



DeKalb County 2021 Comprehensive Plan 5- Year Update

Prepared by
DeKalb County Long Range Planning
Planning and Sustainability Department



DeKalb County

DEVELOPING OUR FUTURE

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Special thanks to all the citizens of DeKalb County who participated in this update.

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Chapter 1 Introduction

Government

DeKalb County is one of the ten (10) counties that comprise the metropolitan Atlanta region. This jurisdiction is 268 square miles and is home to 11 incorporated municipalities. Through a 1981 Act of the Georgia General Assembly, DeKalb County was established with distinct executive and legislative county government branches. The executive branch is headed by the elected position of Chief Executive Officer (CEO) and the legislative branch comprises of a seven-member body known as the Board of Commissioners (BOC). The Board of Commissioners elects a Presiding Officer and a Deputy Presiding Officer from its membership. The CEO may preside at Board meetings and may also vote in the event of a tie-vote; however the CEO does not preside or vote on zoning matters. The CEO has exclusive power to supervise, direct, and manage the administration of the County Government.

Economic Development

DeKalb County was known as a bedroom community to the City of Atlanta. However, over the years, DeKalb County has transitioned from a suburban community to a more urban community. DeKalb County is the State of Georgia's fourth largest county and is home to such entities as Emory University, Mercer University, Georgia Perimeter College (now Georgia State University), the Center for Disease Control,

Georgia Bureau of Investigation, North DeKalb Mall, and Stonecrest Mall. The County's major employment centers are Northlake, Emory/CDC, and Lithonia Industrial District. There are also numerous Fortune 500 companies with office and headquarter locations in DeKalb County.

Transportation

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



Purpose

The Comprehensive Plan is the guiding principal for the future development of DeKalb County. After four (4) extensive public involvement meetings of all segments of the community, a thorough analysis of current and future trends, and assessment of the community's issues and opportunities, the "blueprint" for the future was established. The comprehensive plan has been developed to state the vision for the future and establishes the goals, guidelines, and policies needed to achieve sustainable growth over a twenty-to-thirty-year period. The Comprehensive Plan is based on the required elements specified by the Department of Community Affairs to address;

- Community Goals
- Needs and Opportunities
- Community Work Program
- Economic Development
- Land Use
- Transportation
- Housing
- Water Supply/Economic Quality

Growth and Transportation. The Atlanta Metropolitan Area including DeKalb County has experienced significant growth over the last twenty years. Although not as significant in DeKalb, a growth trend is expected to continue well into the next planning horizon of 2025. Overall, the population of DeKalb County increased 40% from 1980 to 2000 (483,024 to 665,865). The population is expected to increase to 848,706 in 2020. With changes in population, there is an increase in the demand for housing, goods and services, traffic congestion, and an increased pressure on infrastructure. The goal of this plan is to prepare a road map of short-term and long-term critical planning actions for the county. The plan will help guide the allowable uses, density/intensity and design character for future development.

Strategies and Recommendations. The Comprehensive Plan includes recommendations and strategies to improve the overall "quality of life" in DeKalb County. It takes a comprehensive approach to land use, transportation, green space, recreation, housing, economic development, infrastructure improvements, natural resources, environmentally sensitive areas, community facilities and services, and intergovernmental coordination. This document has been designed to be concise and user-friendly and is intended to guide decision making by elected officials.

Community Vision. Another purpose of the Comprehensive Plan is that it provides a road map for the county's future. It has been developed through a public process involving the public, community leaders, and stakeholders with the goal of making key decisions about the future of the county. The Comprehensive Plan is a vital plan, as it includes the community's vision for the future, key issues and opportunities, and an implementation program for achieving the vision and addressing the identified issues and opportunities. The Comprehensive Plan is intended to direct the coordinated, efficient, and orderly development of DeKalb County and its environs based on an analysis of present and future needs, to best promote the public health, safety, morals, and general welfare.

Public Process. The Comprehensive Plan is a public driven document designed to accommodate future population growth and development while maintaining the county's vision. The document is user friendly for day-to-day decision making by community leaders as the community works toward achieving the desired future of DeKalb County.

Important Elements of the Plan



PLAN METHODOLOGY

This plan update is an extension of the previous comprehensive plan. The previous comprehensive plan, the DeKalb County 2025 Comprehensive Plan, laid the foundation for this effort, and where relevant, the findings and recommendations of the previous plan were incorporated and updated. In addition, this plan incorporated and updated the recommendations of several planning studies, including Livable Centers Initiatives (LCI), neighborhood master plans, Comprehensive Transportation Plan, Parks and Recreation Master Plan, Sustainability Plan, Arabia Mountain Heritage Area Management Plan, DeKalb County HUD Consolidated Plan, and Economic Strategic Development Plan. The public outreach effort launched for this plan update included two public hearings, and four community workshops. Announcements and notifications of these meetings were included on the County's website, local newspapers, and flyers passed out at local community events. In addition, an on-line community survey was posted providing those who could not make the public meetings an opportunity to have their ideas recorded and heard. To help direct the formulation of the plan update, a stakeholders committee was formed and comprised of members representing a cross-section of the community including elected officials, local business interests, key staff, and residents.

The goals of the Stakeholders Committee was to:

1. Help to draft a common vision for the future.
2. Solicit agreement on key issues.
3. Provide guidance on actions needed to achieve that vision.
4. Affirm public input.

The Stakeholders Committee met three times during the planning effort, and summaries of their meetings are included in the Addendum.

5-Year Update 2021 Comprehensive Plan



Document Structure

Quality of Life Elements

(Population, Housing, Economic Development, Natural and Historic Resources, Transportation, and Land Use)



- List of Needs Identified by Public
- List of Opportunities

- Key Highlights
- Website Information

- Policies
- Strategies

Needs and Opportunities

Summary

Implementation

5-Year Update



2021 Comprehensive Plan



Chapter 2 Quality of Life Elements

5-Year Update 
2021 Comprehensive Plan



Demographics

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

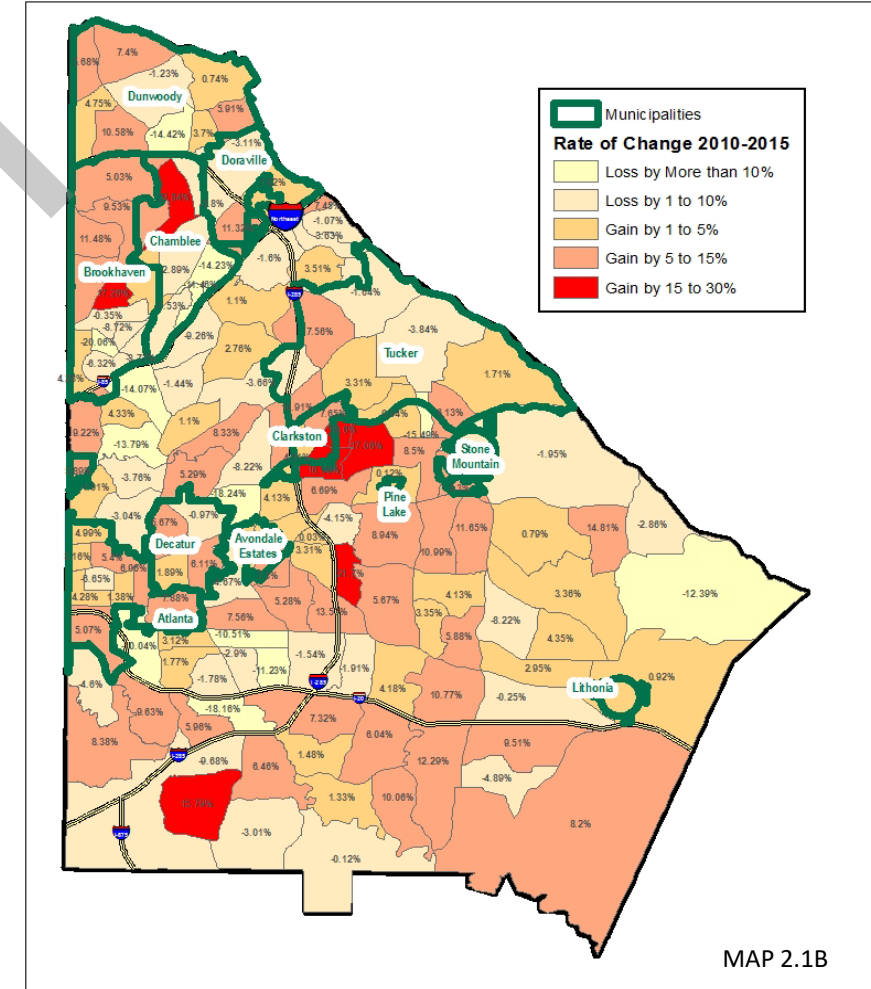
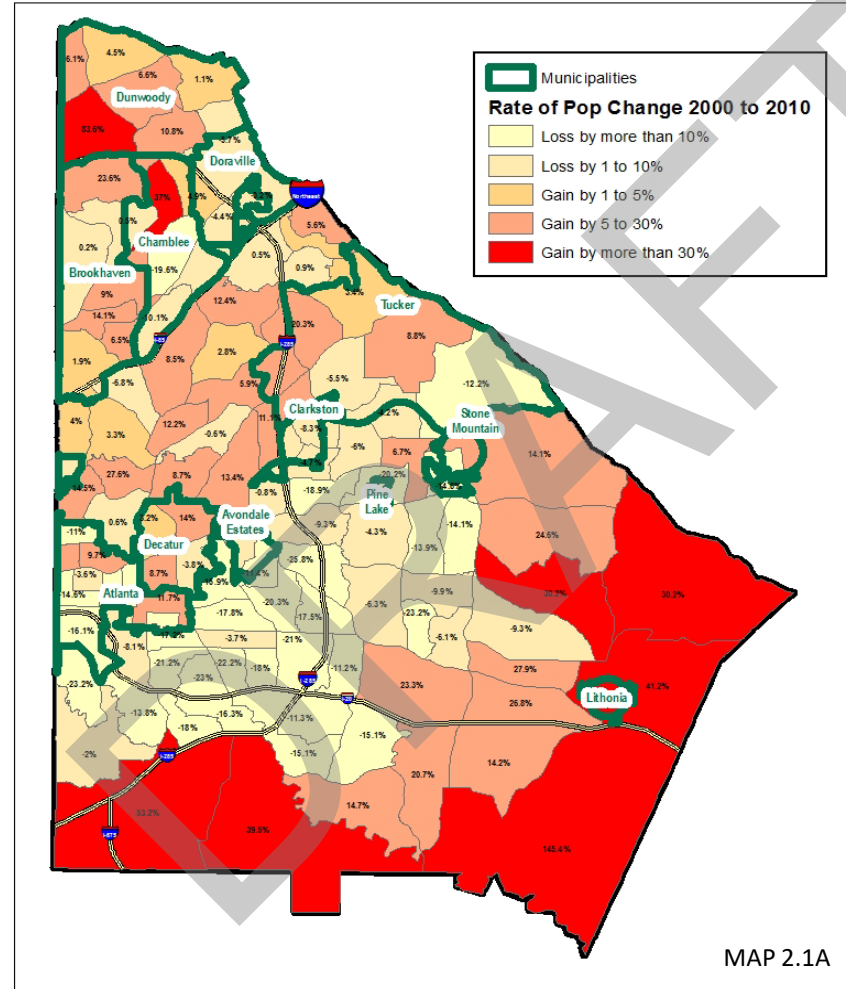
As shown in Table 2.1 below, the total population has grown between 2000 and 2015 by 10%. The Latino population experienced the largest growth between 2000 and 2015, by 11%. The senior population (age 65 & above) has experienced an increase of growth by 35%, between 2000 and 2015. Median Household Income (MHI) experienced a slight decline between 2000 and 2015, by only 1%. However, the MHI between 2000 and 2015 has increased by 19%.

Table 2.1: DeKalb County Changes in Demographics

DeKalb County	Table 2.1: DeKalb County Changes in Demographics					
	2000	2010	Amount of Change 2000-2010	2018	Amount of Change 2010-2018	Amount of Change 2000-2018
Total Population	665,865	691,891	3.90%	743,187	7.41%	10.40%
Latino Population	7.90%	9.80%	24.10%	8.60%	-1.20%	0.70%
White Population	35.80%	33.30%	-7.20%	29.10%	-4.20%	-6.70%
Black Population	54.20%	54.30%	0.10%	53.40%	-0.90%	-0.80%
Seniors (Age 65 & Above)	7.90%	9.00%	13.90%	11.50%	2.50%	3.60%
Median Household income	\$42,767	\$51,349	20.10%	\$59,280	13.38%	27.86%

Chapter 2 Quality of Life Population Change

The maps above show the change in population by Census Tract. Between 2000 and 2010, southwest DeKalb, southeast DeKalb, Dunwoody and areas around Chamblee had the highest rates of population growth. Significant population growth also took place between Dunwoody and Decatur. Between 2010 and 2015, the rates of population growth slowed down overall, but higher growth rates did take place south of I-20, in central DeKalb and in north DeKalb. During this same period, the highest growth rates took place in small areas around Ellenwood in south DeKalb, Clarkston, Brookhaven and Chamblee.



DeKalb County Department of Planning & Sustainability - Long Range Division
Rate of Population Change 2000 - 2010 by 2000 Census Tract
Data Source: U.S. Census Bureau - 2010 Census and 2014 ACS Estimate

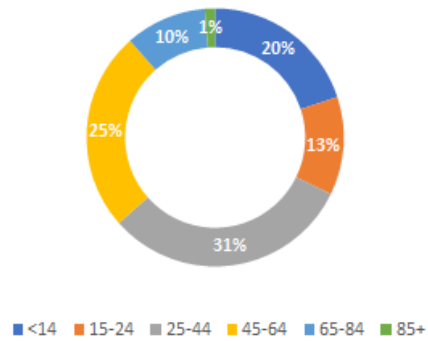
DeKalb County Department of Planning & Sustainability - Long Range Division
Rate of Population Change 2010 - 2014 by 2010 Census Tract
Data Source: U.S. Census Bureau - 2010 Census and 2014 ACS Estimate

Figure 2.1

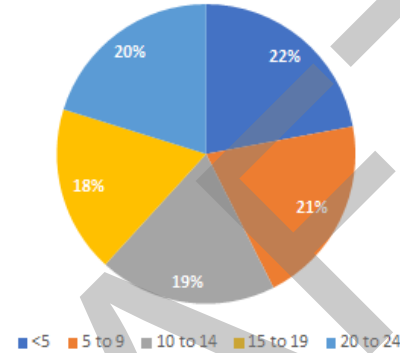
Age Distribution 2010:

Young and middle aged adults combine for 57% of the population. Children make up 34%.

DeKalb County Age Distribution



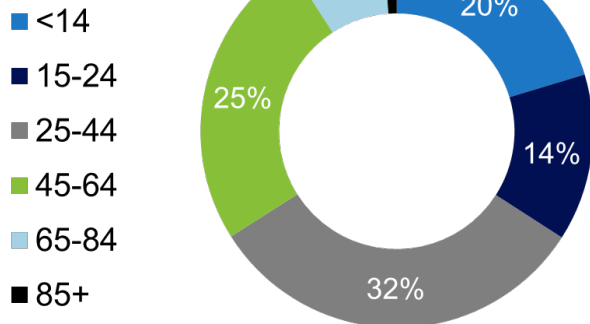
DeKalb County Distribution of School-Aged Children



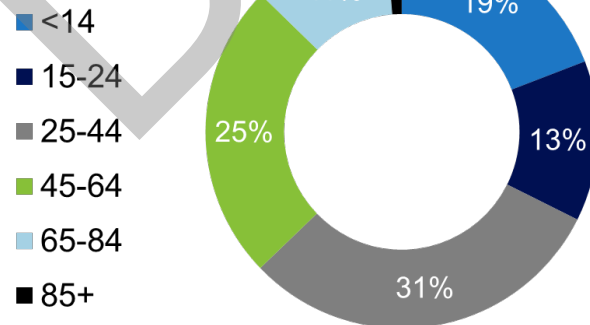
Age Distribution Projections:

The proportions of each age group are projected to remain relatively stable, with some decrease in the proportion of younger groups relative to older groups, indicative of an aging population.

2015



2020



Data Source: 2010 & 2014; American Communities Survey; 2020: ESRI business analyst.
Atlanta Regional Commission

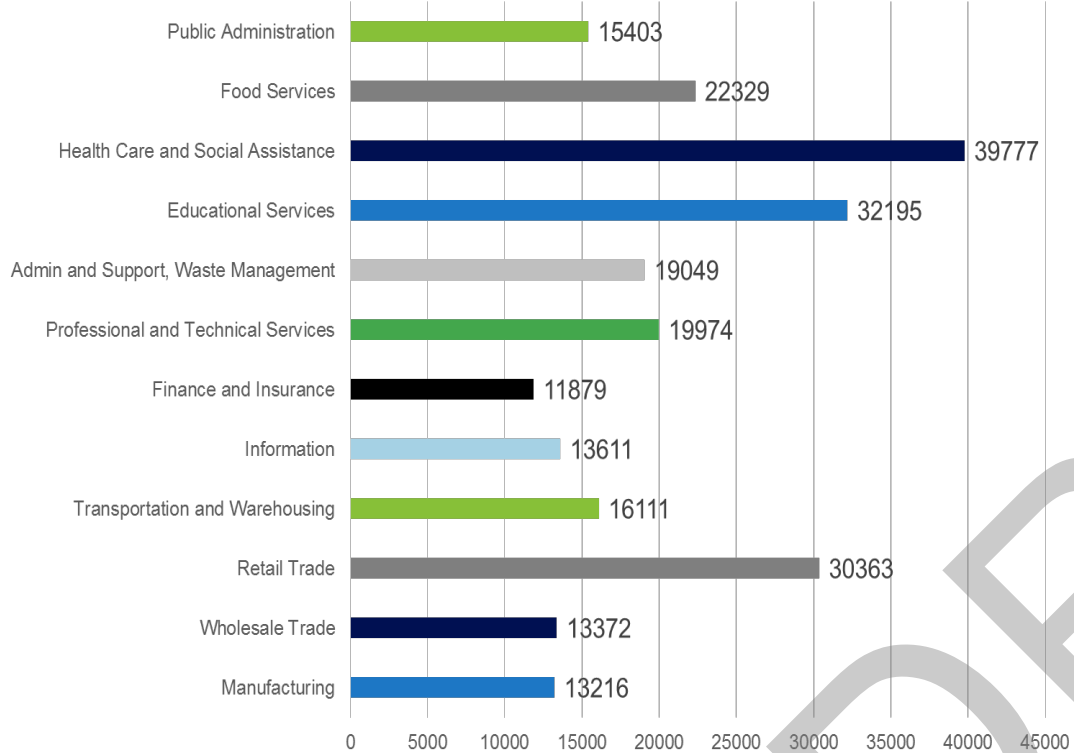
Chapter 2 Quality of Life Age Distribution and Projections

Age Distribution of School Aged Children:

Children and young adults under 24 make up 34% of the total population. There is an equal proportion of young children (those under the age of 9) and older children (age 10 to 20) in DeKalb County.

Jobs in DeKalb County

Figure 2.6 What Jobs Exist in DeKalb County

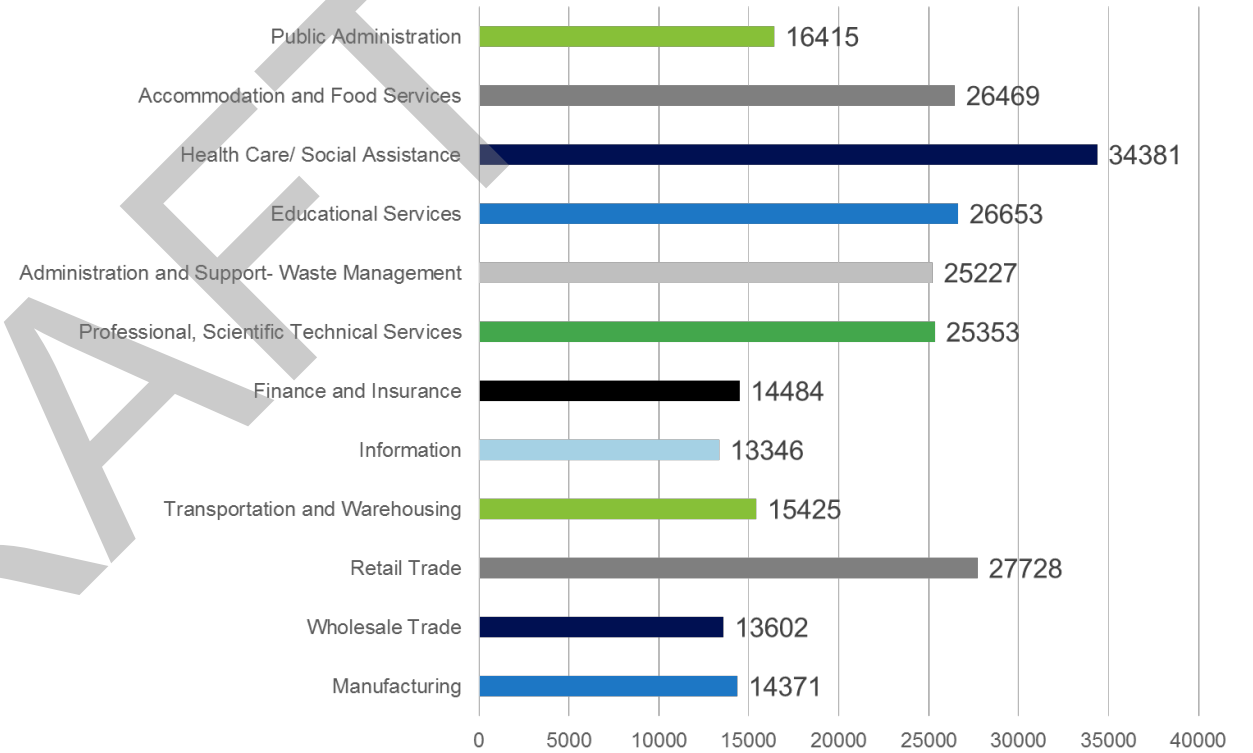


Workplace Area Characteristics 2014:

Workplace Area Characteristics (WAC) describe the jobs that are available within a given study area. Most jobs available in DeKalb are in the field of Health Care and Social Assistance.

Data Source: US Census Bureau, Census on the Map Workplace Area Profile Analysis
The Atlanta Regional Commission

Figure 2.7 What Jobs do DeKalb Residents Do?



Resident Area Characteristics 2014:

Resident Area Characteristics (RAC) describe the industry that residents of a certain area work in for a living. The most popular industry is Health Care and Social Assistance, and the second most common is Retail Trade.

