C.U. industry group. Numerically, Retail Trade and Services had the largest amount of unemployment, accounting for over 56% of all long-term unemployed persons in the county who named an industry group.**

**TABLE VI-54  
LONG-TERM UNEMPLOYMENT  
BY INDUSTRY GROUP  
1990**

	DeKalb Co.	PUMA 1901	PUMA 1902	PUMA 1903	PUMA 1904
<b>CONSTRUCTION</b>					
Unemployed	1,188	275	62	635	216
Long-Term Unemployed	269	14	0	160	95
% Area Unemployed = Long-Term	22.6%	5.1%	0.0%	25.2%	44.0%
% of County Long-Term Unemployed	100.0%	5.2%	0.0%	59.5%	35.3%
<b>MANUFACTURING</b>					
Unemployed	1,355	301	358	269	427
Long-Term Unemployed	221	34	0	149	38
% Area Unemployed = Long-Term	16.1%	11.3%	0.0%	55.4%	8.9%
% of County Long-Term Unemployed	100.0%	15.4%	0.0%	67.4%	17.2%
<b>T.C.U.</b>					
Unemployed	1,008	149	112	464	283
Long-Term Unemployed	51	0	0	0	51
% Area Unemployed = Long-Term	5.1%	0.0%	0.0%	0.0%	18.0%
% of County Long-Term Unemployed	100.0%	0.0%	0.0%	0.0%	100.0%
<b>WHOLESALE TRADE</b>					
Unemployed	936	194	236	443	63
Long-Term Unemployed	41	0	0	19	22

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<b>% Area Unemployed = Long-Term</b>	<b>4.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>4.3%</b>	<b>34.9%</b>
<b>% of County Long-Term Unemployed</b>	<b>100.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>46.3%</b>	<b>53.7%</b>

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**RETAIL TRADE**

<b>Unemployed</b>	<b>4,617</b>	<b>1,158</b>	<b>696</b>	<b>1,743</b>	<b>1,020</b>
<b>Long-Term Unemployed</b>	<b>435</b>	<b>86</b>	<b>28</b>	<b>243</b>	<b>78</b>
<b>% Area Unemployed = Long-Term</b>	<b>9.4%</b>	<b>7.4%</b>	<b>4.0%</b>	<b>13.9%</b>	<b>7.6%</b>
<b>% of County Long-Term Unemployed</b>	<b>100.0%</b>	<b>19.8%</b>	<b>6.4%</b>	<b>55.9%</b>	<b>17.9%</b>

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<b>F.I.R.E.</b>					
Unemployed	1,179	507	219	116	337
Long-Term Unemployed	90	0	0	31	59
% Area Unemployed = Long-Term	7.6%	0.0%	0.0%	26.7%	17.5%
% of County Long-Term Unemployed	100.0%	0.0%	0.0%	34.4%	65.6%
<b>SERVICES</b>					
Unemployed	4,417	881	530	1,988	1,018
Long-Term Unemployed	598	80	58	435	25
% Area Unemployed = Long-Term	13.5%	9.1%	10.9%	21.9%	2.5%
% of County Long-Term Unemployed	100.0%	13.4%	9.7%	72.7%	4.2%
<b>PUBLIC ADMINISTRATION</b>					
Unemployed	471	118	98	238	17
Long-Term Unemployed	133	20	25	88	0
% Area Unemployed = Long-Term	28.2%	16.9%	25.5%	37.0%	0.0%
% of County Long-Term Unemployed	100.0%	15.0%	18.8%	66.2%	0.0%

Persons aged 16 to 64 unemployed during week of 1990 Census who had been unemployed since 1988.  
Transportation, Communications and Utilities.  
Finance, Insurance and Real Estate.

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**SOURCE:** PUMAS Microdata (processed), U.S. Bureau of the Census SOURCE:PUMAS  
Microdata (processed), U.S. Bureau of the Census SOURCE:PUMS Microdata  
(processed), U.S. Bureau of the Census.

## COMMUTING PATTERNS

The following table (Table VI-55) provides data for 1980 and 1990 regarding the counties in which DeKalb residents worked, and the counties from which DeKalb employers drew workers, including DeKalb County itself.

Employees in the Atlanta region are extremely mobile, with large numbers of people willing to commute long distances for jobs with better pay or better prospects. Counties that are more suburban than DeKalb tend to have many more employed residents than local jobs, creating a major need to cross county lines to find any job at all. DeKalb County is fortunate in having a large employment base within its boundaries, and ready access via transit and excellent highway connections to other job opportunities. The rich texture of the Atlanta metro area and DeKalb's place in it is nowhere more evident than in the following statistics regarding commuting patterns.

In 1990, 46.3% of DeKalb's resident workers were employed in the county. Of the 160,940 DeKalb residents who worked outside of the county, the vast majority (147,095, or 91.4%) worked in Fulton, Gwinnett, Cobb or Clayton Counties, and the vast majority of those (74.1%) worked in Fulton County (including the City of Atlanta). Between 1980 and 1990, the highest rates of increases in jobs held by DeKalb County residents outside of the county occurred in Gwinnett (187.7% increase), Cobb (+140.2%), and Clayton (+78.0%). Numerically, however, most of the new jobs held by DeKalb residents during the 1980s were in Fulton County and DeKalb County itself (85%) with Gwinnett a close third.

While overall the number of jobs in DeKalb County increased by 45.9% between 1980 and 1990, the number of persons residing elsewhere in the metro Atlanta area and working in DeKalb increased by 70.4%, from 105,255 to 179,388 employees. Of the 100,158 new jobs created in DeKalb County over the decade, about one-quarter (26,025) were held by DeKalb County residents. Gwinnett, Fulton, Cobb and Clayton Counties (in that order) provided employees for almost one-half of the new DeKalb jobs (47,099). The largest number of commuters coming into DeKalb to work are from Gwinnett County, followed by Fulton and Cobb Counties. Together, these three counties account for 60% of all workers commuting into DeKalb.

These figures illustrate the extent to which DeKalb County residents are integrated into the deep fabric of the Atlanta Region. Crossover employment, in which large numbers of residents in each of the metro counties are employed in other counties, is prevalent throughout the region to various degrees. As the second-most populous county in the state,

**DeKalb holds a strong position both as a provider of employees to other counties, and as a source of employment for non-resident workers. This position reflects the diversification of the county's employment base and its economy.**

TABLE VI-55  
 COMMUTING PATTERNS OF WORKERS  
 BY COUNTY WHERE EMPLOYED AND BY COUNTY OF RESIDENCE  
 DEKALB COUNTY  
 1980 AND 1990

County Where Employed	DeKalb Resident Workers			County of Residence	Persons Employed in DeKalb County		
	1980	1990	1980-1990 Change		1980	1990	1980-1990 Change
Cherokee	29	93	64	Cherokee	1,734	2,844	1,110
Clayton	4,302	7,657	3,355	Clayton	4,869	8,411	3,542
Cobb	3,954	9,497	5,543	Cobb	9,870	17,118	7,248
DeKalb	112,887	138,912	26,025	DeKalb	112,887	138,912	26,025
Douglas	173	318	145	Douglas	984	1,893	909
Fayette	94	211	117	Fayette	276	910	634
Forsyth	61	102	41	Forsyth	1,754	2,306	552
Fulton	90,046	109,037	18,991	Fulton	26,054	39,969	13,915
Gwinnett	7,266	20,904	13,638	Gwinnett	28,767	51,161	22,394
Henry	293	452	159	Henry	1,895	3,573	1,678
Newton	353	701	348	Newton	1,417	2,712	1,295
Paulding	35	31	-4	Paulding	374	603	229
Rockdale	1,694	2,085	391	Rockdale	4,254	7,253	2,999
Walton	156	100	-56	Walton	1,347	2,081	734
Other	20,920	5,326	-15,594	Other <sup>2</sup>	21,660	38,554	16,894
Total employed in MSA	242,263	295,426	53,163	Total employed in DeKalb	218,142	318,300	100,158
Employed outside MSA in state	3,625	1,551	-2,074				

Percentage of DeKalb residents employed in DeKalb:  
 1980-45.5%; 1990-46.3%.@@@

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Employed out of state	2,316	2,875	559	Percentage of other County residents employed in DeKalb: 1980-48.3%; 1990-56.4%.@@@
Totals	248,204	299,852	51,648	

1980 SMSA Counties.

Data for additional 1990 MSA counties: Barrow, Bartow, Carroll, Coweta and Spalding, and employees not reported.

SOURCES: U.S. Department of Commerce, Bureau of the Census.  
Based on data compiled by the DeKalb County Planning Department.

The foregoing statistics only serve to emphasize the increasing mobility of the work force that is ranging farther afield in order to secure employment both inside and outside the county. A simplified but more long range perspective on the increasing mobility of DeKalb's resident work force is shown in the table (Table VI-56) below. Persons both residing and working in DeKalb increased by 61.8% for the period 1970-1990, from a low of 35.6% in 1970 to 46.3% in 1990. Residents working in Fulton County, including the City of Atlanta, increased by 14.4% for the period, but as a percentage of the total work force actually declined by from 52% to 36%.

**TABLE VI-56  
PLACE OF WORK  
DEKALB COUNTY RESIDENTS  
1970-1990**

Place of Work	1970		1980		1990		Change	
	Number	Percent	Number	Percent	Number	Percent	1970-1990	Percent
DeKalb County	63,116	35.6%	112,887	46%	138,912	46.3%	75,796	62%
Atlanta/Fulton	91,338	51.5%	90,046	36%	109,037	36.4%	17,699	14%
Other SMSA Counties	7,310	4.1%	18,410	7%	42,625	14.2%	35,315	29%
Outside MSA	4,380	2.5%	5,941	2%	4,426	1.5%	46	0%

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Subtotal	166,144	93.7%	227,284	92%	295,000	98.4%	128,856	105%
Not reported	11,093	6.3%	20,920	8%	4,852	1.6%	-6,241	-5%
Grand Total	177,237	100.0%	248,204	100%	299,852	100.0%	122,615	100%

The 1970 Census identified Clayton, Cobb and Gwinnett Counties in this category. The SMSA was significantly expanded in 1980 and 1990 (see text).

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SOURCES: U.S. Department of Commerce, Bureau of the Census.  
DeKalb County Planning Department.

The maps (Figures VI-24, 25,26,27) on the following pages illustrate the following 1990 data by census tract: 1) the percentage by category of resident workers who are employed in DeKalb County, 2) the percentage by category of DeKalb workers who are employed in Atlanta, 3) the percentage by category of DeKalb residents whose commute to work is over an hour, and 4) the percentage by category of DeKalb resident workers who take MARTA to work.

The maps clearly illustrate the close relationship DeKalb has with Fulton County as a source of employment opportunity. After DeKalb County, Fulton provides the second highest number of jobs for DeKalb's residents?36.4%, with Gwinnett a distant third at 7%. As the maps show, the percentage of residents who work in DeKalb County generally increases with distance from Fulton County, while conversely the percentage working in Atlanta is generally higher for those census tracts that are the closest or most accessible to Fulton County.



An examination of the commuting patterns of DeKalb residents by PUMA subarea provides a clearer subregional view of the extent to which DeKalb workers seek employment opportunities outside of the county. The following table (Table VI-57) is based on estimates extrapolated from the PUMAS data, and shows the number and percent of DeKalb residents who work in the county and in the four counties that attract the largest number of DeKalb workers (Fulton, Gwinnett, Cobb and Clayton Counties, in that order). Together, these five counties provided employment for 95% of DeKalb's resident workers (with the vast majority, almost 82% of all residents, working in DeKalb and Fulton alone). Those figures that exceed the county-wide average for each destination county are highlighted, and reflect the geographic correlation between place of residence and place of work. Residents in the northern PUMAs (1901 and 1902) who commute outside of DeKalb County tended to have proportionally more jobs in Gwinnett and Cobb Counties, while the southern PUMAs (1903 and 1904) had proportionally more residents commuting to Clayton County and elsewhere. Those PUMAs most accessible to Fulton County (1901 and 1903) had above average proportions holding jobs there.

**TABLE VI-57  
PLACE OF WORK  
DEKALB COUNTY RESIDENTS BY PUMA SUBAREA  
1990**

	DeKalb Co.	PUMA 1901	PUMA 1902	PUMA 1903	PUMA 1904
Total Employed DeKalb County Residents	293,053	89,460	67,313	65,147	71,133
<i>Working in:</i>					
DEKALB COUNTY	133,355	36,883	35,580	27,472	33,420
Percent	45.5%	41.2%	52.9%	42.2%	47.0%
FULTON COUNTY	106,352	35,885	17,719	28,201	24,547
Percent	36.3%	40.1%	26.3%	43.0%	34.5%
GWINNETT COUNTY	21,741	7,471	7,220	2,827	4,233
Percent	7.4%	8.4%	10.7%	4.3%	6.0%



COBB COUNTY	9,174	4,080	1,914	1,595	1,585
Percent	3.1%	4.6%	2.8%	2.4%	2.2%
CLAYTON COUNTY	7,878	1,442	1,652	1,826	2,958
Percent	2.7%	1.6%	2.5%	2.8%	4.2%
ELSEWHERE	14,553	3,699	3,228	3,226	4,390
Percent	5.0%	4.1%	4.8%	5.0%	6.2%

SOURCE: PUMAS Microdata (processed), U.S. Bureau of the Census.

While geographical tendencies are evident in the table above, indicating that people tend to commute to those areas more accessible to them, the lack of significant variations in commuting patterns between PUMAs is equally important. The extremes run from a low of only 60% of the county-wide average for residents of PUMA 1903 who commute to Gwinnett County, to a high of proportionally 60% more residents than the county-wide average commute to Clayton County from PUMA 1904. Within this range, most PUMAs have much less variation in the proportion of residents who work in each of the various counties, emphasizing the extent to which DeKalb County enjoys a tightly-knit relationship with its neighbors as both a supplier of workers and a source for employment. This relationship reflects DeKalb's role as an urban county in the highly active and mobile Atlanta metropolitan economy.

The following table (Table VI-58) provides a closer look at the match between DeKalb County jobs and DeKalb County resident workers for each industry group. The table highlights those industries where the number of jobs in the county (and in each PUMA) in 1990 numbered considerably more or considerably fewer than the number of employed county residents in each area (regardless of the actual location of the residents' employment). As can be seen in the last column of the table, the greatest mis-match in jobs to resident workers occurred in the Government category, where, county-wide, there were over 2 jobs for every DeKalb resident employed in that category. Most notably, in PUMA 1901, which includes the Emory University medical complex and the Clifton Road Corridor (including the Centers for Disease Control and Prevention, and the American Cancer Society), there were over 4 times as many such jobs as there were DeKalb residents to fill them. This theme is continued in PUMA 1902, where Government jobs outnumbered DeKalb residents employed in Government by 2-to-1, and in PUMA 1903 (the seat of government for both Decatur and DeKalb County) by almost 2-to-1. More than any other sector, it is clear that DeKalb must import a large proportion of its public sector workers from outside the county.

In addition to the mismatch in government workers, there were over twice as many Wholesale Trade jobs in the county as there were residents employed in that industry group, with the jobs outnumbering the resident workers in PUMA 1901 by 4-to-1 and in PUMA 1902 by over 2-to-1. These two PUMAs also have higher jobs-to-resident-worker ratios for almost all of the other industry categories, reflecting the strong employment centers of the Perimeter Center area and the northern I-285 corridor, Doraville, the I-85 corridor, Tucker and Stone Mountain, in addition to the Emory area. Conversely, PUMAs 1903 and 1904 have relatively low ratios, reflecting many fewer jobs in those areas in virtually every industry category than the number of residents employed in each industry. [It should be noted that many jobs in one PUMA may be filled by DeKalb residents from another PUMA.] This table therefore gives an indication of commuting attractors and generators whether between PUMAs within the county or between DeKalb and other counties.

**TABLE VI-58  
COMPARISON OF AVAILABLE JOBS TO IN-COUNTY EMPLOYEES  
DEKALB COUNTY WORKERS  
1990**

		Total Employed DeKalb County Residents	Number Working in DeKalb County	% Residents Working in DeKalb	Total Jobs Available in DeKalb	Ratio of Jobs to Employed Residents
Construction	COUNTY	15,348	n/a	n/a	13,900	0.91
	PUMA 1901	4,876			5,414	1.11
	PUMA 1902	3,317			3,476	1.05
	PUMA 1903	3,498			2,012	0.58
	PUMA 1904	3,657			2,998	0.82
Manufacturing	COUNTY	30,041	13,260	44.1%	31,100	1.04
	PUMA 1901	9,220	3,688	40.0%	14,710	1.60
	PUMA 1902	7,088	3,713	52.4%	8,969	1.27
	PUMA 1903	7,703	2,239	29.1%	1,719	0.22
	PUMA 1904	6,030	3,620	60.0%	5,702	0.95
T.C.U.	COUNTY	29,847	10,682	35.8%	23,300	0.78

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	PUMA 1901	6,837	2,353	34.4%	10,120	1.48
	PUMA 1902	6,123	2,325	38.0%	6,655	1.09
	PUMA 1903	7,529	2,463	32.7%	3,066	0.41
	PUMA 1904	9,358	3,541	37.8%	3,459	0.37
Wholesale Trade	COUNTY	15,399	6,455	41.9%	32,500	2.11
	PUMA 1901	4,792	1,823	38.0%	19,186	4.00
	PUMA 1902	3,785	1,831	48.4%	9,819	2.59
	PUMA 1903	2,707	936	34.6%	965	0.36
	PUMA 1904	4,055	1,865	46.0%	2,530	0.62
Retail Trade	COUNTY	48,764	25,607	52.5%	60,600	1.24
	PUMA 1901	15,861	7,082	44.7%	27,358	1.72
	PUMA 1902	12,254	7,496	61.2%	17,704	1.44
	PUMA 1903	10,343	5,252	50.8%	7,143	0.69
	PUMA 1904	10,306	5,777	56.1%	8,395	0.81
F.I.R.E.	COUNTY	25,771	11,188	43.4%	28,700	1.11
	PUMA 1901	8,817	3,460	39.2%	15,969	1.81
	PUMA 1902	6,561	3,416	52.1%	9,227	1.41
	PUMA 1903	4,297	1,524	35.5%	2,417	0.56
	PUMA 1904	6,096	2,788	45.7%	1,087	0.18
Services	COUNTY	106,209	51,475	48.5%	85,300	0.80
	PUMA 1901	33,733	14,406	42.7%	54,195	1.61
	PUMA 1902	23,914	13,395	56.0%	16,629	0.70
	PUMA 1903	25,099	11,645	46.4%	9,808	0.39
	PUMA 1904	23,423	12,029	51.4%	4,668	0.20
Government	COUNTY	18,600	n/a	n/a	42,900	2.31
	PUMA 1901	4,131			19,126	4.63
	PUMA 1902	3,807			9,221	2.42
	PUMA 1903	5,105			9,808	1.92
	PUMA 1904	5,827			4,745	0.81

Transportation, Communications and Utilities.

Finance, Insurance and Real Estate.

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SOURCES:           Employed residents: PUMAS Microdata (processed), U.S. Bureau of the Census.  
                          Jobs: Atlanta Regional Commission, *Vision 2020 Baseline Forecasts*, 1994.

**The otherwise close-knit and highly interactive relationship between DeKalb County and the Atlanta metro area regarding jobs and employees, however, bodes poorly for DeKalb residents when variations in wages are considered. The table (Table VI-59) below indicates where DeKalb County residents work among the five counties that account for the vast majority of DeKalb workers, and how much the DeKalb residents are making in each county in each industry group, on average. With several exceptions, DeKalb workers are making more in other counties than in their own, which is no surprise since people are generally willing to commute farther for better pay or opportunity. The most notable exception is in Public Administration (i.e., Government) except for those relatively few working in Clayton County (where Hartsfield International Airport is located), followed by Construction except for those commuting to Cobb County.**

**TABLE VI-59  
WAGES BY INDUSTRY BY PLACE OF WORK  
DEKALB COUNTY RESIDENTS  
1990**

	Const.	Manuf..	T.C.U.	Wholesale	Retail	F.I.R.E.	Services	Public Admin.
<i>DeKalb Residents Working in:</i>								
DeKalb County	5,960	13,260	10,682	6,455	25,607	11,188	51,475	9,683
Avg. Wage	\$20,842	\$24,552	\$25,836	\$26,855	\$12,703	\$22,962	\$20,179	\$28,610
Fulton County	5,387	9,113	11,848	447	13,611	10,881	40,536	7,236
Avg. Wage	\$17,538	\$31,295	\$29,893	\$28,452	\$19,127	\$29,846	\$24,251	\$26,589
% of DeKalb Wage	84.1%	127.5%	115.7%	105.9%	150.6%	130.0%	120.2%	92.9%
Gwinnett County	1,714	4,181	1,903	2,380	4,216	1,606	5,055	446
Avg. Wage	\$19,993	\$25,143	\$24,362	\$29,489	\$17,733	\$31,383	\$22,207	\$20,676
% of DeKalb Wage	95.9%	102.4%	94.3%	109.8%	139.6%	136.7%	110.1%	72.3%
Cobb County	566	1,262	683	652	1,380	1,102	3,072	387
Avg. Wage	\$21,218	\$28,432	\$26,683	\$31,063	\$23,839	\$36,555	\$27,221	\$27,348
% of DeKalb Wage	101.8%	115.8%	103.3%	115.7%	187.7%	159.2%	134.9%	95.6%
Clayton County	303	237	3,251	377	1,175	314	1,498	706
Avg. Wage	\$16,213	\$28,570	\$31,188	\$25,100	\$15,762	\$15,868	\$22,463	\$32,293
% of DeKalb Wage	77.8%	116.4%	120.7%	93.5%	124.1%	69.1%	111.3%	112.9%

Transportation, Communications and Utilities.

Finance, Insurance and Real Estate.

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SOURCE: PUMAS Microdata (processed), U.S. Bureau of the Census.

**The other side of the coin worsens the picture: workers employed in DeKalb County but living elsewhere are making more, on average, than DeKalb residents in their own county. The table (Table VI-60) below looks only at Fulton and Gwinnett residents working in DeKalb (since over 80% of all DeKalb residents work in one of those counties or in DeKalb). In every industry group, DeKalb residents are holding jobs in DeKalb County that, on average, are paying a lower wage than jobs in the same industry held by residents of Fulton or Gwinnett Counties.**

**TABLE VI-60  
WAGES BY INDUSTRY BY PLACE OF RESIDENCE  
DEKALB COUNTY JOBS  
1990**

	Const.	Manuf..	T.C.U.	Wholesale	Retail	F.I.R.E.	Services
<i>Jobs held by:</i>							
DeKalb Residents	5,960	13,260	10,682	6,455	25,607	11,188	51,425
% all jobs	42.88%	41.31%	45.85%	19.86%	42.33%	38.85%	61.59%
Average Wage	\$20,842	\$24,552	\$25,836	\$26,855	\$12,703	\$22,962	\$20,179
Fulton Residents	2,093	4,122	4,291	2,616	5,858	5,026	12,955
% all jobs	15.06%	12.84%	18.42%	8.05%	9.68%	17.45%	15.51%
Average Wage	\$31,258	\$35,128	\$33,801	\$38,458	\$20,573	\$30,595	\$29,036
% of DeKalb Avg. Wage	150.0%	143.1%	130.8%	143.2%	162.0%	133.2%	143.9%



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Gwinnett Residents	2,485	7,889	5,270	5,065	7,265	4,970	13,993
% all jobs	17.88%	24.58%	22.62%	15.58%	12.01%	17.26%	16.76%
Average Wage	\$22,263	\$32,740	\$32,214	\$30,215	\$22,892	\$29,896	\$25,703
% of DeKalb Avg. Wage	106.8%	133.4%	124.7%	112.5%	180.2%	130.2%	127.4%
All Other Counties	3,362	6,829	3,057	18,364	21,770	7,616	5,127
% all jobs	24.19%	21.27%	13.12%	56.50%	35.98%	26.44%	6.14%

Transportation, Communications and Utilities.

Finance, Insurance and Real Estate.

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SOURCES: PUMAS Microdata (processed), U.S. Bureau of the Census.

Based on the two tables above, the following chart (Figure VI-28) illustrates the differential between average wages paid to DeKalb County residents who commute to work in Fulton or Gwinnett Counties, versus average wages paid to residents of those two counties who commute to DeKalb to work, compared to the average wages of DeKalb residents who work in DeKalb County. As shown in the tables above, residents of each county commute to the other in order to find higher-paying job opportunities. In every instance except F.I.R.E.,<sup>2</sup> however, commuters from outside of DeKalb County are being paid an average wage that is higher than DeKalb residents who commute out of the county.

Following the chart (Figure VI-28), we will examine what influence, if any, part-time wages have on these average wage differentials, and how the average wages of DeKalb residents working in DeKalb County compare to other workers employed in their own counties of residence.

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<sup>2</sup>The out-of-county average wage for employees from all three counties employed in Finance, Insurance or Real Estate is about the same, and is also about the same for Wholesale employees except for Fulton residents working in DeKalb.

Often, part-time workers tend to work nearer to their homes than full-time workers. This would bring down the average wage for all DeKalb resident workers holding jobs in DeKalb County if Fulton and Gwinnett workers tended to hold full-time jobs (and were thus more willing to travel the farther distances). This, however, is not the case. The table (Table VI-61) below splits out full-time from part-time workers from these three counties in order to examine the extent that part-time workers' wages cloud the picture. Clearly, when considering full-time jobs in DeKalb County, those held by residents of DeKalb receive a lower average wage than residents from Gwinnett or Fulton Counties in every category except Public Administration. This is even the case for part-time workers, where DeKalb residents receive a lower average annual pay than DeKalb workers from Fulton or Gwinnett in every category except Construction (compared to Fulton residents) and Public Administration (compared to Gwinnett residents).

**TABLE VI-61  
FULL-TIME AND PART-TIME PAY FOR DEKALB JOBS  
BY WORKERS' COUNTY OF RESIDENCE  
1990**

	County	Full-Time Workers	% Full-Time Workers	Average Wage	Part-Time Workers	% Part-Time Workers <sup>2</sup>	Average Wage
Construction	DEKALB	4,975	55%	\$21,125	985	69%	\$7,290
	Fulton	1,856	20%	\$34,470	237	16%	\$6,110
	Gwinnett	2,266	25%	\$23,659	219	15%	\$7,820
Manufacturing	DEKALB	11,638	51%	\$26,948	1,622	72%	\$7,358
	Fulton	3,860	17%	\$36,923	262	10%	\$8,688
	Gwinnett	7,481	33%	\$33,287	408	18%	\$12,817
T.C.U.	DEKALB	9,510	52%	\$27,966	1,172	56%	\$8,551
	Fulton	3,908	22%	\$34,742	383	18%	\$24,201

**LABOR FORCE**

	Gwinnett	4,742	26%	\$34,161	528	25%	\$14,727
Wholesale Trade	DEKALB	5,951	45%	\$28,087	504	50%	\$12,310
	Fulton	2,423	18%	\$40,225	193	19%	\$16,270
	Gwinnett	4,761	36%	\$31,171	304	30%	\$15,247
Retail Trade	DEKALB	15,496	60%	\$18,050	10,111	79%	\$4,509
	Fulton	4,446	17%	\$25,195	1,412	11%	\$6,018
	Gwinnett	5,933	23%	\$26,780	1,332	10%	\$5,570
F.I.R.E.	DEKALB	9,618	52%	\$25,416	1,570	58%	\$7,926
	Fulton	4,250	23%	\$33,958	776	29%	\$12,178
	Gwinnett	4,612	25%	\$31,153	358	13%	\$13,711
Services	DEKALB	38,433	63%	\$24,268	13,042	74%	\$8,127
	Fulton	10,792	18%	\$32,757	2,163	12%	\$10,468
	Gwinnett	11,653	19%	\$28,409	2,340	13%	\$12,228
Public Admin.	DEKALB	6,693	62%	\$28,069	543	59%	\$8,339
	Fulton	1,843	17%	\$23,405	300	33%	\$8,768
	Gwinnett	2,214	21%	\$29,792	73	8%	\$3,121

Aged 16 to 64 working 36 hours per week or more in DeKalb County.

The percentages are calculated only among the three counties shown in order to indicate comparative strengths.

Transportation, Communications and Utilities.

Finance, Insurance and Real Estate.

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SOURCE: PUMAS Microdata (processed), U.S. Bureau of the Census.

**When the wages received by DeKalb residents working in DeKalb are compared to those of residents of Fulton and Gwinnett Counties working in their own county of residence, the differences are considerably reduced in several industrial sectors. The table (Table VI-62) below shows the number of full-time jobs in DeKalb, Fulton and Gwinnett Counties held by each county's own residents, the percentage of all full-time jobs by sector held by residents of the county where the jobs are located, and the average wage received. Again, DeKalb**

**workers generally earn less than residents of other counties working in the same industry groups in their own counties, but the difference is much smaller than when considering all workers in all jobs. The major exceptions to this are: Wholesale Trade and F.I.R.E. when compared to the much higher average wages for these two groups in Fulton County; and Services where DeKalb residents make slightly more than resident service workers in Gwinnett, and in Public Administration where DeKalb residents earn more than their counterparts in both Gwinnett and Fulton. To some extent, these figures reflect the stronger position of Fulton County (Atlanta) in banking, wholesaling and other corporate headquarters operations, contrasted to DeKalb's relative strength in the health sciences and the biomedical industries.**

**TABLE VI-62  
FULL-TIME AND PART-TIME JOBS  
FILLED BY RESIDENTS OF THE SAME COUNTY  
DEKALB, FULTON AND GWINNETT COUNTIES  
1990**

	County	Full-Time Res. Workers	% Full-Time Workers	Average Wage	Part-Time Res. Workers <sup>1</sup>	% Part-Time Workers <sup>2</sup>	Average Wage
Construction	DEKALB	4,975	55.0%	\$21,125	985	69.0%	\$7,290
	Fulton	8,484	54.0%	\$21,143	1,971	64.0%	\$4,873
	Gwinnett	6,477	76.0%	\$23,445	1,162	77.0%	\$10,498
Manufacturing	DEKALB	11,638	51.0%	\$26,948	1,622	72.0%	\$7,358
	Fulton	17,138	58.0%	\$29,755	1,900	67.0%	\$9,426
	Gwinnett	13,687	70.0%	\$30,213	1,456	74.0%	\$9,714
T.C.U.	DEKALB	9,510	52.0%	\$27,966	1,172	56.0%	\$8,551
	Fulton	16,138	52.0%	\$28,884	2,427	66.0%	\$10,354
	Gwinnett	4,789	67.0%	\$29,419	574	75.0%	\$8,449
Wholesale Trade	DEKALB	5,951	45.0%	\$28,087	504	50.0%	\$12,310
	Fulton	10,473	60.0%	\$35,761	1,412	73.0%	\$9,912
	Gwinnett	8,715	69.0%	\$32,102	1,096	74.0%	\$11,381
Retail Trade	DEKALB	15,496	60.0%	\$18,050	10,111	79.0%	\$4,509
	Fulton	24,262	64.0%	\$21,590	11,170	72.0%	\$5,944
	Gwinnett	11,464	71.0%	\$20,839	8,126	85.0%	\$5,563
F.I.R.E.	DEKALB	9,618	52.0%	\$27,966	1,570	58.0%	\$7,926
	Fulton	19,572	58.0%	\$38,472	3,181	72.0%	\$12,589
	Gwinnett	6,212	69.0%	\$28,419	1,080	86.0%	\$11,307
Services	DEKALB	38,433	63.0%	\$24,268	13,042	74.0%	\$8,127
	Fulton	62,483	59.0%	\$28,493	19,080	69.0%	\$8,067
	Gwinnett	19,377	74.0%	\$22,910	7,689	82.0%	\$6,774

**LABOR FORCE**

Public Admin.	DEKALB	6,693	62.0%	\$28,069	543	59.0%	\$8,339
	Fulton	10,567	49.0%	\$26,641	1,207	42.0%	\$10,091
	Gwinnett	1,667	78.0%	\$27,619	122	41.0%	\$8,634

Residents in the indicated county working in that county for each industry group.

Jobs held by resident workers as a percentage of all jobs held by residents of all three counties in the indicated county.

Transportation, Communications and Utilities.

Finance, Insurance and Real Estate.

SOURCE: PUMAS Microdata (processed), U.S. Bureau of the Census.

When compared to the average wages being made by DeKalb residents in other counties in the same industry groups, and by the residents of other counties who hold jobs in DeKalb County, inter-county commuting to better-paying jobs is a clear motivation regardless of place of residence. Another motivation concerns movements by people into DeKalb County and by DeKalb residents who relocate within the County (Table VI-63). Of the 1990 working-aged population of 430,088 in the county, 220,910 had moved into the county or had relocated within the county since 1985. Of these, 185,745 (or 84.1%) were in the labor force. Since net migration into DeKalb for the entire decade of the 1980s was only 17,860,<sup>3</sup> these figures underscore the major population shifts that occur annually with people moving out of the county and being replaced by new individuals and families moving in.

**TABLE VI-63  
EMPLOYMENT STATUS  
1990 DEKALB RESIDENTS WHO RELOCATED BETWEEN 1985 AND 1990  
BY PREVIOUS COUNTY OF RESIDENCE**

County Moved From:	All Migrants Aged 16 to 64	Migrants in Labor Force	Number Employed	Number Unemployed	Unemployment Rate
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<sup>3</sup>Total increase in population less natural increase from births and deaths, as reported in the *Georgia County Guide* from Census data.

**LABOR FORCE**

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DEKALB	81,646	69,631	65,567	3,930	5.6%
FULTON	36,269	29,625	27,706	1,839	6.2%
GWINNETT	7,195	6,187	5,960	227	3.7%
COBB	6,896	6,393	6,048	317	5.0%
CLAYTON	3,059	2,353	2,309	44	1.9%
ALL OTHERS	88,900	71,556	67,802	3,754	5.2%
Total	220,910	185,745	175,392	10,111	5.4%

Relocations of DeKalb residents within DeKalb County.

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SOURCE: PUMAS Microdata (processed), U.S. Bureau of the Census.

The 1990 overall unemployment rate for DeKalb County was 5.0%. Since the migrants from many of the counties outside of DeKalb have unemployment rates at or below that figure, it can be assumed that finding a job was instrumental in many of the moves reported. This varies, of course, by the type of job, as defined by industry group in the following table. Comparing the unemployment rates by industry for those moving into DeKalb County from outside with those already in the county (whether or not they relocated during the 1985-90 period), lower rates are seen in all categories except Retail Trade, F.I.R.E., Services and Public Administration.

**TABLE VI-64  
COMPARISON BY INDUSTRY GROUP OF  
1990 WORKERS WHO MIGRATED INTO DEKALB COUNTY  
WITH WORKERS WHO DID NOT MOVE INTO THE COUNTY  
BETWEEN 1985 AND 1990**

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	Number Employed	Number Unemployed	Unemployment Rate	Average Wage
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*Migrants 1985-90:*

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*LABOR FORCE*

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Construction	6,385	335	5.0%	\$17,439
Manufacturing	10,099	550	5.2%	\$24,281
T.C.U.	10,882	308	2.8%	\$24,338
Wholesale Trade	5,352	354	6.2%	\$22,942
Retail Trade	19,778	1,677	7.8%	\$14,948
F.I.R.E.	9,245	491	5.0%	\$23,041
Services	40,951	1,858	4.3%	\$20,924
Public Admin.	6,200	215	3.4%	\$25,775
<i>Non-migrants 1985-90:</i>				
Construction	8,963	853	8.7%	\$20,134
Manufacturing	19,942	1,244	5.9%	\$28,295
T.C.U.	19,025	700	3.5%	\$30,163
Wholesale Trade	9,987	582	5.5%	\$30,292
Retail Trade	28,986	2,940	9.2%	\$15,912
F.I.R.E.	16,526	688	4.0%	\$29,568
Services	65,258	2,559	3.8%	\$23,207
Public Admin.	12,670	256	2.0%	\$28,631

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SOURCE: PUMAS Microdata (processed), U.S. Bureau of the Census.

The data in the table above also reveals that, without exception, the average wage by industry group paid to workers who moved into DeKalb County during the five years preceding the 1990 Census was lower than for the DeKalb residents who had lived in the county for at least the 5-year period. This reflects the relative permanence of residents with better-paying jobs and the probable seniority built up in the job-place by longer-term residents.

Comparing these last two tables to the differentials in wages earned by DeKalb resident workers versus wages earned by those who commute into DeKalb to work, competition for the better-paying jobs is clearly presented primarily by those living outside the county rather than from those moving into the county to live.



## **SUMMARY**

### **Employment of DeKalb Residents**

- C Almost 1 of every 10 employed Georgians lives in DeKalb County.**
- C More than one-third of DeKalb County's employed residents work in the Services sector, which was also the fastest growing of all sectors over the 1970-1990 period. The second largest number are employed in Retail Trade.**
- C While the number of employed residents grew by two-thirds over the past two decades, the number of residents employed in the Services sector grew by twice that rate. Other sectors experiencing above-average rates of growth were T.C.U. and F.I.R.E.**
- C Growth in the number of residents employed in Manufacturing, Wholesale Trade, and Agriculture and Mining was the lowest over the past two decades, with the 1980s seeing a numerical decrease in Manufacturing and Agriculture and Mining, and an insignificant increase in Wholesale Trade.**
- C Three-quarters of the county's residents hold jobs in the occupational areas of Administrative Support; Professional Specialty; Executive, Administrative and Managerial; Sales; and Service Occupations.**
- C DeKalb County's residents are proportionally more represented in the white collar and administrative support occupations than the state as a whole, and notably less represented in the blue collar occupations.**

### **Employment Status**

- C Compared to the state, a relatively larger proportion of the working-age population in DeKalb County is in the labor force, which reflects the county's smaller average household size, single-person and childless households, and two-wage earner families.**

### **Unemployment Status**

- C DeKalb County's unemployment rate has been consistently below that for Georgia and the nation, and for the region during the 1980s. However, beginning in 1990, the county's unemployment rate has consistently exceeded the rate for the region as a whole.**
- C Unemployment is distinctively high and concentrated in the area south of Decatur to I-20, between Fulton County and I-285 (PUMA 1903). Other specific areas of high unemployment include central Chamblee, Scottdale, and the area around the Atlanta Prison Farm. These areas correlate generally with census tracts where high proportions of the adult population do not hold high school diplomas and where 25% or more of the households have incomes that are less than 50% of the median for the Atlanta metro area.**
- C In 1990, the county had notably higher than average unemployment rates in the Service occupations and among Machine Operators, Assemblers and Laborers. Unemployment was particularly high for these occupations in PUMA 1903.**
- C While unemployment is often correlated with poor education, DeKalb County's unemployed are relatively well represented among those with associate or college degrees. Among many occupational groupings, the unemployment rate among those with degrees is sometimes close to or exceeds the overall rate, reflecting the broad base of residents who are employed in white collar or administrative support roles.**
- C Long-term unemployment is notably pervasive in PUMA 1903 (those who had been looking for work in 1990 since 1988). From the data available, it appears that PUMA 1903 predominates in long-term unemployment in all industry sectors except T.C.U.**

### **Commuting Patterns**

- C DeKalb County is tightly integrated into the Atlanta metro area as both a provider of jobs and of employees. DeKalb's closest relationships for out-of-county employment is with Fulton County and Gwinnett County, with**

notable employment of DeKalb residents in Cobb and Clayton as well. By far, however, Fulton County provides the largest number of jobs to DeKalb residents (a little over one-third in 1990), second only to DeKalb itself where 46% of the residents are employed.

- C Although the number of households in the county increased by 35,665 (21%) during the 1980s, the number of jobs in the county increased by 100,158, or 46%. As a partial result, the number of jobs in DeKalb filled by workers from outside the county increased from 48% to 56% of the total.
- C Cross-county commuting to DeKalb jobs is forecast to increase in the future. Between 1995 and 2015, the number of households is expected to increase by 34,711, or 15%, while the total number of jobs is expected to increase by 52,400 (also a 15% increase). Given the opportunity for DeKalb residents to find better jobs outside of the county, the proportion of DeKalb jobs filled by workers from outside of the county will increase further.
- C Place of work and place of residence is clearly linked. Residents of the northern parts of the county have above-average commute rates to Cobb and Gwinnett Counties, while residents of the southern portion have above-average commute rates to Clayton County. Fulton County draws most heavily from those areas closest to it. Overall, however, commutes are made from all parts of DeKalb to all of the nearby counties.
- C There were more than twice as many jobs in DeKalb County in the Wholesale Trade and Government sectors than there were DeKalb residents employed in those sectors in 1990. The number of Retail Trade jobs also exceeded the number of county retail workers.
- C Atlanta metro residents are extremely mobile, and the willingness to commute a farther distance for better pay or opportunity is clear. The fact that DeKalb residents who commute out of the county to work are making, on average, a lower wage than people who commute into DeKalb County in virtually every job sector reflects two trends in part: 1) DeKalb has an abundance of residents in the middle class, and 2) many employees seeking upscale neighborhoods find them outside of DeKalb.

