

BELVEDERE STUDY AREA

DeKalb County, Georgia | 2013



AECOM

Table of Contents

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Executive Summary

1.0 Study Area Overview

- 1.1 The Study Area
- 1.2 Community Context: Demographics
- 1.3 Community Context: Land Use and Zoning
 - Future Land Use
 - Origins - Housing
 - Destinations - Civic/Parks/Commercial
 - Zoning
 - Areas of Change
- 1.4 Community Context: Real Estate Market
 - Growth Rates
 - Age Structure
 - Income Levels
 - Daytime Population
 - Market Sector Review
 - Future Development Trends
 - Active Living Scenarios
- 1.5 Community Context: Mobility
 - Street Network and Connectivity
 - Sidewalks and Trails
 - Transit
 - Programmed Transportation Projects
- 1.6 Public Engagement

2.0 Recommendations + Implementation

- 2.1 Projects Overview
 - Projects + Active Living Benefits Matrix
- 2.2 Key Project Descriptions
 - Redevelopment Opportunities
 - Redevelopment Guidelines
- 2.3 Active Living Land Use + Zoning Recommendations

3.0 Implementation

- 3.1 Project Phasing + Timeline
- 3.2 Implementation Resources and Agencies
- 3.3 Glossary of Terms

Appendices

Public Meeting, Stakeholder Interviews and Workshop Summaries

Market Overview Technical Memorandum

Executive Summary

What is Active Living?

Active living is a growing concept that recognizes the important connection between physical activity and the built environment. It seeks ways to make physical activity safe, convenient, and pleasant by creating a community where people will want to walk, bike, and become more active.

Participating in regular physical activity reduces the risks of chronic diseases like heart disease, high blood pressure, and some cancers. According to the DeKalb County Board of Health’s “2010 Status of Health in DeKalb,” the top three leading causes of death in the county are cancer, cardiovascular diseases, and respiratory diseases. Among adults in DeKalb County, approximately 35 percent were considered overweight and 24 percent were obese from 2005 to 2007. In 2009, approximately 19 percent of DeKalb County high school students were overweight, and 13 percent were obese.

Although there are many factors that contribute to community health in DeKalb County, the physical environment can have a major impact on lifestyle choices. Creating opportunities and enhancing existing community structures to support physical activity help us all—from children who need safe routes for walking and biking to school, to active seniors who would choose to walk if they had pathways to local destinations.

Purpose of Study

The goal of the Master Active Living Plan (MALP) process is to improve the integration of physical activity into the daily routines of DeKalb County residents. Rather than one county-wide plan, MALP is comprised of multiple small area plans that focus on specific places of need. These plans will guide future redevelopment and transportation improvements by identifying opportunities to improve bicycle and pedestrian connections between activity centers and nearby neighborhoods, parks, schools and other public facilities. These plans will also emphasize mixed-use, compact development, interconnected streets, multi-modal accessibility and increased public space. The Belvedere Active Living Plan is one of eight plans created in 2013 under MALP.

The Ashford Dunwoody Study Area

Located in southern DeKalb County, the Belvedere Study Area is focused on the intersection of Memorial Drive and Columbia Drive. According to U.S. Census 2011 population estimates, the study area population is 14,565. Compared to the rest of county, the study area has fewer residents under the age of 18 and more residents of working age (18 to 64 years-old). Its ethnic composition is similar to DeKalb County overall, but the median household income is lower.

Physically, the Belvedere Study Area is characterized by older, strip commercial uses and single-family residential neighborhoods. The study area is one of 29 Neighborhood Centers, defined by DeKalb County as “a neighborhood focal point with a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and public and open space.” Commercial uses in the study area are primarily located in older strip malls such as Belvedere Plaza, with the exception of the relatively new Walmart Supercenter. Other destinations of note include the DeKalb School of the Arts, Knollwood Elementary School, Midway Park and Recreation Center, and Shoal Creek.

Along the Memorial Drive and Columbia Drive corridors, there is potential for redevelopment. Many of these parcels are older, strip commercial properties that could transition into denser uses in the future. This is particularly the case for Belvedere Plaza and Avondale Square, which present significant opportunities for mixed-use development. In addition to the commercial land uses that could transition, there are multi-family residential areas that will likely redevelop. The areas that are most likely to change in the study area are currently zoned C-1 (Local Commercial), C-2 (General Commercial), OCR (Office Commercial Residential), OI (Office Industrial), RM-75 (Multi-Family Residential), or RM-85 (Multi-Family Residential).

The real estate market will likely support a modest amount of redevelopment in the coming years. The presence of the Walmart Supercenter and Kroger are strong retail anchors, and residential areas north of the study area have been growing in popularity and value. However, the study area is no longer a regional retail node and faces competition from nearby high-end retail centers, such as Edgewood Retail Center. Additionally, residential areas to the south of the study area have been declining and are currently not as attractive for development. In order to ensure the viability of the local-serving, convenience retail, some of the older and largely vacant shopping centers will likely have to be demolished and the land redeveloped for other uses.

To become more attractive to new development, the Belvedere Study Area’s pedestrian and bicycle networks will also need to improve. In general, sidewalks are only present along the major arterials, but there are significant gaps on Memorial Drive southwest of Columbia Drive. There are currently no bicycle facilities and the study area’s street network is characterized by few major arterials and collectors with limited connectivity between local streets.

Public Involvement

On the evening of Tuesday, March 12, 2013, a public meeting was held at Peace Lutheran Church on Columbia Drive. A total of five members of the public attended the meeting and provided input. In general, the attendees were supportive of projects that would improve opportunities for active living and were particularly interested in improvements to Midway Park.

Recommendations

This plan identifies 17 projects that can help the community overcome physical barriers and encourage active lifestyles. Three major initiatives can guide the way: the creation of a multi-use trail connecting the study area’s parks, improvements to the walkability of Columbia Drive, and the redevelopment of Belvedere Plaza. By creating a more walkable, pedestrian-oriented environment, DeKalb County can position the Belvedere Study Area for desirable future redevelopment.

Implementation

The projects identified in this plan can be implemented over the short-, mid- and longer term. Some projects are “easy wins” and can be accomplished relatively quickly, such as building trails in existing parks. Other projects, such as the redevelopment of commercial areas and future open spaces, are longer term. Funding for these projects can come from a variety of sources, but the best approach is to program them into the DeKalb County Capital Improvement Program (CIP). Other agencies and programs, such as the Path Foundation and Kaiser Permanente Community Health Initiatives, may also act as resources to help Belvedere grow into a healthy, active community.



1.0 Study Area Overview

1.1 The Study Area

Located in southern DeKalb County, the Belvedere Study Area is focused on the intersection of Memorial Drive and Columbia Drive. The core of the study area is characterized by older, strip commercial uses and single-family residential neighborhoods.

This overview provides a summary of key components of the study area’s demographics, land use and zoning, real estate market, and mobility. It also details the public engagement process and shares key findings that set the stage for active living recommendations.

Past Studies

There have been no comprehensive studies focusing on the study area, but there are some recent smaller-scale initiatives. In 2009, DeKalb County completed a preliminary master plan for Delano-Line Park that established active park space and a new trail system.





Photograph of Ballfield at Midway Park



Warehouse Space in Avondale Square



North Villages Townhomes along Memorial Drive



Fastfood Retail along Memorial Drive



Belvedere Plaza South of Memorial Drive and Columbia Drive

1.2 Community Context: Demographics

Population Characteristics

The total study area population, according to U.S. Census 2011 population estimates, is 14,565. The Belvedere area is comparable to DeKalb County on many variables. The breakdown of female and male populations in the study area is similar to that of the county. Approximately 7 percent of the population is under five years of age. Youth ages five to 17 years old make up 15.2 percent of the population in the Belvedere area; this population is 8 percentage points lower than DeKalb and 10 percentage points lower than Georgia. Most residents are of working age, 18 to 64 years old. This age group outweighs the county and state estimates by 8 and 10 percentage points, respectively. A little more than 10 percent are adults 65 years of age and older, which is consistent with DeKalb and Georgia.

Figure 1: Study Area Population Characteristics

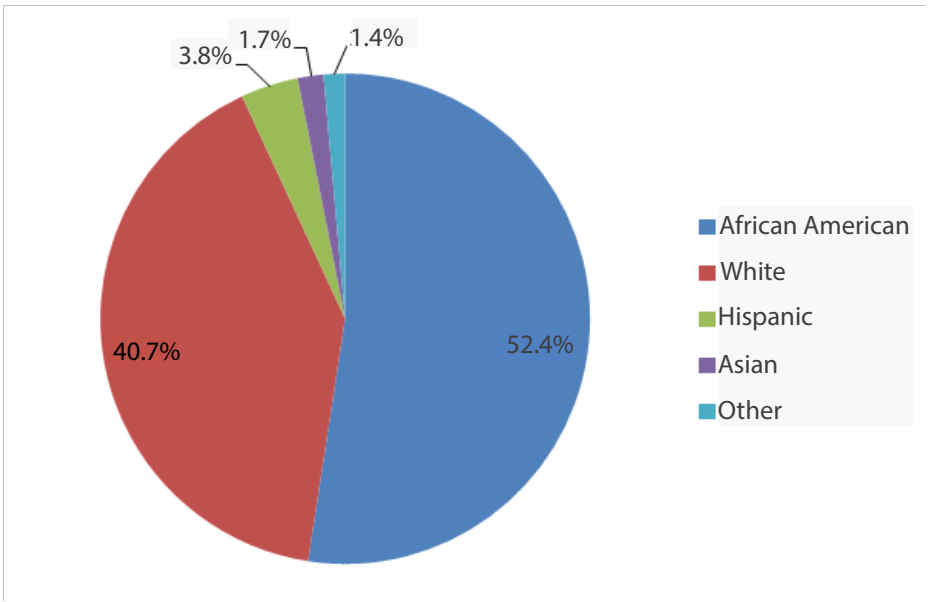
Population Characteristic	Study Area	DeKalb	Georgia
Total Population	14,565	699,893	9,919,954
Female Population	50.4%	51.9%	51.1%
Male Population	49.6%	48.1%	48.9%
Age under 5	6.9%	7.4%	7.0%
Ages 5 - 17	15.2%	23.9%	25.4%
Ages 18 - 64	67.4%	59.3%	56.6%
Ages 65+	10.5%	9.4%	11.0%

More than half of study area residents (52.4 percent) are African American and white residents make up nearly 41 percent of the population. The Hispanic population in the Belvedere area (3.8 percent) is almost a third smaller when compared to U.S. Census 2011 estimates for DeKalb (9.8 percent) and Georgia (9.1 percent). Other races and ethnicities, including Asian residents, make up approximately 3 percent of the remaining populations.

Figure 2: Study Area Race & Ethnicity

Race/Ethnicity	Study Area	DeKalb	Georgia
African American	52.4%	54.4%	31.0%
White	40.7%	37.8%	63.2%
Hispanic	3.8%	9.8%	9.1%
Asian	1.7%	5.2%	3.4%
Other	1.4%	2.7%	2.4%

Figure 3: Study Area Race & Ethnicity



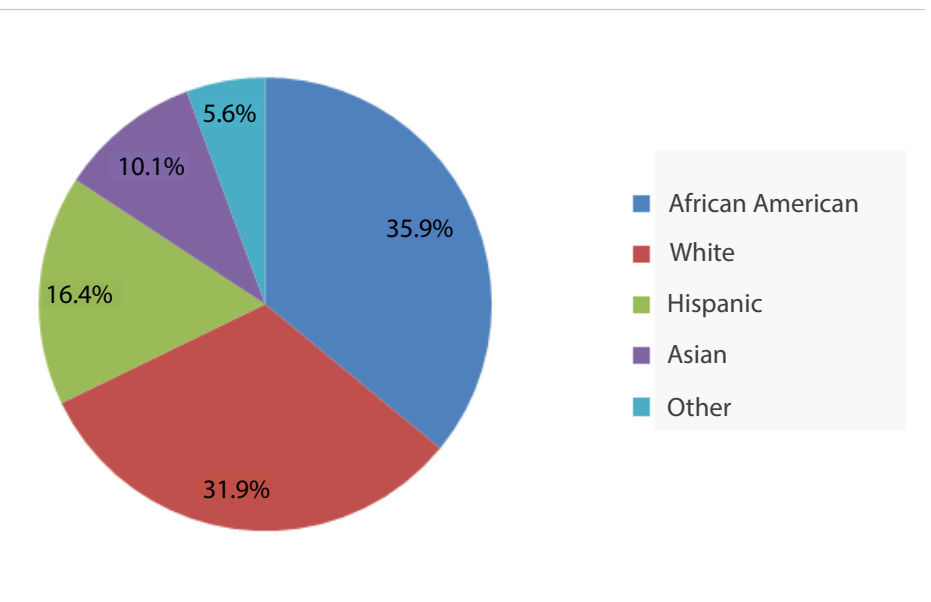
Household Characteristics

There are 6,159 housing units in the study area. Among them, more than 60 percent are owner-occupied units. The majority of occupied households in the study area are families, with 32 percent being two person households and another 32 percent with household sizes of three persons or greater. The median household income in the study area is lower than that of the county and state.

Figure 4: Study Area Household Characteristics

Variable	Study Area	DeKalb	Georgia
Owner Occupied	61.7%	58.2%	66.8%
Renter Occupied	38.3%	41.8%	33.2%
Median Household Income	\$39,958	\$51,712	\$49,736

Figure 5: Study Area Household Size



Mobility Characteristics

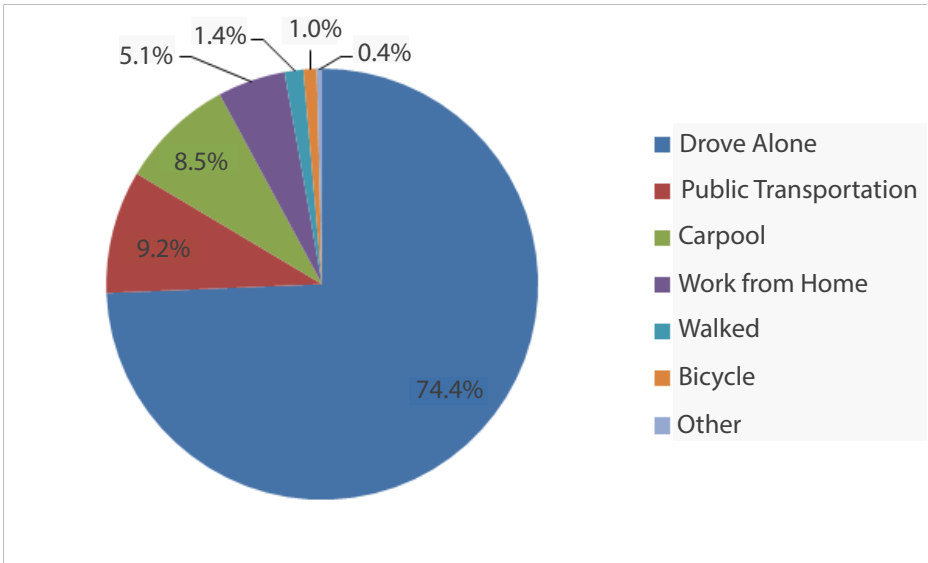
The U.S. Census estimates that 6,658 individuals from the study area were employed in 2011. Mobility characteristics in Belvedere are similar to those in the county and state. The majority of working residents (74.3 percent) travel to and from work alone and 8.5 percent carpool. More than 9 percent of working individuals rely upon public transportation as a primary means of transportation to work. When compared to the county and the state, a similar number of working individuals walk to work and less than 2 percent use some other means of transportation, including bicycling. The number of zero-car households is slightly higher when compared to the DeKalb county (10.3 percent versus 9.4 percent) and is 4 percentage points higher than that of the state.

Figure 6: Study Area Mobility Characteristics

Means of Transportation to Work	Study Area	DeKalb	Georgia
Drove Alone	74.3%	72.6%	78.8%
*Public Transportation	9.2%	8.5%	2.4%
Carpool	8.5%	10.4%	11.1%
Worked from Home	5.1%	4.8%	4.6%
Walked	1.4%	1.8%	1.6%
Bicycle	1.0%	0.3%	0.2%
Other	0.4%	1.6%	1.4%
Zero-car Households	10.3%	9.4%	6.7%

Public transportation includes bus, rail/subway, and taxi

Figure 7: Study Area Means of Transportation to Work



¹CHAA's conform to census tract boundaries that are the 'best fit' to the high school districts. There are 13 CHAA's within the County used to define geographic areas for the purposes of assessing and reporting health data between Status of Health in DeKalb reports over time. Data source: Online Analytical Statistical Information System (OASIS), Miner, Georgia Department of Public Health, Office of Health Indicators for Planning (OHIP).

Health & Wellness Characteristics

Chronic diseases like heart disease, some cancers, and diabetes account for seven out of every 10 U.S. deaths annually – approximately 1.7 million deaths each year. According to the Board of Health’s “2010 Status of Health in DeKalb” report, cancer, cardiovascular diseases, and respiratory diseases are the top three leading causes of death in DeKalb County. Between 2002 and 2007, cardiovascular diseases were the second leading cause of premature death, second only to injuries (homicide and motor vehicle crashes). When examining cause of death by race and ethnicity, cardiovascular diseases and cancers were the first and second leading causes of death, (respectively) for African American, Asian, Hispanic, and white populations. The highest rates of cardiovascular diseases and cancers occur among African American residents.

Young people are especially at risk. In 2009, approximately 19 percent of DeKalb County high school students were overweight, and 13 percent were obese. Between 2002 and 2007, African American youth under the age of 12 years old were three times more likely to have asthma than white youth of the same age. In 2009, only 35 percent of DeKalb County high school students participated in at least 60 minutes of physical activity on five or more days per week.

In the study area, the rates of cancer illnesses and heart disease were among the highest in DeKalb County. The rates of diabetes and asthma are among the highest in the County. When examining hospital discharges within the defined Avondale-Towers-Columbia Community Health Assessment Area (CHAA), the highest percentage of hospital discharges are due to cardiovascular diseases at approximately 13.6 percent¹. The second highest percentage of hospital discharges within this CHAA for the years 2006 – 2010 is for cancer (2.7 percent), followed closely by discharges for diabetes related issues (2.2 percent). Hospital discharges during this same timeframe due to asthma number 1.8 percent.

