



GRESHAM ROAD STUDY AREA AREA

DeKalb County, Georgia | 2013



AECOM

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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 these 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 Gresham Road Active Living Plan is one of eight plans created in 2013 under MALP.

The Gresham Road Study Area

Located in southern DeKalb County, the Gresham Road Study Area encompasses the area surrounding Interstate 20 (I-20) where it passes under Gresham Road. According to U.S. Census 2011 population estimates, the study area population is 11,728. The age distribution of the population is very similar to that of DeKalb County as a whole, but there is a much larger percentage of African-Americans and the median household income is lower.

Physically, the Gresham Road Study Area is characterized by a few large commercial strip malls and suburban-style, single-family neighborhoods. In its Comprehensive Plan, DeKalb County designated the study area a future Town Center, which is defined as “a focal point for several neighborhoods with a concentration of activities such as retail, service commercial, professional office, higher-density housing, and open space.” The study area is one of only 15 Town Centers identified in the county.

In order for the study area to evolve into a Town Center, it will need to become more dense. Although some larger, multi-family communities existing around Flat Shoals Road and I-20, residential uses in the study area are mostly single-family homes built in the 1960s and 1970s. Commercial uses are also suburban-style strip malls, many of which are aging and underutilized. One exception is the relatively new Walmart Supercenter, which attracts a number of shoppers. Other destinations include two public schools and a parochial school, the Gresham Branch of the DeKalb County Library, and the NH Scott Recreation Center and Pool.

Over time, the study area can evolve into a more active community through thoughtful redevelopment. Because of multiple large lots and aging commercial infrastructure, several parcels have the potential to redevelop in the future. The greatest potential for redevelopment centers along I-20, particularly if plans move forward to construct a Bus Rapid Transit (BRT) Line with a station at Gresham Road. Most of the study area parcels with redevelopment potential are zoned C-1, RM-75, or RM-85.

Positive trends in the local real estate market point to future redevelopment opportunities in the study area. Strong residential growth in the East Atlanta neighborhood has had some spillover into the study area, and the Walmart Supercenter is a strong anchor for more retail. The Gresham Road Study Area is also directly in the path of a strong wave of redevelopment that has already swept through the areas along I-20, closer to the City of Atlanta. However, blighted commercial property near Interstate 20 will need to be addressed, as will the deteriorating conditions of some homes in the surrounding neighborhoods.

Additionally, transportation infrastructure will need to be upgraded. To become more attractive to new, active living-oriented development, the Gresham Road Study Area’s pedestrian and bicycle networks will also need to improve. Similar to many other areas of DeKalb County, the study area’s street network is characterized by having a few major arterials and collector streets with many disconnected local streets. Although there are no dedicated bicycle facilities, the arterials and collectors of the study area—Gresham Road, Flat Shoals Road, Tilson Road, Brannen Road, and 2nd Avenue—all have fairly complete sidewalk networks. Beyond these major streets however, sidewalks are limited or non-existent. Four MARTA bus lines currently serve the area.

Public Involvement

On the evening of Thursday, March 14, a public meeting was held at the Gresham Park Recreation Center. Most attendees were supportive of projects that improved opportunities for active living. Concerns were mostly centered on the issue of timing and the project time-frame for long-range projects.

Recommendations

This plan identifies 35 projects that can help the community overcome physical barriers and encourage active lifestyles. Key projects will enhance the pedestrian environment of Gresham Road, take advantage of open space opportunities, and position commercial parcels for future redevelopment. With the potential construction of the I-20 BRT in the future, it is essential that DeKalb County begin to make these upgrades now to capitalize on this transportation investment.

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 developing a usable park space in front of the DeKalb County branch library. Other projects, such as the redevelopment of commercial areas and construction of trail corridors, are longer term. Funding for these projects can come from a variety of sources, but most would need to be programmed in the county’s Capital Improvement Plan (CIP). Other agencies and programs, such as Safe Routes to Schools and Kaiser Permanente Community Health Initiatives, may also act as resources to helping the Gresham Road area grow into a healthy, active community.



1.0 Study Area Overview

1.1 The Study Area

Located in southern DeKalb County, the Gresham Road Study Area is focused on Gresham Road where it crosses Interstate 20. The study area is characterized by a few large commercial strip malls and suburban-style, single-family neighborhoods.

Past Studies

There have been no recent planning initiatives that focused primarily on the study area, but MARTA has identified Gresham Road as a future stop on the proposed I-20 Bus Rapid Transit (BRT) Corridor.





1.2 Community Context : Demographics

Population Characteristics

The 2011 U.S. Census estimates that there are 11,728 individuals living within the Gresham Road Study Area. The female population slightly outweighs the male population. Children under five years of age make up nearly eight percent of the population, which is comparable to county and state statistics. However, there are slightly fewer youth between the ages of 5 and 17 years old in the study area when compared to DeKalb and Georgia. Similar to the county and state, the 18 to 64 year-old age group makes up the bulk of the population. The study area exceeds the county and state percentages for individuals over the age of 65.

Figure 1: Study Area Population Characteristics

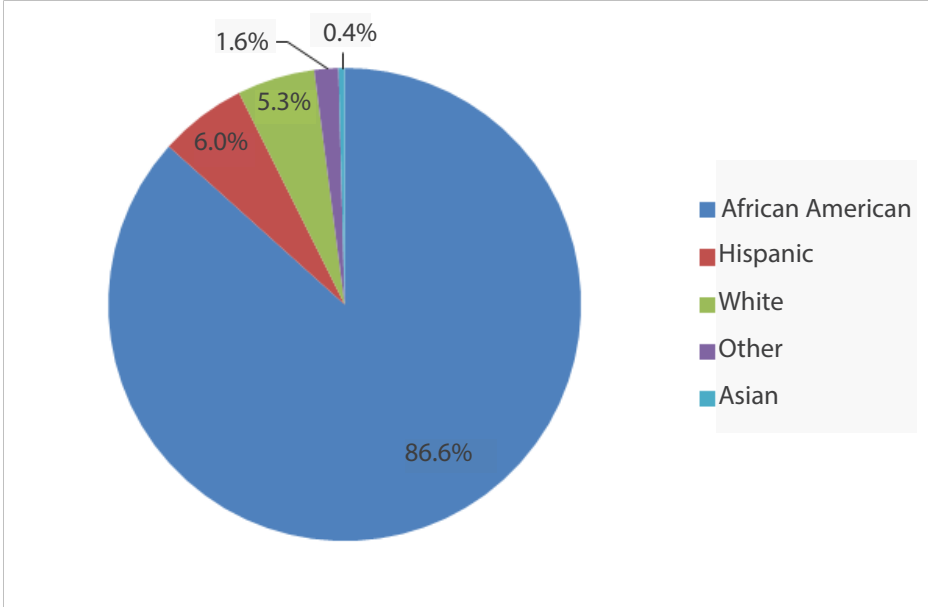
Population Characteristic	Study Area	DeKalb	Georgia
Total Population	11,728	699,893	9,919,954
Female Population	51.4%	51.9%	51.1%
Male Population	48.6%	48.1%	48.9%
Age under 5	7.8%	7.4%	7.0%
Ages 5 - 17	18.5%	23.9%	25.4%
Ages 18 - 64	62.4%	59.3%	56.6%
Ages 65+	11.3%	9.4%	11.0%

2011 U.S. Census estimates show that the study area is mostly comprised of African American residents (86.6 percent). All seven block groups that make up this study area have African American populations that exceed 50 percent. The Hispanic, white and Asian populations are all significantly lower than what is typically found in DeKalb County and statewide.

Figure 2: Study Area Race & Ethnicity

Race/Ethnicity	Study Area	DeKalb	Georgia
African American	86.6%	54.4%	31.0%
Hispanic	6.0%	9.8%	9.1%
White	5.3%	37.8%	63.2%
Asian	0.4%	5.2%	3.4%
Other	1.6%	2.7%	2.4%

Figure 3: Study Area Race & Ethnicity



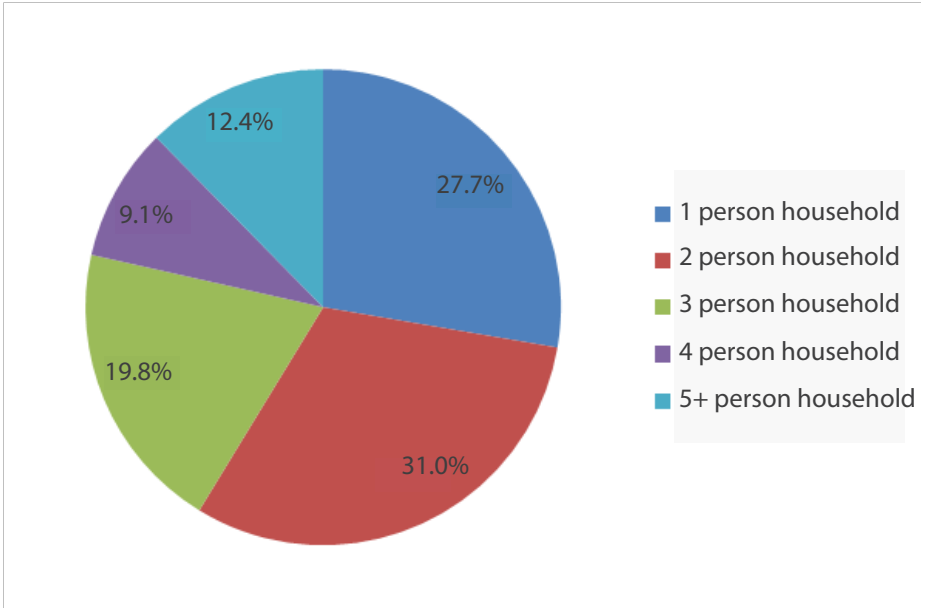
Household Characteristics

There are 4,114 housing units in the Gresham Road Study Area. Most residents (61.3 percent) own their homes, which is comparable to homeownership rates in DeKalb County (58.2 percent) and the State of Georgia (66.8 percent). The study area is also home to many families. While less than one-third of households are single person households, the balance are families of two persons or more. The median household income in the study area is \$35,179 which is approximately \$15,000 less than the median incomes for DeKalb County and Georgia.

Figure 4: Study Area Household Characteristics

Variable	Study Area	DeKalb	Georgia
Owner Occupied	61.3%	58.2%	66.8%
Renter Occupied	38.7%	41.8%	33.2%
Median Household Income	\$35,179	\$51,712	\$49,736

Figure 5: Study Area Household Size



Mobility Characteristics

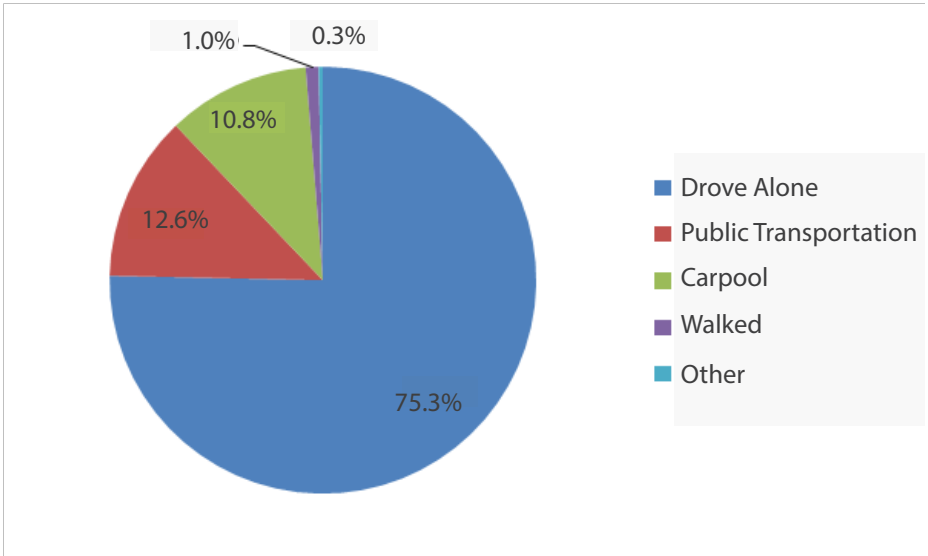
The U.S. Census estimates that 4,193 individuals from the study area were employed in 2011. The majority of workers (73.6 percent) travel alone and 10.6 percent take advantage of a carpool to get to and from work. More than 12 percent of working individuals rely upon public transportation as their primary means of transportation to work. When compared to the county and the state, fewer working individuals walk to work and very few use some other means of transportation. The number of zero-car households is slightly higher when compared to the DeKalb County (11.9 percent versus 9.4 percent) and is nearly double when compared to the state.

Figure 6: Study Area Mobility Characteristics

Means of Transportation to Work	Study Area	DeKalb	Georgia
Drove Alone	73.6%	72.6%	78.8%
*Public Transportation	1.0%	8.5%	2.4%
Carpool	10.6%	10.4%	11.1%
Walked	0.7%	1.8%	1.6%
Other	0.3%	1.6%	1.4%
Zero-car Households	11.9%	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 7 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.

Youth 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, cancer illnesses, diabetes and asthma cases are among the highest in DeKalb County. Heart disease rates are also among the highest in the county. When examining hospital discharges within the defined McNair-Cedar Grove Community Health Assessment Area (CHAA)¹, the highest percentage of hospital discharges are due to cardiovascular diseases at approximately 13.5 percent. The second highest percentage of hospital discharges within this CHAA for the years 2006 to 2010 is for diabetes (2.8 percent), followed closely by discharges for diabetes related issues (2.3 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 has created a streamlined approach to future land use based on broad categories. Within the Study Area, there are four major future land use designations: Town Center, Suburban, Conservation and Open Space, Institutional, and the I-20 Corridor Overlay.