## **SUMMARY**

Over the past twenty years, DeKalb County has been experiencing the same shift from an industrial-based economy to a service economy as the rest of the nation. This trend also reflects (in a very simplistic way) a maturity in the growth cycle, going from a bedroom community to attraction of new industry to growth in services and retail establishments to serve its own residents. DeKalb's access to excellent transportation facilities and a well-educated labor force has continued job growth in excess of its population growth for some time, and will continue to do so in the future as locations for residential development dwindle further. A price for this continued growth, however, will be increasing demands from commuters coming into the county to work, as well as from DeKalb residents who have found excellent employment opportunities outside of the county or in a different part of the county far from their homes.

While there are no forecasts of the types of occupations DeKalb residents will have in the future, the potential is strong to continue the emphasis on white collar and administrative support careers. In order to continue to attract these types of households, however, will require a major emphasis to be placed on neighborhood stability and preservation, good schools, and an excellent living environment. Without these assets, higher-paid employees will be attracted to other counties, regardless of job opportunities in DeKalb.

In spite of DeKalb's image as a middle class community of executives, office workers and professionals, there are substantial areas of the county where unemployment is high, families are living on very low wages, and living conditions are poor. These areas have already been targeted in the past for aggressive action in job training, community development and social services, as well as for job creation and retention.

Transportation will be a key to the continued growth of the county's economic base and the prosperity of its residents. DeKalb is extremely fortunate to be located so as to attract employees into its businesses and to offer easy access for its residents to better jobs, whether in DeKalb County or in a neighboring county. A degraded transportation system, however, will result in companies relocating out of the county when they can no longer attract a work force at a competitive price, and a reduction in opportunity for DeKalb residents who can no longer reasonably reach those better jobs.

**RESOURCES FOR ECONOMIC DEVELOPMENT**

**ECONOMIC DEVELOPMENT AGENCIES**

**DeKalb County Government**

DeKalb County Government elevated its economic development function in 1994 to concentrate personnel and resources toward job creation and development. Currently, the function is staffed by a director and two assistants. Currently, Economic Development provides several services to facilitate economic development in the county. DeKalb County's business development philosophy has been to serve the business community by providing procurement technical assistance, market analysis data, and location analysis/site selection assistance, and to act as facilitator for business development and capital formation efforts that lead to greater success. This includes extensively interacting with key local, state, and federal economic development agencies, educational institutions, and the general public.

The following list is an itemization of the business development services DeKalb County provides:

*Procurement*

- C Provide assistance regarding how to do business with DeKalb County by familiarizing small businesses with the county procurement system. This is done through the DeKalb County Purchasing Department.

*Market Analysis.* Provide data in the following formats:

- C Labor force by census tract (map).
- C Income data by census tract (map).
- C Population data by census tract (map).
- C Housing by census tract (map).
- C Market analysis (map).

- C **Traffic counts to determine sufficient activity.**
- C **Determining competition by Standard Industrial Classification (SIC) Code.**
- C **Growth areas based on building permits county wide and by land lot.**
- C **Schools.**
- C **Major employers? list.**

*Site Analysis/Selection.* Provide data in the following formats:

- C **Commercial activity centers.**
- C **Tax, topography, zoning, soil, and aerial maps.**
- C **Recent development activity by area.**
- C **Industrial districts.**
- C **Vacant land inventories by zoning category.**
- C **Flood plain maps.**

*Facilitator.* Encourage business development through the following actions:

- C **Provide support in seminar development among various business organizations.**
- C **Refer small business to small business development centers, SCORE, and DeKalb-based educational institutional that provide management technical assistance in areas such as developing bankable loan packaging, strategic marketing plans, bookkeeping, accounting, and financial systems.**
- C **Refer small business to organizations (DeKalb Private Industry Council, Georgia Department of Labor, and the Georgia Quick Start Program) that provide job training, screening, interviewing, and proficiency testing and facilitate Targeted Jobs Tax Credits (TJTC).**

- C **Refer to the United States Small Business Administration's Certified and Preferred lenders.**
- C **The county has Industrial Revenue Bonds available in DeKalb County to construct and equip new manufacturing-related facilities, or construct pollution control facilities.**
- C **DeKalb County has Freeport Property Tax Exemption that allows 100 percent Freeport tax exemption on manufacturers' raw material, work-in-process, and finished goods.**

#### **DeKalb County Department of Community Development**

**The role of the DeKalb County Department of Community Development is to provide community and housing development for low/moderate income individuals and families. The primary source of program funding is provided by the U.S. Department of Housing and Urban Development. The Community Development department has funded the rehabilitation of over 300 housing units primarily in south DeKalb County. Besides housing rehabilitation projects, the Community Development department has funded capital improvement projects for encouraging business development.**

**The Community Development office located on Candler Road has eleven full time employees. The department receives an annual budget of five million dollars from the U.S. Department of Housing and Urban Development through the Community Development Block Grant (CDBG) funding source. Determination of project funding is made based upon community priorities and needs. DeKalb County qualifies as an Urban County for annual entitlement funding, which includes programs inside the county's cities as well as the unincorporated area.**

**Project funding by the Department of Community Development must follow the general guidelines set forth by the U.S. Department of Housing and Urban Development. Consequently, all funding allocations for economic development must demonstrate the creation of jobs for DeKalb County residents with low to moderate incomes. Non-profit and for-profit agencies also receive CDBG monies if they are capable of demonstrating the creation of jobs for low to moderate income persons.**

**DeKalb County Department of Community Development has played a limited role in economic development. The Community Development department has provided funding for**

several infrastructure projects for Atlanta International Industrial Park. The Board of Commissioners approved the purchase of a needed \$23,000 street light to provide safer accessibility to a Kroger establishment. The South DeKalb Incubator Program received 43% of their building cost and \$55,000 for operating and administrative costs to help establish the small business incubator program.

Besides the availability of direct project funding from Community Development's CDBG program, the department has the Section 108 Loan program to finance public or private projects. The 108 Loan program allows communities to borrow from future CDBG sources using the funded project revenues to retire the loan debt. To date DeKalb County has not used this source of project funding.

As the federal government begins to evaluate funding programs the uncertainty of programs such as CDBG is questionable. Whether DeKalb County will be able to allocate additional CDBG funding toward economic development will be contingent upon federal priorities.

#### **DeKalb County Development Authority**

In 1974 through the state constitution, the DeKalb County Commission created the DeKalb County Development Authority. The Development Authority is a nonprofit organization composed of nine members whose purposes are to develop and promote trade, commerce, industry, and employment opportunities for the public good. The major function of most development authorities is their issuance of revenue bonds and bond anticipation notes to finance the following capital projects:

- C Buildings used for manufacturing, processing or assembly.
- C Site preparation that includes roads, sidewalks, water supply, bridges, railroad sidings transportation facilities, etc.
- C The modernization, acquisition, expansion, leasing, equipping of existing industrial facilities.
- C The construction, improvement, or modification of any industrial property.
- C The construction, improvement, or modification of any air pollution equipment or facility.



- C **The construction, improvement, or modification of any sewage disposal facility or a solid waste disposal facility.**
- C **The construction, improvement, or modification of any property used as a peak shave facility.**
- C **The construction, improvement, or modification of any property used in the transportation of persons or property by air, except airports or airport terminal facilities.**
- C **The construction, improvement, or modification of any property used as a sport facility, convention or trade show facilities, electric/gas/water facilities, and hotel/motel facilities.**
- C **The construction, improvement, or modification of any property for industrial parks.**
- C **The acquisition, construction, leasing, or financing of office buildings.**
- C **The construction, improvement, or modification of any property of a skilled nursing home or intermediate care home.**
- C **The construction, improvement, or modification of any property in connection with a communication antenna television system.**
- C **The construction, improvement, or modification of any property in connection with a research and development facility.**

**Between 1976 and 1992 the DeKalb County Development Authority has had 162 bond issues at a total amount of \$322,814,850. The Development Authority has helped create 7,790 new jobs and has assisted in retaining 1,929 existing jobs.**

**DeKalb County Chamber of Commerce**

**DeKalb County Chamber of Commerce (established in 1938) currently has twelve full time employees to serve the needs of DeKalb County's business community. The DeKalb County Chamber of Commerce mission statement is as follows:**

**that ?The DeKalb County Chamber of Commerce is a member-driven coalition fosters economic growth in DeKalb County by recruiting new business and helping existing business to expand. The Chamber achieves this by forging strategic partnerships and providing services and opportunities to maximize members' investment.**

**The members and the Board of Directors lead through their involvement, innovation and community influence. The staff is a professional team that understands members' needs and delivers measurable results. Together, we are dedicated to the highest level of ethical standards and excellence.?**

**The DeKalb County Chamber of Commerce is composed of four volunteer program councils whose responsibility is to implement the Chamber's work program. Each council has a paid professional staff person to handle the daily operations for the council members. The Chamber's five program councils are: Economic Development, Marketing and Communications, Membership Development, Business Advocacy and the DeKalb Convention & Visitors Bureau.**

**The following descriptions of the council activities are taken from the Chamber's promotional literature:**

*Economic Development Council*

- C Small Business Development Committee - Provides assistance to small businesses through programs aimed at management and financial enrichment.**
- C Community Development Council - Deals with all issues affecting DeKalb County's infrastructure system (roads, sewers, water, power, etc.). The committee identifies needs, not only for the present, but the future development of the county and its quality of life.**
- C International Trade Committee - Develops programs to promote international trade by DeKalb County companies. Subcommittees are: Export Consulting,**

**Delegation Services, International Trade Alert, Seminars and Workshops, DeKalb International Trade Resource Center and Corporate Recruitment.**

- C **African Trade Center Committee - Fosters trading ties between Georgia and African businesses. Provides programs in networking, prospecting and resource development.**
- C **International Education - Develops programs to address international education issues in DeKalb County schools, colleges and universities. Also works to involve business in international education (geography, foreign languages, etc.).**
- C **International Village - Develops programs to promote and create an International Village in DeKalb County, focusing on ethnic neighborhoods, cultural events, and international festivals. Subcommittees include Marketing, Finance/Funding, Community Development and Housing.**

*Marketing & Communications Councils*

- C **Program Services Committee - Plans and staffs the Chamber's Rise 'n Shine breakfast programs and After Hours events. It assists in member recruitment and retention. The committee also reviews all new program suggestions and makes recommendations to the appropriate committees as to consistency with Chamber mission and objectives.**

*Membership Development Council*

- C **Campaign Committee - Coordinates and implements the structure and theme for the year's volunteer membership campaign, including recruitment of volunteers and prize solicitation.**
- C **Orientation Committee - Welcomes and conducts orientation sessions for new chamber members.**
- C **Member Relations Committee - Creates programs to benefit and service existing members and thereby increase member retention. Committee members personally contact all chamber members at least once a year.**

**Contacts new members within sixty days after joining to answer questions and address concerns.**

*Business Advocacy Council*

- C Legislative Affairs Committee - Oversees governmental affairs and programs on the local, state, and federal level. The committee organizes meetings with elected officials and drafts positions on proposed legislation for board of directors? approval.**

### **DeKalb Convention & Visitors Bureau**

The DeKalb Convention & Visitors Bureau (DCVB) was recently separated from the DeKalb Chamber of Commerce with an independent board in order to streamline and focus its efforts. Continuing activities include:

- C **Convention & Visitors Marketing Committee - Made up of representatives from travel-related businesses interested in convention and tourism development. The committee receives updates on the DCVB's sales and marketing programs. It meets on a bimonthly basis.**
- C **General Managers Forum - Committee members must be a general manager for a DeKalb County hotel/motel. The committee discusses hospitality issues.**
- C **DeKalb Ambassadors - Volunteers (200) assist with tourism-related events, including convention registration, special event hosts/hostesses. Mission is to spread Southern hospitality to DeKalb visitors. Must be a DeKalb resident.**
- C **Sports DeKalb - Sports council for DeKalb County. Represents athletic facilities and the hospitality to attract sporting events and visitors.**
- C **DeKalb International Choral Festival - Signature cultural event for county.**
- C **Other volunteer committees, including: Arrivals & Departures, Conductor's Clinic & Activities, Food Service, Finance, Festival Finale, Hospitality & Ceremonies, Hosts, Housing, International Village, Interpreters & Protocol, Office Operations, Publicity, Signage & Decorations, Transportation, Venues.**

### **City of Atlanta**

The City of Atlanta is contained both in Fulton County and DeKalb County. Because the City of Atlanta plays a vital role in economic development in the metro area mention of their programs is important for this study. For this section, the following programs that include the entire portions of Atlanta including that portion in DeKalb County are cited. The following description of the City of Atlanta's economic development program is taken from their 1994 Comprehensive Development Plan:

*Administration*

**Atlanta's role in economic development is coordinated by the Department of Planning and Development and implemented by the Atlanta Economic Development Corporation (AEDC); the Atlanta Downtown Development Authority (ADDA), which AEDC staffs and operates; the Atlanta Private Industry Council (PIC); and the Mayor's Office of Citizens Education and Training (OCET), which is directed by the Executive Director of PIC. Through AEDC and ADDA, Atlanta forges partnerships with private and nonprofit interests (including financial institutions, retailers, corporations, foundations, and universities) to plan and implement economic development projects and programs. Through PIC and OCET, Atlanta operates job training, employability readiness, and education programs for economically-disadvantaged Atlanta residents. AEDC also markets Atlanta to potential investors and employers.**

*Business and Industrial Development*

**Atlanta's role in business and industrial development is very aggressive and includes a special emphasis on minority and small business development. Drawing on the financing tools at its disposal, the City, usually working through AEDC and/or ADDA, has aided business expansion by reducing the cost of borrowed money, making public investments in projects and improvements that will leverage private investment, and by providing tax abatement to businesses locating in target areas. Funding sources included Industrial revenue Bonds, Small Business Administration loan guarantees, and Community Development Block Grant (CDBG) funds. Business and industrial development programs are listed below.**

- C     Urban Enterprise Zones: The urban enterprise zone program helps eliminate tax differentials that impede investment in urban areas by providing new businesses with significant property and inventory tax exemptions. Since adoption of the Atlanta Urban Enterprise Zone Act in 1983, as subsequently amended by the General Assembly in 1986, Atlanta has created five industrial enterprise zones, seventeen housing enterprise zones and one commercial zone.**
  
- C     Industry Retention and Attraction: Job retention efforts include visits to industrial facilities with company executives. AEDC provides technical assistance in feasibility analysis, financing, site analysis selection, expediting paper work and regulatory filings.**

- C **Small Business Administration Loan Programs: The Atlanta Local Development Company (ALDC), which is managed by AEDC, can make long-term mortgage loans to small and medium-sized business for up to 100% of the cost of land, buildings, and equipment for industrial or commercial use. The SBA guarantees first-mortgage loans made by ALDC under the Section 502 Program or enable ALDC to make second-mortgage loans under the Section 503 Program. These loans are generally restricted to owner occupants and limited to \$500,000, although it is possible to combine loans from different programs under certain circumstances.**

- C Minority Enterprise Small Business Investment Corporation (MESBIC):** AEDC has raised \$1,000,000 required capitalization and is licensed as an Atlanta-based MESBIC. A for-profit venture with local private investors and corporations as stockholders, the MESBIC provides financing for acquisitions, leveraged buy-outs, and second-round financing to minority business enterprises with high growth potential in manufacturing, high technology, and other industries that are generally considered non-traditional. For every dollar of private MESBIC capital, the SBA can provide up to three dollars of government funds through cumulative preferred stock and subordinated debentures. The MESBIC is also authorized under its license to borrow money from other financial sources and in return to issue its debentures, promissory notes, or other obligations.
  
- C City Small Business Loan Programs:** The Business Improvement Loan Funds (BILF) program, which is administered by AEDC, provides financing to businesses in target areas for additions and improvements to commercial, industrial, and mixed use property and/or the purchase of equipment and fixtures which are part of the real estate. In addition, AEDC is working on the creation of a development bank to make loans for small businesses in areas where private financing is difficult to obtain, but initial financing is not yet complete.



- C **Greater Atlanta Small Business Project:** GRASP provides technical assistance to existing and potential small businesses in business training, access to financial resources, and specialized support services. It also operates a small business incubator within its offices. The GRASP program is federally funded and targets displaced workers, public housing residents, and welfare recipients respectively.
  
- C **Film/recording Industry:** AEDC is working with the Georgia Department of Industry, Trade, and Tourism and with private entrepreneurs to expand the industry presence in Atlanta.

*Employment Training and Job Placement*

The Atlanta Private Industry Council (PIC) receives all federal Job Training Partnership funds awarded to the City of Atlanta and contracts with Atlanta to operate its JTPA program. The Mayor's Office of Citizens and Training (OCET) oversees the expenditure of approximately \$1 million in Community Development Block Grant (CDBG) monies allocated to employment training programs each year. The Executive Director of the PIC is also the Director of OCET.

- C **PIC Enrollment Center:** This is the entry point for all training programs funded by the Atlanta PIC. The Enrollment Center staff determines eligibility for PIC programs based on federal income guidelines, assesses applicants' interests and skills, and develops individual training plans. Training is available for occupations such as clerical, fork lift operation, auto mechanic, building maintenance and nursing assistant plus a variety of on-the-job training and customized training opportunities.
  
- C **The Atlanta Center for Employment and Training:** Currently in development, ACET will bring local employment and training programs along with supporting programs offered by the State to a single location, the Opportunities Industrialization Center. In addition to the PIC enrollment center, this office will offer case management services, registration for Food Stamps and AFDC; remedial education, adult basic education, and GED preparation; on-site skills; on-site child care; and a cafeteria that will be operated by the culinary arts students.

- C **Summer Youth Program: The PIC's Summer Youth Employment and Training Program** provide summer employment and remedial education for Atlanta young people (ages 14-21) who meet Federal income guidelines.
- C **Dislocated Worker Program: This program, also operated by the Atlanta PIC,** provides counseling and retraining for persons who have lost their jobs as a result of a plant closing or layoffs.
- C **First Source Jobs: This program matches Atlanta residents with entry-level jobs created through projects funded by Atlanta. Firms receiving funds or federal monies administered by Atlanta are required to use a register of job-seekers maintained by the Office of Citizen Employment and Training as their First Source Office.**
- C **The Employment Readiness Center (CDBG funded): ERC** provides first source participants with job readiness assessment and training followed by employment information and referrals.
- C **Workplace Literacy: In partnership with the Atlanta Chamber of Commerce and Literacy Action, the Atlanta PIC administers a program that provides literacy training for people who are employed in low-skill jobs who need to improve their educational levels to achieve upward mobility or to retain their jobs.**
- C **Greater Atlanta Conservation Corps (CDBG funded): This project provides for training, counseling, education, and job placement services for youth while performing conservation activities.**
- C **Atlanta Enterprise Center Willing Workers (CDBG funded): AEC** provides crisis intervention, employment readiness, screening, counseling and long-term career counseling to homeless and economically-disadvantaged persons.

**Georgia Power Company  
Economic Development Division**

Georgia Power is the oldest economic developer in the state of Georgia, and has an Economic Development Division whose primary role is to attract businesses to the state of Georgia. The Economic Development Division of Georgia Power has two sections, a domestic section and an international section. Each section is responsible for marketing Georgia as a

positive place to do business. There are 130 local offices statewide with a primary concern of job development. Although Georgia Power has offices in most Georgia counties, it does not provide any specialized programs for any particular county. Georgia Power's primary local contact for economic development issues are generally with the Chamber's of Commerce. Alternative points of contact are with the various levels of government in Georgia Power's service area. Georgia Power has in the past formed difference alliances with other organizations and agencies for the purpose of attracting businesses to an area.

Georgia Power's main emphasis is heavy marketing of Georgia in general and responding to client's site needs by maintaining a current site inventory data base. In addition to a strong emphasis on marketing, Georgia Power facilitates retreat-type work sessions with county governments and chambers of commerce in identifying areas that will allow them to be more effective in attracting businesses to their area. Leadership training in economic development is also provided by Georgia Power for public and corporate personnel in upper and middle management positions through their Community Development Department. Georgia Power will co-sponsor in 1995 with Emory University a conference for company CEOs to identify issues pertaining to business growth and retention in the Atlanta metro-area.

Georgia Power will provide communities technical advice on how to make changes necessary to attract business. The utility provides advice on downtown revitalization and solid waste disposal systems and various funding sources available to help meet the cost of such improvements. Georgia Power provides computer-enhanced imaging services to communities by modifying photographs of the community's downtown area. Enhancements are done by adding new planters, sidewalks, street lights, awnings and facade improvements to buildings. Similar technology can be used to show possible landscaping and signage improvements for industrial park sites.

Georgia Power's Community Development Department also serves as a clearinghouse for communities to identify matching grants and other programs to plant trees, add fire hydrants or upgrade the water and sewer infrastructure. The sources of grant money may be state or federal agencies.

The Urban Affairs Department of Georgia Power was created in January 1991. The department focuses on the 18 counties that compose metropolitan Atlanta, working specifically on education, water supply, sewage treatment, air quality, surface transportation and airports. The Urban Affairs Department works with a wide variety of agencies that think in terms of multi-county needs and solutions. These include the Atlanta Chamber of

Commerce, the Atlanta Regional Commission, and other North Georgia regional planning agencies.

Georgia Power's Engineering Services Department assists both communities and prospect companies with site information and technical engineering services. For communities, Georgia Power surveys available properties in the community and does an engineering evaluation on them, selecting those with the best features for development. For businesses, Georgia Power provides the site search capabilities of an extensive database of industrial parks and other prepared sites. Companies enter their location criteria with respect to property size, zoning, topography, transportation and utility needs. Georgia Power's database includes more than 500 prepared sites, in addition to the thousands of individual parcels.

Georgia Power is implementing a economic development program that will maximize the opportunities of the 1996 Olympic games entitled Operation Legacy, although full details have not been announced. In general Georgia Power will attempt to maintain domestic and international businesses that locate to Atlanta for Olympic games.

#### **Georgia Department of Industry, Trade and Tourism**

The Georgia Department of Industry, Trade and Tourism (GITT) is a state funded agency mandated to serve as agent for all the cities and counties in the state of Georgia. The GITT primary purpose is to assist potential businesses considering locating in the state of Georgia in identifying an optimal location for their operational needs. The Georgia Department of Industry, Trade and Tourism also assists the movie industry in locating appropriate movie sets throughout the state of Georgia. The identification of international markets for the export of Georgia goods and services is another duty of the GITT.

Because the GITT is a statewide agency, there are no specific programs or projects tailored to the need of DeKalb County. In the event of a potential business client interested in the DeKalb County area GITT policy is work with both the Chamber of Commerce and the local governmental entity. GITT has a working relationship with the utility companies, rail systems, banks, universities, and other agencies with resources to facilitate economic development. GITT maintains a substantial computer based inventory of commercial and industrial sites throughout Georgia.

#### **South DeKalb Business Association**

The South DeKalb Business Association (SDBA) was formed to identify, create and nurture economic development initiatives affecting South DeKalb county. The SDBA is also intended to support South DeKalb businesses through education, and has the ultimate goal of improving the quality of life in the area. The organization is an "instigator" for action, and often provides communication and coordination between other agencies, such as the DeKalb Chamber of Commerce and DeKalb County government, in achieving its goals.

The SDBA has been exceedingly successful in establishing a business incubator, soon to be in operation on Rainbow Drive. The South DeKalb Business Incubator will foster new business development and provide the training and other support needed for the businesses to survive on their own and to flourish. These businesses, in turn, provide needed employment to the local residents and services to the community. [The business incubator is discussed below, under "Programs."]

#### **Atlanta Chamber of Commerce**

The Atlanta Chamber is involved in a wide range of economic development and regional improvement programs, some of which have particular significance for DeKalb County. The Atlanta Chamber's overall goal is regional in scope and addresses the attraction, creation and retention of business in metro Atlanta, which includes particular attention to the maintenance and provision of the physical infrastructure needed to support and expand the business base. The Atlanta Chamber provides a coordinated program of business promotion at the national and international level, promoting the entire metro area, including DeKalb County. The Chamber's promotional activities emphasize the biomedical fields, telecommunications and software, all of which are important parts of DeKalb's employment base.

The Atlanta Chamber is an important link in the network of local economic development partners who attract and nurture prospective businesses and business expansion in the metro area. Once a contact is made, a business potentially interested in a DeKalb location is referred to the DeKalb Chamber for direct assistance. Thus, the Atlanta Chamber is a first-line contact for prospects who may be attracted to DeKalb County through their normal metro promotion activities.

The Atlanta Chamber also maintains a high profile on issues related to infrastructure, such as water and sewerage services and transportation, through a committee structure and assigned professional staff. Transportation issues ranging from expansion of Hartsfield

**International and new international routes, to highway improvements, to public transit coverage and operations all affect DeKalb County positively when progress is made.**

### **Georgia Biomedical Partnership**

**The Georgia Biomedical Partnership was created as an outgrowth of the major strides taken in the Clifton Road Corridor in the area of health sciences and research. Today, the GBP is state-wide in its focus and membership. The strength of the biomedical industry in DeKalb County, however, keeps it actively involved in the county. The GBP's member companies cover a wide range of specialties in the health and life sciences fields, including medical devices and equipment, diagnostics, laboratory services, medical information services, and pharmaceuticals. Of the organization's state-wide membership of 323, over 50 of the companies are headquartered in DeKalb County.**

**The key role of the GBP is to serve as a go-between for health and life sciences companies, university research organizations, and venture capital resources. The Partnership helps universities with licensing and marketing the results of their research, and serves as an information resource on items and trends of interest to its membership.**

### **DeKalb Board of Realtors**

**The DeKalb Board of Realtors plays a narrow and indirect but important role in economic development in the county. The Board is a professional organization of licensed Realtors and enforces its code of ethics. Like GBP serving the biomedical community, the Board of Realtors provides information to its members, provides for their professional development, and represents them on matters of concern.**

**Their key role for economic development is the direct and early contact a Realtor has with many prospective residents of the county, particularly homeowners. The Realtor often has an important influence on the prospective buyer regarding the attractiveness of DeKalb for home ownership, and what to expect from the public schools, parks, libraries, and other community facilities. Their attitude can be instrumental in forming a perception on the part of the public of DeKalb County and its neighborhoods. Thus, their knowledge of the county's positive aspects and on-going initiatives can be translated into promotion for the county at the face-to-face level of potential residents. Their viewpoint from the business end of homeowner expectations and marketing programs can be very beneficial in preparing a promotional strategy.**

## **ECONOMIC DEVELOPMENT PROGRAMS & TOOLS**

### **South DeKalb Business Incubator**

**DeKalb County is home to the South DeKalb Business Incubator (SDBI). The SDBI is a non-profit incubator program for start up service, distribution and light manufacturing businesses in the South DeKalb area. Once in full operation, the SDBI will provide a business environment that improves the opportunity for a business to become successful during its early stage. The SDBI is a 501(c)3 corporation, and receives its funding from the City of Decatur and the private business community. The Business Incubation Center is a 18,000 square-foot facility, to be located at 2632 Rainbow Way, Decatur, Georgia. Applicants are required to submit an application along with company, personal, and financial data. The following services are to be available to SDBI tenants:**

- C Affordable space for lease**
- C Copy and fax machines**
- C Postage machines**
- C Computer stations**
- C Conference rooms**
- C Receptionist**
- C Janitorial service**
- C Clerical and work processing service**
- C In-house seminars provided by volunteer professionals**
- C Security personnel and building security system**
- C Business counseling and mentoring**

## International Village

The area of DeKalb County identified as the "International Village" is an area located within the City of Chamblee, north of Peachtree DeKalb Airport. The "International Village" initiative is designed to create jobs, increase a sense of community and foster international development in DeKalb County. The following is excerpted from the Executive Summary of the International Village Master Plan, prepared for the City of Chamblee by Comstar Real Estate Services and HOH Associates:

"The concept for an international village in Chamblee was formalized in 1992 by the DeKalb Chamber of Commerce in concert with the City of Chamblee. This concept calls for the creation of a "village" that would serve as the nucleus of a growing multi-cultural, international community both within the City of Chamblee and within the greater metropolitan Atlanta area. The village is envisioned to be home, workplace, learning center, tourist center, retail center and recreation area for individuals and businesses from a variety of cultures. In May of 1994 the City of Chamblee retained a planning and urban design to develop a long-range master plan for the International Village.

The planning program recommends a series of land use plan elements for residential, retail, office, industrial, recreation and civic uses. The general goals of these recommendations are to maximize residential, retail and commercial opportunities within the Village and to generate increased opportunities for open space. The plan proposes to retain and redevelop, wherever possible, residential land uses. This is particularly important with the irretrievable loss of single family units due to the Peachtree DeKalb Airport buy out program. The plan also proposes the reinforcement and reorganization of retail land uses that would focus retail uses along a central spine through the Village on Chamblee-Dunwoody Road. Office land uses are proposed to be concentrated mostly along the north side of Chamblee-Tucker Road and adjacent to the Chamblee MARTA station near the southwestern corner of the Village. The Master Plan concept also focuses on maintaining and enhancing the existing light industrial uses in the northwestern corner of the Village along New Peachtree Road. The Plan goes onto define concepts and implementation strategies for urban design character, transportation and parking improvements, and utilities and infrastructure improvements."

It is envisioned that the success of the International Village will serve as a template for the development or redevelopment of areas throughout DeKalb County and the Atlanta metropolitan area. *In addition to pedestrian safety and sidewalk expansion, landscaping and lighting would greatly improve curb appeal. We envision an Economic, Transportation, and Land Use Study leading to the possible creation of a Memorial Drive Redevelopment Initiative. Volunteer members of*



*PRISM, PRISM Merchants Association, and Rockbridge Coalition are available to assist in this process. (10/99).*

### **The Atlanta Project**

**The Atlanta Project (TAP) is a program of The Carter Center created in 1991 by former President Jimmy Carter as a way to help Atlanta's communities gain access to the resources they need to address the problems that concern citizens in economically-depressed neighborhoods. TAP is a non-profit program supported by foundations, corporations, and individuals and is staffed by people "on-loan" from private businesses and public agencies. TAP is comprised of 20 "cluster" communities in Fulton, DeKalb and Clayton Counties with each "cluster" centered around a high school and the middle and elementary schools that feed them. Each cluster has coordinators and assistant coordinators, many of whom have lived and worked in the cluster neighborhood for years. TAP is geared to creating neighborhood-based self sufficiency concerning issues such as unemployment, job training, small business assistance, environmental concerns, housing quality, health care, urban violence, literacy, welfare, drug abuse, parenting skills, etc.**

**TAP's five DeKalb-based clusters (Central DeKalb, Columbia, Crim, Decatur and McNair) have forged a partnership with the DeKalb Chamber of Commerce and DeKalb County. This combined effort will assist Chamber members in gaining help in filling job openings more quickly through a computerized job bank developed by TAP. The DeKalb clusters, in turn, will benefit from access to resources from the Chamber's Small Business Development Center.<sup>4</sup>**

**Cluster-initiated economic development plans have been proposed by a majority of TAP's 20 clusters. Plans for the DeKalb clusters include: coordination with DeKalb County, the DeKalb Chamber and Hispanic Chambers of Commerce to conduct a cluster-wide business survey, as well as development of an information referral system and database for school-to-work programs, job training, placement and employment programs in Central DeKalb Cluster; initiation of a business recruitment campaign and a tax clinic in the Columbia Cluster; expansion of the existing credit union and a banking institution along with a cluster-based business directory in the Crim Cluster; and development of a cluster-based micro loan fund in the Decatur Cluster.**

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<sup>4</sup>*Your Guide to the Atlanta Project, Carter Collaboration Center.*

### **Candler Road Redevelopment**

**The Candler Road Redevelopment Corporation (CRRC) was formed in 1978 as a natural outgrowth of a community-based effort initiated by churches in 1973 to address the economic decline of the commercial area of Candler Road. It is now a cooperative effort of the CRRC, DeKalb County, the business community, private investors and area residents. The work of the Candler Road Redevelopment Corporation has also been assisted by DeKalb County through its identification of the Candler Road/Glenwood Avenue intersection as a demonstration area to show what the County could do in conjunction with local merchants to upgrade a declining commercial area.**

**The Candler Road Redevelopment Corporation is a nonprofit entity which was established for the purpose of improving the residential and commercial area within the Candler/McAfee/ Second Avenue neighborhoods. The CRRC serves as an umbrella organization which provides the development and funding expertise that enables and spurs economic development and redevelopment. The Corporation works closely with the County's Community Development Department, the State Department of Transportation (Candler Road is a state highway), the Private Industry Council and the DeKalb County Chamber of Commerce.**

**In past years the Corporation has become involved in a number of business and residential initiatives. These have included commercial property renovation; involvement in rezoning issues; attracting new businesses that will create employment opportunities; retention of existing businesses; initiating new development; providing management and technical assistance to businesses and residents; maintaining statistical records on the existing housing stock within the corridor; supporting owner-occupied housing; and assisting local community events. The CRRC has become a landlord for both commercial and residential structures through its program of acquiring, rehabilitating and leasing of structures that were previously deteriorated.<sup>5</sup>**

**Based on interviews with the CRRC, the future of the Corporation may be quite challenging. Overall, there has been continued deterioration of the Candler Road Corridor due to a lack of private property reinvestment. Financial stability of the CRRC has been greatly impacted by the difficulty in maintaining high occupancy rates in CRRC-owned buildings and may ultimately make the continuation of the Corporation questionable. Georgia Business Expansion Support Act**

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*5Pride Through Partnership, Candler Road Redevelopment Corporation.*

In 1994, the State passed legislation for tax credits against state income taxes to encourage economic development in Georgia. Some of the programs are targeted to specific industry groups (industry, tourism and research and development) while others apply to all employers. For instance, tax credits for retraining employees and for providing child care are available to all businesses.

Job tax credits and investment tax credits are available to the targeted industry groups at different levels, depending on the relative need of the area for economic development. Need is based on a combination of highest unemployment, lowest income, highest concentration of poverty, and lowest manufacturing wages. Overall, DeKalb County ranks among the counties that qualify for the lowest level of tax credits (Tier 3), along with all of the other counties in the Atlanta region. However, a provision in the Act allows concentrations of ten or more census tracts that meet the criteria to be treated as Tier 1 for the highest tax credits. Thus, the County can be competitive with the poorest areas of the state, and with its neighboring counties, within the census tracts that qualify. These census tracts include the Atlanta-in-DeKalb areas of Kirkwood, East Lake and East Atlanta, and fan out into the county along Glenwood and McAfee to Columbia Drive, and along Bouldercrest to the Atlanta International Industrial Park.<sup>6</sup>

The following is a summary of the various provisions of the Act prepared by the Governor's Development Council:

*Job Tax Credit*

Provides for a new statewide job tax credit for certain business enterprises. Applies to business or headquarters of a business engaged in manufacturing, warehousing and distribution, processing, tourism, and research and development industries. Does not include retail businesses.

Provides for three tiers of credits. Counties in the state are ranked and placed in the tiers using the following factors:

1. highest unemployment rate for the most recent 36 month period;
2. lowest capita income for the most recent 36 month period;

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<sup>6</sup>Census tracts 205, 206, 207, 208, 209, 227, 231.01, 235.01, 236, 237, and 238.02.

3. highest percentage of residents whose incomes are below the poverty level according to the most recent data available; and

4. average weekly manufacturing wage according to the most recent data available.

- C Counties ranked 1st through 53rd are Tier 1 and represent the state's least developed counties. Companies creating 10 or more new jobs in a Tier I county will receive a \$2500 tax credit.
- C Counties ranked 54th through 106th are Tier 2. Companies creating 25 or more new jobs in a Tier 2 county will receive a \$1500 tax credit.
- C Counties ranked 107th through 159th are Tier 3. Companies creating 50 or more new jobs in a Tier 3 county will receive a \$500 tax credit.

Credits are allowed for each full-time employee job for five years beginning with years two through six after the creation of the job. The credit cannot be more than 50% of the taxpayer's total state income tax liability for that taxable year. A credit claimed but not used in any taxable year may be carried forward for 10 years from the close of the taxable year in which the qualified jobs were established.

The legislation also allows a Tier 1 tax credit for less developed urban census tracts. In addition to the ten contiguous census tracts criteria already in place, a new section allows for the inclusion of one or more census tracts which have been adversely impacted by the loss of a business, jobs or residences related to an airport expansion or closing of a related major business enterprise (i.e. Eastern Airlines). The law reduces to 30% the number of local residents required to access the credit.

#### *Investment Tax Credit*

Based on same tiers as Job Tax Credit program. Allows a corporation or person which has operated an existing manufacturing facility in the state for the previous three years to obtain a credit against income tax liability.

- C Companies expanding in Tier 1 counties must invest \$1 million to receive a 5% credit. That credit increases to 8% for recycling, pollution control and defense conversion activities.

- C Companies expanding in Tier 2 counties must invest \$3 million to receive a 3% credit. That credit increases to 5% for recycling, pollution control and defense conversion activities.
- C Companies expanding in Tier 3 counties must invest \$5 million to receive a 1% credit. That credit increases to 3% for recycling, pollution control and defense conversion activities.

The credit is a percentage of the total value of all qualified investment property and cannot be more than 50% of the taxpayer's total state income tax liability for that taxable year. An existing firm cannot take both the job tax credit and the investment tax credit.

*Retraining Tax Credit*

Employers who provide retraining for employees are eligible for a tax credit equal to 25% of the costs of retraining per full-time student up to \$500. The training must:

1. enhance the functional skills of line and hourly employees otherwise unable to function effectively on new equipment;
2. be approved by the Department of Technical and Adult Education; and
3. be provided at no cost, direct or indirect, to the employee.

The credit cannot exceed more than 50% of the taxpayer's total state income tax liability for that taxable year.

*Child Care Credit*

Employers who provide or sponsor child care for employees are eligible for a tax credit of up to 50% of the direct cost of operation to the employer. The credit cannot exceed more than 50% of the taxpayer's total state income tax liability for that taxable year.

*Manufacturing Machinery Sales Tax Exemption*

Provides for exemption from the sales and use tax for manufacturing equipment.

1. machinery used directly in the manufacture of tangible personal property when the machinery is bought to replace or upgrade machinery in a manufacturing plant presently existing in the state.

**2. machinery used directly in the manufacture of tangible personal property when the machinery is incorporated as additional machinery for the first time into a manufacturing plant presently existing in this state.**

*Primary Material Handling Sales Tax Exemption*

**Provides for exemption from the sales and use tax on purchases of primary material handling equipment which is used directly for the handling and movement of tangible personal property in a new or expanding warehouse or distribution facility when such new facility or expansion is worth \$10 million or more.**

*Job Tax Credit for Joint Development Authorities*

**Provides for an additional \$500 job tax credit for a business locating within the jurisdiction of a joint authority of two or more contiguous counties. It also allows for the business to qualify for the greatest dollar amount of job tax credits of any of the participating counties.**

*Electricity Exemption*

**Electricity purchased for the direct use in manufacturing a product is exempt from sales taxes when the total cost of the electricity makes up 50% or more of all the materials used in making the product. This exemption will be phased in over five years beginning in 1995. It allows 20-40-60-80-100 percent exemptions on the sales tax and is available for new and existing firms.**

**[NOTE: There was also a constitutional amendment, approved in 1994, authorizing the creation of multi-county industrial parks, convention centers, etc. This amendment allows public or privately initiated projects to be contracted among contiguous counties and municipalities. Tax credits from any of the partners may be utilized.]**

**Community Improvement Districts**

**The Georgia Constitution provides for a special kind of tax district called a Community Improvement District (CID). This type of district can be created only upon the petition of the property owners themselves, and is managed by a board that includes representatives of the property owners and the County. Under a CID, only nonresidential property is subject to the special tax, and the funds must be used only for certain public**

facilities, such as roads and water and sewer utilities. The funds can be used for both capital and operating expenditures, and the special nature of the Act allows the basis of taxation to be the development density or impact of a property as well as its assessed value. The Act also allows debt financing without referendum since a majority of the property owners (who must own at least 75% of the properties by value) must request the CID designation. A plus for the County is that debts of a CID are not debts of the government and do not affect the County's debt limit, while the CID can enjoy a lower interest rate due to its quasi-governmental structure.

DeKalb County has obtained the necessary local legislation from the General Assembly to put one CID in place—the Lenox Park development. CIDs can be useful in encouraging a single major development by assisting in financing at an interest rate lower than on the open commercial market, and can be useful in developed nonresidential centers where additional services or facilities beyond those provided by the County are desired.

### **Special Tax Districts**

DeKalb County is empowered to create a taxing district for any specific area for the provision of public services or facilities of a different type or level than for the rest of the county. While special tax districts have many uses, they can be especially important for economic development activities where special improvements—such as street light standards with a particular design motif, special sidewalk pavers or street furniture—are desired by local businesses as part of a revitalization project. Unlike a Community Improvement District, all properties are taxed, whether residential or nonresidential, the funds are strictly controlled by the County, and debt financing is subject to referendum and ultimately an obligation of the County. In addition, taxes can only be based on property value, so existing businesses pay for improvements that increase the developability of nearby vacant land. On the other hand, the approval of the property owners is not required formally, and the interest rate on special tax district bonds can be expected to be lower than what would be available to a CID.

Special tax districts are particularly useful in built-up business areas where tenant interest in revitalization is high but lack of interest by absentee owners makes formation of a CID difficult, of not impossible.