1.3 Community Context: Land Use and Zoning

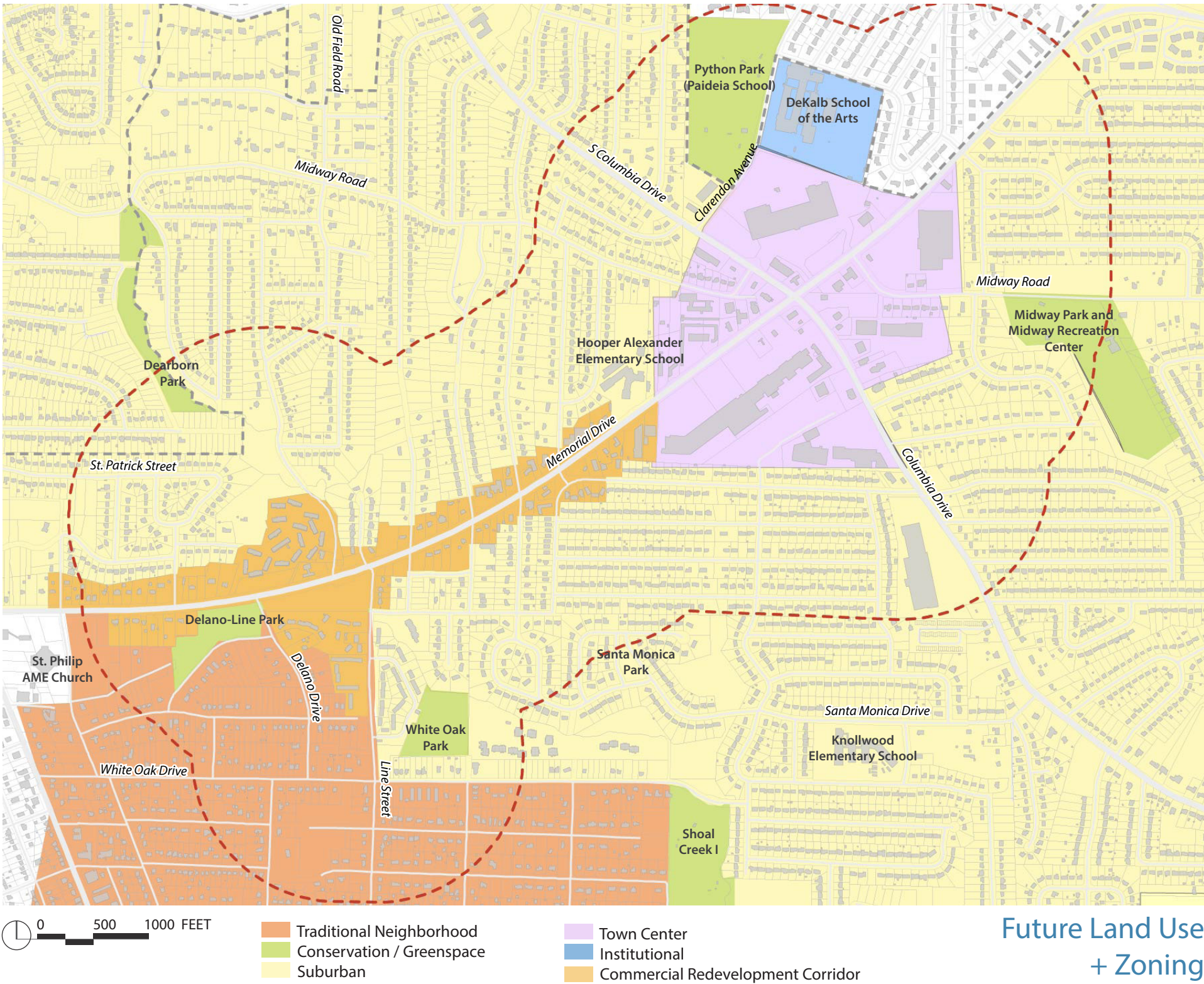
Future Land Use

In its Comprehensive Plan, DeKalb County created a streamlined approach to future land use based on broad categories. Within the study area, the county has identified five major future land uses: Suburban, Traditional Neighborhood, Neighborhood Center, Conservation and Open Space, and Institutional.

- **Suburban.** Areas where typical suburban residential subdivision development has occurred and where pressures for suburban residential subdivision development are greatest. The only applicable land use is Low-Medium Density Residential.
- **Traditional Neighborhood.** Residential areas in older parts of a community typically developed prior to WWII. The only applicable land use is Medium Density Residential.
- **Town Center.** A focal point for several neighborhoods with a concentration of activities such as retail, service commercial, professional office, higher-density housing, and open space. Applicable land uses include High Density Residential and High Intensity Commercial.
- **Conservation and Open Space.** Primarily undeveloped and environmentally sensitive lands not suitable for development and areas of protected open space that follow linear features for recreation, and conservation. It also includes lands used for active recreational purposes that provide a wide range of activities. The only applicable land use is Public and Private Parks and Open Space.
- **Institutional.** Large areas used for religious, civic, educational and governmental purposes. The only applicable land use is Institutional.
- **Commercial Redevelopment Corridor.** Declining, unattractive vacant or underutilized strip shopping center; with high vehicular traffic and transit if applicable; onsite parking; low degree of open space; moderate floor to area ratio; large tracks of land and campus or unified development. The only applicable land use is Low Intensity Commercial.

Origins-Housing

In transportation planning, the starting point of a trip is called its origin. Typically, most origins are people's homes. While the core of the study area consists mostly of commercial properties, its immediate surroundings contain a great deal of housing. This residential development is largely in the form of single-family homes and garden-style apartments, with most of these homes and apartments being at least 40 years old. To the north of the study area, there has been a great deal of redevelopment and gentrification, and housing values and income levels have seen steady increases. The areas to the south have not seen significant infill development or gentrification.



While there is not a great deal of new housing development in the area, there is an apartment complex for senior adults under construction on Columbia Drive, just north of the study area. The new Columbia Forrest Heights senior apartments will replace the aging Forrest Heights Apartments. This new development will have 80 units and will include a mix of subsidized and market-rate apartments.

Destinations

The destinations of local trips are typically places with civic functions, such as a school or library, parks, or commercial areas. Within the study area, there are multiple destinations within each of these categories.

Civic Destinations

- **DeKalb School of the Arts.** Founded in 1999, DeKalb School of the Arts is a former magnet program that evolved into its own school. It currently uses the former Avondale High School campus and serves 340 students in grades 8 to 12.
- **Hooper Alexander Elementary School.** Now closed, the Hooper Alexander School was an elementary school in the DeKalb County School System. The building is currently vacant, and the School District intends to sell the property.
- **Knollwood Elementary School.** Located within a residential area, Knollwood Elementary School is a DeKalb County Public School of 269 students grades Pre-K to 5.

Parks and Open Space Destinations

- **Dearborn Park.** Dearborn Park is a seven-acre DeKalb County park located to the northwest of the study area. Currently it is mostly undeveloped park land, but there is a basketball court, a multi-use play court, a playground and a picnic area.
- **Delano-Line Park.** Recently master planned, Delano-Line Park is a linear park that is oriented around Shoal Creek. If the plan is implemented, the park will contain an active recreation area with a playground but will remain largely passive in terms of recreation amenities.
- **Midway Park and Midway Recreation Center.** Midway Park and Recreation Center is a 22-acre facility owned and managed by DeKalb County. Facilities include a baseball/softball field, football and multi-use fields, tennis courts, a swimming pool, a recreation center, playgrounds, picnic areas, and trails.
- **Shoal Creek 1.** Located directly south of the study area, Shoal Creek I Park is a 16-acre facility with baseball fields, a multi-use field, a basketball court, a multi-use play court, a playground, picnic areas and trails. Across Glenwood Road to the south of the study area is Shoal Creek II, a 23-acre park facility.

- **Python Park.** Located across from the DeKalb School of the Arts, Python Park is used by the Paideia School’s athletic teams.

Commercial Destinations

- **Avondale Square.** Located in the eastern part of the study area, Avondale Square is an older commercial shopping center that is largely vacant.
- **Belvedere Plaza.** The largest commercial land use within the study area is Belvedere Plaza, located on the southwest corner of Memorial Drive and Columbia Drive. Anchored by a Kroger grocery store, the shopping center is a traditionally-designed strip mall with a large parking lot. Most businesses within the shopping center focus on local services. There are three outparcels fronting Memorial Drive, all of which contain fast food restaurants.
- **Walmart Supercenter.** At the northwest corner of Memorial Drive and Columbia Drive, a new Wal-Mart Shopping Center was recently constructed. A number of outparcels front both Memorial Drive and Columbia Drive, providing local services such as banks and fast food restaurants.
- **Unnamed Shopping Centers.** The rest of the commercial uses within the study area are part of smaller-scale developments that are unnamed. These storefronts primarily provide neighborhood-level services.



Zoning

Most communities in the United States use zoning to regulate how land is used and guide what characteristics a structure can have within these zones.

Currently, DeKalb County is in the process of updating its Zoning Code. The most predominate zoning designation in the Belvedere Study Area is R-75, which is consistent with the future land use of Suburban and Traditional Neighborhoods. Other zoning designations in the study area include R100, R60, RM-100, RM-85, RM-75, O-1, C-1 and C-2. Figure 8 contains the basic regulations for zoning districts present in the study area.

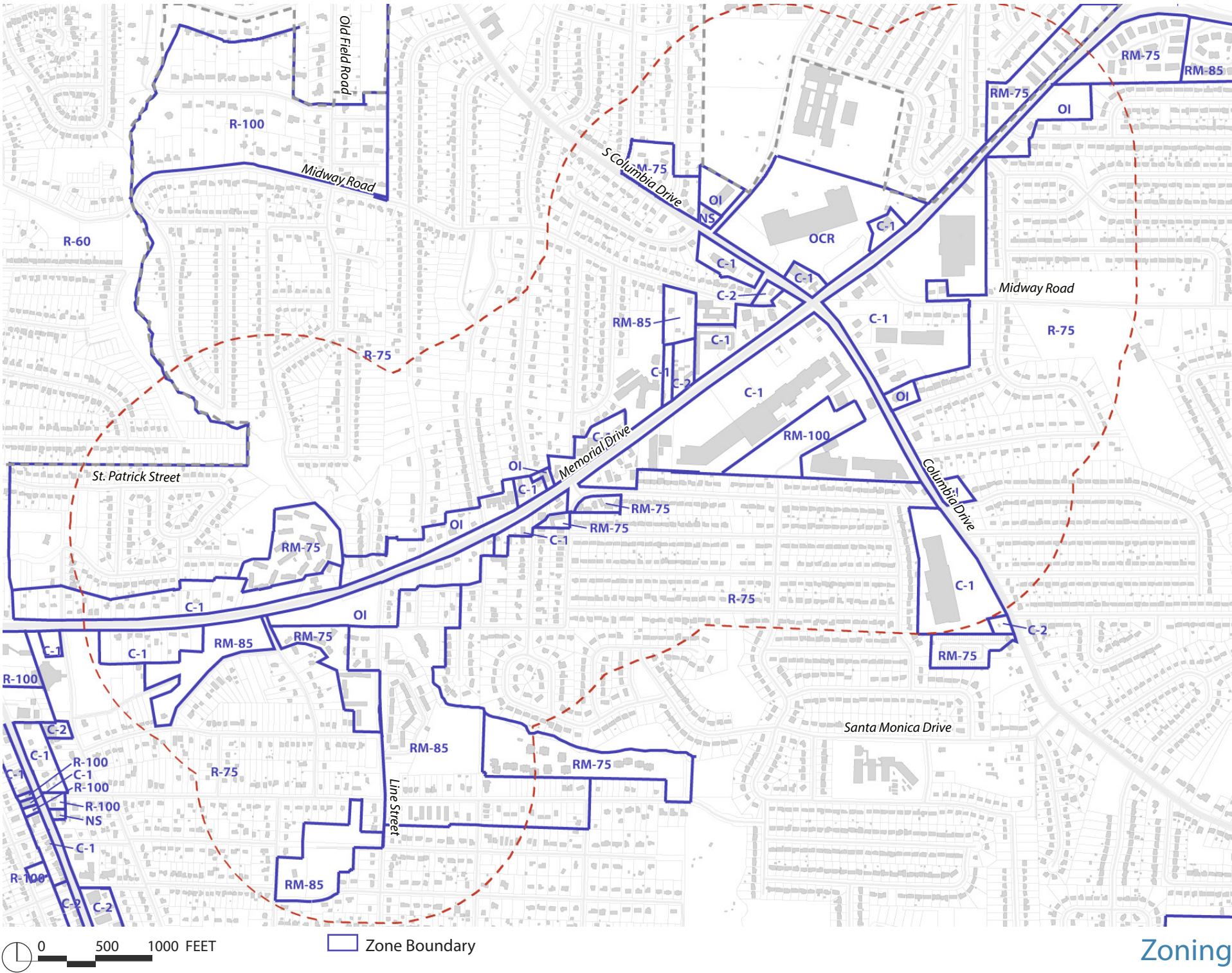
Zoning can have a significant impact on a community’s ability to enable active living. To understand the relationship between DeKalb County’s current zoning regulations and active living, the project team analyzed each zone’s regulation of the following:

Active Uses. Typically, the higher the density and variety of uses, the more conducive the regulations are to active living. By increasing density in land use and moving away from low-density uses such as surface parking lots, this concentration of uses encourages active modes of transportation such as walking and bicycling. Other ways that zoning can influence active uses are encouraging or requiring street-level uses such as storefronts; limiting or prohibiting drive-through uses; limiting or prohibiting chain restaurants; and allowing farming, greenhouse and nursery uses.

Connectivity and Accessibility. Connectivity and accessibility can be greatly influenced by zoning regulations that are related to mobility and walkability. Examples of this include regulations that limit the length of blocks, thereby improving the number of route options for both pedestrians and vehicles; placing utilities underground; requiring landscape zones along streets that contain trees, lighting and benches; limiting or prohibiting cul-de-sacs; and requiring the construction of sidewalks and convenient pedestrian systems.

Open Space. Zoning regulations sometimes contain requirements for open spaces and environmental features. Accessible, usable open spaces can provide opportunities for active recreation and enhance the pedestrian and bicycling environment. Regulations that require functional greenspace and/or provide density bonuses for increasing green space are typically supportive of active living goals.

Building Design. The way buildings are designed and placed on lots can have a major impact on an area’s ability to support active living. For example, buildings that are close to the street and have many windows and doors create a more attractive environment for walking than buildings that are set back on their lots and lack doors



and windows. Some communities are also requiring that office buildings over a certain size provide shower facilities for employees to encourage active modes of commuting.

Parking. Zoning regulations typically contain requirements for parking. In general, the less off-street parking that a zoning regulation requires, the more conducive to creating active communities. This is because off-street parking can often take the form of surface lots, which make communities less friendly to walking and bicycling. Additionally, the easier it is to park a vehicle, the more likely people are to use vehicles as their primary mode of travel. Regulations can support active living by not requiring offstreet parking, limiting or prohibiting surface parking lots, and requiring the provision of bicycle parking.

As part of the planning process, the current zoning regulations within the Belvedere study area were analyzed for their alignment with these active living components. None of the current zoning regulations within the Belvedere Study Area support active living.

Figure 8: Zoning in the Belvedere Study Area

ZONING DISTRICT	LOT WIDTH (min)	LOT AREA (min)	FRONT YARD (min)	SIDE YARD (min)	REAR YARD (min)	HEIGHT (max)	FLOOR AREA (min)	LOT COVERAGE (max)
R-100	100'	15,000 sf	30-45'	10'	40'	35'	2,000 sf	35%
R-75	100'	6,000 sf	30-35'	15-20'	30-40'	4 floors	300-1,000 sf	35%
R-60	60'	8,000 sf	30-45'	30-45'	40'	35'	1,200 sf	35%
RM-100	60-100'	6,000 sf - 2 acres	30-35'	15-20'	30-40'	4 floors	300-1,000 sf	35%
RM-85	60-100'	6,000 sf - 2 acres	20-35'	15-20'	30-40'	4 floors	300-1,000 sf	35%
RM-75	75'	10,000 sf	30-45'	30-45'	40'	35'	1,600 sf	35%
O-I	100'	20,000 sf	50'	20'	30'	70'	650-1,000 sf	80%
C-1	100'	20,000 sf	75'	20'	30'	35'	-	80%
C-2	100'	30,000 sf	75'	20'	30'	35'	-	80%

This chart illustrates the land use typology and specific code section for the four Study Area zoning districts. It also delineates pertinent development standards associated with each of the individual zoning districts in the study areas.

Areas of Change

Over time, the study area can evolve into a more active community through thoughtful redevelopment. Along the Memorial Drive and Columbia Drive corridors, there is potential for a change in land use. Many of these parcels are older, strip commercial properties that could redevelop into denser uses in the future. This is particularly the case for Belvedere Plaza and Avondale Square, which present significant opportunities for mixed-use development. In addition to the commercial land uses that could transition, there are multi-family residential areas that will likely redevelop. For example, DeKalb County is currently exploring options to purchase and redevelop the Blue Sky Condominium Complex. On Line Street, there are two older multi-family residential communities with the potential to redevelop. Additionally, the selling of the Hooper Alexander Elementary School site could spur additional redevelopment in the corridor.

Currently, zoning designations within these areas are C-1, C-2, OCR, OI, RM-75, and RM-85. The following charts provide greater detail on what land uses and structures are allowed in each of these zones.

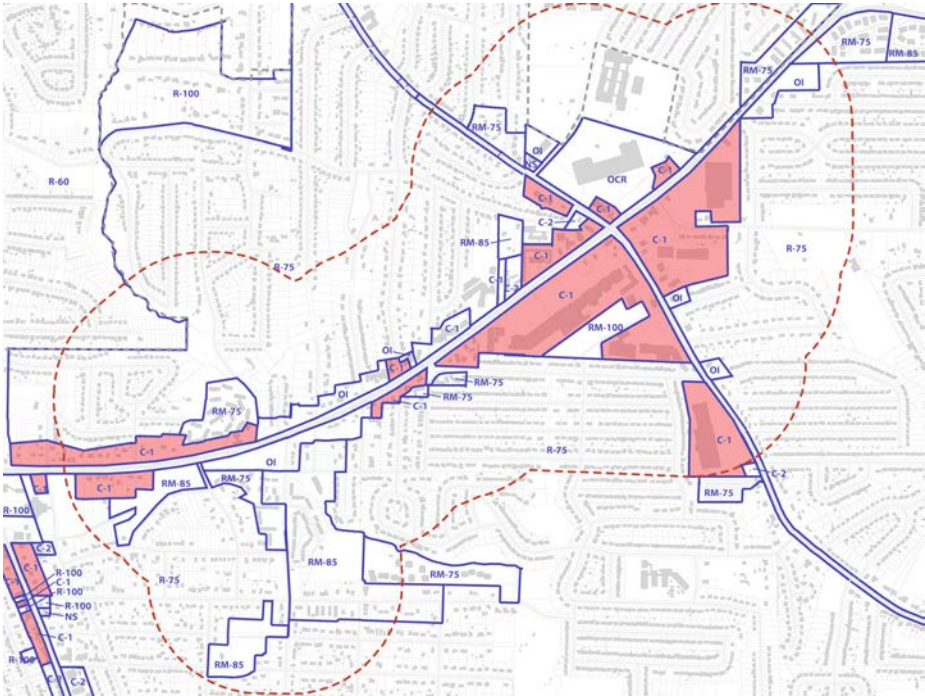


Figure 9: C-1 - Local Commercial District

PURPOSE	Provide convenient, close-to-home shopping and services
USES ALLOWED	A diverse variety of commercial uses, and some community facilities. No residential uses are allowed.
FORM	Low-density, suburban-style development with significant space between the street and the front of buildings and substantial requirements for providing off-street parking.
Setbacks from Street	Minimum 75 feet from public street for a front yard, minimum of 50 feet for a side yard
Lot Width	Minimum of 100 feet along a public street
Lot Area	Minimum of 20,000 square feet
Height	Maximum of 2 stories (35 feet)
Parking	Offstreet parking required, varies by use type and size of building's floor area.
Lot Coverage	Structures can cover up to a maximum of 80% of the lot



Figure 10: C-2 - Local Commercial District

PURPOSE	Provide general, convenient business and commercial services
USES ALLOWED	A variety of commercial services, retail, offices, and community facilities but no residential uses.
FORM	Low-density, suburban-style development with significant space between the street and the front of buildings and substantial requirements for providing off-street parking.
Setbacks from Street	Minimum of 75 feet from a public street for a front yard, 20 feet for side yard, 30 feet for a rear yard
Lot Width	Minimum of 100 feet along a public street
Lot Area	Minimum of 30,000 square feet
Density	Maximum of 2 stories (35 feet)
Parking	Offstreet parking required, varies by use type and size of building's floor area.
Lot Coverage	Structures can cover up to a maximum of 80% of the lot.