These categories are defined as follows:

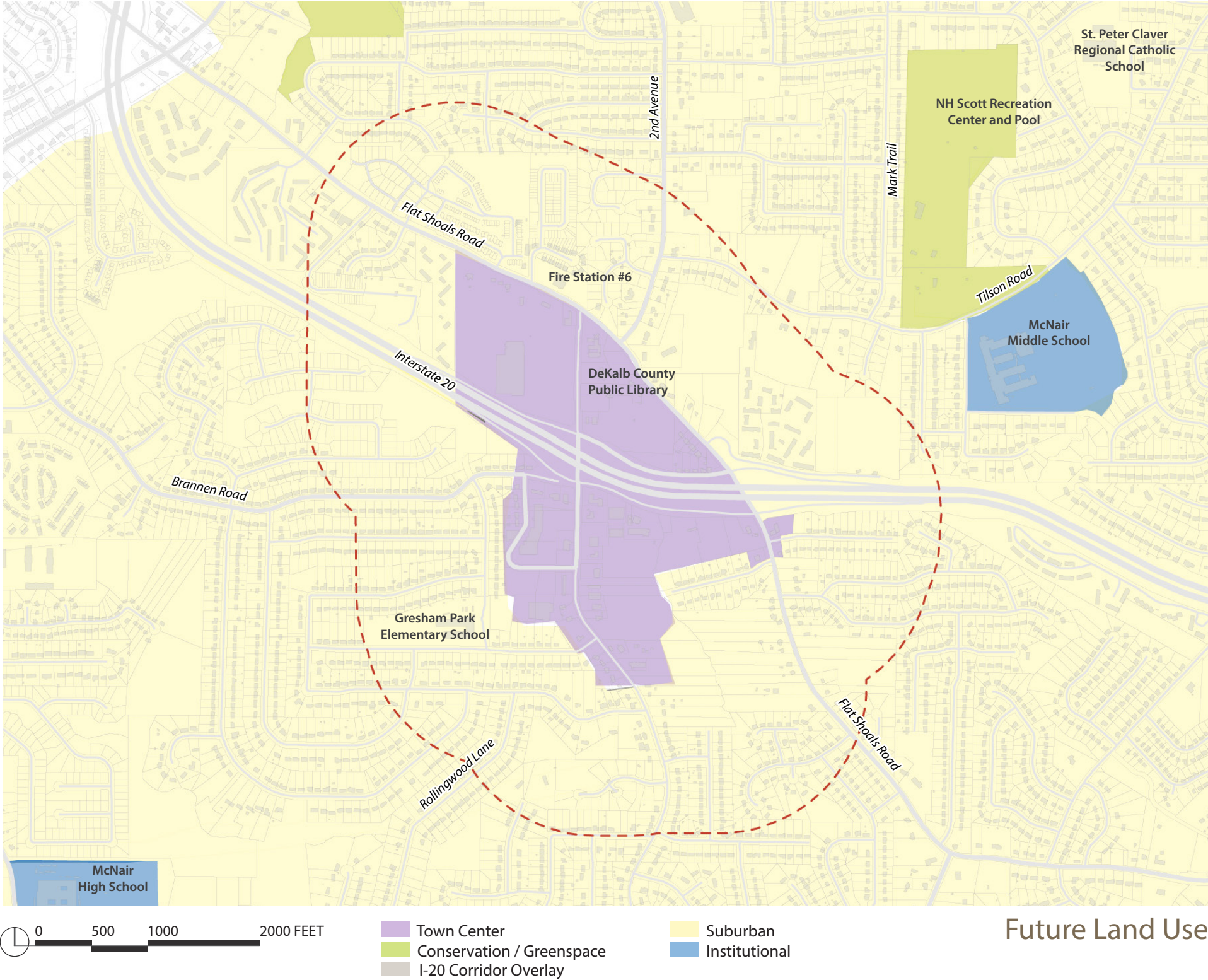
- **Town Center.** A focal point for several neighborhoods with a concentration of activities such as retail, service commercial, professional office, higher-density housing, and open space. Applicable land uses include High Density Residential and High Intensity Commercial.
- **Suburban.** Areas where 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.
- **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.

Origins - Housing

In transportation planning, the starting point of a trip is called its origin. Typically, most origins are people’s homes. Residential uses in the study area are primarily single-family homes built in the 1960s and 1970s, but larger, multi-family communities are also present, particularly around Flat Shoals Road and I-20.

Destinations - Civic/Parks/Commercial

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.





Property for Sale on Flat Shoals Road



Restaurant on Gresham Road across from Wal-Mart

Civic Destinations

- **DeKalb County Public Library.** The Gresham Branch of the DeKalb County Public Library is within the study area on Gresham Road. Its hours are limited to Monday-Thursday.
- **Fire Station #6.** DeKalb County Fire & Rescue's Fire Station #6 is located on Flat Shoals Road within the study area. It is one of 26 stations within the county.
- **Gresham Park Elementary School.** Gresham Park Elementary School closed in 2011 and is currently vacant. DeKalb County School District intends to tear down the existing structure in 2013 and rebuild a new 900-seat elementary school in its place.
- **McNair Middle School.** McNair Middle School is part of the DeKalb County Public School System. It currently has 740 students in grades 6-8. The School District has plans to tear down the existing building and re-build a 1,200-seat school on the same site.
- **McNair High School.** Located immediately southwest of the study area, McNair High School is part of the DeKalb County Public School system. Currently it enrolls 865 students in grades 9-12.
- **St Peter Claver Regional Catholic School.** Founded in 1961, St Peter Claver Regional Catholic School is a parochial school serving students in grades Pre-K through 8. Enrollment is 125 students.

Parks and Open Space Destinations

- **NH Scott Recreation Center and Pool.** Owned and managed by DeKalb County, NH Scott Recreation Center and Pool is a 46-acre park. Recreation facilities include baseball fields, football fields, a multi-use field, basketball court, tennis courts, a swimming pool, a recreation center, playgrounds, and picnic areas.

Commercial Destinations

- **Walmart Supercenter.** The Walmart Supercenter opened in 2006, and is a primary destination of local trips.
- **Unnamed Shopping Centers.** Most of the other commercial uses in the study area are in older, unnamed shopping centers that provide limited local services and fast food restaurants.

Zoning

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

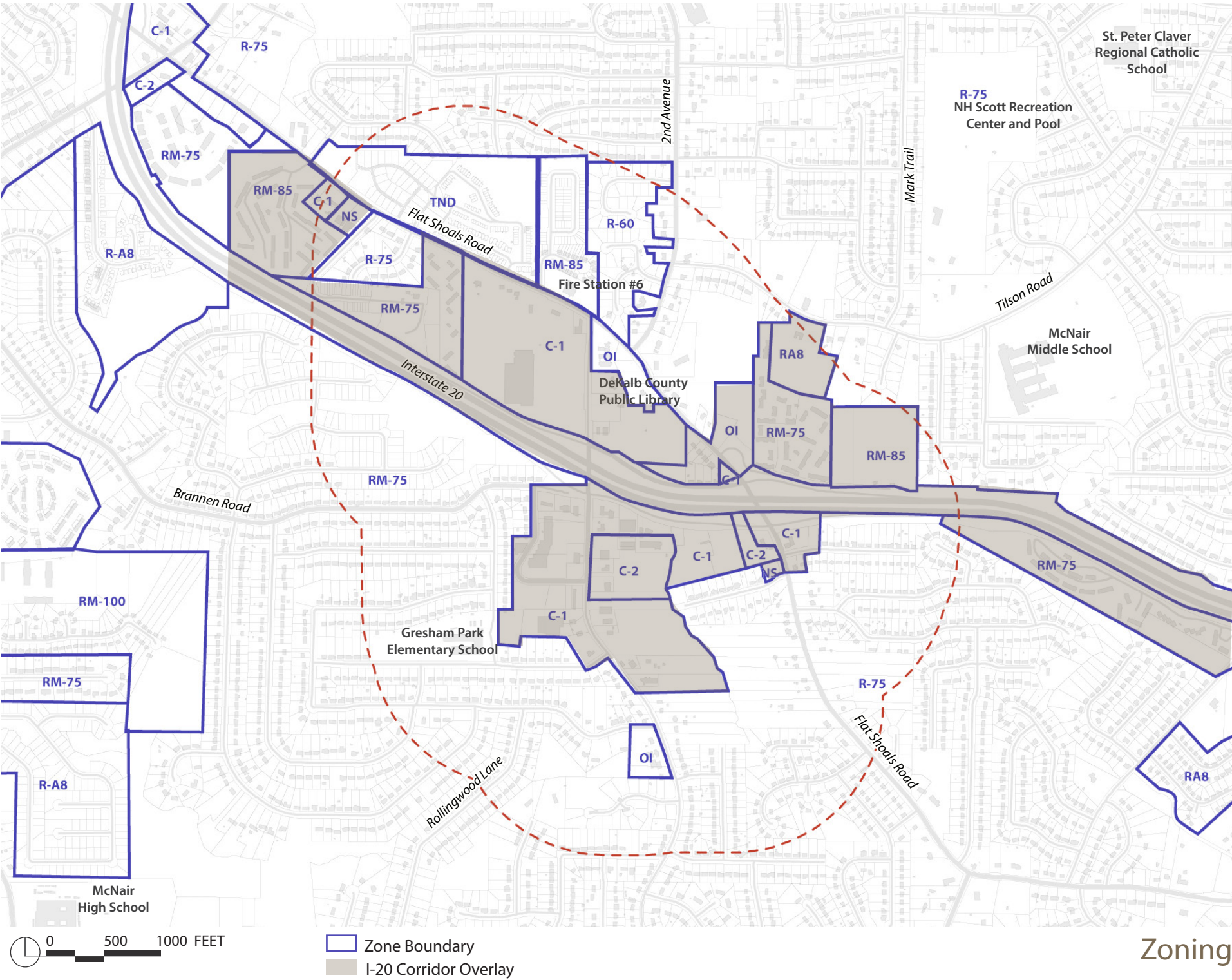
Currently, DeKalb County is in the process of updating its zoning code. The most predominant zoning designations in the Gresham Study Area are C-1 (Local Commercial), R-75 (Single Family Residential) and RM-75 and RM-85 (Multi-Family Residential). Figure 8 contains the basic regulations for zoning districts 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 by 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 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 require 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 Gresham Road Study Area were analyzed for their alignment with these active living components. The only zones that support active living principles are TND and I-20. The I-20 Overlay supports high intensity, mixed use development including retail, office, and residential on single large parcel to decrease the need for vehicular

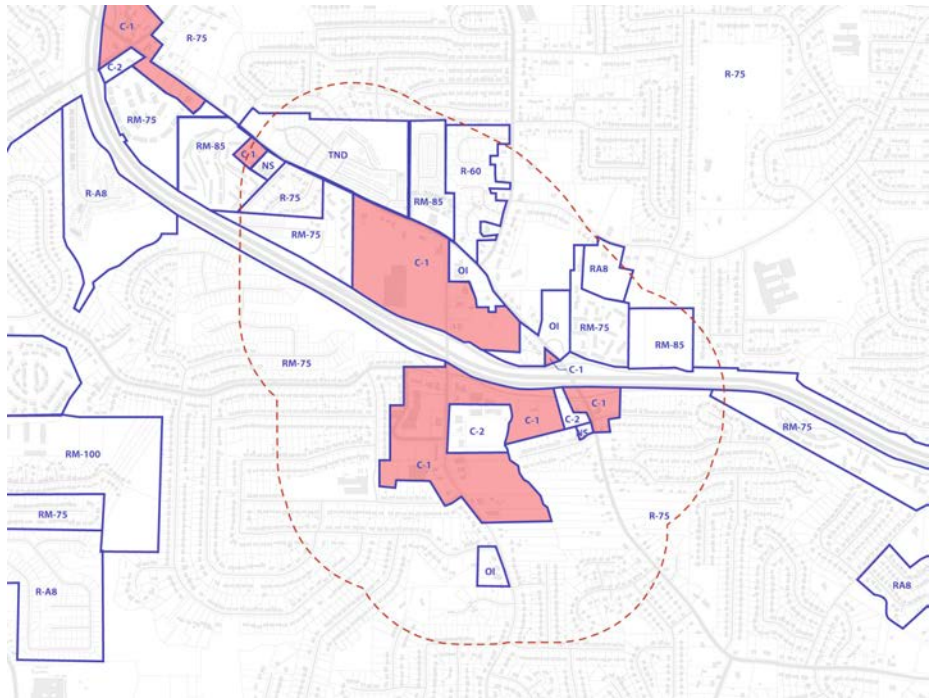
Figure 8: Zoning in the Gresham Road Study Area

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)
R75	100'	6,000 sf	30-35'	15-20'	30-40'	4 floors	300-1,000 sf	35%
R60	60'	8,000 sf	30-45'	30-45'	40'	35'	1,200 sf	35%
RA8	60-100'	6,000 sf	5-20'	15'	30'	35'	1,200 sf	60%
RM100	60-100'	6,000 sf – 2 acres	30-35'	15-20'	30-40'	4 floors	300-1,000 sf	35%
RM85	60-100'	6,000 sf - 2 acres	20-35'	15-20'	30-40'	4 floors	300-1,000 sf	35%
RM75	75'	10,000 sf	30-45'	30-45'	40'	35'	1,600sf	35%
TND	100'	-	20'	15'	20'	35-45'	-	60%
OI	100'	20,000 sf	50'	20'	30'	70'	650-1,000 sf	80%
C1	100'	20,000 sf	75'	20'	30'	35'	-	80%
C2	100'	30,000 sf	75'	20'	30'	35'	-	80%
I-20	-	-	0'	10-25'	10'	20 floors	3.5 FAR (max)	-

Areas of Change

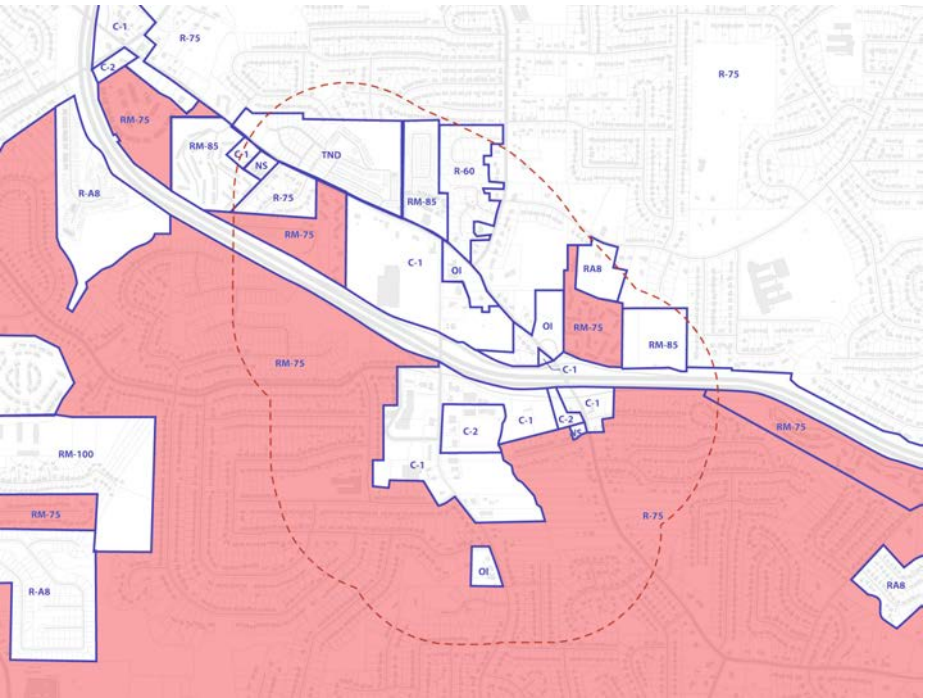
Over time, the study area can evolve into a more active community through thoughtful redevelopment. Because of multiple large lots and aging commercial infrastructure, several parcels within the study area have the potential to redevelop in the future. The greatest potential for redevelopment centers along I-20, particularly if plans move forward to construct a Bus Rapid Transit Line with a station at Gresham. Most of these parcels are zoned C-1, RM-75, or RM-85.