### **Special Tax Programs**

There are two important special tax programs in place in other jurisdictions, but which are not available in DeKalb County. Either of these programs could be an important tool for the County in encouraging investment in deteriorating areas. State legislation would be needed to enact either of the following:

*Urban Enterprise Zones*

Under an Urban Enterprise Zone, such as those in Atlanta (and therefore allowed only in the Atlanta-in-DeKalb portion of the county), specific areas are delineated where deteriorating physical or market conditions have resulted in little or no investment in property improvements or development. Within an Urban Enterprise Zone, if a property owner renovates or develops a site, the property taxes can be frozen at the pre-improvement level for a specified time period, then rising in annual steps to full value taxation at the end of the period. This approach is useful in encouraging investment that would otherwise not occur, and in eventually increasing the tax base where taxes would otherwise continue to fall through depreciation.

Urban Enterprise Zones can be set up for commercial, industrial or housing investment, but should be used only where development would not otherwise occur.

*Tax Increment Financing*

This approach allows property taxes to rise as sites are developed or improved, but directs all or some of the increase over and above the pre-improvement tax level into public facilities that have been built to support the area's revitalization. In effect, the government takes the risk through provision of public improvements up front, and then pays itself back through the higher tax collection increment while assuring that the pre-improvement tax collections continue to go into the general fund. Once the improvements are paid for, all of the taxes will go into the general fund. This approach can be very useful in a carefully controlled revitalization effort for a deteriorating area, where future renovations and development can be reasonably anticipated but are dependant on a general improvement to the area.

**Development Impact Fees**

Since enactment of the Development Impact Fee Act in 1988, the County has not been allowed to obtain developer participation in public improvements that serve both the developer's project and other projects in the area (so-called "system" improvements). While the lack of an impact fee can be a promotional tool in attracting new development to the



county, the deficiencies in public facilities (such as roads) that are impacted by new development remain unfunded and increasingly inadequate. Such problems as mounting traffic congestion in an area will not only halt development but lead to decline as tenants seek less congested areas and new tenants either will not move in or will demand lower rents.

Fair and reasonable development impact fees can be a useful tool in encouraging economic development when the development community recognizes that adequate public facilities are important to attracting buyers and tenants to their developments. This maintains the long-range health of the community and therefore the continued ability of development to be a profitable enterprise in DeKalb County.

### **Local Option Sales Tax**

Under Georgia Law, the County can enact an additional 1% sales tax for itself through referendum, either as a permanent ?rollback? sales tax or as a temporary ?sunset? sales tax. In fact, DeKalb is one of only two counties in the state that has not passed a local option sales tax. Such a tax can play a role in economic development to the extent that programs or, most importantly, infrastructure improvements can be financed with the added revenue.

A rollback sales tax must be matched with a reduction in property taxes, since it is intended solely for property tax relief. Because the rollback can only be determined after a year of sales tax collection, there is a revenue windfall experienced the first year of the tax. This additional income can be devoted to any legitimate public expenditure, which can include infrastructure improvements. After the first year, however, total revenue will fall to the pre-tax level as property taxes are rolled back. Thus, this type of local option sales tax has very limited value from the perspective of economic development, considering the magnitude of the infrastructure improvements needed.

A sunset sales tax has greater application to economic development. This is a temporary sales tax levied for a specific period of time to fund specific improvement projects with specific associated costs. Gwinnett and Cobb Counties, for example, have used this form of sales tax to fund major expansion of their road systems, as well as for other projects such as new administration and convention facilities. This type of tax can be approved through referendum over and over as new projects are identified for funding, as both Gwinnett and Cobb have done. With more than one-half of the employees coming into DeKalb each day to work, it has been estimated that 40% of a sunset sales tax would be paid by people who live in other counties.

A potential problem with an additional 1% sales tax is the effect on the county's competitive position. Although all of the counties that surround DeKalb County have these taxes in place, DeKalb (along with Fulton County) additionally has a 1% sales tax devoted to MARTA. Since companies must charge the sales tax for major purchases such as cars and appliances on the basis of the purchaser's county of residence, there would be no drop in competitiveness for DeKalb businesses and no incentive for DeKalb residents to shop elsewhere for these items.

In April of 1995, the Citizens Sales Tax Committee reported their recommendations to the County CEO and Board of Commissioners. The Committee recommended that the County consider a sunset sales tax rather than a rollback tax, and that the County hold a referendum on establishing such a tax.

The five principal recommendations of the Citizens Sales Tax Committee, dated April 4, 1995, are as follows:

1. Prioritizing the master list of projects requires the attention of the governing authority and is a two-part process involving first advice from professional staff and second input from citizens and decision by elected county officials.
2. Five-year financial forecasts serve to highlight "continuing challenges" in the administration of the county and should be looked at for the potential implications that might suggest policy changes.
3. Some committee members feel strongly that the county's indebtedness should be paid off first with any available tax revenues. The committee generally supports this option and understands that this use of sales tax proceeds must take into account call dates and interest rates.
4. One of the major concerns of the committee is the size of the operating budget. There is an unresolved concern that the per capita budget-to-income ratio for DeKalb County may be significantly higher than the other Group A (population 100,000+) counties in the metropolitan area. We ask that the governing authority resolve to substantially reduce the operating budget through such techniques as cost-to-benefit studies and organization structure analysis. In particular, we ask that the county not add the operating cost of any (new) capital projects to the budget without reducing the budget a corresponding amount.

**5. It is a fact that the per capita income in DeKalb County is significantly below the average of the other Group A metropolitan counties. We believe a major long-term goal of the county should be to correct this.**

## **EDUCATION AND TRAINING**

### **Georgia Job Training Partnership Programs**

**DeKalb County participates in the Georgia Job Training Partnership Program, a federally funded program under the Job Training Partnership Act (JTPA) of 1982. The GJTTP is a combined effort between business, government and other community leaders to increase job opportunities in Georgia. In general the Job Training Partnership Act is divided into three categories for employment and training: the Title II-A program serves adults and youths throughout the year; Title II-B serves youths during the summer season; and Title III assists persons who have been laid off from their employment because of company layoffs or closing. The Act also provides funding for education coordination and grants and older worker programs.**

**The state is divided into twenty-two Service Delivery Areas (SDA). Each SDA is guided by a Private Industry Council (PIC) composed of local organizations such as businesses, education, and community organizations. The PICs are responsible for the planning and administering employment and training programs. DeKalb County is one of the twenty-two Service Delivery Areas in Georgia.**

**For DeKalb County the PIC offers only the Title II-A and Title II-B programs to residents. The following information is taken from the DeKalb County Service Delivery Area No. 15 Annual Report from July 1, 1992 to June 30, 1993.**

**The DeKalb Service Delivery Area (SDA) provides employment and training opportunities for residents of the Balance of DeKalb County. This area encompasses all of DeKalb County, exclusive of the City of Atlanta in DeKalb. DeKalb County is the grant recipient and administrative entity for the SDA. A twenty-two member Board of Directors is an equal decision maker with the County Commission in determining usages of job training funds. Twelve of the twenty-two board members are taken from the private sector. Other key board members represent the DeKalb Chamber of Commerce, rehabilitation agencies, educational institutions, employment service, organized labor, community based organizations, and the Department of Family and Children Services.**

**The DeKalb Service Delivery Area for the program year of July 1, 1992 through June 30, 1993 developed a series of goals and objectives concerning employment and economic**

development. The following goals were contained in SDA annual report for the aforementioned program year:

- C     **Goal - To enhance the employability of JTPA eligible individuals, to promote their economic independence.**
  
- C     **Goal - To offer a system that is sensitive to the uniqueness of individuals that require services.**
  
- C     **Goal - To be aware of, and responsive to, the employment needs of the business community.**
  
- C     **Goal - To provide employment and training programs that are successful and cost effective.**
  
- C     **Goal - To assist in the economic development efforts of DeKalb County.**

#### **DeKalb County Public School System**

**DeKalb County School System is contained in a 258 square mile district. The school system has an approximate enrollment of 107,000 which includes the total annual enrollment of DeKalb Technical Institute. The DeKalb County School District offers educational opportunities to many diverse groups as well as meeting the special needs for students of all ages through the post-secondary level.**

**DeKalb County School System not only has a primary responsibility of providing educational services, it is the largest school operation in Georgia and the largest employer in DeKalb County. Approximately 9,900 full-time employees are distributed as follows: 531 administrators, 274 pupil service specialist, 4,996 teachers, 511 food service workers, 724 maintenance and operations staff, 565 clerical personnel, 1,224 teacher assistants, and 1,075 other full-time specialist. The local economy is stimulated currently by at least a \$435 million budgeted expenditure.**

**In addition to DeKalb County School System being one of the largest employers in the county it also facilitates the development of jobs through training and work skill enhancement programs. Other programs and activities that promote the economic development efforts of DeKalb County are as follows:**

#### *Job development and training*

- C **DeKalb Technical Institute provides education, training and job placement in more than 55 technical careers plus customized, on-site training for employees in business, industry, and health care agencies. The school offers 35 programs of study leading to certificates, diplomas and associate degrees. Specialized programs to meet the needs of adults include literacy and GED certificates classes; Single Parents/Displaced Homemaker Program; Quick Start programs designed to meet employee training needs of business and industry; micro-computer seminar; and Industrial Services courses that are tailor-made to meet specific company objectives.**

*Program activities in economic development*

- C **DeKalb County School System participates in the DeKalb Partners in Education Program/Foundation, Inc. an organization dedicated to the creation, maintenance, and focus of partnerships among corporations, businesses, industries, colleges, universities, civic and professional groups, governmental institutions to help provide enhanced educational opportunities for DeKalb students.**
- C **DeKalb County School System is the recipient of \$11 million in Federal and State grant monies for educational enhancement efforts.**
- C **DeKalb County School System Public Relations effort to market the school system internally and externally, i.e. the DeKalb community and to business.**

**Other primary and secondary school resources are available to DeKalb residents, including the Decatur public school system and numerous private schools.**

**Junior Achievement**

**The Junior Achievement program is active in DeKalb's schools, where it seeks to educate young people about business economics and practices. As a byproduct, the organization encourages students to remain in school while imparting such basic skills as being interviewed and balancing a checkbook. Junior Achievement reaches both students and teachers through their programs and lays the foundation through instruction and modeled involvement for tomorrow's successful business people.**

### DeKalb County Post Secondary and Technical Schools

DeKalb County currently has three senior colleges, two doctoral schools, one two-year college, and two technical/vocational schools. As shown on the following table, there has been an increase in enrollment since 1985, especially for females. For each of the schools female enrollment was higher than male enrollment with the exception of DeVry Technical Institute. The largest school enrollment was for DeKalb College, a two-year college in which enrollment increased by 9.3 percent between 1985 and 1993. Next largest school enrollment was for the DeKalb Technical Institute, followed by Emory University. DeKalb Tech experienced the greatest growth in enrollments during the 1985-93 period, while Mercer's DeKalb campus enrollment reflects major cutbacks in program offerings.

**TABLE VI-65  
COLLEGES, UNIVERSITIES AND TECHNICAL SCHOOLS  
IN DEKALB COUNTY**

	1985 Enrollment			1993 Enrollment			Percent Increase
	Male	Female	Total	Male	Female	Total	
Agnes Scott College	0	549	549	0	600	600	9.3%
Columbia Theological Seminary	408	94	502	419	227	646	28.7%
DeKalb Technical Institute	3,869	4,215	8,084	6,543	7,009	13,552	67.6%
DeKalb College	6,908	7,969	14,877	6,494	9,855	16,349	9.9%
DeVry Technical Institute			n/a	5,741	2,213	7,954	n/a
Emory University	4,511	4,022	8,533	4,604	5,165	9,769	14.5%
Mercer University, Atlanta	1,465	1,415	2,880	675	1,041	1,716	-40.4%
Oglethorpe University	422	607	1,029	418	794	1,212	17.8%

**SOURCES:**

Governor's Committee on Postsecondary Education, 1985.  
State Board of Postsecondary Vocational Education.  
*1993-94 Fact Book*, DeKalb College.

Because each of the schools in the county attract students throughout the metro area, assessing the academic impact on DeKalb County is difficult. Very certain is the fact, however, that easy accessibility to the technical/vocational schools encourages many to enhance their job and professional skills, considering the large number of students enrolled in the technical programs. Colleges and universities in the county are another major asset. DeKalb College operates three campuses in the county (along with campuses in Gwinnett and Rockdale Counties) and is the third largest college in Georgia, surpassed only by Georgia State University in Atlanta and the University of Georgia in Athens. As a two-year college, DeKalb grants Associate degrees in a number of fields, provides a wide range of enrichment programs, and is the largest feeder school to the state's four-year institutions. The college is a remarkable asset to DeKalb County's residents for community-based advanced education. Emory University, Agnes Scott, Oglethorpe University and Mercer's DeKalb campus round out higher education resources in the county, while nearby institutions such as Georgia State University and Georgia Institute of Technology are readily accessible.

#### **DEVELOPABLE LAND**

Land availability is a critical resource for economic development, as is market demand and the interest of the development community to undertake projects within DeKalb County. Without land, willing buyers (the market), able developers, and investment capital to finance projects, land development will cease and economic activity will plateau.

Contrary to general public opinion, the county contains a large number of acres available for development. The largest proportion of vacant land—almost two-thirds of the total—is located in the southeastern portion of the county. However, even the most developed part of the county (North DeKalb) has almost 1,000 acres of developable land, almost a half of which is zoned for commercial, office or industrial use. The table on the following page shows the amount of land that was vacant and available for development by zoning district category within each of the Planning Areas (shown on the map) according to the latest inventory (1993).

Over 60 square miles of land has yet to be developed in the county. Almost one-quarter of it is zoned for commercial, office or industrial development. In the more urban North and Central West Planning Areas, there are almost 2,200 developable acres, 48% of which are already zoned for nonresidential uses. In the urbanizing Southwest and Central East Planning Areas, almost 30% of the vacant acres are available for commercial, office or industrial use. In the least developed Planning Area—Southeast—slightly less than 20%, or about 5,000 acres, of the area's 25,000 developable acres are zoned for nonresidential use. As continued growth occurs, one can expect several trends:



**1. In the more urbanized areas, infill development on properties already zoned but by-passed in the past will create increasing public concern.**

**2. In the faster growing areas, rezoning pressure for additional nonresidential development, particularly commercial, can be expected.**

**TABLE VI-66  
DEVELOPABLE ACRES BY PLANNING AREA  
1993**

Zoning Category	North	Central West	Southwe st	Central East	Southeas t	TOTAL
<b>RESIDENTIAL</b>						
<b>Single-Family Residential</b>						
R-150 & R-200	7.70	0.00	0.00	333.18	59.44	400.32
R-100	229.72	194.01	3,617.49	626.78	9,115.89	13,783.89
R-85	13.03	76.40	173.00	277.04	4,582.55	5,122.02
R-75	66.33	208.78	1,055.07	192.59	288.04	1,810.81
R-Cluster	3.96	8.80	262.87	229.31	1,810.14	2,315.08
R-50	56.32	44.31	0.00	0.00	0.00	100.63
R-DT	0.00	1.16	16.79	0.00	13.92	31.87
R-A	0.00	0.00	13.70	0.00	14.50	28.20
R-A5	60.85	10.43	255.10	8.53	921.94	1,256.85
R-A8	4.00	23.53	148.26	5.36	311.80	492.95
<b>Multi-Family Residential</b>						
RM-150	9.40	0.00	0.00	1.90	0.00	11.30
RM-100	36.52	0.00	139.08	76.09	1,403.57	1,655.26
RM-85	4.31	15.68	329.96	52.00	89.78	491.73
RM-75	15.34	19.14	81.51	19.15	22.26	157.40
RM-HD	25.16	4.20	0.00	0.00	0.00	29.36
Res. Community Dev. Dist. R-CD	10.33	0.00	295.18	44.21	1,349.15	1,698.87

*RESOURCES FOR ECONOMIC DEVELOPMENT*

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<b>SUBTOTAL - RESIDENTIAL</b>	<b>542.97</b>	<b>606.44</b>	<b>6,388.01</b>	<b>1,866.14</b>	<b>19,982.9</b>	<b>29,386.5</b>
					<b>8</b>	<b>4</b>

*RESOURCES FOR ECONOMIC DEVELOPMENT*

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<b>NONRESIDENTIAL</b>						
Neighborhood Shopping NS/PSD	0.00	2.84	27.76	5.41	8.48	44.49
<b>Commercial</b>						
C-1	93.77	18.15	199.63	217.16	1,163.68	1,692.39
C-2	1.34	57.05	64.68	51.06	267.83	441.96
Office-Institutional O-I	290.47	293.53	172.42	118.42	417.55	1,292.39
Office-Distribution O-D	10.19	0.00	40.91	74.97	234.54	360.61
<b>Industrial</b>						
M	58.97	125.52	2,015.22	470.84	2,319.18	4,989.73
M-2	0.00	90.82	9.30	3.94	503.87	607.93
<hr/>						
<b>SUBTOTAL - NONRESIDENTIAL</b>	<b>454.74</b>	<b>587.91</b>	<b>2,529.92</b>	<b>941.80</b>	<b>4,915.13</b>	<b>9,429.50</b>
<hr/>						
total developable land	997.71	1,194.35	8,917.93	2,807.94	24,898.11	38,816.04

**SOURCE: DeKalb County Planning Department.**

**Land development has continued to absorb land in the county. A comparison of the land use inventories for the county in 1988 and 1993 shows that over 5,200 acres was converted to urban use over that five-year period.**

**TABLE VI-67  
LAND USE INVENTORY  
1988 - 1993**

	1988	1993	Change	
			Acres	Percent
Agriculture & Vacant Land	54,251.76	49,006.84	-5,244.92	-9.7%
Single-Family Residential	70,457.84	73,313.17	2,855.33	4.1%
Apartments	6,482.64	6,640.70	158.06	2.4%
Condominiums	1,651.17	1,690.32	39.15	2.4%
Commercial	5,226.97	5,533.78	306.81	5.9%
Office	2,086.97	2,122.35	35.38	1.7%
Industrial	5,785.00	6,380.00	595.00	10.3%
Parks & Institutional	17,942.69	19,179.39	1,236.70	6.9%
<b>TOTAL</b>	<b>163,885.04</b>	<b>163,866.55</b>	<b>-18.49</b>	

**Total does not include land associated with T.C.U. such as streets and rights-of-way. The net loss therefore reflects those acres converted from vacant land to streets, utilities, etc., in support of the development process.**

SOURCE: DeKalb County Planning Department.

In spite of continued development, however, the county's tax base has remained basically flat since 1990. While adding \$200 to \$400 million in new construction each year since 1990, it would appear that depreciation and attrition in the tax base has kept the assessed value of the county relatively unchanged.

The following table (Table VI-68) shows the number of housing permits issued between 1988 and 1993, the value of new construction for residential and nonresidential uses, and the County's tax base for those years. <sup>7</sup>

TABLE VI-68  
DEVELOPMENT AND THE TAX BASE  
1988 - 1993

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	1988	1989	1990	1991	1992	1993
Housing Permits						
Single-Family	2,781	2,280	2,285	1,670	2,200	2,017
Multi-Family	4,363	2,653	1,354	578	304	497
Total	7,144	4,933	3,639	2,248	2,504	2,514

Value of Construction (Thousands)

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<sup>7</sup>Note that while the value of new construction is recorded in the year the permit is issued, the County's tax base is set as of January 1 of each year. Depending on when actual construction starts and the value of the amount completed on any given January 1, new construction will not be recognized in the tax base until the following year at the earliest, and may be only partially recognized to the extent that construction is still underway at the beginning of each year after the permit is issued.

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*RESOURCES FOR ECONOMIC DEVELOPMENT*

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Residential	\$438,699	\$303,283	\$241,340	\$184,030	\$220,740	\$233,927
Nonresidential	\$188,868	\$223,868	\$132,069	\$33,633	\$177,663	\$150,598
Total	\$627,567	\$527,151	\$373,409	\$217,663	\$398,403	\$384,525
Assessed Value of Taxable Property (Billions)	\$9,611	\$10,809	\$11,519	\$11,825	\$11,787	\$11,790

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SOURCES: Metro Atlanta Homebuilders Association; DeKalb County.

**ASSESSMENT RESOURCES FOR ECONOMIC DEVELOPMENT**

**Economic Development Agencies**

- C The Atlanta Metro Area has well-developed resources for promoting the growth of business in the area and for assisting the unemployed and underemployed to realize career goals. These resources, along with the county itself, form the economic development team needed to advance the interests of the county ' s businesses and residents.**
- C A problem in the past, already being addressed by DeKalb County, has been a lack of focus and leadership in these areas, with each agency pursuing its goals and communicating with other team members as the need arose. A clear strategy and goals, and a clear platform for common communication are two key roles that DeKalb County can play in massing the resources it has at hand.**
- C A second problem has been the limited recognition of the diversity of interests of businesses in various parts of the county. The South DeKalb Business Association and the International Village project have been excellent steps toward focusing programs to diverse interests on a geographical basis. However, businesses in the areas of Perimeter Center, Clarkston, Tucker, Lithonia, Emory Village and elsewhere have interests and concerns that are different from one another, and they also need a vehicle through which to concentrate their activities.**

**Economic Development Programs and Tools**

- C Focused programs such as the South DeKalb Business Incubator and the International Village are too new to have produced a history of results. However, they have created a high level of expectation and acceptance, and clearly illustrate the need for more programs that address the specific interests of businesses in different areas of the county.**
- C The tax credits available under the Georgia Business Expansion Support Act of 1994 will be valuable in those census tracts that qualify for the higher Tier 1 amounts; the rest of the county qualifies for the same amounts as all of the other counties in the Atlanta metro area and, while on an equal footing, has no**



particular competitive edge. However, the census tracts designated do not go far enough, since they are limited only to the ones that meet the population criteria and leave out neighboring tracts that have vacant land where development of benefit to the poorer areas could occur. Approval by the State for enlargement of the geographical area within which business expansion benefiting the poorer census tracts can receive the higher tax credits is badly needed since the tracts themselves are heavily populated residential areas. Elimination of the requirement that the tracts must be contiguous would also extend the tax credits to other areas such as Scottdale, where business expansion should be encouraged.

- C **The County does not have general enabling legislation to create Community Improvement Districts wherever there is adequate business interest and the Board of Commissioners approves; currently, the County must introduce State legislation on an area-by-area basis. The County also does not have general legislative authority to create Enterprise Zones<sup>8</sup> or to offer Tax Increment Financing. These are important tools that have been successfully used in other counties and the City of Atlanta.**
  
- C **DeKalb is one of only two counties in Georgia that has not adopted a 1% Local Option Sales Tax. Such tax revenue to the County would be extremely beneficial in supporting and encouraging an economic development program by funding needed infrastructure improvements, particularly from a sunset sales tax that must be designated for specific projects for a specific period of time.**

#### **Education and Training**

- C **The county has a wealth of resources available at all levels of job training and general education. The County is an active participant in job training programs for adults and youths. In addition, DeKalb Technical Institute provides an excellent resource within the county for skills training and in partnership with businesses to provide specialized training for employees on-site and in anticipation of employment needs prior to moving into, expanding or re-tooling in the area.**

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<sup>8</sup>State-wide legislation has been introduced in the General Assembly to allow creation of Enterprise Zones; the bill is currently pending.

- C DeKalb County is home to eight colleges and universities, including the third largest college in Georgia, and is easily accessible to major institutions such as Georgia Tech and Georgia State in Atlanta and the University of Georgia in Athens. This asset provides both formal education and enormous community enrichment through non-academic programs.**

#### **Developable Land**

- C Of the county's total 271 square miles of area, 256 square miles are net land excluding streets, highways and railroads. Of these, almost 61 square miles, or about 24%, is vacant and available for land development.**
- C Because of the way that developable land is distributed throughout the county, growing concern about infill developments in the urbanized areas and rezoning requests in the less dense areas can be expected.**
- C At the 1988-1993 pace of land absorption, which amounted to development of about 1,050 acres of vacant land per, it would take almost 40 years to fully absorb the land available. Eventual redevelopment of aging areas will provide additional land resources for development activities in the county.**
- C The pace of land development over the past several years has only been enough to offset depreciation and other tax base losses such that the property tax base has been essentially flat since 1990. Strong efforts to encourage greater growth will return the county to an expanding property tax base. A 3% net growth per year is required to at least keep up with inflation.**
- C Between 1995 and 2015, Atlanta will face increasing competition from upcoming commercial centers throughout the Southeast. Charlotte, Raleigh, Orlando, and Chattanooga have designed and implemented extensive greenway systems which are achieving reductions in long-term infrastructure and maintenance costs. DeKalb has thus far not provided these amenities. Greenways increase property values, recreation based expenditures, small business opportunities, attract tourism and corporate relocation. Most importantly, greenways bring a sense of tranquility to busy urban environments and provide neighbors with a sense of community.**

#### **CONCLUSION**

**The county's many strengths for economic development include not only a strong employment base and excellent labor force, but also the resources to take advantage of its assets. Coordination of these resource agencies and programs toward shared goals for the county will be a key role that the DeKalb government has accepted.**

## VII. LAND USE ELEMENT

### INTENT AND PHILOSOPHY

The intent of the land use element of the Comprehensive Plan is to guide all new development and redevelopment within the County so as to assure that it is compatible with existing development, that it is of high quality, that it is environmentally sensitive and that it is based on the county's vision and goals as stated in Chapter 8.

### OVERVIEW

The focus of this chapter will be on describing existing land use and on presenting proposals for future land use in and around the county. A key element in this process is an up-to-date inventory of existing land use. A detailed inventory of existing land use in DeKalb County was prepared in January 1995. This chapter will include a discussion of the survey techniques used in developing the existing land use, and the existing and proposed land use classification system. Field observations which note current conditions, such as low performance intersections, area development characteristics, and land use conflicts are analyzed and presented as background for impacts on the future land use and development.

### SURVEY METHOD & EXISTING LAND USE CLASSIFICATION

The identification and location of existing land uses in DeKalb County was accomplished with the use of aerial photographs, U.S. Geologic Survey Maps, windshield surveys, and County Planning Department records. Windshield surveys were conducted in January and February of 1995 and included traveling the majority of the streets in the county. Land uses were recorded for each street traveled and compared to the data from aerial photos and maps. All information from the aerial photos, records, and maps were field checked for accuracy throughout the county.

While the field survey is the most accurate method of recording land use, it has other advantages. The survey can reveal trends, incompatible uses, new construction, building conditions and age, and traffic conditions. These observations of the dynamics of the county's development are not evident on a land use map but provide an added dimension to the inventory. Observations noted during the survey are included in the land use discussion of this chapter. Eleven land use classifications were used to depict the data recorded in windshield surveys, aerial photos, and maps. The existing land use classifications are represented by a color code which is depicted on a map of the county. (Figure VII-1). During the preparation of this document the original eleven land use classifications evolved into sixteen categories.

## **EXISTING LAND USE**

Table VII-1 illustrates the amount of land occupied by each land use category. The majority of land, approximately 72.7 percent, in DeKalb County is developed. Of the developed land, 59.1 percent is occupied by residential uses, the majority being used for single family detached housing. The largest number of single family detached housing is found in the northern half of the county. Apartments are spread fairly evenly throughout the northern half of the county. The southern half has the smallest number of developed apartment acres in the county with only 20 percent. The northern half of the county contains nearly twice the condominium acreage as the southern half.

The northern half of the county contains the highest percentage of developed non-residential land. Stone Mountain Park covers approximately 3,200 acres in this area, making its share of park land in DeKalb County more than 50 percent. The northern half of the county also has an extensive amount of developed non-residential land within its boundaries. This includes approximately 90 percent of the total land used for offices, 60 percent of the county's industrial land, and 65 percent of the land used for commercial purposes.

Development in DeKalb County has followed traditional development patterns of urban sprawl, moving from the city of Atlanta along major road and rail corridors. Road construction was the driving force in determining locations for land use with unrestricted development (both single family and multifamily) of large residential tracts which were served by strip commercial. Lack of zoning ordinances prior to 1957, inadequate and outdated zoning ordinances since the 1970's, and an absence of a formalized land use policy have caused continued urban sprawl.

During this time DeKalb was preparing for the development by providing water as well as paving roads. Due to a lack of planning and coordination, community facilities such as fire stations, parks, etc. have been inadequate. Water and sewer capacities were increased through both county owned facilities as well as through partnering with adjoining counties. However, 40% of the county is not on the county sewer system.

The eastern and southern parts of the county have grown faster than supporting infrastructure and community service. In many areas septic tanks were allowed and are now aging and must be replaced with public sewer. The county is currently developing or implementing capital improvements for these facilities. During the 1980's and early 1990's residential development far outpaced school facilities due to a 20 year legal battle. Several schools are presently under construction but still will not meet the student population requirements.

Several census tracks such as Candler-Glenwood, Kirkwood, Edgewood, East Atlanta, and New Peachtree Road (from Clairmont to I-285) meet the federal enterprise community requirements because of population and poverty rate. The Candler Road Corridor, the Buford Highway Corridor, and the Memorial Drive Corridor have declined and will require continued pro-active county involvement to restore stability and encourage

**reinvestment. Decline in residential areas is caused by aging or inferior structures, redlining, lack of mixed income housing opportunities, heavy placement by social service agencies of low income populations into struggling neighborhoods, concentrations of rental housing, a proliferation of drugs, and an inability of jurisdictions to control and eliminate drug use.**

**TABLE VII-1**  
**1995 EXISTING LAND USE**

<b>CLASSIFICATION</b>	<b>ACREAGE</b>	<b>PERCENT</b>
Single Family Residential	74,322.99	43
Condominium	1,705.92	1.0
Apartments	6,741.21	3.9
Commercial	5,654.55	3.3
Office	2,148.06	1.2
Industrial	6,522.54	3.8
Institutional	13,179.40	7.6
Parks/Recreation	6,233.28	3.6
Agriculture	145.60	0.1
TCU	9,165.69	5.3
Vacant/Undeveloped	47,202.04	27.3
<b>TOTAL</b>	<b>173,021.28</b>	
<b>TOTAL DEVELOPED</b>	<b>125,819.24</b>	

**Insert Existing Land Use Map  
Figure VII-1**



## **FUTURE LAND USE**

The 2015 Comprehensive Plan (text and land use maps) for DeKalb County, Georgia, updates, revises, and replaces the previous Comprehensive Land Use Plan Map for the county adopted in 1986. This document includes a revised set of DeKalb County goals, policies and objectives developed during multiple public workshops, Guidance Committee meetings, and Board of Commissioners working meetings. This document also includes an updated information base and the philosophy of land use classification, potential absorption and anticipated land use changes and infrastructure requirements within each of the five (5) Planning Area/Commission Districts.

## **RESOURCES**

DeKalb County is rich in environmental, economic, and human resources. The climate, topography, geology, soils, water, economic location, work force, and other natural and man-made resources have helped to shape and foster a strong urban fabric of homes, commerce, and employment that interacts positively with the County's setting in the Atlanta metropolitan region and the State of Georgia. These resources must continue to be used in a positive and reasonable manner to encourage the viability of the County and the region. They must also protect and maintain the health, safety, welfare, and morals of the County residents and the aesthetics of the County.

### **Vacant Land**

A survey of existing land uses was prepared in 1995 and is discussed in this chapter. Approximately 71.7 percent of the land in DeKalb County is currently developed. However, 48,861 acres (28.3%) remained undeveloped at the end of 1994. The majority of this undeveloped land is in the southern and eastern portions of the County although there are vacant or underdeveloped properties in the more heavily developed northern and western parts of the County.

At the end of 1994, approximately 29,386 acres (60.0% of the vacant land in DeKalb County) were zoned for residential development. Assuming an average net density based on current developments of 2.84 unit/acre the existing zoning would accommodate about 83,456 residential units. This supply of land would satisfy the expected demand for residential units through the year 2015. This supply of land would be adversely affected by the transition of existing residential units and potential sites for future residential development from residential zoning to non-residential zoning.

### **Vacant Land Characteristics**

The soil types and geology of DeKalb County are discussed in the "Natural and Historic Resources" chapter of this report. However, it should be noted that some of the most difficult to develop properties in DeKalb County are included in the remaining vacant land inventory. Granite outcroppings and steatite soils are located in eastern and southwestern DeKalb County, respectively. Developers must take specific care to identify

appropriate densities and sites for development.

Properties with significant environmental constraints should be investigated thoroughly to identify sensitive areas on the site. These properties should be developed with lower densities or lesser intensities to avoid expensive site preparation and utility service costs and to take advantage of the unique aesthetic characteristics and location values these sites may possess.

The environmentally sensitive soil types extend to the flood plain areas along the major stream systems in DeKalb County where steep slopes, flooding, and unstable sedimentary soils create development limitations. DeKalb County ordinances restrict development in these sensitive areas to protect public health and property.

Finally, it should be emphasized that the areas with sensitive environmental constraints are relatively minor components of the total remaining land available for development in DeKalb County. More than ninety percent of the vacant land in south DeKalb between Panthersville Road and Evans Mill Road is appropriate for low density residential land uses with neighborhood and community-oriented commercial and office uses. The remainder of southeastern DeKalb County between Evans Mill Road and the Rockdale County line has greater incidences of exposed granite outcrops, but with the exception of the Davidson Arabia Mountain Nature Preserve and other County-owned facilities, there are a great number of buildable development sites in this area.

#### **Location Economics**

DeKalb County has changed from a suburban county to an urban county at the core of a thriving metropolitan region. Employment centers are expected to continue to expand as Interstate 285 attracts executives, regional distributors, and service-oriented employers to the areas with excellent accessibility provided by I-285 to other parts of the Atlanta region. As the location of properties within DeKalb County becomes more centralized to the region, the increasing value of properties should be expected to create incentives for redevelopment of under-utilized properties. Major factors that should be considered are:

- **Consideration of the viability of the area and potential market for the continued designated land use.**
- **Analysis of the viability and maintenance of buffers and transitional land uses that may currently exist and which would be lost or would need to be implemented if a land use change is contemplated.**
- **Traffic congestion, loss of sound attenuation and vegetated buffers, loss of sightlines, drainage problems, noise, light emissions, visual intrusion and other impacts created by re-development.**

- **Impacts on adjacent residential areas, historic properties, or environmentally sensitive properties.**
- **The degree to which an area is surrounded by high intensity uses.**
- **Analysis of the type and intensity of proposed redevelopment regarding its impacts on available resources and infrastructure, and its potential to either limit, further accelerate the expansion of, or create undue competition within the activity center that may create negative impacts on the surrounding community and/or the activity center.**

**Redevelopment or rehabilitation should be anticipated and encouraged in economically declining areas as the region continues to grow, as existing structures continue to age and depreciate, and as the location of properties within DeKalb County becomes more centralized to the region.**

## **LAND USE CATEGORIES**

**The DeKalb County Future Land Use Plan identifies and defines sixteen land use categories. Six of these categories provide different maximum dwelling unit densities for designating residential land uses. The remainder provide for non-residential land uses. The zoning ordinance further delineates permitted intensity of use for each land use classification. Each category is described in detail below:**

### **1. Low Density Residential (Yellow)**

**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.**

**The Low Density Residential land use category also includes the less intensively developed rural and suburban fringe areas of the County which are not likely to exceed one residential unit per acre. Residential lands which have significant constraints to development that reduce the carrying capacity to less than four units per acre. A watershed protection corridor along the Yellow River is also included within this land use category. Therefore, this land use category may include a range of lot sizes from quarter acre lots up to lots of five to ten acres in size.**

- 2. Low-Medium Density Residential (Orange)**  
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.
- 3. Medium Density Residential (Brown)**  
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.
- 4. Medium-High Density Residential (Brown and Yellow)**  
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.
- 5. High Density Residential (Brown and Black)**  
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.
- 6. Very High Density Residential (Brown and Black)**  
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.

**7. Low Intensity Commercial (Red and White Stripe)**

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.

**8. High Intensity Commercial (Red)**

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.

**9. Office/Professional (Pink)**

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.

**10. Office/Mixed-Use (Pink and Black)**

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.

**11. Industrial (Gray)**

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.

**12. Transportation/Communications/Utilities (Beige)**

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.

**13. Institutional (Blue)**

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, for example, the Georgia Mental Health Institute and the Georgia Regional Hospital.

**14. Public and Private Parks and Open Space (Green)**

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.

**15. Agriculture (Light Green)**

The Agricultural (AGR) land use classification includes such uses as orchards, sod-farms, pasture land, croplands and attendant farm residences and outbuildings.

**16. Vacant and Undeveloped (White)**

The Vacant and Undeveloped (VAC) land use classification includes forested areas, undeveloped lands, and land not used for any other identified purposes.

## **GENERAL RECOMMENDATIONS**

**The 1995 DeKalb County Future Land Use Plan provides adequate and appropriate opportunities for the County to achieve, accommodate, and absorb the anticipated demands for population, housing, employment, and land development growth through the Year 2015 and beyond. The recommended Land Use Plan is illustrated as an index on 82 detailed 30" x 24" Future Land Use Plan Map Sheets at a scale of 1 inch equals to 600 feet (1" = 600'). Each of these detailed Future Land Use Plan Map Sheets and the Cover Sheet, which provides a location key for each of the 1" = 600' maps, are hereby referenced and made a part of this 1995 Comprehensive Plan Report. The Future Land Use maps illustrated and included in this chapter are for general reference only and are superseded by the above index.**

**Specific recommendations for each of the five planning areas are provided in the following five sections of this chapter. Each of these planning areas is coterminous with one of the five Board of Commissioner Election Districts (i.e., Planning Area One is the same as Commission District One). See Figure IV-7 for a map of the five commission districts.**

## **PLANNING AREA ONE RECOMMENDATIONS**

Planning Area One encompasses the northernmost portions of DeKalb County, including the incorporated cities of Chamblee and Doraville. The boundary between Area One and the remainder of DeKalb County generally runs from the Brookhaven MARTA station to the Shallowford, Road/I-85 interchange. The boundary line jogs 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.

### **Setting**

Area One is the site of intensive office centers and extensive, low density, single family residential development, regional commercial centers, vital industrial areas, eight-lane expressways, quiet upper income neighborhoods, a busy airport, working class residential areas, expanding hi-tech centers, rows of apartments, busy college campuses, and a rapid transit line still under construction. Area One is a very diverse mixture of new and old development set within an attractive rolling terrain along broad ridge tops and narrow-to-wide stream valleys. The topography creates attractive sites and vistas for developing residential and non-residential land uses alike; but, it is the enormous advantages of location and accessibility provided by the area's transportation systems that created and now maintain the accelerated pace of development in Area One.

Area One is a central component of Atlanta's "Platinum Crescent," the regional center of expanding office, commercial, distribution and high technology development located along I-285 between Marietta and Stone Mountain. Area One's location between Buckhead and Peachtree Corners increases the potential for growth within the Planning Area.

Area One's most important attribute is its accessibility. I-285 provides east-west access through the area for local trips, as well as long distance travel.

I-85 provides an eight-lane, high-speed corridor that traverses Area One from the Northeast to the Southwest. Unlike I-285, there are plenty of alternatives to I-85: Buford Highway, Peachtree Road, New Peachtree Road and Peachtree Industrial Boulevard all parallel I-85 to the northwest for its entire length through DeKalb County connecting the rapidly expanding Norcross and Peachtree Corners areas of Gwinnett with Buckhead, Lenox and downtown Atlanta. The construction of the Northeast MARTA line from Brookhaven Station to Chamblee and Doraville adds to the superior accessibility of the Area. Briarcliff Road and LaVista Road parallel I-85 to the Southeast through older established residential neighborhoods that developed in the 1960s and 70s due to the proximity of the expressway.

The broad ridge tops, gently rolling topography, and stable soils which predominate the area provide minimal environmental constraints to development within Area One. The most difficult natural constraints appear to be the broad floodplains found along Nancy



Creek, the North Fork of Peachtree Creek and Henderson Mill Creek. The floodplain areas along portions of these streams are quite wide and impose significant limitations on development. The Comprehensive Plan recommends the use of some of these floodplain areas as buffer zones between disparate land uses.

Major power transmission lines and pipeline rights-of-way traverse Area One, especially in the northernmost areas of the County. These open rights-of-way are frequently used to create transitions between different neighborhoods, but they also offer opportunities to establish clear and distinct separations between dissimilar land uses.

### **Specific Applications for Goals and Policies**

The goals and policy recommendations in Chapter VIII have direct bearing on the land use and infrastructure recommendations provided on the Land Use Plan Maps and in this text.

The policies encourage the development of better transitions between the intensive land uses in and around major activity centers and low density residential land uses. The policies also discourage the encroachment of commercial and office uses into established residential communities. The Land Use Plan establishes transitional uses around activity centers and along major road corridors to reduce the conflicts between incompatible land uses and to initiate greater emphasis on reconstruction and redevelopment at the core of the activity centers. These recommendations also support the commercial policies to promote and enhance existing facilities.

The older industrial areas along the Southern Railway and I-85 corridors are expected to gradually change from industrial uses to office/distribution uses. The plan encourages the redevelopment of these older areas to accommodate new technology and industrial development trends. The plan also supports the development of the MARTA rapid rail North line to Perimeter Center and a superior system of feeder bus routes to enhance the access along these primary development corridors.