Figure 11: OCR - Office Commercial Residential

PURPOSE	To provide redevelopment opportunities for medium intensity, pedestrian-oriented mixed uses of office, commercial and residential development.
USES ALLOWED	Services, community facilities, professional offices, restaurants, and retail; residential uses are allowed as accessory uses and structures. Maximum density for multi-family dwellings is 30 units/acre.
FORM	A hybrid of traditional suburban-style development and more urban forms: mixed uses and smaller setback minimums (but no maximums), and off-street parking required.
Setbacks from Street	Minimum of 50 feet from public street in the front yard, 20 feet for the side yard, and 40 feet for the rear yard.
Lot Width	Minimum of 100 feet along a public street
Lot Area	Minimum of 2 acres
Height	2 stories (35 feet)
Parking	Offstreet parking required, varies by use type and size of building's floor area.



Figure 12: O-1- Office Institution District

PURPOSE	To provide convenient areas for offices and institutions
USES ALLOWED	Community facilities, hotels/motels, offices, health and medical services, and personal assistance services
FORM	Low to medium density development with comparatively smaller setbacks, and significant offstreet parking requirements.
Setbacks from Street	Minimum of 50 feet from public street for a front yard, 20 feet for a side yard, and 30 feet for a rear yard
Lot Width	Minimum of 100 feet along a public street
Lot Area	Minimum of 20,000 square feet
Height	5 stories (70 feet)
Parking	Offstreet parking required, varies by use type and size of building's floor area.
Lot Coverage	Structures can cover up to a maximum of 80% of the lot.

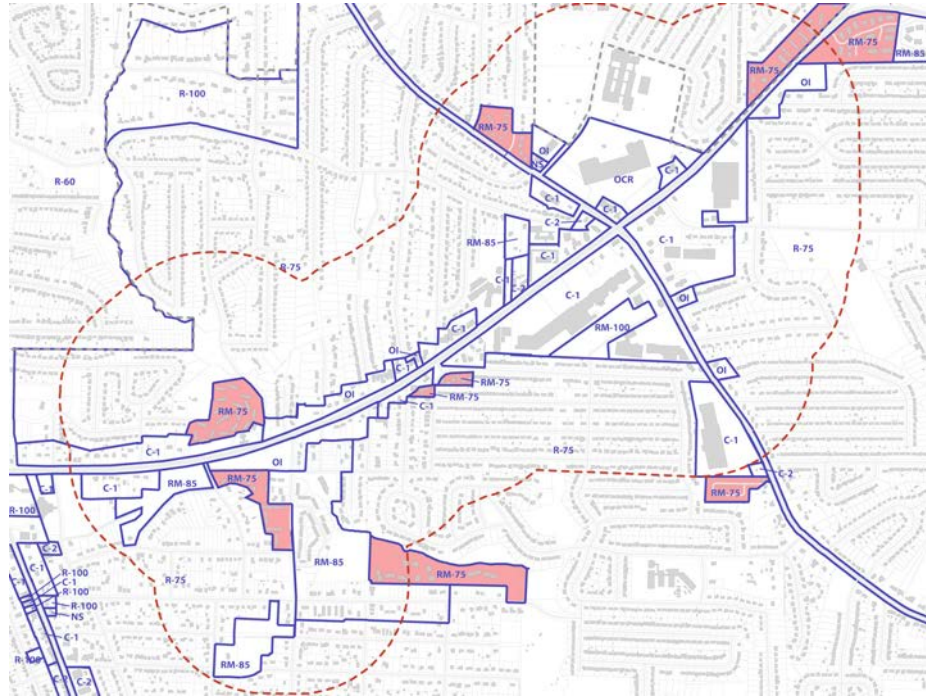


Figure 13: RM-75 Multi-Family Residential District

PURPOSE	To provide for development of multi-family neighborhoods (18 units/acre) and compatible infill
USES ALLOWED	Range of residential uses, lodging, and personal services
FORM	Medium-density suburban-style residences
Setbacks from Street	Minimum of 35 feet in front and 40 feet in rear (multi-family dwellings); minimum of 30 feet in front and rear (single-family detached)
Lot Width	Minimum of 100 feet
Lot Area	Minimum 2 acres
Density	Maximum of 18 dwelling units/acre
Parking	1.75 - 4 off-street spaces required for residences depending on density; varies for other uses
Lot Coverage	Maximum of 35 percent coverage

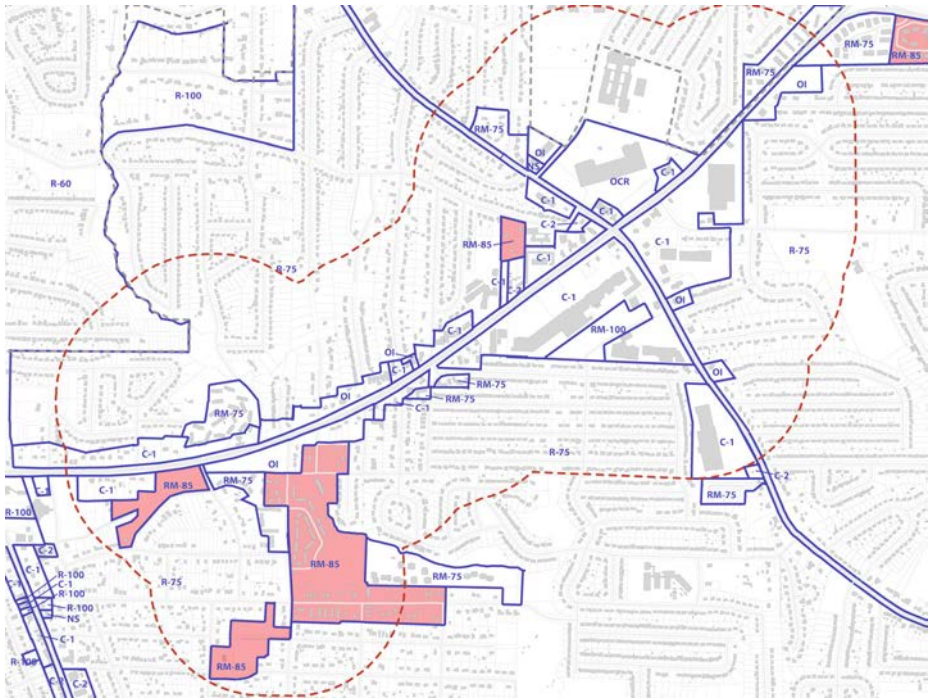


Figure 14: RM-85 Multi-Family Residential District

PURPOSE	To provide for development of multi-family neighborhoods (14 units/acre) and compatible infill
USES ALLOWED	Range of residential uses, lodging, and personal services
FORM	Medium density suburban-style residences
Setbacks from Street	Minimum of 35 feet in front and 40 feet in rear (multi-family dwellings); minimum of 20 feet in front and 30 feet in rear (single-family detached)
Lot Width	Minimum of 100 feet
Lot Area	Minimum 2 acres
Density	Maximum of 14 dwelling units/acre
Height	3 stories (4 with approval from Fire and Rescue Services)
Parking	1.75 - 4 off-street spaces required for residences depending on density; varies for other uses

1.4 Community Context: Real Estate Market

The purpose of this overview is to briefly review socioeconomic and real estate market trends that affect the Belvedere Study Area. This information will help to determine how these trends may impact the potential for improvement and redevelopment.

Socioeconomic Trends

When considering what developers, builders, and retailers are looking for when they make decisions to invest in a community, there are several important factors. Among the key determinants are growth rates, age structure, income levels, and daytime population.

Growth Rates

Growth is a key factor in what developers, builders, and retailers consider. Communities with higher growth rates are typically more attractive to developers. However, the overall composition of the market is critical, and the primary factor they are looking for is a stable population base. Key growth trends in the Belvedere Study Area include:

- There was a loss of population (-17.0 percent) between 2000 and 2010, but the area's population stabilized between 2010 and 2013 (0.5 percent). The current population base is still less than its level in 2000.
- Over the next five years, a slight population growth is expected, which is especially notable given the marked loss over the past decade. However, this rate of growth is still below DeKalb County, the Atlanta MSA, and national averages.

Age Structure

Most developers, builders, and retailers desire age diversity. They also tend to favor areas with strong youth populations, as it is many times an indicator of families in the area. Workforce-aged residents of 25 to 35 years usually represent young professionals and those starting families and they indicate a potential diversification in the marketplace. Age structure in the study area can be summarized as follows:

- The study area is on par with the DeKalb County and national averages, and below the Atlanta MSA proportion for residents aged under 18.
- The study area is on par with the county average, and above the MSA and national proportions for residents aged between 25 and 35.
- The study area is above the county and Atlanta MSA, and just below the national proportions for residents aged over 65.

Income Levels

Most developers, builders, and retailers believe that the higher the income level of an area, the better from a development perspective. But, what is also important is the breakdown within the income levels, particularly in terms of informing diversity of product in the marketplace. In the Belvedere Study Area:

- The average household income is \$39,557. This household income is well below the county, metro area, and national averages. The study area's average household income is 57 percent of the national average.
- The average household income has decreased since 2000 at a rate slightly faster than the county average. While the study area has experienced a decline in average household income since 2000, gains were made in the metro and national averages.
- The proportion of households earning less than \$15,000 in the study area is well above the county, metro Atlanta, and national proportions. The study area's proportion of households earning less than \$15,000 is twice the proportion for both the Atlanta MSA and the nation.
- At the other end of the spectrum are the households earning over \$100,000; the study area's proportion of these households is well under the county, the metro area, and the nation's proportions. The study area's proportion of households earning over \$100,000 is one-quarter of the proportion for both the Atlanta MSA and the nation.

Daytime Population

The daytime population is another important component for development decisions made by developers, builders, and retailers. Businesses desire customers during both daytime and evening hours, so residents and employees are both important.

- The daytime population (employees) for the study area is 4,154. This accounts for a very small proportion of the county's employment, with just over one percent of total employees for DeKalb County.
- There are a total of 350 businesses in the study area.

Real Estate Market: Retail

Submarket

In terms of submarket performance, the Belvedere Study Area is located within the Decatur/East Atlanta retail submarket.

The Decatur/East Atlanta retail submarket has a total of 706 retail buildings, reflecting approximately 8.0 million square feet of retail space. The vacancy rate is 9.8 percent, which is on par with the metro average. The average rental rate is below the metro average, at \$11.55 per square foot. The net absorption for 2012 was positive for the Decatur/East Atlanta retail submarket, at 229,120 square feet, according to CoStar.²

Study Area

The only significant retail space in the study area is a large Walmart Supercenter located just north of Interstate 20 (I-20). It is approximately 215,000 square feet and opened in 2006, which made it the first Walmart Supercenter inside I-285 in Atlanta. Often the opening of a Walmart leads to the construction of smaller, shadow shopping centers nearby. However, up to this point, this Walmart has not brought significant retail development to the area. There is one fairly new commercial building located directly across the street from the Walmart. It is an 8,000 square foot, two-story building with retail space on the first floor and office space on the second floor. The building has been successful, with only 1,000 square feet currently available, according to the leasing agent.

In the 1950s and 1960s, the intersection of Memorial Drive and Columbia Drive served as a regional retail center. In 1955, Belvedere Plaza opened to serve this rapidly growing suburban community and, in 1959, a Rich's department store was added to the center. In 1964, Columbia Mall (later Avondale Mall) opened across the street and featured Sears and Davison's (later Macy's) as anchor stores. As larger and more modern shopping alternatives became available, the importance of the study area as a regional retail center began to diminish. Rich's closed their store in 1986. Sears left Avondale Mall in 1984 and Macy's closed in 1995. The mall closed completely in 2001, and was eventually demolished in 2007.

Even though the study area is no longer a regional destination for retail, it is still a very active retail node with a variety of businesses serving the immediate area. The Walmart Supercenter is located on the site of the former Avondale Mall and Belvedere Plaza is now anchored by a large Kroger grocery store. Belvedere Plaza has been successful in adapting to the changing market conditions. The center has a vacancy rate of just 6.0 percent and, according to the leasing agent, the owners are in talks with several national tenants who are interested in the center. Unfortunately, other shopping centers in the area have not fared as well. The Avondale Square shopping center has approximately 145,000 square feet of space, and almost 120,000 square feet is vacant.

Real Estate Market: Residential

Submarket

Since 2009, the number of home sales has decreased, but the sales prices have been steadily decreasing since 2005 in the zip code the Belvedere Study Area is located in. The amount of home sales has declined approximately 30 percent between 2009 and 2011, and the sales prices have declined almost 80 percent between 2005 and 2011.

The median sales price the 30032 zip code in 2011 was \$27,000.³ There were a total of 579 homes sold in 2011, a continued decrease over the previous six years. All the sales were resales in the Study Area. There were less than 10 new sales in 2010, but the new sales prices (\$149,000) are markedly higher than the resale prices (\$27,000). The 2011 sales prices were lower than previous years.

Study Area

While the study area consists mostly of commercial properties, the surrounding areas include a great deal of housing. This residential development is largely in the form of single-family homes and garden-style apartments, and most of these homes and apartments are at least 40 years old. To the north of the study area, there has been a great deal of redevelopment and gentrification, and housing values and income levels have seen steady increases. The areas to the south have not seen significant infill development or gentrification.

While there is not a great deal of new housing development in the area, there is an apartment complex for senior adults under construction on Columbia Drive, just north of the study area. The new Columbia Forrest Heights senior apartments will replace the aging Forrest Heights Apartments. This new development will have 80 units, and include a mix of subsidized and market-rate apartments.

Real Estate Market: Office

Submarket

In terms of submarket performance, the Belvedere Study Area is located within two office submarkets, Decatur and I-20 East/Conyers. The Decatur office submarket has a total of 416 office buildings, reflecting approximately 7.5 million square feet of office space. The vacancy rate is 5.8 percent, which is below the metro average. The average rental rate is above the metro average, at \$19.38 per square foot. The net absorption for 2012 was positive for the Decatur office submarket, at 134,320 square feet, according to CoStar.⁴ The I-20 East/Conyers office submarket has a total of 578 office buildings, reflecting approximately 4.0 million square feet of office space. The vacancy rate is 12.0 percent, which is below the metro average. The average rental rate is on par with the metro average, at \$18.77 per square foot. The net absorption for 2012 was positive for the I-20 East/Conyers office submarket, at 40,760 square feet, according to CoStar.⁵

Study Area

The study area does not include a significant amount of office space. However, there are a variety of local-serving office tenants located in the retail shopping centers. In addition, Goodwill Industries has a sizeable office component in their Career Services Center, which utilizes 24,000 square feet of space in the Avondale Crossing shopping center.

Real Estate Market: Industrial

Submarket

In terms of submarket performance, the Belvedere Study Area is located within the Snapfinger industrial submarket. The Snapfinger industrial submarket has a total of 413 industrial buildings, reflecting approximately 15.8 million square feet of industrial space. The vacancy rate is 6.4 percent, which is below the metro average. The average rental rate is below the metro average, at \$3.43 per square foot. The net absorption for 2012 was positive for the Snapfinger industrial submarket, at 401,580 square feet, according to CoStar.⁶

Study Area

There is no significant industrial use within the study area.

²Source: The Retail Report: Atlanta Retail Market, CoStar Group, Fourth Quarter 2012.
³Source: Atlanta Journal-Constitution Home Sales Report and Market Data Center.
⁴Source: The Office Report: Atlanta Office Market, CoStar Group, Fourth Quarter 2012.
⁵Source: The Office Report: Atlanta Office Market, CoStar Group, Fourth Quarter 2012.
⁶Source: The Industrial Report: Atlanta Industrial Market, CoStar Group, Fourth Quarter 2012.

Opportunities & Challenges

Opportunities

- The Walmart and Kroger stores serve as strong retail anchors for the study area.
- The surrounding area has a large number of households to support the local retail.
- The viability of commercial property in the study area is improved by the heavy traffic on both Memorial Drive and Columbia Drive.
- The residential areas to the north of the study area have grown in popularity and value.

Challenges

- The study area is no longer a regional retail node, and there is excess retail space for strictly local-serving retail tenants.
- Competition from newer, more high-end retail at Edgewood and north of Decatur could continue to further erode the retail trade area.
- The housing market to the south of the study area has been much weaker than in the area to the north.

Future Development Trends

The study area sits along a dividing line between two very different residential markets. The neighborhoods directly to the north have become sought-after residential. This has resulted in a great deal of redevelopment and infill construction. While there has been some redevelopment south of the study area, these neighborhoods still struggle against disinvestment and decline. The future health and viability of the commercial uses on the Memorial Drive corridor will most likely have little effect on the residential areas to the north, but a revitalized commercial corridor could dramatically improve the prospects for investment in the neighborhoods to the south.

Improving the commercial areas along Memorial Drive will require the removal of retail space from the area. Many of the aging shopping centers were built when the area was a regional shopping destination, drawing customers from many miles around. Today, retail in the area serves mostly local customers, and new retail development to the north and west have effectively limited any chance for growing the trade area. To ensure the viability of the successful local-serving, convenience retail, some of the older and largely vacant shopping centers will likely have to be demolished and the land redeveloped for other uses, such as fairly dense housing or mixed-use development.