These parts of the Gresham Study Area have the potential to change, but the exact nature of their development will hinge on the conditions of the local real estate market.



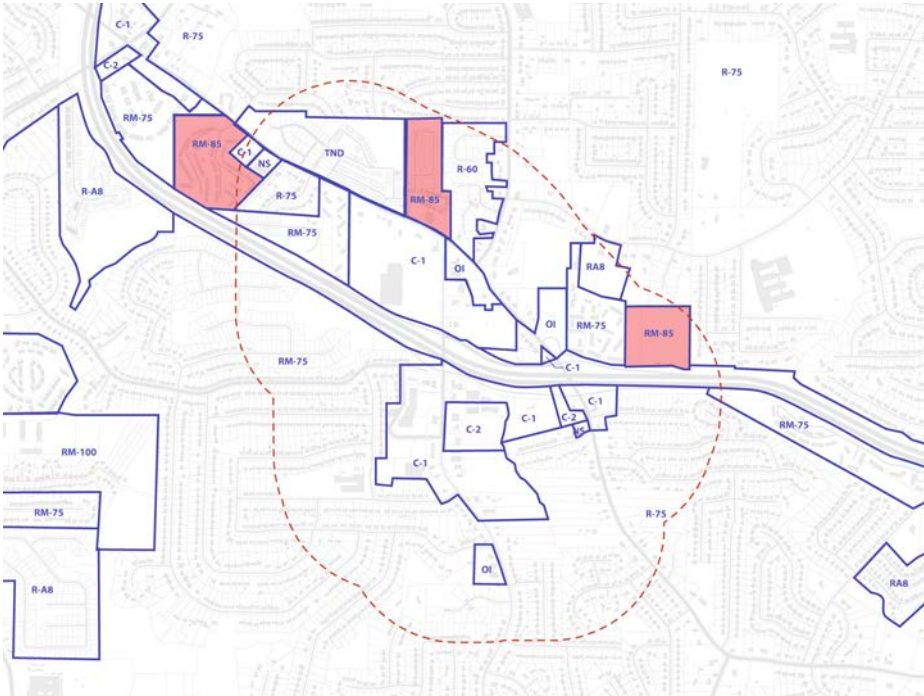
C-1- Local Commercial District

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



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



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 rear (single-family detached)
Lot Width	Minimum of 100 feet
Lot Area	Minimum 2 acres
Density	Maximum of 14 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

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 Gresham 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. The higher the growth rates, usually the better from a development perspective. However, the overall composition of the market is critical, and the primary factor they are looking for is a stable population base. Growth trends in the study area are characterized by the following:

- There was a population loss (-3.3 percent) between 2000 and 2010, but a gain (2.4 percent) between 2010 and 2013. The current population base is basically at the same level as in 2000.
- Over the next five years, a population growth is expected in the study area, which is especially notable given the loss over the past decade. This rate of growth is above the national average, on par with DeKalb County, but below the Atlanta MSA average.
- There was a gain in total households (12.0 percent), while there was a population loss (-3.3 percent) between 2000 and 2010. This is an indicator of an area that is transitioning from a larger average household size (i.e., family) to a smaller average household size (i.e., singles or couples). There was a higher growth in households than in population over the last three years, which supports the preceding explanation, and a similar projection for the next five years.

¹Study Area statistics are for a 1-mile radius from Gresham Road and Interstate 20 intersection.
²The Atlanta-Sandy Springs-Marietta Metropolitan Statistical Area (MSA) is made up of 28-counties: Barrow, Bartow, Butts, Carroll, Cherokee, Clayton, Cobb, Coweta, Dawson, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Haralson, Heard, Henry, Jasper, Lamar, Meriwether, Newton, Paulding, Pickens, Pike, Rockdale, Spalding, and Walton.

Age Structure

Most developers, builders, and retailers desire age diversity, 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. Key age structure trends include:

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

Income Levels

Typically, developers, builders and retailers believe that the higher the income levels, 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. Income levels in the study area characterized as follows:

- 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 study area's 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. Key daytime population figures include:

- The daytime population (employees) for the study area is 2,049. This accounts for a negligible proportion of the County's employment, with about one-half percent of total employees for DeKalb County.
- There are a total of 153 businesses in the study area.



Entry into Brighton Village



Back of Homes along Flat Shoals Road



Home on Gresham Road near Vicki Lane

Real Estate Market: Retail

Submarket

In terms of submarket performance, the Gresham Study Area is located within the Southeast Atlanta retail submarket.

The Southeast Atlanta retail submarket has a total of 386 retail buildings, reflecting approximately 3.4 million square feet of retail space. The vacancy rate is 7.7 percent, which is below the metro average. The average rental rate is below the metro average, at \$8.26 per square foot. The net absorption for 2012 was negative for the Southeast Atlanta retail submarket, at -79,540 square feet, according to CoStar.³

Study Area

The only significant retail space in the study area is a large Walmart Supercenter located just north of 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.

South of I-20, there are several older, vacant commercial properties. Most of these properties were built during the 1960s, which means they are about 50 years old and are likely at or nearing the end of their life cycle. There are two somewhat dilapidated shopping centers with very high vacancy rates and no anchor stores. There are also several former fast food restaurants that have been converted to other uses.

Real Estate Market: Residential

Submarket

Since 2006, the number of home sales and the sales prices have decreased in the zip code the Gresham Study Area is located in. The amount of home sales has declined 40 percent between 2006 and 2011 and the sales prices have declined about 55 percent over the same time period.

The median sales price for the DeKalb portion of the 30316 zip code (located in both DeKalb and Fulton counties) in 2011 was \$80,000.⁴ There were a total of 382 homes sold in 2011, a continued decrease over the previous five years. The overwhelming majority (97 percent) of sales were resales; with only 10 new home sales in the 30316 zip code (DeKalb County portion). The sales price of new sales (\$174,500) was markedly higher than the resales (\$76,250) in 2011. The 2011 sales prices were lower than previous years.

Study Area

While the study area consists mostly of commercial properties or vacant land, there is a great deal of housing in the surrounding area. Most of this housing stock is from the 1960s and 1970s, but there has been a resurgence of new single-family development over the last decade. This is largely the result of spillover development from the nearby East Atlanta neighborhood, which has seen a great deal of gentrification and rising home prices over the last several years.

The housing downturn of the last few years has significantly slowed residential development in the area surrounding the study area. Most of the vacant lots in the new subdivisions went through foreclosure and are now owned by lenders. One exception is The Preserve East Atlanta, a new neighborhood of single-family homes that is still owned by its original developer. This is a fairly large community with 131 lots. Development began in 2005 and approximately 100 homes have been completed and sold. Construction continues today, but at a much slower pace than before the housing downturn. Typically, one or two houses sell each month with prices ranging from \$200,000 to \$219,000, according to the on-site agent.

³Source: *The Retail Report: Atlanta Retail Market*, CoStar Group, Fourth Quarter 2012.

⁴Source: Atlanta Journal-Constitution Home Sales Report and Market Data Center

Real Estate Market: Office

Submarket

In terms of submarket performance, the Gresham Study Area is located within the I-20 East/Conyers office submarket.

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.

Study Area

While the study area does not have a significant office sector, there are a few local-serving office tenants located along the Gresham Road corridor.

Real Estate Market: Industrial

Submarket

In terms of submarket performance, the Gresham 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.

Study Area

There is no significant industrial use within the study area.

Opportunities & Challenges

Opportunities

- Strong residential growth in the East Atlanta neighborhood has had some spillover into the Gresham Road area. Several new neighborhoods have brought additional middle-income homeowners to the area.
- The Walmart Supercenter has removed the former blight of an abandoned Kmart. It also serves as a retail traffic generator for the area and a potential anchor for additional retail.
- The Gresham Road area is directly in the path of a strong wave of redevelopment that has already swept through the areas along I-20, closer to the City of Atlanta.
- The area along Gresham Road, south of I-20, has a great deal of blighted commercial property that provides an opportunity for large-scale redevelopment.

Challenges

- Blighted commercial property near I-20 weakens the housing market in the area.
- Currently, the study area does not have the walkability that has been a strong drawing feature of the closer-in communities that are adjacent to the study area.
- Some of the newer homes in neighborhoods that were never completed are beginning to show signs of disinvestment.
- While there has been new single-family construction in the last decade, there does not appear to be much renovation taking place in the existing neighborhoods. Many of these homes are now over 50 years-old and will require substantial investment to remain viable and stable.

Future Development Trends

Before the economic downturn, a great deal of new single-family housing was under construction in the neighborhoods surrounding this study area. This new construction has slowed dramatically. While the study area's residential market is slowly resuming infill and reinvestment, the strength of future development in the area, both residential and commercial, will depend largely on the redevelopment of the Gresham Road commercial corridor directly south of I-20. Currently, this area suffers from disinvestment, vacancy, and blight. These run-down commercial properties serve as a deterrent to future residential growth in the immediately surrounding neighborhoods. However, these properties also provide an opportunity for growth through infill development, and could be an appropriate site for a mixed-use development, which could greatly improve the appearance and walkability of the area. Potential uses could include multi-family housing and retail.

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1.5 Community Context: Mobility

Street Network and Connectivity

Similar to many other areas of DeKalb County, the study area’s street network is characterized by having a few major arterials and collector streets with many disconnected local streets. The local street network is particularly sparse near the study area’s major commercial uses, but the suburban residential neighborhoods have comparatively better connectivity.

There are four major intersections of note within the study area:

- **Gresham Road and Flat Shoals Road.** Gresham Road terminates at Flat Shoals Road SE. To accommodate pedestrians, a small island was constructed to facilitate crossing both streets. The intersection has traffic signals, pedestrian signals and crosswalks.
- **2nd Avenue and Flat Shoals Road.** Like Gresham Road, 2nd Avenue also terminates at Flat Shoals Road. The intersection is signalized, has pedestrian signals and crosswalks, but does not have a crosswalk for the eastern crossing of Flat Shoals Road.
- **Gresham Road and Cook Road.** Cook Road serves as a feeder for I-20. Its intersection with Gresham Road can be challenging for pedestrians due to the higher speeds of vehicles exiting and merging onto the Interstate. The presence of right-turn lanes also makes crossing difficult. The intersection is signalized, has pedestrian signals, and has two crosswalks, but there are no crosswalks for the southern crossing of Gresham Road or for the western crossing of Cook Road.
- **Gresham Road and Brannen Road.** Like Cook Road, Brannen Road also acts as a feeder road to Interstate 20. Its intersection with Gresham Road is signalized, and has some pedestrian facilities but they are incomplete—some crossing points lack crosswalks and/or pedestrian signals.





Photograph of Flat Shoals Road Looking Southeast



View from Flat Shoals Road Looking South on Gresham Road



View Looking West on Brannen Road



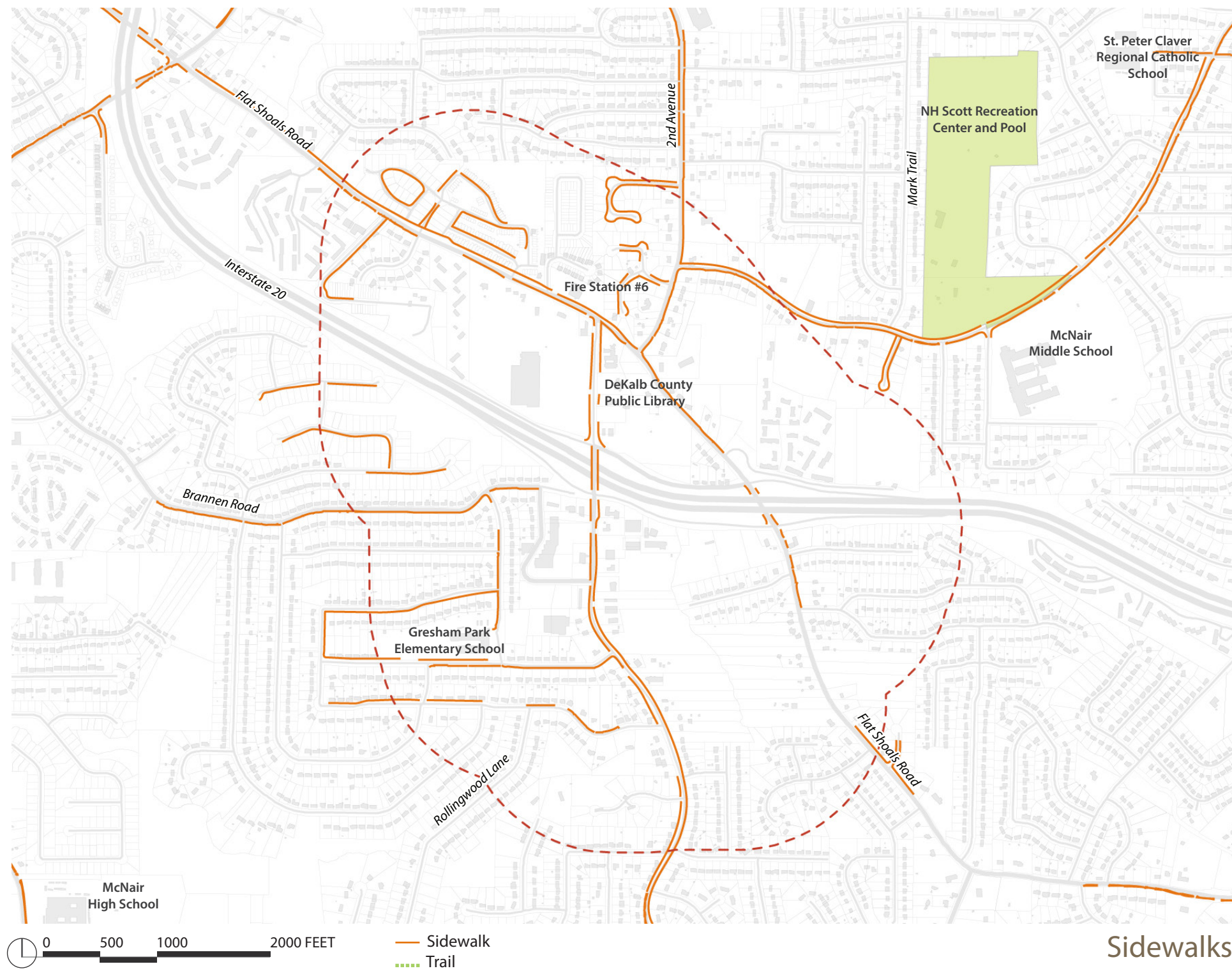
Photograph along Gresham Road Looking North

1.5 Community Context : Mobility

Sidewalk, Trail and Bicycle Networks

The arterials and collector roads of the study area—Gresham Road, Flat Shoals Road, Tilson Road, Brannen Road, and 2nd Avenue—all have fairly complete sidewalk networks. Beyond these major streets however, sidewalks within the study area are limited or non-existent.