The Land Use Plan also supports an appropriate mix of dwelling types, sizes and payment/rental prices within easy commuting distance of expanded employment centers through the Year 2015.

### **Detailed Land Use Recommendations**

The Future Land Use Plan is a long-range planning instrument designed to guide growth and development for the next twenty years. Therefore, it seeks to identify the area's long-term needs rather than its short-term market trends.

### **Commercial Centers**

Area One is impacted by both the benefits and the negative aspects of three regional commercial/mixed-use activity centers which bracket the area. The Perimeter Center

commercial uses include more than 1.3 million square feet of commercial space in the west-center of the Planning Area. Northlake Mall and several satellite shopping centers include about 1.8 million square feet of commercial space adjacent to the eastern finger of the planning area. Lenox Square is a more than 2 million square foot commercial center just outside the area on the southwest corner. These three regional centers meet the regional commercial needs of the area.

Future regional commercial expansion is expected to occur within, or immediately around, the existing facilities as they strive to remain competitive with one another. Lenox Square is currently building a second level to the mall and the Perimeter and Northlake Malls both had recent expansions of their parking areas. Additional commercial development is also expected in conjunction with new office/commercial/residential mixed-use projects; however, most of the commercial development in these projects will be internally oriented to serve the office and residential uses, or it will consist of entertainment and leisure facilities not provided at the regional malls and satellite strip shopping centers.

The existing commercial strip centers along Peachtree Industrial Boulevard, Peachtree Road and Buford Highway will continue to flourish as community and neighborhood shopping areas for the high density MARTA corridor. The Land Use Plan recommends rehabilitation and renewal of these strip commercial centers to maintain their competitiveness and occupancy rates, and to provide retail commercial support for nearby residential land uses. Major community-level nodes of commercial activity exist at Pine Tree Plaza, Doraville Plaza, Doraville Center, Cherokee Plaza and Chamblee Plaza. All of these centers are anticipated to remain throughout the planning period. They will also serve as catalysts for commercial quality in the Peachtree-Buford Highway corridors.

There are five additional centers of significant community and neighborhood level commercial activities. The Dunwoody Village, Mount Vernon Center, Georgetown, Pittsburgh/Tucker Square and Embury Hills/North Hills centers are more concentrated than the commercial activities along the Peachtree-Buford Highway corridor. Although some commercial strips emanate from these centers along the major road corridors, the surrounding areas are established, desirable residential land uses. However, commercial development in the area is anticipated to become more dense and more likely to be mixed-use development. The transition of the regional centers from commercial/retail to commercial/mixed-use has already begun, and is expected to accelerate throughout the planning period.

### **Employment Centers**

The traditional office parks, industrial areas, and commercial centers in Area One are rapidly evolving into mixed-use developments combining the proximity of separate intensive land uses into mixed-use centers that provide market flexibility, phased programs of development and internal quantities, infrastructure and market supports. Both the Perimeter Center and Northlake activity centers are becoming increasingly self-sufficient as regional market centers competing with Downtown Atlanta.

### **Residential Areas**

The recommended Land Use Plan supports the policies to preserve and protect existing residential areas from non-residential encroachment. When residential and non-residential land uses are adjacent, intermediate land use categories and large buffers have been recommended to create acceptable transitional steps in development intensity, density and building heights. The recommended Land Use Plan encourages the County to support and maintain quality residential development for all sectors of the population. Nowhere is this more important than in Area One where market factors and location economics for non-residential development are pushing some of the existing residential land uses out. If too much of the residential base of the community is lost, there could be serious reductions in the viability of commercial uses in the area. The loss of some of these commercial uses could also create adverse impacts on the office, institutional and industrial land uses.

### **Environment**

Area One has few environmental constraints on development with the exception of significant floodplains along Nancy Creek, the North Fork of Peachtree Creek and Henderson Mill Creek. These flood prone areas should be used as buffers and open space. Additional measures to control flooding should include a requirement to provide 100 percent on-site detention for new low density residential developments and 110 percent on-site detention for higher density residential and non-residential land uses for the anticipated 100-year storm.

The increasingly urban character of Area One has also contributed to a reduction in the perceived environmental quality of the area. Airplane and expressway noise, visual intrusion, the loss of scenic vistas, construction congestion and inconveniences, clogged roadways, crowded recreation facilities, and homeowner frustrations with these and other problems add to the negative perceptions regarding the quality of life. The County must work to provide additional urban services and facilities to the Area rather than a suburban level of service to reduce congestion and provide greater returns to the community.

## **PLANNING AREA TWO RECOMMENDATIONS**

Area Two 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.

### **Setting**

Area Two provides a diverse mixture of older, established single-family residential neighborhoods, community-level commercial centers, major institutional facilities, strip retail and apartment corridors, and rapidly expanding office/mixed-use centers in an attractive terrain of rolling hills and wide stream valleys. The area has the closest proximity to Atlanta's major growth corridor along I-85 and was the first area outside Fulton County to see intensive subdivision and employment center relocation activity. Area Two was also the first area in DeKalb County to experience the cycle of extremely rapid growth and attendant needs to provide services and facilities, followed by a period where families matured, children left the home and the population and needs for services declined. This period has been followed by a continued aging of the community as a whole, with the resultant increasing need for elderly services. However, the area has also begun to see a resurgence of growth associated with the rehabilitation and renovation of older homes.

Six major environmental characteristics affect how Area Two will develop in the future: topography, drainage, power transmission lines, major transportation systems, special historic and institutional resources, and aircraft noise. The rolling topography with broad ridge tops and narrow-to-wide valleys has been one of Area Two's strongest assets. Pleasant, gently rolling, wooded terrain has been attractively used in the aesthetic development of many residential, office and institutional land uses in the area.

Several major creeks flow through the area including Peavine, the North and South Forks of Peachtree Creek, Burnt Fork Creek, Lullwater Creek, Shoal and Sugar Creeks. Flooding is a problem in isolated areas and has shaped the development of many small neighborhoods.

Major power transmission lines crisscross Area Two. New developments have made creative use of the easements and impacted areas around these lines. Older residential areas have used them to extend yards and recreation spaces.

Area Two is also affected by a wide variety of transportation systems. On the north side, the Peachtree DeKalb Airport, Interstate 85 and the MARTA North Line (Brookhaven Station) impact the area. North-south cross-county highway traffic is very congested and few east-west major arterials are present. Airport noise affects much of the northern portion of the area and has had a long term impact on land uses in the area. The impacts from the Brookhaven MARTA station have not yet been realized and are a concern for the

future.

In the middle portion of Area Two, east-west radial access to Atlanta is congested, but more east-west major arterials are present than north-south cross-county arterials. The few available north-south arterials are congested and continuing to see increased traffic volumes.

Similarly, the southern portion of Area Two lacks adequate north-south and east-west access. Ponce de Leon Avenue, Clairmont Road, Scott Boulevard and Church Street have tremendous pressures during peak hour traffic.

Finally, the concentration of historic, cultural and institutional resources in Area Two provides enormous incentives for maintaining the quality of life and development within this area. Emory University, the Fernbank Science Center, Agnes Scott College, the Veteran's Administration Medical Center, the DeKalb County Courthouse Center and the attractive historic Decatur, Druid Hills and Briarcliff neighborhoods are all examples of existing resources which should be used as models to maintain high standards of design and maintenance within Area Two.

#### **Specific Applications for Goals and Policies**

Citizens are actively involved in District Two. Most seek preservation of historical and residential areas within the district. However, one neighborhood is recommended for partial redevelopment and/or change of residential uses where nonresidential development pressures have tested the viability of the area. Another is recommended for study. The specific application of goals, objectives, policies, the management of the Comprehensive Plan and associated Zoning Ordinance are of primary concern to Area Two residents. Specific applications of certain goals, objectives and policies are discussed in Chapter 8, section 7.

One of the most important residential objectives and policies for Area Two is to maintain and improve the individual character and identity of established neighborhoods and communities. The Druid Hills, Briarcliff, North Decatur and Decatur neighborhoods are particularly sensitive to this issue and the plans for these neighborhoods emphasize this. One example of neighborhood protection is to redirect the encroachment of incompatible land uses away from established land use areas, and to establish "hard edge" zoning between residential districts and more intense land uses. Appropriate buffers and monuments along adjoining boundaries and street frontages are also proposed by the plan.

The neighborhood recommended for partial redevelopment according to the goals, objectives and policies of Chapter 8, Section 7, 7.13 and 7.14 is found in Area Two around Century Center in the Buford/Dresden neighborhood. Between Century Center and Buford Highway are several subdivisions and an apartment complex. Century Center is located at the lowest part of the neighborhood with topography rising to Buford Highway. Clairmont Road is also a high point at the western edge of the neighborhood with topography decreasing to Peachtree Creek and Interstate 85. The back yards of Medfield Trail are

overshadowed by office buildings and are adjacent to an inadequate buffer between the back yards and the asphalt pavement of Century Center. Residents on other streets within this subdivision are also impacted by the infrastructure of the tall Century Center buildings and the traffic associated with non-residential development along Clairmont Road. The Land Use Map recommendations have attempted to apply appropriate transitions in the types and intensity of transitions from non-residential to residential uses. Wherever LDR and LMR uses are shown, vegetated screened buffers must be required of the abutting higher densities.

The Brookhaven North neighborhood is recommended for study. The Brookhaven MARTA station is on the edge of the neighborhood, and pressure for higher land use intensities is occurring. The MARTA planning staff proposes planned urban villages around some MARTA stations. This can be considered, but planning is needed to protect the existing land uses. Inappropriate zoning and development which intrudes into the neighborhood could have the long-term effect of reducing the viability of the much larger surrounding area if appropriate buffers transitions, community facilities, and services are not carefully planned.

Another objective which is highlighted in Area Two is to preserve the overall positive qualities of the natural environment which give the county its character, and preserve those areas which have important recreational, scenic, historic, archaeological, educational, and aesthetic values. A large portion of Area Two is in public or semi-public uses. Fernbank, Callanwolde, Emory University, the Centers for Disease Control and Prevention, the VA Medical Center, Agnes Scott College, many parks, schools and churches, and city and county governmental uses are found in Area Two. Public and semi-public lands should be preserved wherever possible in a manner which benefits both the community and the public use.

### Detailed Land Use Plan Recommendations

Neighborhood land use plans for Area Two have been extended and combined to form the basis for the 1995 Land Use Map recommendations. Existing commercial, office, and industrial activity centers are expected to remain with few new centers emerging. The Land Use Map assumes that commercial, office, and more intensive residential uses will be centrally located in the major activity centers and the lowest densities located further away. For residential areas, the highest densities are located adjacent to non-residential areas and other residential uses 'step down' in adjacent residential areas. However, existing LDR and LMR uses in established neighborhoods are not recommended for change in order to create a transition from high intensity uses, because such transitions remove key properties from neighborhoods which this document proposes to protect. (See Chapter 8, Section 7, Policies 7.1 through 7.17)

### Commercial Centers

Commercial centers are essential to the vibrant and harmonious development of an area. Area Two contains a number of commercial centers. Downtown Decatur, Fashion

Square, Sage Hill, Briar Vista, Toco Hills, Market Square, Executive Park, Outlet Square, Loehmanns Plaza, and the Skyland Shopping Center are the major centers within Area Two. Many of these have undergone renovation and expansion. In general, improvements will again take place in about seven to ten years, depending on the ownership. The City of Decatur is experiencing some changes in commercial uses.

For commercial centers to remain economically sound, they must attract people who live in the surrounding areas. Within Area Two, the only regional shopping center is Market Square at the corner of North Druid Hills Road and Lawrenceville Highway. Development plans for the City of Decatur indicate that it will continue to primarily serve City of Decatur residents, the County's office complex, and attendant offices for attorney's, banks, and hotels.

In accommodating commercial centers within an area, access, location, mix of stores, management, and a number of other factors become important in long term planning. Toco Hills and other centers (Outlet Square, Fashion Square) will probably continue in the future to serve as the primary commercial centers within Area Two. No new large scale commercial centers are expected in the unincorporated portions of the Planning Area.

As mentioned earlier, the Brookhaven MARTA station area may be considered for a community planned urban village. However, the plan for this area recommends that the residential area surrounding the station be protected from commercial encroachment. There is the potential for a long term planning effort by MARTA, the local community, and planners. Until a master plan is developed, the residential densities in this area should remain unchanged.

### Employment Areas

Major employment centers within Area Two consist mainly of the office and industrial developments in the area. Century Center, Corporate Square, Executive Park, Emory University, and the City of Decatur are the key employment centers within Area Two.

Employment centers affect the transportation needs within an area and an area's support services. For example, employment centers need banks, eating establishments, dry cleaners, office supply stores, auto repair shops, and other types of retail uses for those who work nearby. Therefore, retail and other uses are often mixed in and around employment center complexes. If they are not, then traffic becomes more congested during the peak commuting hours and at lunchtime. The recommended plan recognizes the need for these mixed uses and encourages a good blend of support services to interact with major employment centers.

### Residential

In general, the plan recommends that most neighborhoods remain as they currently are developed, and that infilling be strictly regulated for compatibility with existing

development. Some large tracts of vacant land exist and there will be pressure to develop these tracts at greater intensities than the existing subdivisions. See Chapter 8 for land use policies outlined in section 7.

The former Standard Club, now Lenox Park, is a major redevelopment project that is combining single family and multifamily housing, mixed-office uses and a hotel. The proposed people mover system connecting the site to the MARTA station, if successful, will increase the potential for redevelopment of surrounding land uses to more intensive uses. The single family residential areas along East Roxboro and North Druid Hills Roads and in the area between Lenox Park, the MARTA line, and North Druid Hills Road may change. It is the recommendation of this plan that any changes be from low density to low-medium and medium density owner-occupied residential land uses during this twenty year planning period.

The Buford/Dresden neighborhood is located to the east of Clairmont Road between Buford Highway and I-85, and is subject to tremendous pressures for future development. The plan for the Buford/Dresden neighborhood recommends that owner-occupied residential uses be intensified along some major streets while other corridors have landscape enhancements and transition to office uses. The Hillcrest subdivision, which includes McJenkin Drive, is proposed for redevelopment as office/professional land uses to accommodate a more appropriate transition between low density residential land uses to the north and more intensive land uses.

The Brookhaven and Buford/Dresden neighborhoods will continue to be impacted by the DeKalb-Peachtree Airport and its associated noise. It is assumed that the Airport will remain in place throughout the planning period. Operational measures and quieter aircraft will help to reduce the noise, but the volume of aircraft operations will continue to have significant impact on the residential land uses in Area Two if not addressed.

The Browning, LaVista Road, and Briarcliff neighborhoods are located between the two forks of Peachtree Creek and except for the I-85 corridor and portions of North Druid Hills and Clairmont Road, the area is dominated by low density single family residential development. These neighborhoods are expected to remain very stable except for the aforementioned road corridors where redevelopment pressures exist. Shopping centers like Toco Hills have been upgraded and expanded in order to remain competitive with the newer centers along and outside I-285, and the other rehabilitated commercial centers in Buckhead and Dunwoody.

The Veterans Administration Medical Center is also being expanded. Many uses in these areas are expected to focus on the elderly as the surrounding residents grow older.

Residents of some of the existing residential areas along the major thoroughfares have been motivated to sell out to commercial and/or office interests; and larger sites have been developed for increased residential densities. Significant transportation pressures in Area Two now occur along LaVista Road, North Druid Hills Road, Briarcliff Road, and Clairmont Road which are all traffic corridors and have extensive traffic-generating land



uses located along portions of these corridors. Because of the congestion on these roads, several subdivisions have become traffic "cut throughs," which has a severe adverse effect upon some subdivision streets. Shepherds Lane is a good "cut-thru" example of the results of increased traffic on what is ostensibly a residential subdivision street. Additional strip commercial development is undesirable and inherently less efficient because it spreads traffic congestion and turning movements all along the corridor and creates longer interfaces between incompatible commercial and residential land uses. See Chapter 5 and Chapters 8 and 9, section 5 for transportation policies and Section 7 for land use policies.

The North Decatur neighborhoods, located between the South Fork of Peachtree Creek and the city limits of Decatur, are dominated by single family residential land uses even though they contain several neighborhood/community shopping centers and Market Square. Continued changes in uses and the revitalization of older commercial areas can be expected during the next fifteen years. Significant upgrades are anticipated to redevelop the commercial node at the intersection of North Decatur and Clairmont Roads and the intersection of North Decatur Road, Scott Boulevard, and Medlock Road.

The Druid Hills area is focused around Emory University, the neighborhood's largest non-residential land use. Two lines of the Seaboard Coastline Railroad cut through this area. Peavine and Lullwater Creeks and the hilliness of Druid Hills make some of the neighborhood unsuitable for intensive development. In general, the neighborhood is "built out", although some infilling is possible and some reuse and/or revitalization is likely.

The majority of the Druid Hills residential area is expected to remain a stable low density residential area. Associated university uses such as motels and commercial uses which have been allowed to encroach on residential areas, particularly along North Decatur and Clifton Roads, must be carefully monitored and buffered to ensure that viable stable residential uses are not destroyed. Emory's existing separation from the single family residential uses to the west must also be preserved along Peavine Creek to discourage encroachment into this stable residential area.

Druid Hills is historically significant and appropriate steps are being taken to preserve its character and blend of uses. The portion of the City of Atlanta adjacent to the southwest portion of the Druid Hills neighborhood contains Frederick Law Olmsted's residential and open space system along Ponce de Leon Avenue. Large, historic homes line many of the streets and, with the public uses, are predominant in the neighborhood. The Fernbank Science Center has significant landholdings on the north side of Ponce de Leon Avenue and above Clifton Road.

The City of Decatur is also included within Area Two. Decatur is characterized by stable residential areas and a central core consisting mainly of governmental, financial and medical offices and retail uses. In recent years the core has been slowly changing in its intensity of development, but these changes have focused on service to Decatur's surrounding residential uses and small to medium sized offices for professionals. Infilling and redevelopment activities are expected to continue these future land use trends in the city.

**Area Two, perhaps more than any other within DeKalb, has the most need for additional large public uses. Many of these are in place but others have the potential, but are not yet developed. The County and the City of Decatur should carefully plan for public passive and active recreation areas and merge environmentally constrained areas which are not suitable for development into their parks and recreation networks.**

## **Environment**

**The environment and its constraints on development will play a significant role in all future development within Area Two. Flood prone areas and areas with steep topography and poor soils should be reserved for less intensive uses. Many of the areas which should be preserved should be considered for park and recreation lands.**

**Extensive flood-prone lands are located between Buford Highway and Clairmont Road along the North Fork of Peachtree Creek, and have caused many residential and non-residential uses in these areas to flood. Wide floodplains are also located along the South Fork of Peachtree Creek and Peavine Creek. Almost all of the creeks in Area Two are subject to increased stormwater runoff impacts because of the development within the drainage basins and the increased runoff from urban land uses and paved areas. The floodplain areas should remain open and available for stormwater detention and flow. They should not be allowed to become incrementally developed, filled or inhibited from their natural functions. Any and all future development in Area Two should be required to provide at least 100 percent for low density residential to 110 percent (for all other uses) of the maximum detention required for a 100-year storm on the site. See Chapter 8, all objectives and policies in Section I.**

## **PLANNING AREA THREE RECOMMENDATIONS**

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

### **Setting**

The growth of this area since 1980 has been slow by comparison with other portions of the County. The Land Use Plan absorption projections extrapolate this recent trend into the future, with little population growth predicted for Area Three over the planning period.

The relatively slow growth projected for this Area may be attributed to a variety of factors. The main portion of the Area is already quite densely developed, with only limited opportunities for infill. Average household and per capita income is the lowest of the five planning areas. However, the two regional commercial nodes in the Area are found centered around Northlake Mall at the northernmost I-285 interchange in the Area, and around South DeKalb Mall at the Candler Road interchange with I-20.

### **Specific Applications for Goals and Policies**

Area Three will require special care to see that radically different land uses are appropriately buffered from each other. In the northern section of the Area, busy commercial strips cut through residential neighborhoods while in the south, industrial uses may adjoin low density residential areas in some instances. In the older sections of the Area, the policy of conserving the existing housing stock will have special importance.

Adaptive reuse of existing structures is already a priority along Memorial Drive and Candler Road in Area Three. This will continue to be an important policy, as will encouraging the clustering of neighborhood and community shopping facilities in a manner that makes them readily accessible, particularly to those not using private cars.

### **Detailed Land Use Plan Recommendations**

#### **Commercial Centers**

Commercial development in Planning Area Three is currently concentrated at three major nodes: around South DeKalb Mall, south of I-20 along Candler Road; at the intersection of Columbia Drive and Memorial Drive, the center of the Planning Area; and at Northlake Mall (discussed in Planning Areas One and Four), on the northwestern edge of the Planning Area. Commercial/office/professional strips and residential strips exist along Lawrenceville Highway westward from the eastern boundary of the area toward Decatur. The plan recommends retaining existing single family residential uses and redevelopment of older vacant commercial property for non-commercial use. In order to further the county's

policy of preserving residential areas (see Chapter VIII, section 7) it is the county's intent to continue LDR uses between Cooledge Road/Northlake Parkway and Cemetery Avenue, and also, between Orion Drive and Hollywood Drive along Lawrenceville Highway.

Moreland Avenue, on the westernmost boundary of DeKalb County and Planning Area Three, is recommended in the plan to continue to accommodate significant commercial land use. However, the nature of the retail uses will be different from those on Candler Road, which runs through established residential neighborhoods for its entire length. Similar accessibility to interstate highways accounts for locations of most of the other commercial/industrial nodes planned for Area Three. Additionally, some existing scattered retail development in low to medium density neighborhoods is planned to remain, particularly within the Atlanta-in DeKalb area.

Whereas South DeKalb Mall is considered to be and expected to remain the only full-fledged regional retail and commercial center serving the southern portions of Area Three, individual retail or commercial outlets or concentrations close to other highway interchanges or along major thoroughfares could readily attract traffic from the entire region.

The plan encourages development that will benefit adjoining neighborhoods. It is particularly important that pedestrian and transit access to commercial development areas be excellent to encourage local patronage and employment. Linear commercial developments, particularly those with a high proportion of service and retail establishments, often suffer from severe traffic problems as they become successful. To the degree that employees and shoppers could complete at least some portions of their trips as pedestrians or transit passengers, this problem could be minimized.

Area Three contains substantial existing commercial development. The largest commercial node is centered around Northlake Mall, which was built in the early 1970's on LaVista Road, just off I-285 in the northern corner of the Area. Rapid development of additional retail and office space has caused this interchange to become an important and diverse employment center, serving surrounding neighborhoods and a much wider region. The plan recommends the maintenance and diversification of this commercial node, with office and mixed-use development, which has so far included hotels and motels representing several of the large national chains. Commercial uses are not planned to extend to the north and east along LaVista Road. Any pressure for commercial incursion on existing low density residential neighborhoods in these directions is not recommended in order to further the county's policy of protecting residential communities from encroachment. The boundary with the low density residential neighborhoods is planned to remain in low office /professional uses. Significant office/professional development occurs along Northlake Parkway between I-285 and Lawrenceville Highway.

The Northlake area is also on the Seaboard Railroad right-of-way, making it attractive for industrial and office/distribution/technology business park development south of the current retail hub and west of I-285.

Much of the office space constructed at Northlake to date has been for companies interested in locating operations and clerical staffs there. However, there are indications that new buildings in the area may be promoting a higher status and higher priced type of development, capable of attracting the sort of tenants currently locating at Perimeter Center. Ultimately, a widespread change of this nature could lead to extensive redevelopment and expansion in the Northlake area.

### Employment Centers

Growth is expected in services, government and retail employment in DeKalb County through 2015. However, Area Three is projected to add employment slowly compared to other portions of the County. Southwestern DeKalb County is well suited to industrial development for a number of reasons. It is highly accessible, being already traversed by two freeways, I-20 and I-285, and with another, I-675, close by. The Southern Railroad right-of-way also passes through the southeastern corner of the Area, and the Area is close to Hartsfield International Airport in Clayton County. These transportation facilities both provide the positive attraction for industry, wholesaling and warehousing, and distribution centers, and diminish the attractiveness of the area for residential uses.

Some other public uses already found in this area add to its unsuitability for residential development, including the presence of the Key Road Prison Farm, the Intrenchment Creek Wastewater Treatment Plant, the State Prison on Constitution Road and four solid waste landfills. These facilities should not be detrimental to industrial development of the area.

Ready accessibility is a tremendous asset to industry considering locating or expansion in the metropolitan Atlanta area. Other portions of the metro area currently suffer from severe traffic congestion caused by inadequate surface road networks and the absence of public transit. By contrast, southwestern DeKalb locations are readily accessible to the available labor pool. Development indicative of these trends includes the recent increase of development in and around the Atlanta International Industrial Park. There are also numerous truck terminals, manufacturing and warehouse/distribution sites along Moreland Avenue south of I-20.

Professional and office employment centers occur together with retail uses in the plan. Office and professional jobs are associated with all non-residential land uses except quarrying, but are likely to be found in the highest concentrations on land developed specifically for office/professional uses, and some institutional uses such as public office buildings and schools. Employers of office and professional workers usually seek individuals with a specific education, skills and work experience. Consequently, office employees are usually drawn from a large geographic area, rather than the neighborhood surrounding the development. Accessibility is obviously the key to employment centers of this type, and the largest one in the area will be centered around South DeKalb Mall, and includes the Georgia Bureau of Investigation, Georgia Correctional Industries, DeKalb Regional Youth Detention Center, Georgia Regional Hospital, South Campus of DeKalb College, and Perimeter East Industrial Park along Candler and Panthersville Roads

**between and around their intersections with I-20 and I-285.**

## Residential Areas

Residential development in the northern two-thirds of Area Three is predominately low density. The greatest current concentrations of higher residential densities in the Area are found in the Avondale, Flat Shoals and Glenwood Hills neighborhoods, each of which has over 1000 multi-family units at present. Low density single family detached housing is found within the Atlanta city limits in Area Three. Most planned low density residential development will likely be attached single or multi-family housing, often grouped with medium and high density residential uses close to retail nodes or strips, or bordering expressways. This last type of location does have the potential for future conflicts over noise, aesthetics and other nuisances unless sites are carefully planned and buffered.

Substantial tracts of land in the southern third of Area Three which are presently vacant are planned for low density residential development. While low density residential development is anticipated to remain the most active type of residential development for the near future, it is unlikely that all of the land planned for low density residential uses in the southwestern portion of the County will be developed as such during the planning period. This is because of the planned and existing industrial development, and such public facilities typically shunned by local residents as correctional institutions, a wastewater treatment plant and landfill. Environmental factors discussed in the next section also affect the feasibility of developing portions of this area.

The Area's residential growth should be positively affected by its accessibility, particularly for those employed in adjoining industrial areas, at or near Hartsfield Atlanta International Airport, and along the southern or eastern crescent of I-285. It also possesses a regional commercial center at South DeKalb Mall, and numerous public facilities providing basic services, employment and amenities.

## Environment

Area Three contains environmental features which may constrain development to some degree, but which also provide great potential for creative use and higher quality of life. Tributaries of the South River (Sugar Creek, Doless Creek, Doolittle Creek, and Entrenchment Creek), cover substantial portions of the Area with their 100-year floodplains. While most types of development would be inappropriate in these areas, they could provide the basis for a set of open space corridors for public and private recreational uses. Area Three has a number of parks, but the floodplains would be particularly well suited to bicycle and walking trails, and might ultimately have the potential to carry pedestrians or bicyclists to school, work, or shopping trips as well as having recreational value.



## **PLANNING AREA FOUR RECOMMENDATIONS**

Area Four 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. The Village of Stone Mountain is best known as the gateway to Stone Mountain Park and lies at the base of the mountain. Clarkston is home to DeKalb College, Pine Lake is a community made up almost entirely of single family homes surrounding the lake which is its namesake, and Lithonia is at the center of the DeKalb quarry industry.

### **Setting**

The eastern portion of Area Four is in the shadow of Stone Mountain Park (Planning Area One), a recreational resource protecting and preserving the largest granite monadnock in the world. The presence of the park alludes to the concentration of quarries in this planning area. There are three large quarries within a 2-3 mile radius of Lithonia. Area Four has substantial undeveloped acreage due to the soil conditions, but much of it is planned for low density residential development.

### **Specific Applications for Goals and Policies**

In Area Four, the policy to discourage the encroachment of incompatible land use may require special attention and emphasis, because growth in non-residential land uses is expected to continue throughout the planning period.

The newest of the MARTA heavy rail system stations is in Area Four at Indian Creek. The policy of promoting appropriately scaled development will prove important in this area. Surrounding land uses are too spread out and inconvenient to pedestrians to permit ready use of the area by those arriving by transit. The intent of this station is to collect people going into the City of Atlanta.

Area Four is well supplied with strip commercial development. The policy which advocates reducing the spread of this type of development has little relevance for Memorial Drive. However, there will be opportunities to support alternative types of commercial developments elsewhere in the area.

The eastern portion of the County, planned to develop largely as low density residential, will require appropriate neighborhood oriented commercial sites, so that neighborhood retail services can be added in an orderly manner at appropriate sites. The plan includes two new neighborhood/commercial sites: one at Rockbridge Road and Rock Chapel Road, and another to the west, at Rockbridge and South Deshon Roads.

## Detailed Land Use Plan Recommendations

### Commercial Centers

Major commercial features which currently exist, and are retained in the plan include retail and office/professional development along virtually the entire length of Memorial Drive as it passes through Area Four, with connections to Stone Mountain and the City of Atlanta. This strip, which is well established, is a location for outlets of various chain retailers. The high volume of traffic along Memorial Drive and the concentration of similar and complementary establishments makes this a desirable location for many retailers. Pressures to improve the visual image of the corridor, enhance pedestrian circulation, and stop the encroachment into adjacent neighborhoods are great.

A small amount of commercial development exists along North Decatur and Rockbridge Roads in Area Four. This is retained in the plan, but not expanded, for although these major thoroughfares carry substantial traffic, they suffer significant congestion at peak travel times. Future road improvements along these corridors should be carefully designed to improve traffic flow while minimizing the potential for adjacent land uses to become more intensive. Commercial development should also be contained at the interchange of Mountain Industrial Boulevard and Hairston Road with the Stone Mountain Freeway so it does not reduce the viability of the surrounding industrial uses.

### Employment Centers

Retail employment in the Area is forecast to increase over the planning period. The plan assumes that much of this growth will occur within existing retail nodes and strips.

Industrial employment in Area Four is also forecast to increase over the planning period. The largest center of industrial employment will be in the existing industrial area on either side of the Stone Mountain Freeway along Mountain Industrial Boulevard and North Hairston Road. This area is highly accessible by rail, being served by both the Seaboard and Georgia Railroads. Another concentration of industrial land use and employment retained in the plan lies along the Georgia Railroad right-of-way between I-285 and Avondale Estates. This is the eastern end of an industrial district that runs along the railroad right-of-way and East Ponce De Leon Avenue as it leaves downtown Decatur in Area Two and Area Three.

The Rogers Lake Road area offers opportunities for industrial sites with access to the railroad. Very little land with access to rail service is available for new industrial development throughout DeKalb County, and it is important that sites in this area are reserved for future industrial development. The planned I-20 interchange at Lithonia Industrial Boulevard and its extension to Rock Chapel Road should lead to significant employment growth in that area.

The quarries located in the Yellow River area are expected to continue in operation during the planning period. Large areas around them are also shown as industrial to maintain buffers and support compatible future land uses in this vicinity. As the industrial

development expands it will become increasingly important to protect the established residential neighborhoods on South Deshon, Marbut, Stephenson, Pleasant Hill and Union Grove Roads from encroachment and industrial traffic.

Presently, Rock Chapel Road has a mix of uses existing on both sides of the road corridor, including residential as well as industrial land uses. It is recommended that the eastern side of the road, roughly from Union Grove Road north to Rock Mountain Road, be developed for low-density residential use. The majority of traffic along this stretch of road will be mixed and will require deep setbacks and large buffers to minimize impacts on residents.

### **Residential Areas**

The Stone Mountain neighborhoods in Area Four promise to be some of the fastest growing residential communities in DeKalb County in the immediate future. This area, south of Stone Mountain Park, is primarily low density residential development, and includes large amounts of vacant land at present.

Medium and high density residential development is planned to remain, and to adjoin planned commercial areas, serving as a transition between strip commercial development. For example, such as that along Memorial Drive, and low density residential neighborhoods. Large concentrations of medium and high density residential developments have occurred along North Hairston Road just south of Stone Mountain Industrial Park, and have recently been developed along Hambrick Road south of Memorial Drive.

### **Environment**

The additional floodplains of Indian Creek, Peachtree Creek and its South Fork, Stone Mountain Creek outside the park, and Crooked Creek will all impose constraints on development under the DeKalb County Zoning Ordinance, although their presence is not shown on the plan map. As has been suggested elsewhere in this document, 100-year floodplains are appropriate for a variety of recreational uses and as open space.

## **PLANNING AREA FIVE-RECOMMENDATIONS**

Area Five extends from the City of Pine Lake south, east, and west to the Henry, Rockdale and Fulton County lines.

### **Setting**

The existing character of Area Five is predominately rural. The majority of development is clustered in the center of the area and along major road corridors. The remainder of the planning area is sparsely developed. Large rock outcroppings and shallow depths to rock have made development in this area difficult and expensive. The lack of sewer service in the extreme eastern portion of the County has also contributed to the rural character by requiring larger lots with septic tanks as opposed to the smaller, more intensely developed lots in the rest of the County where sewer service is available. The southern part of the Area includes environmental features which somewhat restrict development, notably steatite rock formations that are exposed or close to the surface on Soapstone Ridge, and extensive areas within 100-year floodplains. Man-made deterrents to residential development also exist, such as the noise generated by the proximity to Hartsfield International Airport.

Transportation and sewer improvements in Area Five have opened up the southern and eastern portions of the County for more intensive development than presently exists. A major activity center is anticipated to develop in the vicinity of the Turner Hill Road/I-20 interchange, and the widened Covington Highway corridor is expected to provide significant opportunities for increased residential density and non-residential land uses. However, the majority of the planning area is still reserved for low density residential development because of the environmental limitations, the need to provide compatibility with the existing development in the area, and the anticipated market demand and land use absorption rates which are projected for DeKalb County throughout the planning period.

### **Specific Applications for Goals and Policies**

The policies which encourage transitions between land uses of varying intensities will require special attention as the intensity of development throughout Area Five increases. The amount of vacant and sparsely developed land in the area allows room for decreasing intensities between major activity centers, such as the proposed Mall at Stonecrest (formerly the proposed Turner Hill Mall), to the low density residential development which is the predominant land use in Area Five.

As the intensity of development increases, so does the chance of incompatible land uses encroaching into established areas. Therefore, the recommended policies to discourage this encroachment of incompatible uses into established areas will play a significant and continuing role in the development of Area Five.

Area Five has abundant opportunities for desirable estate residential uses, especially in the southeastern portions of the area where the topography is extremely varied. As

development in Area Five increases, it will become more important to reserve areas for such development in DeKalb County to maintain ample opportunities for a range of high quality housing sites for future needs.

### **Detailed Land Use Recommendations**

The detailed recommendations are divided into four categories, each of which is extremely important to the overall Land Use Plan for Area Five and DeKalb County. The recommendations for each category are discussed below.

#### **Commercial Centers**

In order to provide a balanced distribution of regional, community and neighborhood commercial and mixed-use office centers, commercial uses are recommended in a variety of sizes and scales throughout Area Five. The proposed Mall at Stonecrest, located at I-20 and Turner Hill Road, will serve as a regional center on the eastern side of the area. The majority of new commercial development in Area Five is expected to locate in or near the mall. Although the market potential for the proposed mall is suspect due to the more than 10 years of planning at the site, although the infrastructure is in place for the mall. The plan anticipates that the site will become a regional commercial development whether or not it is a regional mall. However, the plan also recommends transitional land uses of Office/Professional and Low-medium density residential development to minimize impacts to the low density residential development in the area. The planned office areas could support longer range goals for creating a higher wage employment center to serve South Dekalb.

The existing commercial development along Covington Highway is also recommended to serve as a nucleus for new retail commercial development. However, Covington Highway shall serve as a community level market rather than as a regional market and attention will be needed to prevent a spread of strip commercial development through appropriate zoning.

Infill commercial and office/professional development is recommended on portions of Covington Highway, provided the parcels are large enough to limit curb cuts or are combined with other parcels and developed together. The exceptions to this are large parcels which extend deep into the residential areas off of the highway. Low and medium density residential uses are recommended on many of these parcels to protect the existing low density residential uses from the intrusion of non-residential uses and to provide an appropriate mix of land uses along the corridor.

As residential development increases throughout Area Five, the need for neighborhood retail services will also increase. Such services should be clustered together (into neighborhood centers) at the intersections of major roads in the planning area to provide easy access from the neighborhoods being served. Demands for other types of neighborhood commercial uses should be accommodated by commercial land use areas along Covington Highway, near the Turner Hill interchange, or in the small commercial

activity centers shown on the Future Land Use Plan.

### Employment Centers

The Land Use Plan recommends a variety of employment centers throughout Area Five to accommodate the projected increase in employment, to provide opportunities for appropriately scaled office development, and to establish and maintain a balanced relationship between industrial, commercial, and residential growth.

Low intensity office development is recommended near the MARTA stations at Kensington and Indian Creek to take advantage of the existing transportation improvements. Medium density residential development is recommended as a buffer between the proposed office/professional development and low density residential development.

The northeast corner of the I-20/I-285 interchange is also recommended for low intensity office development. Much of this land will be difficult to develop because of environmental factors such as the floodplain which will increase development costs and make residential development less feasible. The accessibility of the area and its proximity to two interstate highways make this site appropriate for office development. The environmental factors and its separation from other more intensive centers, make the site appropriate for low intensity office development rather than as a mixed-use center.

An office land use is recommended in the Hillandale Drive neighborhood at I-20 and Panola Road. This location was recognized as having the potential capacity for such development in the DeKalb County Comprehensive Land Use Plan adopted in 1977. At that time a commercial center was recommended. Since then, market factors have changed making this site more desirable for office/professional development rather than for commercial use. The land uses should gradually change to low intensity office/professional uses at the edges to provide an appropriate transition between the existing industrial uses at the interchange to the residential development recommended nearby.

Industrial land use plan recommendations around the City of Lithonia and in the Snapfinger Woods neighborhood will provide opportunities for development and employment growth in Areas Four and Five throughout the planning period. The Land Use Plan also recommends office/professional land uses adjacent to I-20 because appropriate land having good visibility and access is available there, and residential streets would not have to be used. The office/distribution uses also provide a less intensive buffer between the industrial uses located between Panola Road and Miller Roads and medium density residential land uses in Snapfinger Woods and the eastern Covington Highway corridor. Noise from the airport and highways will provoke fewer nuisance complaints if the area in the extreme southwestern corner of the County is developed primarily in industrial uses as planned.

The relocation of Turner Hill Road has improved access from the north to the proposed Stonecrest Regional Activity Center. The proposed Mall at Stonecrest will serve

as a major retail employment center in Area Five and will become a catalyst for other retail and office land uses. As the regional center becomes a major traffic generator, good access must be provided from every direction to accommodate travel demands. Access is provided by I-20 from the east and west and Klondike Road and Turner Hill Road from the north and south. South of the proposed site, Rockland Road and McDaniel Mill Road should be improved to provide an alternative to Klondike Road to open up more residential land in DeKalb County and to provide access to the area from residential development in neighboring Rockdale County.

### Residential Areas

To accommodate projected growth and to encourage variety in housing sizes, types and prices, a variety of residential types and densities are recommended throughout the planning area.

Most of the land near the Yellow River and Turner Hill, Klondike, and Browns Mill Roads is reserved for low and medium density residential development. This area has several environmental factors which could restrict development. Large rock outcroppings and varied topography make these areas less desirable for non-residential uses. These same factors help to make the land more desirable for low density residential development which takes advantage of the natural beauty in this area and is consistent with existing development.

Much of the land in the northern and western portions of Area Five is also reserved for low and medium density residential development. This is to protect the established neighborhoods from the encroachment of non-residential uses and to guide more intensive land uses to appropriate sites elsewhere where access and community facilities and services can be provided.

Low density residential development generally is buffered from more intensive residential and non-residential uses throughout Area Five. In some instances, medium residential development is recommended as a transition from low density residential land uses to non-residential uses as illustrated by the recommendations near the intersection of Flakes Mill Road and Flat Shoals Road.

Medium density residential land uses are recommended around the Stonecrest site to provide a transition from intense commercial mixed-use development to low density residential development. The existing subdivision on Arabian Woods Drive, Arabian Terrace and Bagdad Court is buffered from commercial development by low and medium density residential development.

The area west of Panthersville Road along River Road seems particularly attractive to high quality residential development, offering proximity to DeKalb College and public schools as well as the natural beauty of the area.