Newer residences in the study area



Entry into Midway Park Recreation Center

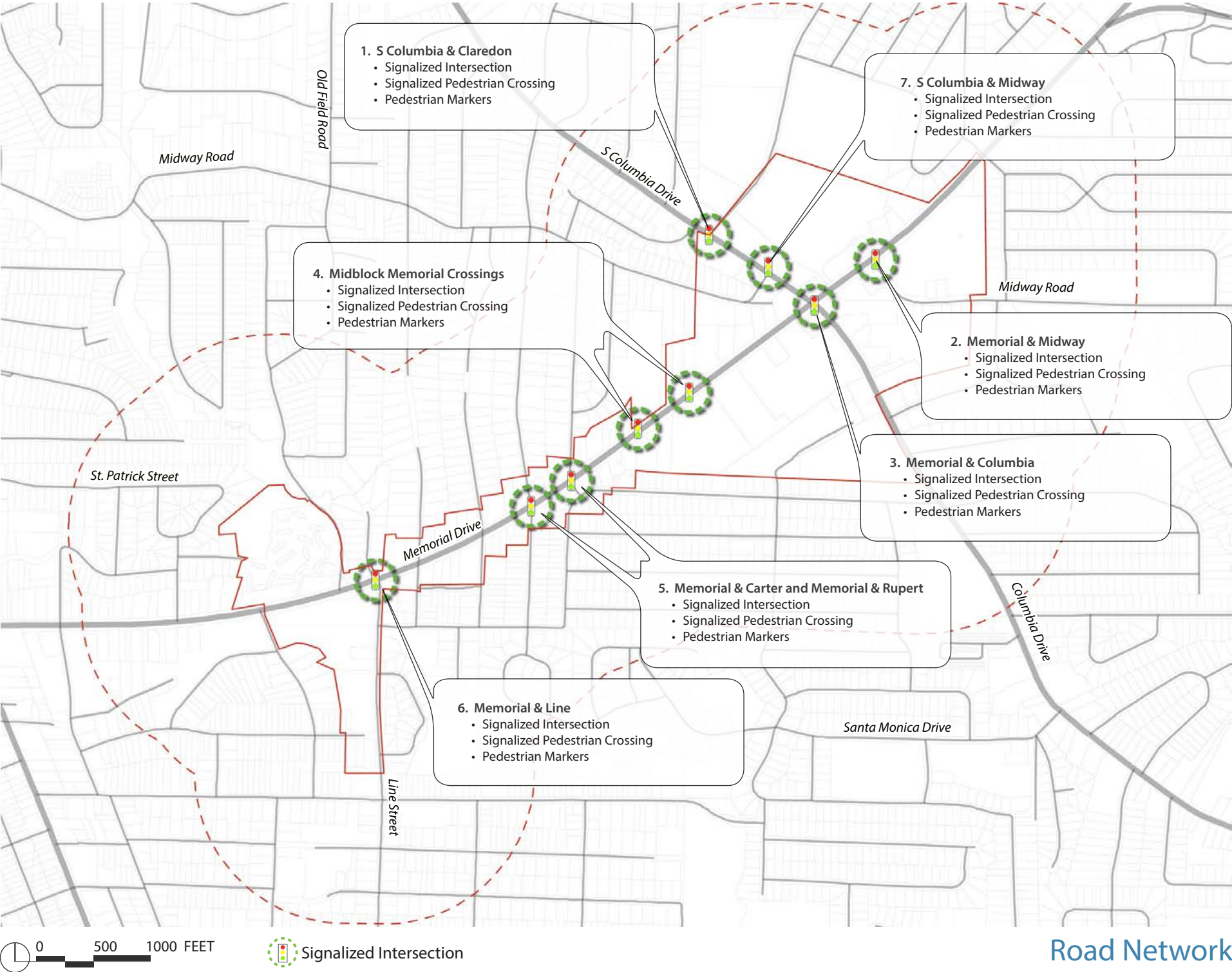
1.5 Community Context: Mobility

Street Network and Connectivity

Most of the study area was developed in the middle of the twentieth century, which has resulted in a street network of a few major arterial and collector streets, and limited connectivity between local streets. Most trips within the study area are taken along Memorial Drive, Columbia Drive, Midway Road and Glenwood Road. Beyond these arterials and collectors, there are some alternative routes on local streets but these are limited and mostly indirect routes.

Many of the major intersections within the study area have been recently upgraded with pedestrian crosswalks and signals. There are eight intersections of note:

- **Memorial Drive and Line Street.** Line Street provides access to some of the densest housing in the study area. At this intersection, there is a traffic signal, pedestrian signals, and recently updated/added crosswalks.
- **Memorial Drive and Carter Road.** Carter Road, while not a major thoroughfare, connects Memorial Drive and Columbia Drive via the Midway Woods neighborhood. The intersection is signalized and was recently upgraded to provide crosswalks at all points and pedestrian signals.
- **Memorial Drive and Rupert Road.** Less than 0.1 mile northeast of the intersection with Carter Road, Memorial Drive and Rupert Road is also a signalized intersection. Like other intersections in the study area, it was recently upgraded to provide crosswalks at all points and pedestrian signals.
- **Mid-block Memorial Drive Crossings.** Between Rupert Road and Columbia Drive there are two traffic signals to help facilitate movement to and from the shopping centers. These two mid-block signals both have new pedestrian crosswalks and signals.



- *Memorial Drive and Columbia Drive.* The intersection of Memorial Drive and Columbia Drive is the largest in the study area, with six lanes of traffic from Memorial meeting five lanes from Columbia. This intersection was recently upgraded and has new crosswalks, curb ramps and pedestrian signals.
- *Memorial Drive and Midway Road.* Also recently upgraded, this intersection is the primary entrance into the new Wal-Mart Supercenter. It is signalized and has pedestrian signals and crosswalks.
- *S Columbia Drive and Midway Road.* This intersection also provides access to the new Wal-Mart Supercenter. It has a traffic signal, pedestrian signals and crosswalks.
- *S Columbia Drive and Clarendon Ave.* Clarendon Avenue provides access to the DeKalb School of the Arts. At its intersection with S. Columbia Drive, there is a traffic signal, pedestrian signals and three crosswalks, but a pedestrian connection across Columbia Drive is missing on the northwest side.



Intersection of Rupert Road and Memorial Drive



View Southwest on Memorial Drive



Intersection of Hooper Alexander and Memorial Drive



Photograph Looking West on Memorial Drive from Line Street

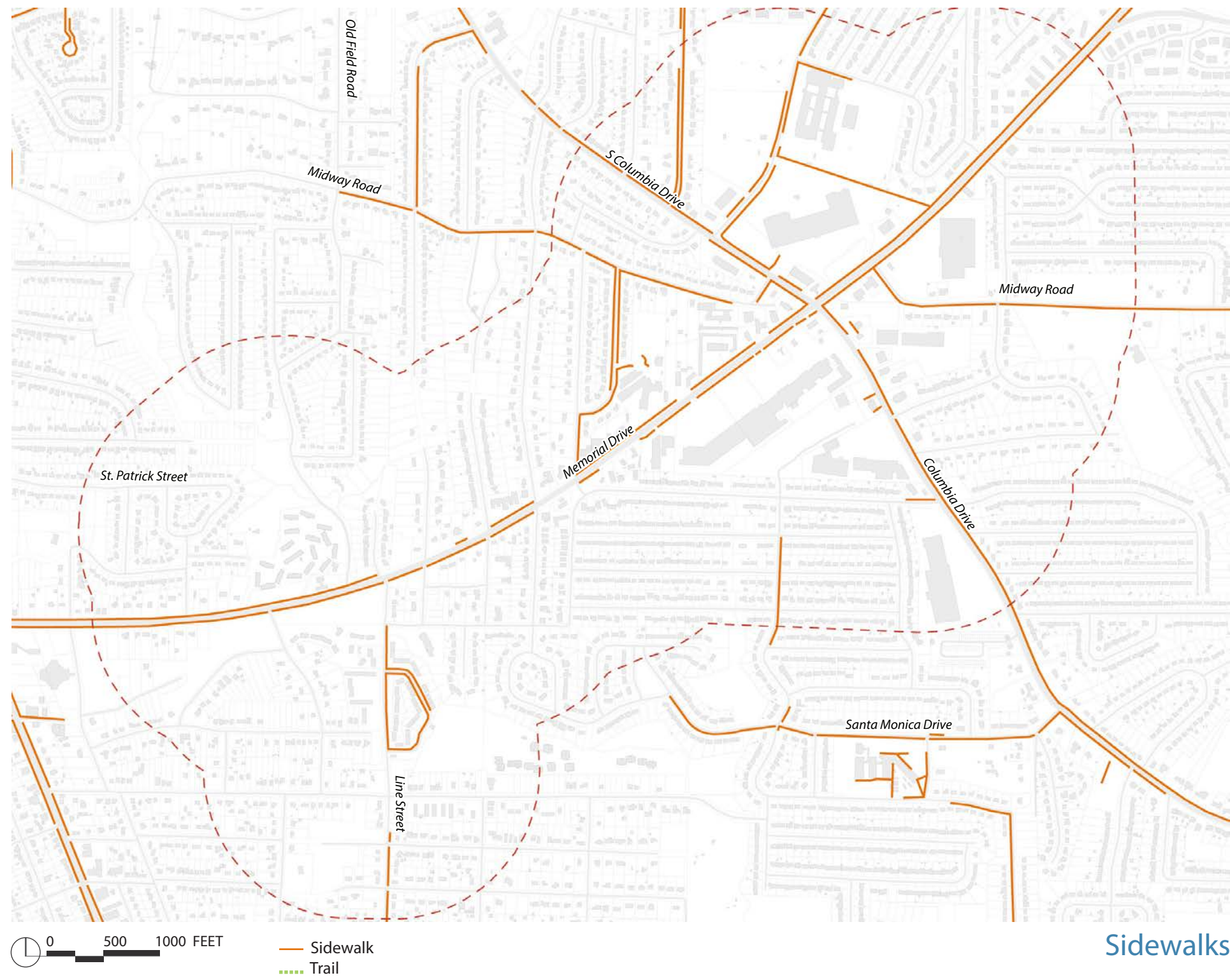
1.5 Community Context: Mobility

Sidewalks and Trails

Sidewalk coverage is weak throughout the study area. In general, sidewalks are only present along the major arterials, but there are significant gaps on Memorial Drive southwest of Columbia Drive. Within the study area, only about half of Columbia Drive has sidewalks. Very few residential streets have sidewalks on either side of the roadway.

There are currently no trails within the study area, but a master plan for Delano-Line park includes plans for an unpaved trail network.

There are no dedicated bicycle facilities within the study area.





Sidewalk along Memorial Drive and Path to Belvedere Shopping Center



Pedestrian Walking along Memorial Drive



Handicapped Ramp and Drainage Structure on Midway Road near Memorial Drive



Pedestrians without a Sidewalk



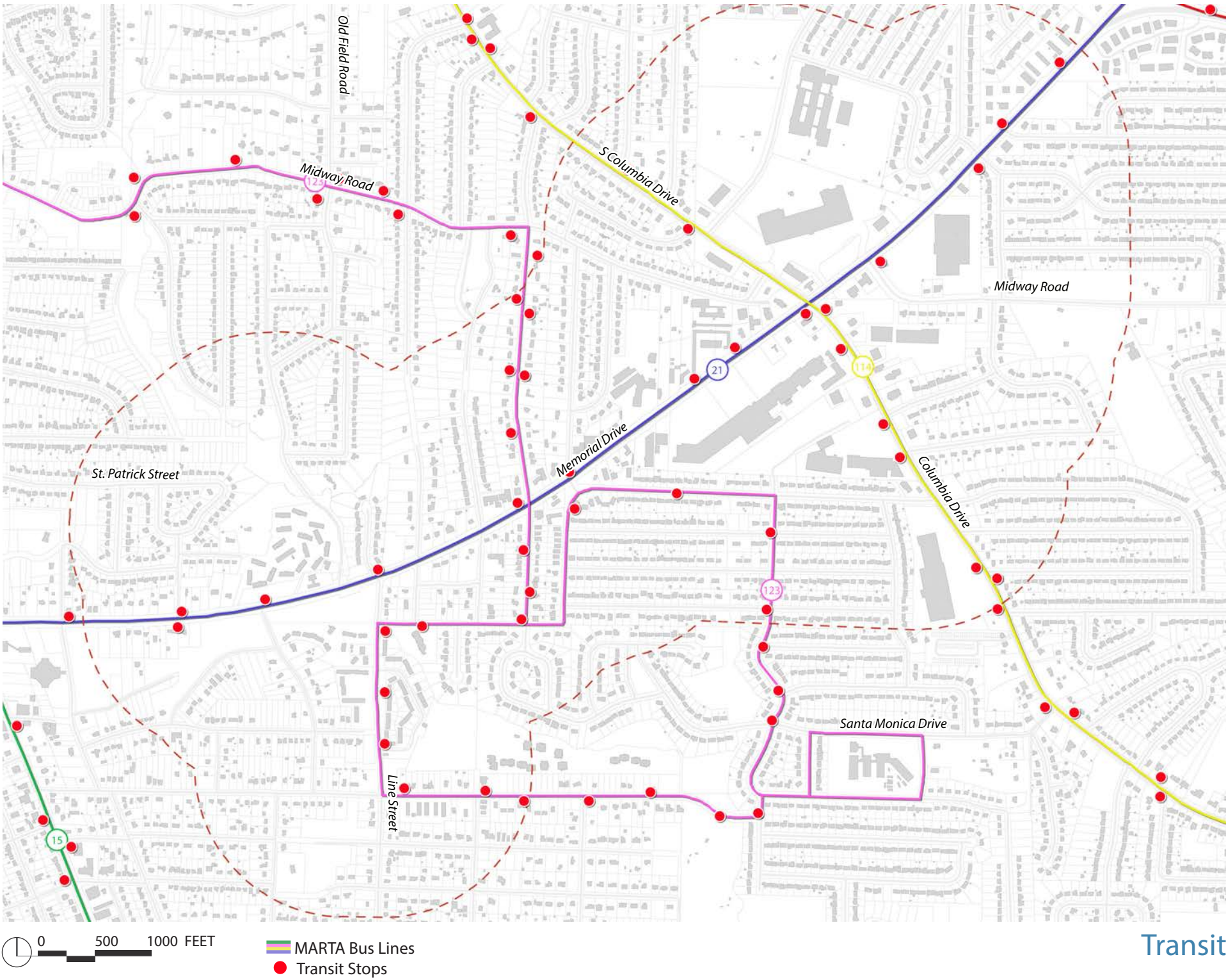
Crosswalk and Ramps on North Side of Memorial Drive

1.5 Community Context: Mobility

Transit

There are four MARTA bus lines that currently serve the study area:

- **MARTA Bus Route 15: Candler Road/South DeKalb.** Route 15 travels primarily north-south through southern DeKalb County, and touches the study area for only a short period. Its northern point of origin is at Decatur Station, where it connects to the Blue Rail Line. From there it travels west on Swanton Way, south on Commerce, southeast on E. Trinity Place, then south on Candler Road. The route makes a stop at South DeKalb Mall before continuing south on Panthersville Road. It also has a selective trip that makes a loop using River Road, Ridgetop Drive, Linecrest Road, Lincondale Drive, Clevermont Court, and Clevermont Road. Other major destinations along Route 15 include Georgia Perimeter College South Campus, Agnes Scott College, and the DeKalb County Library.
- **MARTA Bus Route 21: Memorial Drive.** Route 21 travels primarily east-west through southern DeKalb County. Its eastern terminus is Kensington Station on the Blue Rail Line. From there, it travels briefly on Kensington Road before turning southwest onto Memorial Drive, where it travels into Fulton County. The western terminus is Georgia State Station in downtown Atlanta. Major destinations along the route include Avondale Mall, Belvedere Plaza, Alonzo Crim High School, Oakland Cemetery, and King Memorial Station. There are 14 stops for Route 21 within the Study Area.
- **MARTA Bus Route 114: Columbia Drive.** Route 114 primarily travels north-south through DeKalb County. Its northern terminus is at Avondale Station, where it connects to the Blue Rail Line. From Avondale Station, the route briefly travels west on E College Avenue then turns southeast onto S. Columbia Drive. It terminates at Clifton Springs Health Center. Major destinations along the route include Columbia Middle School, Eastgate Shopping Center, Columbia Elementary School, Columbia High School, and Snapfinger Elementary School. Within the study area, there are 16 stops for this route.
- **MARTA Bus Route 123: North DeKalb Mall/Belvedere.** Route 123 is an unusual bus route due to its “out and back” nature. It starts at Decatur Station, where it provides access to the Blue Rail Line. From there, it travels north via Commerce and Church Street, then diverts to Bill Thrasher Drive and Rufus Evans Drive via Sycamore Drive. It rejoins the route at N. Decatur Road, then goes northwest via DeKalb Industrial Way and Lawrenceville Highway. The route cuts west to North DeKalb Mall where it turns around and retraces its route back past Decatur Station. From there it travels south via S. McDonough Street and E. Lake Drive. At Hosea Williams Drive it heads east, travels along S. Candler Street and Midway Road, then south again on Carter Road. It then terminates in a loop along Fairlee Drive, Rupert Road, Belvedere Lane, San Gabriel Avenue, White Oak Drive and Line Street. Other than Decatur Station and the North DeKalb Mall, the other major destination served by Route 123 is the DeKalb Medical Center. There are a total of 34 stops for this route within the study area.





Updated MARTA Shelter



MARTA Stop along Memorial Drive



Bus Shelter along Memorial Drive



Bus Stop and Crosswalk Across Memorial Drive



MARTA Shelter along Memorial Drive

1.5 Community Context: Mobility

Programmed Transportation Projects

There are two programmed transportation projects within the study area.

- *Columbia Drive from US 78 (College Avenue) to I-20 East Corridor Improvements (TIA-DK-023).* The project’s purpose is to relieve congestion at key intersections, add sidewalks, upgrade traffic signals, and resurface.
- *Enhanced MARTA Arterial Bus Service Program (Candler Road) (TIA-M-031).* The project identified a network of enhanced bus lines that would provide more frequent service on high ridership bus corridors throughout the metropolitan area.



Bicyclist in Crosswalk at Beech Drive



Widened Sidewalk along Columbia Drive Looking Southeast



Widened Sidewalk along Columbia Drive Looking Northwest



Delano Line Park

1.6 Public Engagement

Public Meetings

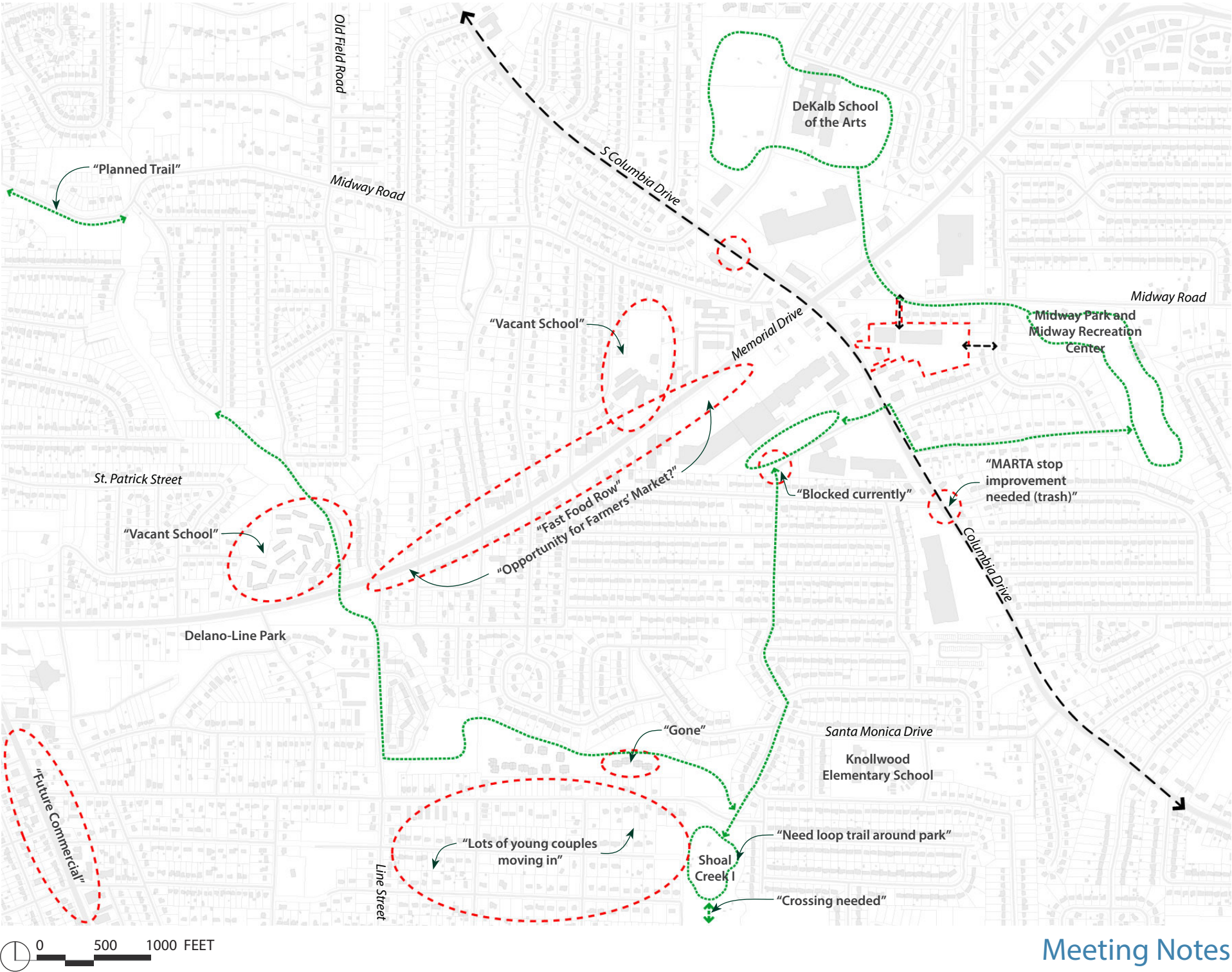
The goal of the public engagement process was to develop an outreach process that promotes the involvement of all stakeholders in the DeKalb County Board of Health Master Active Living Plan study areas, including low to moderate income, minority, and elderly or disabled citizens. The public involvement program included several strategies to solicit participation and feedback. Several advocacy groups focused on healthy living practices were also engaged during the process and assisted with outreach to their constituents for participation, including the following:

- Healthy Belvedere
- Belvedere Civic Association
- Live Healthy DeKalb
- Hispanic Health Coalition of Georgia
- DeKalb NAACP
- Senior Connections
- Atlanta Bicycle Coalition
- Southern Bicycle League
- DeKalb County School System

On the evening of Tuesday, March 12, 2013, a public meeting was held at Peace Lutheran Church on Columbia Drive. An announcement was hand distributed to a broad list of public locations within each study area, including the following:

- Covington Library
- The Friends School
- Avondale City Hall
- Career Services
- Scott Candler Library

A total of eight members of the public attended the meeting and provided input. In general, the attendees were supportive of projects that would improve opportunities for active living and were particularly interested in improvements to Midway Park. The map at right documents participants' ideas and concerns expressed at the meeting.