Data Source: US Census Bureau, Census on the Map Workplace Area Profile Analysis
The Atlanta Regional Commission

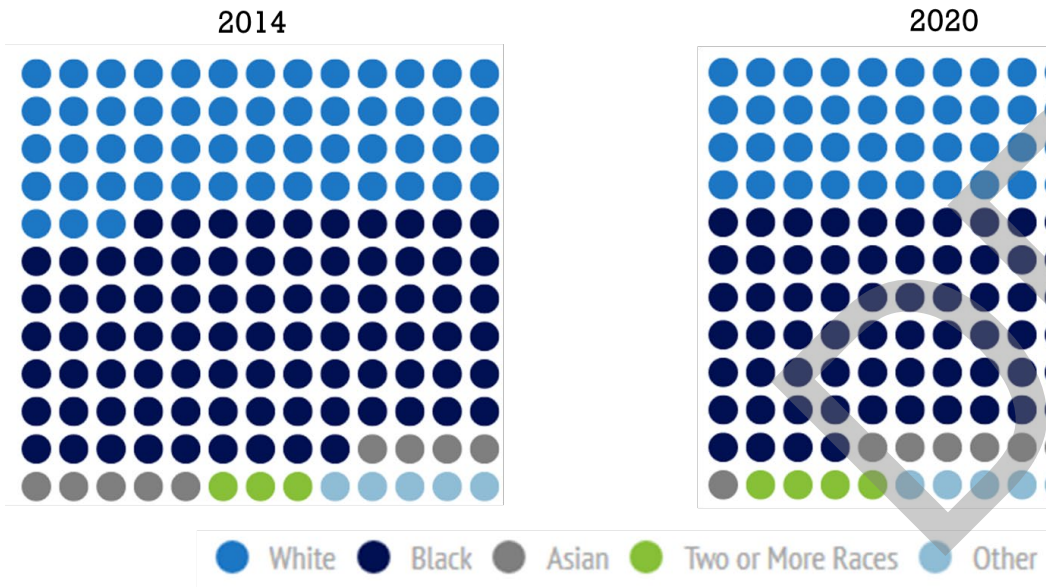
Race Distribution

Race Distribution Projection

Proportions of White residents rose while the proportion of Black and those of two or more races decreased between 2010 and 2014. The proportion of Asian residents increased slightly since 2010. In 2020, the proportion of white and black residents is projected to decline, and the proportion of Asian and other populations is projected to increase.

Source: 2014 American Communities Survey; 2020 ArcGIS Business Analyst Online Community Profile. The Atlanta Regional Commission

Figure 2.4



2010 Race Distribution

Whites make up 33.3% of the racial composition in DeKalb County as of 2010. Blacks make up 54.3%, Asians 5.1%, and those of Hispanic origin of any race are 9.8% of the population.

Data Source: 2010 American Communities Survey
The Atlanta Regional Commission

DeKalb County Race and Ethnicity

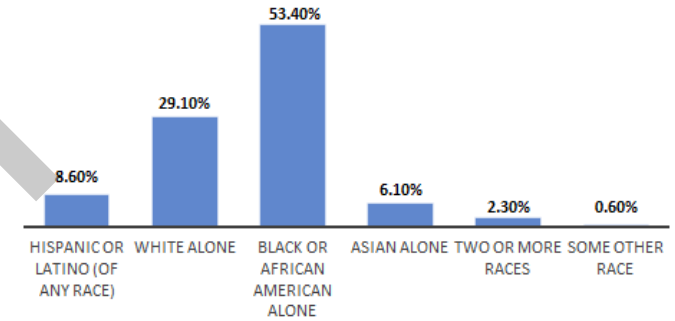


Figure 2.3

Figure 2.5



Median Household Income and Income Distribution

Median Household Income

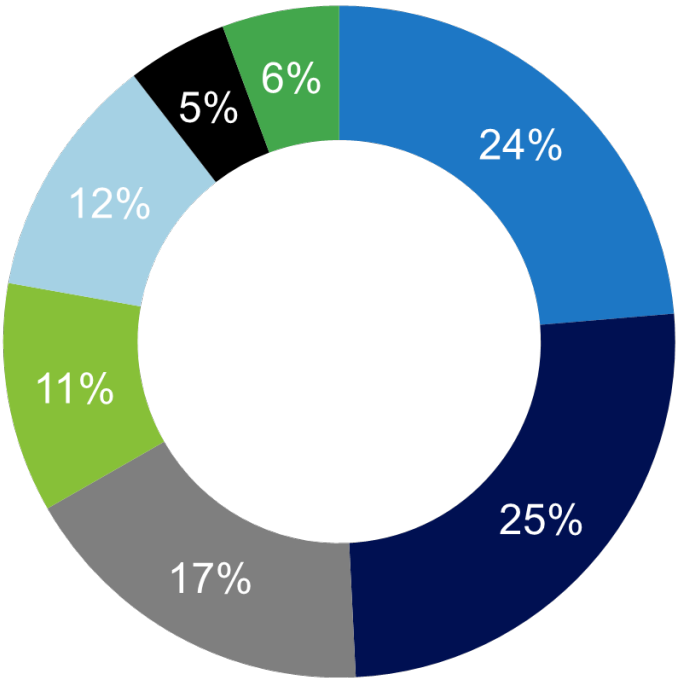
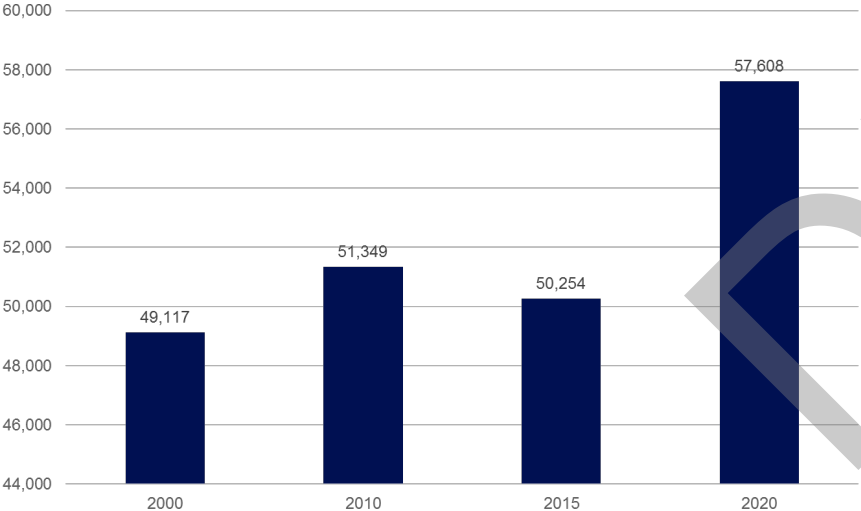
Median Household Income in DeKalb had risen between 2000 and 2010 from \$49,117 to \$51,349, but, according to estimates, declined slightly between 2010 and 2015. It is projected to increase by 2020 to \$57,608.

Data Source: 2000- US Census, 2010/2014- American Communities Survey 2020- ArcGIS Business Analyst Online The Atlanta Regional Commission

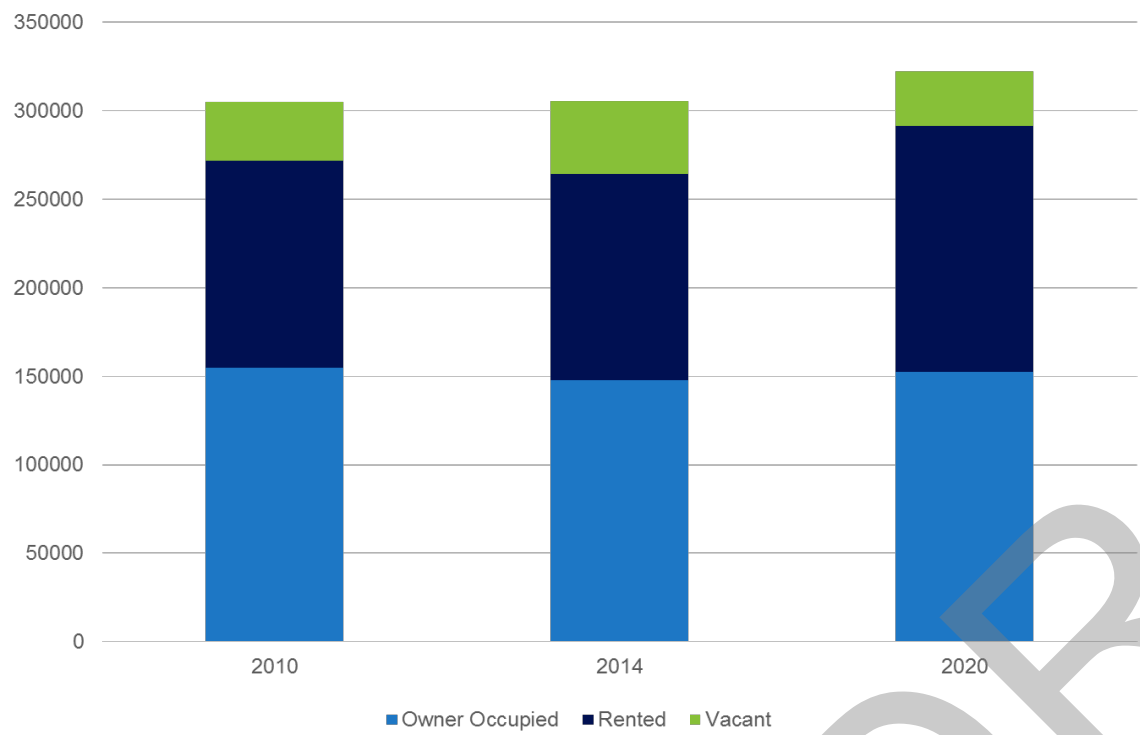
2014 Income Distribution

In 2014, 23% of DeKalb's households made more than \$100,000 a year, while 49% made less than \$50,000 annually.

Data Source: US Census American Communities Survey
The Atlanta Regional Commission



Household Income Distribution and Housing Trends



Housing Trends:

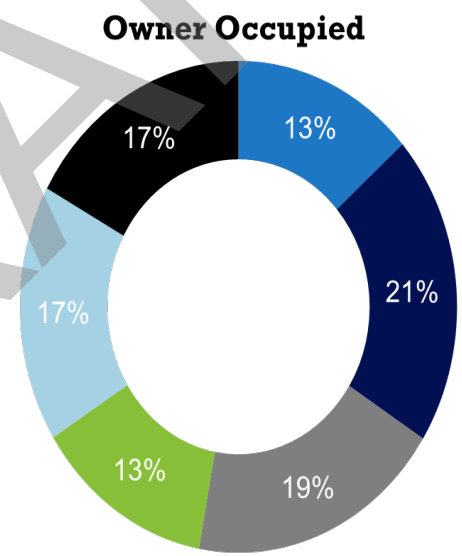
In 2010, of 89.1% of occupied units, 56.9% were owner occupied. ESRI's Business Analyst predicts 90.5% occupancy in 2020, 52.3% by homeowners

Data Source: 2010 Census; 2014 American Communities Survey; 2020 ArcGIS Business Analyst Online Projections
The Atlanta Regional Commission

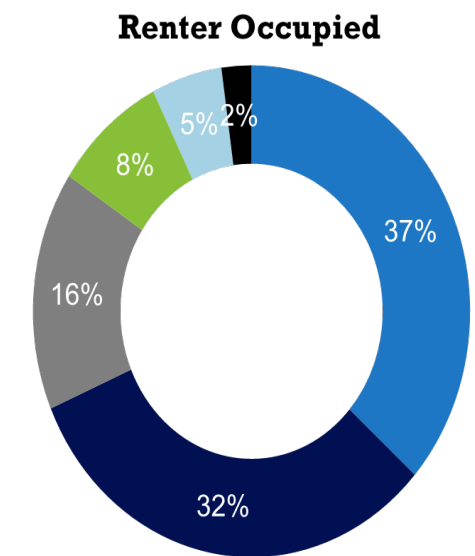
Household Income Distribution:

Renters have significantly lower incomes than homeowners in DeKalb County. 69% of DeKalb's renters make less than \$50,000 a year, while 34% of homeowners make more than \$100,000 annually.

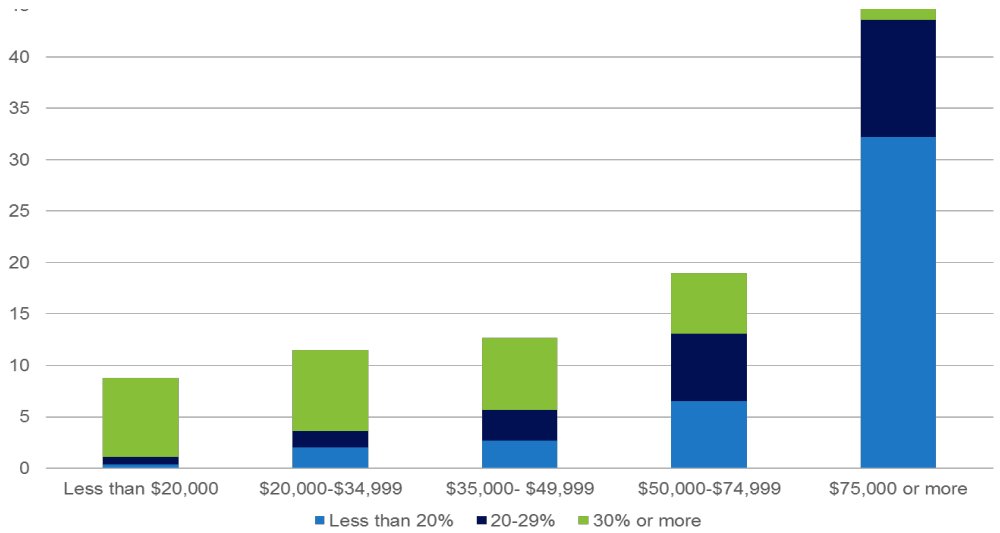
Data Source: 2014- American Communities Survey- Financial Characteristics
The Atlanta Regional Commission



- <\$25,000
- \$25,000-\$49,999
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000-\$149,999
- >\$150,000



Cost as a Percentage of Income



Cost as a Percentage of Income– Renter Occupied

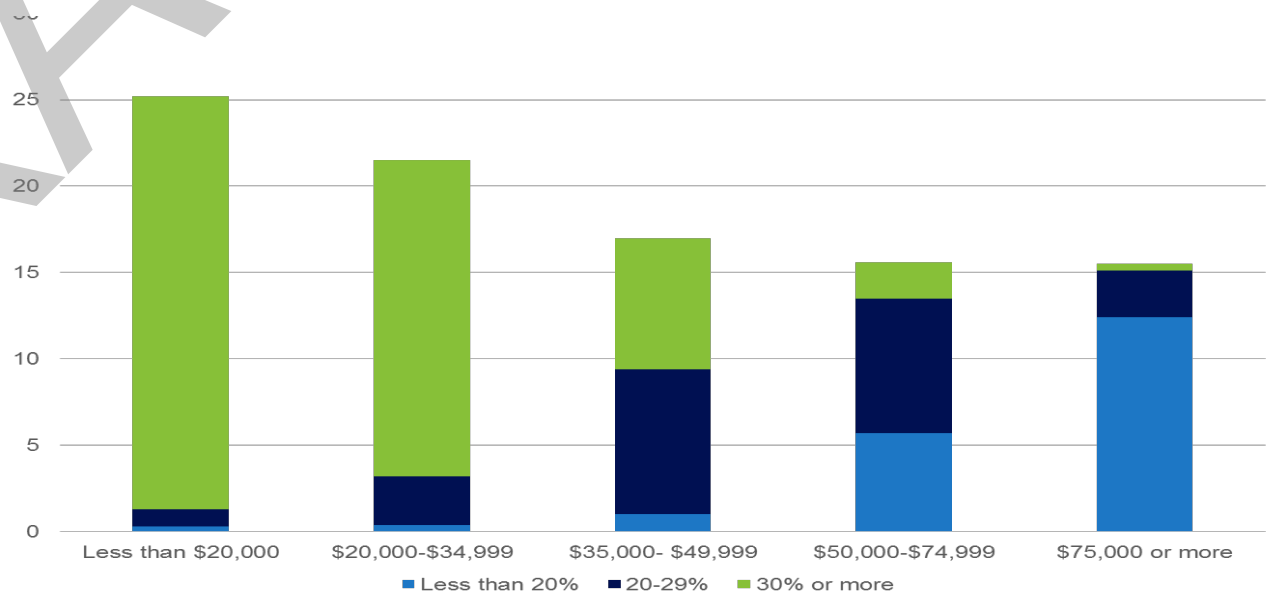
This chart shows the distribution of renter incomes in DeKalb, categorized by the percentage of their income spent on housing. Light blue represents less than 20% of income spent on housing, navy is 20-29% of income spent on housing, and green is 30% of income or more spent on housing. Lower income groups spend a larger proportion of their income on housing than do renters with higher incomes.

Data Source: US Census 2014 American Communities Survey- Financial Characteristics
The Atlanta Regional Commission

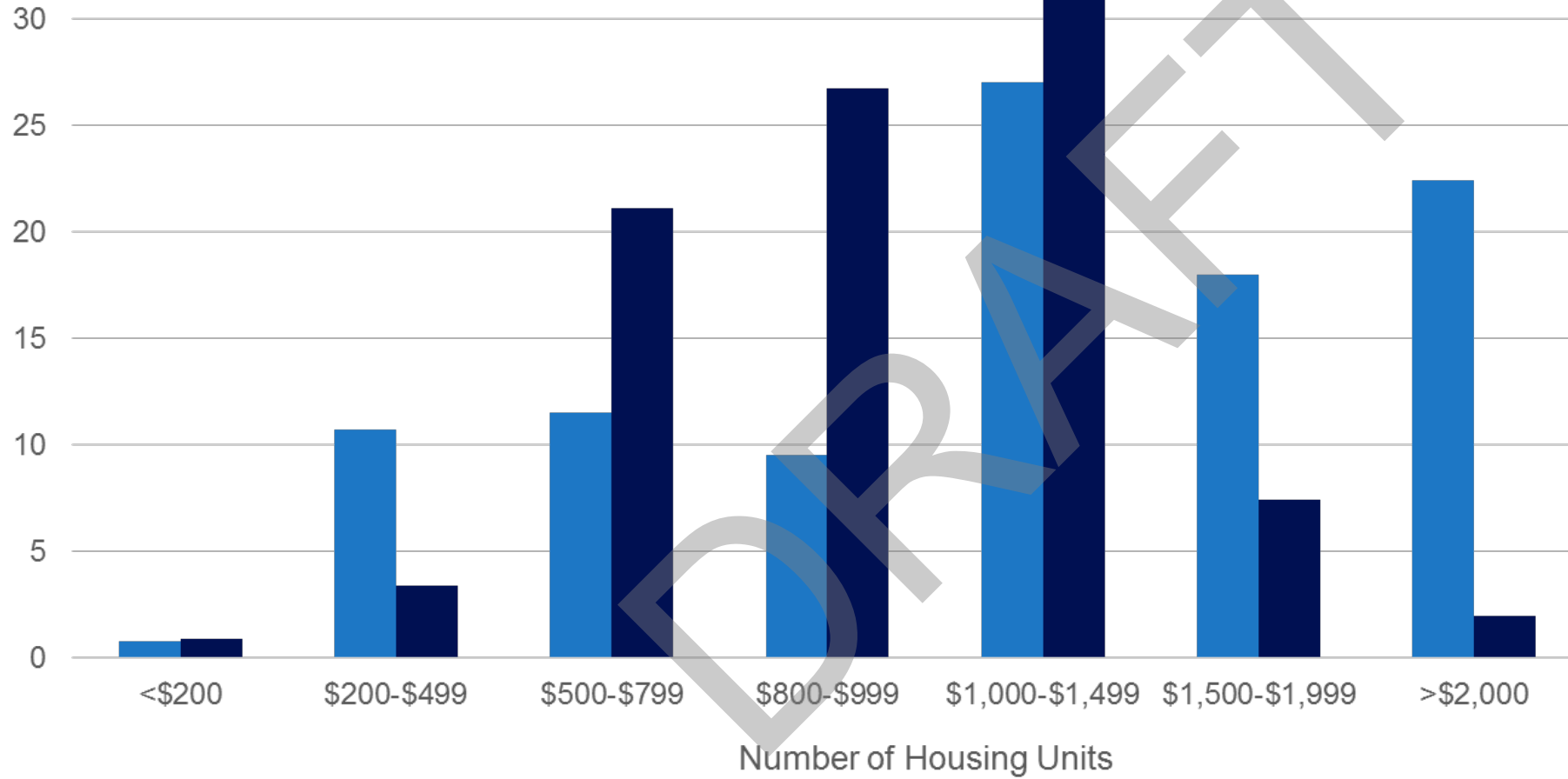
Cost as a Percentage of Income– Owner Occupied

This chart shows the distribution of homeowner incomes in DeKalb, categorized by the percentage of their income spent on housing. Light blue represents less than 20% of income spent on housing, navy blue is 20-29% of income spent on housing, and green is 30% of income or more spent on housing. Lower income groups spend a larger proportion of their income on housing than do homeowners with higher incomes.

Data Source: US Census 2014 American Communities Survey- Financial Characteristics
The Atlanta Regional Commission



Housing Costs



Monthly Housing Cost

The greatest proportion of renters and buyers pay between \$1,000 and \$1,500 a month to live in DeKalb County.

Data Source: US Census American Communities Survey
The Atlanta Regional Commission

\$163,600

2014 American
Community Survey

\$146,900

Zillow Feb. 2014

\$275,548

ESRI BAO 2015 Estimate

Median Home Value Estimates

5-Year Update



2021 Comprehensive Plan

Table 2.2: DeKalb Housing-Jobs Balancing

DeKalb County Data	Year 2005 ¹ Estimates	Year 2010 ² Census	Year 2015 ³ Estimates
Total Population	662,973	691,893	734,871
Labor Force	374,525	382,816	401,740
Housing Units	295,252	304,591	308,118
Total Occupied Units	265,183	271,809	276,631
Resident Workers in DeKalb	142,896	149,272	156,679*
Households	265,183	271,809	276,631

Data Source:

¹ U.S. Census Bureau, ACS 2005 Estimates

² U.S. Census Bureau 2010 Census Data

³ U.S. Census Bureau ACS 2015 Estimates

Estimation is calculated by using the 2010 Resident Workers percentage
 [Year 2015 Labor force X (Year 2010 Resident workers/2010 Labor Force)]

Table 2.3: DeKalb Housing Balance Ratios

Jobs-Housing Units	272,990 ¹ : 304,968 ²	0.89 : 1
Jobs-Occupied Units	272,990 ¹ : 271,809 ³	0.99 : 1
Percentage of workers who reside locally as % of Total labor Force	149,272 ⁶ / 482,393 ⁴	31%
Percentage of workers who reside locally as % of Total Employment	149,272 ⁶ / 272,990 ¹	55%
Employment to population	272,990 ¹ : 691,893 ⁵	0.39 : 1
Jobs to resident workers	272,990 ¹ : 149,272 ⁶	1 : 1.82

Source: U.S. Census Bureau 2010 Decennial Census

Compiled by DeKalb County Planning and Sustainability Department

¹ 2010 total employment

⁴ 2010 Total Labor Force (Pop Age 16 – 64)

² 2010 Housing Units

⁵ 2010 Total Population

³ 2010 Occupied Housing Units

⁶ 2010 Resident Workers

Chapter 2 Quality of Life

Jobs and Housing Balance

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

The majority of workers in DeKalb County do not reside in the County (77%). Therefore, a high number of residents are commuting in and out of the County, which is common for the Atlanta region. Perhaps, if additional and mixed housing units were provided in the county more employees would be willing to reside in the County, potentially decreasing automobile dependency, traffic congestion and pollution and also improve the economy as less money would be spent outside of the county where wages are paid.