### Environment

**Area Five has some of the most varied topography and environmental ecosystems in the County. To preserve the natural variety in the area, the recommendations for land use are based on the policies concerned with the conservation and wise use of natural resources.**

**Area Five also contains a major portion of "Soapstone Ridge", a geologic feature in which rock formations rise above the surrounding land in steep slopes up to 200 feet high. The area affected lies south of the South River and north of Conley Creek, and makes excavation for foundations, sewer and water lines and other purposes difficult and expensive to infeasible in some locations. The shallow depth to hard rock and high shrink-swell ratios of these soils are a further deterrent to development in this area. The bulk of this land is planned for industrial or low density residential development. The environmental constraints will make these lands more expensive to develop, and will cost the County more to provide with services. They will require special attention to prevent environmental harms during and after development. County policy should not be to accelerate the development of these lands beyond what the market will support.**

**Low density residential development is recommended for the most environmentally sensitive areas, such as the Yellow River Basin and the land near Arabia Mountain.**

**Arabia Mountain is one of the most interesting environmental features in Area Five. It is recommended that Arabia Mountain remain in public ownership as a public park in accordance with the open space and recreation policies. It is also recommended that Klondike Road be rerouted around the park or another north-south road be developed to minimize the impacts to the park. It is important that these road improvements be made before development prohibits such actions. Additionally, rerouting must not, in any way, infringe upon, disrupt, nor erode the character and quality of existing residences, both individual houses and subdivisions.**



**TABLE VII-2**  
**1995-2015 FUTURE LAND USE**

<u>CLASSIFICATION</u>	<u>ACREAGE</u>	<u>PERCENT</u>
Single Family Residential	96,257.91	55.7
Condominium	5,787.07	3.4
Apartments	8,985.75	5.2
Commercial	7,712.62	4.4
Office	2,482.96	1.5
Industrial	11,977.66	6.9
Institutional	14,342.50	8.2
Parks/Recreation/Open Space	16,174.48	9.3
Agriculture	145.60	0.1
TCU	9,154.73	5.3
*Vacant/Undeveloped	0.00	0.0
<b>TOTAL</b>	<b>173,021.28</b>	

Source: DeKalb County Planning Department

\* Reduction reflects the subtraction of currently zoned property used to forecast the Future Land Use calculations and the addition of 10,045.2 acres of floodplain shifted to Parks, Recreation and Open Space.

## **VIII. GOALS, OBJECTIVES, POLICIES AND ACTION STRATEGIES**

### **INTRODUCTION**

Development of a county-wide comprehensive plan is a complex process involving more than just the physical characteristics of land. Economic, social and demographic dimensions of the county and its population must be considered and incorporated into the plan. Because of the inherent complexity of these dimensions, it is imperative that a structure of goals be set forth for future planning decisions. These goals shall serve to provide the future direction of the county and its inhabitants, and define an agenda that addresses the issues affecting the community.

Goals provide a common direction for our efforts in land use planning and identify, in written form, what we are striving to accomplish. The goals form the basis for more detailed plans to follow and provide the means to evaluate land use proposals according to how well they comply with conceptual ideals. The individual goal statements are not always mutually exclusive to each other, but overlap and compliment each other. The diversity within goal statements provide for the wide range of personal goals within the community and supports interaction and communication between the diverse components of the county.

There are four types of statements to be developed as part of the plan, referred to as goals, objectives, policies and action strategies which are organized around seven topical areas including land use, community facilities, natural and historic resources, economic development, housing, transportation and human and social development. A "goal" is a long-range statement that indicates the intent of local government in each of the topical areas. The scope and concerns of goals are broad enough to be a guide to the county for many years without major revisions. The objectives and policies are shorter-range in their concerns, and serve to expand and detail what may need to be accomplished for each goal in the next few years. Taking this process one step further may lead to the development of action strategies. Action strategies are the mechanisms through which policies can be implemented. Action strategies are used to identify projects or locations for projects to be included in the county short term work program included in Chapter IX.

### **VISION STATEMENT**

DeKalb County envisions itself as a progressive influence within the Atlanta region and the state of Georgia. By preserving and respecting DeKalb's cultural history and character, including its neighborhoods, it will strengthen the social fabric of the community, thereby helping to create a society that values diversity, responds to the needs of individuals and families and encourages everyone to participate in public decisions. The county wishes to distribute the benefits and burdens of living in this county and region while balancing diverse interests. The county desires a safe community, quality housing, education, and jobs, and an economy which provides adequate opportunities for all members of the community. The county also envisions a shift to alternative forms of transportation from the single occupancy vehicle, active preservation and restoration of the environment, and comprehensive watershed planning.

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The County is committed to realizing this vision with the following broad interrelated goals:

## GOALS

Through this Comprehensive Plan, DeKalb County seeks to:

provide for the appropriate use and management of land, air, water, soils, forest, mineral, wildlife and other natural, archaeological and historic resources; limit growth in areas that cannot sustain increased development due to environmental or infrastructure constraints; encourage planned and orderly growth consistent with the county's resources and the county's ability to extend or provide the necessary public services and facilities to accommodate and support development.

restore watersheds into ecologically healthy systems that flow through naturally vegetated greenways, maintaining clean water for DeKalb and for communities downstream.

foster collaborative relationships between the citizens of DeKalb County and the County's agencies and boards including the local school systems.

create and maintain a growing and balanced economy that ensures the stability of neighborhoods and the preservation of historic properties and districts.

create cost effective allocation of public funds, services and facilities.

create through a redirection of funding, alternative forms of transportation which meet mobility needs with a balanced multi-modal transportation system.

create managed growth and stable land uses consistent with the County's policies to enhance the quality of life for citizens throughout the county.

strive to achieve fair share contributions from new development to defray the costs of public improvements associated with growth.

encourage adaptive reuse or rehabilitation of existing building stock.

It is the intent of DeKalb County to prepare a new zoning ordinance, subdivision ordinance, and related growth management ordinances to fully implement the goals set forth in this Comprehensive Plan. Wherever the Comprehensive Plan and the current development ordinances conflict, the Plan shall take precedence.

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## I. NATURAL AND HISTORIC RESOURCES

### **Objective:**

Establish community-based watershed planning to provide for ground water recharge, adequate supplies of clean surface water, sewage and storm water disposal, preservation of the natural environment, and flood control. (See also 1.6-1.8, 1.10-1.12, 1.16-1.26, 3.8, 6.40-6.44, 7.18, 7.41 - 7.45)

### **Policies:**

- 1.1 Create special demonstration areas around reference streams with pilot programs aimed at testing storm water management and stream restoration techniques.

#### **Action Strategies:**

-Designation of special demonstration areas. An ecologist or environment planner will designate special demonstration areas to include naturally vegetated flood plains, flood plain terraces, ground water recharge areas and headwaters, and to protect the ecosystem of each watershed and its surrounding wildlife habitat.

-Advanced stream monitoring program. Before restoration of streams in special demonstration areas, an ecologist or environmental planner will design, develop, and implement an advanced stream monitoring program to record baseline conditions in each sub watershed.

-Monitoring of reference streams. By comparing minimally impacted reference streams to more urban streams in DeKalb, we will ascertain the ecological health of our watersheds. Reference streams would be desirable in each of DeKalb's watersheds.

-Priority protection of reference streams in Fernbank Forest. As the largest remaining virgin forest in the Piedmont, Fernbank is a rare and valuable site for research and teaching. The headwaters of the Fernbank stream are being degraded by storm water entering the Forest. To protect this valuable reference site, the County will appropriate funds in 1996 to design and implement a plan that stops storm water from entering Fernbank Forest.

- 1.2 Create "The Initiative for a Green DeKalb," a task force composed of citizens and staff, to plan and implement a greenways, green space and open space plan.

#### **Action Strategies:**

-Staff from Roads and Drainage, Water and Sewer, Planning, Parks and Recreation, and other departments would be included.

-Establish The South Peachtree Creek Greenway and Multi-use Trail as DeKalb's pilot greenway project. Expand the scope of the South Peachtree Creek Greenway to include Peavine Creek and other tributaries.

-Sponsor and conduct a countywide comprehensive watershed planning and greenway workshop in 1996.

-Include ecologists, planners, developers, neighborhood representatives, non-profit groups and other professionals on the committee.

-Examine funding methods, policy and ordinance recommendations, and management structure, for example a greenway authority.

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- 1.3 Investigate and implement funding mechanisms for watershed planning, including the establishment and maintenance of greenways and storm water management.

**Action Strategies:**

- Develop a set of incentives that reward owners of property within designated green space areas for maintaining contiguous areas of natural vegetation on their property.
- Establish an acquisition fund for DeKalb's watershed protection program that provides for securing land through purchase or easements.

- 1.4 Amend the "DeKalb County Storm Water Quality Management Ordinance," to encompass vegetative and structural measures, thus improving both quantitative and qualitative controls. (Quantitative means the increased volume and rate of surface runoff caused by man made changes to the land. Qualitative control means the reduction or elimination of pollutants that might otherwise be carried by surface runoff.)

**Action Strategies:**

- "The Initiative for a Green DeKalb" will examine this ordinance and make their recommendations to the Commissioners by March 31, 1996.
- "The Initiative for a Green DeKalb" will collaborate with other counties and the Atlanta Regional Commission.

- 1.5 Adopt and test the following interim storm water quality management guidelines based upon Atlanta Regional Commission recommendations.

**Action Strategies:**

- Guidelines will be applied by DeKalb County to one or more special protection areas where storm water structures will be built and streams will be restored.
- Developers will be provided with incentives to apply the guidelines in return for cooperating in an evaluation of the results. Preference will be given to projects within and near special protection areas and to those projects that incorporate treatment methods that mimic natural processes such as infiltration, retention, or wetlands.
- Incorporate the following practices in the Interim guidelines:

**Practice 1:** Minimize Impervious Surface. Minimizing the amount of impervious surface on a site allows for less runoff from a site. This involves leaving appropriate areas of a site undeveloped. Development should be planned so that open space areas act as a pollutant filter that buffers storm water flow. Environmentally sensitive portions of a development site such as headwaters, stream corridors, and wetlands should be reserved for undeveloped, green space covered with natural vegetation.

**Practice 2:** Structural Controls. Most of the pollution carried by storm water is transported by runoff from the first half inch of precipitation. The first half inch of precipitation also

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contributes greatly to in-channel stream erosion by increasing the frequency of damaging runoff events compared to natural conditions. The design of Structural controls will be targeted to achieve a minimum of 48 hours' retention or infiltration of the first half inch of rainfall. Retention structures will be located off-channel whenever feasible so they do not block stream flow or migration of fish. Restored and created wetland and small ponds are also appropriate for reducing pollutants and the surge of storm water. Removing trash and accumulated silt will require access. Structures treating small watersheds will be preferred over large centralized facilities. Structures that hold water should be shaded by native trees characteristic of the hydrologic regime particular to the site.

**Practice 3:** Other Controls. The objectives of the following storm water runoff controls include minimizing imperviousness, providing areas to capture overland flow of storm water and allowing it to infiltrate into the soil, reducing sediment flows, avoiding directly connected impervious surface areas, and preventing the overflow of sewage into waterways.

- Direct roof down spouts away from direct connection with impervious surfaces.
- Use grassed swales or vegetative filter strips whenever feasible for the drainage collection system (eliminate curb and gutter). If possible, use open rock lines swales in place of culverts.
- Landscape with terraces rather than aggressive slopes.
- Encourage the use of bioengineering practices to rehabilitate unstable stream channels resulting from impacts of urbanization (discourage the use of rip-rap and gabions).
- Protect and maintain natural, undisturbed buffers near streams and in ground water recharge areas surrounding springs and the headwaters of streams.
- Keep development out of wetland and flood plain areas. Encourage incorporating wetlands into landscaping, upgrading wetlands where possible.
- Design and locate buildings, roads, parking and landscaping to conform with the natural terrain and to retain natural features.
- Locate developments and impervious surfaces away from river and stream corridors.
- Leave generous buffers or natural areas between bare land areas.
- Construct basins that retain runoff and trap sediment from construction sites. During the final phase of construction, after bare land surfaces have been grassed, remove accumulated sediment from the retention basin and complete final storm water structures such as infiltration swales.
- For controls during construction, refer to the State Erosion and Sediment Control Act.
- Monitor and repair or replace sewer lines on a regular basis.
- Prohibit the disposal of storm water through the sanitary sewer system.

**Objective:**

Ensure the availability of a variety of recreation opportunities for all citizens of all ages,

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abilities, cultural and ethnic backgrounds.

**Policies:**

1.6 Secure adequate future sites for recreation activities by identifying land and water areas having the best combinations of natural features, size and location suited for the type of experience to be provided. (see also 7.18)

**Action Strategies:**

- Develop recreational facilities which would require significant land disturbances in areas of minimal current natural value.
- Develop nature preserves for the protection of significant ecosystems such as Arabia Mountain, and Fernbank Forest particularly in relatively large and undisturbed areas in the southern part of the county.
- Develop parks and nature education programs for nature study and recreation.
- Develop a park ranger program for the larger parks for educational programs and public safety.
- Acquire by purchase, donation or easement flood plain areas for public passive recreation parks.
- Establish a greenway/nature preserve along South Peachtree Creek.
- Develop passive recreational improvements in parks (Cofer Park in Tucker).

1.7 Encourage the joint use of school board properties which provide recreation facilities for county-wide recreational programs when the properties are not in use by the school system. (see also 4.12)

1.8 Encourage the development of bikeways, walking trails and sidewalks that link the area's natural resources and parks.(see also 4.2, 5.7)

1.9 Identify and interpret historic sites, and districts including the development of walking and driving tours.

**Objective:**

Preserve the positive qualities of the county which demonstrate its character, and preserve those areas which have important recreational, scenic, historic, natural, archeological, educational and aesthetic values, for the economic prosperity of the County, and for the welfare of the citizens.

**Policies:**

1.10 Establish land development practices that require open space set asides within or close to developed sites. Such open space should preserve the land's natural features and provide opportunities for the development of active or passive recreation facilities.

**Action Strategies:**

- Review and revise the development regulations to require new subdivisions to include areas set aside for parks.
  - Review and revise development regulations to prohibit clear-cutting on road
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rights-of-way during property development and redevelopment.

- 1.11 Establish a system in which private property can be donated as park land. Require an estimate of maintenance costs and a maintenance plan prior to donation.
- 1.12 Preserve and protect the historic character of the county including scenic vistas and highways, historic sites and districts, and historic parks, roads and trails. (See also 3.4, 4.11, and 7.18)

**Action Strategies:**

- Hire a staff preservation specialist for preservation and environmental planning for the Planning Department.
- Identify historic properties which need to be protected.
- Develop guidelines for the protection of historic properties including county owned and county maintained properties; develop signage guidelines.
- Develop urban design criteria for historic preservation districts which include guidelines for street lamps, traffic signals, curb and sidewalk replacement; prohibit bike trails and commercial banners within the Olmsted Parks.
- Create a historic preservation trust fund to preserve and save endangered properties.
- Develop and implement educational programs on the significance of historic properties within DeKalb County, such as the Wadsworth Mill on Wadsworth Mill Place and Olmsted parks along Ponce de Leon.
- Establish a revolving fund to purchase threatened historic properties and to provide low interest loans for renovation and rehabilitation.
- Establish and enforce ordinances to control visual pollution of historic areas including restrictions on parking in lawn areas, junk collecting, litter, dilapidation, and signage.
- Assist municipalities in the County without historic preservation programs to adopt them.
- Develop and adopt alternative building codes for historic properties.
- Provide training programs for County staff that focus on historic resources, historic preservation, and urban design.
- Establish tax incentives for the restoration and rehabilitation of historic structures.
- Recommend that the City of Lithonia adopt the DeKalb County Historic Preservation Ordinance and designate downtown Lithonia as a historic district.

- 1.13 Preserve and protect natural features and scenic vistas.

**Action Strategies:**

- Develop a natural resources ordinance to preserve existing natural areas and develop management guidelines.
  - Strengthen the tree ordinance to ensure preservation of trees on public and private lands.
  - Establish incentives for the preservation of trees on private lands and for the
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noncommercial reforestation of private lands.

-Preserve natural areas of the county (such as the area located near the intersection of Briarlake Road and Amberwood Way).

**Objective:**

Maintain and enhance the quality of the county's natural environment and historic resources.

**Policies:**

1.14 Encourage the streamlining of the approval process for volunteers who wish to maintain neighborhood parks.

**Action Strategies:**

-Review and revise the process to utilize volunteer maintenance of neighborhood parks.

1.15 Encourage county judges to use community service sentences rather than jail time to maintain parks, right-of-ways, easements, and historic properties.

1.16 Restore and rehabilitate existing parks. (see also 4.1)

**Action Strategies:**

-Re-plant dead and dying trees, restore open areas of parks along Ponce de Leon Avenue according to the Olmsted Parks Master Plan and in other historic areas in accordance with historic landscape preservation guidelines.

-Rehabilitate Parkside and Fernwood parks located near the Brookhaven MARTA station.

-Develop existing parks per adopted master plans.

-Upgrade maintenance in Briarwood Park.

-Implement the Mason Woods Park Plan.

-Develop a maintenance plan for all parks and coordinate with community advisory groups.

-Improve and expand walking, jogging, and bike trails at all County parks.

-Rehabilitate and expand facilities at Exchange Park and Chapel Hill Park.

**Objective:**

Develop land and water resources in a manner consistent with resources capabilities.

**Policies:**

1.17 Achieve efficient use of multi-purpose open space which helps to define development concentrations, serves as buffers between dissimilar developments and/or protects sensitive natural areas. (see 7.18)

**Action Strategies:**

-Review and revise development regulations to establish guidelines for the creation and maintenance of natural buffers including a legal mechanism to enforce against buffer violations.

1.18 Provide opportunities for estate residential and agricultural uses in appropriate areas

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of the county.

- 1.19 Protect natural resources from development which would create significant negative environmental or economic impacts. Floodplains, steep slopes, rock outcroppings and soils with high shrink/swell ratios are natural features that, when developed inappropriately, could create significant negative impacts on the surrounding environs. (see also 1.22, 1.23, 4.9) The county intends to develop a Natural Resources Ordinance and Plan which meets or exceeds the Department of Natural Resources protection criteria regarding water supply watersheds, groundwater recharge areas, and wetlands.

**Action Strategies:**

- Identify natural resources which need to be protected and develop a plan for protection.
- Prohibit construction including parking lots in the flood plains and floodways.
- Establish a stormwater runoff control system and institute a program of regular maintenance of detention/retention ponds.
- Identify ways to use natural water detention applications rather than constructing detention ponds for all impervious surfaces.
- Review and revise development regulations to control silt runoff from all construction sites; provide enforcement mechanisms.
- Develop a program to monitor floodplains for dumping and non-permitted alterations.
- Develop a program to prohibit development in designated floodplains and locally designated wetlands. Protection of wetlands is intended to include protection of water resources creating the wetlands as well as other protective measures defined by the Georgia Department of Natural Resources and the United States Environmental Protection Agency.
- Establish floodplain lines for all creeks and rivers (Cobb Creek, South River especially in the area south of Flakes Mill Road near the Brookglen subdivision).
- Prohibit clear-cutting of road rights-of-way during development in order to provide for better water absorption and run-off control.
- Develop ordinance and programs to protect water supply watersheds and groundwater recharge areas. Investigate paving methods and runoff control measures and other methods to protect these areas. The specific intent is to meet or exceed the requirements of the Georgia Department of Natural Resources in protecting these areas and resources.

**Objective:**

Provide for the conservation and protection of natural and historic resources through the proper utilization and management of land, water, soil, forest, mineral, wildlife, architectural, and archaeological resources.

- 1.20 Develop a citizen and county partnership to maintain free-flowing streams and protect flood plains against development.
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**Action Strategies:**

-Develop an "Adopt a Stream" program to maintain drainage ways.

- 1.21 Promote the reforestation of cleared public lands.
- 1.22 Protect water quality by encouraging limited urban development in hydrologically sensitive areas and in areas which are necessary for watershed protection. Such limited urban development should incorporate adequate measures to restrict stormwater runoff and point source and non-point source water pollution. (see also 1.19, 1.23, 4.9)

**Action Strategies:**

-Update the existing comprehensive flood plain study.  
-Meet or exceed the Department of Natural Resources criteria and Atlanta Regional Commission models for protection of aquifer recharge areas and enforce through local county ordinances.  
-Meet or exceed the Department of Natural Resources criteria for watershed protection and enforce through local county ordinances.  
-Meet or exceed the Department of Natural Resources criteria for protection of wetlands and enforce through local county ordinances.  
-Review and revise development regulations to require re-vegetation along creeks to prevent erosion and to establish restriction for the amount of paved surface area which can be constructed upstream.  
-Strictly enforce flood plain protection ordinances.  
-Develop a plan to reduce or eliminate flooding of homes along Snapfinger Creek, the north and south forks of Peachtree Creek, I-85/I-285 areas (Mercer University), Brookside Parkway area, South River and its tributaries, and in the Druid Hills/Emory area along Peavine and Lullwater Creeks.

- 1.23 Construct efficient and effective stormwater management facilities as necessary to serve the existing and anticipated population and employment base in DeKalb County. (See also 4.9, 1.19, 1.22)

**Action Strategies:**

-Adopt and enforce an erosion and sedimentation control ordinance.  
-Prepare a master drainage plan for the county; require Category I dam upgrades.  
-Implement an automated flood plain analysis system capable of forecasting hydrological impacts of planned developments.

- 1.24 Coordinate the development of and impacts on regional water resources through cooperative efforts with state and regional agencies and adjacent local jurisdictions.

**Action Strategies:**

-Regularly monitor businesses and industries in the area that handle pollutants and hazardous wastes.

- 1.25 Identify significant historic and archaeological sites and districts and designate them
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under the historic preservation ordinance and other recognition programs.

**Action Strategies:**

- Conduct a historic resources survey of the county.
- Incorporate the survey data and current preservation status as provided by the Historic preservation Commission into the G.I.S. system.
- Designate local historic and archaeological sites and districts.
- Establish design guidelines for changes and new construction within those districts and sites.
- Nominate appropriate districts and sites to the National Register of Historic Places.
- Develop a program to encourage the donation or acquisitions of facade and open space easements, covenants, and other private land use control mechanisms to protect historic and archaeological resources and their landscape settings.
- Develop a policy whereby no modifications may be made to site or building plans for properties within a historic district after issuance of a Certificate of Appropriateness; if any change in plans is required by any agency of the County, no permits shall be issued unless said changes are first reviewed by and approved by the Historic Preservation Commission.

1.26 Create a Greenways commission to develop a greenway system for DeKalb County.

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## II. POPULATION: HUMAN AND SOCIAL DEVELOPMENT

### Objective:

Foster human and social development.

### Policies:

2.1 Promote existing programs offered at area schools and universities.

#### Action Strategies:

- Encourage programs to involve Emory University, DeKalb College, DeKalb Technical Institute, Mercer University and other learning institutions in addressing county needs for human and social development.
- Encourage after school programs such as tutorials for all grade levels.
- Encourage alternative education programs for unemployed middle age persons seeking updated skills to adapt to the changing workplace.
- Encourage adult literacy programs between the county and the state to take advantage of all existing programs.
- Encourage English as a Second Language programs.
- Encourage corporate business involvement in education programs such as "adopt a school" programs in concert with efforts of the DeKalb Chamber of Commerce.
- Encourage development of heritage education programs in local schools and colleges.

2.2 Encourage development of social programs that will serve all ages.

#### Action Strategies:

- Encourage multi-generational daycare facilities.
- Improve awareness of existing programs for senior citizens.
- Encourage programs that involve senior citizens with youth programs.
- Encourage and expand programs to make day care facilities more affordable for county residents.
- Encourage apprenticeship programs for teens 12 to 17.

2.3 Improve existing human and social programs by ways of funding, facilitation, cooperation, and implementation.

2.4 Encourage the formation of coalitions of neighborhood civic associations for the purpose of coordinating programs and enhancing political self-awareness.

2.5 Encourage existing social programs to consolidate in order to become more effective.

2.6 Encourage the use of vacant buildings and structures by nonprofit organizations to assist with the problems of human and social development.

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**Action Strategies:**

-Encourage the development of the International Village Cultural Center in Chamblee.

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### III. HOUSING

#### **Objective:**

Maintain and improve the individual character and identity of established neighborhoods and communities.

#### **Policies:**

3.1 Protect established single family residential neighborhoods from encroachment by incompatible development. (see also 3.6, 3.14, 6.17, 7.6, 7.9, 7.10, 7.18, 7.27)

#### **Action Strategies:**

- Develop design guidelines, through a citizen participation process, for infill development consistent with the density, original platting pattern, and architectural character of the neighborhoods.

- Identify and define contiguous residential areas and update the county development regulations to preserve these communities.

- Define and maintain defensible boundaries between residential, commercial and other zoning districts upon which homeowners and business persons can rely.

- Revise the county development regulations to impose lower height restrictions on new development adjacent to residential areas; adopt transitional height limits where office, commercial, and industrial adjoin residential use.

- Enforce restrictions on the leasing of rooms in private housing for personal care homes.

- Enforce current County zoning regulations to protect residential areas from incompatible development.

- Identify and designate local historic districts.

- Encourage coordination between DeKalb County's municipalities and unincorporated DeKalb County to minimize impacts from development across political boundaries.

- Prepare a map of DeKalb County neighborhoods and a map of Community Councils providing each commission district with 2 councils.

3.2 Encourage appropriate transitions between various residential districts by applying appropriate intermediate land uses between radically different land uses and appropriate buffers along adjoining boundaries.

#### **Action Strategies:**

- Reroute air traffic, adopt noise mitigation strategies, and promote redevelopment around PDK airport which enhances the quality of life for adjacent residential areas.

- Develop a transition plan for areas such as Valley View Road.

- Develop plans to reduce existing high density residential and institutional uses in the Druid Hills neighborhood.

3.3 Control the distribution of service organizations and institutions throughout the

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county.(see also 7.18)

**Action Strategies:**

- Survey existing service institutions to determine their impact on surrounding low density residential areas and develop plans to reduce their impact.
- Provide for reversionary zoning for properties within residential districts which may be returned to residential use.
- Ensure this distribution is coordinated with the transportation plan to ensure accessibility.

3.4 Encourage the preservation and adaptive reuse of historic structures for residential use.(see 1.7)

**Action Strategies:**

- Establish incentive programs for the rehabilitation of historic structures.
- Develop and adopt alternative building codes for historic structures.
- Identify, designate, and publicize historic districts and properties.

3.5 Reduce cut-through traffic through residential neighborhoods. (See also 5.1-5.12)

**Action Strategies:**

- Work with neighborhoods to develop neighborhood traffic programs for areas experiencing speeding and cut through traffic.
- Avoid street-widening in established residential neighborhoods.
- Enforce the county cut-through traffic ordinance.

3.6 Protect established single-family residential neighborhoods from encroachment by higher density development. (see also 3.1, 3.14, 6.17, 7.6, 7.9, 7.27)

**Action Strategies:**

- Retain the single family residential character of existing neighborhoods (including but not limited to the River Road and Flat Shoals Parkway area; the Belvedere, Druid Hills, Hidden Hills, Hunters Vineyard, Montreal Woods, Vista Dale, and Brookhaven/Dresden neighborhoods, and the area near Coosawattee Drive and Wayside Drive).
- Determine eligibility of these neighborhoods for historic district designation.

**Objective:**

Provide opportunities for quality, affordable, safe and sanitary housing to all the residents of DeKalb County.

**Policies:**

3.7 Enhance the county's existing supply of housing by promoting conservation practices, supporting rehabilitation programs and encouraging the replacement or restoration of dilapidated structures.

**Action Strategies:**

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- Determine the eligibility of these homes and districts for historic designation and applicable tax incentives for rehabilitation/preservation.
  - Encourage low interest loans to homeowners for repair of property.
  - Encourage education courses for property owners who are in financial trouble or facing foreclosure by providing facilities for seminars, workshops, and classes.

3.8 Create open space areas within one mile or within a twenty-minute leisurely walk from every housing unit in DeKalb County.

**Action Strategies:**

- Inform owners of housing built within the flood plains regarding FEMA insurance.
- Prioritize homes that flood severely on a regular basis for purchase and removal and convert land to greenspace.
- Hold workshops on flood proofing and erosion control.

3.9 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.

**Action Strategies:**

- Disperse detached single family quality affordable housing throughout the county. Limit the number of units of affordable housing per site.
- Provide incentives for developers to build quality affordable housing.
- Work with Habitat for Humanity and other non-profit agencies to provide affordable housing for low income families provided that their structures reflect the standards of the existing community with respect to lot size, materials, siding, setbacks, and buffers.
- Seek out private donations to build low and moderately priced homes such as Peachcrest Trace.
- Encourage the adaptive reuse of existing commercial, industrial, and institutional properties for housing.

3.10 Strive for expanded code enforcement and timely, improved response to enforcement requests. (see 3.11)

**Action Strategies:**

- Provide regular training of building inspection personnel.
  - Provide timely responses for code enforcement requests.
  - Develop a code enforcement monitoring program for vacant structures, junk cars, garbage (including tires), large trucks, landscapes, and signage.
  - Develop a plan to enforce codes along Memorial Drive, specifically garbage disposal ordinances for commercial structures located along Memorial Drive which back up to residential neighborhoods (such as Dunaire).
  - Develop a stronger code enforcement program in the subsidized housing projects to reduce crime, drugs, garbage, etc.
  - Provide adequate staff for strict enforcement of the historic preservation
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ordinance.

- Develop and adopt alternative building codes for historic properties.
- Enforce noise ordinances to reduce conflict between multi-family and single family areas.

3.11 Improve the quality of apartment structures within DeKalb County. (see 3.10)

**Action Strategies:**

- Survey and identify all apartment buildings which are substandard and deteriorating, including Pebble Brook, Glenwood Oaks, Winston Manor, Englewood, and Shoal Creek.
- Enforce the housing code for those properties which are substandard and use legal and judicial means to enforce compliance to upgrade and comply with building codes.
- Encourage the formation of tenant associations for each apartment building which can inform and educate new tenants on their rights and responsibilities. These duties could include how to lodge a complaint regarding housing code violations, how to negotiate repairs with landlords, and tenant/landlord liability issues.
- Encourage educational programs which inform landlords and property managers of their responsibilities to the community and tenants.
- Develop and implement a plan for strict code enforcement for apartment complexes.

3.12 Strive to eliminate the barriers to home ownership. (See 3.9).

**Action Strategies:**

- Encourage the development of quality affordable homes.
- Identify inexpensive vacant land where quality low and moderately priced homes can be constructed in order to make homes more affordable.
- Encourage the use of FHA/VA financing to make homes more affordable.
- Recommend that all new construction should meet energy and water efficient standards.
- Encourage the development of Housing Counseling Programs which educate homeowners on personal finances, pre-home purchase issues, home maintenance, foreclosure prevention, and tenant/landlord issues.
- Explore Employer-Assisted Housing Programs, which include group mortgage origination plans, payment guarantees, leasing or donating land.
- Encourage Credit Counseling classes which educate the public on how to correct their credit.
- Encourage the development of "second chance" mortgage opportunities for individuals who have corrected credit or past foreclosure problems.
- Seek means to target single person households for home ownership opportunities.
- Target home ownership opportunities to the elderly and disabled.
- Encourage the adaptive reuse of existing structures.

3.13 Improve Public Assistance Housing Programs.

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**Action Strategies:**

- Update and develop the management information systems to provide better accountability, efficiency, and effectiveness.
- Encourage a Public Housing Drug Elimination Program in all locations receiving public housing assistance. This program could include onsite police officers, drug education, awareness programs, children and youth activities, job development, parent involvement, and support activities.
- Expand and improve the apartment renovation program.
- Encourage resident associations and Neighborhood Watch Programs which meet regularly with the police to determine problems and develop solutions.
- Encourage efforts of individual tenants to recondition or beautify units or common areas.
- Reduce the eviction notification action period from six months to 30 days in public housing.
- Establish a program to screen applicants for Section 8 housing assistance for previous evictions due to criminal cause, proven destructive habits, or nonpayment of rent.
- Ensure apartments meet standards for energy and water efficiency.

**Objective:**

Develop an appropriate mix of dwelling types, sizes, and prices to meet the current and projected housing needs of the county residents.

**Policies:**

3.14 Develop design guidelines for residential infill compatible with surrounding 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)

**Action Strategies:**

- Allow construction of housing for the elderly adjacent to residential areas if the scale and character is compatible with the existing neighborhoods.
  - Preserve the character of existing neighborhoods and develop design guidelines which reflect the standards of the existing community with respect to lot
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- Require infill development to adhere to the same setback requirements as surrounding development.
- Use churches, parks, libraries, and natural areas as buffers between areas of different residential density.
- Develop garden homes and cluster development in appropriate locations such as the Columbia Cluster area.

- 3.15 Strive to prevent the occurrence of discrimination in housing on the basis of age, race, religion, sex, or national origin. (see 7.18)
- 3.16 Encourage housing for the elderly that is well planned, soundly financed and located within a pedestrian friendly residential environment. (See 7.18)

**Action Strategies:**

- Disperse community care facilities throughout the county.
  - Provide for additional forms of elderly housing such as nursing facilities, adult foster homes, senior apartments, and small group residences as "special use" permits.
  - Monitor the development of personal care homes and consider revised spacing requirements.
  - Review and revise the county zoning ordinance to assess the appropriateness of allowing elderly housing within OI districts.
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**Objective:**

Achieve housing development that incorporates the best principles of site planning, residential design, and historic and environmental preservation.

**Policies:**

- 3.17 Ensure through the enforcement of appropriate development standards that the level and type of residential development will be compatible with the physical limitations of the land and the surrounding natural and built environment. (see 7.18)

**Action Strategies:**

- Develop incentive programs for landscape preservation in new developments or existing developments such as Amberwood Way.
  - Hire a county arborist, to be paid from permit fees, to promote landscape education, to prepare an inventory of specimen landscapes in the county, to implement a reforestation policy and to assist developers in meeting requirements of the tree ordinance.
  - Develop and adopt a comprehensive tree ordinance inclusive of all land uses in consultation with groups such as Trees Atlanta.
  - Require developers to preserve existing trees and vegetation when completing new developments, such as the Waters Edge community.
  - Require developers to provide sufficient access (at least two access points) in and out of expanding subdivision developments, such as the Patillo Lakes subdivision, and Stonebreeze subdivision on Stephenson Road.
- 3.18 Develop density reduction standards in the county code to apply to proposed residential developments with access to local roads. (see also 7.18)
- 3.19 Restrict the construction of apartments in DeKalb County until such time as all counties within the Atlanta Metropolitan Planning Region have an equivalent ratio of apartments to single family housing.

**Action Strategy:**

- Enact an interim development control ordinance governing the zoning and new 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 on the County infrastructure and budget and whether there is an impact on public safety.
- 3.20 Restrict the number and density of apartments to a percentage that does not exceed 25% of single-family housing within each Commission District.

**Objective:**

Establish high building standards to ensure quality workmanship and construction for housing in DeKalb County.

**Policies:**

- 3.21 Ensure a licensing and certification program for builders and developers and assure
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that all new construction meets minimum building code requirements, is energy and water efficient, that all materials meet quality standards, and that standards for material are equal to or better than the standards set by the manufacturer. (See also 4.5, 7.18)

3.22 Strengthen local building code. (See also 7.18)

**Action Strategy:**

Establish a quality control system (recommended by University of Georgia Institute of Government) to assure that all new construction meets minimum standards.

3.23 Ensure that building inspectors are thoroughly trained and supervised.

**Action Strategy:**

-Develop an ongoing training and continuing education program and a supervisory program for building inspectors.

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## IV. COMMUNITY FACILITIES

### **Objective:**

Promote community facilities according to need, population density, land use continuity, natural resource suitability, compatibility with historic resources, user safety, neighborhood policies, and the optimum allocation of public funds, all coordinated through planning.

### **Policies:**

4.1 Time land acquisition for anticipated future needs as far in advance as economically possible to avoid inflated land prices and reserve appropriate sites for public facility development when needed. (see 1.6, 1.10)

### **Action Strategies:**

- Develop additional parks for active and passive recreational use and develop a plan for linkage.
  - In the Zoning Ordinance require the provision of open space and buffers in new developments so that green buffers separate commercial parcels and office parcels and so that existing buffers between land uses must have year round sound attenuation vegetation..
  - Seek to acquire, protect and preserve the property lying south of Ashford Center Parkway at Chamblee Dunwoody Road for development for park land/greenspace.
  - Encourage the protection and preservation of the farmhouse and surrounding landscape of the Spruill site located at the intersection of Chamblee Dunwoody and Mt. Vernon Roads.
  - Seek to acquire, protect and preserve the five to ten acre undeveloped site on Roberts Drive across from Austin Elementary.
  - Develop bikeways to Murphy Candler Park along: (1) Chamblee Dunwoody via Ashentree, West Nancy Creek to Ashford Dunwoody, (2) Chamblee Dunwoody via East Nancy Creek Dr., Candler Lake East, West Nancy Creek, and (3) Chamblee Dunwoody to I-285.
  - Target the Little Creek Farm and Stable on Orion Road for park land/greenspace and wetland retention.
  - Acquire the floodplain area west of Collingwood Drive to develop as a park with bikeways, trails, outdoor exercise stations, courts and playfield facilities.
  - Plan for a recreational center at Redan Park.
  - Establish a nature park near Cobb Creek and Flat Shoals Parkway.
  - Protect and preserve the green belt around Cobb Creek area.
  - Develop a recreational center and park near the Glen Haven area.
  - Expand the tennis facilities at Brown's Mill Road Recreation Center.
  - Develop additional park areas along Cobb Creek, South River, River Road, and Flakes Mill Road.
  - Plan for a park and community center near River Road and Flakes Mill Road.
  - Rehabilitate and expand Exchange Park to include a recreation center and pool, expand the existing tennis facilities and provide lighting.
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-Explore converting the DeKalb County firing range into a community park and construct a new indoor shooting range.

4.2 By January 1, 1997, prepare a countywide sidewalk plan through a citizen participation process, which includes sidewalks, pedestrian walkways and/or bikeways which link MARTA stations, shopping, neighborhoods, schools, libraries, and park, recreation facilities and meet ADA standards. Plan for and provide sidewalks on major and minor arterials, residential arterials, and collectors. (See 1.8, 5.1 - 5.12)

**Action Strategies:**

-Develop pedestrian areas with bikeways linking Perimeter Mall, Ravinia, hotels, and other office complexes in the area.

-Develop sidewalks along major arterial roads, such as Ashford Dunwoody Road (from Interstate 285 north to Mount Vernon Road, and southward across Interstate 285 to Johnson Ferry Road) Chamblee Dunwoody Road, and Mount Vernon Road.

-Develop bikeways and jogging trails along the entire length of Mt. Vernon Road, and along Ashford Center Parkway, Womack Drive, North Peachtree Road (from Interstate 285 to Tilly Mill Road), Cotillion Road (from North Peachtree Road to Chamblee Dunwoody Road), Chamblee Dunwoody Road to Peeler Road, Ashford Dunwoody Road (from Mt. Vernon Road to Ashford Center Parkway), Tilly Mill (from Mt. Vernon Road to Peeler Road), along Peeler Road to Happy Hollow Road, and on from Happy Hollow to Dunwoody Club Drive, Mt. Vernon (from Mt. Vernon Road to Woodsong), and Dunwoody Club Drive (from Mt. Vernon Road to Spalding Drive).

-Develop sidewalks and pedestrian linkages from the Orchard Park areas (Mt. Vernon Road and Dunwoody Club Drive intersection) and the Dunwoody Village area (Mt. Vernon and Chamblee Dunwoody Roads) to the Perimeter Mall, and the MARTA station at the Mt. Vernon/Abernathy Road intersection.

-Develop sidewalks and pedestrian linkages from the Sandy Springs MARTA station to Dunwoody Club Drive and Winter's Chapel Road.

-Complete sidewalks along Hammond Drive from the Sandy Springs MARTA station to Ashford Dunwoody Road.

-Complete sidewalks along Chamblee Dunwoody Road from Mt. Vernon Road to Roberts Drive to link Austin Elementary School, Dunwoody Village, Chamblee Dunwoody Road, and Roberts Drive to the Fulton County Line.

-Complete sidewalks along the entire length of Ashford Center Parkway at the intersection of Ashford Center Parkway and Ashford Dunwoody Road to Chamblee Dunwoody Road.

-Complete sidewalks from Chamblee Dunwoody Road from Interstate 285 to Peeler Road.

-Develop a sidewalk along Dunwoody Club Drive along the southerly portion in DeKalb County from Ball Mill Road to Mt. Vernon Road.

-Develop sidewalks and pedestrian linkages along roads connecting Shallowford Road and Chamblee-Tucker Road.