There are no trails nor dedicated bicycle facilities within the study area.





Sidewalk along Gresham Road near Welland Avenue



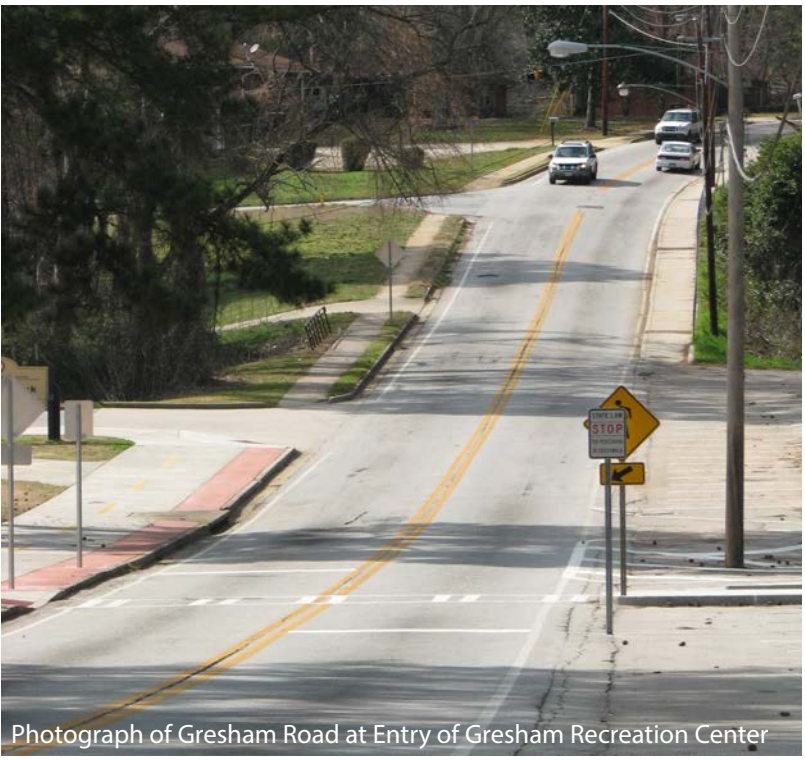
Pedestrian Crossing Gresham Road from Church to Bus Stop



Sidewalk along East Side of Gresham Road



Crosswalk across Clifton Church Road at Gresham Road



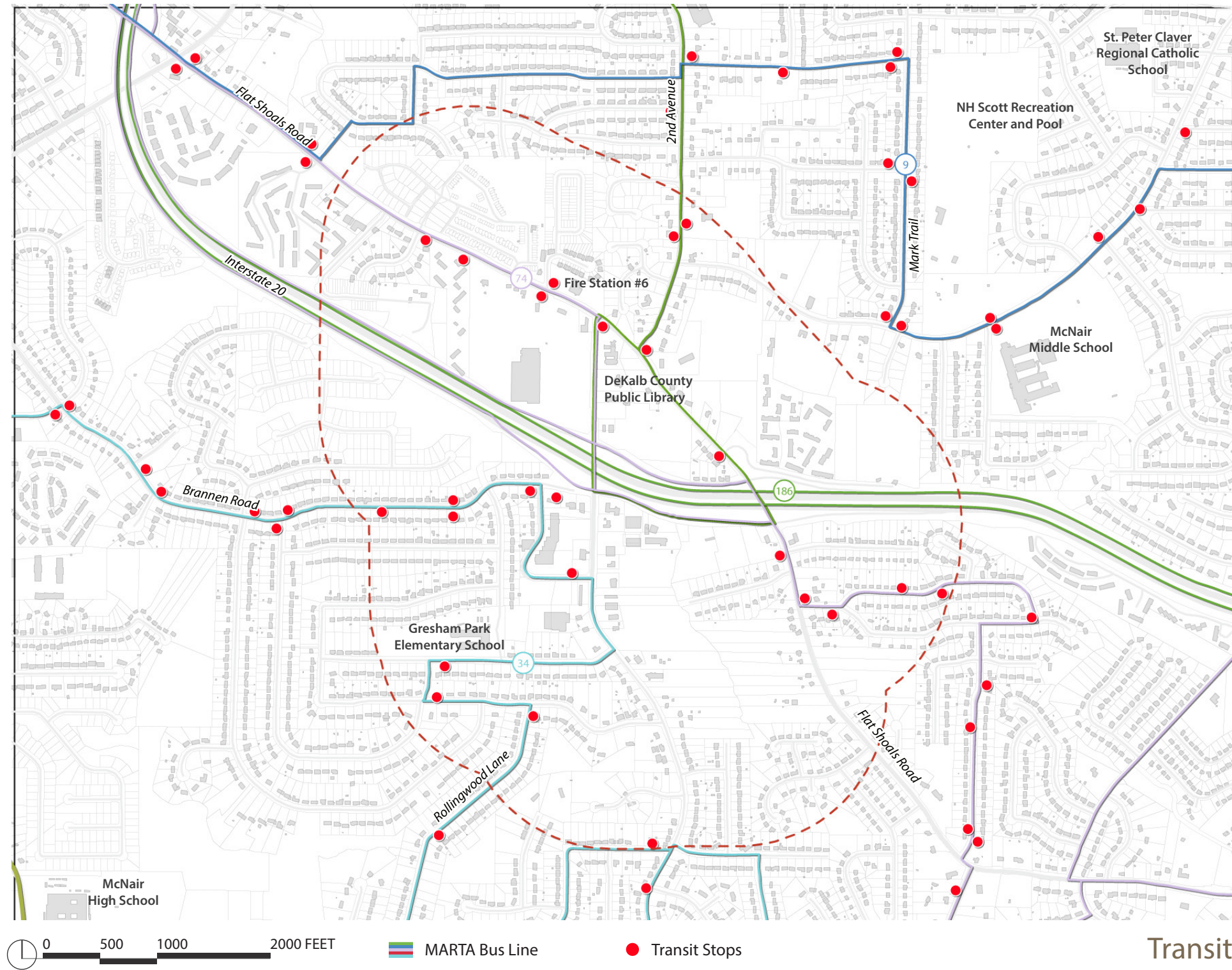
Photograph of Gresham Road at Entry of Gresham Recreation Center

1.5 Community Context : Mobility

Transit

There are currently four MARTA bus lines that serve the study area. A Bus Rapid Transit (BRT) line along I-20 is proposed for the future.

- **MARTA Route 9 - Toney Valley/Peachcrest Rd.** Route 9 is an east-west route serving southern DeKalb County. Its western terminus is at the intersection of Cook Road and Gresham Road at the Walmart Supercenter. Reached via Brannen Road and Flat Shoals Road, the route travels north on Second Avenue, and jogs east using a series of roadways including Trailwood Road, Mark Trail, Starline Drive, Habersham Drive, Whites Mill Road, Ousley Court, Candler Street, and Valley Ridge Road. From there, it turns east on Miriam Lane, then jogs northeast using another series of roadways including Glendale Drive, Green Forest Drive, Kennard Lane, Shamrock Lane, and McAfee Road. From McAfee Road the route turns north on Columbia Drive, and travels to its eastern terminus at Kensington Station via Peachtree Road, Midway Road, and Memorial Road. At Kensington Station, there is access to MARTA's Blue and Green Rail Lines. Major destinations served by Route 9 include McNair Middle School, Leslie Street Elementary School, Nathaniel Herbert Scott III Park, and Columbia Middle School. There are 16 stops for Route 9 within the study area.
- **MARTA Route 34 - Gresham/Clifton Springs.** Route 34 travels southeast-northwest between Fulton County and DeKalb County. Its northern terminus is the Inman Park/Reynoldstown Station, where there is access to the Blue and Green Rail Lines. From the station, the route travels east to Moreland Avenue, where it turns south. It continues to jog southwest, traveling along Glenwood Avenue, Stokeswood Avenue, Greenleaf Road, Cloverdale Drive, and Bouldercrest Drive. The route then travels east along Cecilia Drive and Brannen Road, then cuts over to Gresham Road, where it eventually reaches its southern terminus (via Clifton Church Road and Clifton Springs Road) at Georgia Perimeter College. Route 34 also has two diversions depending on the time of day and direction; these diversions loop around to serve Sombrero Way and Boulder-view Drive. Major destinations served by Route 34 include the Edgewood Retail District, Gresham Park, Clifton Elementary School, and Clifton Springs Health Center (on weekdays). There are 17 stops for Route 34 within the study area.



- **MARTA Route 74 - Flat Shoals.** Route 74 travels southeast-northwest from Downtown Atlanta into southern DeKalb County. Its western terminus (Alabama Street and Peachtree Street) is near Five Points Station, where there is access to the Red, Gold, Blue and Green Rail Lines. From Peachtree Street, the route travels east on Mitchell Street, and cuts over to Interstate 20 via Capitol Avenue, Memorial Drive and Hill Street. It continues southeast via Bill Kennedy Way, Glenwood Avenue, and Flat Shoals Avenue. At Doris Drive, it begins to jog east to Laurel Mill Apartments via multiple roads including Clanton Terrace, Sherlock Drive, Clifton Church Road, Clifton Springs Road, Hermosa Drive and Whites Mill Road. From the intersection of Whites Mill Road and Flat Shoals Road, the route completes a loop serving multiple neighborhoods to the east. Aside from Downtown Atlanta, there are no major destinations served by Route 74. There are 16 stops for Route 74 within the study area.
- **MARTA Route 186 - Rainbow Dr/South DeKalb.** Route 186 travels predominantly east-west, linking destinations in southern DeKalb with Downtown Atlanta. Its western terminus is at Five Points Station, where there is access to the Red, Gold, Blue and Green Rail lines. Before heading east, the route does a loop in Downtown, traveling along Pryor Street, Martin Luther King Jr. Drive, Spring Street and Marietta Street. From there, it travels east on Decatur Street, then cuts down to Interstate 20 via Hill Street. The route exits the interstate east onto Candler Road, then travels northeast on Rainbow Drive/Snapfinger Road to its eastern terminus at the intersection of Wesley Chapel Road and Eastside Drive. In addition to Downtown Atlanta, major destinations served by Route 186 include Georgia State Station and the South DeKalb Mall. Route 186 travels through the study area but has no stops.



Bus Shelter at Wal-Mart Parking Lot along Gresham Road



MARTA Bus Stop on Flat Shoals Road



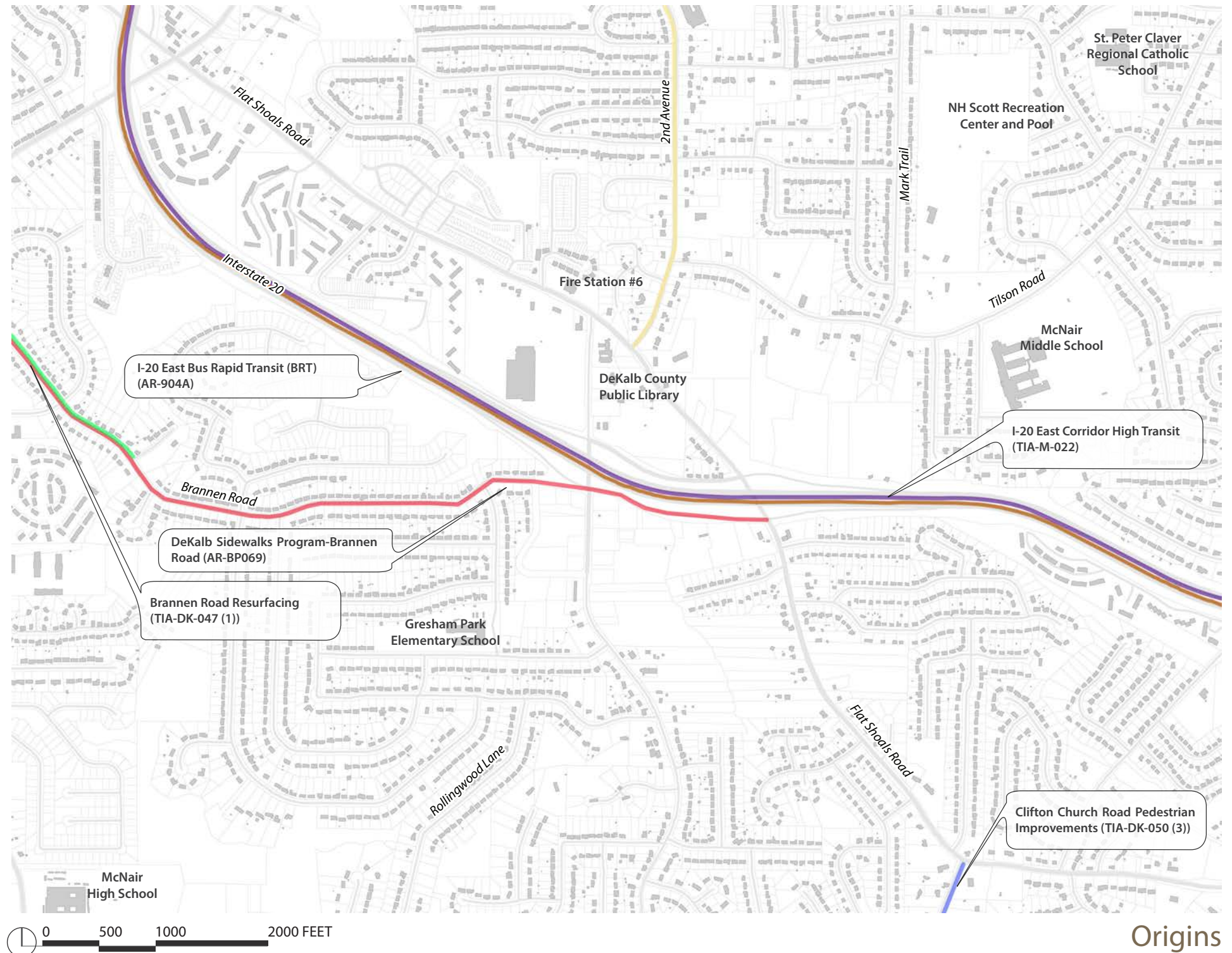
Bus Stop on Gresham Road at Cottonwood Drive

1.5 Community Context: Mobility

Programmed Transportation Projects

There are eight transportation projects in the study area that are already party of long-term plans.