Intergovernmental Coordination

This is of the utmost importance for service delivery without service duplication. It is the goal of DeKalb County to ensure that there is no service duplication, overlap, and competition. The purpose of this section is to inventory the existing intergovernmental mechanisms and processes between DeKalb County, the twelve (13) municipalities within the county, and the City of Atlanta.

In accordance with the State of Georgia's Service Delivery Strategy (SDS) law, DeKalb County is required to update its Service Delivery Strategy to reflect service delivery arrangements in the incorporated and unincorporated areas. Participants in the Service Delivery Strategy are:

- DeKalb County
- City of Atlanta
- City of Avondale Estates
- City of Brookhaven
- City of Chamblee
- City of Clarkston
- City of Decatur
- City of Doraville
- City of Dunwoody
- City of Lithonia
- City of Pine Lake
- City of Stone Mountain
- City of Tucker
- City of Stonecrest

Adjacent Local Governments

DeKalb County is one of ten counties in the Atlanta region, and the most dense county in the state, by population. The County is bordered by Fulton, Gwinnett, Rockdale, Clayton, and Henry Counties, and the City of Atlanta. Twelve (12) cities are located within the County, and they are: Avondale Estates, Chamblee,

Clarkston, Decatur, Doraville, Dunwoody, Lithonia, Pine Lake, Stone Mountain, Tucker, and Stonecrest. The Service Delivery Strategy is designed to serve as a primary mechanism to coordinate services between DeKalb County and city governments. For more information about the service delivery strategy process visit <https://www.dekalbcountyga.gov/planning-and-sustainability/long-range-planning>.

Planning Coordination

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

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

DeKalb County Service Delivery Strategy 2019

Summary of Services in DeKalb County Cities

General Services	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Finance	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Purchasing	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Information Technologies	D	D	D	D	D	D	D	D	D	D	D	D	D	D
GIS (Basic)	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Parcel Creation	D/DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
Parcel Maintenance	D/DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
GIS (Non-Basic)	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Specialized Data/Mapping	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Elections	DC	DC	IS-DC	DC	DC	D/DC	DC	DC	DC	DC	D/DC	DC	DC	D
Personnel	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Property Tax Collections/Tax Billing	DC	DC	DC	DC	DC	D	DC	DC	DC	DC	DC	DC	DC	D
Legal/Judicial Services	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Public Defender	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Solicitor	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Local Government Attorney	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Public Safety	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Police (Basic)	D	D	D	D	D/DC	D	D	D	D/DC	D/DC	D	DC	DC	D
Police (Non-Basic)	D	DC	D	DC	DC	D/DC	D	D	DC	DC	DC	DC	DC	D
Animal Control	DC	DC	DC	DC	DC	D/DC	D/DC	DC	DC	DC	DC	DC	DC	D
Fire Services	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Fire & Rescue	D	DC	DC	DC	DC	D	DC	DC	DC	DC	DC	DC	DC	D
Fire Inspections	D	D/DC	D/DC	DC	DC	D	DC	DC	DC	DC	D/DC	DC	DC	D
Fire Prevention/ Marshal	D	D/DC	D/DC	DC	DC	D	DC	D/DC	DC	DC	D/DC	DC	DC	D
EMS	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
General	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Sheriff / Jail & Evictions	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
Marshal/ Real Estate & Warrants	DC	D/DC	DC	DC	DC	D/DC	DC	DC	DC	D/DC	DC	DC	DC	D
911	D	DC	D	D	DC	D	D	A	DC	DC	DC	DC	DC	D
Dispatch	D	DC	D	D	D	D	D	A/DC	DC	DC	DC	DC	DC	D
Medical Examiner	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
Emergency Management	D	DC	DC	DC	DC	D/DC	D/DC	DC	DC	D/DC	DC	DC	DC	D
Radio System	D	DC	DC	DC	DC	DC	D/DC	D	DC	DC	DC	DC	DC	D
Planning / Development	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Structural Inspections / Permits	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Plans Review	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Electrical Inspection	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Building Inspection	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Plumbing Inspection	D	D	D	D	D	D	D	D	D	D	D	D	D	D
HVAC Inspection	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Land Development	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Plan Review Coordination	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Land Development Plan Review	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Land Development Inspection	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Final Plat Processing	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Permits and Zoning	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Building Permits	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Plans Review	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Zoning Review	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Trade Permits	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Certificate of Occupancy	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Chapter 2 Quality of Life Intergovernmental Coordination Service Delivery Strategy (SDS)

Summary of Services

The Service Delivery Matrix is a quick-reference guide, that is designed to show the level of service provided by DeKalb County to its municipalities and the City of Atlanta. Below is a graphic illustration of the matrix, and a more legible version is located in the SDS document, on the Department's website.

<https://www.dekalbcourtyga.gov/planning-and-sustainability/long-range-planning>

ATTACHMENT A

DeKalb County Service Delivery Strategy 2019														
Summary of Services in DeKalb County Cities														
Planning & Related	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Planning / Zoning	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Business & Alcohol License	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Community Development - CDBG	D	D	DC	DC	DC	DC	DC	N/A	DC	N/A	DC	DC	DC	D
Economic Development	D	D	D	D	D	D/A	D/A	D	D	N/A	D	A	D	A
Code Enforcement/Beautification	D	D	D	D	D	D	D	D	D	N/A	D	D	D	D
Public Housing	A	N/A	N/A	N/A	A	A	A	N/A	A	N/A	A	A	A	A
Public Works	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Water Treatment / Water Distribution	DC	These services are provided by DeKalb County as an enterprise fund paid for by users fees. There is no fee differential between customers living in incorporated cities and unincorporated DeKalb County.												
Wastewater Collection & Treatment	DC	D												
Sanitation	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Refuse Collection	D	D	DC	DC	D	D	D	DC	DC	DC	DC	DC	DC	D
Landfill	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
Recycling Programs	D	D	DC	D	D	D	D	DC	D/DC	DC	DC	DC	DC	D
Roads & Drainage	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Street Construction	D	D	D	D	D	D	D	D	D	D	D	D/DC	D/DC	D
Street Maintenance	D	D	D	D	D	D	D	D	D	D	D	DC	DC	D
Street Cleaning	D	D	D	D	D	D	D	D	D	D	D	DC	DC	D
Traffic Signaling	D	DC	D	D	D	DC	DC	D	DC	DC	DC	DC	DC	D
Street Signage	D	D	D	D	D	D	D	D	D	D	D	DC	DC	D
Storm Water	D	D	D	D	D	D	D	D	D	D	D	DC	DC	D
Cemetery	D	D	DC	DC	DC	D	DC	DC	DC	DC	D	DC	DC	D
Transportation	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Development Permit Review	D	D	D	D	D	D	D	D	D	D	DC	D	D	D
Utility Encroachment Permitting	D	D	D	D	DC	D	D	D	D	DC	DC	DC	DC	D
Transportation Planning	D	D	D	D	D	D	D	D	D	D	D	DC	DC	D
Traffic Calming Program	D	D	D	D	D	D	D	D	D	DC	DC	DC	DC	D
TC - Design and Petition ONLY	D	D	D	D	D	D	DC	D	D	DC	DC	DC	DC	D
Airport	D	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
Leisure Services	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Parks	D	D	D	D	D	D	D	D	D/DC	D	D	D	D	D
Recreation Programs	D	D	D	D	D	D	D	D	D	DC	D	D	D	D
Libraries	DC	DC	DC	DC	DC	DC	D/DC	DC	DC	DC	DC	DC	DC	D
Health and Social Services	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain	Tucker	Stoncrest	DeKalb County
Physical Health / Environmental Health	N/A	D												
Hospital	N/A	D												
Mental Health / Substance Abuse	N/A	These services are provided by DeKalb County and paid for by general funds. There is no fee differential between customers living in incorporated cities and unincorporated DeKalb County.												
Welfare	N/A	D												
Senior Services	N/A	D												

D: Direct (jurisdiction provides its own service)
 DC: DeKalb County (The County is the sole provider of service)
 A: Auxiliary

Service Categories / Cities (Groups of like services)
 Sub-Categories / Cities (More detailed services that require additional grouping)

Chapter 2 Quality of Life

Impact of Incorporation

Since the adoption of the previous comprehensive plan in 2007, DeKalb County has experienced a tremendous loss in unincorporated population. The following cities have been incorporated since 2007:

- Dunwoody (2010)
- Brookhaven (2012)
- Tucker (2015)
- Stonecrest (2016)

According to 2014 ACS estimates, Unincorporated DeKalb's total population is 67% of total DeKalb County while incorporated DeKalb County overall has about 33% of the total population. The incorporated cities (Dunwoody, Brookhaven, Stonecrest and Tucker) together account for 40% of the total DeKalb County population.

In rank order Avondale Estates ranks 1st for White Population Percentage, Lithonia ranks 1st in African American population Percentage, Doraville ranks 1st in Hispanic population Percentage and Clarkston ranks 1st in Asian population percentage.

The sustainability of unincorporated DeKalb is dependent upon the County finding strategies to alleviate the need for future incorporations and annexations.

Geographic Area	2014 Population	%
Incorporated DeKalb, including recent incorporations	301,973	41%
Recent Incorporations Only	188,094	40%
Unincorporated DeKalb	414,358	20%

Jurisdiction	Rank by Racial & Ethnic Percent				
	Total	White	Black	Hispanic	Asian
Atlanta Portion	4	6	5	12	9
Avondale Estates	11	1	13	9	7
Brookhaven	2	5	11	3	6
Chamblee	6	8	8	2	5
Clarkston	8	11	4	11	1
Decatur	7	3	7	10	8
Doraville	9	10	9	1	3
Dunwoody	3	4	10	5	2
Lithonia	12	12	2	7	13
Pine Lake	13	2	12	4	12
Stone Mountain	10	9	3	8	11
Stonecrest	1	13	1	13	10
Tucker	5	7	6	6	4

Data Source: U.S. Census Bureau ACS 2015 Estimate
Compiled and calculated by DeKalb County Planning and Sustainability Department
Population for the cities of Tucker, Stonecrest and Portion of Atlanta are aggregated using Census Block Group data of each jurisdiction

1800s



Decatur, GA
• Established in 1823

1800s



Stone Mountain, GA
• Established in 1839

1800s



Lithonia, GA
• Established in 1856

1800s



Doraville, GA
• Established in 1871

1800s



Clarkston, GA
• Established in 1882

1900s



Chamblee, GA
• Established in 1907

1900s



Avondale Estates, GA
• Established in 1924

1900s



Pine Lake, GA
• Established in 1937

2000s



Dunwoody, GA
• Established in 2008

2000s



Brookhaven, GA
• Established in 2012

2000s



Tucker, GA
• Established in 2015

2000s



Stonecrest, GA
• Established in 2016

Chapter 2 Quality of Life

Historic Resources

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

Several strategies to preserve DeKalb County's historic resources are currently underway. These strategies range from efforts at the local level all the way to the federal level, with several structures and districts listed on the National Historic Register. DeKalb County's Board of Commissioners created a seven-member **Historic Preservation Commission**, in 1994. This Commission is charged with the designation of historic properties, the issuance of certificates of appropriateness, and public hearing procedures. The commission is currently taking applications for historic designation and working to increase public awareness of the economic value of historic preservation. Listed in Table 2.6, are several historic districts and structures located in the county.



Druid Hills Home with ivy grown façade.

Table 2.6
National Register Listed Districts

Avondale Estates Historic District	December 8, 1986
Cameron Court Historic District	September 30, 1982
Candler Park Historic District	September 8, 1983
Candler Park Historic District	March 17, 2005
Decatur Downtown Historic District	May 23, 2012
Druid Hills Historic District	October 25, 1979
Emory Grove Historic District	March 31, 2000
Emory University Historic District	November 20, 1975
Kirkwood Historic District	September 24, 2009
Klondike Historic District	September 27, 2007
McDonough –Adams-Kings Highway Historic District	December 24, 2013
Northwoods Historic District	June 2, 2014
Oglethorpe University Historic District	August 6, 1994
Ponce de Leon Court Historic District	July 2, 2011
Ponce de Leon Terrace- Ponce de Leon Heights-Clairmont Estates Historic District	November 2, 2011
South Candler Street- Agnes Scott College Historic District	July 29, 1994
Stone Mountain Historic District	December 7, 2000
University Park- Emory Highlands- Emory Estates Historic District	August 31, 1998
Winnona Park Historic District	May 30, 2002
City of Stone Mountain	September 19, 2016
National Heritage Area	
Arabia Mountain National Heritage Area	October 12, 2006

Chapter 2 Quality of Life National Register Historic Properties

5-Year Update 
2021 Comprehensive Plan



Callanwolde



Swanton House



Soapstone Ridge

1. Agnes Lee Chapter House of the United Daughters of the Confederacy (July 25, 1985)
2. Blair-Ruthland Building (December 12, 2002)
3. Bond Family House (September 17, 2008)
4. Briarcliff (August 4, 1988)
5. Briarcliff-Normandy Apartments (March 26, 2003)
6. Callanwolde (April 24, 1973)
7. Callanwolde (October 9, 2003)
8. Cheek- Spruill House (June 9, 2000)
9. Cora Beck Hampton Schoolhouse and House (April 16, 1992)
10. Decatur Cemetery (May 23, 1997)
11. Decatur United Post Office (July 5, 2000)
12. Decatur Waterworks (March 15, 2006)
13. DeKalb Ave.-Clifton Rd. Archeological Site (December 14, 1978)
14. Donaldson-Bannister House and Cemetery (August 9, 2009)
15. Dr. Luther C. & Lucy Hurt Fischer House (June 8, 2011)
16. Druid Hills Parks and Parkways (April 11, 1975)
17. Kirkwood School (September 19, 2002)
18. Mary Gay House (May 5, 1975)
19. Neville and Helen Farmer Lustron House (March 18, 1996)
20. Old DeKalb County Courthouse (August 26, 1971)
21. Pythagoras Lodge # 41 Free and Accepted Masons (August 19, 1982)
22. Robert A. Alston House (July 14, 2004)
23. Scottish Rite Hospital for Crippled Children (June 17, 1982)
24. Scottish Rite Hospital for Crippled Children (September 4, 2004)
25. Smith-Benning House (June 28, 1982)
26. Soapstone Ridge (May 7, 1973)
27. Steele-Cobb House (July 17, 1982)
28. Swanton House (August 30, 1978)
29. The Seminary (November 15, 1978)
30. Villa Mira Flores (Pending 2015)
31. William & Minnie Pearce House (January 27, 2012)
32. William T. Genrty House (May 2, 1985)
33. Zuber-Jarrell House (September 30, 1997)

Chapter 2 Quality of Life DeKalb Geological Features

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

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



Chapter 2 Quality of Life

Arabia Mountain

DeKalb Geological Features

itself is part of the 2,550 acres DeKalb County park called the Davidson – Arabia Nature Preserve. The Preserve also includes other large formations of exposed granite, wetlands, pine and oak forests, multiple streams, and two lakes. The rare, native plant species, such as the signature red diamorpha in the winter and fall's yellow daisies, make it seem as though the rock is in constant metamorphosis.

While the Preserve is considered an exceptional ecological wonder the area is also very much influenced by the hand of man. The evidence of quarrying activities are apparent in the industrial debris left on the mountain and of the abandoned structures once used by workers for storage, offices and shelter. The ruins of quarry buildings are found interspersed throughout the park and metal spikes that were used to split the granite are still embedded in the rock.



Chapter 2 Quality of Life

Wetlands

DeKalb Geological Features

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

The Georgia Department of Natural Resources requires that the county adopt, implement, and enforce an ordinance protecting "Significant Recharge Areas." DeKalb's ordinance must include limits on impervious surface areas accompanying development, infiltration of storm water, and regulation for the handling of hazardous materials. At present, DeKalb County has no ordinance or designated recharge areas. By designating greenways within recharge areas, DeKalb County can effectively address the need for ground water recharge without a regulatory approach.





Broadband in DeKalb County

Georgia Senate Bill 402 was enacted in 2018. And from the enactment of this legislation the Georgia Broadband Deployment Initiative (GBDI) was formed. The GBDI coordinates with five (5) state agencies: Georgia Department of Community Affairs, Georgia Department of Transportation, Georgia Department of Economic Development, Georgia Technology Authority, and the State Properties Commission. Additionally, the GBDI also works with a Stakeholders Advisory Council comprised of private sector telecom and cable companies, utility cooperative representatives, and local government officials. The ultimate objective of this effort is serving unserved Georgians.

A primary focus of the State Broadband Plan is to identify, evaluate and recommend options which can be implemented by governments and providers.

Georgia

According to BroadbandNow, a consumer advocacy website that compiles broadband access data and pricing, Georgia ranks 12th nationally in broadband access.

94.1% of Georgians have access to wired broadband 25 mbps or higher.

90.8% of Georgians have access to wired broadband 100 mbps or higher

40.8% of Georgians have access to 1 gigabit broadband

DeKalb County

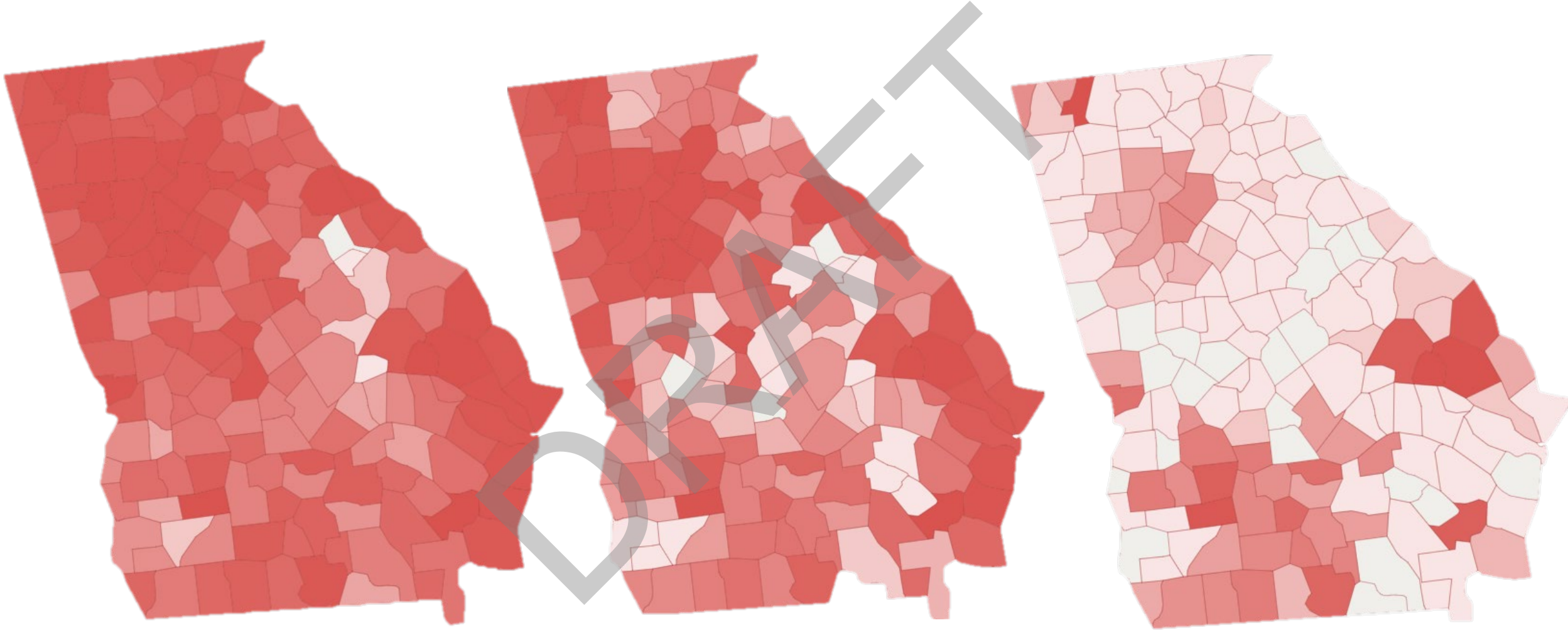
According to Broadband Now' numbers, DeKalb County's access percentages are as follows:

99.4% have access to broadband 25 mbps or higher.

99.4% have access to broadband 100 mbps or higher.

69.3% have access to 1 gigabit broadband.