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- Develop pedestrian walkways and/or bikeways in areas such as the Medlock Floodplain to Sweetwater Creek along the Seaboard Railroad; Mason Mill to W.D. Thompson Park; South Fork of Peachtree Creek along Ponce de Leon; Olmsted Park to Emory University and the Medlock Floodplain; Oakdale to Lullwater; Belle Glade and Stoneview to Jolly Park.
  - Develop pedestrian walkways and/or bikeways along Buford Highway and along portions of Briarwood Road and Coosawattee Drive connecting these areas with the Briarwood Recreation Center and park.
  - Develop a pilot sidewalk/streetscape enhancement projects at the intersections of North Decatur and Clairmont Road; and Glenwood and Candler Road connecting the local commercial district to surrounding neighborhoods.
  - Develop bikeways and or sidewalks along Briarcliff, La Vista, Clairmont, Houston Mill Road, Clifton Road, and N. Druid Hills Road.
  - Develop sidewalks along Biltmore Drive especially between Clifton and LaVista Roads near the Beth Jacob Synagogue.
  - Develop a multi-use trail along South Peachtree Creek from Market Square to Wesley Woods.
  - Acquire the area near Market Square for the South Peachtree Creek Nature Preserve.
  - Rebuild and maintain the Decatur-Stone Mountain bicycle route as a community resource/parkland. Provide park-like areas as rest and exercise stops.
  - Develop sidewalks along major arterials such as Memorial Drive, North Decatur Road, South Indian Creek, and along the east side of Collingwood from Memorial Drive to Danbury Lane.
  - Provide bikeways and sidewalks along Rays Road, Hambrick Road, East Ponce de Leon, Central Drive, Memorial Drive, and North Hairston.
  - Develop a greenway/bike path along Redan Road and Stone Mountain-Lithonia Road from Lithonia to Stone Mountain Park.
  - Plan and provide for sidewalks, pedestrian walkways, and/or bikeways to Wesley Chapel Library, Southwest High School, and shopping areas along Wesley Chapel Road.
  - Develop sidewalks and/or bikeways along the east side of Panola Road from Interstate 20 to the Salem Crossing Shopping Center.
  - Develop sidewalks and pedestrian crossings west of Ottawa Trail on Rock Springs Road, and near Salem Junior High, Fairington Elementary, and Rock Springs Elementary.
  - Coordinate sidewalk and bikeway projects in historic areas with the Historic Preservation Commission.
  - Add sidewalks on Dresden Drive from the MARTA station to Thompson Road and on Caldwell Road from Ashford Road to Dresden Drive.
  - Add sidewalks connecting Dresden Drive with the Boys Club on North Druid Hills Road.
  - Construct and repair sidewalks on Flat Shoals Road, Glenwood Road, Memorial Drive, Bouldercrest Road, Fayetteville Road, McAfee Road, Gresham Road, Clifton Church Road, Clifton Springs Road, Columbia Drive, Second Avenue, Tilson Road, and Whites Mill Road.
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4.3 Strengthen the pedestrian linkage between residential areas and MARTA stations.

**Action Strategies:**

- Widen sidewalks along residential streets, provide sidewalk lighting and delineate pedestrian crosswalks to MARTA.
- Minimize auto use and congestion on residential streets near MARTA stations.
- Require new development to provide for bicycle transport, car-pools, and sheltered bus stops.

4.4 Extend and improve public services and facilities on a priority basis into areas with an existing need or into areas where the timing for urban development is appropriate. Make maximum use of existing facilities. (see 7.39)

**Action Strategies:**

- Conduct an analysis of impacts to the existing infrastructure for large developments prior to permitting to include drainage, traffic and parking impact, noise, light, schools and all public services..
- Update the feasibility study to assess the use of fees based on impact to infrastructure and environment for development in DeKalb County.
- Develop additional meeting facilities in the area.
- Encourage organizations such as the YMCA and Boys/Girls Clubs to locate in the under-served areas of the County.
- Encourage adaptive reuse of older buildings with already developed infrastructure.
- Develop joint use agreements with the county schools particularly for recreational activities and meeting functions.
- Increase library services including operating hours at flagship and area libraries, utilize volunteers, and solicit book donations from County citizens.
- Encourage the YMCA/YWCA to develop a store front space along Memorial Drive as a recreation area and community gathering place.
- Study space needs for the Public Safety Complex and the Juvenile Court Building.
- Construct a new Forensic Science Center/Morgue.
- Encourage water conservation efforts.

4.5 Ensure that new developments bear an equitable share of and responsibility for the cost of new public services and facilities. (see 3.18, 7.18)

**Action Strategies:**

- Limit new development to existing water, sewer, and road capacities.
  - Revise county development codes to address higher quality standards for infrastructure materials to include asphalt quality, pipe longevity, curbs and sidewalk concrete which will withstand the weight of an 18-wheel moving van without cracking.
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4.6 Coordinate all land use plans and capital improvement plans to assure they are mutually-supportive and comply with area's development concepts.

**Action Strategies:**

- Utilize the Atlanta Regional Commission as a planning and education resource.
- Work with Fulton County to alleviate problems stemming from the Fulton/DeKalb sewer line interface.
- Promote active coordination among preservation commissions within the county and with preservation commissions or programs in adjacent cities and counties.

4.7 Maintain sidewalks and crosswalks for pedestrian traffic.

**Action Strategies:**

- Develop a program and schedule for regular maintenance of sidewalks and crosswalks. Immediate repairs are needed in older residential areas (Druid Hills, Johnson Estates).

4.8 Improve street lighting.

**Action Strategies:**

- Require developers to install lighting in subdivisions during development stages.
- Ensure that new and replacement lighting is appropriate for historic areas through coordination with the Historic Preservation commission.

4.9 Ensure that public facilities comply with all county, state and federal environmental regulations and other standards. (see 1.19,1.22,1.23, 5.1-5.12, 7.18)

**Action Strategies:**

- Survey existing drainage systems and develop a countywide drainage plan and a process for implementation.
- Develop pilot projects for stormwater management.
- Increase efforts to monitor and prevent the back up and overflow of raw sewage.
- Develop pollution prevention measures to minimize wastewater discharges from new and existing development.
- Monitor and enforce safety measures to insure that drainage ditches are properly maintained and covered.
- Drainage ditches of particular concern are located along Boulderview and Gresham Road, the Morsay community, in the Conley Marison subdivision, along Briarcliff Road between Emory Road and Sheridan Road, Valley Brook Road and McLendon Avenue and behind houses on Cedarbrook Court.

4.10 Consider a Coordinated Utilities Plan for gas, water, cable, electric,

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telephone utilities. To develop common underground easements, to protect utilities from weather hazards, and to eliminate "lost" street right-of-way.

**Action Strategies:**

- Develop a program to replace obsolete and overage pipes in the County's neighborhoods which are in need of replacement; include notice of construction to residents 30 days prior to construction so residents can move landscaping or make plans.
- Rehabilitate water and sewer lines as needed. (10/99)*
- Increase water pressure in older neighborhoods *with poor water pressure. (10/99)*
- Protect tree roots and older trees when *rehabilitating (10/99)* water and sewer lines.

- 4.11 Encourage the preservation, restoration and/or adaptive reuse of historic structures which can meet the needs for public services and facilities. (see 1.12, 3.4)

**Action Strategies:**

- Inventory existing resources including potential historic districts.
- Strictly enforce the Historic Preservation ordinance with no administrative discretion. All appeals would be directed to the Historic Preservation Commission. No work would proceed during the pendency of an appeal.
- Designate eligible sites and districts.
- Develop design guidelines for historic districts and properties.
- Encourage only appropriate infill development in historic areas.
- Establish a revolving fund to option, purchase or rehabilitate endangered historic properties, and wherever possible, return them to appropriate tax-generating activity. Use fund to acquire less than fee simple interests in properties, where appropriate.
- Develop and adopt alternate building codes for historic properties through coordination with the Historic Preservation Commission.
- Ensure that appropriate signage, lighting, traffic signalization equipment, curbing, and sidewalks are installed in historic districts through coordination with the Historic Preservation Commission.

- 4.12 Coordinate sanitation services and facilities to make maximum use of existing facilities and technology. (see 1.7)

**Action Strategies:**

- Develop and expand the county's recycling programs; DeKalb County has a Solid Waste Management Plan which considers alternative means of waste disposal and solid waste reduction including composting and recycling. Prohibit the siting of new landfills in accordance with the County's Solid Waste Management Plan.
  - Prohibit the disposal of radioactive materials in the county's landfills.
  - Develop recycling programs as well as economic incentives for recycling.
  - Enforce stringent regulations on what can be dumped into the County's landfills.
  - Increase the publicity and educational awareness for recycling programs in
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the county.

-Prepare a cost-revenue analysis for the application of a discount for one-time annual payment of sanitation fee.

-Study the feasibility of resource recovery programs in DeKalb County.

- 4.13 Support the comprehensive effort to address crime prevention and drug problems throughout the county and within neighborhoods.

**Action Strategies:**

-Encourage police residency programs in neighborhoods.

-Expand the number of areas covered by Community Oriented Police.

-Increase patrols through residential areas particularly between 11PM and 7AM.

-Explore a program to allow officers who live in DeKalb County to take cars home in order to improve visibility and deter crime.

-Assign police officers to precincts encouraging stability of assignments.

-Explore a volunteer park patrol program.

-Bolster drug treatment programs offered in the county and improve crime awareness and drug education programs.

-Develop innovative techniques in the fight against drugs.

-Increase neighborhood police patrols throughout the County, including such areas as East Rock Springs, University Drive, Briarwood Hills, Woodland Hills, Druid Hills, LaVista Park and Executive Park.

-Develop motor bike and bicycle patrols for policing of neighborhoods and trails.

-Develop additional Police precincts in east central and west central DeKalb (Tucker and the Sage Hills Shopping area) and study neighborhood police mini-precincts concept (in vacant storefronts along Memorial Drive between Collingwood and South Indian Creek Road and the Candler-Glenwood area).

-Update Neighborhood Watch Programs on an annual basis to indicate current activity.

-Increase patrols in areas of known drug activity.

-Implement foot patrols in apartment complexes along Central Drive, Hairston Road, and around Memorial Drive to reduce high instances of crime.

-Acquire additional grant monies for Community Policing, Crisis Intervention, Public Safety Programs, and Drug Elimination Programs.

- 4.14 Coordinate PDK Airport and airport related land uses with adjacent land uses and provide for adequate buffers and transitional uses between the PDK airport and residential areas of the county.

**Action Strategies:**

-Adopt by August 1, 1997, an ordinance which complies with FAA Part 161 regulations for a night restriction at PDK between 11:00 p.m. and 6:30 a.m.

-Implement additional noise mitigation strategies for PDK.

-Prepare Environmental Impact Statements for PDK prior to any construction or operational changes in service or addition of facilities with public hearings

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conducted by Board of Commissioners.

-Initiate feasibility study of rerouting air traffic in order to develop an approach/departure zone map and implement noise mitigation measures and other actions to reduce impacts to residential areas; have study completed by January 1, 1997.

-Conduct and adopt a cost/benefit analysis study of PDK airport.

-Continue the policy regarding scheduled freight service or passenger service for commuters. Service expansion is not recommended.

- 4.15 Review the efficiency and cost effectiveness of existing public safety services once every three years.

**Action Strategies:**

-Provide EMS facilities and fire stations with the manpower and resources to achieve and maintain a 4 to 6 minute response time in all parts of the county, such as in the Rockbridge area and along Flat Shoals Parkway and Flakes Mill Road.

-Standardize the street numbering system in order to improve response time, specifically on Maxey Hill Drive.

-Identify neighborhoods lacking fire hydrants, and develop a schedule for installation.

-Upgrade the county 911-system.

-Construct a new fire station on Rockbridge Road.

-Build a new fire station for the Candler/McAfee area.

-Renovate the existing fire station on Clarendon Avenue in Avondale Estates.

- 4.16 Reduce county construction/repair force and implement bidding process to contract for routine work projects.

- 4.17 *Transmit the following recommendations received from DeKalb County citizens to the DeKalb County Board of Education in order to promote excellence in primary and secondary school education.*

**Action Strategies:**

-Expand interaction between the county public safety department and the schools on drug education, crime, etc.

-Construct permanent classroom facilities to replace temporary facilities.

-Expand early intervention programs and alternative school programs.

-Improve libraries and cultural activities in existing schools.

-Establish quarterly planning meetings between the County government and the County School Board in order to address the impact of new development on the school system and revenue generation.

-Utilize facilities for after school programs.

-Construct schools in rapidly developing areas.

-Work with County School Board officials to improve test scores, reduce discipline problems, lower student/teacher ratios, and ensure that students have a safe environment in which to learn.

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- Provide space for students at community centers.
  - Develop magnet schools.
  - Strictly enforce truancy laws and encourage residents as well as merchants to report truants.
  - Lower student/teacher ratios.
  - Work to reduce overcrowding at Hambrick Elementary, Stone Mountain Junior High, and Stone Mountain High.
  - Encourage the development of magnet schools, specifically at Dunaire Elementary School and Hambrick Elementary School.
  - Provide gyms for elementary schools.

4.18 Encourage nonprofit organizations to develop community outreach programs.

**Action Strategies:**

- Tap into the County's institutions of higher learning in order to provide assistance in literacy and math training programs, as well as conflict resolution.
- Expand existing programs such as the County Board of Health's teen pregnancy program.
- Provide English as a Second Language programs, recreational activities, and additional programs for the elderly.
- Develop recreational programs which focus on tennis, gymnastics and other sports for youth.
- Establish partnerships, mentorships and leadership training with area businesses for youth.
- Encourage existing job training programs for youth which relate to current labor market demands.
- Expand drop out prevention programs for youth.
  
- Establish/renew advisory panels that include service recipients as members.

4.19 *Transmit the following recommendations received from DeKalb County citizens to the DeKalb County Board of Health in order to improve accessibility.*

**Action Strategies:**

- Promote existing programs such as the County Board of Health's teen pregnancy program.
- Make hours of operation more user friendly.
- Increase services and reduce fees for County residents.
- Locate facilities in areas of greatest need.
- Monitor the effectiveness of child and adult day care services.
- Develop programs which address substance abuse and pre-and post-natal care.
- Locate new public health facilities convenient to alternative modes of transportation.

4.20 Encourage the development of services specifically for seniors citizens.

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- 4.21 Encourage the development of volunteer services throughout the county.
- 4.22 Improve maintenance of right of ways, increase trash pickup, and enforce anti-littering laws.

**Action Strategies:**

- Encourage community groups, and civic associations to beautify and maintain bordering right of ways.
  - Increase and improve trash collection, and litter control specifically at entrance and exit highway ramps.
  - Implement an aggressive program for control and removal of graffiti.
- 4.23 Implement the Final Report of the Blue Ribbon Committee for DeKalb County Parks and Recreation (Appendix H) as adopted by BOC on February 13, 1996.
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## V. TRANSPORTATION

To further the county's goals and to move people, not just cars, the county's new policy direction on mobility planning is designed to accomplish the following:

- 5.1 assure that pedestrians and pedestrian safety are a top priority;
- 5.2 to reduce dependence on the automobile;
- 5.3 to develop safe, convenient modes of travel other than the automobile;
- 5.4 retain and preserve the county's neighborhoods, sense of community and character, and as a priority in transportation planning, preserve its historic districts and properties;
- 5.5 assure that mobility improvements are consistent with land use policy for the county;
- 5.6 improve air quality;
- 5.7 institutionalize safe bicycle and pedestrian facilities and programs within the county linked to all forms of transportation;
- 5.8 to assure a balanced interconnecting transportation system for the county with harmonious and safe co-existence of alternative user groups;
- 5.9 improve curb appeal through landscaping and streetscaping on major arterials;
- 5.10 designate appropriate roadways for scenic preservation;
- 5.11 minimize any negative social, economic, energy or environmental effects of transportation decisions;
- 5.12 encourage mass transit services serving all citizens; and
- 5.13 assure an open public process with public hearings in the affected community.

### ACTION STRATEGIES:

#### **Encourage expanded use of (MARTA) mass transit.**

- develop express bus routes on the Perimeter connecting the Perimeter employment area to South DeKalb Mall with stops at park-ride facilities at Covington Highway and Stone Mountain Freeway and stops at Memorial Drive and LaVista/Northlake.
  - Encourage the installation of bike racks at bus stops, at MARTA stations, and on MARTA buses. Install bike lockers at MARTA stations.
  - Improve MARTA service between Northlake and Emory.
  - Develop park-ride lots.
  - Extend MARTA lines and service hours.
  - Provide bus schedules and route information at all bus stops.
  - Install sidewalks to provide pedestrian linkages between MARTA stops and major activity centers, schools and parks.
  - Install bike lanes to link between MARTA stations and major activity centers.
  - Provide information regarding transportation services for the elderly and handicapped.
  - Install streetlights near bus stops, and cement slabs to avoid standing in mud and rain while waiting for the bus.
  - Install vandal-resistant trash cans at all transit stops.
  - Encourage a regular maintenance plan for mowing of grass and weeds, and trash pickup near bus stops.
  - Encourage the installation of bus shelters at all stops on major arterials (Glenwood Road).
  - Create dedicated bus turnouts at bus stops in commercial areas where possible.
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- Provide L-van para-transit service for the wheelchair community and other disabled citizens to service residents in all areas (Glenwood at Line Street).
  - Develop a signage program for locating the Indian Creek MARTA Station which indicates which streets are not through streets to MARTA, specifically in the Dunaire neighborhood.
  - Request that MARTA analyze demand, need, and ridership data for proposed expansion of public transit south of Interstate-20 between Wesley Chapel Road to Panola Road (extend rail service to South DeKalb).
  - Improve DeKalb County Community Councils to facilitate input to the Planning Department and MARTA regarding the planning of public transportation (Wesley Chapel Road to the proposed Mall at Stonecrest).
  - Encourage MARTA to add vans or small buses for routes with low ridership or for off peak hours to reduce pollution, noise, and vibration especially for routes through neighborhoods.

### **Develop framework for mobility planning.**

- Write a Transportation Demand Management Ordinance similar to the Buckhead model to reduce traffic congestion near employment centers.
  - Review County parking requirements for classrooms and laboratories, require Emory University and the Centers for Disease Control and Prevention to provide shuttle service in conjunction with reduced parking requirements.
  - Begin congestion mitigation planning.
  - Encourage the development of a Transportation Management Zone in the Perimeter Center area and Emory area in which measures are taken to reduce peak hour traffic volumes. Encourage cooperation between MARTA, Fulton and DeKalb Counties, and the private sector in implementing transportation improvement measures such as staggered work hours/shifts, carpooling, and increased ridership on public transit.
  - Develop incentives for reduction of parking facilities and provisions for the use of alternative transportation including walking, bicycling, MARTA, carpooling, and shuttle Buses.
  - Develop parking reduction standards.
  - Adopt an ordinance which requires bicycle parking facilities in new developments such as apartment complexes and office buildings to encourage use of mass transit and other alternate forms of transportation.
  - Encourage Emory University to build sidewalks on roads approaching campus in exchange for reduced parking requirements.
  - Revise the county subdivision ordinance and development regulations, through a citizen participation process similar to the one employed in the Comprehensive Plan, to require developer installed sidewalks in all new developments; link sidewalk requirements to certificates of occupancy requirements so that the certificate of occupancy cannot be issued unless the sidewalks are completed.
  - Review and revise the development regulations to provide traffic impact analyses and alleviation plans.(see 7.18)
  - Reserve and/or acquire rights-of-way for limited future street improvements in advance in order to minimize neighborhood disruption and to ensure proper adjacent land use development. (see 3.5, 4.2)
  - Develop policies for purchase and treatment of homes along roads being widened when building setbacks are reduced in low density residential neighborhoods.
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-Improve cooperation between the County and homeowners regarding impact and future use of residential properties located on roads slated for widening such as Panola Road and Hairston Road.

-Maintain established minimum setbacks in a road widening, acquiring any structures to accomplish this and design widened road to incorporate a boulevard and areas that buffer adjacent residential areas. Require a public hearing in the community for any proposed road widening.

-Incorporate on-street bicycling facilities i.e. wide curb lanes, bicycle shoulders, or bike lanes in all road widening projects.

-Review and revise development regulations to require new development and redevelopment/rehabilitation to provide traffic impact analyses and alleviation plans.

-Make public transportation systems more accessible and more interconnected with the installation of crosswalks, traffic signals, bicycle paths, bus stops with shelters and multi lingual signs.

-Incorporate mass transit in all future plans for high density areas.

-Revise the County's development regulations to reduce the width of all street classifications in order to reduce impervious surface area and to reduce stormwater run-off.

### **Protect neighborhood integrity, character and property values.**

-Implement the cut-through traffic ordinance.

-Develop a cost sharing program or special tax district legislation for the development of sidewalks in existing developments and neighborhoods.

-Develop a program for maintenance and repair of sidewalks.

-Develop standards to extend the design life of new and resurfaced roadways (up to 20 years) and require the use of life-cycle costing by contractors selected for road projects.

-Establish a clear distinction between high traffic thoroughfares and neighborhood streets.

-Maintain existing road widths in historic areas including the Druid Hills Community (North Decatur Road between Briarcliff and Clairmont Roads, Ponce de Leon Avenue between Moreland Avenue and the CSX Railroad Bridge, and Briarcliff Road between Ponce de Leon Avenue and Clifton Roads).

-Maintain existing road widths along Columbia Drive near the Forest Hills subdivision, on Briarcliff, LaVista, Clairmont, and North Druid Hills Road(s) and Scott Boulevard/Lawrenceville Highway.

-Provide for public hearings in the affected community for road widening projects prior to submission to any committee of the ARC or DOT.

-Minimize the crossing distance for pedestrian crosswalks if possible with islands or other safe spaces.

-Study the installation of a right turn loop circle underneath Ashford Dunwoody Road to westbound I-285 similar to the eastbound loop at the same intersection.

-Install turn arrow signals and lanes in high traffic areas in accordance with neighborhood traffic plans after a public hearing in the affected commission district.

-Restrict truck traffic from neighborhoods and residential streets (Kelton Drive, Shepherds Lane).

-Maintain existing widths of Panola, Salem, Evans Mill, Rock Chapel, Thompson Mill, Miller, and Browns Mill Roads where they pass through residential neighborhoods.

-Enforce cut through traffic ordinance, with input from affected neighborhood residents,

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for areas experiencing speeding and cut through traffic.

-Install signs where necessary in neighborhoods for busses/trucks which say "Slow Vibration."

-Restrict truck routes in residential areas throughout the county.

-Review and revise development regulations to require new developments to provide traffic impact analyses and alleviation plans.

-Enforce countywide cut-through traffic policies which would utilize speed humps, and road tables to control the speed of traffic on residential streets.

-Develop a plan to restrict neighborhood overflights of air traffic into and out of PDK airport.

-Develop a plan to reduce Hartsfield aircraft noise in the area of DeKalb College (Central), Memorial Drive, Druid Hills/Emory, and DeKalb College (South).

-Avoid compromising the character of existing historic neighborhoods or districts which may qualify for historic designation.

*-Extension of the Glenridge Connector from Peachtree Dunwoody Road to Johnson Ferry Road in Fulton County will have a direct impact on nearby neighborhoods in DeKalb County. In order to implement the county goal of preserving neighborhood character and community character, the county envisions no widening of Old Johnson Ferry, Johnson Ferry and West Nancy Creek roads. (10/98)*

*-DeKalb County would oppose a bridge crossing the Chattahoochee River between Cobb County and Fulton County that would deposit traffic (40000 cars per day) anywhere east of Roswell Road that would adversely affect any residential areas in DeKalb County.(10/98)*

### ***Maximize the Positive Impacts of the PDK Airport While Minimizing the Negative***

*-Continue the policy regarding scheduled air carrier or air cargo service that the PDK Airport will neither accept nor solicit scheduled airline or air cargo service.*

*-Continue to investigate the cost-benefits associated with instituting Stage I/II night operation restrictions at the airport between the hours of 11pm and 6:30am in accordance with Federal Aviation Regulations (FAR) Part 161.*

*-Implement those noise mitigation measures approved under the airport's FAR Part 150 Noise Compatibility Program approved by the FAA. These measures include:*

*-- Voluntary Land Acquisition & Relocation. Continue the purchase of single family homes and a mobile home park that are located in the 65 to 75+ Ldn noise contours.*

*-- Sound insulate over 1,900 single family and multi-family residential units and the Harrel Grove Church.*

*-- Continue to establish a formal review process for any proposed development within the airport's existing noise contours. This includes a formal environmental review process, enhancement of building codes, and the integration of the Part 150 study recommendations into the DeKalb County Comprehensive Plan.*

*-- Modify the existing building code to incorporate suggested soundproofing of structures within the airport's noise contours.*

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- *Continue to address a preferred use runway program in direct coordination with the FAA's air traffic control tower.*
  - *Continue to establish published VFR departure routes or those departure procedures for aircraft departing the airport visually.*
  - *Revise and publish a PDK noise abatement and fly friendly pamphlet.*
  - *Update airfield signage that explains various noise abatement procedures, location of noise sensitive areas, preferential runway usage, etc., available to all pilots using the PDK airport.*
  - *Update the information broadcast on the Airport Terminal Information Service (ATIS) concerning routine and non-routine PDK Airport information, noise advisory, and airport operating hours information to pilots.*
  - *With direct coordination with the FAA Airports District Office (ADO), publish a comprehensive FAA Letter to Airmen that describes all the noise abatement procedures to be used at PDK.*
  - *Pursue charted and published Standard Instrument Departure (SID) procedures that guide departing instrument flight plan aircraft over less residential, more industrialized areas.*
  - *Provide for an annual review of all aspects of the PDK Airport noise abatement program.*

*-Finalize the installation of an Airport Noise & Operations Monitoring System (ANOMS).*

*-Continue land acquisition and relocation of residential homeowners and commercial properties in the Runway Protection Zone (RPZ).*

*-Require that USE OF ANY (10/99) land acquired under any noise compatibility programs and RPZ programs protect and enhance, THROUGH A COMMUNITY VISIONING PROCESS (10/99), the social, economic and cultural potential of the buyout zones and the surrounding residential neighborhoods BY FOLLOWING THE PDK MISSION STATEMENT (10/99), and to ensure that the governing authority does not violate the mission statement by expanding the airport. (10/98)*

### **Establish a Scenic Highways Program.**

- Designate Browns Mill Road (from Rockdale County line to Snapfinger Road), Klondike Road (from I-20 to Rockdale County line), Ponce de Leon Avenue (from Moreland Avenue to Decatur City limits), and Briarcliff Road (from Moreland Avenue to Henderson Mill Road) as scenic urban roads.
- Establish criteria for a scenic highways program.
- Create a corridor management plan to protect scenic resources.

### **Create separate countywide plans for pedestrians and cyclists.**

- Prepare a countywide inventory of existing sidewalks and bicycle routes, noting potential connections between existing facilities and noting the condition of each.
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- Prepare countywide bicycle and pedestrian facility maps that will identify transportation corridors which are likely to provide an even distribution of facilities and regional connectivity while respecting scale materials and guidelines of historic districts.
  - Develop objective rating criteria to assess bicycle and pedestrian project proposals. Criteria should include but not be limited to ones that respect the guidelines of historic districts, address value (minimum cost and maximum community impact); attractiveness of facility destinations; connectivity to existing or planned transportation facilities, and demonstrated community support.
  - Develop a countywide sidewalk plan which includes mid-block crosswalks (Briarcliff at Mt. Royal).
  - Enhance the countywide bike plan.
  - Use bicycle lanes and sidewalks to connect schools, libraries, parks, and to connect commercial and residential areas.
  - Develop projects and programs consistent with the DeKalb County portion of the 1995 Atlanta Regional Commission (ARC) Bicycle Transportation and Pedestrian Walkways Plan.
  - Incorporate wide curb lanes, bicycle shoulders, or bike lanes in future plans.
  - Develop a cost sharing program or special tax district legislation for the development of sidewalks in existing developments or neighborhoods..
  - Develop a program for the maintenance and repair of existing sidewalks. (Druid Hills, Johnson Estates)
  - Revise skating ordinance to grant in-line skates the same access to bikepaths as bicycles have.
  - Develop a county-wide sidewalk and pedestrian safety plan for major, minor, and residential arterials and collector streets with a goal of completing construction in five years.
  - Protect and preserve historic districts and sites in bicycle route planning.

**Revise Development Regulations and Educate Policy Makers/Administrators about Bicycle and Pedestrian Transportation.**

- Adopt the American Association of State Highway and Transportation Officials (AASHTO) and Georgia Department of Transportation design guidelines for bicycle and pedestrian facilities.
  - Educate DeKalb County policy makers and administrators in network development, financing and liability for bicycle and pedestrian facilities and programs.
  - Adopt revised road construction standards to integrate bicycle and pedestrian facilities in transportation corridors, including adequate rights-of-way, grading and drainage, utility location and facility placement.
  - Adopt a revised standard utility easement contract to include bicycle and pedestrian access rights in easements and at crossings.
  - Develop public facilities or properties to encourage bicycle transportation
  - Adopt a revised zoning resolution to include bicycle and pedestrian facilities and support systems as part of development requirements, including but not limited to: a bicycle and pedestrian circulation plan; secure, convenient bicycle parking; interparcel access for bicycle and pedestrians; pedestrian-friendly landscaping; pedestrian shelters and transit stops adjacent to public roadways.
  - Offer incentive programs for proposed development to provide bicycle/pedestrian access and support systems including shower facilities in office buildings, through the
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use of bonuses such as density increases, reduced auto parking requirements, consideration of bicycle/pedestrian/transit facilities for calculating landscaping or buffer requirements.

-Encourage community education programs for bicyclists, pedestrians and drivers, including bicycle and pedestrian safety awareness, skill-building, vehicle maintenance and traffic laws.

-Educate DeKalb County staff and policy makers in design, maintenance, financing, and liability for bicycle and pedestrian facilities.

*-Any new development along a street classified as a minor arterial or above shall be required to install a sidewalk of no less than four feet wide along the said street for the length of the property that abuts the street. (10/98)*

### **Design Protected Bicycle Lanes in Order to Provide Alternative Forms of Transportation and Recreational Options. (see 1.8, 4.2)**

-Expand an ongoing bicycle transportation and pedestrian walkways planning and implementation process.

-Provide a protected bicycle way or sidewalk along Briarcliff and LaVista Roads within the existing right of way.

-Implement the proposed multi-use trail along South Peachtree Creek.

-Coordinate bike trail routing and design features with all affected neighborhoods.

-Provide adequate lighting and signage to promote safety.

-Coordinate efforts between the County and PATH to ensure that bike trails are secure and in good repair.

-Encourage neighborhoods to "adopt" and maintain a section of bikeway.

-Ensure that trash barrels are installed and emptied on a regular basis along bikeways.

-Impose bicycle tire tax to help fund development and maintenance of bike paths.

-Provide a protected bicycle lane on Dresden Drive from Peachtree to Clairmont Road within the existing right of way.

-Inventory roads which already have adequate width for bicycle lanes.

-Re-stripe roads which already have adequate width for bicycle lanes.

### **Pursue an Innovative Financing Program to Finance Transportation Facilities.**

-Develop public/private partnerships to finance facilities and support services that meet multiple public purposes or missions, such as transit-oriented sidewalks or Americans with Disabilities Act access/design requirements.

-Develop a program to build private/public partnerships to finance facilities and services in existing developments.

-Develop a sponsorship program in which community-oriented groups can participate in the construction or maintenance of facilities and support systems.

-Program set-aside funds to provide dedicated capital and maintenance funds for bicycle and pedestrian facilities.

-Actively pursue federal funds available for alternative modes of transportation, and commit to leveraging successful proposals with local funds.

### **Provide for a Safe, Well-maintained Street and Bridge Network.**

-Develop hazardous material routes and an emergency traffic plan for accidents involving hazardous materials.

-Prohibit the transportation of radioactive materials through residential areas.

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- Develop emergency action plans for transportation of radioactive materials.
  - Develop a curb maintenance program, to maintain road boundaries for vehicular and pedestrian safety, control water runoff, prevent erosion and to maintain permitted curb cuts in residential neighborhoods.
  - Increase frequency of mowing along road rights-of-way.
  - Adopt and fund a curb maintenance program.
  - Retain granite curbs in historic areas; replace them where removed in neighborhoods that wish to restore historical integrity.
  - Encourage the development of a program for cooperation between land owners and DOT for mowing, control, and elimination of kudzu on easements and adjacent properties.
  - Improve County transportation data sources and mapping techniques supplemented by information provided by employers and business through a Congestion Mitigation Plan.
  - Develop a program to supplement the traffic counts provided by the Georgia DOT, with local site specific counts. Perform approximately 500 to 1000 counts annually at specified locations.
  - Develop a G.I.S. database which integrates traffic accident and traffic volume data in order to identify problem areas for further study and allow for analyses of sight distance, signalization, and geometric problems.
  - Maintain consistency in road paving and maintenance.
  - Improve drainage along County roads.
  - Enforce adequate drainage and quality road construction standards for road expansion projects.
  - Improve street signage, maintain consistency between signs, use larger print signs on major arteries, and repaint lane markings.
  - Ensure that all railroad crossings are signalized and gated, such as the crossing at Walker and South Stone Mountain-Lithonia Roads.
  - Maintain and repair bridges suffering from rust, erosion, and wear (such as Flat Shoals near Candler Road and Clifton Church, Rockbridge Road at Snapfinger Creek, and the bridge where Montreal Road crosses Stone Mountain Freeway).
  - Protect historic sites and districts during construction of improvement projects through consultation with Historic Preservation Commission.
  - Add bicycle sensitive traffic signal detectors or pavement marking and signage to enable a bicyclist to activate a traffic signal when no vehicles are approaching.
  - Incorporate sidewalks, and bikeways in all road widening projects along major arterials.
  - Discourage the construction of acceleration/deceleration lanes along Rockbridge Road.
  - Install caution lights within all school zones such as along Salem Road near Salem Junior High and along Rock Springs Road near Rock Springs Elementary.
  - Increase the number of pedestrian crossings on Dresden Drive.
  - Keep wide curb lanes, bicycle shoulders, and bike lanes free of debris.
  - Maintain wide curb lanes, bicycle shoulders, and bike lanes by enforcing the ordinance which requires adjacent property owners to keep vegetation from encroaching onto roadways.
  - Establish a continuous, adaptive planning process to develop bicycle and pedestrian transportation.
  - Incorporate bicycle and pedestrian facilities as part of the DeKalb County Capital Improvement Program (CIP) and the Atlanta Regional Commission's Transportation Improvement Program (TIP) processes.
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-Coordinate with other area planning efforts including the Atlanta Region's Regional Plan, the Atlanta Regional Bicycle Transportation and Pedestrian Walkways Plan, the Georgia Statewide Bicycle and Pedestrian Plan, and adjacent jurisdictions' plans.

-Revise the County truck route plan.

-Explore the concept of connecting the northbound exit ramp of I-285 at Lawrenceville Highway with Crescent Center Boulevard.

-Develop a plan to improve signalization and reduce traffic congestion along Clairmont Road between I-85 and Buford Highway, Flakes Mill Road, Rainbow Drive from Candler Road to Wesley Chapel Road, and Wesley Chapel Road from Covington Highway to Kelly Chapel, Wesley Chapel Road at Snapfinger; Bouldercrest Drive from I-285 to River Road; Rainbow Drive to South Hairston; Wesley Chapel from Snapfinger; Flat Shoals from Harvest Chapel Road to I-20.

*-Any intersection improvement on a street posted at 35 miles per hour which widens or alters a road further than 200 yards from the center of the intersection will be considered a road widening rather than an intersection improvement. (10/98)*

*-Any enhancements to I-285 in DeKalb County should be constructed within the existing right-of-way and include transportation alternatives (HOV lanes, rail, etc.) With dedicated ramps to mass transit kiss-and-ride platforms. (10/98)*

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## VI. ECONOMIC DEVELOPMENT

### **Objective: Lead Team DeKalb**

Create a positive business environment where investment can be attracted to economic opportunities that benefit the county as a whole while promoting the wise use of resources. Achieve focus and coordination in building wealth and prosperity in DeKalb County through a team approach which includes the Economic Development Department, other County departments, the CEO, and the Board of Commissioners.

#### **Policies:**

6.1 Build on the County's leadership role by setting the vision and agenda for economic development in DeKalb County, and by marshaling and guiding other organizations involved in economic development activities.

#### **Action Strategies:**

- Assume a pro-active role in economic development through the newly established Economic Development Department.
- Foster and support the TEAM DEKALB approach with representatives from all economic development organizations.

6.2 Create, maintain and promote the image of DeKalb County reflecting its strengths as a place to live, work and do business.

#### **Action Strategies:**

- Develop a marketing and promotional approach for selling DeKalb County.
- Enhance DeKalb County's economic and financial image with elected officials and staff.
- Develop mechanisms of regular communication to effectively deal with perceptions of crime, poor schools, anti-business attitude, racial or ethnic conflict, and dying markets.

6.3 Encourage the availability of investment capital for business initiatives in the county.

#### **Action Strategies:**

- Actively promote the county with banks and other financial institutions, insurance companies, pension funds and other sources of investment capital.
- Establish mechanisms to channel public and private funds into DeKalb County for small business loan programs.

6.4 Coordinate the economic development plans for the county with those of surrounding political jurisdictions.

### **Objective: Organize Around the County's Strengths**

With the advantages of a strong local economy, an available labor force, and Team DeKalb, increase the number of jobs available in the County, particularly in occupational categories reflecting the skills of DeKalb County residents, by retaining existing businesses, expanding businesses in the county, and attracting new businesses to county locations.

#### **Policies:**

6.5 Obtain consensus through TEAM DEKALB on a unified, coordinated approach to promotion of the county's key attractions for new businesses as well as existing business retention and

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expansion.

**Actions Strategies:**

-Involve the business and real estate community in developing a unified approach to promotion built on existing strengths of the county.

6.6 Utilize existing agencies and organizations through TEAM DEKALB to further economic development goals.

**Action Strategies:**

-Coordinate closely with the DeKalb Chamber of Commerce in promoting prospective new businesses or business expansions and on business retention programs, while cooperating with the Atlanta Chamber of Commerce on national and international marketing efforts.

-Actively assist in job training efforts.

-Speak out in support of quality education in the public schools.

-Work with the DeKalb Convention and Visitors Bureau in their promotional activities to expand the hospitality industry in the county.

-Coordinate closely with the Historic Preservation Commission to promote heritage tourism.

6.7 Encourage the development of existing educational institutions as a means of attracting students, businesses, and industry to the county.

**Action Strategies:**

-Explore the implementation of a marketing plan for the teen and adult education programs at area trade schools.

-Prepare a feasibility study for the redevelopment and reuse of the I-85/I-285 and Mercer University area as a university related research park.

6.8 Encourage area businesses to support and participate in volunteer efforts that improve their area of the county.

**Objective: Promote Employment Growth**

Increase the employability of DeKalb County residents to assure equal if not greater opportunity for jobs in a continually changing economy, focus on promotional efforts that expand the employment base, and maintain the area as attractive to workers with commensurate skills.

**Policies:**

6.9 Focus promotional and marketing activities on attracting and retaining employment generating businesses, particularly basic industry.

**Action Strategies:**

-Maintain a proactive posture with business prospects and existing businesses in DeKalb County.

-Assemble a package of incentives for new businesses relocating to the county and for existing businesses that expand.

-Support legislation that expands business opportunities in the more distressed areas of the county.

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- 6.10 Target industries that pay high wages for attraction to DeKalb County.
  - 6.11 Foster small business assistance.
  - 6.12 Support a growth management plan in the Clifton Road, North Decatur Road, Emory, Zonolite and Briarcliff Road, and Decatur areas.
  - 6.13 Aggressively market areas that have strong development potential, such as the Central Perimeter Area, Downtown Decatur, Brookhaven, Lenox Park, Chamblee and the International Village, Stone Mountain Industrial Park, Lithonia and the Interstate corridors.
  - 6.14 Develop a process for evaluating the cost/benefit of enhancing quality of life through public expenditure.
  - 6.15 Encourage new industrial growth that provides quality employment opportunities and makes effective use of existing resources.

**Action Strategies:**

- Develop standards for high quality industrial development in newly developing areas, and require implementation.
- Encourage industrial development that employs DeKalb County residents.
- Design new developments such that people can walk and ride bicycles to work.
- Provide job training and start-up assistance to strengthen the work force and encourage new development.
- Monitor existing job training programs to insure effectiveness and to focus on jobs which are in demand.
- Expand incentive programs for industries which work with vocational technical schools.
- Encourage adaptive reuse of existing structures.

**Objective: Protect Stable Neighborhoods**

Promote and maintain economic growth while assuring a continued quality of life through the protection of neighborhoods, the provision of landscaped buffers, open space, and community amenities, and the preservation of historic and natural resources and thus retain and attract an educated and highly skilled labor force.

**Policies:**

- 6.16 Assure an attractive and stable living environment through protection of existing neighborhoods and the continued provision of quality community facilities and amenities.

**Action Strategies:**

- Avoid incompatible infill developments within stable neighborhoods through code revisions that will require re-subdivided lots in established neighborhoods to be compatible with existing surrounding lots as to frontage, lot width, and building setbacks.
- Revise the county's land development regulations with regard to buffers, signs and landscaping in office, residential, commercial and industrial areas.
- Identify and designate historic districts and properties.