- **I-20 East Bus Rapid Transit (BRT) (AR-904A).** Long-range plan for Bus Rapid Transit between Stonecrest Mall and Downtown Atlanta.
- **DeKalb Sidewalks Program—Brannen Road (AR-BP069).** Improvements to sidewalk facilities on Brannen Road between Fayetteville Road and Flat Shoals Road.
- **DeKalb Sidewalk Program Phase 2C (AR-BP067).** Flat Shoals, Henderson and Salem Roads. Pedestrian facility improvements on Flat Shoals Road, Henderson Road and Salem Road.]
- **Fayetteville Road Pedestrian Improvements (TIA-DK-050 (7)).** Pedestrian improvements (new sidewalks, shoulders) on Fayetteville Road between Flat Shoals Road and Glenwood Avenue.
- **Clifton Church Road Pedestrian Improvements (TIA-DK-050 (3)).** Installation of sidewalks on Clifton Church Road from Bouldercrest Road to Flat Shoals Road.
- **Brannen Road Resurfacing (TIA-DK-047 (1)).** Milling, patching, and resurfacing of Brannen Road between Fayetteville Road to Sugar Creek Place.
- **I-20 East Corridor High Transit (TIA-M-022).** The purpose of this project is to provide transit service to south DeKalb county (Candler Road) that directly connects to downtown Atlanta. This segment will achieve the goal of connecting the South DeKalb area and downtown Atlanta.
- **Second Avenue Resurfacing (TIA-DK-047 (30)).** Milling, patching and resurfacing of Second Avenue from Glenwood Avenue to Flat Shoals Road.



Origins



1.6 Public Engagement

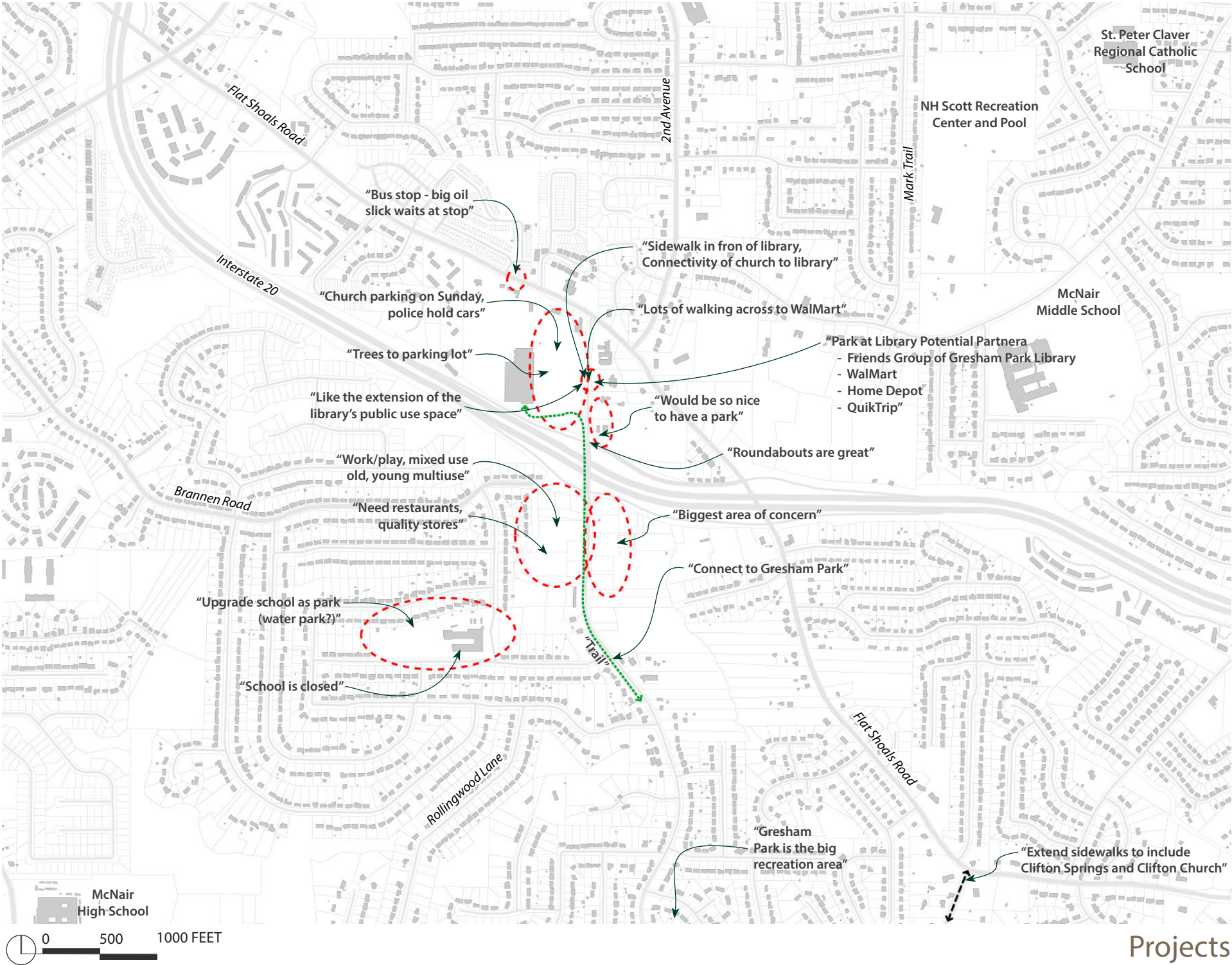
The goal of the public engagement process was to develop an outreach process that promotes the involvement of all stakeholders in the DeKalb County Board of Health Master Active Living Plan study areas, including low to moderate income, minority, and elderly or disabled citizens. The public involvement 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:

- 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 Thursday, March 14, a public meeting was held at the Gresham Park Recreation Center. An announcement was hand distributed to a broad list of public locations within each study area including the following:

- Gresham Library
- Gresham First Baptist
- Clifton Elementary
- Clifton United Methodist
- McNair High school
- Southside Medical Center

Twenty-five (25) members of the public attended. Most attendees were supportive of projects that improved opportunities for active living; concerns were mostly centered on the issue of timing, and how long-range projects may be. The map at right documents participants' ideas and concerns expressed at the meeting.





2.1 Projects Overview

The existing conditions of the Gresham Road Study Area revealed a number of issues, particularly the need to revitalize aging commercial properties and the lack of pedestrian connectivity. However, the potential development of the BRT station at Gresham Road and I-20 presents an important opportunity for investment in the community. In the interim, the community can prepare for the BRT station by pursuing the following:

- In the long-term, there is potential for small-scale retail to fill in around the Walmart Supercenter serving as an anchor on the north side of I-20.
- Increased transit and pedestrian access and connectivity throughout the study area would be a significant amenity for retail uses in the study area and the adjacent residential.

Recommended projects can be categorized into five groups: pedestrian improvements, sidewalks, trails, transit, new roadways, intersection improvements, traffic calming, and open space improvements.

List of Projects

PEDESTRIAN IMPROVEMENTS (P)

- P-1 Gresham Road/Vicki Lane and Welland Avenue
- P-2 Gresham Road at DeKalb County Branch Library
- P-3 Gresham Road and Welland Ave SE

SIDEWALKS (S)

- S-1 Flat Shoals Road north of I-20
- S-2 Cook Road from Gresham Road to Flat Shoals Road
- S-3 Flat Shoals Road from Brannen Road to Whites Mill Road
- S-4 Brannen Road from Gresham Road to Flat Shoals Road
- S-5 West Flat Shoals Terrace
- S-6 Boulder Road and Vicki Lane
- S-7 Rollingwood Lane

TRAILS (TR)

- TR-1 Trail from Bouldercliff Way to Welland Avenue to Gresham Road
- TR-2 Trail from Welland Avenue/Gresham Road to Wooded Area between Gresham Road and Flat Shoals Road
- TR-3 Trail from Welland Avenue Extension North Across I-20 to Flat Shoals Road
- TR-4 Trail from Gresham Road along Proposed East/West Road to NH Scott Recreation Center and Pool

TRANSIT (T)

- T-1 BRT Exit from I-20 to Proposed BRT Station

NEW ROADWAY (NR)

- NR-1 Flintwood Drive SE Extension
- NR-2 Boulder Road Extension
- NR-3 Welland Avenue Extension
- NR-4 New East-West Connection 1
- NR-5 New East-West Connection 2
- NR-6 New East-West Connection 3
- NR-7 New East-West Connection 4
- NR-8 New East-West Connection 5

INTERSECTION IMPROVEMENTS (I)

- I-1 Gresham Road/Proposed East-West Roundabout
- I-2 Gresham Road/Cook Road Roundabout
- I-3 Flat Shoals Road/Cook Road Roundabout
- I-4 Gresham Road/Brannen Road Roundabout
- I-5 Flat Shoals Road/Brannen Road Roundabout
- I-6 Flat Shoals Rd/Proposed East-West Road

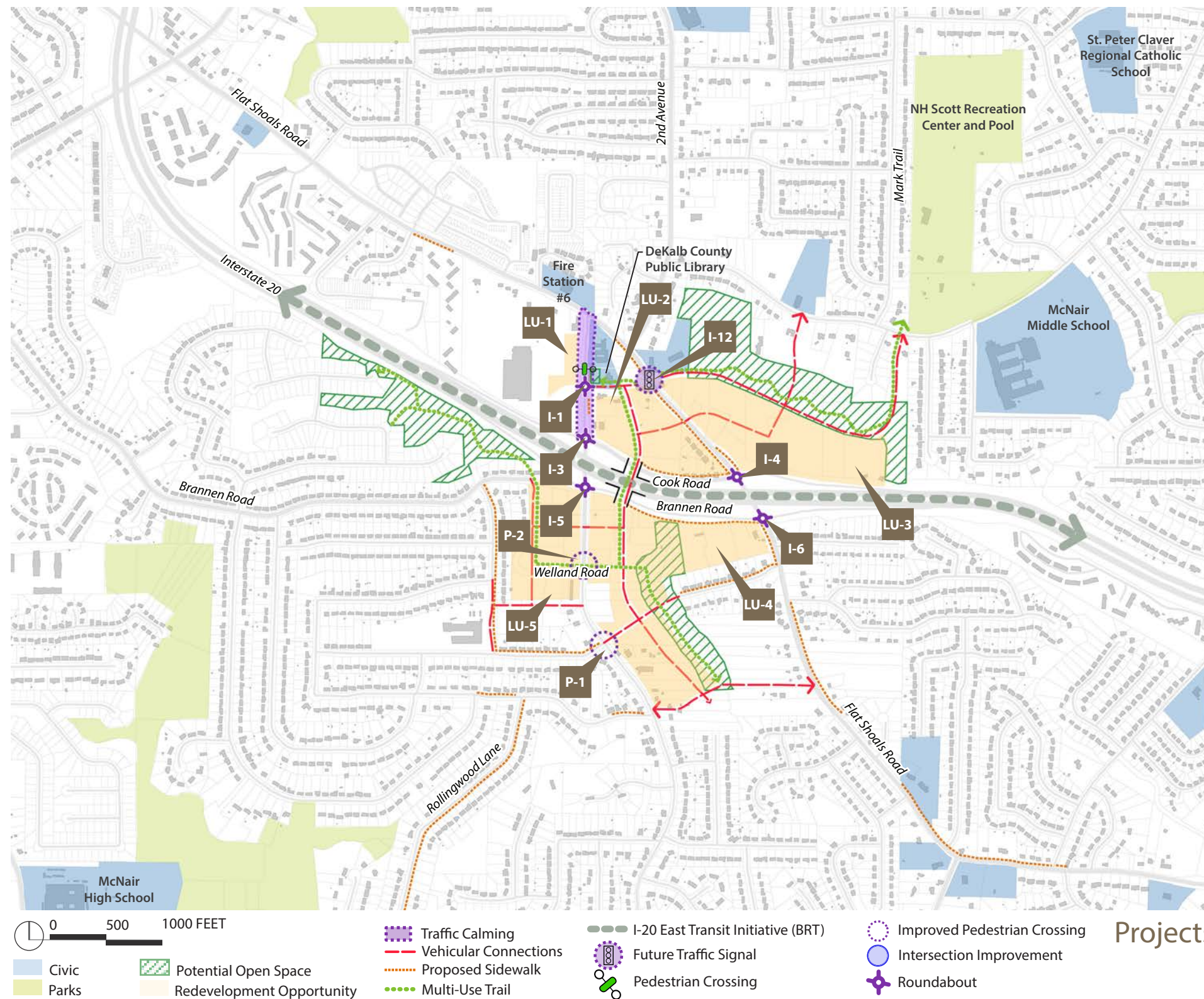
TRAFFIC CALMING (TC)

- TC-1 Gresham Road from Flat Shoals Road to Cook Road

OPEN SPACE IMPROVEMENTS (OS)

- OS-1 Park between I-20 and Neighborhood North of Brannen Road
- OS-2 Park between Gresham Road and Flat Shoals Road South of Brannen Road
- OS-3 Park between 2nd Avenue and Parkland Drive South of Tilson Road

In addition these construction projects, a Zoning Audit and Update (LU-1) is also recommended.