Meeting Notes



2.0 Recommendations + Implementation

2.1 Projects Overview

The existing conditions of the Belvedere Study Area revealed a number of issues, particularly the decline of commercial corridors and lack of connectivity. But the area is also rich in opportunities to improve its physical conditions. One of the biggest strengths of the study area is its diverse range of open space and recreational amenities, including Shoal Creek, Dearborn Park, and Midway Park, all within walking distance of the surrounding neighborhoods.

From a real estate market perspective, three overarching themes can help shape the study area's future as an active living community:

- Of any shopping center in the study area, Belvedere Plaza is best positioned currently and has the most potential to continue to adapt to changing consumer preferences and modern retailer needs. Belvedere Plaza is the most likely to be able to support outparcel development in the long-term.
- Park and trail enhancements behind Belvedere Plaza could make the center's retail space more competitive and could be a significant amenity for future for-sale housing to the south of the study area, enhancing and/or growing the current customer base.
- Increased transit and pedestrian access and connectivity along the corridor would be a further amenity to the study area for retail uses in the study area and the adjacent residential.

The plan focuses on strengthening the connectivity between the existing park resources, and positioning commercial corridors for eventual redevelopment. These improvements can then form the foundation for high quality, pedestrian-oriented redevelopment of the study area. Recommended projects can be categorized into five groups: pedestrian improvements, sidewalks, trails, traffic calming, and open space.

Page 29 details the location and name of the recommended projects.



(above) Proposed multi-use path along Midway Park



(left) Proposed redevelopment along Memorial Drive near Columbia Drive

Overall Projects

List of Projects

SIDEWALKS (S)

- S-1 Carter Road Sidewalk
- S-2 Belvedere Lane Sidewalk
- S-3 White Oak Drive Sidewalk

TRAILS (T)

- TR-1 Multi-Use Trail North of Memorial Drive to Dearborn Park
- TR-2 Multi-Use Trail Connecting Delano-Line Park, White Oak Park and Shoal Creek I
- TR-3 Multi-Use Trail Running from Monterey Drive to Shoal Creek I
- TR-4 Multi-Use Trail Running from Monterey Drive to Belvedere Plaza
- TR-5 Multi-Use Trail from Columbia Drive to Midway Park to Memorial Drive
- TR-6 Multi-Use Trail from Memorial Drive to DeKalb School of Arts and Python Park

NEW PRIVATELY FUNDED ROADWAY

- NR-1 Road Network within Belvedere Plaza
- NR-2 Road Network within Avondale Crossing
- NR-3 Road Network within Columbia Village

OPEN SPACE (OS)

- OS-1 Park Space South of Dearborn Park
- OS-2 Park Space East of White Oak Park
- OS-3 Park Space between San Gabriel Avenue and Santa Monica Avenue
- OS-4 Park Space Behind Northeast Shopping Center

LAND USE + ZONING (LU)

- LU-1 Zoning Audit and Update



Projects + Active Living Benefits Matrix

These projects have the potential to positively impact the study area’s livability through improved community design, better access to open space, and enhanced mobility. The chart below details how each project would enhance residents’ ability to lead active, healthy lives.

	Goals	Active Living Benefits * www.activelivingresearch.org	Projects Summary
Projects Summary Open Space & Recreation Mobility	<p>Walkable Places – Guide redevelopment to create pedestrian-oriented and walkable places.</p> <p>Mixed Use – Encourage and promote a range of housing choices and neighborhood-serving uses within walking distances of each other.</p>	<p><i>People who live in walkable neighborhoods are 2 times as likely to get enough physical activity as those who don’t.</i></p> <p><i>The number of children who are physically active outside is 84% higher when school yards are kept open for public play.</i></p>	<ul style="list-style-type: none">• Zoning Audit & Update (LU-1): Areas currently zoned for commercial and multi-family uses represent the greatest potential for change through short-term reinvestment and long-term redevelopment. Existing commercial and multi-family zoning districts should be further audited and reviewed for inclusion of active living principles. Potential outcomes could include the adoption of overlay district provisions and/or revisions to existing districts that ensure active living principles are incorporated into future development. The zoning recommendations outline key concepts for active uses, connectivity and accessibility, open space, building design, and parking.• Redevelopment Opportunities (LU-2 to LU-7): The study area includes a number of potential redevelopment sites on commercial, multi-family, and vacant parcels. Through redevelopment, these sites represent opportunities to incorporate a mix of uses, new open spaces, and new street connectivity to support active living principles.
	<p>Parks & Open Space – Expand access to open space and active recreational facilities.</p> <p>Trails – Provide multi-use connections to area destinations, recreational facilities and open spaces.</p> <p>Joint Use Facilities – Maximize the use of existing public facilities such as schools, churches, libraries, and community centers for public use.</p>	<p><i>People who live near trails are 50% more likely to meet physical activity guidelines.</i></p> <p><i>Youths in neighborhoods with recreational facilities were 26% more likely to be active 5 times per week.</i></p>	<ul style="list-style-type: none">• Trail Connections (TR-1 to TR-6): The proposed trail system extends the existing Shoal Creek Trail north to create a system that connects the area’s key parks and community facilities including White Oak Park, Delano-Line Park, Dearborn Park, Midway Park and Recreation Center, and the DeKalb School of the Arts. The resulting system would connect a wide range of neighborhoods, commercial services, and community destinations.• Open Space (OS-1 to OS-4): There are several open space opportunities along Shoal Creek. These areas are generally along the creek and have limited development potential. Their use and protection as open space through easements or purchase (typically through redevelopment) would collectively create an extended greenway system from Shoal Creek Park to Delano-Line Park and north to Dearborn Park.
	<p>Transit – Make transit a viable and attractive mobility choice for a range of users.</p> <p>Walking – Provide safe pedestrian access and connections to area community destinations.</p> <p>Cycling – Link area and regional destinations with safe and comfortable cycling routes and facilities.</p>	<p><i>Public transit users take 30% more steps per day than people who rely on cars.</i></p> <p><i>People who live in neighborhoods with sidewalks are 47% more likely to be active at least 30 minutes a day.</i></p>	<ul style="list-style-type: none">• New Road Network (NR-1 to NR-3): New street connectivity can be created as redevelopment occurs. Recommended here are a series of street and block connections possible with the redevelopment of the Belvedere Plaza Shopping Center and adjacent parcels. A key opportunity is to connect the future County soccer fields (south of the shopping center) to surrounding the neighborhoods.• Sidewalks (S-1 to S-4): Completing the network of sidewalks in the area is a fundamental improvement necessary to promote and encourage walking and active living. The projects identified here serve to complete the sidewalk network along the area’s primary corridors.

Figure 15: Projects + Active Living Matrix

2.2 Key Project Descriptions

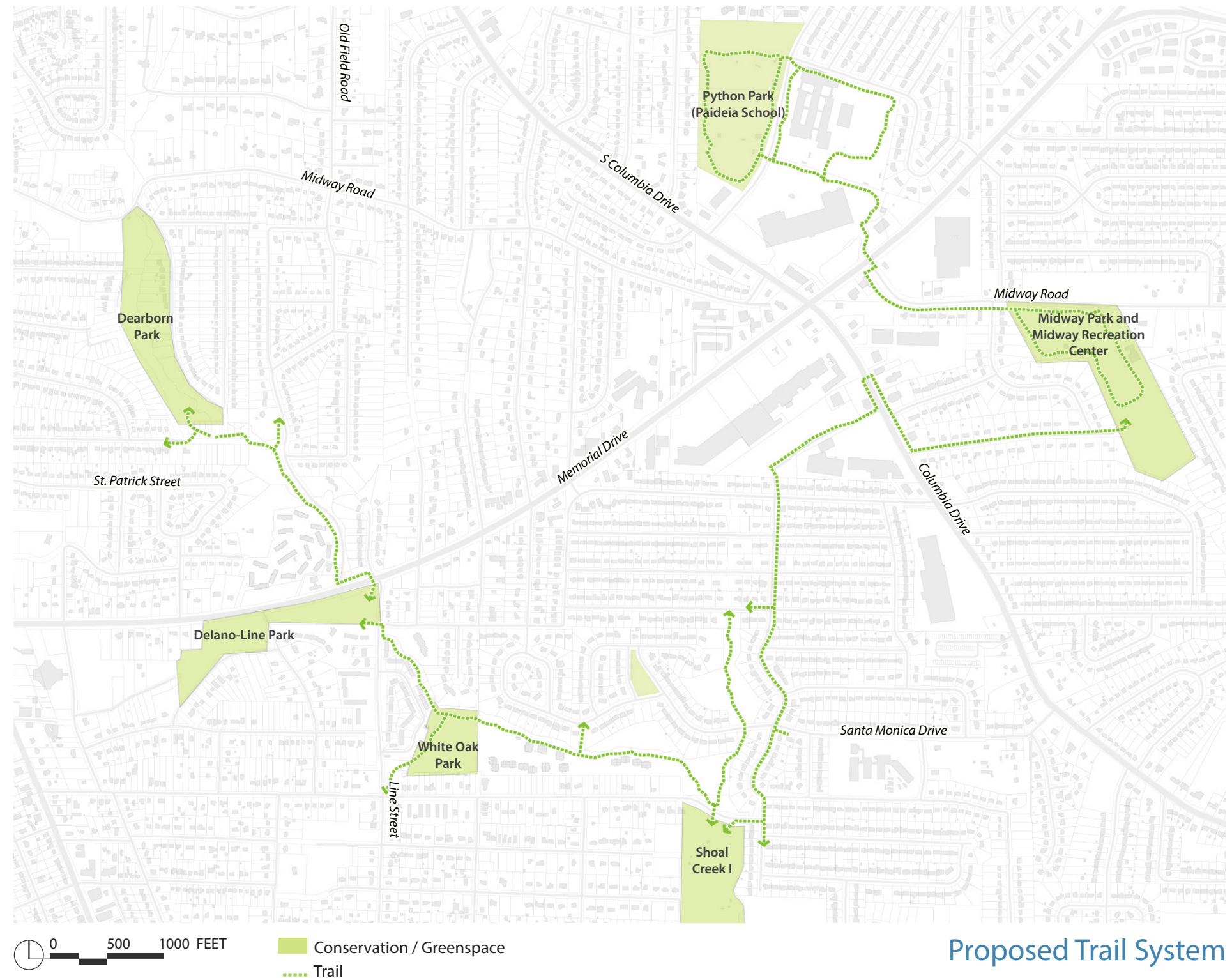
Although all of the recommended projects will play a role in the development of the Belvedere study area, some are particularly important. The projects that will have the greatest impact on active living in the study area are new multi-use trail connections and the eventual redevelopment of Belvedere Plaza.

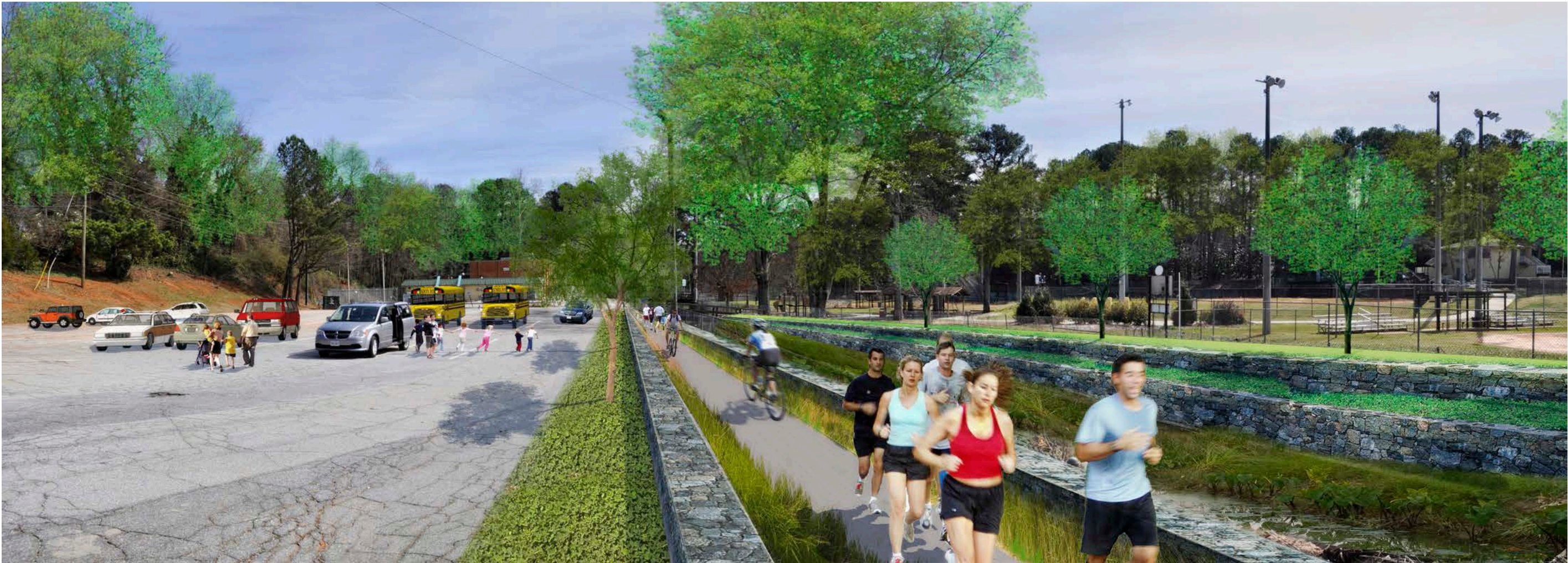
Trail Connections & Open Space

The study area includes a growing number of parks and open spaces, including the existing Shoal Creek Park and Midway Park, the future expanded Delano-Line Park, and future soccer fields behind the Belvedere Plaza Shopping Center. The long-range vision for the area includes linking and expanding these resources into a system of open spaces connected by a series of active multi-use trails. The resulting system will create a unique recreational resource covering over four miles of new trails connecting from the DeKalb School of the Arts to Dearborn Park.

Key components of the system include:

- **Python Park (Paideia School).** The athletic fields located on Clarendon Avenue across from the DeKalb School of the Arts could include a recreational trail loop connected to the overall system through a joint agreement with the Paideia School.
- **Walmart Supercenter.** Building on the site's existing sidewalk path, there is an opportunity to extend and connect a trail connection to Python Park and the DeKalb School of the Arts.
- **Future Soccer Fields.** Located behind the Belvedere Plaza Shopping Center, these fields will be a valuable recreational addition to the community and a potential link between Midway Park and Shoal Creek Park.
- **Shoal Creek.** Extending north from Shoal Creek Park, there are a series of open space and trail opportunities that would ultimately lead to Dearborn Park and link White Oak Park and Delano-Line Park.





Key Project: Multi-Use Trail from Columbia Drive to Midway Park to Memorial Drive (TR-5)

A centerpiece of the proposed trail system is Midway Park. This highly used park provides the opportunity maximize a county-owned resource for active living goals. The park currently lacks adequate pedestrian connections from Midway Road and is designed as a park to “drive-to.” Using underutilized space in the parking lot and around the athletic fields, a ¾ mile long recreational trail loop is possible and would serve as a key piece of the area’s overall trail system.

This image above demonstrates the trail’s potential to be implemented in currently underutilized space. Here the trail is positioned between the parking lot for the Recreational Center and the existing creek. The trail could be part of a partial creek restoration strategy that expands and terraces to the creek edge to provide more pervious space for natural landscaping. The trail would run along the creek and connect from Midway Road to the Recreation Center and the park beyond. The resulting loop trail would become a destination in itself, while also being a part of the proposed area-wide trail system.



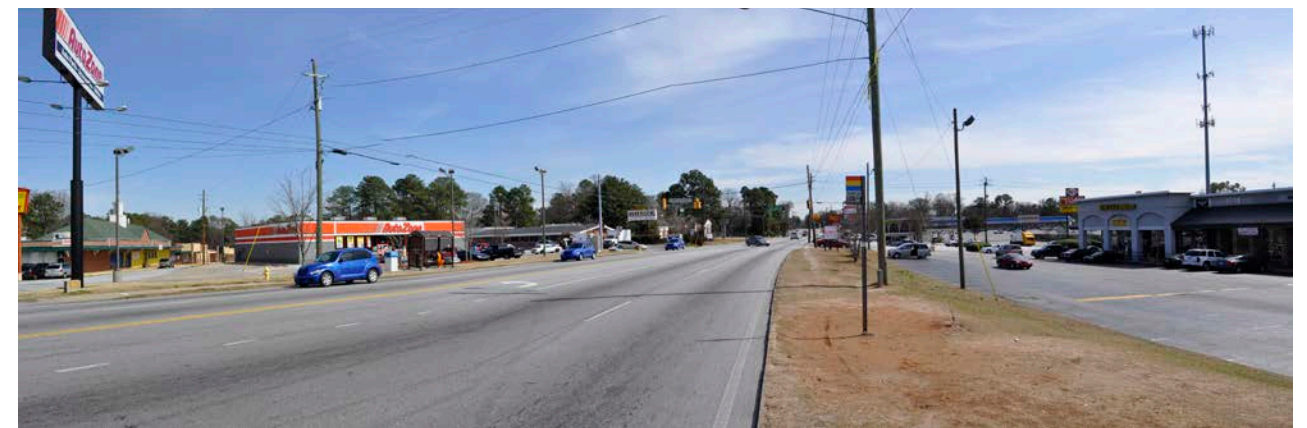
(Above) Existing
(Top) Recommended



Columbia Drive Transformation

The redevelopment of the Belvedere Plaza Shopping Center has the potential to begin a transformation of the walkability and character of the area's streets and corridors. Columbia Drive today is a typical suburban corridor with minimal provisions for pedestrians, including limited sidewalks, street trees, shade, or active building frontage.