- 6.17 Encourage a balance of residential, commercial and industrial growth that is based on the
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needs of area residents but eliminates encroachment on neighborhoods. (see 3.1, 3.6, 3.14, 7.6, 7.9, 7.18, 7.27)

**Action Strategies:**

- Review and revise the existing zoning policies, procedures, and processes, through a citizen participation process, to adequately control development and mitigate negative impacts on neighborhoods.
- Limit encroachment from businesses.
- Eliminate fast track permitting for site development.
- Ensure that zoning districts are clearly delineated with hard edges that outline residential, commercial, office and industrial areas.
- Stop the spread of existing commercial centers, such as Toco Hills, into surrounding residential areas. Encourage improvements of the present space and adaptations for biking and pedestrian access.
- Limit encroachment from businesses along Harts Mill Road and the Chamblee Dunwoody Road corridor.
- Limit encroachment from businesses along Memorial Drive into single family residential neighborhoods located along Rockbridge Road.
- Maintain Brookhaven/Dresden as a residential area.
- Limit encroachment and stop the spread of commercial centers into surrounding residential areas such as Brookhaven/Dresden.
- Utilize the Historic Preservation Ordinance and historic designation in transitional areas to buffer historic residential neighborhoods.
- Eliminate administrative variances.

**Objective: Encourage Rational and Balanced Land Development**

Encourage rational and balanced land development in order to promote growth in the county's employment base and protect neighborhoods.

**Policies:**

- 6.18 Facilitate the land development process in concert with the Comprehensive Plan text and map. (see 7.18)

**Action Strategies:**

- Prepare a promotional package and land development guide with information and application forms pertinent to the land development community.

- 6.19 Provide for a more rational and less political rezoning and land development process.

- 6.20 Promote industrial and business development that does not negatively impact the area's natural and historic resources and transportation systems.

**Action Strategies:**

- Develop a tax incentive programs for non-polluting, community enhancing industries that allow people to walk and ride bicycles to work.
  - Require discharge conditions for new industrial and commercial developments to match or reduce pre-development discharge conditions.
  - Support opportunities for telecommuting.
  - Inform businesses and the development community of the Historic Preservation Ordinance requirements and opportunities and encourage them to work with the Historic Preservation Commission and neighborhood groups.
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-Adopt ordinances implementing state legislation providing for tax incentives for historic properties.

6.21 Consider industrial parks as an alternative to development along major thoroughfares.

**Objective: Promote the County's Diversity**

Promote the County's ethnic and racial diversity as a unique characteristic and opportunity to promote employment growth and business retention activities.

**Policies:**

6.22 Recognize as a strength the many elements of diversity that exist in the county, and promote them through the formation of Business Councils that reflect the special interests of different geographical areas. (see 6.26)

6.23 Effectuate "local" business assistance through the Business Councils, tailored to the interests and characteristics of each area.

6.24 Build on the International Village concept to promote DeKalb County's business diversity.

6.25 Develop and implement strategies to assist disadvantaged business owners in DeKalb County.

6.26 Build linkages between business councils and neighborhood civic and planning organizations to develop a sense of community. (see 6.22)

**Objective: Mount a War on Deterioration**

Mount a war on deterioration of the physical environment, human resource base, and business climate in the areas which demonstrate loss in property value.

**Policies:**

6.27 Organize a holistic approach to the reuse and redevelopment of declining business and industrial areas, combining job training activities, physical redevelopment of obsolete facilities, and aesthetic improvements through signage and landscaping controls. (see 7.20)

**Action Strategies:**

- Prepare and implement revitalization plans for deteriorating commercial areas.
- Seek legislation for temporary tax abatement for reuse and redevelopment projects in defined declining areas.
- Adopt tax incentives for the rehabilitation of historic properties.
- Develop and adopt alternative building codes for historic properties.

6.28 Examine measures for improving housing conditions. (see 3.7, 3.8, 3.10, 3.11)

6.29 Take a pro-active lead in identifying opportunities for financial institutions to comply with the Community Reinvestment Act through participation in DeKalb County projects. (see 3.12)

6.30 Identify county-owned surplus and/or tax delinquent properties for redevelopment opportunities.

6.31 Designate specific geographic areas of the County as Economic Development Zones with

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residential or commercial property tax rollbacks.

- 6.32 Encourage mixed use development of areas south of North Decatur Road and east of DeKalb Industrial Way/Arcadia Avenue taking advantage of proximity to DeVry Institute of Technology and DeKalb Technical Institute.
- 6.33 Promote the preservation and enhancement of existing business developments and prohibit random sprawl and leap-frog development in the county.

**Action Strategies:**

- Develop incentives (i.e. Community Improvement Districts) for the redevelopment of vacant structures and corridors such as Memorial Drive and DeKalb Industrial Way.
  - Create economic development zones and corridors as incentives for industrial location.
  - Designate specific commercial corridors such as Memorial Drive as an economic development zone and provide incentives for redevelopment.
  - Economic development incentives based on performance should be developed to encourage the reuse of existing structures such as the K-Mart building along Gresham Road, Kraft Foods building, the Georgia Federal building on Clairmont, Suburban Plaza, Willet Toyota building, Munford Distribution Center on N. Decatur Road, the PharMor building in Market Square, shops in Shamrock Plaza, Georgia Power building on Candler Road, and Doctor's Hospital building on Idlewood Road.
  - Encourage the opening of a branch of the DeKalb County Chamber of Commerce in south DeKalb.
  - Develop incentives to encourage the construction of The Mall at Stone Crest.
  - Establish citizens councils to work with the Economic Development Department, DeKalb Chamber of Commerce, Greater Lithonia Chamber of Commerce, and other groups planning economic development (Wesley Chapel Road to the proposed Mall at Stonecrest on Turner Hill Road).
- 6.34 Encourage neighborhood civic associations to establish Community Development Corporations to achieve self-sufficiency and economic self-support.
- 6.35 Develop streetscape enhancement projects for specific non-interstate, commercial, office, institutional, and multi-family traffic corridors. (see 6.36, 7.20)

**Action Strategies:**

- Install sidewalks, lighting, trees, and vandal resistant street furniture along corridors such as Ashford Dunwoody, Mount Vernon, etc.
  - Develop corridor design guidelines for architectural design and signage.
  - Develop a corridor maintenance program.
  - Work with the business community to construct permanent markers to designate the perimeters of commercial districts.
  - Encourage and assist businesses along Glenwood Road to seek grants to beautify the appearance and also introduce a uniform look on Glenwood Road from I-20 to I-285.
  - Encourage applications for grants by businesses along Memorial Drive/Candler
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Road.

-Develop a central theme for Glenwood and Candler Roads to enhance the visual image of the streets and surrounding neighborhood.

-Develop a maintenance program for the easement along Glenwood Road between Hollyhock Terrace and West Austin Drive.

-Form a steering committee to decide on how to maintain and contract for services for these beautification efforts.

-Promote and support the activities of "Pride Rings in Stone Mountain" (PRISM) and other groups in their efforts to develop clean-up, fix-up, and community identity and activities campaigns along Memorial Drive and in adjacent neighborhoods.

- 6.36 Encourage all development to provide and maintain landscaping that will enhance the area. (see 6.35, 7.20)

**Objective:**

Provide Needed Infrastructure. Assure access to jobs, both for DeKalb County residents and workers coming into the county with an emphasis on transportation alternatives.

**Policies:**

- 6.37 Utilize financing mechanisms other than property taxes to assist in funding capital improvements needed to support future growth in appropriate locations.
- 6.38 Provide financial feasibility, loan packaging and technical assistance to determine the cost of extension of infrastructure to developing properties.
- 6.39 Prepare three, five, ten, and fifteen year plans for infrastructure maintenance and improvement.

**Objective:** Create a county-wide greenways program. (See also 1.1 - 1.5, 7.41 - 7.45).

**Policies:**

- 6.40 Support the South Peachtree Creek Greenway as DeKalb's pilot greenway.
- 6.41 Support "The Initiative for a Green DeKalb."
- 6.42 Communicate the economic benefits of greenways to the Chamber of Commerce and other business organizations throughout DeKalb.

**Objective:**

Comprehensive Watershed Planning. Promote watershed planning to provide for sewage and stormwater disposal, flood control, the recharge of groundwater, and protection of natural environment and adequate supplies of clean surface water. (See also 1.1 - 1.5).

**Policies**

- 6.43. Designate special demonstration area(s) to initiate a watershed-based system for reducing nonpoint source pollution to meet NPDES permit requirements.
- 6.44 Reduce capital and maintenance costs of a centralized stormwater treatment facility through combined use of naturally vegetated greenways along streams and small scale stormwater
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retention and infiltration areas.

## VII. LAND USE

### **Objective:**

Preserve and enhance the quality of life in residential communities and protect them from encroachment.

### **Policies:**

7.1 Maintain the existing mixed-use office, commercial and residential areas along Dresden Drive between Peachtree Road and Thompson Road. Encourage renovation and preservation of existing residential, commercial and office development, and minimize automobile impact through restrictions of curb cuts, and improvements to pedestrian circulation.

#### **Action Strategies:**

- Organize the Community Councils to include citizens from various neighborhoods within the Council area to review variances, land use map, Comprehensive Plan map and text amendments, and rezoning requests within the neighborhood.
- Renovation, preservation, and redevelopment should be compatible with the height, scale, spacing and other appropriate visual characteristics of existing structures.

7.2 Encourage existing and new commercial establishments along LaVista and Briarcliff Roads to provide landscaping which maintains the parkway character of the two corridors. (see 6.35, 7.20)

7.3 Provide year around landscaped buffers between high density commercial, office and institutional areas such as Emory University, Emory University's health facilities, and Perimeter Center and the surrounding neighborhoods, with said buffers being provided by the high density uses.

#### **Action Strategies:**

- Where appropriate, include buffer areas in historic districts.
- In the Zoning Ordinance require landscaped buffers for new development between adjacent land uses, above LMR in intensity, and encourage landscaped buffers for existing development.

7.4 Encourage commercial establishments to incorporate adequate site design standards in regard to off-street parking and loading, signs, buffers, building locations, and landscaping to ensure minimal interference with traffic movements and impact on adjacent land uses. (see 7.22)

#### **Action Strategies:**

- Provide enforcement capabilities for the preservation of buffers.
- Develop pedestrian friendly design standards for commercial establishments.
- Work with large commercial shopping centers to institute methods to prevent patrons from removing shopping carts and abandoning them in adjacent neighborhoods.

7.5 Encourage commercial development to occur with fewer curb cuts, quality landscaping and moderate signage. (see 6.35, 7.18, 7.20)

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**Action Strategies:**

- Update the county sign ordinance to implement control for outdoor advertisements, radio towers, and helicopter pads with regards to height, size, location, and intrusiveness.
- Develop special sign controls to serve as a gateway and delineation of communities such as the Brookhaven Community along Dresden Drive.

7.6 Ensure that new development and redevelopment is compatible with existing residential neighborhoods. (see 3.1, 3.6, 3.14, 6.17, 7.9, 7.18, 7.27)

**Action Strategies:**

- Develop a residential subdivision infill ordinance that requires new buildings on infill lots to reflect the surrounding lot size, setbacks, material and building square footages of the existing neighborhood.
- Ensure that new development is compatible in historic neighborhoods through application of the Historic Preservation Ordinance.
- Ensure that when an institutional property in a residential area is sold, it is redeveloped as low density residential (for example: Georgia Mental Health Institute and Georgia Regional Hospital).

7.7 Promote construction of residential facilities for the elderly, and for mentally and physically disabled persons in medium and high density residential areas.

**Action Strategies:**

- Explore the possibility of rezoning vacant land along Glenwood Road from commercial to residential in order to allow for the development of facilities for the elderly or disabled.
- Install wheelchair curbs along Glenwood Road, Columbia Drive, and Peachcrest Roads in order to make the area more accessible to all citizens.

7.8 Maintain adherence to the Comprehensive Plan map and text with input from the citizens of DeKalb County. (see 7.18)

**Action Strategies:**

- Enact, through a process which includes full participation by citizens of the County, a new development ordinance, zoning ordinance, subdivision ordinance, tree ordinance, sign ordinance, noise abatement ordinance, landscaping ordinance all of which are consistent with the goals, policies and objectives of the Comprehensive Plan, including, but not limited to, those recommendations contained within Appendix C of this Plan.
- provide training programs for members of the Board of Zoning Appeals to assure that they are familiar with and carefully and strictly follow the criteria contained within County ordinances in hearing requests for variances.
- Implement the Comprehensive Planning process in a manner that enables coordinated county and municipal planning.
- Revisions and amendments to the Text and the Land Use Maps are as follows:

**Comprehensive Plan Land Use Maps**

- Permit amendments to the Comprehensive Plan land use maps pursuant to the schedule adopted by the Board of Commissioners of DeKalb County annually as required by Section 27-93 (4) of the Zoning Ordinance of DeKalb County. (9/99)*
  - Community Councils are to consider the map amendments during a meeting at which the applicant is required to be present and the staff
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recommendation is presented.

- c. No application shall be considered by the Planning Commission unless applicant has presented said application to the affected Community Council.
- d. If map application is defeated by the Board of Commissioners, such amendment shall not be filed again for a period of two years.

#### **Comprehensive Plan Text**

- a. Permit amendments to the Text only on an annual basis with a review process from January through June of each year. *Each Commissioner may at this time recommend proposed text amendments, which will be added to the list of text amendments presented by the Administration to be considered by the Board of Commissioners at its June meeting.*(6/97)
- b. Administration presents draft of recommended text amendments to the Board of Commissioners by January 1 of each year. *An amendment to the text must cite the specific wording to be changed and must state the specific wording to be added, and support it with written justification of why these changes should occur.* (6/97)
- c. Copies of the suggested Text amendments are to be placed by January 15 in libraries after advertising for three weeks the location of the amendments and date of hearings.
- d. Public Hearings in the evening to take comment on the recommended amendments to the text and to hear additional community requests for amendments. This round of public hearings is to be in late February by Board of Commissioners with Community Council and Planning Commission in attendance.
- e. Community Council to review and make written recommendations in March.
- f. Planning Commission conducts a special public hearing in April to consider all public comment, staff, and Community Council recommendations.
- g. Board of Commissioners conducts a review and revision period in May.
- h. Adoption of Text Amendments at a regular meeting in June.

-Consistently apply the Comprehensive Plan goals and policies when considering requests for rezoning.

-Give Community Councils review and advisory responsibility to address planning decisions. (see 7.19)

-Expand the Community Councils to represent smaller geographic areas of the county. Form 10-15 Community Council areas.

-Create two Community Councils in each of the five Commission Districts with a professional staff member to provide technical assistance.

-Councils will hear, review and make recommendations on all applications for changes in zoning, comprehensive land use plan amendments, amendments to text of Comprehensive Plan, proposed freeway, road and sidewalks improvements, stormwater management proposals, and Transportation Improvement Program projects within their respective boundaries.

-Membership will be restricted to residents of the district.

-Boundary recommendations will be made by Planning Department to the Board of Commissioners for approval.

-Councils shall be provided with a written Planning staff recommendation, departmental analysis of the application, necessary maps and a regularly assigned planning staff member to assist in their meetings.

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- All Councils shall meet the second and third week of the month prior to the regular meeting of the Planning Commission.
  - All applicants are required to appear before the Council.
  - No application shall be considered by the Planning Commission or by the Board of Zoning Appeals unless the applicant has presented said application to the affected Community Council.
  - Business Council recommendations shall be reviewed by the Community Council prior to submission to the Planning Commission or Board of Commissioners.
  - No zoning application shall be taken until the requested zoning district is consistent with the land use category as established by the zoning ordinance.

7.9 Preserve the single family, low density residential character of all established neighborhoods within the County. (see 3.1, 3.6, 3.14, 6.17, 7.6, 7.27)

**Action Strategies:**

- The County will assist neighborhoods in preparing neighborhood preservation plans.

7.10 Define and maintain defensible boundaries for residential, commercial and other zoning districts upon which homeowners and business persons can rely.

**Action Strategy:**

- Define "hard edge" as the boundary around a protected district which can be marked at the area's entrances with signs or monuments. Include definition in zoning ordinance.

7.11 Plan office, institutional, and multi-family land uses to minimize impacts to single family residential areas. (see 7.13)

7.12 Reduce noise conflicts with adjacent land uses.

**Action Strategies:**

- Make provisions to reroute airplanes further away from residential neighborhoods.
  - Provide financial assistance for sound proofing residential property.
  - Develop signage for residential areas regarding reduction of noise.
  - Enforce laws to restrict noise levels of individuals playing loud music in automobiles.
  - Implement night restrictions on residential overflights for air traffic into and out of PDK airport from 11:00 p.m. to 6:30 a.m.
  - Develop a plan to reduce air traffic noise in the Candler Road/Memorial Drive Area.
  - Require businesses in industrial parks such as those located along East Ponce de Leon and Mountain Industrial Boulevard to meet noise ordinances.
  - Prior to adoption of Part 150 noise recommendations, complete the Cost Benefit Study.
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- 7.13 Provide appropriate land use transitions from higher intensity at the center of activity nodes to lower intensity office, institutional and owner occupied multi-family uses at the edge of nodes. Existing LDR and LMR in established neighborhoods are to be protected from transition encroachment. Transition encroachment removes key properties originally platted as part of a neighborhood or sub-division from neighborhoods which the county proposes to protect. (see 5.1 - 5.12, 7.11, 7.18)

**Action Strategies:**

- Develop incentives for reduction of parking facilities and provisions for the use of alternative forms of transportation.
- Review and revise ordinances to set aside within walking distance of activity nodes, open space and conservation easements.
- Coordinate development densities with surrounding jurisdictions.
- Define the "hard edge" of activity nodes and residential neighborhoods.
- Wherever a more intense land use abuts a less intensive land use, the more intensive land use must provide a year around landscaped buffer.

- 7.14 Encourage the use of year round buffers by office, commercial, industrial, institutional and high density residential development to reduce noise and light pollution in residential neighborhoods. (7.18)

**Action Strategies:**

- Utilize "no-spill" lighting to meet exterior light needs and/or provide appropriate buffer materials.
- Prepare an ordinance to restrict the use of commercial P.A. systems (car lots).
- Review and revise ordinances to require year round buffers between all land use classes and all parcels of property.

- 7.15 Work with DOT to install sound barriers along all limited-access highways and interstates.

**Action Strategies:**

- Install sound barrier walls along Stone Mountain Freeway from Valley Brook Road through its intersection with I-285 and continuing to Mountain Industrial Blvd.
- Plant evergreen trees as another form of sound buffers, particularly during the winter.

- 7.16 Encourage the coordination between municipalities within DeKalb County and DeKalb County to minimize impacts from development across political boundaries.

- 7.17 Prohibit the spread of strip-type commercial development.

**Objective:**

Establish and maintain a balanced relationship between industrial, commercial, and residential growth to ensure a stable and healthy tax base in DeKalb County.

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**Policies:**

- 7.18 Improve zoning ordinances and processes and mechanisms for the protection of land resources. (see 1.6, 1.12, 1.17, 3.3, 3.15, 3.17, 3.18, 3.19, 3.20, 4.5, 4.9, 5.1-5.12)

**Action Strategies:**

- Review and revise existing zoning ordinances, development ordinance, sign ordinance, building code and tree ordinance, through a citizen participation process as outlined in 7.8, to be consistent with the Comprehensive Plan.
  - Review and revise existing zoning ordinance, development ordinance, sign ordinance, building code and tree ordinance, through a citizen participation process, to ensure clarity; assess specifications and allowable uses; evaluate consistency of zoning ordinance categories; ensure enforceability of standards, and create transitional zones to protect existing uses.
  - Broaden the responsibilities of the Planning Commission to allow for broader review of zoning applications, increased communications between developer and affected parties, and consideration of alternatives to zoning requests.
  - Include a development feasibility requirement to reduce the number of unfinished developments.
  - Revise the development ordinance to require higher standards for building codes which respect historic preservation guidelines in historic districts, including: energy efficiency standards and ADA accessibility standards; developer installed sidewalks; land set asides for parks; floodplain protection; tree preservation and replanting for new subdivision design; and to review and amend road widths and right of way standards where appropriate.
  - Update the fee structure for building permits, re-zoning applications, new subdivision applications, and land use amendments to reflect actual processing costs.
  - Enact a multifamily development ordinance which establishes architectural/maintenance standards and zoning criteria.
  - Enact an ordinance which requires the addition of raised, landscaped medians and sidewalks along newly built or widened arterial roads.
  - Institutional property within residential areas (Georgia Mental Health Institute, Georgia Regional Hospital) is intended for low density residential use if the original use is discontinued.
  - Churches within LDR and LMR land use districts are intended for low density land use if the church use is discontinued.
  - Establish criteria for currently zoned but undeveloped multi-family, office, institutional and commercial uses that encourages reversion to single-family uses, if undeveloped in three years.
  - Inventory existing grandfather zoning exemptions which exist.
  - Restrict the development of communication towers, television satellite disks, and helicopter pads within 1000 feet of a residential neighborhood. -Prohibit "off-site" storage of demolition from construction projects, used underground fuel storage tanks, and road construction debris, enforce laws requiring proper disposal of these items.
  - Review and revise the zoning and land use amendment process to consider the following actions:
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-Accept proposals to amend the Land Use Maps only twice a year as outlined in 7.8.

-Do not accept requests for zoning changes related to land use until after approval of proposed land use changes.

-If land use amendment request is denied, same or other petitioner must wait two years before request can be resubmitted. If unsuccessful twice, application for land use change for same tract(s) cannot be accepted for action in less than 5 years from date of second submission.

-Require site plans for all rezoning which include size and location of buildings, parking, and retention ponds.

-Do not permit administrative variances.

-Carefully enumerate the powers of the Board of Zoning Appeals and do not permit said Board to grant any use variance or any variance relating to flood plain regulations.

-No variance application shall be filed with the Board of Zoning Appeals

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in any case where the contemplated use of the land first requires a change in zoning by the Board of Commissioners; such applications for variances may be filed with the Board of Zoning Appeals only after the Board of Commissioners has taken final action on the zoning application.

-Develop and adopt alternative building codes for historic properties.

-Zoning applications which are approved by the county but not implemented by the applicant or property owner within 4 years of approval shall revert to R-100 zoning.

- 7.19 Improve public education and awareness of planning, zoning, and historic preservation mechanisms.

**Action Strategies:**

-Help educate the County Commissioners regarding urban planning and zoning issues through the assistance of the American Planning Association.

-Schedule meetings for citizens, elected officials and staff to discuss plans and decisions early in the application process.

-Explore alternative ways to publicize zoning hearings and decisions and amendment applications.

-Provide planning staff assistance to residents in order to keep them informed of potential land use and zoning changes; do not permit administrative variances.

-Advertise County services on the local county cable channel.

-Hold town hall meetings in each district to allow citizen input and to provide information to the public on current county concerns. Hold meetings quarterly.

-Publish a newsletter for homeowners associations to inform them of services available.

-Establish an information telephone system where citizens can call to seek assistance with problems and services in the county.

-Develop and distribute literature educating the community regarding the definition of zoning laws/ordinances/variances and code enforcement guidelines.

- 7.20 Improve the visual quality of DeKalb County through implementation of urban design standards. (see 6.22, 6.26, 6.27, 6.35, 6.36, 7.5, 7.8)

**Action Strategies:**

-Adopt an ordinance which requires all new electrical distribution systems and lines to be placed underground and/or behind buildings.

-Develop urban design guidelines which include landscaping, signage and lighting for transportation corridors, historic districts and commercial centers.

-Restrict billboards.

-Develop theme architectural design standards for the Dunwoody Village

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area which include signage, street lighting, and gateway elements to provide a physical delineation between residential and nonresidential areas.

- 7.21 Encourage the development of appropriate transportation and infrastructure facilities in conjunction with the continued expansion of residential, commercial and industrial districts. (see 5.1-5.12)
- 7.22 Encourage all new and redevelopment projects to incorporate "pedestrian friendly" design concepts. (see 7.4)
- 7.23 Encourage the development of industrial uses in areas which will maximize the potential for safe, efficient, and compatible operations.

**Objective:**

Provide a balanced distribution of regional and community commercial and mixed-use office centers.

**Policies:**

- 7.24 Promote appropriately scaled and designed local office development which is compatible with the location, economic needs, accessibility, infrastructure and aesthetics of the local community or neighborhood.
- 7.25 Promote the maintenance of existing commercial and mixed-use office centers as strong and dynamic business districts for retail, office and entertainment activities.

**Objective:**

Coordinate the zoning of land for commercial and mixed-use office usage with residential and business growth patterns and trends.

**Policies:**

- 7.26 Encourage the development of planned communities which incorporate mixed use development. (see 7.29)
- 7.27 Prohibit the encroachment of commercial, institutional, industrial and mixed-use office development into established residential areas. (see 3.1, 3.6, 3.14, 5.1-5.12, 6.17, 7.6, 7.9)

**Action Strategies:**

- Prohibit the development of adult entertainment facilities adjacent to or within any residential areas.
  - Develop a process of citizen input for neighborhood buy-out projects that involves affected and adjacent neighborhoods.
  - Stop the expansion of commercial strip development along corridors such as LaVista Road, Shallowford Road, Memorial Drive, Lawrenceville Highway, North Decatur Road and Candler Road; determine alternatives.
  - Prohibit truck routes in residential areas throughout the county.
  - Restrict truck stop development (Bouldercrest and I-285).
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- Enforce and strengthen the law prohibiting parking of 18-wheel trucks with trailers or cabs in residential communities and raise fines for violations.
  - Restrain the development of businesses as check cashing stores, pawn shops, cheap hotels and liquor stores.
  - Restrict commercial development along Wesley Chapel Road between Snapfinger Road/Rainbow Drive and Flat Shoals Parkway. Restrict commercial development along Covington Highway.
  - Protect residential areas south of I-20 from commercial intrusion.
  - Identify and designate historic districts and properties.

- 7.28 Promote the adaptive reuse of existing structures, when appropriately located, for commercial and mixed-use office use. (see 7.3)
- 7.29 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. (see 7.26)

**Objective:**

Encourage appropriate office development.

**Policies:**

- 7.30 Encourage the continued maintenance and use of existing small-scale office and professional centers and structures when they are appropriately located and designed, and are compatible with adjacent neighborhoods. (see 7.28)
- 7.31 Encourage the adaptive reuse of other structures for office use when they are appropriately located and suitable for adaptation.
- 7.32 Encourage the redevelopment of more intensive office activities at the center of major activity areas and encourage less intensive transitional office uses along the fringes of these activity areas.
- 7.33 Encourage less intensive office institutional uses at sites which provide a transition from more intensive activity centers to less intensive low density residential development and which do not intrude or encourage the intrusion of office development into low density residential areas.

**Objective:**

Achieve industrial growth where appropriate, that provides quality employment opportunities, makes effective use of the county's resources and infrastructure, and protects natural resources.

**Policies:**

- 7.34 Encourage development in industrial districts located in areas which have compatible soils, drainage, and other environmental characteristics.
  - 7.35 Encourage the redevelopment of older industrial areas to accommodate new technological and industrial development.
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- 7.36 Protect existing and zoned industrial lands from unnecessary intrusion by conflicting land uses.
- 7.37 Provide appropriate infrastructure support for industrial development in designated industrial areas.

**Action Strategies:**

-Develop measurable, enforceable, quantitative environmental quality standards for industrial development.

- 7.38 Prohibit the development and expansion of industrial uses which produce excessive noise, smoke, dust, or other particulate matter, vibration, toxic, radioactive or noxious waste materials, odors, fire and explosive hazards or other detrimental impacts.

**Action Strategies:**

-Require public hearings to be held prior to permitting of businesses involving radioactive materials. (see 5.11)

**Objective:**

Support owner-occupied high density housing in office and mixed-use centers which have the appropriate location, access and infrastructure to accommodate it.

**Policy:**

- 7.39 Consider the advantages and the disadvantages of impact fees as a way of mitigating development costs. (see 4.4)

**Action Strategies:**

-Designate the Perimeter Mall area as a Community Improvement District in order to provide funds for infrastructure improvements.

-Prepare a Cost/Revenue Analysis to evaluate the financial impacts of different types of land use development on County resources.

**Objective:**

Provide the Historic Preservation Commission an opportunity to review and comment on all applications (including but not limited to zoning, special use permits, development permits, building permits, administrative variances, subdivision ordinances, and sign ordinances) for properties affecting historic sites or districts identified in current or subsequent DeKalb County Historic Resources Surveys and properties listed

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in the National Register of Historic Places. Develop and adopt alternative building codes for historic properties.

**Policy:**

7.40 The Development Division of the Public Works Department should send all requests for development or redevelopment of properties identified in the historic survey to the Historic Preservation Commission. The Preservation Commission shall make interpretations of the Preservation Ordinance for applications for any property designated as an historic site or district.

**Objective:**

Design with citizen participation a greenway system that is primarily watershed based by 2000. (See also 1.1 - 1.5, 6.40 - 6.44).

**Policies:**

7.41 Respect floodplain areas as green space overlay zones and do not permit development in floodplains regardless of previous construction.

7.42 Develop subdivision plans that consider their effect upon the landscape.

7.43 Negotiate subsequent water and sewer easements to include access rights *and enforcement means to insure access ways remain unobstructed (10/99)*.

7.44 Use green space to buffer incompatible land uses where appropriate.

7.45 Strictly enforce riparian buffers.

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## IX. SHORT TERM WORK PROGRAM

### INTRODUCTION

The success of the comprehensive plan depends upon how effectively it is implemented. Four basic implementation tools are described below:

1. Provision of public facilities, especially through capital improvements programming and through the preservation of or the advance acquisition of future public lands and rights-of-way. The county's capital improvements program will play a significant role in implementing the land use recommendations in Chapter VII of this document.
2. Development regulations, such as subdivision controls, the zoning ordinance, and other regulatory codes, which insure that private development complies with development and other building standards and is located in areas that conform to the comprehensive plan. (Note: A Request for Proposal to update DeKalb County's development regulations and zoning ordinance has been prepared and is expected to be issued in the fall of 1995. See Appendix C for suggested modifications to the zoning ordinance, development regulations and building code that were addressed during public workshops, public hearings, Guidance Committee meetings, and Commission workshops.
3. Persuasion, leadership and coordination, which are somewhat more informal implementation tools than capital improvement programming or development regulations, but which can be very effective in making sure that ideas, data, maps, information and research pertaining to growth and development are not only put forth, but also find their way into the decision making of private developers as well as various public agencies and departments. The land use recommendations in Chapter VII of this document will not be realized without the continuing political, economic and financial support of the county's decision makers.
4. The comprehensive plan itself can become a tool in carrying out its own policies and recommendations, if the plan is kept visible and up-to-date as a continuous guide for public and private decision making. The County Commission should, therefore, periodically review the plan and if necessary, make appropriate revisions to the plan to keep it viable as a current document. In addition, it should be stressed that a zoning ordinance is not a land use plan and should not be considered an adequate substitute for one.

The future land use plan should not be considered a static document. Development patterns perceived when it was prepared may change and various resources (human, natural and financial) may become available or decline.

If the goals and policies contained in this plan truly reflect community opinion, they will provide a solid basis for evaluating changes and updates to this document. If they are not sufficiently detailed to serve this function, future amendments to this document should begin with the goals and policies. A plan that is firmly grounded on usable goals remains current and instills residents with confidence that the future development of their community is logical, predictable and understandable. This attitude is critically important.

This document should also be allowed to evolve by adding detail. At a minimum, detailed functional plans for parks and open space, community facilities, housing, economic development, transportation, sidewalks, bikeways, greenways, and historic preservation should be prepared as an amplification of this plan and should be regularly updated.

## IMPLEMENTATION METHODS

The DeKalb County Comprehensive Plan serves as a guide for public and private decision making in dealing with the development of the county. Implementation of the plan depends upon the county's use of its powers to regulate private development through the zoning, subdivision and development ordinances, its powers of taxation and its capital expenditures. The following provides a listing of potential implementation techniques which are most feasible for implementing a comprehensive plan in DeKalb County. Most of these techniques utilize existing ordinances and procedures, although some require review and consideration of amendment.

### 1. Continuing Planning Process

The comprehensive land use plan is designed to reflect current information as well as project future trends. As conditions change, the plan must be re-examined and updated. The following are necessary to keep the plan viable.

- a. Short-range development plans and programs  
Establish short-range development plans and programs on an annual basis to help phase development and capital improvement proposals and to identify appropriate land use changes. This program should be a guide for setting priorities for the annual budgets and the capital improvements program for the county.
- b. Updates  
Monitor and refine the comprehensive plan as outlined in VIII 7.8 on an annual basis with major updates every five years. This should keep the plan responsive to changing conditions and needs in the county.
- c. Detailed functional plans  
Complete detailed functional plans (i.e., specific parks and open space, community facilities, housing, economic development, mobility, sidewalk, bicycle, greenway, and historic preservation studies) as part of the comprehensive planning process.
- d. Detailed Design Plans  
Develop and support more detailed design plans for major activity centers and other critical areas such as the commercial and industrial corridors and planned unit developments throughout the county.

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## 2. Capital Improvements Program

The provision of capital improvements can be used as a means of controlling the timing and location of development. Future capital improvements programs adopted by the county should be included during the annual amendment process for this plan. The community vision anticipated and represented in the comprehensive plan relies upon and cannot be accommodated without adherence to the schedule of planned sewer, water, road, and other facility improvements in the county.

In order to do public facilities planning and programming and to ensure close coordination with private development plans, a realistic level of capital expenditures needs to be maintained. Sources of funding in addition to the property tax should be explored.

## 3. Zoning

Zoning remains the primary tool for implementing the comprehensive plan. However, the plan is only a guide for zoning decisions. Modifications to the existing zoning ordinance should include but are not limited to the following:

- a. Future commercial establishments should be encouraged to locate in planned centers.
- b. Mixed-use developments, including office, commercial and residential, need to be permitted in planned developments.
- c. Planned unit development categories need to be more flexible in the minimum tract size and the appropriate mix of uses.
- d. Residential areas should be substantially buffered from non-residential development.
- e. Regulations should promote pedestrian access, set asides at vulnerable lands such as floodways, and provisions of open space and recreational facilities.
- f. All modifications to the zoning ordinance should be discussed in open forums as part of a citizen participation process following the model established during the Comprehensive Plan process.
- g. See also Appendix C for suggested modifications to the zoning ordinance, development regulations and building code that were addressed during public workshops.

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#### 4. Land Development Regulations

Better use should be made of the land development regulations which govern the conversion of vacant land into building sites. Developers are tied to the existing zoning for a particular tract, but before they can acquire a development and building permit they must be able to meet site preparation standards. Such ordinances should permit innovative site development and strengthen the role of land development regulations in guiding the development of the county.

#### 5. The Historic Preservation Ordinance is used to encourage appropriate development in historic areas, assist in providing buffers between various land uses, encourage reuse of existing structures, and encourage revitalization of neighborhoods and commercial areas. Its effective application will preserve amenities, promote heritage tourism, enhance the quality of life, and improve the tax base. The following should be undertaken:

- a. Survey and identify the county's historic and archaeological resources.
- b. Incorporate survey data into the county's G.I.S. system.
- c. Designate qualifying historic districts and properties.
- d. Develop and implement design guidelines for development of historic districts and properties.
- e. Provide developers and property owners with information and assistance in understanding the Historic Preservation Ordinance and developing projects within the guidelines.
- f. Develop and adopt alternative building codes or historic codes for historic properties.
- g. Institute an awards program to publicize outstanding historic preservation and community design projects and encourage their replication.
- h. Develop financial incentives to encourage preservation and rehabilitation.

### SHORT TERM WORK PROGRAM

Presented below is a five year short term work program for implementation of the short term goals, policies, and action strategies of the county. The program is organized around the framework of planning elements including land use, community facilities, natural and historic resources, economic development, and housing. Each programmed item is identified with the corresponding goal or policies reference number and includes a listing of the estimated cost of the project, the source of funding, the year the project is planned to be implemented, and the responsible county department.



All goals, policies, and action strategies not listed in the short term work program are considered long term needs that do not require capital expenditures within the first five year cycle. In addition, some goals and policies are timeless and designed with the sole intent to defend the county's vision of their future.

The DeKalb County Parks and Recreation Department has been developing a Comprehensive Plan concurrent to the development of the County's Plan. The Parks and Recreation Plan is presented in Appendix H and is thereby incorporated into this report.

In addition, the appendix includes the AASHTO guidelines report on bicycle and pedestrian circulation by the Public Works Department. These are also hereby incorporated into the County Comprehensive Plan and are recommended for action.

# SHORT TERM WORK PROGRAM 2001-2006

## *I - Natural and Historic Resources*

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### **I - Natural and Historic Resources**

- 1.1 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.

Estimated Cost: undetermined

Funding Source: DeKalb County and Partners

Year of Implementation: 2001-2006, ongoing

Responsible Party: Parks and Recreation, CEO's Office

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- 1.11 Continue to restore open areas of parks along Ponce de Leon in accordance with historic landscape preservation guidelines.

Estimated Cost: Undetermined

Funding Source: DeKalb County, City of Atlanta, and Private Donations

Year of Implementation: 2001-2006 (Ongoing)

Responsible Party: City of Atlanta, Parks and Recreation, Fernbank, O.L.P.A.

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- 1.15 Improve the "Adopt A Stream" program to maintain drainage ways.

Estimated Cost: Undetermined

Funding Source: Grants, donations, and foundations

Year of Implementation: 2002

Responsible Party: Keep DeKalb Beautiful, Water and Sewer, Roads and Drainage

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*I - Natural and Historic Resources*

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- 1.15 Review and improve a program to monitor floodplains for dumping and non-permitted alterations.

Estimated Cost: Undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006  
Responsible Party: Development

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- 1.16 Coordinate the Peavine Creek Watershed Study with the Peavine Watershed Alliance and implement the resulting Watershed Management Plan developed from that Study. The goal of the Management Plan is to improve or maintain water quality in the Peavine Creek sub-basin so that it meets the Georgia in-stream standards.

Estimated Cost: \$250,000  
Funding Source: EPA/EPD 319 Grant; Wands Enterprise Fund  
Year of Implementation: 2003  
Responsible Party: Water and Sewer, Planning

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- 1.19 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)

Estimated Cost: \$30,000  
Funding Source: DeKalb County  
Year of Implementation: 2002  
Responsible Party: Parks and Recreation, Planning, Board of Commissioners

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- 1.2 Establish parks and open space standards based on equity of access, optimal level of service and cost effectiveness, and a positive and inviting image.

Estimated Cost: Undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2001-2002  
Responsible Party: Parks and Recreation

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*I - Natural and Historic Resources*

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- 1.22 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.

Estimated Cost: Undetermined  
Funding Source: Grants and donations  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Planning, Parks and Recreation (6/00)

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- 1.23 Prepare a timeline and require safety upgrades as needed for all county maintained dams.

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006  
Responsible Party: Transportation, Roads and Drainage

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- 1.3 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.

Estimated Cost: \$800,000  
Funding Source: DeKalb County, Federal Highway Administration, GA DOT  
Year of Implementation: 2002  
Responsible Party: Transportation and Partners

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- 1.3 Implement the South River Watershed Management Plan, with the goal of restoring or improving water quality and habitat in impaired streams, and protecting water quality and habitat in unimpaired areas.

Estimated Cost: \$4,500,000.00  
Funding Source: DeKalb County Enterprise Funds and General Fund  
Year of Implementation: 2003-2008  
Responsible Party: Water and Sewer, Roads and Drainage, Development, Parks and Recreation, Planning, Keep DeKalb Beautiful

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*I - Natural and Historic Resources*

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- 1.7 Establish an awards program to recognize exemplary preservation and community design projects. (includes g/p 3.4)

Estimated Cost: \$5,000  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Historic Preservation Commission

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- 1.7 Designate historic districts and properties. (includes goals and policies 1.20, 3.1, 4.11, 6.16, 7.9, and 7.27)

Estimated Cost: Part of Development Code revision in Public Works budget  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006  
Responsible Party: Historic Preservation Commission, Development

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- 1.7 Designate historic districts and properties. (includes goals and policies 1.20, 3.1, 4.11, 6.16, 7.9, and 7.27)

Estimated Cost: Undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Historic Preservation Commission

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- 1.7 Hire a Planning Technician to assist the Historic Preservation Planner in the County Planning.

Estimated Cost: \$40,000  
Funding Source: DeKalb County  
Year of Implementation: 2002  
Responsible Party: DeKalb County, DeKalb Preservation Commission

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*I - Natural and Historic Resources*

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- 1.7 Continue to develop Historic District Guidelines as new districts and properties are designated. (includes g/p1.20 and 4.11)

Estimated Cost: \$20,000/District  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: DeKalb Preservation Commission

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- 1.7 Develop and implement educational programs on the significance of cultural, natural, and historic properties within DeKalb County. (includes g/p 3.4)

Estimated Cost: Undetermined  
Funding Source: Grants, Donations, Foundations  
Year of Implementation: 2001-2006  
Responsible Party: DeKalb Preservation Commission

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- 1.8 Develop 80 miles of greenways as connections to nature for people (8 miles per year).

Estimated Cost: Undetermined  
Funding Source: 2001 Parks Bond, Governor's Greenspace Funds  
Year of Implementation: 2001-2006  
Responsible Party: Parks and Recreation

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- 1.9 Review and revise the process to utilize volunteer maintenance of neighborhood parks.