Broadband Coverage by Speed in Georgia County Level



25+ mbps

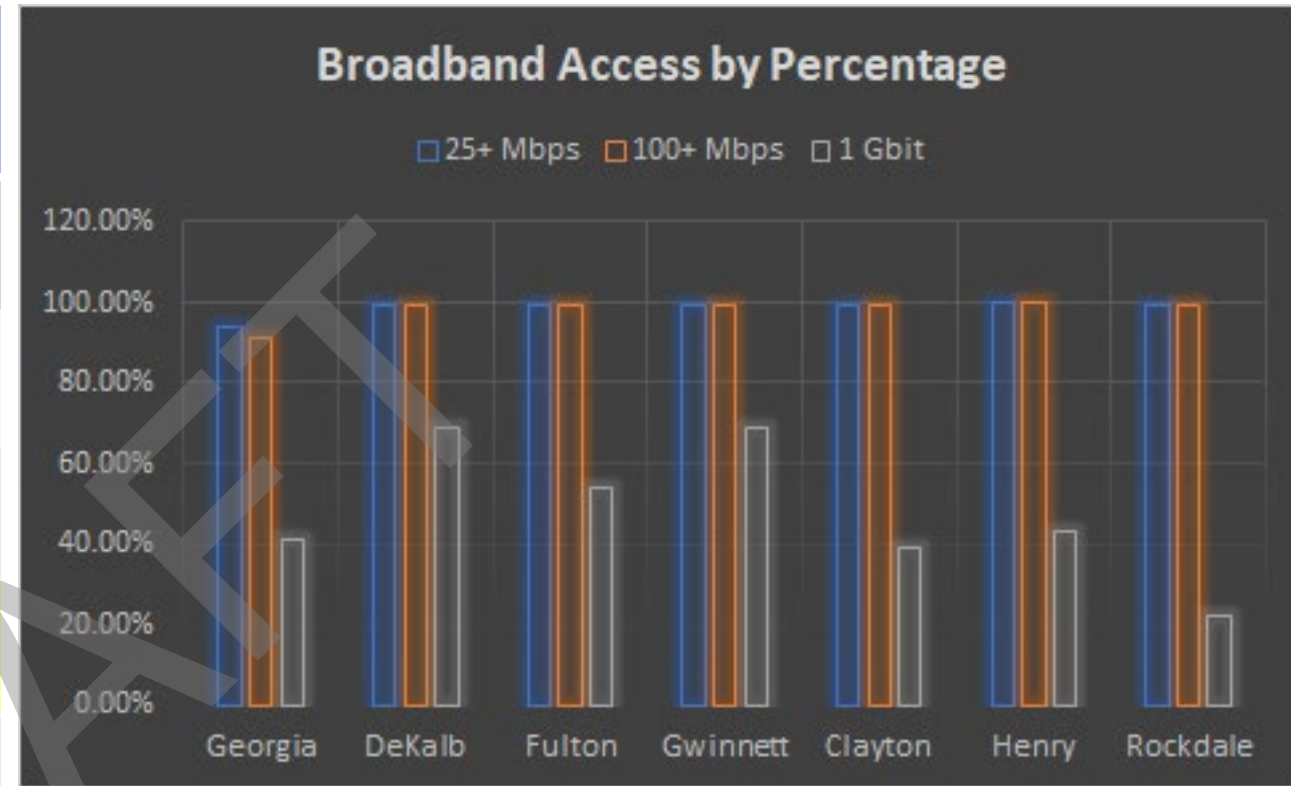
100+ mbps

1 Gbit

Percentage of Citizens w/ Access to Broadband

Speeds

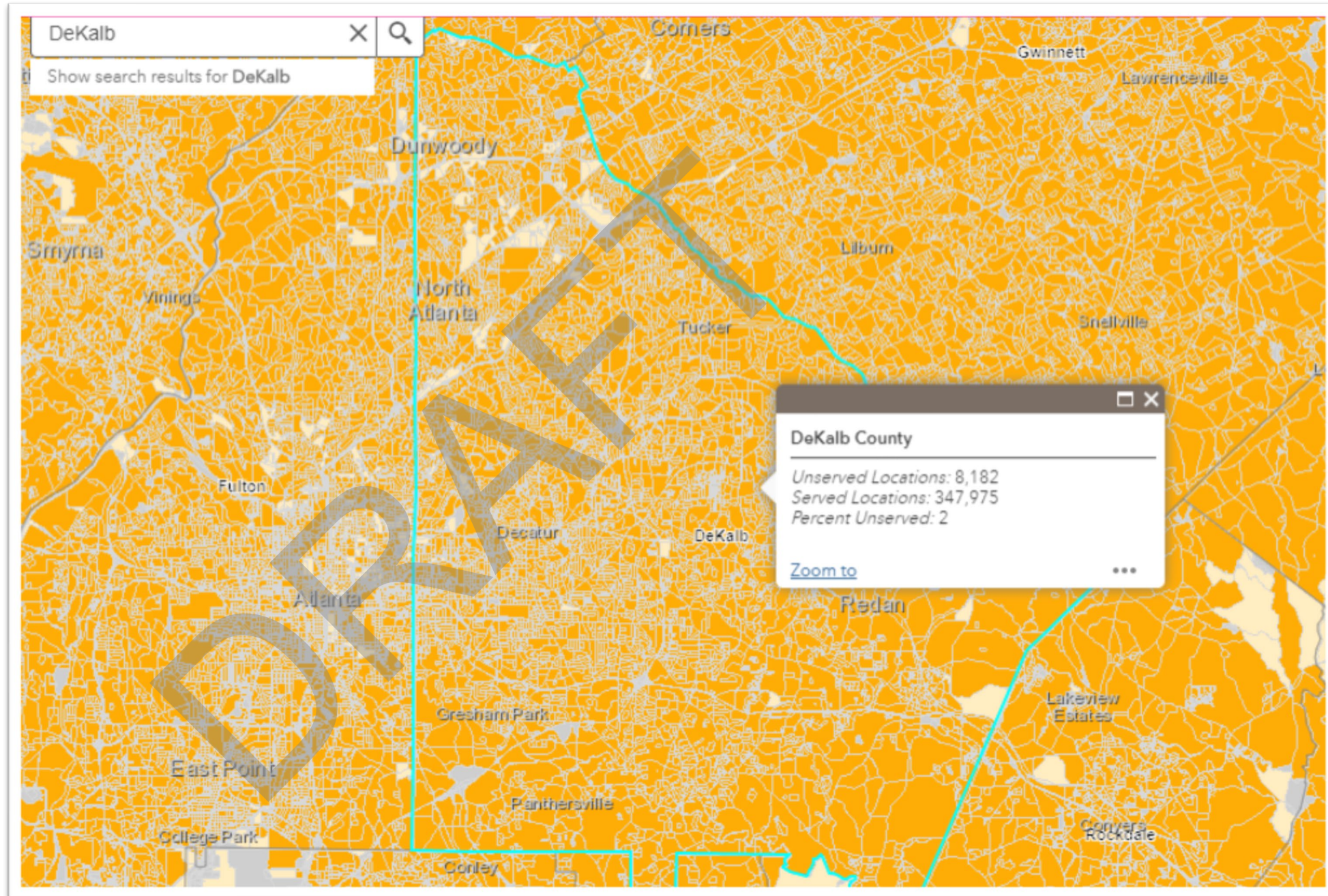
	25+ Mbps	100+ Mbps	1 Gbit
Georgia	94.1	90.8	40.8
DeKalb	99.4	99.4	69.3
Fulton	98.8	98.6	54
Gwinnett	99.5	99.5	68.7
Clayton	99.5	99.3	39.2
Henry	99.9	99.9	42.6
Rockdale	99.3	99.3	22.4



The table and corresponding Chart is a comparative look at broadband access by speed in the Atlanta Metropolitan Area counties. The Atlanta Metropolitan Area is the most densely populated region in the state and is home to many of the state's largest employer's headquarters.

The state of Georgia anticipates continued growth and will continue to attract employers and invest in infrastructure and institutions that aid in the development of start-up businesses. This will include expanding higher speed Broadband.

The Georgia Broadband Deployment Initiative has used the Census Block Level to identify Broadband service levels. The analysis of service levels in DeKalb County has identified 8,182 Census Blocks that are designated Unserviced Locations. Because Broadband has become essential to business, education, healthcare, agriculture, and overall quality of life, DeKalb County will continue to work to see the 8,182 Census Blocks currently designated as Unserviced Locations, significantly reduced, if not eliminated. To achieve this, DeKalb County Government will coordinate with city governments within DeKalb County, DeKalb County School System, DeKalb County Board of Health, Decide DeKalb Development Authority, and state and regional partners to strengthen and expand this vital service.



DEKALB COUNTY SDAT REPORT



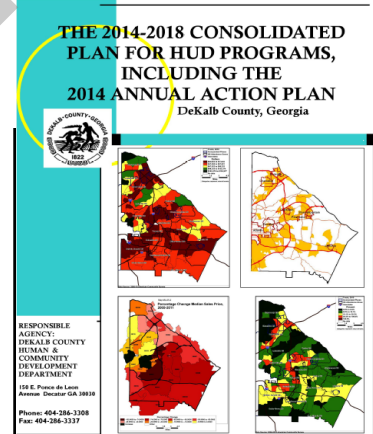
Chapter 3 County and Local Plans

Chapter 3 County and Local Plans County & Supplemental Plans

In the years since the last Comprehensive Plan, additional county-wide and local small area plans have been completed. Many of these plans address issues and set policy guidance that are relevant for 2035 Comprehensive Plan. Significant community input was often utilized during plan development. The plans have been completed and managed by the County. They have all been adopted by the DeKalb County Board of Commissioners. Many of the findings and recommendations provide context as well as a valuable background on recent policy decisions. This section includes two types of plans:

- **County-wide Plans** - Content and policy recommendations cover the entire unincorporated county.
- **Supplemental Plans**— Content and policy recommendations that apply to specific/local areas within the county.

This section will provide an overview of these existing plans. Goals and policies within these plans that relate directly to the 2035 Comprehensive Plan will be covered in more detail in the Community Goals Section.



Chapter 3 County and Local Plans 2019-2023 Consolidated Plan

DeKalb County has adopted the 2019-2023 Consolidated Plan for HUD Programs, including the 2019 Annual Action Plan. The Plan identifies how the County will allocate the resources it expects to receive from HUD for programs annually.

Highlights of the Consolidated Plan include;

- **Community Development Block Grants** (CDBG) initiatives and funding focused on completing significant Capital Improvement projects.
- **HOME** Initiatives to assist First Time Home Buyers and aid in the creation of CHDO's
- Restructuring of **single-family program** to perform special purpose home repairs.
- Mitigation of **homelessness**
- **Economic Development** – coordination with DeKalb Business Enterprise Corporation (DEBCO) to increase affordability and accessibility of loans for small businesses and creation of jobs; Kensington LCI development, I-20 East Transit, & Memorial Drive Redevelopment

Objectives and outcomes of the Plan:

- Decent Housing
- Suitable Living Environment
- Economic Opportunity

Workforce Housing

www.workforcehousing.com

Vacant Housing

www.vacanthousing.com

Foreclosures

www.foreclosures.com



Chapter 3 County and Local Plans Strategic Economic Development Plan (SEDP)

The Decide DeKalb Development Authority, jointly with DeKalb County, retained RKG Associates to complete a five-year update to its Strategic Economic Development Plan (SEDP). The first countywide SEDP was issued in 2014 and analyzed DeKalb County's economic development strengths, challenges, and trends, and issued a series of recommendations – one of which was the formation of the Decide DeKalb Development Authority ("Decide DeKalb" or "DDDA"). This five-year update provides a refreshed analysis of a rapidly-evolving county, and establishes a revised set of goals, target industries, and action items. These aim to help County stakeholders maximize their economic development resources to attract and retain as many good-paying jobs as possible, while simultaneously helping DeKalb residents to enjoy the very highest quality of life.

Work Plan

From its public kickoff meeting in August 2018 through final strategy conversations with County and DDDA staff in February 2019, the SEDP combined a data-driven economic and market analysis approach with a public engagement process that captured the community's unique goals and concerns. While a robust quantitative analysis serves as a base for evaluating DeKalb County's market for economic development initiatives, the SEDP's recommendations are only made actionable by public buy-in. For this reason, SEDP staff engaged with business owners, County and municipal staff, economic development professionals, elected officials, and the general public to ensure that the Plan's outcomes reflected DeKalb's unique culture and goals. Support for an economic development plan is never unanimous, but the SEDP's public engagement process can leave decision-makers confident that there is broad public backing for its goals and action items.

Statistical Analysis



DeKalb County, Georgia

Strategic Economic Development Plan

Update 2019

Chapter 3 County and Local Plans

DeKalb County 2014 Transportation Plan

DeKalb County adopted its Transportation Plan in May 2014. The DeKalb County 2014 Transportation Plan is about improving the lives of local residents and creating an environment for business and institutions to thrive. The strategies identified in the Plan will have the desired outcome of improving the quality of life for existing and future residents and offering enhanced economic vitality. The Plan was intentionally designed to emphasize implementation by seeking to align public policy, funding, and partnerships that promote positive influences on the transportation system.

The primary component of the County's Transportation Plan is the list of regionally significant projects commonly supported by County representatives. This list of transportation projects can be used to provide input for the regional transportation planning process where additional funding is available. These identified projects shall form the basis of future funding requests submitted to the Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT) during the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) update cycles.

The document provides an overview of the planning process, the resulting recommendations, and the necessary actions for ensuring ongoing implementation. Preceding this report is an additional technical document called the Existing Conditions and Needs Assessment Report, which provides a thorough overview of the existing transportation network and provides an assessment of current and future transportation deficiencies. Readers also may go to www.dekalbtransportationplan2014.com to access additional information about this plan.

2014 Transportation Plan

EXISTING CONDITIONS AND NEEDS ASSESSMENT REPORT

Appendix

Chapter 3 County and Local Plans DeKalb County Parks and Recreation Master Plan

The Parks and Recreation Department is dedicated to enhancing the quality of life of the citizens by connecting communities to exceptional parks, recreational facilities, and cross generational programs that promote healthy and active lifestyles. The goal for this 2010 DeKalb County Comprehensive Parks and Recreation Master Plan is to set the direction for the Department by identifying the standards, policies, and resources required to achieve the County's goals for parks and recreation.

The purpose of the Parks and Recreation Master Plan was to create a collective vision in regards to the types of parks and recreation services to be provided by the County over the next decade. The DeKalb County Parks and Recreation Department started a process to build upon previous planning efforts, sought input from constituents and stakeholders and developed a plan of action to improve County-wide recreational opportunities.



Chapter 3 County and Local Plans Planning in DeKalb

The DeKalb County Comprehensive Plan is supported by many other planning documents that serve to shape development and the provision of County services. The graphic below in Figure 1.1 displays all relevant documents within which the comprehensive plan is based on. Livable Centers Initiatives and Neighborhood Studies are also referred to as Small Area Plans (SAP), which in detail, provide more detail to future land use recommended policy and strategies.

For more information on ARC LCIs:
<https://atlantaregional.org/plans-reports/livable-centers-initiative-2015-report/>



Neighborhood Studies / Master Plans

- Memorial Drive Revitalization Plan
- SDAT Bouldercrest
- Georgetown/N. Shallowford
- Lavista Blueprints
- Hidden Hills
- Lawrenceville Community Choice

Countywide Master Plans

- 2035 Comprehensive Plan
- 2014 Transportation Plan
- Strategic Economic Development Plan
- Consolidated Plan for HUD Programs
- Solid Waste Management
- Watershed Management
- Parks and Recreation
- DeKalb Transit Master Plan
- I-20 East MARTA TOD Plan

Livable Centers Initiative (LCI)

- Doraville GM Plant
- Medline
- Northlake
- Wesley Chapel
- Candler Flat Shoals

Chapter 3 County and Local Plans

Community Plans

Community planning is essential to the vitality of a community. Community planning is a local comprehensive planning process that is designed to build, strengthen, and support community structures. The overall intent of community planning is to develop an inclusive plan that can be utilized to guide local community development initiatives. People who are close to the underlining issues can clearly identify community needs and advocate passionately for local concerns. The process directly engages community leaders and the broad-based citizenry in an active effort to move their community from today's reality to the possibilities of tomorrow.

DeKalb County has assisted in the development of several community plans, including neighborhood plans, revitalization plans, and overlay studies, among others. Many have been adopted and others accepted by the Board of Commissioners, while others are in the process of completion. The status of the plans can be found on page 180 of this document. The community plans developed for DeKalb County are as follows:

1. Tucker Strategic Neighborhood Plan
2. Emory Village Revitalization Plan
3. LaVista Plan (Blueprints)
4. Scottdale Revitalization Plan
5. Greater Hills Community Overlay Study
6. Garvin Study
7. Lindbergh-Lavista Plan (Blueprints)
8. Moreland-Bouldercrest-Cedar Grove Plan



Corridor Plans

These are plans that generally occur along a stretch of road within the County. The acceptance or adoption is executed through the Board of Commissioners. Corridor Plans in DeKalb County are:

1. Lawrenceville Community Choice
2. Memorial Drive Strategic Action Plan
3. Clifton Corridor Transit Study
4. Buford Highway Corridor Study
5. Tucker Strategic Neighborhood Plan



Chapter 4 Public Involvement

Chapter 4 Public Involvement Schedule

Obtaining information from the public is one of the primary methods used for developing the Comprehensive Plan Update needs. Residents and stakeholders in the area present an important source of information for where the system can be improved. Even though our traditional methods for public engagement were altered during COVID-19, we were still able to gain input for critical areas of the plan. Opportunities for public input were leveraged, including two (2) steering committee and public meetings, virtually through Zoom. We included surveys to assist with input, along with development a project webpage. A technical stakeholders committee was established serving as a sounding board for analyses, public participation and documentation as well. This final report document also is being posted for a 30-day public review period in which anyone can download the document and submit comments. At the conclusion of the 30-day review period, there will also be a public meeting at a Board of Commissioners meeting where adoption will be discussed.

Table Public Outreach Schedule		
#	MEETING TYPE/FOCUS	DATE
1	Creation of Project Webpage & Public Information	July 2020
2	Finalize First Draft	August 2020
3	Finalize CWP/ROA with DeKalb Departments	October 2020
4	Steering Committee Meeting	August 2020
6	Public Meeting	October 2020
7	Complete Second Plan Draft	December 2020
8	Steering Committee Meeting	August/October 2020
9-13	Public Meeting	September/November 2020
14	DCA Review Process	Jan/Mar 2021
15	DeKalb Public Hearing Process	Apr/Jun 2021



Project Timeline 2021 Comprehensive Plan 5-Year Update



Plan Development

Beginning stage of preparing the document for updates. Process is guided by DCA Requirements and the Maintenance Schedule.

Public Engagement and Final Plan

Includes involvement of a steering committee and DeKalb citizens. The input will be vital to updating the Issues and Opportunities of the plan development. A project website has been developed as a resource. Due to COVID-19, all meetings will be virtual.

DCA Verification and Adoption

Involves the process of DCA review, BOC adoption of the plan, and DCA verification of the plan. Mandatory 60-day review period from DCA. QLG status may be suspended if the County fails to meet requirements by 10/29/21.

The Steering Committee

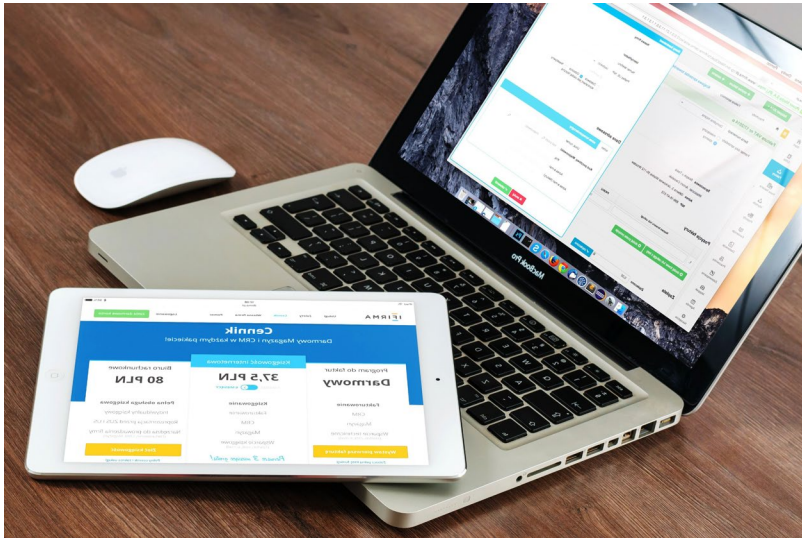
The purpose of the Steering Committee is to provide valuable input into the development of a 5 - year comprehensive plan update for DeKalb County based on each individuals expertise. Also, they will be an advocate for the goals of the plan so that information is spread among a larger group of DeKalb County residents. This group has met on two occasions, and have extensively communicated via email throughout the process. They were an integral part of the comprehensive planning process by providing challenging feedback, creative ideas, and guidance for planned public meetings. A list of the participating committee is listed in the following table.

The Committee:

- Commissioner Reps
- Community Council
- Decide DeKalb
- Atlanta Regional Commission



Prior to each public meeting, steering committee meetings were held. The Steering Committee played a major role in developing the strategic plan for the public meetings and the gathering input for the 2035 Plan.



Project Webpage

A specialized landing page was created on the Planning Department's website, for citizens to use as a valuable resource. This page contains the draft document, surveys, presentations and other planning resources.



Online Surveys

Surveys were created for the Steering Committee and the general public to gather information on what people thought about the needs and opportunities for the plan. This method allowed us to gain valuable input without collecting data in-person.



Virtual Meetings

Virtual conferencing applications like Microsoft Teams and Zoom were used to conduct Steering Committee and public meetings, in lieu of in-person meetings. PowerPoint presentations were also used to assist in the meetings.



Chapter 5 Issues and Opportunities


This section includes a list of Issues and Opportunities that DeKalb intends to address over the next five years. They will be followed by the Community Goals covered in the next section and will be addressed with programs listed in the Community Work Program. The potential Issues and Opportunities identified in the Plan have been modified based on stakeholder knowledge of the community, staff interpretation of the Community Assessment and comments provided by the Atlanta Regional Commission and the Georgia Department of Community Affairs.




Each Issue and Opportunity will be discussed under the following categories;

1. Intergovernmental Coordination
2. Historic and Natural Resources
3. Land Use / Sense of Place
4. Population and Housing
5. Economic Development
6. Broadband



Categories	Issues	Opportunities
<p data-bbox="122 297 563 401">Intergovernmental Coordination</p> 	<p data-bbox="621 297 919 329">Communication</p> <p data-bbox="621 339 1416 411">A lack of communication between DeKalb County Government and the Department of Education.</p>	<p data-bbox="1605 297 2397 401">Land use development coordination has improved between DeKalb County Government and the Department of Education.</p>
	<p data-bbox="621 439 861 472">Coordination</p> <p data-bbox="621 482 1556 554">The lack of communication between DeKalb County and its municipalities.</p>	<p data-bbox="1605 439 2397 511">Service delivery coordination and participation has increased in the past few years.</p>
	<p data-bbox="621 582 1054 615">Impact of Incorporation</p> <p data-bbox="621 625 1544 696">New incorporations and annexations has impacted DeKalb County's service delivery.</p>	<p data-bbox="1605 582 2415 682">County staff have begun to analyze the impact of incorporations and annexations across departments with existing municipalities.</p>
<p data-bbox="112 718 573 822">Natural and Historic Resources</p> 	<p data-bbox="621 718 851 751">Greenspace</p> <ol data-bbox="621 761 1556 982" style="list-style-type: none"> 1. The county needs to preserve open space and its critical environmental areas. 2. The County's availability of greenspace is shrinking, due to increased development. 3. Some neighborhoods desire more small and local park/greenspace options. 	<p data-bbox="1605 718 2288 789">DeKalb has a greenspace program that has expanded and added new parks.</p>
	<p data-bbox="621 1011 843 1043">Historic Sites</p> <p data-bbox="621 1053 1531 1125">There are many sites that need to be evaluated for historic designation.</p>	<p data-bbox="1605 1011 2359 1082">There are tools in place to preserve the County's historic districts.</p>
	<p data-bbox="621 1153 952 1186">Stormwater Runoff</p> <p data-bbox="621 1196 1544 1268">Non-point source pollution and stormwater runoff are major concerns.</p>	<p data-bbox="1605 1153 2410 1253">The county is dedicated to using Best Management Practice (BMP) to reduce the impact of stormwater runoff and non-point source pollution.</p>

Categories	Issues	Opportunities
<p style="text-align: center; font-size: 24px; color: white;">Land Use</p> 	<p>Residential</p> <ol style="list-style-type: none"> Multi-Family – Many older multi-family developments are suffering from physical deterioration and are often concentrated in areas with higher poverty rates. Single-Family – Residents in some parts of the county have raised concerns over stormwater runoff and sewer capacity problems as more intense developments have increased around their neighborhoods. 	<ul style="list-style-type: none"> Many new re-developments have taken place on or near underutilized commercial corridors. Many new-redevelopments have added density and a diversity of housing types and options. The County is dedicated to using Best Management Practice (BMP) to reduce the impacts of stormwater runoff and non-point source pollution.
	<p>Commercial Corridors</p> <ol style="list-style-type: none"> Many residents feel that some corridors and retail centers have uses that do not meet the needs of nearby residential neighborhoods. Some major corridors have a high percentage older retail strip commercial centers are in decline or underutilized. 	<ul style="list-style-type: none"> The location of underutilized strip commercial centers will allow for redevelopment along major corridors without intruding into established residential neighborhoods. Declining and underutilized strip commercial centers provide an opportunity for redevelopment and mixed use. A new zoning code will be updated that shall begin to address density and design concerns.
	<p>Neighborhood Character Many neighborhoods lack a sense of place or identity.</p>	<ul style="list-style-type: none"> The County is undergoing Gateway and Branding implementation of the Memorial Drive Revitalization Plan to identify character in the neighborhood.
	<p>Parks and Trails Pedestrian and/or bike connectivity is lacking, along major corridors, between new developments, neighborhoods, retail centers, parks and institutional attractions.</p>	<ul style="list-style-type: none"> DeKalb has significantly increased the amount of parks and its trail network around and between existing neighborhoods.
	<p>Transportation</p> <ol style="list-style-type: none"> Areas with high levels of development have raised density and traffic concerns amongst existing residents. Traffic congestion and commute times, especially around high growth areas, could impact future development and zoning decisions. Some high intensity uses are not adequately served by public transportation. 	<ul style="list-style-type: none"> The increased acceptance and demand for Transit Oriented Development (TOD) has increased redevelopment opportunities around existing MARTA stations.