Projects + Active Living Benefits Matrix

	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 choice 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-1 to LU-5): 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-4): The proposed trail system utilizes the existing creek systems and future street corridors to link the area together. The resulting system would connect a wide range of neighborhoods, commercial services, and community destinations.• Open Space (OS-1 to OS-4): 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.
	<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">• Intersection Improvements (I-1 to I-x): Several intersections along Gresham Road and at the I-20 interchange are identified as candidates for conversion to roundabouts. The intended result is to narrow intersection width, improve walkability, and calm area traffic. Converting these intersections into roundabouts is presented here as one initial alternative for further evaluation.• Pedestrian Crossings & Transit Stops (P-1 to P-6): Several intersections along Gresham Road are targeted for pedestrian crossing improvements to improve the road's walkability and east-west connectivity.• 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 vacant and underutilized parcels.• Sidewalks (S-1 to S-7): 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.• Transit (T-1): The future I-20 Bus Rapid Transit Corridor (I-20 East Transit Initiative) with a park-and-ride station at Gresham Road will provide valuable regional transit access and long-term joint development opportunities.• Traffic Calming (TC-1): The proposed redesign of Gresham Road from Flat Shoals Road to I-20 would include a new roundabout at Library/Wal-Mart entrance, the elimination of right turn lanes, and the addition of streetscape.

2.2 Key Project Recommendations



Overall Gresham Development Concept

The Gresham Road area includes a significant number of redevelopment opportunities in the long-term that include both undeveloped land and aging commercial strip. Key sites include:

- **Wal-Mart Outparcels.** These sites along Gresham Road are critical to creating a strong pedestrian-oriented environment and can occur on underutilized parking areas.
- **Potential BRT Station.** The location of the BRT park-and-ride lot and station is an opportunity to shape surrounding development patterns.
- **Flat Shoals & I-20.** This collection of large, vacant, and redeveloping parcels has the opportunity to provide valuable connectivity and green space.
- **Gresham South.** Over time these commercial parcels will be reinvested in and redeveloped with the opportunity to shape a new pattern of development.

The complete development of these lands will happen over decades and as market conditions dictate. The purpose of defining this development concept now is to anticipate important connections, open space opportunities, and desired urban form in order to guide the development over time through land use policy, zoning, and development review.

Gresham Development Concept: North

Wal-Mart Outparcels

- Buildings should be located up to the street with entrances oriented to the street.
- Locating active uses along the street will encourage pedestrian activity and shape a more walkable street environment.
- As single-story commercial uses, these sites can develop over time on underutilized parking areas.

Potential BRT Station

- The potential site for the BRT park-and-ride lot and station encompasses a significant undeveloped site that can shape surrounding development.
- The development of the parking site should include establishing key street connections north from the new BRT interchange and east-west between Gresham Road and Flat Shoals Road to create a new block pattern.
- Parking areas should be located within the block with joint development opportunities lining the adjacent street edges.

Flat Shoals and I-20

- Extend new east-west street from Flat Shoals Road to Tilson Road, creating multi-modal connectivity between McNair Middle School/Mark Trail Park and the Gresham Road area.
- Potential new greenway and open space along existing creek provides place for multi-use trail and public recreational areas.
- Development could include a mix of housing transitioning from multifamily near Flat Shoals Road and the future BRT Station, to single-family to the east.
- While this area will be developed incrementally, proposed open space and street framework opportunities should be protected through zoning/overlay mechanism.



Gresham Development Concept: South

Gresham Redevelopment (West)

Plan for future redevelopment of aging and obsolete commercial sites as new multifamily development with supporting commercial services located at street level.

- Oriented development to the street to shape and activate the street environment.
- Provide for small open spaces and trail connectivity integrated into the development.
- Establish a pattern of streets and blocks to frame development and create a walkable mixed-use center.
- Extend new street connections to Gresham Park Elementary School to increase access and connectivity.
- Connect multi-use trail from redevelopment area north to adjacent residential neighborhoods to encourage walking and access to elementary school and future mixed-use commercial areas.

Gresham Redevelopment (East)

- Extend new east-west streets between Gresham Road and Flat Shoals Road to increase overall connectivity.
- Extend new street south from BRT interchange to maximize north-south access across I-20.
- Protect green space along stream corridors and extend trail access along them.
- Require interconnectivity between developments in the form of the planned street connections stubbed out for future connectivity.



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

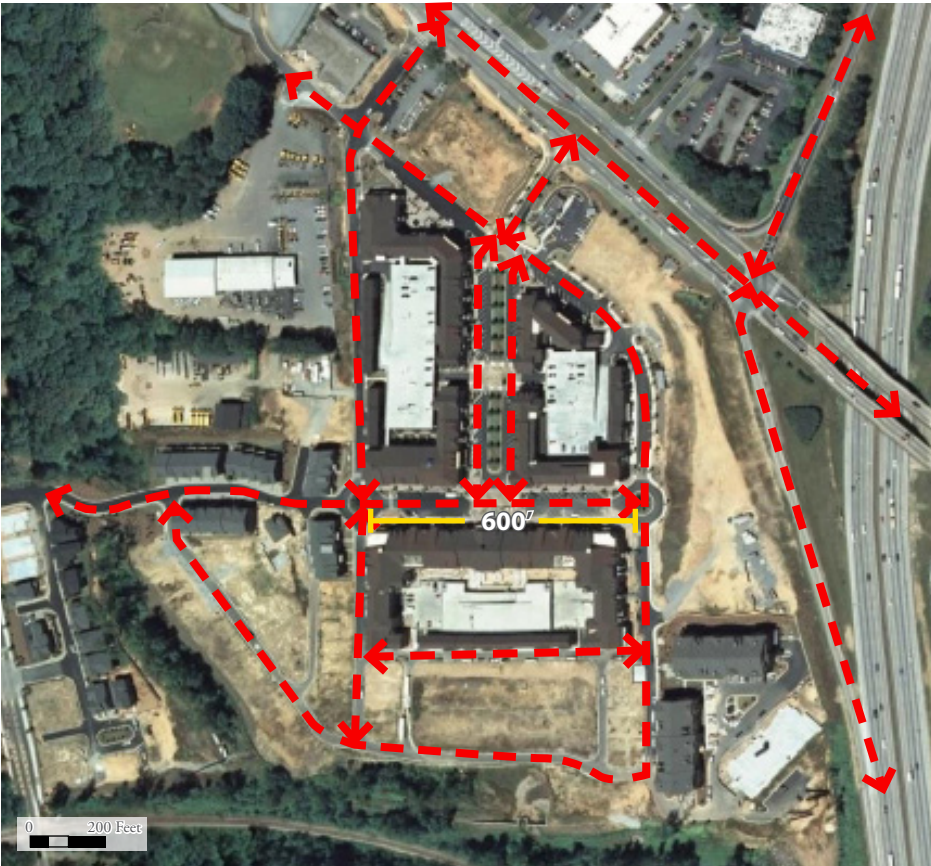
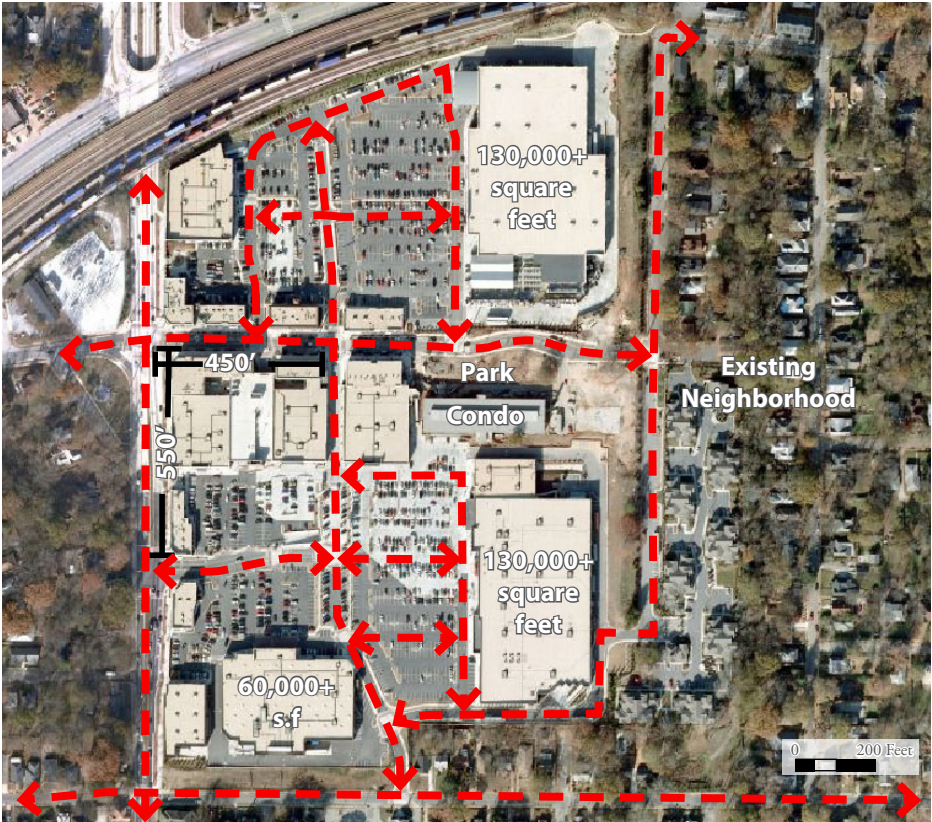
The Edgewood Retail Center is surrounded by existing historic neighborhoods and has access to Interstate 20 and Freedom Parkway. The development built off the existing street grid and has a mix of big box and local retailers. Major features include:

- 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

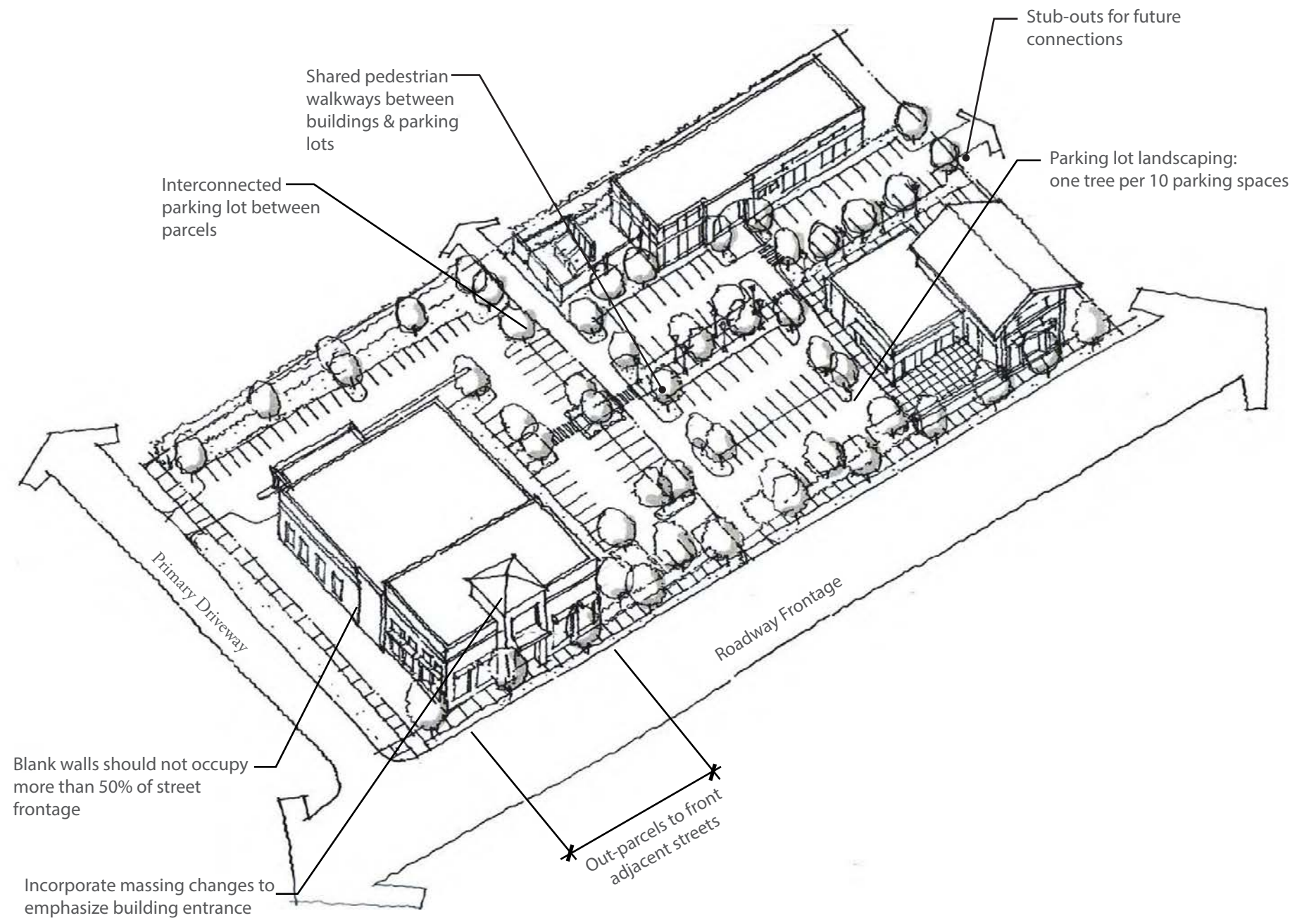
Buildings should be sited close to streets with active ground floor uses and pedestrian amenities that will help strengthen pedestrian connections.

- 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 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.