Estimated Cost: Part of annual department budget  
Funding Source: Grants, donations, and foundations  
Year of Implementation: 2001-2006  
Responsible Party: Parks and Recreation

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*II - Population: Human and Social Development*

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**II - Population: Human and Social Development**

- 2.1 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.

Estimated Cost: N/A  
Funding Source: N/A  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Board of Education, Economic Development

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- 2.1 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.

Estimated Cost: N/A  
Funding Source: N/A  
Year of Implementation: 2001- 2006 (ongoing)  
Responsible Party: Board of Education, BOE/ BOC Liaison Committee

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- 2.2 Expand existing services for senior citizens. (also see g/p 4.20)

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Board of Health, Human and Community Development (Office of Senior Affairs)

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- 2.3 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.

Estimated Cost: \$200,000  
Funding Source: CDBG  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Human and Community Development

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*II - Population: Human and Social Development*

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- 2.3 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.

Estimated Cost: part of annual department budget  
Funding Source: CDBG  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Human and Community Development

---

- 2.6 Encourage the development of a Cultural Center in Clarkston by assisting with architectural planning and other improvements as needed.

Estimated Cost: \$1,400,000 allocated over 5 years  
Funding Source: CDBG  
Year of Implementation: 2001-2006  
Responsible Party: Human and Community Development, Board of Health

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- 2.6 Encourage the development of an International Village Cultural Center in the Chamblee area.

Estimated Cost: \$3,000,000  
Funding Source: Grants, Foundations  
Year of Implementation: 2001-2006  
Responsible Party: DeKalb County Chamber of Commerce, City of Chamblee

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**III - Housing**

- 3.1 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, 7.6, 7.9, 7.10, 7.18, 7.27) Follow the action strategies set forth in VIII. 3.1 and 3.2.

Estimated Cost: Undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006  
Responsible Party: Planning, Board of Commissioners

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- 3.11 Survey and identify all apartment buildings which are substandard and deteriorating in order to market the properties for renovation

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Public Works, Human and Community Development

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- 3.11 Enforce the housing code for apartment structures which are substandard and use the police power to upgrade and comply with the building code.

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Code Enforcement, Human and Community Development

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- 3.11 Develop educational programs which inform landlords and property managers of their responsibilities to the community, tenants and expectation of property owners.

Estimated Cost: undetermined  
Funding Source: CDBG and Partners  
Year of Implementation: 2002-2006 (ongoing)  
Responsible Party: Human and Community Development, Georgia Housing Finance Authority, Apartment Owners and Managers Association

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3.12 Provide CDBG funds to address the problems of foreclosure/predatory lending.

Estimated Cost: part of annual department budget  
Funding Source: CDBG  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Human and Community Development

---

3.12 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.

Estimated Cost: undetermined  
Funding Source: HOME and CDBG  
Year of Implementation: 2001-2005  
Responsible Party: Human and Community Development

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3.12 Continue the ongoing Down Payment program for first-time low and moderate income homebuyer payment grants.

Estimated Cost: part of annual department budget  
Funding Source: CDBG  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Human and Community Development

---

3.12 Continue the ongoing, single-family, owner-occupied housing rehabilitation of 75 units for low and moderate income persons.

Estimated Cost: \$673,382  
Funding Source: CDBG  
Year of Implementation: 2001  
Responsible Party: Human and Community Development

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- 3.12 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.

Estimated Cost: \$89,740

Funding Source: CDBG

Year of Implementation: 2001

Responsible Party: Human and Community Development

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- 3.13 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.

Estimated Cost: \$20,000/year

Funding Source: DeKalb County

Year of Implementation: 2001-2006

Responsible Party: Decatur/DeKalb Housing Authority

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- 3.13 Expand and improve renovation programs in public housing.

Estimated Cost: Undetermined

Funding Source: State

Year of Implementation: 2001-2006

Responsible Party: Decatur/DeKalb Housing Authority

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- 3.13 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)

Estimated Cost: N/A

Funding Source: N/A

Year of Implementation: 2001-2006 (ongoing)

Responsible Party: Public Safety, Community Development

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- 3.14 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 3.14.

Estimated Cost: undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2001  
Responsible Party: Planning, Board of Commissioners

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- 3.15 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).

Estimated Cost: undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2001  
Responsible Party: Planning, Board of Commissioners (06/00)

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- 3.17 Prepare and adopt a Landscape Ordinance with incentive programs as outlined in the policy and action strategies in VIII. 3.17.

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2002  
Responsible Party: Planning, Development

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- 3.19 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 on the County infrastructure and budget and whether there is an impact on public safety.

Estimated Cost: No cost  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006  
Responsible Party: Planning, Board of Commissioners, Law Department

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3.22 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.

Estimated Cost: \$25,000  
Funding Source: DeKalb County and State Grants  
Year of Implementation: 2001-2006  
Responsible Party: Development, Merit System

---

3.22 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 O.C.G.A. 8-2-26(a)(1) for administrative enforcement, hearings, appeals from inspection decisions in order to enforce quality construction.

Estimated Cost: No cost  
Funding Source: DeKalb County  
Year of Implementation: 2002  
Responsible Party: Development

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3.3 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.

Estimated Cost: \$15,000  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Planning, Independent Consultant, Board of Commissioners

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3.5 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)

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Transportation

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- 3.7      Develop education courses for property owners who are in financial trouble or facing foreclosure by providing facilities for seminars workshops, and classes.

Estimated Cost:    \$150,000

Funding Source:    DeKalb County

Year of Implementation: 2001-2006 (ongoing)

Responsible Party: Human and Community Development

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**IV - Community Facilities**

- 4.1 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)

Estimated Cost: \$87,500,000  
Funding Source: DeKalb County, Parks Bond, State, Partners  
Year of Implementation: 2001-2006  
Responsible Party: Parks and Recreation

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- 4.1 Acquire 200 acres of open space per year to provide for active and passive parks, multi-dimensional recreation facilities, and trails.

Estimated Cost: Undetermined  
Funding Source: 2001 Parks Bond, Governor's Greenspace Funds, Partners  
Year of Implementation: 2001-2006  
Responsible Party: Parks and Recreation

---

- 4.10 Replace aging water and sewer lines each year.

Estimated Cost: \$8,000,000  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Water and Sewer

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- 4.10 Upgrade of Scott Candler Filter Plant to 150 MGD capacity.

Estimated Cost: \$160,000,000  
Funding Source: Water and Sewer Bonds  
Year of Implementation: 2002-2006  
Responsible Party: Water and Sewer, Planning

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*IV - Community Facilities*

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- 4.11 Encourage the establishment of a revolving trust fund to purchase endangered cultural, natural, and historical properties.

Estimated Cost: N/A  
Funding Source: State, Private  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Historic Preservation Commission

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- 4.11 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)

Estimated Cost: \$75,000  
Funding Source: DeKalb County, State  
Year of Implementation: 2001-2004  
Responsible Party: Historic Preservation Commission

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- 4.12 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.

Estimated Cost: \$300,000 annual operating costs  
Funding Source: DeKalb County, State  
Year of Implementation: 2001-2006  
Responsible Party: Sanitation, Keep DeKalb Beautiful

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- 4.12 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.

Estimated Cost: The majority of the \$8,000,000 is spent; additional \$2,000,000 is needed  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Sanitation, Partners

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*IV - Community Facilities*

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- 4.12 Prepare a cost-revenue analysis for the Sanitation Fees Rate Structure for the next five-years.

Estimated Cost: unknown  
Funding Source: DeKalb County  
Year of Implementation: 2001-2002  
Responsible Party: Public Works, Finance

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- 4.13 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 CIPs for fire stations, apparatus, and existing facility renovations. Relocation of an equipment repair facility is also needed.

Estimated Cost: Undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006  
Responsible Party: Public Safety, Finance

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- 4.13 Bolster drug treatment programs offered in the county.

Estimated Cost: Undetermined  
Funding Source: Board of Health  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Board of Health

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- 4.13 Prepare a countywide policing plan. Improve and expand Community Policing and neighborhood law enforcement efforts.

Estimated Cost: Undetermined  
Funding Source: DeKalb County, State, Federal  
Year of Implementation: 2001-2006  
Responsible Party: Public Safety, Board of Commissioners

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*IV - Community Facilities*

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- 4.13 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 (budget request will be made FY 2002). Complete the 5 year Capital Improvement Plan.

Estimated Cost: Undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2001-2002  
Responsible Party: Public Safety, Finance

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- 4.15 Identify neighborhoods lacking fire hydrants, and develop a schedule for installation.

Estimated Cost:  
Funding Source: DeKalb County  
Year of Implementation: 2001  
Responsible Party: Public Works, Public Safety, Fire

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- 4.16 Prepare a cost/benefit analysis for reducing the county construction/repair force and implementing a bidding process to contract for routine work projects.

Estimated Cost: \$20,000  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Independent Consultant, Finance, Board of Commissioners, Facilities Management

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- 4.18 Transmit recommendations to nonprofit organizations regarding community outreach programs.

Estimated Cost: none  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006  
Responsible Party: Community Relations Commission

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*IV - Community Facilities*

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- 4.19 Expand existing teen pregnancy prevention programs; encourage drop-out prevention programs.

Estimated Cost: part of annual departmental budget  
Funding Source: Board of Health, DeKalb County  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Board of Health, Human and Community Development

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- 4.19 Transmit recommendations to Board of Health.

Estimated Cost: none  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006, ongoing  
Responsible Party: DeKalb Administration

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- 4.2 Develop a pilot sidewalk/streetscape enhancement project at the intersection of North Decatur Road/Clairmont and Glenwood/Candler Road.

Estimated Cost: \$3,000,000 for Candler/Glenwood. Unknown for North Decatur and Clairmont  
Funding Source: CDBG, local funds, Federal Transportation funds  
Year of Implementation: 2001-2006  
Responsible Party: Transportation

---

- 4.2 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)

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Transportation, Planning, Board of Commissioners

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*IV - Community Facilities*

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- 4.2 Construct sidewalks as set forth in the Public Works Infrastructure C.I.P. plan.

Estimated Cost: \$25-\$75 a running foot, with 5' width

Funding Source: DeKalb County, State

Year of Implementation: 2001-2006 (ongoing)

Responsible Party: Roads and Drainage, Transportation

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- 4.20 Study the needs of seniors (Glen Haven community).

Estimated Cost: part of annual department budget

Funding Source: DeKalb County

Year of Implementation: 2001-2006 (ongoing)

Responsible Party: Human and Community Development, Office of Senior Affairs

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- 4.22 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.

Estimated Cost: Undetermined

Funding Source: DeKalb County, Private

Year of Implementation: 2001-2006 (ongoing)

Responsible Party: Public Works, GADOT, Code Enforcement, Keep DeKalb Beautiful

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- 4.4 Increase the library materials collection to two volumes per capita, and bring all four area libraries to the same service schedule to include Sunday hours.

Estimated Cost: Operating - \$1,500,000 annual, Personnel - \$254,000 annual, Library Materials - \$1,250,000 annual

Funding Source: DeKalb County

Year of Implementation: 2003 - 2005

Responsible Party: Board of Commissioners, Library

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*IV - Community Facilities*

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- 4.4 Using creative financing, create four new community parks that provide a balance of active and passive spaces.

Estimated Cost: undetermined  
Funding Source: Parks Bond, DeKalb County, Partners  
Year of Implementation: 2001-2006  
Responsible Party: Parks and Recreation

---

- 4.4 Utilize CDBG funds to assist in expanding the existing Boys and Girls Club of Metro Atlanta in the Lithonia-Redan community.

Estimated Cost: \$500,000  
Funding Source: CDBG  
Year of Implementation: 2001-2002  
Responsible Party: Human and Community Development

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- 4.4 Acquire property adjacent to Chamblee Library for future building expansion.

Estimated Cost: \$250,000  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Board of Commissioners, Library, Public Works, Law Department

---

- 4.4 Replace current water intake on the Chattahoochee River with new mid-channel intake and new pump station, in order to provide reliable water supply to the County's reservoirs and water filter plant.

Estimated Cost: \$50,000,000  
Funding Source: DeKalb County Enterprise Fund  
Year of Implementation: 2002 - 2006  
Responsible Party: Water and Sewer, Planning

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*IV - Community Facilities*

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4.4 Expand aerobic digestion facilities at the Pole Bridge Wastewater Treatment Plant.

Estimated Cost: \$12,000,000  
Funding Source: DeKalb County  
Year of Implementation: 2001 - 2002  
Responsible Party: Water and Sewer, Planning

---

4.4 Add an Equalization Tank at the Snapfinger Wastewater Treatment Plant.

Estimated Cost: \$7,000,000  
Funding Source: DeKalb County  
Year of Implementation: 2001 - 2002  
Responsible Party: Water and Sewer, Planning

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4.4 Develop a new Raw Water Pump Station and Raw Water Line.

Estimated Cost: \$40,000,000  
Funding Source: DeKalb County  
Year of Implementation: 2004 - 2007  
Responsible Party: Water and Sewer, Planning

---

4.4 Open the Hairston Crossing and Embry Hills neighborhood libraries an additional 16 hours per week to equal open hours schedules three other neighborhood libraries.

Estimated Cost: \$135,000  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Board of Commissioners, Library

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*IV - Community Facilities*

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- 4.4 Update and expand a minimum of five special facilities to generate revenue and provide destination parks.

Estimated Cost: Undetermined  
Funding Source: DeKalb County, 2001 Parks Bonds, Partners  
Year of Implementation: 2001-2006  
Responsible Party: Parks and Recreation

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- 4.4 Develop a new Snapfinger to Pole Bridge Force Main and conduct a community outreach/education program regarding impacts.

Estimated Cost: \$70,000,000  
Funding Source: DeKalb County  
Year of Implementation: 2003 - 2007  
Responsible Party: Water and Sewer, Planning

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- 4.4 Implement a Capital Improvements Plan to construct new facilities and rehabilitate existing parks.

Estimated Cost: Undetermined  
Funding Source: DeKalb County, 2001 Parks Bond, Partners  
Year of Implementation: 2001-2006  
Responsible Party: Parks and Recreation

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- 4.4 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.

Estimated Cost: \$75,000  
Funding Source: Private Industry  
Year of Implementation: 2000-2005  
Responsible Party: Planning, Economic Development

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*IV - Community Facilities*

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- 4.4 Combine wastewater treatment in the South River basin in to one facility at the Pole Bridge Creek WPC Plant; expand capacity to 86 MGD; eliminate the Snapfinger Creek WPC Plant and convert to pumping station.

Estimated Cost: \$350,000,000  
Funding Source: DeKalb County Enterprise Fund  
Year of Implementation: 2004 - 2010  
Responsible Party: Water and Sewer, Planning

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- 4.4 Convert a portion of the Hairston Crossing neighborhood library to a computer lab for public training in the access of electronic information resources.

Estimated Cost: \$55,000 (Capital) \$37,000 (Operating)  
Funding Source: DeKalb County, Georgia Legislature  
Year of Implementation: 2003  
Responsible Party: Board of Commissioners, Library, Business Community, Georgia Legislature

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- 4.4 Acquire property for a new library in Southeast DeKalb County.

Estimated Cost: \$850,000  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Board of Commissioners, Library, Public Works, Law Department

---

- 4.6 Work with City of Atlanta and the residents of the affected areas in DeKalb County to alleviate problems with the Nancy Creek interceptor stemming from the Fulton/Atlanta/DeKalb sewer line interface.

Estimated Cost: \$65,000,000  
Funding Source: DeKalb County, City of Atlanta  
Year of Implementation: 2002-2006  
Responsible Party: Water and Sewer, Planning

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*IV - Community Facilities*

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- 4.7 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.

Estimated Cost: \$1,000,000/year

Funding Source: DeKalb County

Year of Implementation: 2001-2002

Responsible Party: Roads and Drainage, Planning, Historic Preservation Commission,  
Board of Commissioners, Transportation

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- 4.8 Develop a program for regular maintenance and replacement of light bulbs in street lamps.

Estimated Cost: N/A

Funding Source: Utility Company, Private

Year of Implementation: 2001-2006 (ongoing)

Responsible Party: Roads and Drainage, Georgia Power Company

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- 4.9 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.

Estimated Cost: \$19,150

Funding Source: CDBG

Year of Implementation: 2001-2002

Responsible Party: Human and Community Development, Public Works

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- 4.9 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.

Estimated Cost: \$200,000/\$20,000,000

Funding Source: DeKalb County, State, Federal

Year of Implementation: 2001-2006 (ongoing)

Responsible Party: Public Works, Board of Commissioners

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**V - Transportation**

- 5.1 Work with Federal Highway Administration, GRTA, Georgia department of Community Affairs, Georgia department of Transportation, ARC to refine and implement mobility planning policies and strategies set forth in Chapters 5 and 8.

Estimated Cost: no cost  
Funding Source: DeKalb County, GDOT, FHWA, ARC, Partners  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Board of Commissioners, Transportation, Planning

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- 5.10 Maintain, mill, patch, and resurface county roadways rated above 28. (See pages VIII-38 and 39.)

Estimated Cost: \$50,000 average cost per mile for local share  
Funding Source: DeKalb County, State  
Year of Implementation: 2002  
Responsible Party: Roads and Drainage, Planning

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- 5.10 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.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.10 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. Use the mobility planning policies and strategies set forth in Chapters 5 and 8. Conduct public hearings in the affected communities.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.10 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. (See pages VIII-38 and 39.)
- Estimated Cost: Undetermined  
Funding Source: DeKalb County, State  
Year of Implementation: 2002  
Responsible Party: Roads and Drainage, Planning, Board of Commissioners
- 
- 5.10 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. (See pages VIII-38 and 39.)
- Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Transportation, Planning, Board of Commissioners
- 
- 5.11 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 Chapters 5 and 8 for Historic districts and sites; use materials as recommended by the Historic Preservation Commission for historic districts and sites.
- Estimated Cost: \$1,000,000/year  
Funding Source: DeKalb County and GDOT  
Year of Implementation: 2002  
Responsible Party: Roads and Drainage, Planning, Historic Preservation Commission
- 
- 5.11 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.)
- Estimated Cost: Part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006  
Responsible Party: Transportation
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- 5.11 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.)

Estimated Cost: \$500,000 per year  
Funding Source: DeKalb County  
Year of Implementation: 2002 and annually thereafter  
Responsible Party: Roads and Drainage

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- 5.13 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.

Estimated Cost:  
Funding Source: DeKalb County, State  
Year of Implementation: 2005  
Responsible Party: Planning, Transportation, Board of Commissioners

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- 5.13 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.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.13 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.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.13 Install caution lights and signage as new schools are being built.

Estimated Cost: Part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Transportation

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- 5.15 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 reclassifications in Ch. 5. Use the mobility planning policies, strategies, and short-term work program set forth in Chapter V, Chapter VIII.5, and Chapter IX. 5.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.15 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.

Estimated Cost: Undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2001  
Responsible Party: Planning, Board of Commissioners

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- 5.15 Hold advertised Transportation Planning meetings annually in each commission district to review proposed and current projects and obtain citizen input.

Estimated Cost: operating cost in departmental budgets  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006  
Responsible Party: Board of Commissioners, Planning, Transportation

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- 5.15 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.

Estimated Cost: Undetermined

Funding Source: DeKalb County

Year of Implementation: 2001-2006 (ongoing annually)

Responsible Party: Board of Commissioners, Planning, Transportation, ARC

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- 5.16 As part of a Comprehensive Transportation Plan, develop hazardous material routes and an emergency traffic plan for accidents involving radioactive and hazardous materials.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)

Funding Source: DeKalb County

Year of Implementation: 2003

Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.16 Prepare a new Thoroughfare Plan to show changes in functional classifications and to reflect scenic highways.

Estimated Cost: \$50,000

Funding Source: DeKalb County

Year of Implementation: 2002

Responsible Party: Planning

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- 5.17 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, and institutional districts to place trees and other landscaping along public streets. Conduct public hearings.

Estimated Cost: Part of Development Code revision

Funding Source: DeKalb County

Year of Implementation: 2003

Responsible Party: Development, Board of Commissioners, Planning

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- 
- 5.17 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.

Estimated Cost: Undetermined  
Funding Source: Part of departmental budget; GDOT  
Year of Implementation: 2001-2005  
Responsible Party: Planning, Roads and Drainage

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- 5.17 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. (See Chapter 9: 4.2, 5.17, 6.27, 6.35.) Develop and implement a 15 year construction plan following the objectives, policies, and action strategies set forth in Chapter 8: 4.2, 4.3, 4.6, 4.7, 4.11, and Transportation page VIII-32 through VIII-39. Include the plans in the Comprehensive Plan during the annual amendment process.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.17 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.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Planning, Transportation, Board of Commissioners

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- 5.18 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.

Estimated Cost: Undetermined  
Funding Source: DeKalb and CMAQ, TE, NHS  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Finance, Fleet Maintenance

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- 5.18 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.
- Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Transportation, Planning, Board of Commissioners
- 
- 5.19 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, pages VIII-32 through VIII-39. Standards and regulations within historic districts would be established by the Historic Preservation Commission.
- Estimated Cost: Part of Development Code revision and Comprehensive Transportation Plan  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006  
Responsible Party: Planning, Independent Consultant, Law Department, Transportation, Board of Commissioners, Historic Preservation Commission
- 
- 5.2 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 ridership data for public transit (south of Interstate 20 between Wesley Chapel Road and Panola Road, to Perimeter, South DeKalb Mall, Emory, and Northlake employment centers). Develop express route service on I-20 and I-285 with stops at Perimeter, Northlake, Indian Creek, South DeKalb Mall, and Peachtree Industrial.
- Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Transportation, Planning, Board of Commissioners
- 
- 5.2 As part of a Comprehensive Transportation Plan, establish minimum standards for MARTA Stops.
- Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Transportation, Planning, Board of Commissioners
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- 5.2 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.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)

Funding Source: DeKalb County

Year of Implementation: 2003

Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.2 Develop and adopt a Transit Incentives Program (reduced fares, U-Pass, employer reimbursement) for business employment nodes (Emory, Perimeter, Northlake, South DeKalb Mall); encourage Transportation Management Associations.

Estimated Cost: Undetermined

Funding Source: Private sector, DeKalb County, TMA seed money

Year of Implementation: 2001-2006

Responsible Party: Private sector, MARTA, ARC

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- 5.2 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.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)

Funding Source: DeKalb County

Year of Implementation: 2003

Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.2 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.

Estimated Cost: no cost

Funding Source: DeKalb County

Year of Implementation: 2001-2006 (ongoing)

Responsible Party: MARTA, Transportation

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- 5.20 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.

Estimated Cost: \$160,000

Funding Source: PDK Airport

Year of Implementation: 2001-2006

Responsible Party: FAA, Board of Commissioners, PDK Airport (10/98)

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- 5.20 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.

Estimated Cost: \$2000

Funding Source: Affected Community

Year of Implementation: 2001-2006

Responsible Party: BOC, Planning, Affected Community

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- 5.3 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.

Estimated Cost: Undetermined

Funding Source: DeKalb County, State

Year of Implementation: in RTP for 2010

Responsible Party: Transportation, GDOT, Planning, Board of Commissioners

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- 5.3 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 the affected communities.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)

Funding Source: DeKalb County

Year of Implementation: 2003

Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.3 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.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)

Funding Source: DeKalb County

Year of Implementation: 2003

Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.3 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 as outlined on page VIII-33.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)

Funding Source: DeKalb County

Year of Implementation: 2003

Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.3 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 of plan.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)

Funding Source: DeKalb County

Year of Implementation: 2003

Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.3 Develop a plan to improve traffic signalization and reduce congestion at Bouldercrest Road from I-285 to River Road.

Estimated Cost: Undetermined

Funding Source: DeKalb County, State

Year of Implementation: 2003

Responsible Party: Transportation

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- 5.6 Proposed Wording: Develop a Geographic Information System database to improve the DeKalb County transportation system.

Estimated Cost: \$100,000

Funding Source: DeKalb County

Year of Implementation: 2003

Responsible Party: Geographic Information System, Transportation

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- 5.8 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 entitled "Develop Framework for Mobility Planning," "Create Separate Countywide Plans for Pedestrians and Cyclists," "Revise Development Regulations...", "Design Protected Bike Lanes...", "Innovative Financing..."

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)

Funding Source: DeKalb County

Year of Implementation: 2003

Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.8 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.

Estimated Cost: Undetermined

Funding Source: DeKalb County, TE funds, GDOT

Year of Implementation: 2001-2005

Responsible Party: Transportation, Planning, Board of Commissioners

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- 5.9 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.

Estimated Cost: \$50,000 per year

Funding Source: GDOT, FHWA

Year of Implementation: 2001-2006

Responsible Party: Human and Community Development, Senior Connections

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**VI - Economic Development**

- 6.1 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.

Estimated Cost: Undetermined

Funding Source: DeKalb County

Year of Implementation: 2001-2006

Responsible Party: Economic Development, Geographic Information System

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- 6.1 TEAM DEKALB is comprised of the DeKalb County CEO, Economic Development, DeKalb Chamber of Commerce, and DeKalb County Development Authority. This Partnership should recommend to the Planning and or Board of Commissioners items for inclusion in the Comprehensive Plan during the annual amendment process.

Estimated Cost: \$ 5,000

Funding Source: DeKalb County

Year of Implementation: 2001-2006 (annually)

Responsible Party: Economic Development

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- 6.1 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, DeKalb Visitor's and Convention Bureau, Georgia Economic Development Association, Atlanta Regional Commission, Economic Development Group, Atlanta Chamber of Commerce, State Department of Industry, Trade and Tourism, Cooperative Extension Service, etc.) and provide quarterly reports to the Board of Commissioners.

Estimated Cost: part of annual department budget

Funding Source: DeKalb County

Year of Implementation: 2001-2006 (ongoing)

Responsible Party: Economic Development

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*VI - Economic Development*

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- 6.1 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.

Estimated Cost: Undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2000-2003  
Responsible Party: Geographic Information System

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- 6.10 Encourage and assist in the development of a safe, economically viable, walkable and compact mixed use community that is compatible with and a resource to Emory University and the surrounding historic neighborhoods as a model for revitalization of neighborhood commercial nodes through provision of an economic resource to encourage implementation of master plans and promotion of retail development in accordance with said plans.

Estimated Cost: unknown  
Funding Source: DeKalb County, Federal, Traffic Enhancement Alternative, ARC  
Year of Implementation: 2002 - 2007  
Responsible Party: Planning, Economic Development, Transportation, Board of Commissioners

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- 6.12 Provide for a growth management plan, as guided by the Comprehensive Plan Map and Text, for hospitals, health sciences organizations, clinics and related institutions in the Clifton Road, Zonolite and Briarcliff Road, Clairmont Road, Emory, Decatur areas. Preparation of the plan should involve participation by the health sciences community, neighborhoods, local businesses and interested organizations, and numerous public hearings and planning meetings. (See 3.3)

Estimated Cost: \$ 30,000  
Funding Source: DeKalb County and Private Sector  
Year of Implementation: 2002  
Responsible Party: Planning, Independent Consultant, Board of Commissioners

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- 6.13 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 revitalization projects.

Estimated Cost: Undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006  
Responsible Party: Planning, Economic Development, Board of Commissioners

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*VI - Economic Development*

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- 6.13      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.

Estimated Cost:    part of annual department budget  
Funding Source:    DeKalb County  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Economic Development

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- 6.13      Develop promotional materials for marketing declining/blighted areas of the county that have strong economic potential but are currently underutilized with unoccupied buildings.

Estimated Cost:    Undetermined  
Funding Source:    DeKalb County, Chambers and Private Sector  
Year of Implementation: 2001-2006  
Responsible Party: Economic Development

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- 6.14      Enhance the capabilities of the Chamber's Cost Benefit Analysis program to analyze business incentive scenarios.

Estimated Cost:    No cost  
Funding Source:    N/A  
Year of Implementation: 2001-2006  
Responsible Party: Economic Development, Board of Commissioners, Finance, Planning

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- 6.15      Expand, improve and monitor job training and start-up assistance programs.

Estimated Cost:    Undetermined  
Funding Source:    Undetermined  
Year of Implementation: 2001-2004  
Responsible Party: Workforce Development

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*VI - Economic Development*

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- 6.15 Promote and utilize Georgia QuickStart program as an incentive to local industries which depend in part on apprenticeship programs to main a stable workforce.

Estimated Cost: N/A  
Funding Source: N/A  
Year of Implementation: 2001-2006  
Responsible Party: Economic Development

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- 6.16 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.

Estimated Cost: Undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Planning, Development

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- 6.17 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 that will require new infill subdivided lots to be substantially identical to the majority of existing lots with regard to front and back yard depth, lot width, square footage of structures and lot, and building setbacks. Ensure that any overlay zoning is compatible with the Historic Preservation Ordinance.

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2002  
Responsible Party: Planning, Board of Commissioners, Historic Preservation Commission, Law Department

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- 6.18 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.

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2002-2006  
Responsible Party: Planning, CEO's Office, Development

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VI - Economic Development

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- 6.18 Review the County's organizational structure and procedures for the review and permitting of development projects.

Estimated Cost: Part of the Development Code Revision  
Funding Source: DeKalb County  
Year of Implementation: 2001  
Responsible Party: Planning, Board of Commissioners, Development

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- 6.2 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. 1996 examples of items include: Memorial Stadium, Stone Mountain Olympic venues, South DeKalb Business Incubator, Stonecrest Mall, and Shop DeKalb.

Estimated Cost: \$ 15,000 annually  
Funding Source: DeKalb County, CDBG  
Year of Implementation: 2001-2006  
Responsible Party: Economic Development, Public Information Office, Board of Commissioners

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- 6.2 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.

Estimated Cost: Undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006 (annually)  
Responsible Party: Economic Development

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- 6.2 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.

Estimated Cost: Undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006  
Responsible Party: Economic Development, Board of Commissioners

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*VI - Economic Development*

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- 6.2 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 booth which can be reserved and used for trade shows, etc. by any County Economic Development or Chamber that is a member of the Metro Atlanta Joint Development Authority).

Estimated Cost: \$ 10,000 annually  
Funding Source: DeKalb County  
Year of Implementation: 2001-2002  
Responsible Party: Economic Development

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- 6.2 Use economic development/real estate groups (DeKalb County Staff, Georgia Industry, Trade and Tourism, Georgia Power, the Chambers of Commerce, Atlanta Gas and Light Company, major commercial and industrial real estate firms, financial institutions, etc.) to promote the county, build relationships and disseminate information.

Estimated Cost: Undetermined  
Funding Source: DeKalb County and Partners  
Year of Implementation: 2001-2006  
Responsible Party: Economic Development

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- 6.2 Develop a collaborative relationship with educational institutions and public safety operations to develop a strategy for addressing education and crime issues in the county. Update this strategy annually.

Estimated Cost: No cost  
Funding Source: N/A  
Year of Implementation: 2001-2006  
Responsible Party: DeKalb County, Board of Education, Public Safety

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- 6.2 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.

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006  
Responsible Party: Economic Development, Board of Commissioners, Business Organizations, Human and Community Development

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*VI - Economic Development*

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- 6.23 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 zones in South DeKalb.

Estimated Cost: No Cost

Funding Source: N/A

Year of Implementation: 2001-2006

Responsible Party: Economic Development, Board of Commissioners

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- 6.23 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.

Estimated Cost: No Cost

Funding Source: N/A

Year of Implementation: 2001-2006

Responsible Party: Planning

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- 6.23 Continue to strengthen working relationships with the DeKalb Workforce Center and DeKalb Employer Committee to assist with developing strategies that address businesses' employment needs.

Estimated Cost: No Cost

Funding Source: N/A

Year of Implementation: 2001-2006

Responsible Party: Planning, Economic Development

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- 6.27 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 owner's agreement for maintenance.

Estimated Cost: \$2,000,000 (Comprehensive Transportation Plan)

Funding Source: DeKalb County

Year of Implementation: 2003

Responsible Party: Transportation, Planning, Board of Commissioners

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- 6.27 Prepare and adopt revitalization plans for deteriorating commercial areas in the county. Include the revitalization plan in Comprehensive Plan text during future amendment process.

Estimated Cost: Undetermined  
Funding Source: Local, State, Federal and Private Sector  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Economic Development, Community Development, Board of Commissioners, Planning

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- 6.27 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. Use methods such as visual preference survey to characterize urban design. Ensure that any overlay zoning is compatible with the Historic Preservation Ordinance and approved by the Historic Preservation Commission. Include overlay districts in the Comprehensive Plan during the annual amendment process.

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Planning, Economic Development, Board of Commissioners

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- 6.28 Adopt and enforce a Housing Code to insure livable conditions in declining neighborhoods.

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2001  
Responsible Party: Planning, Development, Board of Commissioners

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- 6.29 Promote the rehabilitation of deteriorated multifamily complexes while maintaining or reducing the density of units per acre.

Estimated Cost: No cost  
Funding Source: N/A  
Year of Implementation: 2001-2004  
Responsible Party: Economic Development, Community Development, Public Works

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- 6.3 Utilize CDBG funds for a Revolving Loan fund that will benefit business owners along the Candler Road Corridor.

Estimated Cost: \$400,000  
Funding Source: CDBG  
Year of Implementation: 2001  
Responsible Party: Human and Community Development

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- 6.3 Develop an inexpensive publication of economic development services available in DeKalb County. Update this publication annually.

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006 (annually)  
Responsible Party: Economic Development

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- 6.3 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.

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Economic Development, Human and Community Development

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- 6.30 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.

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Development Authority, Human and Community Development

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*VI - Economic Development*

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- 6.33 As a part of Team DeKalb (see 6.1, 6.2, 6.5, 6.23) establish a citizens council to work with the Economic Development, DeKalb Chamber of Commerce, Greater Lithonia Chamber of Commerce, and other county groups planning economic development (Wesley Chapel to the Mall at Stonecrest, Turner Hill). Include description of council in Comprehensive Plan during future amendment process.

Estimated Cost: Undetermined  
Funding Source: DeKalb County  
Year of Implementation: 2003  
Responsible Party: Economic Development

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- 6.33 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.

Estimated Cost: Part of contract with Robert Charles Lesser and Co. to study the Memorial Drive corridor  
Funding Source: DeKalb County and Partners  
Year of Implementation: 2001-2006 (ongoing)  
Responsible Party: Economic Development, Planning, Board of Commissioners

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- 6.35 Utilize CDBG funds for the phase I construction of the Candler Road Revitalization Project Initiative and streetscape project.

Estimated Cost: \$829,000  
Funding Source: CDBG  
Year of Implementation: 2002  
Responsible Party: Human and Community Development, Public Works

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- 6.37 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.

Estimated Cost: Undetermined  
Funding Source: CDBG  
Year of Implementation: 2001-2004  
Responsible Party: Community Development, Economic Development

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*VI - Economic Development*

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6.38 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 and text.

Estimated Cost: Undetermined

Funding Source: DeKalb County

Year of Implementation: 2001-2006

Responsible Party: CEO, Board of Commissioners, Economic Development, Public Works

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6.38 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 Plan text during annual amendment process.

Estimated Cost: Undetermined

Funding Source: DeKalb County

Year of Implementation: 2001-2006

Responsible Party: Planning, Board of Commissioners, Development, CEO's Office

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6.38 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.

Estimated Cost: Undetermined

Funding Source: DeKalb County

Year of Implementation: 2002

Responsible Party: Economic Development, CEO's Office

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6.5 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.

Estimated Cost: part of annual department budget

Funding Source: DeKalb County

Year of Implementation: 2001-2006

Responsible Party: Economic Development

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*VI - Economic Development*

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- 6.5 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.

Estimated Cost: \$ 10,000

Funding Source: DeKalb County and Partners

Year of Implementation: 2001-2006 (annually)

Responsible Party: Economic Development, Cooperative Extension Service

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- 6.6 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, the DeKalb County Chamber and the Atlanta Chamber in promoting business retention/expansion and attraction.

Estimated Cost: part of annual department budget

Funding Source: DeKalb County

Year of Implementation: 2001-2006 (ongoing)

Responsible Party: Economic Development

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- 6.6 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.

Estimated Cost: part of department budget

Funding Source: Workforce Development, CDBG

Year of Implementation: 2001-2002

Responsible Party: Workforce Development, Extension Service, Human and Community Development, Economic Development

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- 6.7 Prepare a feasibility study for the redevelopment and reuse of the Mercer University area according to the Comprehensive Plan text and map. (See Chapter IX. 6.7)

Estimated Cost: part of annual department budget

Funding Source: DeKalb County

Year of Implementation: 2001-2006

Responsible Party: Economic Development

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*VI - Economic Development*

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- 6.9 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.

Estimated Cost: part of annual department budget

Funding Source: County, State and Federal Funding

Year of Implementation: 2001-2006

Responsible Party: Economic Development, Human and Community Development,  
Chamber of Commerce, Cooperative Extension Service

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- 6.9 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.

Estimated Cost: \$250,000 annually

Funding Source: Community Development Block Grants and private funds

Year of Implementation: 2001-2003

Responsible Party: Community Development

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- 6.9 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.

Estimated Cost: Undetermined

Funding Source: DeKalb County, Chambers and Private Sector

Year of Implementation: 2001-2006 (ongoing)

Responsible Party: Economic Development

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- 6.9 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.

Estimated Cost: \$ 5,000

Funding Source: DeKalb County and Private Sector

Year of Implementation: 2002-2006 (annually)

Responsible Party: Economic Development

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**VII - Land Use**

7.1 Organize Community Councils as outlined in Chapter VIII, 7.1, 7.8.

Estimated Cost: part of annual department budget  
Funding Source: DeKalb County  
Year of Implementation: 2006  
Responsible Party: Planning, Board of Commissioners

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7.12 Land Acquisition - RPZ and Noise Impacted Areas

Estimated Cost: \$32,000,000 (1998 dollars)  
Funding Source: FAA, DeKalb County, PDK Airport  
Year of Implementation: 1997 - 2002  
Responsible Party: FAA, Board of Commissioners, PDK Airport, Planning

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7.12 Residential Sound Attenuation/ Sound Insulation Program.

Estimated Cost: \$42,000,000  
Funding Source: FAA, PDK Airport  
Year of Implementation: 2002-2010  
Responsible Party: PDK Airport, Public Works, GIS, Purchasing and Contracting,  
Finance, Contract Compliance, Community Relations

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7.12 Develop signage for residential areas regarding reduction of noise.

Estimated Cost: \$10,000  
Funding Source: Federal  
Year of Implementation: 2001-2006  
Responsible Party: Planning, FAA

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- 7.12 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.

Estimated Cost: \$500,000-\$1,000,000  
Funding Source: DeKalb County, State  
Year of Implementation: 2001-2006  
Responsible Party: GDOT, Transportation, Planning

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- 7.12 Work with DOT to plant evergreen trees and install sound barriers along I-20 and I-285.

Estimated Cost: Undetermined  
Funding Source: DeKalb County, State  
Year of Implementation: 2001-2006  
Responsible Party: DOT, Transportation, Planning

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- 7.20 Implement the Dunwoody Overlay District, as adopted by the Board of Commissioners, applying the Design Standards prepared by Urban Collage for the Dunwoody Commercial District.

Estimated Cost: part of operating budget  
Funding Source: DeKalb County  
Year of Implementation: 2002  
Responsible Party: Planning

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- 7.20 Implement the Stonecrest Compatible Overlay District, as proposed for adoption by the Board of Commissioners, applying the standards created in the "Manual for Design Standards for the Stonecrest Overlay District".

Estimated Cost: part of operating budget  
Funding Source: DeKalb County  
Year of Implementation: 2002  
Responsible Party: Planning

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7.20 Implement the Candler Road Overlay District, as proposed for adoption by the Board of Commissioners.

Estimated Cost: part of operating budget

Funding Source: DeKalb County

Year of Implementation: 2002

Responsible Party: Planning

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7.20 Assist in development of, with implementation through the Historic Preservation Commission, an Emory Village Overlay District, as adopted by the Board of Commissioners, which include design guidelines, as adopted by the Historic Preservation Commission, and which is prepared as part of the Emory Village Master Plan.

Estimated Cost: unknown

Funding Source: DeKalb County, Federal, Traffic Enhancement Alternative, ARC

Year of Implementation: 2002 - 2007

Responsible Party: Planning, Economic Development, Transportation, Board of Commissioners

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7.26 Investigate Transit Oriented Development to determine impacts on land use, and evaluate the relationship to zoning ordinance regulations.

Estimated Cost: None

Funding Source: N/A

Year of Implementation: 2001 - 2002

Responsible Party: Planning

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7.39 Re-examine the implementation of impact fees as a way of mitigating development costs. (includes g/p 4.4)

Estimated Cost: \$50,000

Funding Source: DeKalb County

Year of Implementation: 2002

Responsible Party: Planning

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- 7.39 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.

Estimated Cost: \$100,000

Funding Source: DeKalb County

Year of Implementation: 2001-2006

Responsible Party: Finance, Independent Consultant

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- 7.8 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 Industry Ordinance, and Development Regulations. Incorporate the objectives, policies, and action strategies identified in Chapter VIII, Sections I., III, IV, V, VII; include Appendix C. All ordinances should include a citizen participation process similar to that used in developing the Comprehensive Plan.

Estimated Cost: Undetermined

Funding Source: DeKalb County

Year of Implementation: 2003

Responsible Party: Planning, Board of Commissioners, Development, Independent Consultant

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