Like Belvedere Plaza, Columbia Drive could redevelop with buildings located along the street with direct access to the sidewalk for pedestrians. Large sidewalks with ample space for street trees and landscaping would help to create an active street environment and "front door" address for development. To re-enforce this, parking would be located behind or to the side of buildings to minimize large areas void of pedestrian activity and comfort. Transit shelters would be integrated into the streetscape and connected to adjacent development with walkways, making transit a seamless component of the public realm. With appropriate standards in place, incremental redevelopment over time will serve to transform the corridor into a pedestrian-supportive street that supports active living.



Redevelopment Opportunities

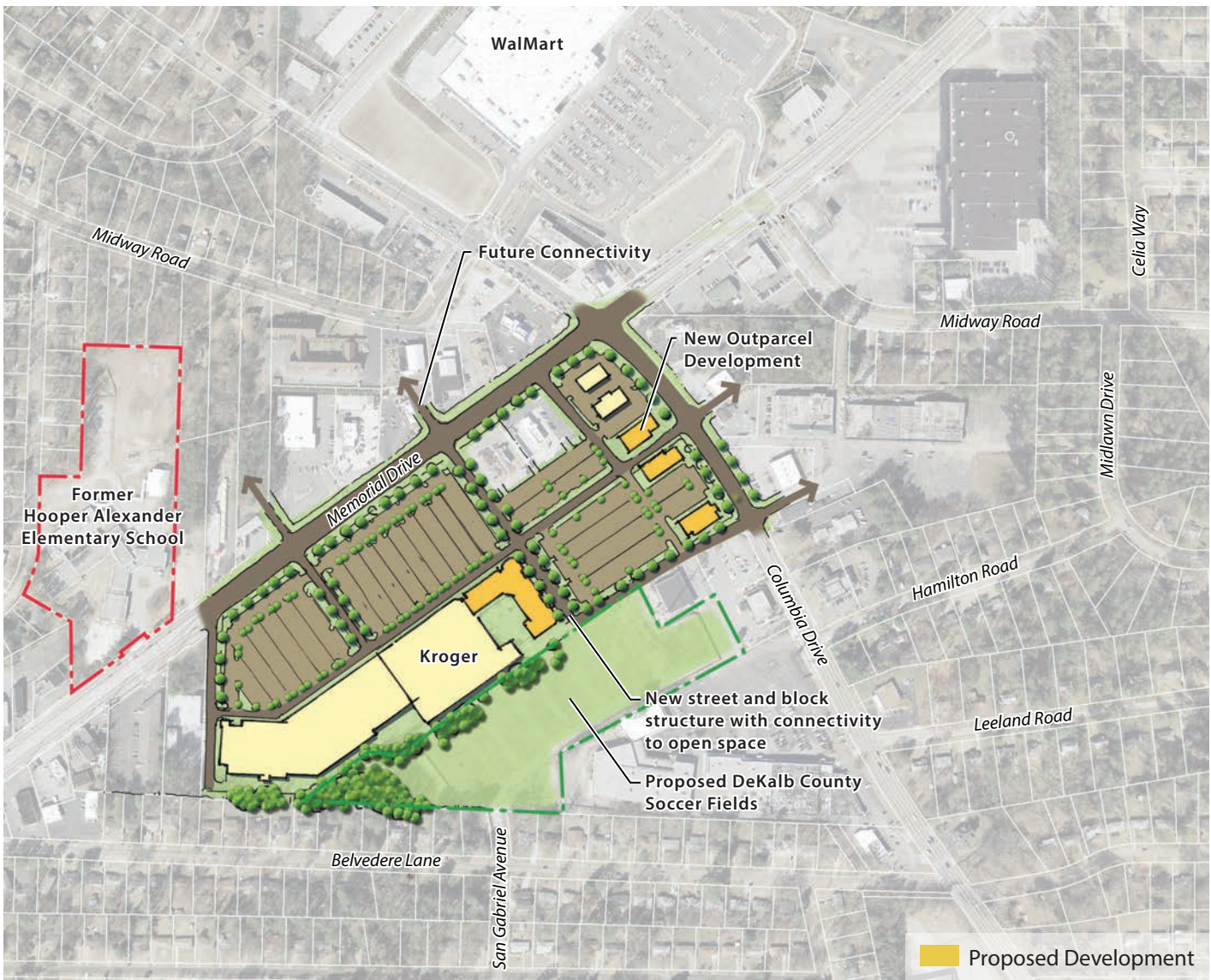


Belvedere Plaza - Existing Condition

Key Project: Belvedere Plaza Redevelopment (NR-1)

The Belvedere Plaza Shopping Center is a typical example of a suburban shopping center: its form is designed to provide ease of access for the automobile and visibility from Memorial Drive. This pattern remains a successful economic model and this shopping center is currently well leased and anchored by a Kroger grocery store. However, long-term trends suggest that change and redevelopment are possible and likely, as evidenced by the decline of several adjacent commercial centers.

This sample redevelopment scenario illustrates the incremental power of small change over time to create more walkable places that encourage an active living lifestyle. This scenario is simply one hypothetical concept based on an understanding of current market opportunities and physical context. Long-term redevelopment can occur in a variety of ways, but should be based on the basic principles of active living.



Belvedere Plaza - Phase 1: Partial Redevelopment

Partial Redevelopment

The initial redevelopment step is structured on opening access to the planned DeKalb County soccer fields on the vacant land behind the shopping center, while positioning new retail development fronting on Columbia Drive. Key components include:

- Reorganizing the northern section of shopping center to extend street connections from Memorial Drive and Columbia Drive into the center (and connected to the future soccer fields).
- Orienting new out-parcel retail development along Columbia Drive and up to the street to create a stronger relationship between buildings, street, and transit accessibility.
- Orienting new retail adjacent to Kroger to the new street connection and soccer fields. This would help to establish the park as an important and visible feature of the area's future redevelopment.



Belvedere Plaza - Phase 2: Adjacent Redevelopment

Adjacent Redevelopment

Adjacent redevelopment is catalyzed by repositioning the soccer fields as a public space amenity for surrounding development. Key components include:

- Extending additional street connectivity south to create a connection between the redeveloped center and the surrounding neighborhoods.
- Modifying the soccer fields to encourage adjacent development oriented to the park, facilitated as a joint development opportunity between the county and adjacent property owner.
- Orienting new development to front along new streets and incorporating smaller scale park spaces to create an active and comfortable pedestrian environment.



Belvedere Plaza - Phase 3: Infill Development

Adjacent Redevelopment

By establishing a strong framework of streets and blocks, infill development opportunities will likely occur over the long-term on available sites.

- In the long term, there is potential to reestablish the soccer fields as a central public green surrounding by new residential development. In this scenario, the county soccer fields serve as a short-term placeholder for mixed-use redevelopment with the county controlling the scale and form of development.
- New street connections can be extended across Memorial Drive and Columbia Drive, linking the center to adjacent redevelopment opportunities.
- Established street and block structure could become the framework for future infill intensification on parking lots as the market dictates.
- Future streets could connect the former Hooper Alexander Elementary School (targeted for redevelopment) to the Belvedere Shopping Center and surrounding redevelopment opportunities.

Redevelopment Design Guidelines

The design vision for the Master Active Living Plan is based on the premise that future development can be shaped to create places that are walkable and mixed-use. The immediate question is whether current developers, typical national commercial tenants and suburban residential products can conform to this alternative vision.

The answer is yes. Over the past 10-15 years there has been a growing number of communities and developers creating pedestrian-oriented and mixed-use places incorporating typical commercial and residential development types. Several project case studies are documented here to illustrate how actual built projects have incorporated big box retail tenants, “main street” retail, and residences into connected, walkable and vibrant places.

Edgewood Retail Center, Atlanta, Georgia

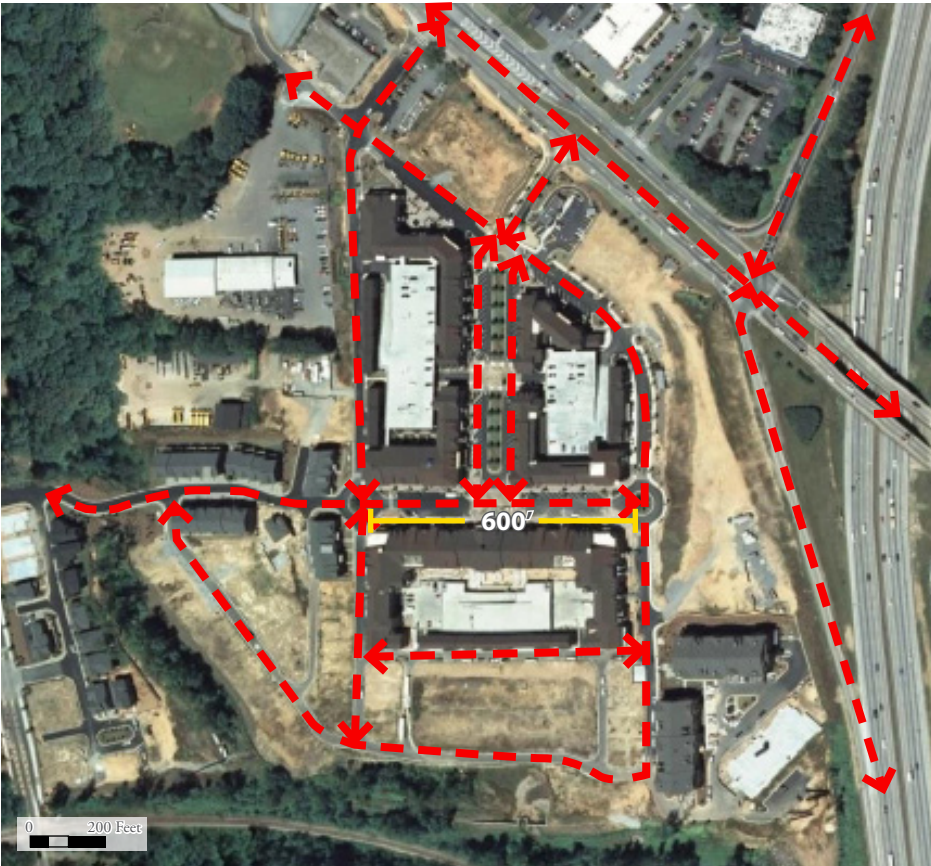
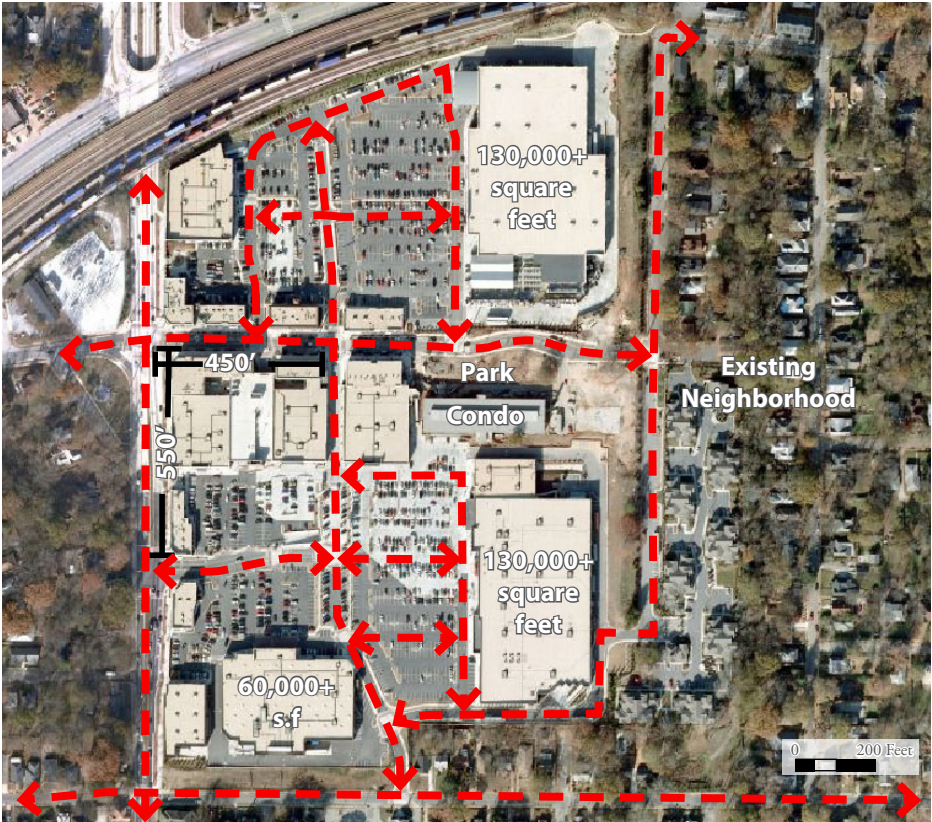
The Edgewood Retail Center is surrounded by existing historic neighborhoods and has access to Interstate 20 and Freedom Parkway. The development built off the existing street grid and has a mix of big box and local retailers. Major features include:

- Approximately 500,000 square feet of retail
- 2 to 4 story retail development
- Town home and condo units from the transition between retail and the residential neighborhood
- Surface parking lots tucked away from the main streets

West Village, Smyrna, Georgia

West Village is a new mixed-use development adjacent to Interstate 285. The development includes a mixed-use town center with retail, retail, restaurants, and multi-family units located above retail. The development also includes townhomes and single-family homes. Major features include:

- 200,000 square feet of retail
- 3 story mixed-use development
- Parking tucked away behind buildings
- Block perimeters of less than 18000 feet for most blocks within the town center



(above) Edgewood Retail Center, Atlanta, Georgia
(right) West Village, Smyrna, Georgia

In encouraging mixed-use, walkable redevelopment, a few design guidelines are helpful.

Lot Layout + Building Placement

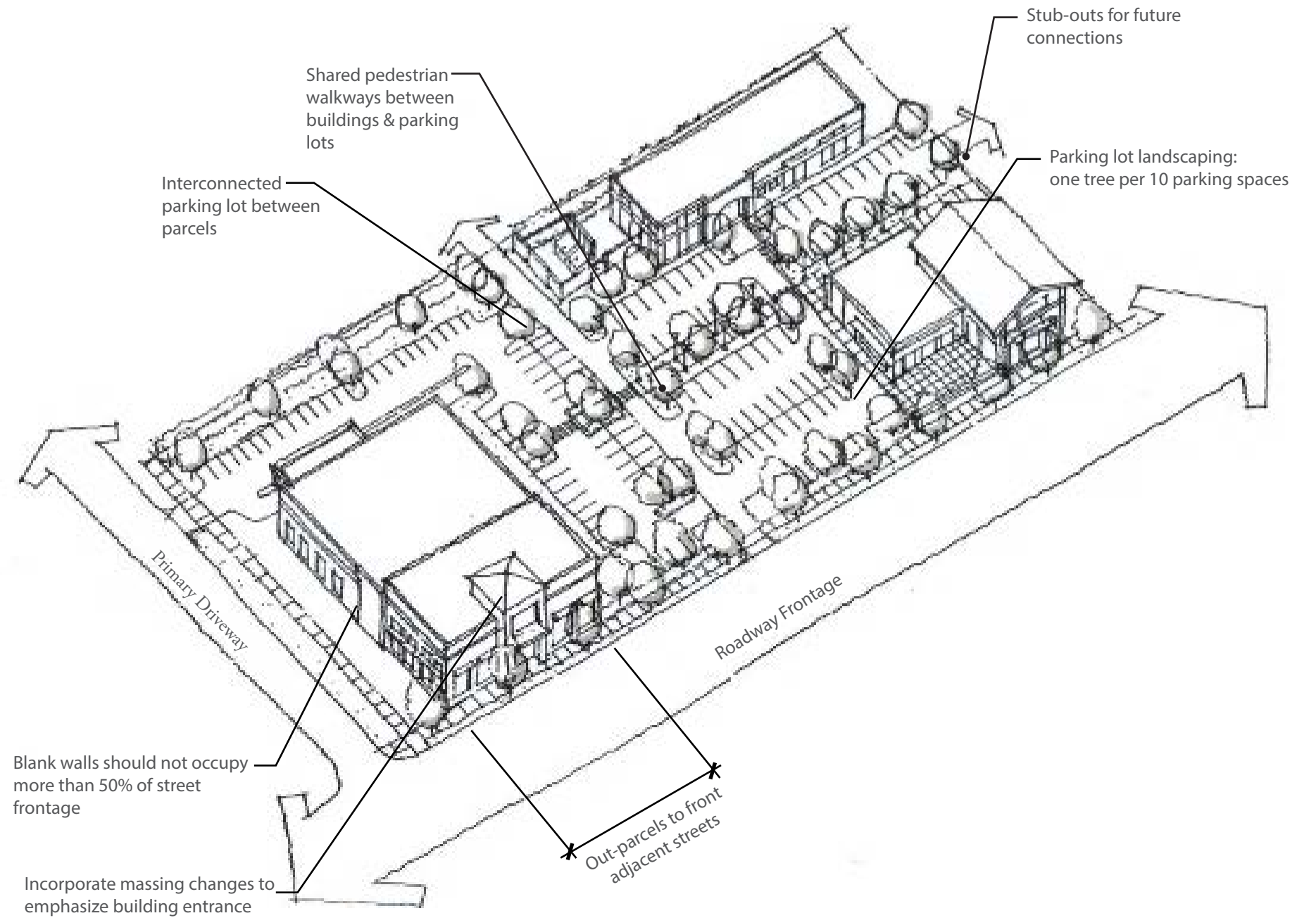
Buildings should be sited close to streets with active ground floor uses and pedestrian amenities that will help strengthen pedestrian connections.

- Primary driveway entrances or street connections should have building frontage “built-to-street” with parking located behind the building to create pedestrian-oriented streets.
- Outparcels should be located to front along primary driveways at intersections with adjacent corridors.
- Buildings should be oriented with windows and main entrances facing streets. Loading areas and other facilities should be screened from view of the main vehicular and pedestrian connections.

Mixed Use Development

Zoning and land use regulations should encourage mixed-use development by allowing residential uses within commercially zoned parcels as part of a mixed-use development plan.

- Residential uses should not exceed 50% of development program.
- Residential density to be determined as part of the development approval process and should be no greater than the maximum currently allowed by DeKalb County’s residential zoning classifications.
- Commercial and residential uses should be either vertically integrated within mixed-use buildings, and/or horizontally through a finer street network.
- Residential uses must be interconnected to adjacent uses through the required street network and pedestrian connections.



Connectivity and Block Structure

Existing commercial development in the Belvedere Study Area has little to no vehicular or pedestrian connectivity. As a result, vehicle trips are forced to the limited network and major corridors. By providing new street connectivity and cross-access between parcels, less pressure will be put on existing streets and intersections and local trips (those with a destination in the study area) will have alternatives to the regional highway network, protecting capacity on these roads and increasing safety.