Categories	Issues	Opportunities
<p>Population</p> 	<p>Poverty Poverty rates have increased in certain sections of central and south DeKalb County.</p>	<p>The cost of living is relatively low in many parts of the county compared to the region as a whole.</p>
	<p>Seniors</p> <ol style="list-style-type: none"> 1. The senior population is expected to continue to increase and require more housing and service options. 2. Gentrification continues to displace seniors low income residents. 	<p>DeKalb's diverse population and cultural diversity allow for a wide range of social, cultural and economic opportunities.</p>
<p>Housing</p> 	<p>Affordable Housing The location of affordable housing is often away from major amenities, employment centers and high-income neighborhoods.</p>	<p>DeKalb has proximity to downtown Atlanta and many growing in-town neighborhoods.</p>
	<p>Housing Types Many subdivisions built over the last 30 years are in need of increased upkeep, maintenance or rehabilitation.</p>	<p>Density and housing types are increasing within some new developments allowing for more housing options.</p>
<p>Economic Development</p> 	<p>Innovativeness There is public concern that more innovative economic development needs to take place.</p>	<p>Due to its proximity to Hartsfield-Jackson Atlanta Airport and major freight corridors, Southwest DeKalb has logistics and distribution opportunities.</p>
	<p>Disparity of Economic Growth</p> <ol style="list-style-type: none"> 1. Some parts of central and south DeKalb lack adequate retail and employment options. 2. DeKalb's economic growth has been uneven and primarily in north and parts of Central DeKalb. 	<p>The DeKalb Development Authority (Decide DeKalb) has been recognized as DeKalb's agency to implement economic development activity.</p>
	<p>Impact of Incorporation Incorporations and annexations have impacted unincorporated DeKalb's tax base and service delivery.</p>	<p>DeKalb has strong medical, educational and research institutions.</p>

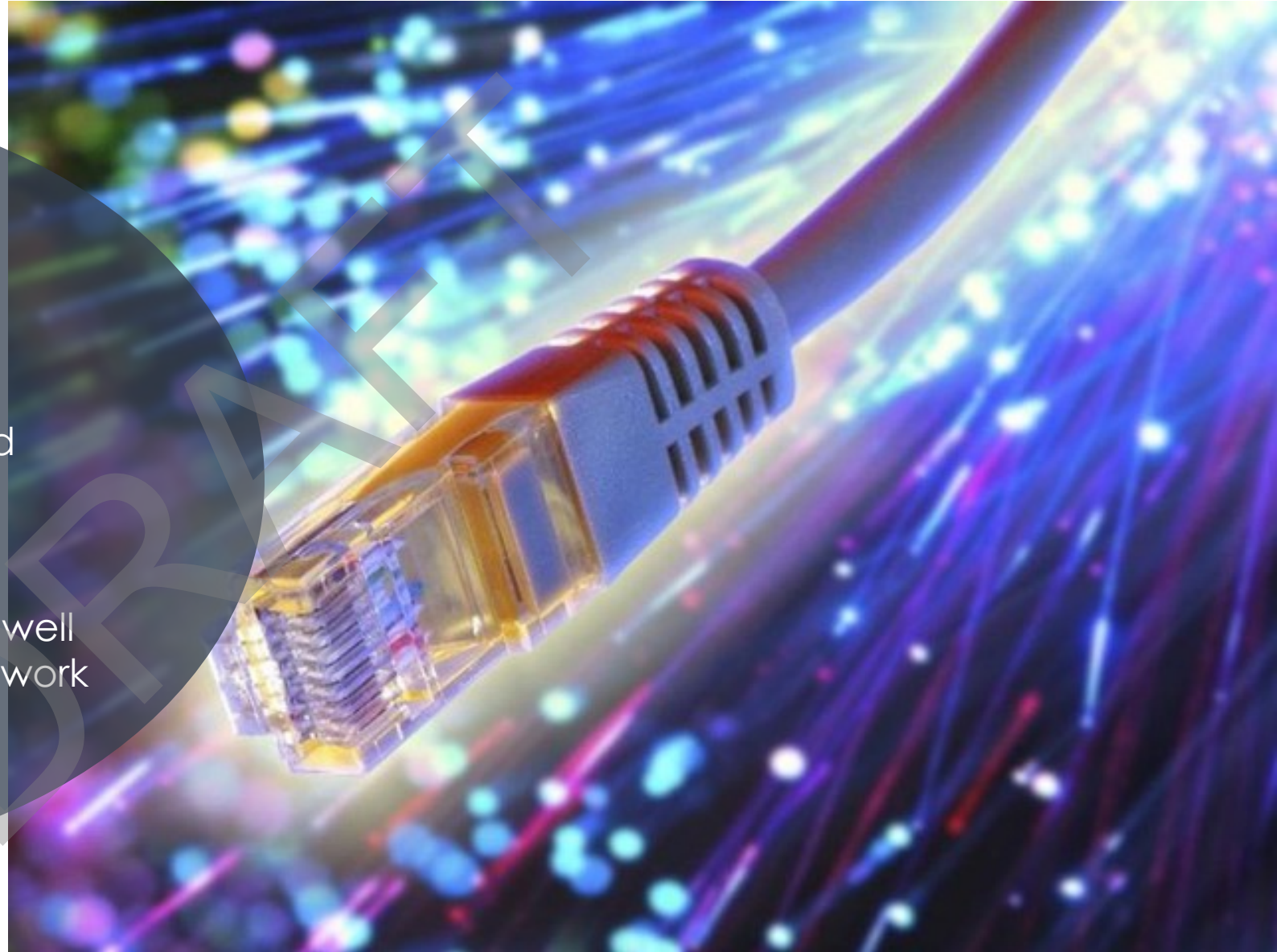
Broadband

Issues

Not enough people in south portion of DeKalb County know about broadband capabilities in their neighborhood.

Opportunities

DeKalb provides broadband service to well over 90% of it's citizens. The county will work to market the service on the county website.



Chapter 6 Community Goals

The Community Goals section will provide the long-term vision and policies for DeKalb County’s future growth. The foundation of this section is are updated goals from the 2015 Comprehensive Plan. The process included community input, assessment of current needs and opportunities, and adjustments based on the updated Department of Community Affairs Minimum Standards and Procedures For Local Comprehensive Planning. Specific implementation policies are tied to each goal and are listed in the Community Work Plan section.



Natural & Historic Resources

- Preservation
- Trail Network
- Open Space Acquisition
- Stormwater Management
- Neighborhood Parks
- Environmental Sensitivity

Housing

- Infill
- Multi-family
- Workforce
- Seniors
- Mixed Use
- Housing Variety
- Code Compliance
- Special Needs

Economic Development

- Revitalize Corridors
- Public / Private Partnerships
- Infrastructure and Aesthetics
- Employment Center Creation

Transportation

- Asset Management
- Functional Classification
- Freight and Air Travel
- Access Management
- Complete Streets
- Bicycle and Pedestrian
- Demand Management
- Coordination with MARTA
- Schools
- Priority Projects

Land Use

- Protection of Single Family Residential
- Mixed Use Development
- Enhanced Buffers
- Staggered Heights
- Streetscaping
- Cultural Diversity
- Traffic Calming
- Healthy Neighborhoods
- Connectivity
- Small Area Plans
- Broadband

Broadband Policies

1. **Service Areas** -

Identify Unserved Locations within Service Areas and target them through collaboration with governments, educational/institutional entities, and private sector partners

2. **Activity Centers** -

Market Broadband coverage in Activity Centers to attract redevelopment partners and startup businesses.

3. **Low Coverage Areas** -

The Georgia Broadband Deployment Initiative has identified Low or no coverage areas within the county. DeKalb County will develop partnerships to address these areas.

4. **Marketing** -

Over 98% of DeKalb County has broadband access. And nearly 70% of DeKalb County has high speed broadband access. These factors should be used to attract investment from business, education, and healthcare sectors.



Natural Resources Policies

1. **Environmental Sensitivity** -

Protect environmentally-sensitive areas including wetlands, floodplains, water supply watersheds and stream corridors

2. **Develop more Neighborhood Parks** -

Increase the amount of parks within neighborhoods that are easily accessible to nearby residents.

3. **Trails Networks** -

Continue to expand the existing network of trails and greenways. Look for opportunities for new trail networks .

4. **Environmental Preservation** -

Preserve trees and other natural resources to protect the environment and aesthetically enhance communities.

5. **Historical Preservation** -

Preserve and protect historic character of the County including historic and culturally significant sites.

6. **Open Space Preservation** -

Encourage the preservation of open space, farmland, natural and critical environmental areas.

7. **Acquisition of Open Space** -

Continue coordination with Recreation, Parks & Cultural Affairs to facilitate open-space acquisition and expansion

8. **Zoning** -

Implement zoning tools that preserve open space, natural resources and the environment.

9. **Private Partnerships** -

Partner with nongovernmental organizations to acquire and protect land.

10. **Stormwater Management** -

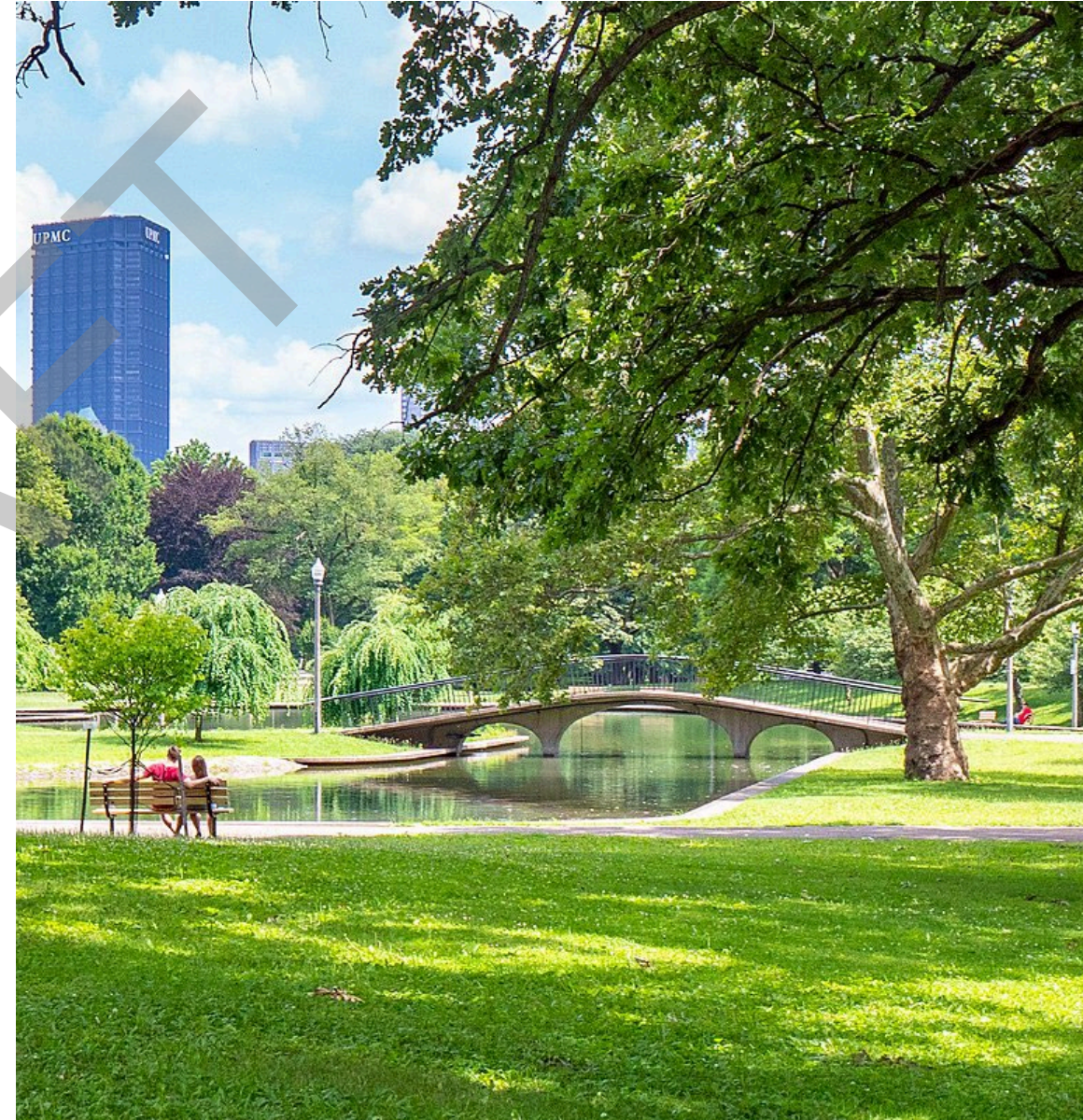
Encourage techniques to reduce storm water runoff and other drainage issues as part of development activities.

11. **Development Guidelines** -

Enact guidelines and structural controls to minimize the affects of stormwater runoff.

12. **Preservation** -

Encourage the preservation of open space, farmland, natural and critical environmental areas.



Historic Preservation Policies

1. **Preservation** - Encourage the preservation and adaptive reuse of rural and historic structures to promote a sense of place related to the heritage and rural character of communities.
2. **Development** - Maintain the atmosphere of historic areas while accommodating new residential development.
3. **Zoning** - Establish new and enforce ordinances to protect historic areas.
4. **Preservation** - Continue the preservation of Historic and Architectural Districts, structures and sites.
5. **Analysis** - Complete a County-wide Historic Resource Survey
6. **Historical Sites** - Identify additional historically significant sites and institute “formal protection” through historic preservation designation.
7. **Urban Design** - Enforce urban design criteria for historic preservation districts.



Housing Policies

- 1. Infill Housing Development** - While meeting infill/historic guidelines, identify and encourage new and innovative approaches to quality residential development which expand housing opportunities and minimize public and private costs.
- 2. Multi-family Housing** - Improve the conditions of older apartment structures within DeKalb County.
- 3. Housing Variety - Design Guidelines** - Continue to enforce and improve design guidelines for residential infill that is compatible with the surrounding area.
- 4. Fair Housing** - During the rezoning process, prevent the occurrence of discrimination in housing on the basis of age, race, religion, sex, or national origin.
- 5. Workforce Housing** - Provide workforce housing in appropriate activity centers in the County.
- 6. Senior Housing** - Encourage housing for the elderly that is well planned, soundly financed and located within a pedestrian friendly, residential community.
- 7. Special Needs** - Increase the availability of special needs housing to meet the growing population.
- 8. Mixed Use Developments** - Promote mixed use developments that allow for more affordable housing types in typical higher end developments.
- 9. Housing Variety/Access** - Utilize the zoning code to provide a variety of housing opportunities and choices to better accommodate the needs of residents. Mixed use developments shall include a variety of home styles, densities and price ranges in locations that are accessible to jobs and services.
- 10. Code Compliance** - Improve the enforcement of building codes and standards to improve housing conditions within aging multifamily housing developments.



Transportation Policies

According to the 2014 Transportation Plan, it addresses different policies that DeKalb County has considered and will continue to refine and implement over the coming years. The following policies provide only a frame work of policy guidelines, and the complete detail are included within the 2014 Transportation Plan:



Roadway Functional Classification

Provide a system of categories include at a minimum arterials, collectors, and local roads. Access and mobility are the two key factors.

- A. **Arterials** - provide greater mobility (meaning higher speeds over greater distances) while providing very little access to adjacent land uses through driveways and interconnecting roadways.
- B. **Local Streets** - Provide less mobility (typically meaning lower speeds) but better local access to adjacent destinations because of more driveways and intersections.
- C. **DeKalb County Functional**

Classification Map - DeKalb County has adopted a functional classification that is based on baselines provided by GDOT. (See Map 1 on page 33 of the 2014 Transportation Plan, Recommendations Report)

System Maintenance

Provide system maintenance such as road resurfacing, signal timing, and bridge repair.

- A. **Roadways** - Maintain the existing roadway system to sustain the success and growth of DeKalb County.
- B. **Bridges** - Maintain, repair, and replace bridges that are necessary for the public's safe travel.
- C. **Signal Systems** - Maintain signal systems and Advanced Traffic Management Systems (ATMS) infrastructure in the County to provide efficient and safe flow of traffic.

Freight and Air Travel

- A. **Truck Route Designation** - Routes where heavy vehicles can operate legally for the purpose of general travel throughout the County.
- B. **Truck Route Design Considerations** - Need to be balanced with concerns for other modes as well, particularly in areas where there are higher instances of bicycles and pedestrians.
- C. **Rail Lines and Crossings** - Two locations have been identified for improvements: 1) North Clarendon adjacent to East Ponce de Leon Avenue (upgrade traffic signal) and, 2) Goldsmith Road adjacent to East Ponce de Leon Avenue (upgrade traffic signal).
- D. **Airport** - Guide future development former GM plant to coordinate with the DeKalb-Peachtree Airport.
- E. **DeKalb County Recommended Truck Network** - See Map 2 on page 35 of the 2014 Transportation Plan, Recommendations Report.

Human Service Transportation

Provide and improve non-emergency transportation access to transportation disadvantaged populations. Strategies include:

- A. **LCI Areas** - Continue to implement projects within LCI study areas
- B. **Infill Development** - Continue to focus on infill development around existing and planned transit infrastructure.
- C. **Sidewalks** - Continue to install sidewalks and improve crossings.
- D. **TOD** - Continue working with MARTA and developers to create more transit-oriented development around existing and planned transit stations.

Complete Streets

Design and construct roadway corridors to accommodate users of all ages, abilities, and modes.

- A. **Construction** - Consider installing bicycle, pedestrian, and transit facilities along any roadways that are newly constructed or largely modified.
- B. **Strategy** - Refer to the Appendix of the 2014 Transportation Plan for more detail on the installation of Complete Streets in the County.

Bike and Pedestrian

Levels of Service - Use this method for evaluating bicycle and pedestrian accommodations on roadways. Strategies include, but are not limited to the following:

- A. Investigate the potential for making new bicycle and pedestrian connections between streets that terminate to one another, but do not physically connect.
- B. *Bicycle and Pedestrian Level of Service Goals* - Refer to Map 3 of the 2014 Transportation Plan, Recommendations Report on page 43.

Bicycle Priority Network - All roadway projects will be evaluated as candidates for possible bicycle and pedestrian improvements.

Asset Management

Balance the need to access major thoroughfares through intersecting driveways and streets with the need to preserve speed and safety for travelers using those thoroughfares. Involves the control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway.

- A. **Approach** - Allow the existing roadway corridor to be preserved while maintaining traffic flow by improving the ability to access destinations.
- B. **Strategy** - Use the access management toolkit in the Appendix of the 2014 Transportation Plan.

TDM and Land Use

Transportation Demand Management (TDM) -

Promote the reduction of single-occupancy vehicle (SOV) commute trips, through strategic programs such as carpooling, vanpooling, teleworking, and establishing flexible work arrangements.

Transit and Land Use - Pair transit investment with complementary transit-oriented development patterns.

ARC and MARTA

Coordination with MARTA - Use the concepts involving rail stations, bus systems, and other related sources in efforts to continue strengthening coordination between DeKalb County and MARTA.

ARC - Continue to partner with ARC to improve Human Services Transportation. Refer to ARC's Human Services

Transportation Policies

According to the 2014 Transportation Plan, it addresses different policies that DeKalb County has considered and will continue to refine and implement over the coming years. The following policies provide only a framework of policy guidelines, and the complete detail are included within the 2014 Transportation Plan:

Schools

Recommendations include setting priority transportation projects that affect schools; consider future study of other school transportation priorities; and, prioritize school siting considerations. (see the 2014 Transportation Plan, Recommendations Report for more detail, on pages 64-65).

Projects

Major Regional Projects - Encourage the implementation of projects that require the coordination and resources beyond the County's control, that include: Managed Lanes, Collector-Distribution Systems, Interchange Improvements, and Transit Expansion. *Note: More details are found in the 2014 Transportation Plan, on pages 66-69.*

Priority Projects for DeKalb County and DeKalb Cities - As funding becomes available, implement projects within Tier 1, Tier 2A, 2B, & 2C, and Tier 3. *Note: More details on specific projects, funding, tables and maps are found in the 2014 Transportation Plan, Recommendations Report, on pages 70-139.*

Project Fact Sheets - This is a portion of the 2014 Transportation Plan that prioritizes projects within unincorporated DeKalb County and each of its cities. They contain relevant information that include:

- Project Name and Tier
- Description and Details
- Probable Costs
- Implementation Detail
- Funding Considerations
- Project Map



Access Management

Balance the need to access major thoroughfares through intersecting driveways and streets with the need to preserve speed and safety for travelers using those thoroughfares. Involves the control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway.

- A. Approach - Allow the existing roadway corridor to be preserved while maintaining traffic flow by improving the ability to access destinations.
- B. Strategy - Use the access management toolkit in the Appendix of the 2014 Transportation Plan.

Human Service Transportation

Provide and improve non-emergency transportation access to transportation disadvantaged populations. Strategies include:

- A. **LCI Areas** - Continue to implement projects within LCI study areas
 - B. **Infill Development** - Continue to focus on infill development around existing and planned transit infrastructure.
 - C. **Sidewalks** - Continue to install sidewalks and improve crossings.
 - D. **TOD** - Continue working with MARTA and developers to create more transit-oriented development around existing and planned transit stations.
- ARC** - Continue to partner with ARC to improve Human Services Transportation. Refer to ARC's Human Services
- A. Transportation Plan 2013 Limited Update and Lifelong Communities Handbook.
 - B. **Funding** - Bolter programs currently being offered through the Human Development Department.

Complete Streets

Design and construct roadway corridors to accommodate users of all ages, abilities, and modes.

- A. **Construction** - Consider installing bicycle, pedestrian, and transit facilities along any roadways that are newly constructed or largely modified.
- B. **Strategy** - Refer to the Appendix of the 2014 Transportation Plan for more detail on the installation of Complete Streets in the County.