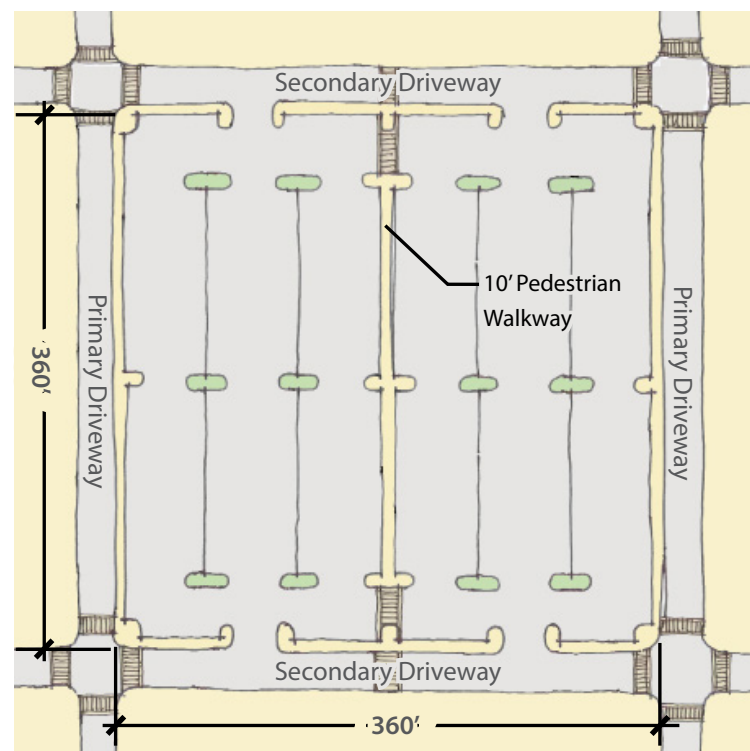
- Large parcels should be organized into “blocks” that are between 360 (6 parking bays) to 600 feet. This structure should be used to organize buildings and development, internal parking lots, cross-access and provide stub-outs for future connections.
- For blocks larger than 360 feet, pedestrian connections 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.



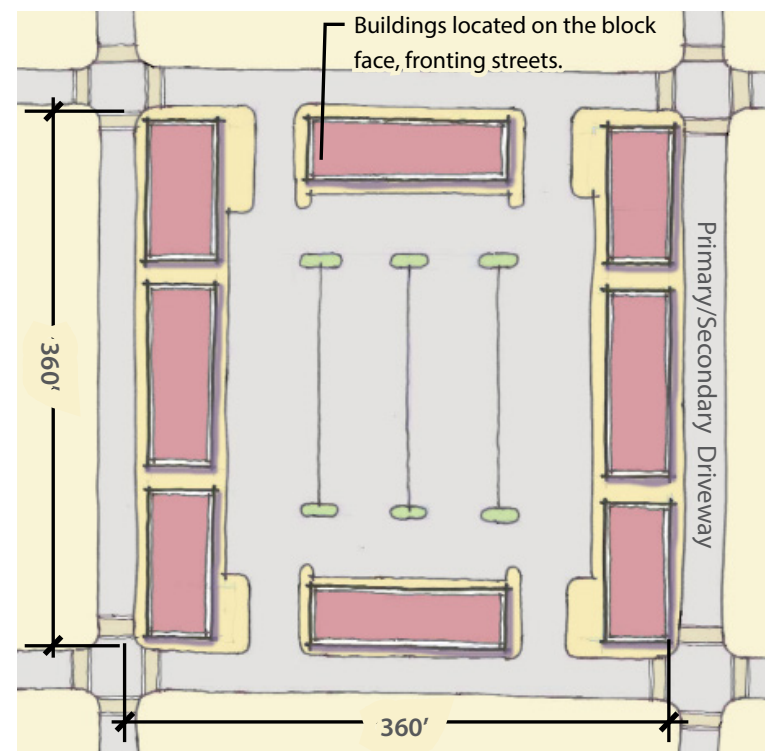
Block Structure and Adaptability

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.

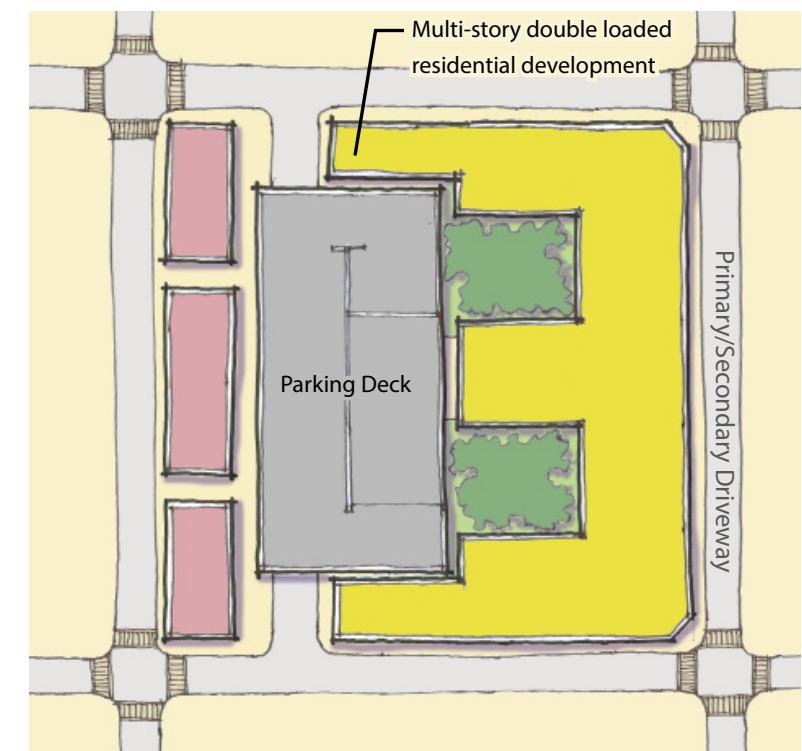
- In a surface parking option, which is likely to be the development scenario within the Gresham Study Area, the 360 foot block accommodates 6 parking bays with primary driveways on two sides and parking lot access from the secondary driveways or streets.
- This block structure supports a surface parking 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

Key Projects: Gresham Road Improvements (OS-2, TC-1, I-1, I-2, I-4, I-5, NR-6)

The heart of the study area is the Gresham Road corridor with its collection of strip commercial (old and new) and mix of civic uses such as the First Baptist Church and the Gresham Library (DeKalb County). A key priority of the plan is to shape this corridor into a more pedestrian-friendly main street that will support a range of neighborhood-serving uses, provide convenient access to regional transit, serve existing civic uses, and expand access to open space. Key components of this strategy include:

- **New Gresham Library Park.** The Gresham Library currently has an underutilized “front yard” between Gresham Road and the Library’s parking lot and is partially used for stormwater management. This existing public land should be transformed into a usable public space that could include a range of amenities such as seating areas and gardens for use by library patrons and the surrounding neighborhood. As infill development continues to occur along the corridor this public space will become a signature central square and could serve a number of functions for the Library, the adjacent church and surrounding retail development.
- **Gresham Road Streetscape & Road Diet.** Gresham Road is functionally a two-lane road (one lane in each direction) yet can be as wide in some areas as five lanes due to right turn and center left turn lanes. This is particularly evident in front of Walmart where the right turns into the parking lot create a challenging place for pedestrians to cross the road from the Library. These right turn lanes should be eliminated in order to calm traffic, create safer pedestrian crossings, and support the corridor’s multi-modal role for transit, cyclists, and pedestrians.
- **Roundabouts.** A key opportunity to change the auto-oriented nature of the corridor is to convert several signalized intersections into roundabouts. These roundabouts serve to calm traffic, provide safer pedestrian crossings, and create attractive streetscape design statements. A signature location exists at the Wal-Mart/Library entrance which would connect the two sides of the corridor and set up the extension of a new street connecting to Flat Shoals Road.
- **Outparcel Infill Development.** An important part of making the corridor pedestrian-friendly is getting buildings up to the street with direct access and activity along the sidewalks. This can occur incrementally over time along the front of the Wal-Mart parking lot and other undeveloped sites.
- **I-20 Corridor Bus Rapid Transit (BRT).** The Gresham Road and I-20 interchange is identified as a park-and-ride transit station on the I-20 Corridor BRT line. The site plan for the transit station and associated parking should be designed to serve the area’s larger goals to include street-fronting joint development and new street connectivity.
- **New Street Connectivity.** Creating better street connectivity in the area will improve walkability and mobility for all users. Key opportunities for new streets include extending a north-south street from the BRT interchange to Flat Shoals Road, and extending an east-west street from Gresham Road to Flat Shoals Road, south of the Library.





Gresham Road can be a vibrant community street. Through new open space, expanded streetscape, a narrowed street cross section, and new development built to the street, this corridor will become a pedestrian-oriented street and an important center for the community. Key components include:

- Narrowing the road cross section to eliminate right turn lane. This will open up space for bicycle lanes and expanded landscape areas for street trees.
- Re-using underutilized open spaces at the Library and First Baptist Church to provide valuable public space and places for community activity.
- Encouraging outparcel infill development built to the street to create an active streetscape and connect development directly to transit.
- Integrating transit shelters into the streetscape and connecting to adjacent development with walkways, making transit a seamless component of the public realm instead of an afterthought.
- Locating parking to the side and behind buildings in order to minimize large areas void of pedestrian activity and comfort.
- With appropriate standards in place, incremental redevelopment over time will serve to transform the corridor into a pedestrian-supportive street that supports active living.



Roundabout Design

One option to make the Gresham Road Study Area more pedestrian-friendly is to redesign key intersections as roundabouts. A roundabout is a circular intersection that uses “horizontal deflection” to bring vehicle speeds down to a safe 15-20 miles per hour, and accommodates through and turning vehicles without the need for a traffic signal. Because cars move continuously through a roundabout, it is more efficient at moving traffic than a typical signalized intersection. Communities across the country are beginning to use roundabouts more frequently because they slow driving speeds, enable pedestrians to safely cross streets, correct difficult intersection configurations, and improve roadway aesthetics.

The proposed roundabouts in the Gresham Road Study Area are intended demonstrate the potential to calm traffic, provide safer pedestrian crossings, and create attractive streetscape design statements. The proposed design simply tests the initial footprint and physical layout of two, single-lane roundabouts. Further design and traffic evaluation is necessary to determine their size, alignment and feasibility.



Why Roundabouts?

For a number of reasons:

- Roundabouts experience 35% fewer crashes than signalized intersections
- Severe injuries and fatalities are reduced up to 89%
- They result in 75% fewer injuries than signalized intersections
- Pedestrians are 50% less likely to be hit in a roundabout than at a signalized crosswalk
- Serve as a traffic calming device, keeping vehicles moving but at a safe (15 mph) speed.

Source: 2010 FHWA Roundabout Technical Summary

The Basic Anatomy of a Roundabout

While all roundabouts are specifically designed for individual intersections, there are a number of basic components that all roundabouts include.

Mountable Ring

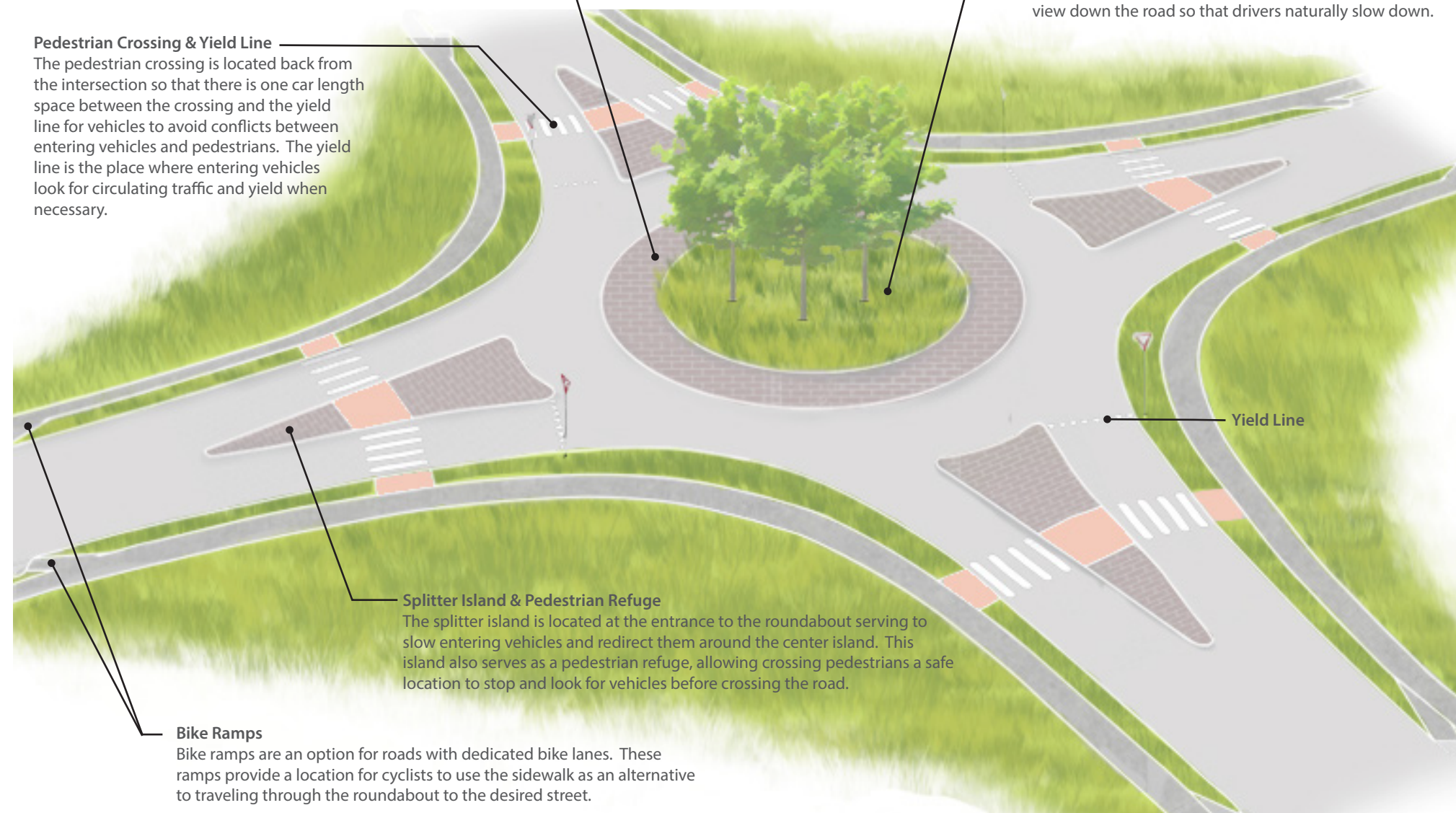
Part of the center island design is a mountable ring which serves as the extension of the center island and narrows the circulating travel lane. This ring is specifically designed to be mountable so that the “swept path” of a large vehicle or truck turning through the roundabout can easily maneuver.