The new street connections defined as part of this study should be adopted to define where new street connections should be constructed as development occurs. It has been specifically designed to accommodate the incremental nature of parcel-by-parcel development and is intended to be built over time.

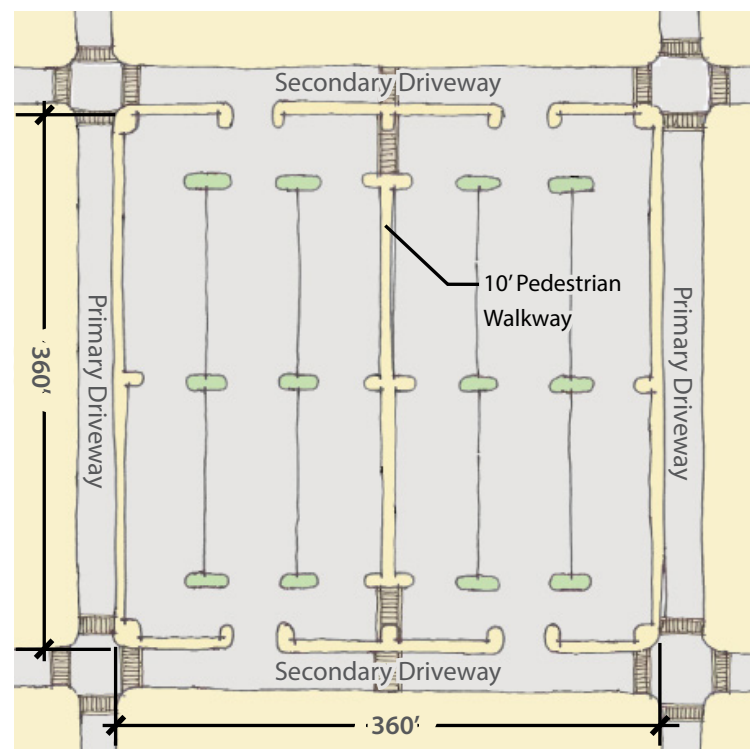
- Large parcels should be organized into “blocks” that are between 360 (6 parking bays) to 600 feet. This structure should be used to organize buildings and development, internal parking lots, cross-access and provide stub-outs for future connections.
- For blocks larger than 360 feet, pedestrian connections through the parking lots should be provided that are at least 10 feet wide to connect streets to building entrances.
- Joint use driveways and/or cross access easements should be provided with stub-outs for future connections when new development is adjacent to undeveloped parcels.
- Buildings should be sited close to streets with active ground floor uses and pedestrian amenities that will help strengthen pedestrian connections.



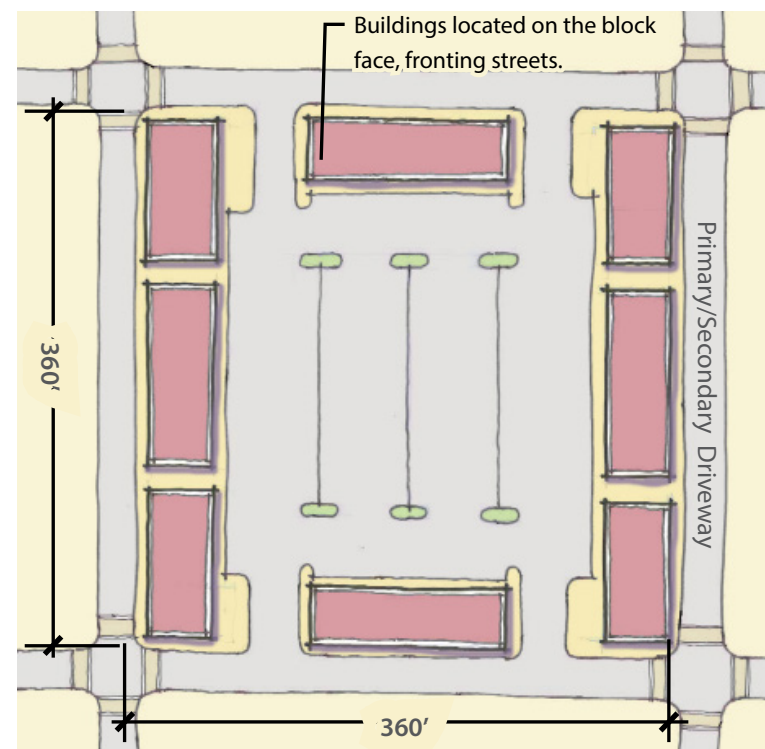
Block Structure and Adaptability

In addition to maximizing pedestrian and vehicular connectivity, the proposed block structure also establishes a pattern for development that is able to adapt and change over time through redevelopment.

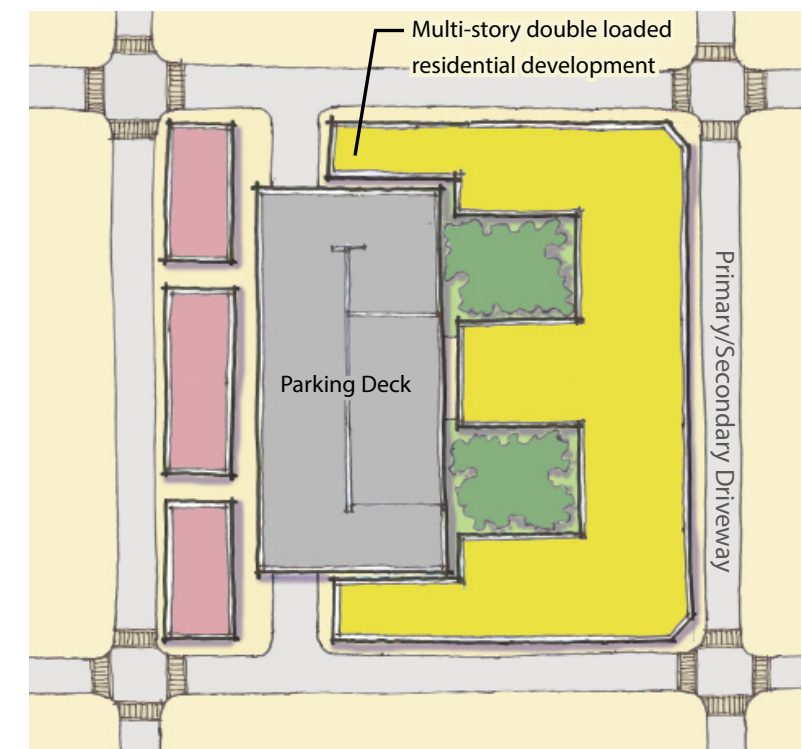
- In a surface parking option, which is likely to be the development scenario within the Belvedere Study Area, the 360 foot block accommodates 6 parking bays with primary driveways on two sides and parking lot access from the secondary driveways or streets.
- This block structure supports surface parking and development by placing buildings on the outer edges of the block, with a surface parking lot in the center.
- In the long-term, higher intensity development or alternative development scenarios can be accommodated on this block through redevelopment and/or converting the surface parking into a parking deck. This allows for a larger development pad that can accommodate multi-storied residential or office development with retail liner buildings attached to the parking deck.



Development Option:
Surface Parking Only



Development Option: Surface
Parking and Development



Development Option: Structured
Parking and Development

2.3 Active Living Land Use + Zoning Recommendations

A key recommendation is to align DeKalb County and the City of Brookhaven’s zoning codes with active living principles. These recommendations address both the current DeKalb County zoning code and recommendations for the draft zoning code that may be adopted in the future.

Recommendation #1: Keep and Update the PC District

The PC District is a positive local example of current regulatory controls that adequately address many of the goals of active living. There are, however, some elements of zoning that are missing that could be improved upon to better achieve active living goals. The following list of provisions are those that should be further included in these critical zoning districts.

Active Uses

- Place size limits on a great number of commercial and retail types of uses.
- Place a limit on the total number of certain types of commercial and retail types.
- Allow bonus densities to incentivize those uses that are needed within these areas.
- Allow farming, greenhouses, nurseries and roadside food stands as a permitted use.
- Require multi-family uses to have ground floor commercial or retail uses.
- Require active use for a minimum depth of 20 feet from any building facade along the public sidewalk.
- Prohibit drive-through service windows and drive-in facilities between a building and the street.

Connectivity and Accessibility

- Limit individual block faces to a maximum of 600 linear feet.
- Require off-street bicycle parking at a minimum of 1 bicycle parking space for every 10 vehicular spaces provided.
- Require bicycle parking to be provided in a safe, accessible and convenient location in relation to the pedestrian entrances of the uses that the parking is provided for.
- Prohibit curb cuts from being located a within 100 feet from any other curb cut.
- Require pedestrian walkways a minimum width of 5 feet connecting parking lots or parking decks to the adjacent sidewalks, open spaces and building entrances.
- Require public sidewalks and landscape zones to be located along both sides of all streets.
- Require utilities to be placed underground.
- Require the primary pedestrian access to all sidewalk level uses and business establishments with public or private street frontage to be directly accessible and visible from the sidewalk adjacent to such street and shall remain unlocked during business hours for nonresidential uses.

- Require the pedestrian entrances to residential units that are not adjacent to a public sidewalk to be linked to the public sidewalk with a pedestrian walkway a minimum of 5 feet wide.
- Prohibit cul-de-sacs.
- Prohibit gates and security arms from crossing any public street or sidewalk.
- Allow bonus densities for providing new streets and new on-street parking.
- Allow bonus densities for developments with smaller block sizes.
- Allow bonus densities for development within transit or bus station areas.
- Require driveways to be predominantly perpendicular to any adjacent street and prohibit them from being located between the required sidewalk and the adjacent building except to reach the side yard, rear yard or an on-site parking facility.
- Do not require driveways when access is provided by a common or joint driveway for adjacent lots that have direct vehicular access to a street.
- Require curb cuts and driveways intersecting with arterials and collectors to be designed as public streets.
- Require all sidewalk paving materials and widths to be continued across any intervening driveway curb cut at the prevailing grade and cross slope as the adjacent sidewalk walk zone.
- Allow pedestrian ways to be used to satisfy block connectivity or block area regulations.
- Prohibit pedestrian bridges and tunnels when located above or below public streets.
- Require all buildings to have their primary facade directly fronting and facing a public or private street.
- Require driveway curb cut widths to be a maximum of 24 feet for 2-way entrances and 12 feet for 1-way entrances.

Open Space

- Allow bonus densities for providing increased open space.
- Require open space for all developments.
- Allow open space to be transferred to offsite parcels.
- Require open spaces to be fully implemented prior to occupancy.
- Require open spaces to be adequately maintained.

Building Design

- Require a LEED analysis for developments 50,000 square feet in size or larger.
- Require office buildings containing over 50,000 square feet of gross office space to provide showering facilities for building tenants and their employees.
- Require building façades greater than 100 continuous feet in horizontal length to include variety in façade treatment such as materials, textures, colors and/or window and door patterns.

Parking

- Require individual parking lots or parking decks with more than 50 parking spaces to provide a minimum of 1 electric vehicle charging station for every 50 parking spaces.
- Require parking decks to include a minimum of 25% of occupiable floor area at ground level.
- Require parking deck entrances for pedestrians to be directly from a sidewalk or path.
- Require parking areas on adjoining lots to share curb cuts and driveways.
- Require a minimum of 1 entrance to parking structures to have a minimum height of 90 inches for the ingress and egress of vanpool vehicles.
- Remove minimum off-street parking requirements and instead require maximum off-street parking requirements.
- Prohibit off-street surface parking lots from being located between a building and an adjacent street.
- Allow parking to be shared or transferred off-site at the discretion of the director.
- Require any development providing more than 50,000 square feet of gross office space to reserve and designate carpool and vanpool parking spaces.
- Require bicycle parking to be located within the amenity zone or within an accessory parking structure and as close to a building entrance as the closest covered automobile parking space. Such spaces shall be covered from inclement weather.
- Require a minimum of 10% and a maximum of 25% of the total amount of parking spaces to be set aside for compact cars.
- Require development to have no fewer than 3 bicycle parking spaces.
- Require garage doors for single-family attached or detached uses to be oriented to the side or rear yard.
- Require parking areas to be designed to facilitate safe and convenient use by pedestrians.
- Require parking deck facades to conceal automobiles from visibility from any public right-of-way or private drive or street that are open to the general public, and to have the appearance of a horizontal storied building.

Recommendation #2: Rezone Active Living Study Areas to the PC District

While the PC District is an effective regulatory tool for achieving active living goals, the study areas are predominantly represented by the other older and more conventional zoning districts. The study areas should be proactively rezoned by DeKalb County to remove the outdated zoning designations and replace them instead with the PC District. The PC District is the perfect tool for rezoning large portions of land into a new unified district equipped with the necessary provisions for achieving active living goals.

Recommendation #3: Create an Urban Agriculture Definition

The county should make sure that the term “Urban Agriculture” is effectively defined in the definitions chapter of the zoning ordinance to facilitate the proliferation of the use. By properly defining and allowing it as-of-right within the study area zoning districts, small farms can be installed and maintained. The below set of provisions from San Francisco should be utilized to model the new definition for DeKalb County.

- Urban Agriculture is permitted as a use that occupies less than 1 acre for the production of food or horticultural crops to be harvested, sold, or donated. The use includes, but is not limited to, home, kitchen, and roof gardens.
- Farms that qualify as Urban Agricultural use may include, but are not limited to, community gardens, community-supported agriculture, market gardens, and private farms.
- Urban Agricultural use may be principal or accessory use.
- Limited sales and donation of fresh food and/or horticultural products grown on site may occur on site, whether vacant or improved, but such sales may not occur within a dwelling unit.
- Sale of food and/or horticultural products from the use may occur between the hours of 6 a.m. and 8 p.m.
- Sales, pick-ups, and donations of fresh food and horticultural products grown on-site are permitted.

Recommendation #4: Adopt an Inclusionary Zoning Ordinance

An Inclusionary Zoning Ordinance should be enacted by the county to provide housing diversity and livability throughout the entire county, as well as within the study areas. Modeled after the City of Charlotte, this new ordinance is summarized below:

- Permit mixed income housing developments through a voluntary, incentive-based density bonus throughout various zoning districts in the county.
- A percentage of the dwelling units are targeted to income levels at or below 80% of Area Median Income (AMI) and developed according to an approved preliminary site plan.
- Participation is voluntary and not required.
- Permit bonus densities for participation.
- Establish locational criteria based on census block groups that are at or above the median home value.
- Prohibit the set-aside of affordable units from exceeding 25% of the total number of units in the development.
- Allow lot size reductions as part of the process.
- Establish design guidelines to properly disperse and blend the units architecturally with other existing units.

Recommendation #5: Adopt a Complete Streets Policy

In order to fully address development regulations within the study area it is important to not be limited to just the zoning ordinance. The policy provisions of the county that deal with streets and public infrastructure are equally as important for the sake of achieving Active Living goals. DeKalb County would benefit from pursuing a Complete Streets policy as a companion to an update zoning strategy for the study areas. A number of municipalities across the nation have adopted Complete Streets policies for their jurisdictions and DeKalb County should similarly pursue this strategy.

Recommendation #6: Integrate the Proposed new MR, HR and MU Zoning Districts

The new DeKalb County Draft Zoning Code contemplates a comprehensive re-write of the current County Zoning Ordinance. Part of this vision includes the removal of the existing PDC and I-20 Overlay Districts and the creation of new progressive districts that regulate both Multi-family and Mixed-use development with innovative standards for urban design, parking, building form, connectivity and open space.

In particular, there are districts for medium density residential, high density residential and mixed-use that in coordination would be the perfect implementing tool for the Active Living study areas. These districts have a vast range of densities that can be applied appropriately to the study areas. And the uniform design and development standards ensure that all development will integrate quality of life and “Smart Growth” components into the area as it redevelops over time.

It is recommended that the county adopt these progressive zoning regulations and subsequently rezone the Active Living study areas to the appropriate levels of MR, HR and MU zoning categories. Additional highlights of these new districts as they relate to the Active Living goals and recommendations of this study area as follows:

Density & Use

- MR 1 8 to 12 units per acre Residential
- MR 2 12 to 24 units per acre Residential
- HR 1 24 to 40 units per acre Residential
- HR 2 40 to 60 units per acre Residential
- HR 3 60 to 120 units per acre Residential
- MU 2. 4 to 12 units per acre Residential & Non-residential
- MU 3. 12 to 24 units per acre Residential & Non-residential
- MU 4. 24 to 40 units per acre Residential & Non-residential
- MU 5. 40 to 80 units per acre Residential & Non-residential

Density Bonus Provisions

- Transit Proximity (existing transit stop within ¼ mile distance from property boundary)
- If the subject property is within ¼ mile walking distance to existing or programmed amenities serving residential needs such as health care facilities, senior and/or civic centers, public schools, public library, recreational facilities, personal services and/or shopping center
- Certified that if built as designed, would meet LEED®, Earthcraft or other national accreditation and review for energy and water efficient site and building
- 30 year commitment that: 10% of total units be reserved for very low income, or; 20% for low income, or; 25% senior housing
- Reinvestment Areas Located within an Enterprise Zone or Opportunity Zone
- Mix of Nonresidential and Residential Uses
- Additional Enhanced Open Space
- Bus shelter
- Park-N-Ride and/or Ride-share
- Public art
- Architectural rehabilitation or historical preservation
- Structured parking
- Trail with public access

Uses

- Stand alone retail or uses considered as neighborhood shopping uses follow shall not exceed forty-thousand (40,000) square feet in total floor area.
- Connectivity & Streetscapes
- Streets shall be designed to create an interconnected system of grid patterned roads, modified only to accommodate topographic conditions. Each new street shall connect to the existing grid; applicants must demonstrate hardship to be waived from this requirement (topography, adjacent property owner, other similar constraint).
- New streets shall demonstrate conformance with the intent of any and all county adopted transportation, thoroughfare plan and/or subarea plans
- Sidewalk paving materials shall be continued across intervening driveways at the same prevailing grade and cross slope as the adjacent pedestrian sidewalk area.
- Where newly constructed sidewalks abut existing adjacent sidewalks, the newly constructed sidewalk shall provide safe transition of pedestrian traffic flow to adjacent sidewalks.
- Development that disturbs existing sidewalks on another property shall replace disturbed areas to their pre-disturbance state and condition.
- Safe and convenient paved pedestrian pathways shall be provided from sidewalks along streets to each building entrance, including pedestrian access routes to parking decks and through parking lots and between adjacent buildings, transit

stops, street crossings within the same development. All such pathways shall have a minimum width of five feet.