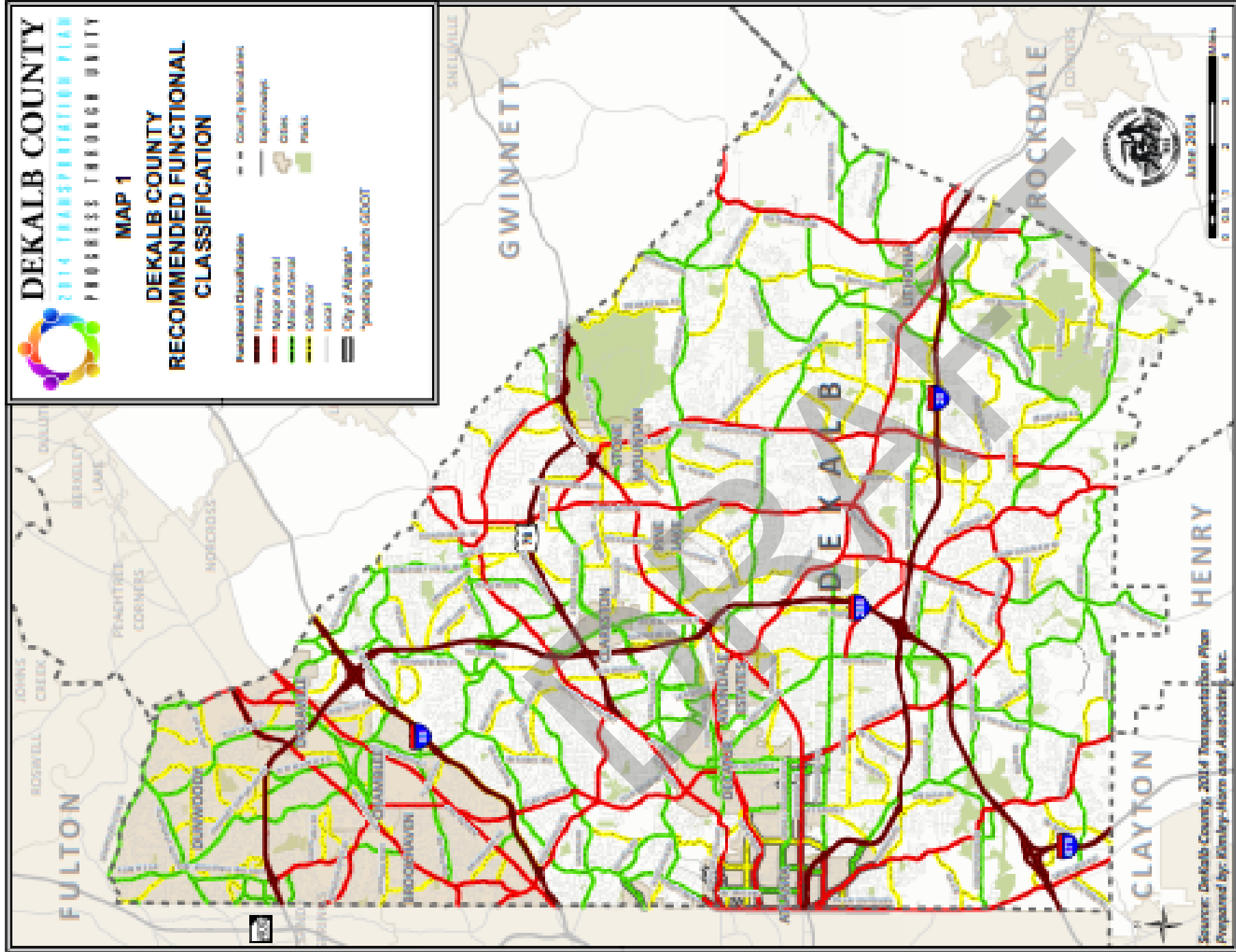
DEKALB COUNTY
2014 TRANSPORTATION PLAN
PROGRESS THROUGH UNITY

MAP 1

**DEKALB COUNTY
RECOMMENDED FUNCTIONAL
CLASSIFICATION**

- Functional Classification**
- Interstate
 - Major Arterial
 - Minor Arterial
 - Collector
 - Local
 - City of Atlanta*
*pending to match GDOT

- County Boundaries
- Expressway
- City
- Port



Source: DeKalb County 2014 Transportation Plan
Prepared by: Kirby-Horn and Associates, Inc.



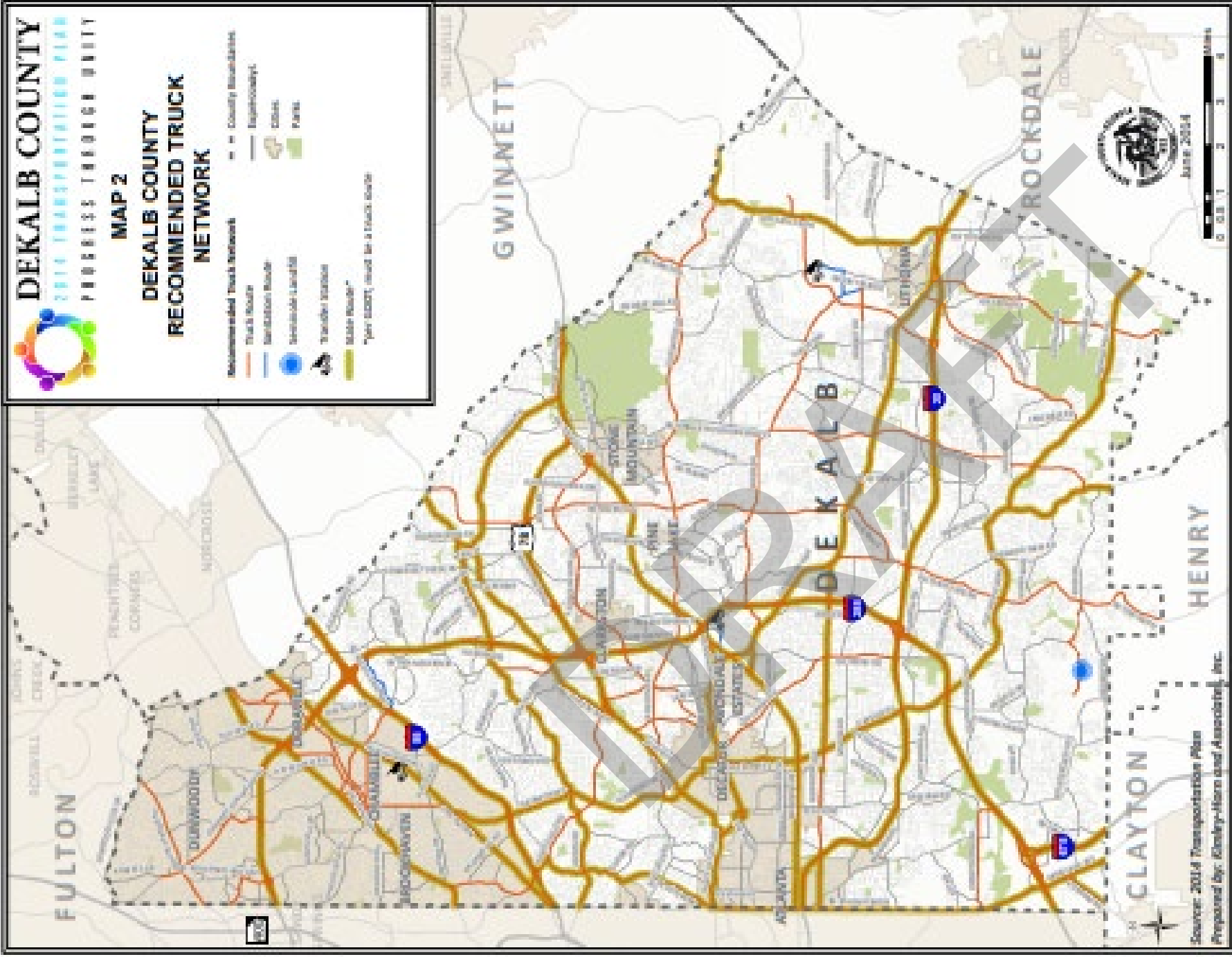
June 2014



5-Year Update 
2021 Comprehensive Plan

Chapter 6
Community Goals
Transportation

Recommended
Functional
Classification Map
2014 DeKalb
Transportation Plan



Chapter 6
 Community Goals
 Transportation

Recommended
 Truck Network Map
 2014 DeKalb
 Transportation Plan

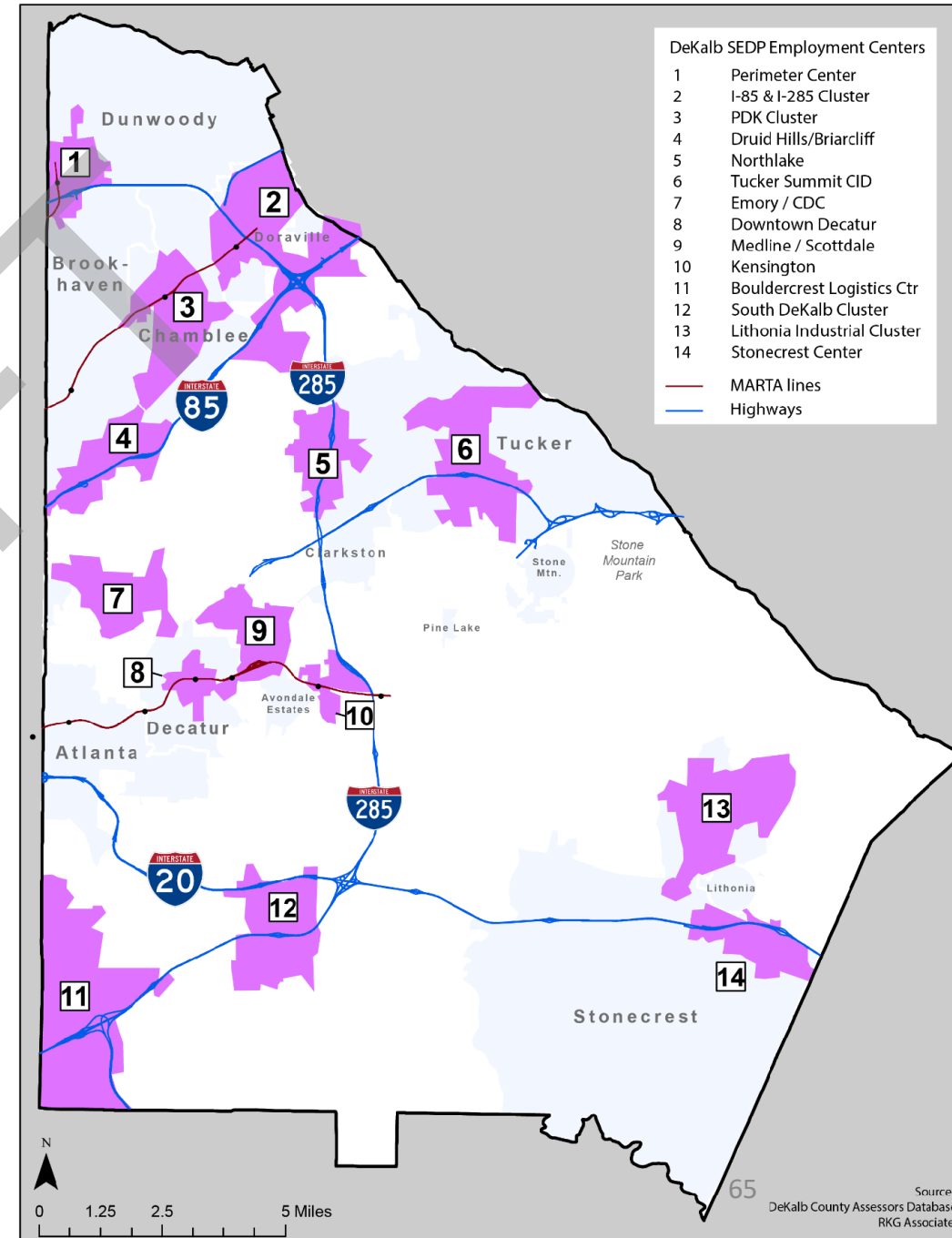
Chapter 6 Community Goals Economic Development Policies

The policies identified in this section support what has been previously addressed in activity centers, and also provide guidance for character areas in the county that are outside of activity centers. Many of these policies are derived from the DeKalb County Economic Development Strategic Plan.






Economic Strategic Plan (EDSP) - Implement the recommendations identified in the DeKalb County Economic Strategic Plan.

(The following is from the Comprehensive Economic Development Strategic Plan - DeKalb County Strategic Recommendations report completed in 2014 by Angelou Economics. Included are the reports recommendations that most directly apply to the 2035 Comprehensive Plan. Please refer to the full report for more details)

Target Area Industries



Target Areas within DeKalb County Employment Centers

DeKalb County Employment Centers (Unincorporated)	 Logistics and Distribution	 Corporate Headquarters and Business Operations	 Advanced Manufacturing	 Health Care and Life Sciences	 Film, Arts and Entertainment
Kensington Station	-----	YES	-----	-----	-----
South DeKalb Cluster	YFES	YES	YES	-----	-----
Bouldercrest Cluster	YES	-----	YES	-----	-----
Medline/Scottdale	-----	-----	-----	YES	-----
North Druid Hills Briarcliff		YES		YES	
Emory/CDC				YES	

Revitalize Commercial Corridors and Embrace New Employment Centers

During the development of the EDSP, analysis was completed to identify locations to focus job creation and overall economic growth. This analysis included consideration of the corridors and activity centers within the previous 2025 Comprehensive Plan as well as additional locations that based on the following criteria:

- strategic location
- existing commercial activity
- land availability, and
- potential development

* The majority of the EDSP's recommendations align with or are adjacent to centers and corridors recommended within this plan and the previous 2025 Comprehensive Plan. Below are the EDSP's Action Plan's for the Employment Centers and Commercial Corridors identified.

Policies

1. **Incentivize redevelopment and build public/private partnerships** - To ensure economic relevance, DeKalb County must encourage redevelopment.
2. **Create employment centers throughout the region** - employment centers shall be created at strategic, historically underutilized intersections or sites.
3. **Use incentives and prime locations to support existing industry clusters and to create new ones** - Employment centers shall not focus solely on the target industries but shall also provide opportunities for supporting mixed-use development that includes housing and retail.

Enhance Quality of Place

Policies

1. **Incorporate new employment centers in next comp plan update** - A complementary approach to land use and zoning must be implemented to support the establishment and growth of the employment centers.
2. **Improve Infrastructure & Aesthetics of Major Corridors** - The county needs to invest in infrastructure improvements, such as walkability, street connectivity, and beautification projects along its major corridors.



DeKalb County 2035
Comprehensive Plan
5-Year Update

Chapter 7
Land Use



Contents

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	Future Development Plan Concept	Suburban
	Future Land Use Map (FLUM)	Traditional Neighborhood
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	Land Use Consistency Table	Institutional
	Land Use Policies	
	Development of Activity Centers	126 Small Area Plans (SAP)
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	Transit Oriented Development	I-20 East TOD MARTA Plans
86	Character Area Land Uses (Policies and Development Guidelines)	Livable Centers Initiative (LCI) Plans
	Regional Center	Master Active Living Plans (MALP)
	Town Center	
	Neighborhood Center	
	Community Revitalization Center	
	Industrial	

Development Plan Concept

The Future Land Use Map provides specific and detailed future development patterns for the County. This Future Land Use Plan and Map consists primarily of the Activity Centers which emerged from the concept map. There are three types of Activity Centers: Neighborhood Centers, Town Centers and Regional Centers, which have emerged and included as a part of the Future Development Plan. There are a total of **46** Activity Centers countywide. In addition, the Future Development Plan includes residential designations: Rural, Suburban, and Traditional.



TOWN CENTERS		
ID	NAME/LOCATION	SMALL AREA PLAN
2	I-285 & Chamblee Tucker Road	None
5	Toco Hills	N. Druid Hills LCI
9	Memorial Drive & Columbia Drive	Master Active Living Plan
19	I-20 and Panola Road	MARTA I-20 TOD Plan
20	I-20 and Wesley Chapel Road	Wesley Chapel LCI and MARTA I-20 TOD Plan
22	I-20 and Candler Road	Flat Shoals and Candler Road LCI
23	I-20 and Gresham Road	Master Active Living Plan
28	Redan Road and Indian Creek Drive	Master Active Living Plan
31	North DeKalb Mall	None
36	Clifton Community	None
40	Swift Creek	None
45	N. Decatur & Scott Blvd.	Medline LCI

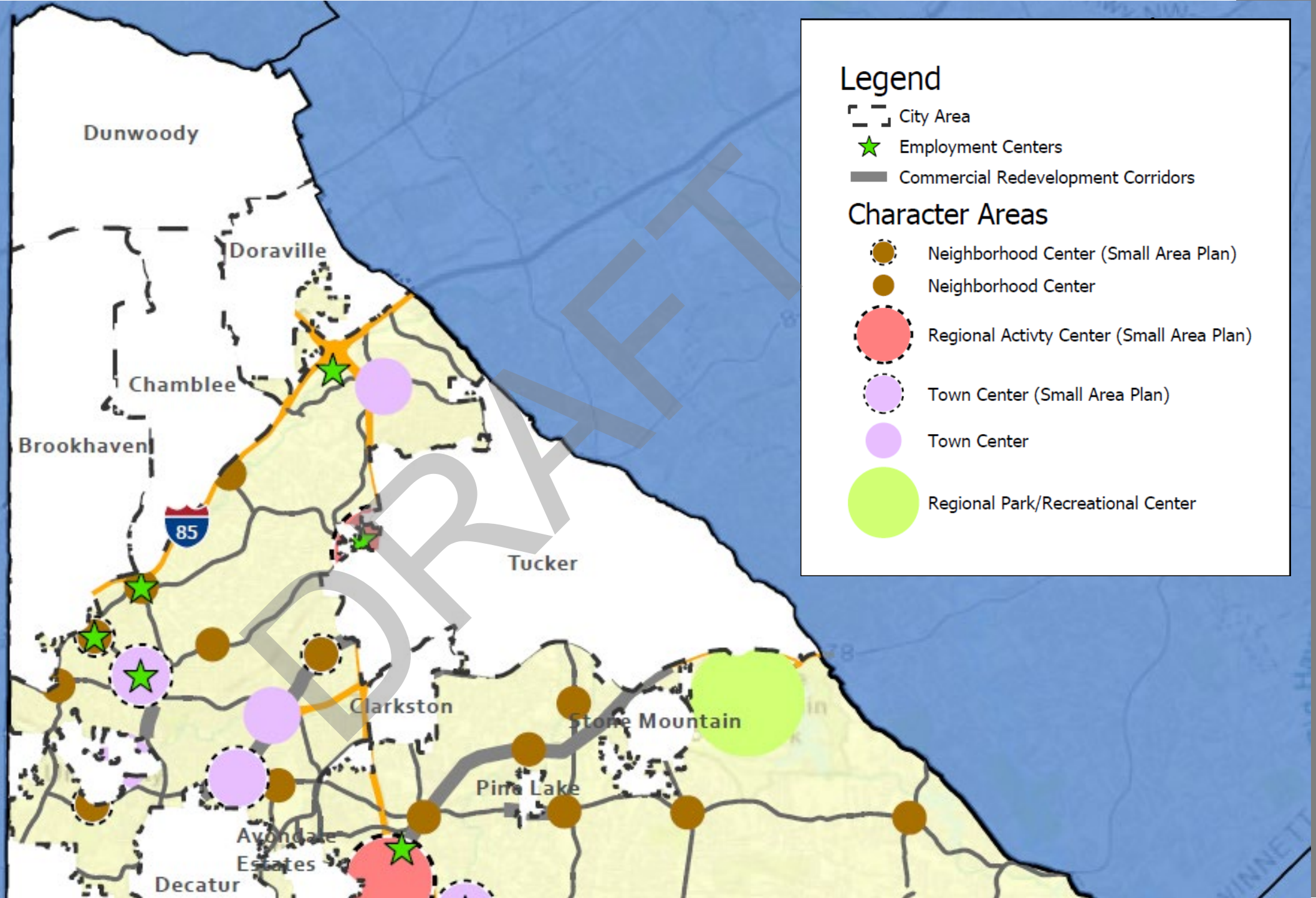
REGIONAL CENTERS		
ID	NAME/LOCATION	SMALL AREA PLAN
3	Northlake Mall	Northlake LCI
8	Kensington MARTA Station	Kensington MARTA Station LCI
	Memorial Drive & I-285	Memorial Drive Plan

REGIONAL PARK & RECREATIONAL CENTERS		
ID	NAME/LOCATION	SMALL AREA PLAN
25	Arabia Mountain Park	
26	Stone Mountain Park	

NEIGHBORHOOD CENTERS		
ID	NAME/LOCATION	SMALL AREA PLAN
1	Moreland Ave. & Cedar Grove	SDAT - SW DeKalb
4	LaVista Road & Briarcliff Road	None
6	Oak Grove	None
7	Emory Village	Livable Centers Initiative
10	GSU/Georgia Piedmont	Memorial Drive Plan
11	Village Square/Value Mall	Memorial Drive Plan
12	Panola & Rockbridge Road	None
13	Deshon & Rockbridge Road	None
14	Redan & Hairston Road	None
15	Covington Highway & Hairston Road	None
16	Covington Highway & Panola Road	None
17	Covington Highway & DeKalb Medical Way	None
20	Hairston Road & Central Drive	None
21	Flat Shoals Pkwy & Wesley Chapel Road	Master Active Living Plan
24	East Lake Village	None
27	Browns Mill & Klondice Road	None
29	Redan Road	None
30	Salem Crossing	Master Active Living Plan
32	Bouldercrest & I-285	SDAT - SW DeKalb
33	Briarcliff & N. Druid Hills Road	Livable Centers Initiative
34	Shallowford Road & I-285	None
35	Clairmont & Briarcliff Road	None
37	Cedar Grove	SDAT - SW DeKalb
38	Panola & Redan Road	None
39	Hairston and Rockbridge Road	None
41	Memorial Drive & Wilkinson Drive	None
42	Flat Shoals Pkwy & Clifton Road	Livable Centers Initiative
43	Panola and Young Road	
44	N. Decatur Road & DeKalb Industrial Way	Livable Centers Initiative
46	Lawrenceville Hwy & McLendon Drive	Community Choice

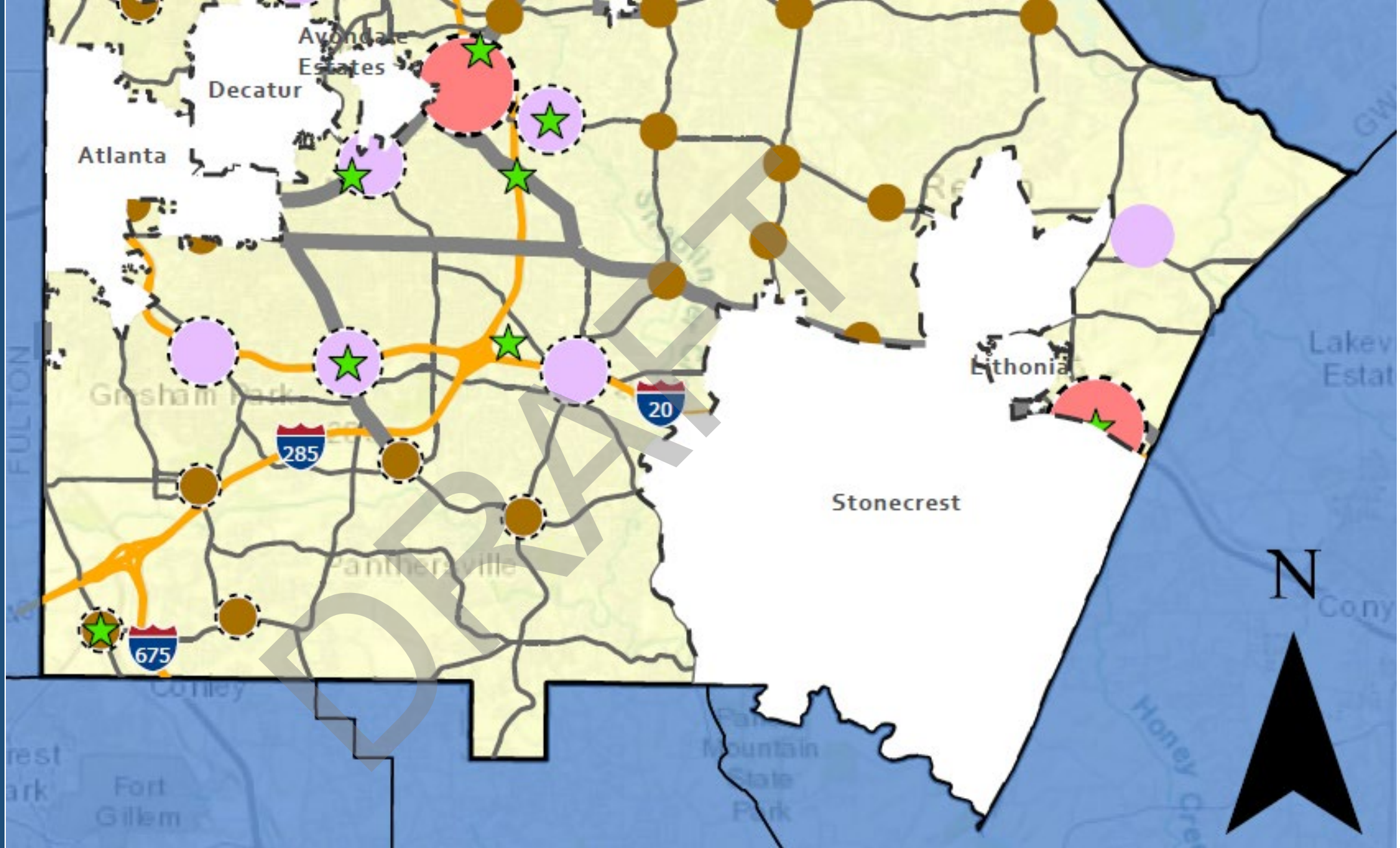
NORTH DEKALB

2035 Future Development Concept Map



SOUTH DEKALB

2035 Future Development Concept Map



Chapter 7 Land Use Future Land Use Map (FLUM)

This map was created by delineating the boundaries of each of the character areas, based on the concept map as well as the countywide small area studies and existing and proposed transit stops, which were instrumental in the location of the Activity Centers. The 46 Activity Centers have also been mapped and placed in the appendices section of this document. Each parcel of land in the County is identified with a future land use designation.