Pedestrian Crossing & Yield Line

The pedestrian crossing is located back from the intersection so that there is one car length space between the crossing and the yield line for vehicles to avoid conflicts between entering vehicles and pedestrians. The yield line is the place where entering vehicles look for circulating traffic and yield when necessary.

Center Island

The center island is the key component, defining the center feature which all traffic circulates around. This island includes a curb and can include a wide range of design features including landscaping, architectural monuments, fountains, etc. One of its functions is to break the field of view down the road so that drivers naturally slow down.





Redevelopment Opportunities

The Gresham Road area includes a significant number of redevelopment opportunities in the long-term that include both undeveloped land and aging commercial strip. Key sites include:

- Wal-Mart Outparcels. These sites along Gresham Road are critical to creating a strong pedestrian-oriented environment and can occur on underutilized parking areas.

- Potential BRT Station. The location of the BRT park-and-ride lot and station is an opportunity to shape surrounding development patterns.
- Flat Shoals & I-20. This collection of large, vacant, and redeveloping parcels has the opportunity to provide valuable connectivity and green space.
- Gresham South. Over time these aging commercial parcels will be reinvested in and redeveloped with the opportunity to shape a new pattern of development.

The complete development of these lands will happen over decades and as market conditions dictate. The purpose of defining this development concept now is to anticipate important connections, open space opportunities, and desired urban form in order to guide the development over time through land use policy, zoning, and development review.

2.3 Active Living Land Use + Zoning Recommendations

A key recommendation is to align DeKalb County and the City of Brookhaven’s zoning codes to align 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 and I-20 Districts

The PC District and the I-20 Overlay District are positive local examples of current regulatory controls that adequately address many of the goals of Active Living. There are however some elements of zoning that are missing from 1 or both of these districts 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 incent those uses that are needed within these areas.
- Allow farming, greenhouses, nurseries and roadside food stands as a permitted use.
- Require multifamily 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 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 and I-20 Districts are effective regulatory tools for achieving Active Living goals, the study areas are predominantly represented by the other older and more conventional zoning districts instead. 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. In some cases, it may be deemed more appropriate to create a new district similar to the I-20 district. In this case, new districts should be modeled after the I-20 or PC districts and should include the provisions listed in recommendation #2 above.

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 then allowed it as-of-right within the Study Area zoning districts, small farms will be allowed to 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. There are countless numbers of municipalities across the nation that 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 tandem 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 inter-

- secting 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”--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
- OS-2 DeKalb County Library Park
- P-2 Gresham Road at DeKalb County Branch Library

Mid-Term Projects (2-5 Years)

- TC-1 Gresham Road from Flat Shoals to Cook Road
- P-1 Gresham Road/Vicki Lane & Welland Avenue
- P-3 Gresham Road and Welland Avenue S
- ES-1 Flat Shoals Road North of I-20
- S-3 Flat Shoals Road from Brannen Road to Whites Mill Road
- S-4 Brannen Road from Gresham Road to Flat Shoals Road

Longer-Term Projects (5+ Years)

- I-2 Gresham Road/Cook Road Roundabout
- I-3 Flat Shoals Road/Cook Road Roundabout
- I-4 Gresham Road/Brannen Road Roundabout
- I-5 Flat Shoals Road/Brannen Road Roundabout
- T-1 BRT Exit from I-20 to Proposed BRT Station
- S-2 Cook Road from Gresham Road to Flat Shoals Road
- S-6 Boulder Road and Vicki Lane
- S-7 Rollingwood Lane

- TR-1 Trail from Bouldercliff Way to Welland Avenue to Gresham Road
- TR-4 Trail from Gresham Road along Proposed E/W Road to NH Scott Recreation Center and Pool
- NR-1 Flintwood Drive SE Extension

Other projects will be reliant on private investment through redevelopment:

- I-1 Gresham Road/Proposed East-West Roundabout
- I-6 Flat Shoals Road/Proposed East-West Road
- TR-2 Trail from Welland Ave/Gresham Road to Wooded Area between Gresham Road and Flat Shoals Road

- TR-3 Trail from Welland Avenue extension north across I-20 to Flat Shoals Road
- NR-2 Boulder Road Extension
- NR-3 Welland Avenue Extension
- NR-4 New East-West Extension
- NR-5 New East-West Extension
- NR-6 New East-West Extension
- NR-7 New East-West Extension
- NR-8 New East-West Extension
- OS-1 Park between I-20 and Neighborhood North of Brannen Road
- OS-2 DeKalb County Library Park
- OS-3 Park between Gresham Road and Flat Shoals Road South of Brannen Road
- OS-4 Park between 2nd Avenue and Parkland Drive South of Tilson Road

3.1 Project Phasing + Timeline

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
I-1	Gresham Rd / Proposed East-West Road Roundabout	Intersection Improve-ment	Roadway/Capacity Re-duction or Conversion	1	LS	Feasiblity study need to examine the appropriate-ness of a roundabout	Medium	DeKalb County	DeKalb County CIP	\$50,000	Not Included/TBD	N/A	\$50,000
I-2	Gresham Rd / Cook Rd Roundabout	Intersection Improve-ment	Roadway/Capacity Re-duction or Conversion	1	LS	Feasiblity study need to examine the appropriate-ness of a roundabout	Medium	DeKalb County	DeKalb County CIP	\$50,000	Not Included/TBD	N/A	\$50,000
I-3	Flat Shoals Rd / Cook Rd Roundabout	Intersection Improve-ment	Roadway/Capacity Re-duction or Conversion	1	LS	Roundabout Implementation	Medium	DeKalb County	DeKalb County CIP	\$92,700	Not Included/TBD	\$927,000	\$1,019,700
I-4	Gresham Rd / Brannen Rd Roundabout	Intersection Improve-ment	Roadway/Capacity Re-duction or Conversion	1	LS	Feasiblity study need to examine the appropriate-ness of a roundabout	Medium	DeKalb County	DeKalb County CIP	\$50,000	Not Included/TBD	N/A	\$50,000
I-5	Flat Shoals Rd / Brannen Rd Round-about	Intersection Improve-ment	Roadway/Capacity Re-duction or Conversion	1	LS	Roundabout Implementation	Medium	DeKalb County	DeKalb County CIP	\$92,700	Not Included/TBD	\$927,000	\$1,019,700
I-6	Flat Shoals Rd / Propsed E-W Road	Intersection Improve-ment	Roadway/Capacity Re-duction or Conversion	1	LS	New signalized intersection	Medium	DeKalb County	DeKalb County CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
T-1	BRT Exit from I-20 to Proposed BRT Station	Transit	Roadway/Capacity Re-duction or Conversion	1	LS	BRT transit access from I-20	Medium	DeKalb County	DeKalb County CIP	\$150,000	Not Included/TBD	\$1,500,000	\$1,650,000
TC-1	Gresham Road from Flat Shoals Rd to Cook Rd	Traffic Calming	Roadway/Capacity Re-duction or Conversion	1,200	LF	Road diet and associated streetscape	Medium	DeKalb County	DeKalb County CIP	\$100,000	Not Included/TBD	\$1,000,000	\$1,100,000
P-1	Gresham Rd / Vicki Ln & Welland Ave	Pedestrian Improve-ment	Last Mile Connectivity/ Sidepaths and Trails	1	LS	Pedestrian intersection improvements	Medium	DeKalb County	DeKalb County CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-2	Gresham Rd at DeKalb County Branch Library	Pedestrian Improve-ment	Last Mile Connectivity/ Sidepaths and Trails	1	LS	Improve access to Wal-Mart, MARTA bus stop, Library, and Church	Medium	DeKalb County	DeKalb County CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-3	Gresham Rd and Welland Ave SE	Pedestrian Improve-ment	Last Mile Connectivity/ Sidepaths and Trails	1	LS	Improve pedstrian access across Gresham Rd	Medium	DeKalb County	DeKalb County CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
S-1	Flat Shoals Rd north of I-20	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	1,550	LF	Extend sidewalk along Flat Shoals Rd from 2nd Avenue to I-20	Medium	DeKalb County	DeKalb County CIP	\$15,080	Not Included/TBD	\$150,800	\$165,880
S-2	Cook Rd from Gresham Rd to Flat Shoals Rd	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	1,600	LF	Add sidewalk to Cook Rd ROW to connect Gresham Rd with Flat Shoals Rd	Medium	DeKalb County	DeKalb County CIP	\$15,600	Not Included/TBD	\$156,000	\$171,600
S-3	Flat Shoals Rd from Brannen Rd to Whites Mill Rd	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	3,650	LF	Add sidewalk from Brannen Rd along Flat Shoals Rd to White Mills Rd	Medium	DeKalb County	DeKalb County CIP	\$35,880	Not Included/TBD	\$358,800	\$394,680
S-4	Brannen Rd from Gresham Rd to Flat Shoals Rd	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	1,700	LF	Add sidewalk along Brannen Rd from Gresham Rd to Flat Shoals Rd	Medium	DeKalb County	DeKalb County CIP	\$16,640	Not Included/TBD	\$166,400	\$183,040
S-5	W Flat Shoals Terrace	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	2,100	LF	Complete sidewalks on both sides W Shoals Terrace	Medium	DeKalb County	DeKalb County CIP	\$20,800	Not Included/TBD	\$208,000	\$228,800
S-6	Boulder Rd and Vicki Ln	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	2,500	LF	Add sidewalks along Boulder Rd and Vicki Ln	Medium	DeKalb County	DeKalb County CIP	\$24,440	Not Included/TBD	\$244,400	\$268,840
S-7	Rollingwood Ln	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	5,000	LF	Add sidewalks along both sides of Rollingwood Ln from Flintwood Drive to Boulderview Dr	Medium	DeKalb County	DeKalb County CIP	\$49,400	Not Included/TBD	\$494,000	\$543,400

3.1 Project Phasing + Timeline

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	Construc-tion Cost	Total Cost
TR-1	Trail from Bouldercliff Way to Welland Ave to Gresham Rd	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	2,700	LF	Multi-use trail connecting residential area at Streamview Dr and Stoney Creek Dr through wooded area along Welland Ave to Gresham Rd	Medium	DeKalb County	Path Foundation, Arthur Blank Foun- dation	\$35,000	Not Included/TBD	\$325,000	\$360,000
TR-2	Trail from Welland Ave/Gresham Rd to Wooded Area between Gresham Rd and Flat Shoals Rd south towards Lake Spur Dr	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	3,100	LF	Multi-use trail connecting from Gresham Rd / Welland Ave intersection heading east and con- necting northeast to proposed east-west road between Flat Shoals Rd and Gresham Rd	Medium	DeKalb County	Path Foundation, Arthur Blank Foun- dation	\$40,000	Not Included/TBD	\$385,000	\$425,000
TR-3	Trail from Welland Ave extension north across I-20 to Flat Shoals Rd/	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	1,800	LF	Multi-use trail connecting from proposed Welland Ave extension north across I-20 utilizing proposed I-20 BRT connection and continuing north to Flat Shoals Rd	Medium	DeKalb County	Path Foundation, Arthur Blank Foun- dation	\$22,000	Not Included/TBD	\$215,000	\$237,000
TR-4	Trail from Gresham Rd along Proposed E/W Rd to NH Scott Recreation Center and Pool	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	3,000	LF	Multi-use trail from Gresham Rd along Proposed E/W Rd to NH Scott Recreation Center and Pool	Medium	DeKalb County	Path Foundation, Arthur Blank Foun- dation	\$36,000	Not Included/TBD	\$360,000	\$396,000
NR-1	Flintwood Dr SE Extension	New Publicly Funded Roadway	Roadway/General Purpose Capacity	800	LF	Flintwood Dr SE extension from Boulder Rd to Gresham Rd	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
NR-2	Boulder Rd Extension	New Privately Funded Roadway	Roadway/General Purpose Capacity	650	LF	Boulder Rd extension from Flintwood Dr to Vicki Ln	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
NR-3	Welland Ave Extension	New Privately Funded Roadway	Roadway/General Purpose Capacity	1,100	LF	Welland Ave extension from Flintwood Dr to proposed east/west road	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
NR-4	New East-West Connection	New Privately Funded Roadway	Roadway/General Purpose Capacity	800	LF	E/W Connection from Boulder Rd to Gresham Rd	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
NR-5	New East-West Connection	New Privately Funded Roadway	Roadway/General Purpose Capacity	450	LF	E/W Connection from Welland Ave to Gresham Rd	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
NR-6	New East-West Connection	New Privately Funded Roadway	Roadway/General Purpose Capacity	1,500	LF	E/W Connection from Gresham Rd to Flat Shoals Rd	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
NR-7	New East-West Connection	New Privately Funded Roadway	Roadway/General Purpose Capacity	850	LF	E/W Extension of W Flat Shoals Ter to Vicki Ln	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
NR-8	New East-West Connection	New Privately Funded Roadway	Roadway/General Purpose Capacity	3,100	LF	E/W Extension from Tilson Rd between Tilson Ridge Ln and Parkland Dr to Flat Shoals Rd and 2nd Ave	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
OS-1	Park Between I-20 and Nieghbor- hood North of Brannen Rd	City of Atlanta Future Land Use	N/A	17.1	AC	Designate as park space	Medium	DeKalb County	DeKalb County CIP	\$80,000	TBD	\$800,000	\$880,000
OS-2	DeKalb County Library Park	City of Atlanta Future Land Use	N/A	9.2	AC	Designate as park space	Medium	DeKalb County	DeKalb County CIP	\$50,000	TBD	\$450,000	\$500,000
OS-3	Park between Gresham Rd and Flat Shoals Rd South of South of Brannen Rd	City of Atlanta Future Land Use	N/A	18.6	AC	Designate as park space	Medium	DeKalb County	DeKalb County CIP	\$90,000	TBD	\$900,000	\$990,000
OS-4	Park between 2nd Ave and Parkland Dr South of Tilson Rd	City of Atlanta Future Land Use	N/A	24.3	AC	Designate as park space	Medium	DeKalb County	DeKalb County CIP	\$120,000	TBD	\$1,200,000	\$1,320,000

3.2 Implementation Resources and Agencies

The DeKalb County Active Living master 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 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 and policy, 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 neighborhood access lands 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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