- A traffic impact study is required for rezoning, special land use permits, sketch plats, and development or building permit applications
- New streets shall be constructed with continuous streetscape zones on both sides.
- The streetscape zone on new streets shall consist of a landscape strip, a sidewalk, and a supplemental zone.
- Sidewalks shall be provided between the landscape strip and the supplemental zone.
- Landscape strips shall be located between the curb and the sidewalk.
- Landscape strips shall be designed with street trees and pedestrian scale streetlights.
- New development and redevelopment occurring on existing streets shall provide a streetscape zone on the side of the street where the development takes its access.
- The streetscape zone on existing streets shall consist of a landscape strip and a sidewalk.
- Landscape strips in the streetscape zone shall be planted with street trees and shrubs and consist of no more than 30 percent grass or other groundcover. Landscaping design shall include a variety of deciduous and evergreen trees and shrubs and flowering plant species well adapted to the local climate.
- Landscape strips may include brick pavers, concrete pavers, or granite pavers where on-street parking is provided or pedestrian crossing is likely.
- Required landscape strips shall be established and maintained in perpetuity by the owners.
- Street trees shall be overstory trees unless site constraints prohibit the use of large maturing trees, subject to the approval of the Director, or his/her designee.
- Street trees shall be provided at the ratio of one tree for every 50 feet of street frontage.
- Street trees shall not be planted closer than 20 feet from the curb line of intersecting streets and not closer than 10 feet from alleys or private driveways.
- Street trees shall not be planted closer than 12 feet from light standards. No new light standard location shall be positioned closer than 10 feet to any existing street tree.
- Trees shall not be planted closer than two-and-on-half (2.5) feet from the back of the curb.
- Where there are overhead power lines, tree species are to be chosen from a list provided by the county arborist that will not interfere with those lines.
- Trees, as they grow, shall be pruned to provide at least 8 feet of clearance above sidewalks and 12 feet above driveways and roadway surfaces.

Building Materials

- Exterior wall materials of primary buildings shall consist of any of the following types: Brick masonry; Stone masonry; Horizontal siding of wood, fiber cement; Hard coat stucco; Cedar shingles; Textured face concrete block; Architectural concrete; and/or Appropriate architectural accent materials as approved by the director.
- Exterior building material requirements do not preclude solar panel installation on building roofs.
- The following materials shall be prohibited from view from a public street as primary material but are permitted as secondary building materials (up to thirty (30) percent of total): Standing-seam or corrugated metal siding; Exterior insulation and finishing system (EIFS)constructed at least eighteen (18) inches above grade; Vinyl. (POND note: recommend add specifications of vinyl standards); The following exterior building materials shall be prohibited: Plywood; Common concrete block.

Parking

- Non-residential and mixed-use buildings located in activity centers character areas, as identified in the Comprehensive Plan shall have no more than one row of parking within the front yard without an intervening building between parking and the street; such parking shall extend along no more than thirty (30) percent of the linear width of the street frontage; and be allowed to locate parking along the side or rear or as on-street parking dedicated as ROW by the applicant.
- Off-street surface parking lots (including access and travel ways) consisting of 5 (five) or more spaces shall be located on the side or to the rear of a multi-family structure.
- Parking for large-scale retail development shall be distributed around the principal structure on at least two sides and but not interfere with delivery and loading facilities.
- A maximum of (30) percent of parking shall be located between the principal structure and primary street.

3.0 Implementation

Implementing active living projects in the study area will have to occur gradually over time. Some projects can be accomplished quickly because the land is already under public-ownership; others are long-term projects that will require further study and/or private sector involvement. It is also important to group similar/co-located projects together to maximize efficiency and minimize the disturbance to the community during construction.

Near-Term Projects (0-2 Years)

Some recommended projects are “easy wins,” or small, relatively inexpensive projects that can have a large impact quickly. These are the projects that should be focused on in the near-term:

- LU-1 Zoning Audit + Update
- TR-5 Multi-Use Trail from Columbia Drive to Midway Park to Memorial Drive

Mid-Term Projects (2-5 Years)

- TR-6 Multi-Use Trail from Meorial Drive to DeKalb School of the Arts/Python Park

Longer-Term Projects (5+ Years)

- S-1 Carter Road Sidewalk
- S-2 Belvedere Lane Sldewalk
- S-3 White Oak Drive Sidewalk
- TR-4 Multi-Use Trail from Montrery Drive to Shoal Creek I
- TR-5 Multi-Use Trail from Monterey Drive to Belvedere Plaza

The following projects would coincide with redevelopment of the area, and will likely be dependent on private investment:

- TR-1 Multi Use Trail North of Memorial Drive to Dearborn Park
- TR-2 Multi-Use Trail Connecting Delano-Line Park, White Oak Park, and Shoal Creek I
- TR-3 Multi-Use Trail Running from Monterery Drive to Shoal Creek
- NR-1 Road Network within Belvedere Plaza
- NR-2 Road Network within Avondale Crossing
- NR-3 Road Network within Columbia Village
- OS-1 Park Space South of Dearborn Park
- OS-2 Park Space East of White Oak Pakr
- OS-3 Park Space between San Gabriel Avenue and Santa Monica Avenue
- OS-4 Park Space Behind Northeast Shopping Center

3.1 Project Phasing + Timeline *(Figure 16)*

Project ID	Project Name	Project Type	TIP Project Type	Project Length or Area	Unit	Project Description	Priority / Timeframe	Potential Responsible Agencies	Potential Funding Sourcess	Engineering Cost	ROW Cost	Construction Cost	Total Cost
S-1	Carter Rd Sidewalk	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	2,400	LF	Install sidewalk in missing areas	Medium	DeKalb County	DeKalb County CIP	\$23,400	Not Included/TBD	\$234,000	\$257,400
S-2	Belvedere Ln Sidewalk	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	1,700	LF	Install sidewalk in missing areas from Memorial Dr to San Gabriel Ave	Medium	DeKalb County	DeKalb County CIP	\$16,640	Not Included/TBD	\$166,400	\$183,040
S-3	White Oak Dr Sidewalk	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	8,000	LF	Install sidewalk in missing areas on along White Oak Dr and San Gabriel Ave from Candler Rd to Parkhill Dr	Medium	DeKalb County	DeKalb County CIP	\$78,000	Not Included/TBD	\$780,000	\$858,000
TR-1	Multiuse Trail North of Memorial Dr to Dearborn Park	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	2,750	LF	Multi-use trail connecting Memorial Dr to Dearborn Park along Oldfield Rd	Medium	DeKalb County	Path Foundation, Arthur Blank Foundation	\$4,000	Not Included/TBD	\$20,000	\$24,000
TR-2	Multiuse Trail Connecting Delano-Line Park, White Oak Park, and Shoal Creek I	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	5,000	LF	Multiuse Trail Connecting Delano-Line Park, White Oak Park, and Shoal Creek I from to west to east	Medium	DeKalb County	Path Foundation, Arthur Blank Foundation	\$7,000	Not Included/TBD	\$35,000	\$42,000
TR-3	Multiuse Trail Running from Monterey Dt to Shoal Creek I	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	2,000	LF	Multiuse Trail from Monterey Dt to Shoal Creek I Parallel to Capastrana Pl	Medium	DeKalb County	Path Foundation, Arthur Blank Foundation	\$3,500	Not Included/TBD	\$17,500	\$21,000
TR-4	Multiuse Trail Running from Monterey Dt to Belvedere Plaza	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	5,250	LF	Multiuse Trail from Monterey Dt to Shoal Creek I Parallel to Belvedere Plaza to Columbia Dr	Medium	DeKalb County	Path Foundation, Arthur Blank Foundation	\$7,000	Not Included/TBD	\$48,500	\$55,500
TR-5	Multiuse Trail from Columbia Dr to Midway Park to Memorial Dr	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	8,000	LF	Multiuse trail connecting east from Columbia Dr to Midway Park and Recreation Center, throughout park. and to Memorial Dr	Medium	DeKalb County	Path Foundation, Arthur Blank Foundation	\$13,000	Not Included/TBD	\$127,500	\$140,500
TR-6	Multiuse Trail from Memorial Dr to DeKalb School of Arts and Python Park	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	6,000	LF	Multi-use trail connecting Memorial Dr through Wal-Mart parking lot to DeKalb School of Arts and Python Park	Medium	DeKalb County	Path Foundation, Arthur Blank Foundation	\$24,000	Not Included/TBD	\$237,000	\$261,000

3.1 Project Phasing + Timeline *(Figure 16)*

Project ID	Project Name	Project Type	TIP Project Type	Project Length or Area	Unit	Project Description	Priority / Timeframe	Potential Responsible Agencies	Potential Funding Sourcess	Engineering Cost	ROW Cost	Construction Cost	Total Cost
NR-1	Road Network within Belvedere Plaza	New Privately Funded Roadway	Roadway/General Purpose Capacity	3,500	LF	Development of road network within future redevelopment	Determined by Development	DeKalb County	Private Development	TBD	Not Included/TBD	TBD	TBD
NR-2	Road Network within Avondale Crossing	New Privately Funded Roadway	Roadway/General Purpose Capacity	2,300	LF	Development of road network within future redevelopment	Determined by Development	DeKalb County	Private Development	TBD	Not Included/TBD	TBD	TBD
NR-3	Road Network within Columbia Village	New Privately Funded Roadway	Roadway/General Purpose Capacity	1,500	LF	Development of road network within future redevelopment	Determined by Development	DeKalb County	Private Development	TBD	Not Included/TBD	TBD	TBD
OS-1	Park Space South of Dearborn Park	DeKalb County Future Land Use	N/A	14.5	AC	Designate as park space	Determined by Development	City of Atlanta/ Atlanta BeltLine	DeKalb County CIP	\$75,000	Not Included/TBD	\$750,000	\$825,000
OS-2	Park Space East of White Oak Park	DeKalb County Future Land Use	N/A	23.2	AC	Designate as park space	Determined by Development	City of Atlanta/ Atlanta BeltLine	DeKalb County CIP	\$100,000	Not Included/TBD	\$1,000,000	\$1,100,000
OS-3	Park Space betweenf San Gabriel Ave and Santa Monica Dr	DeKalb County Future Land Use	N/A	9.5	AC	Designate as park space	Determined by Development	City of Atlanta/ Atlanta BeltLine	DeKalb County CIP	\$50,000	Not Included/TBD	\$450,000	\$500,000
OS-4	Park Space Behind Northeast Shopping Center	DeKalb County Future Land Use	N/A	5.3	AC	Currently planned as county soccer fields	Determined by Development	City of Atlanta/ Atlanta BeltLine	DeKalb County CIP	\$60,000	Not Included/TBD	\$600,000	\$660,000
LU-1	Zoning Audit & Update	DeKalb County Future Land Use	N/A	N/A	AC	Audit and update of zoning ordinance	TBD by DeKalb County	DeKalb County	DeKalb County CIP	N/A	N/A	N/A	TBD

3.2 Implementation Resources and Agencies

The DeKalb County Master Active Living Plans identify projects with varying timelines for implementation. While some projects will take significant time and resources to develop, others may be implemented in the short-term. There are a variety of funding sources available to support community projects. While many sources of nontraditional funding are only available to non-profit organizations, there are some additional resources that can be leveraged by municipalities. Additionally, DeKalb County may choose to partner with schools or assist non-profit organizations by developing their capacity to pursue grants that, in turn, benefit DeKalb County citizens. Some potential resources are outlined below.

Walking & Biking Resources

Safe Routes to Schools Program

The Federal Safe Routes to School (SRTS) Program empowers communities to make walking and bicycling to school a safe and routine activity for primary and middle school students (grades K-8). In Georgia, SRTS makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

The Safe Routes to School Program is organized around five ideas – also called the 5 Es:

- Engineering: Making the environment safer for walking and bicycling
- Encouragement: Encouraging kids to walk and bike
- Education: Teaching kids and parents safe ways to walk and bike
- Evaluation: Checking to see how many kids are walking and biking as a result of the program
- Enforcement: Changing driver, walker and bicyclist behavior as they travel together along the road

Program activities and funding is available to local governments for projects with a 2-mile radius of primary and middle schools. Since 2005, the state of Georgia has received \$34,111,703 in funding.

For More Information:
Emmanuella Myrthil, SRTS Coordinator, Georgia
Georgia Department of Transportation
Shackleford Building #24, 2nd Floor
935 East Confederate Ave.
Atlanta, GA 30316
Phone: 404-635-2824
Email: emyrthil@dot.ga.gov
Website: <http://www.saferoutesga.org/>

PEDS

PEDS was organized to encourage local, regional and state agencies to accept pedestrian safety as their responsibility. The group has developed an online hazard reporting tool that makes it easy for people to notify local governments about missing signs, malfunctioning walk signals, and broken sidewalks. Together with volunteer activities organized by PEDS, the online tool has prompted government agencies and utility companies to eliminate hundreds of pedestrian hazards.

Other community resources available through PEDS include:

- The KidsWalk to School program which increases awareness among City of Atlanta and DeKalb County parents of the health benefits of walking to school.
- The “Slow Down” yard sign campaign, which provides signs for residents in the metro Atlanta area.

For More Information:
Sally Flocks, President and CEO
1389 Peachtree St. NE
Suite 202
Atlanta, GA 30309
Phone: 404-685-8722
Email: sally@peds.org
Website: <http://peds.org/>

Atlanta Bicycle Coalition (ABC)

The Atlanta Bicycle Coalition works to create a healthier, more sustainable Atlanta by making it safer, easier, and more attractive to bicycle for fun, fitness, and transportation. Key goals of ABC include ensuring that the proposed regional transportation sales tax includes significant funding for bicycle projects, building a mountain bike park inside the city of Atlanta, adopting Complete Streets policies, improving outreach and communications, and representing all kinds of cyclists. Currently, ABC is working with City of Atlanta and DeKalb County to adopt Complete Streets policies throughout the metro Atlanta area. These policies will help transportation planners and engineers design roadway projects with all users in mind.

For community festivals and events, the county may consider using the ABC’s bike valet service. By providing bike parking, event hosts can reduce the event’s impact on traffic congestion and carbon emissions and give people more transportation options. ABC also supplies bike racks that can be installed in strategic locations, making cycling usage and storage easier and more attractive.

For More Information:
Rebecca Serna, Executive Director
213 Mitchell Street SW
Atlanta, Georgia 30303
Phone: 404-881-1112
Website: www.atlantabike.org

Community Wellness Resources

Partners in Action for Healthy Living (PAHL)

Partners in Action for Healthy Living (PAHL) is a not for profit organization that is a catalyst for joint community building efforts that promote healthy eating, active living policies, and systems and environmental change. The organization was born from the Healthy Belvedere Initiative sponsored by Kaiser Permanente and has since developed into a self-sustained, independent non-profit organization committed to promoting active living and healthy lifestyles for communities in southern DeKalb County. To do so, PAHL helps organizations, such as schools and civic groups, start community gardens; helps to establish or ‘plant’ their successful program model in South DeKalb and surrounding communities; and coordinates sustainable endeavors that promote and support healthy eating and active living.

For More Information:
1679 Columbia Drive
Decatur, GA 30032
Phone: 404-996-6324
Email: info@pahlga.org

Kaiser Permanente Community Health Initiatives

Kaiser supports innovative efforts to bring nutritious foods and safe, physical activity to local schools, workplaces, and neighborhoods. That means developing an environment that supports the physical, emotional, and spiritual well-being of those who live, work, and play there. Kaiser’s Community Health Initiatives take a prevention-driven approach to health. To do so, Kaiser makes contributions to nonprofits, schools and government organizations to improve access to health care, inform health policy, and implement programs that promote and improve health. One of the organization’s funding priorities is prevention, which includes the implementation of strategies that support many areas, including improving environments or social conditions for underserved populations that may reduce health disparities.

For More Information:
Grants
Phone: 404-279-4636
Email: emily.r.kimble@kp.org

Bridge Program
Phone: 404-261-2590
Email: bridge@kp.org
Website: <http://info.kaiserpermanente.org/communitybenefit/html/index.html>

Greenspace, Parks & Trail Resources

Georgia Community Greenspace Program

The Georgia Department of Natural Resources established the Georgia Community Greenspace Program in 2000. This program provides an opportunity for urban counties and their municipalities to preserve a minimum of 20 percent of the land and water within their communities as permanently protected greenspace by acquiring and protecting land using state funds and local land use planning. The program is administered by the Georgia Greenspace Commission. Through this program, ‘greenspace’ is defined as permanently protected land and water that meets at least one of nine program goals. Selected land depends upon a county’s own priorities for preserving greenspace, but it is expected that a majority will be preserved as floodplains and wetlands along stream corridors. Land along streams naturally forms connected corridors, or usable buffers, along which people and wildlife can travel. Scenic areas, lands with archaeological and historic resources, passive outdoor recreation areas, paths for walking, cycling and other alternative transportation opportunities, and areas connecting neighborhoods which do not lie along streams may also be included.

For More Information:
Georgia Department of Natural Resources
Greenspace Commission
2 Martin Luther King, Jr. Drive, Suite 1454
Atlanta, GA 30334
Phone: 404-656-5165
Website: <http://www1.gadnr.org/greenspace/index.html>

National Recreation and Park Association (NRPA)

The National Recreation and Park Association (NRPA) is a national advocacy organization dedicated to the advancement of public parks, recreation and conservation. The organization offers grant opportunities for park equipment and fields for active recreation as well as active recreation opportunities, including community gardening and the Great American Trails initiative, which works to refurbish and improve trails in local parks.

For More Information:
22377 Belmont Ridge Road
Ashburn, VA 20148-4501
Phone: 800-626-NRPA (6772)
Email: customerservice@nrpa.org
Website: <http://www.nrpa.org>

DeKalb County Schools/Board of Health Community Gardens

The Office of Chronic Disease Prevention (OCDP) uses a community-centered approach to reduce the burden of chronic disease in DeKalb County. The OCDP School Health Coordinator assists schools in implementing and strengthening their school wellness policies and manages the School Grant program. Some projects implemented through this grant include:

- Establishing walking trails on school grounds that are open to the community after school hours
- Safe Routes to School Programs
- Fruit and vegetable bars in several middle school cafeterias

For More Information:
Health Assessment and Promotion Division
445 Winn Way
Decatur, GA 30030
Phone: 404-508-7847
Website: www.DeKalbHealth.net

3.3 Glossary of Terms

Active Living – a concept that seeks ways to make the physical activity safe, convenient, and pleasant and helps develop physical fitness. It encourages fairness in the public transportation system and to make it easier for those dependent upon assistive or adaptive technologies (e.g., guide dogs, canes, manual and electric wheelchairs) to navigate the built environment.

Americans with Disabilities Act (ADA) – United States public law enacted in 1990 guaranteeing rights for people with disabilities. This law mandates reasonable accommodation and effective communication for those with disabilities. Examples in the community planning context include having curb ramps of appropriate width, slope, and location relative to crosswalks and entrances.

Bikeability – a measure of how easy it is to ride a bicycle in a city or town.

Built environment – the human-made surroundings that provide the setting for human activity, ranging in scale from homes and other buildings to neighborhoods and cities and can often include their supporting infrastructure, such as water supply and energy networks.

Complete streets – roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists, and public transit users of all ages and abilities.

Demographics – the characteristics of a human population as used in government, marketing, and opinion research, or the demographic profiles used in such research.

Land use – The way land is developed and used in terms of the types of activities allowed (residential, commercial, industrial, etc.) and the size of buildings and structures permitted.

Safe Routes to Schools – programs that enable community leaders, schools, and parents across the United States to improve safety and encourage more children, including children with disabilities, to walk and bicycle safely to school. In the process, programs are also reducing traffic congestion and improving health and the environment, making communities more livable for everyone.

Shared lane marking or sharrows (see graphic) – a shared-lane marking used within travel lanes shared by bicyclists and other vehicles. These are also called sharrows, a phrase coined by Oliver Gajda of the City and County of San Francisco Bicycle Program, as a combination of shared lane and arrow.

Stakeholder – a person, group, organization, or system that affects or can be affected by the planning process.

Walkability – a measure of how friendly an area is for walking.

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