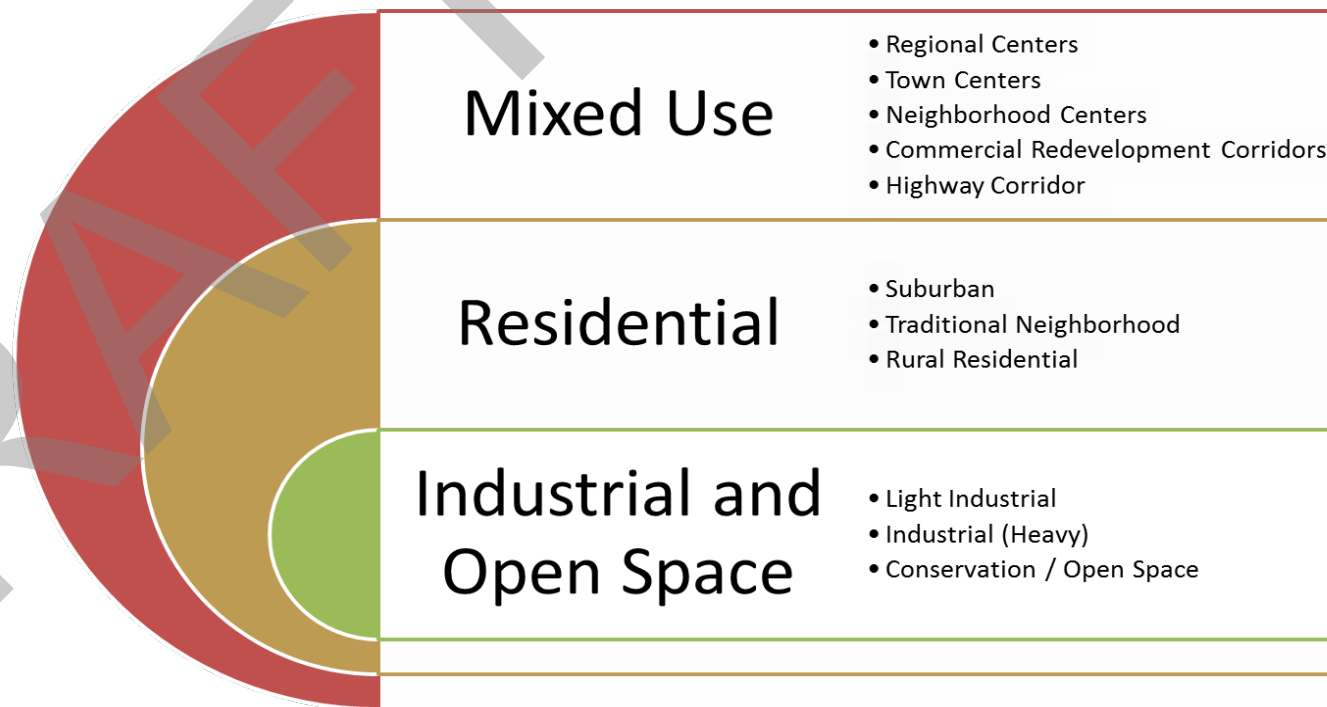
The Future Land Use Map also includes gateways, which are not a part of the character areas. These gateways are locations that serve as important entrances and means of access into the County and create an identity or “sense of place.” Gateways may be represented with appropriate signage, landscaping,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

The Future Land Use Map depicts the way the County anticipates land will be used over the next 20 years. The map will be put into practice as a guide for zoning decisions. The policies in this section are a continuation of the countywide policies discussed further in the Community Goals Section.

A digital and interactive version of a parcel specific future land use map is available on our website. Click the following link for access:

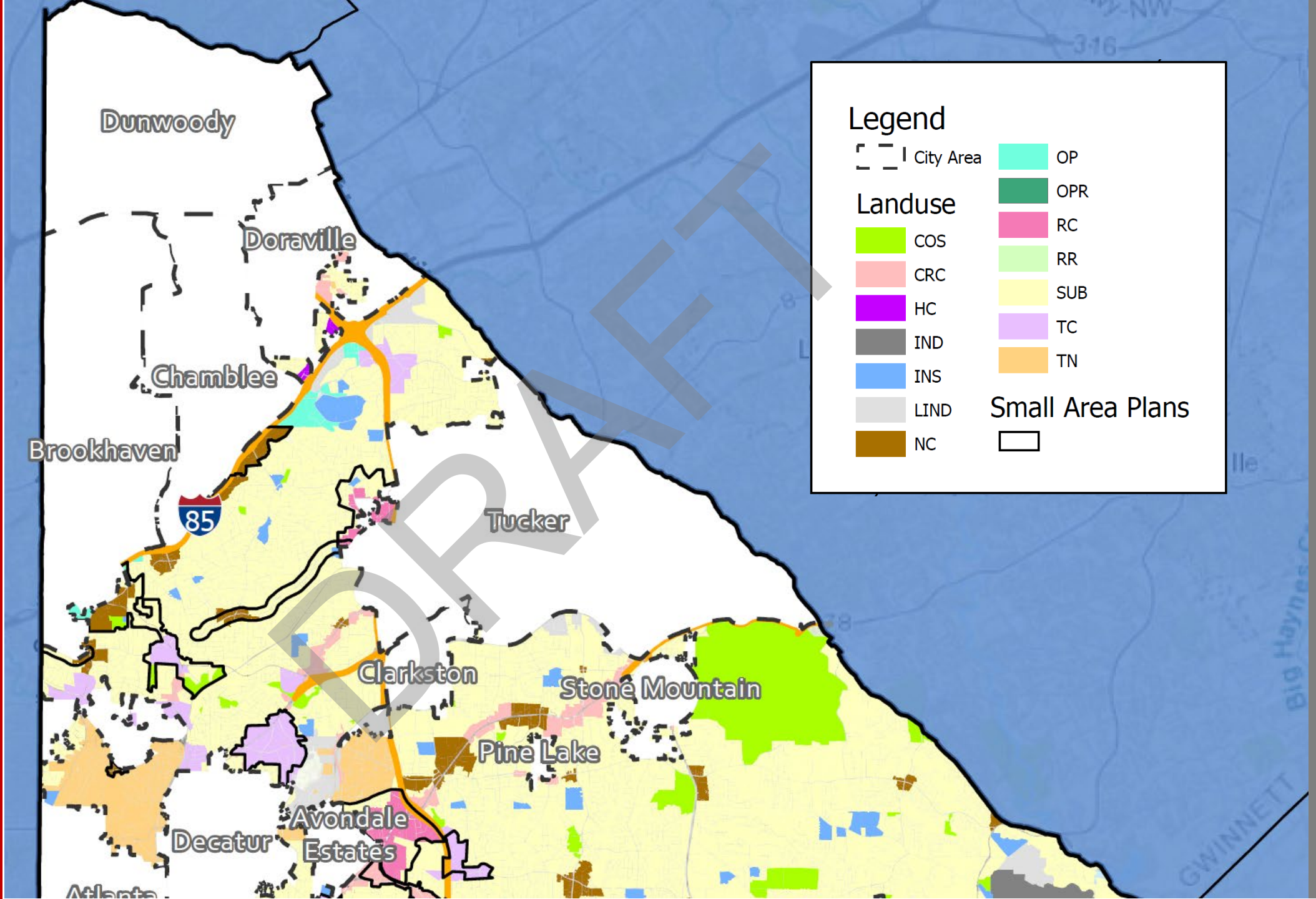
<https://dekalbgis.maps.arcgis.com/apps/webappviewer/index.html?id=f241af753f414cdfa31c1fdef0924584>

Character Area Groupings at a Glance



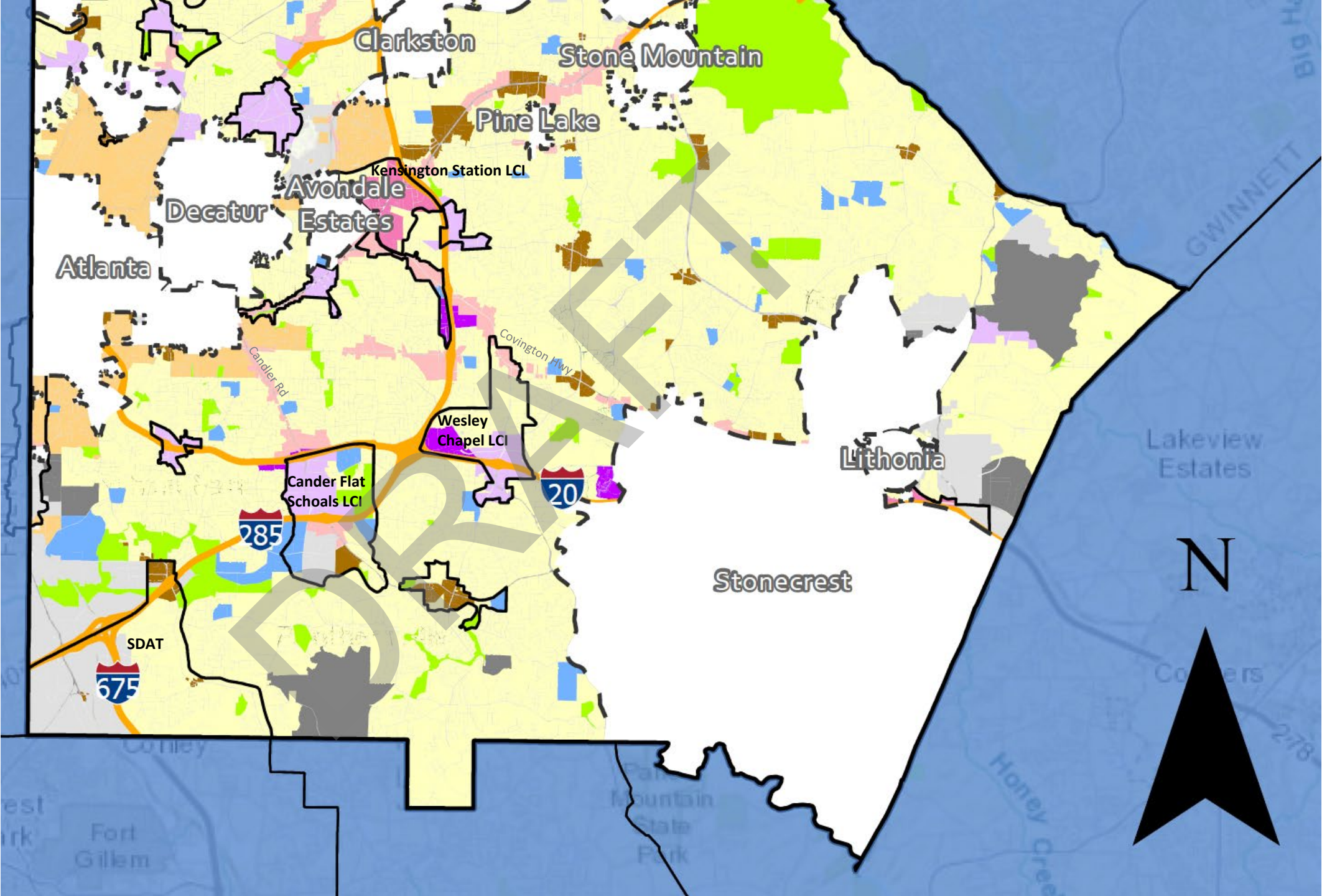
NORTH DEKALB

2035 Future Land Use Map



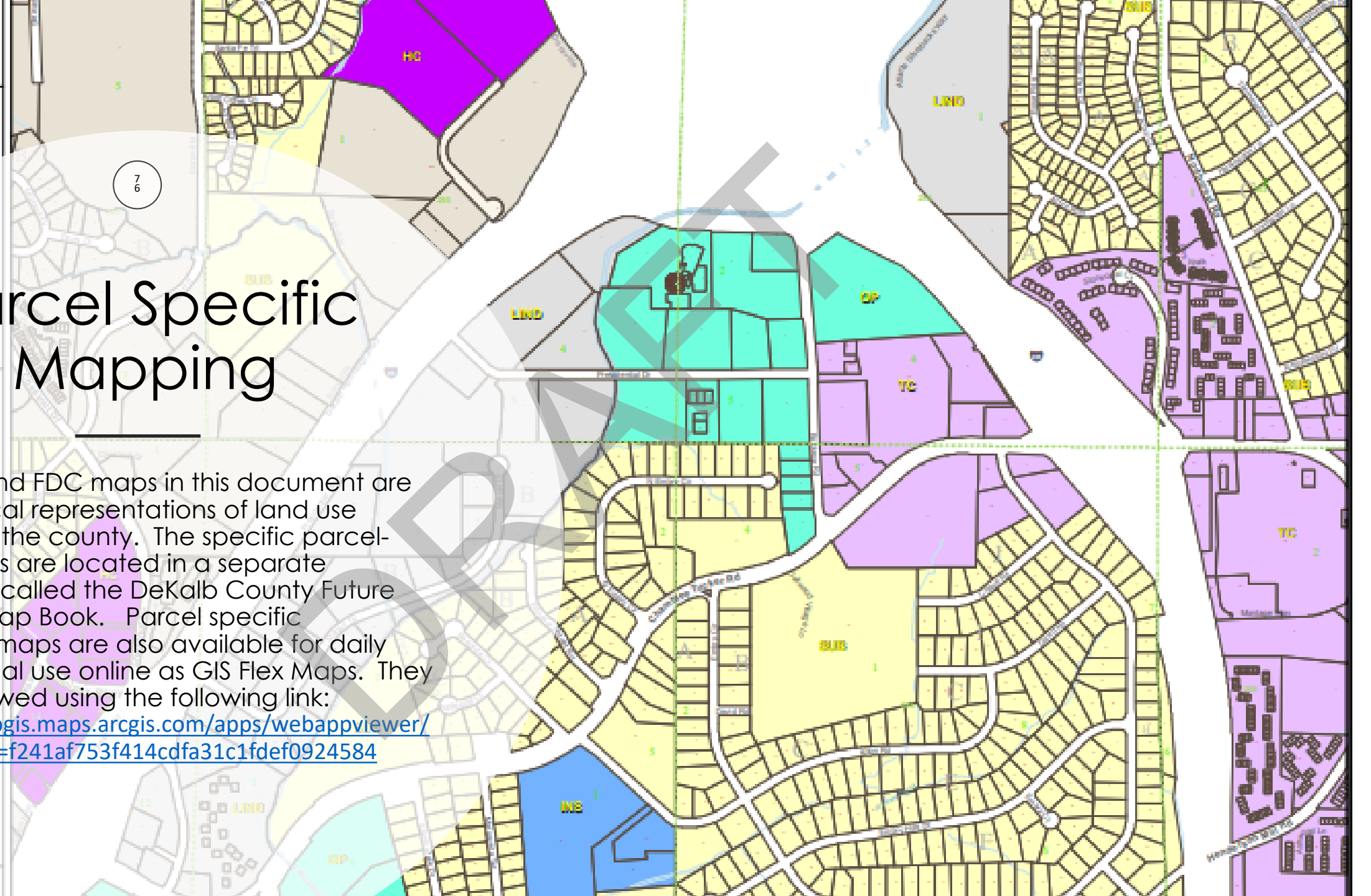
SOUTH DEKALB

2035 Future Land Use Map



Legend

Land Lot	Parcel Number
Lake	Legal Block
Stream	Tax Block
Railroad	
City Boundary	
Highway Corridor	
Institutional	
Light Industrial	
Office Park	
Suburban	
Town Center	



Parcel Specific Mapping

The FLUM and FDC maps in this document are geographical representations of land use locations in the county. The specific parcel-based maps are located in a separate document, called the DeKalb County Future Land Use Map Book. Parcel specific interactive maps are also available for daily and practical use online as GIS Flex Maps. They may be viewed using the following link:
<https://dekalbgis.maps.arcgis.com/apps/webappviewer/index.html?id=f241af753f414cdfa31c1fdef0924584>

Land Use Trends in DeKalb

This table shows the number and types of land use amendments that have occurred from 2007 through 2016. There were no land use amendments moving **from** or **to**, for the following character areas:

- Conservation/Greenspace
- Rural Residential
- Regional Center

All of the other character areas experience some sort of change. The character area experiencing the most development change were Suburban, Commercial Redevelopment Corridors, and Town Centers. The trend of development has leaned towards projects with more commercial and mixed-use.

DeKalb Trends Towards Mixed Use

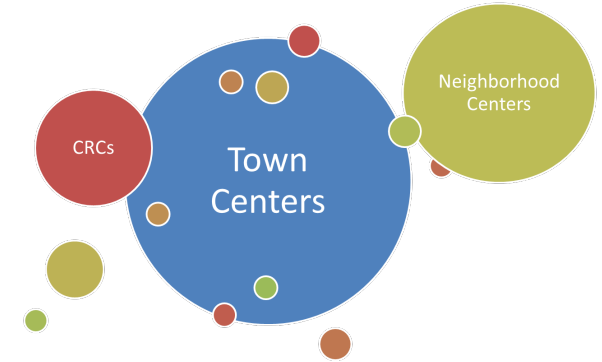


Table 7.3: DeKalb County Land Use Amendments (2007-2016)

Change From	Change To													TOTAL AMENDS FROM
	COS	RR	SUB	TN	NC	TC	RC	OP	LIND	IND	CRC	HC	INS	
Conservative / Opens Space (COS)														
Rural Residential (RR)														
Suburban (SUB)				1	3	8			1	1	5		1	20
Traditional Neighborhood (TN)						1								1
Neighborhood Center (NC)														
Town Center (TC)														
Regional Center (RC)														
Office Park (OP)						1								1
Light Industrial (LIND)								1						1
Industrial (IND)														
Commercial Redevelopment Corridor (CRC)			1											1
Highway Corridor (HC)									1					1
Institutional (INS)					1									1
TOTALS AMENDS TO			1	1	4	10		1	2	1	5		1	26

Character Areas and Permitted Zoning Districts

Zoning Districts

	Rural Residential (max 4 du/a)	Suburban (max 8 du/a)	Traditional Neighborhood (max 12 du/a)	Neighborhood Center (max 24 du/a)	Town Center (max 60 du/a)	Regional Center (max 120 du/a)	Office Park (max 30 du/a)	Institutional	Industrial	Light Industrial	Commercial Redevelopment Corridor (max 18 du/a)	Highway Corridor (max 30 du/a)
RE	RE	RE	R-60	RSM	MR-1	HR-1	R-100	M	C-2	RSM	HR-1	
RLG	RLG	RLG	RSM	MR-1	MR-2	MU-1	R-85	M-2	OD	MR-1	MU-1	
R-100	R-100	R-100	MR-1	MR-2	HR-1	MU-2	R-75	OD	OI	MR-2	MU-2	
R-85	R-85	R-85	MR-2	HR-1	HR-2	MU-3	R-60	C-2	M	MU-1	MU-3	
R-75	R-75	R-75	MU-1	HR-2	HR-3	MU-4	RSM		M-2	MU-2	MU-4	
RNC	R-60	R-60	MU-2	MU-1	MU-1	NS	MR-1			MU-3	C-1	
MHP	RNC	RNC	MU-3	MU-2	MU-2	C-1	MR-2			NS	C-2	
NS	MHP	RSM	NS	MU-3	MU-3	C-2	MU-1			C-1	OD	
	RSM	MR-1	C-1	MU-4	MU-4	OIT	MU-2			C-2	OI	
	MU-1	MU-1	OI	MU-5	MU-5	OI	MU-3			OI	OIT	
	NS	MU-2	OIT	OI	OI	OD	OI			OD	M	
	C1	NS		OIT	OIT		OIT			OIT	M-2	
	OIT	C-1		C-1	C-1							
	OI	OIT		C-2	C-2							

du/a = swelling units per acre

DeKalb County Future Land Use Plan

Land Use Consistency Table

Character Area / Future Land Use	Density Max (du/ac)	Primary Uses	Permitted Zoning	Small Area Plans (SAP)
Regional Center	Over 60 No Max	Townhomes / Condominiums / Apartments Retail and Commercial / Office Civic / Entertainment & Cultural / Parks & Recreation Health Care / Institutional/ Technology Centers	MU-1, MU-2, MU-3, MU-4, MU-5, MR-2, MR-1, C-1, OI, OIT, HR-1, HR-2, HR-3	Kensington LCI Memorial Drive Revitalization Plan
Town Center	Up to 60	Townhomes / Condominiums / Apartments Retail and Commercial / Office Civic / Entertainment & Cultural / Parks & Recreation Health Care / Institutional/ Technology Centers	MU-1, MU-2, MU-3, MU-4, MU-5, MR-1, MR-2, C-1, OI, HR-1, HR-2, RSM	Memorial Drive Revitalization Plan / Candler Road LCI / Emory Village LCI / N. Druid Hills LCI / Wesley Chapel LCI / Medline LCI / Panola MALP
Neighborhood Center	Up to 2	Townhomes / Condominiums / Apartments Retail and Commercial / Office Civic / Parks & Recreation / Institutional	MU-1, MU-2, MU-3, MR-1, MR-2, C-1, OI, NS, NSRSM	Memorial Drive Revitalization Plan / Portion of N. Druid Hills LCI (Mason Mill Node)
Commercial Redevelopment Corridor	18	Townhomes / Condominiums / Apartments Retail and Commercial / Office Mixed Use / Institutional	MU-1, MU-2, MU-3, MR-1, MR-2, C-1, OI, OD, RSM	Memorial Drive Revitalization Plan / Covington and Belvedere MALP
Traditional Neighborhood	12	Traditional Single-Family Homes / Apartments Assisted Living, Neighborhood Retail / Schools / Institutional	MU-1, MU-2, MR-1, C-1, OI, NS, RSM	None
Office Professional	30	Office Development / Business Services / Educational/Training Facilities / Apartments and Condominiums / Accessory Commercial / Technology Centers / Medical and Training Facilities / Institutional Uses	MU5, MU4, MU3, MU2, MR1, MR2, C-1, OI, HR1, HR2	None
Suburban	Up to 8	Single-Family Detached / Townhomes Neighborhood Retail / Schools / Libraries / Institutional Assisted Living Facilities / Parks and Related Health Care / Civic	MU-1, C-1, OI, NS, RSM, RE, RLG, R-100, R-85, R-75, R-60, MHP, RNC	Hidden Hills Study
Rural Residential	Up to 4	Low Density Single-Family Detached Agricultural Related / Cultural and Historic / Institutional	NS, RE, RLG	None
Conservation / Open Space	N/A	Passive Parks / Nature Trails / Floodplains / Wetlands Watersheds / Golf Courses / Athletic Fields Amphitheaters	All zoning designations.	None
Light Industrial	Up to 120	Warehouse Distribution / Wholesale-Trade / Automotive Entertainment	OD, C-2, M-1, HR-1, HR-2, HR-3	None
Heavy Industrial	N/A	Manufacturing / Warehouse Distribution / Wholesale-Trade / Automotive / Entertainment	OD, C-2, M and M-2	SDAT - SW DeKalb and Conley Study

The **basic premise** is to focus more intense development at the Activity Centers/Nodes. This basic premise will help to protect existing neighborhoods from incompatible land uses. The intent of the 2035 plan is not to allow intense development throughout the designated node, but to provide consideration of the allowable densities/intensities. Listed below are the guiding principles for development.

A. Locational Criteria - The most intense development shall occur in the center of the node or at the major intersections within the defined area. Higher density residential is encouraged within the defined area (stand alone or as a vertical mixed-use development). Office uses are encouraged within the node but can also be used as a buffer/transition between existing commercial uses and residential uses. **Density** shall be increased to support urban lifestyles

within mixed uses. Bonuses shall be granted for workforce and senior housing.

B. Land Use Compatibility - Development intensity shall transition from the densest toward the edge/periphery of the activity center. Smaller scale professional services and residential developments may serve as transitions to existing neighborhoods. Staggered heights, greater setbacks, increased screening/buffers can help mitigate compatibility issues.

C. Neighborhood Compatibility - Commercial and office uses that would have a negative or blighting influence on adjacent residential neighborhoods or individual residence shall not be permitted.

D. Services/Facilities - Proposed developments shall not degrade the level of service on roadways, capacity of water/sewer, or cause drainage problems. The developer must provide evidence to the contrary that is acceptable to staff, make on

or off-site improvements, and/or provide funding to mitigate impact on public facilities and services. All new development will be subject to review of its proposed impact on existing services and infrastructure. Developers will be required to submit additional plans, which will mitigate any negative impacts.

E. Environmental - The proposed development shall be allowed only in areas where it can be demonstrated that environmental damage will not occur, and mitigation measures must be approved by EPD and local stream buffer standards.

F. Policies – The policies and strategies will be used to make recommendations for zoning and land use decisions.

G. Mandatory Pre-Application Meeting – shall occur prior to zoning and land use application submittal to guide the applicant with development standards and maintaining an acceptable quality of life.

Chapter 7 Land Use Policy

Guiding Principles for Development

- A. Locational Criteria
- B. Land Use Compatibility
- C. Neighborhood Compatibility
- D. Services/Facilities
- E. Environmental
- F. Policies
- G. Mandatory Pre-Application Meeting



Infill - Identify and encourage the development of priority areas for new infill or redevelopment.



Mixed Use

Create compact mixed-use districts and reduce automobile dependency and travel to obtain basic services.



Density

Allow increased density to encourage urban lifestyles that support mixed use in activity centers.



Existing Residential Ensure that new development and redevelopment is compatible with existing residential areas.



Parking

Decrease the amount of land used for surface parking.



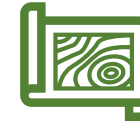
Corridor Aesthetics

Improve the aesthetic appearance of developments along major corridors.



Contextual Design

Support context sensitive design as a way to mitigate the impact of new development at higher densities and intensities.



Land Development

Enforce the Land Development Chapter (14) of the County Code to improve development within the County.



Zoning (Commercial)

Strictly regulate existing nonconforming commercial uses that are not recognized by the Future Development Map.



Development Standards

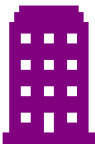
Provide standards of development for retail, office and neighborhood-serving commercial uses to protect the appeal and character of neighborhoods.

Chapter 7 Land Use Policy



Transportation

Encourage development within and near principal transportation corridors and activity centers.



Clustering

Encourage the clustering of neighborhood and community shopping and office facilities in nodes with defined boundaries which are convenient to population concentrations and major transportation facilities.



TOD

Encourage Transit Oriented Development (TOD) in appropriate locations.



Brownfield/Greyfields

Promote the reclamation and re-use of Brownfield and Greyfield development sites



New Developments

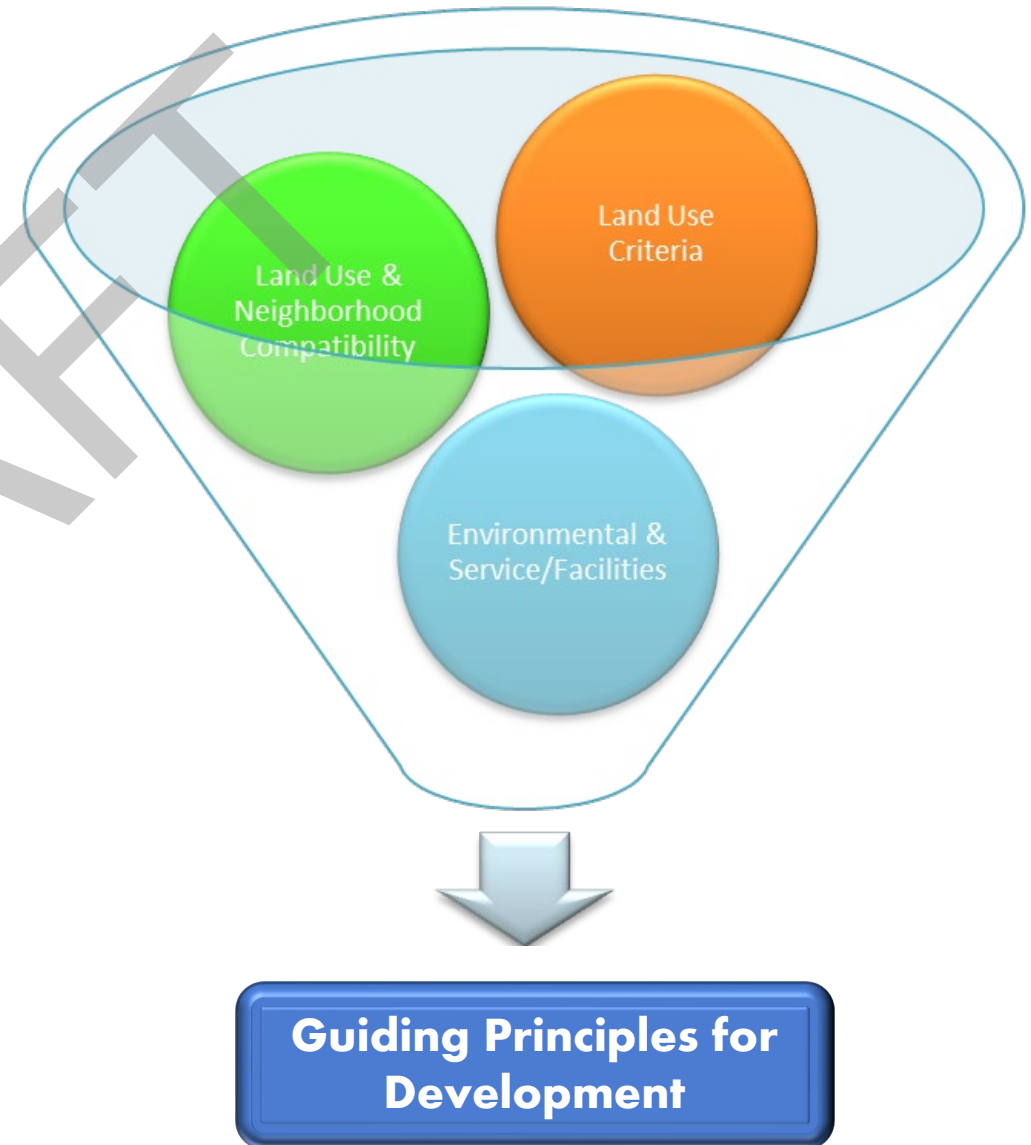
Promote new communities that feature greenspace and neighborhood parks, pedestrian circulation transportation options, and appropriate mix of uses and housing types.

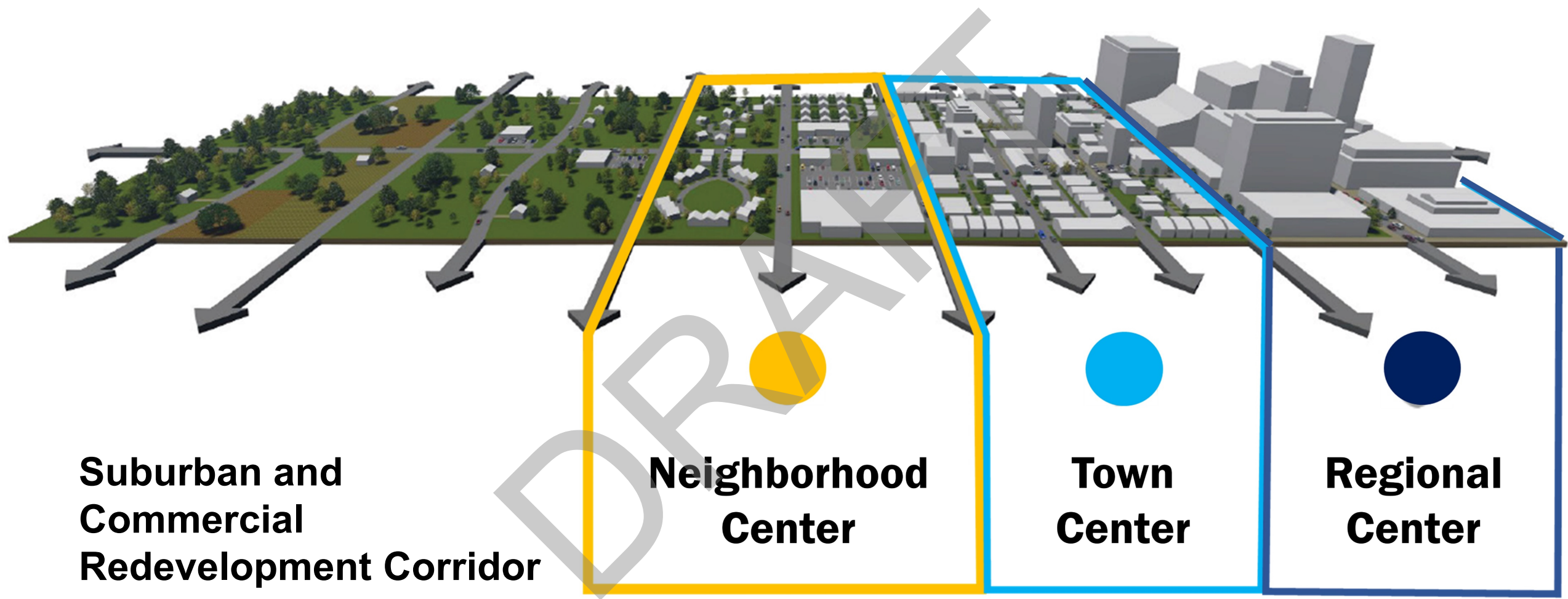


Buffers

Encourage the use of buffers by large scale office, commercial, industrial, institutional and high-density residential development to reduce noise and air pollution in residential neighborhoods.

- 1. Design Guidelines** - Implement design guidelines for site planning, landscaping, hardscaping, and architectural features to exhibit and enhance local character.
- 3. Small Area Plans (SAP)** - Create small area studies to address specific land uses issues where needed. Adopted SAPs within Activity Centers (Regional, Town, and Neighborhood Centers) supersede the policies of general policies and guidelines. Implement appropriate sub-policies development guidelines in Activity Centers that have Small Area Plans, which provide more guidance to the development of mixed use and transition down to single family residential.
- 4. Connectivity** - Establish inter-parcel connectivity between residential and commercial properties.
- 5. Councils, Commissions and Boards** Promote the appropriate training and guidance for the Community Council, Planning Commission and Board of Commissioners to ensure that objective and consistent zoning standards are applied.
- 6. GIS** - Implement GIS based planning efforts to improve visual awareness and planning analysis.
- 7. Graphic Enhancements** - Illustrate complex concepts with photos, renderings and other imagery.
- 8. Developers and Community Engagement** - Encourage developers to work extensively with surrounding neighborhood residents to resolve community concerns prior to formalizing development plans.

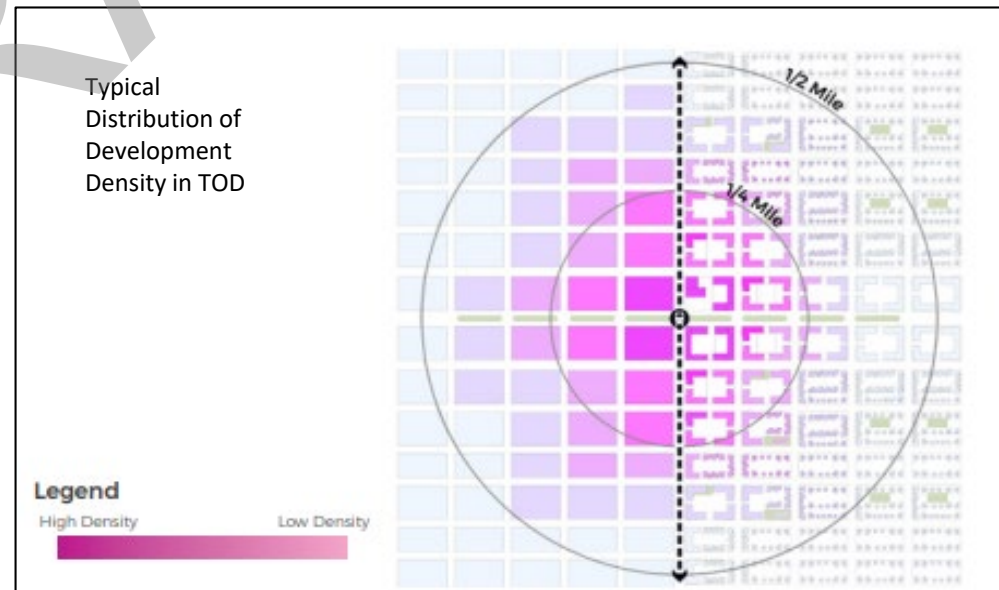
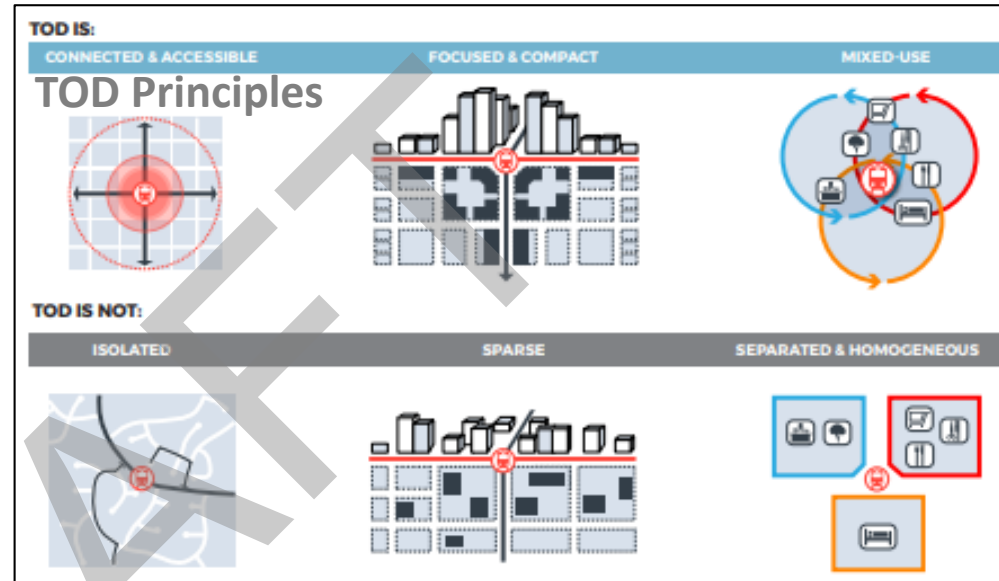




TOD OVERVIEW

From the MARTA I-20 East Corridor TOD Plan

Transit-Oriented Development (TOD) is pedestrian-oriented, compact, mixed-use development that is centered around quality public transportation. TOD often includes a mix of residential, office, and retail supported by neighborhood amenities. TOD creates connected, focused, and mixed-use communities, as illustrated in the figure to the right. It is generally denser than the development surrounding it or often includes higher densities and multifamily housing options. The typical arrangement of TOD density is presented in the illustration to the right with development focused at the center of a one-quarter to one-half mile radius area, which is estimated to be a 5 to 10 minute walk from transit. The characteristics of TOD include an emphasis on the public realm, public space, planning at the pedestrian scale, providing freedom of mobility choice, ensuring development is sensitive to community context, and reducing and/or incorporating shared parking requirements. The form of TOD is highly dependent on context. Density and mix of uses depend not only on the type of transit, but also on the context of the surrounding areas, input from the community, and the value of the land. TOD is adaptive, and the look and feel should consider the desires of the existing community to ensure a good fit and to avoid displacement of current residents.



Chapter 7 Land Use Transit Oriented Development (TOD) Strategies

The County adopted the I-20 East Corridor MARTA TOD Plan in December 2019. This Comprehensive Plan fully supports and encourages the strategies and recommendations. Key public and private investments and strategies need to be coordinated and implemented to facilitate and accelerate TOD. The opportunity for TOD may vary in different regions, and for different station typologies. However, certain universal strategies should be considered as a starting point when planning station area TODs:

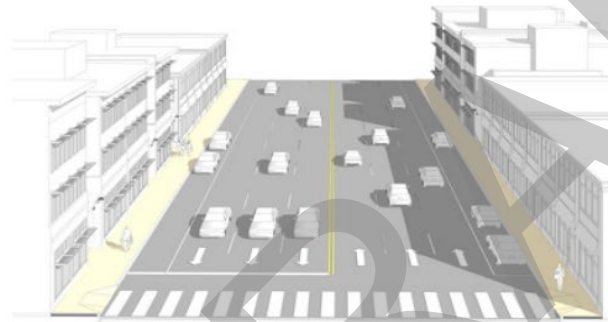
- Complete Streets
- Great Neighborhood Spaces and Stations
- Prioritize Places Over Parking
- Mixed-Use Development
- Strategic Growth Near Transit

See the illustrations on this page.

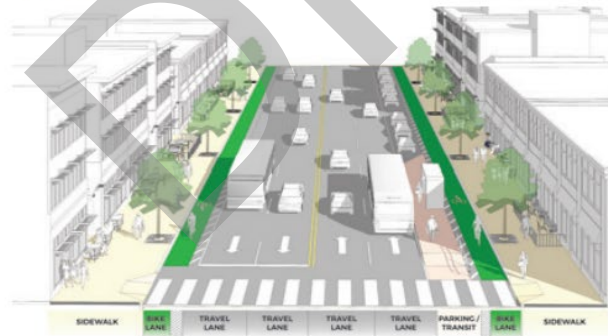
“Complete Streets” Improvements

create a safe, convenient and comfortable environment for pedestrians, cyclists, and transit users. Complete Streets design enhances the unique character of the neighborhood, encourages the use of transit, and improves mobility for all users of the street. Continued expansion of Complete Streets should be focused in station areas to enhance first/last mile connection and support TOD.

Example of a Street that is Not Transit-Supportive or a Complete Street



Example of a Street that is Transit-Supportive and a Complete Street



Great Neighborhood Spaces and Stations

Plazas and open spaces at the immediate area around a station makes the transit experience more convenient and interesting. Plazas and open spaces create a sense of place and improves the user experience. They also attract active uses such as restaurants, markets and community facilities, which further activate the station area.

Example of an Un-Engaging Station Area



Example of an Engaged Station Area with a Plaza and Open Space



Figure 1-7: TOD Design Strategies

Chapter 7 Land Use

Transit Oriented Development (TOD) Strategies

Character areas that support TOD strategies:

- Regional Center
- Town Center
- Neighborhood Centers (only if supported by a Small Area Plan)

Prioritize Places Over Parking to reduce the amount of space dedicated to parking, while still meeting the needs of the community, local businesses, and residents. It reduces the amount of land lost to surface parking lots and encourage shared parking between uses to maximize TOD and create publicly available spaces. Surface and structured parking should be placed at the rear of buildings, allowing building frontages along streets.

Example of Over-Supplied Parking



Example of Reconfiguring Surface Parking to Provide an Opportunity for New Business Frontage



Mixed Use Development provides a mix of residential, retail, office, commercial, and community facilities that create a "Live, Work, Play" environment surrounding a station, reinforcing the use of transit. It promotes walking by making the streets more interesting with active ground floors, and encourages a more efficient use of land and infrastructure.

Example of Single-use Building and Inactive Street

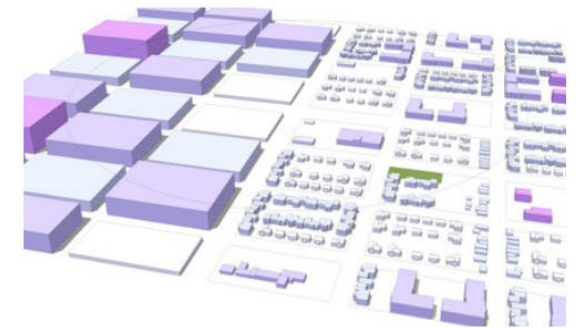


Example of Mixed Use Building with an Active Ground-Floor Use

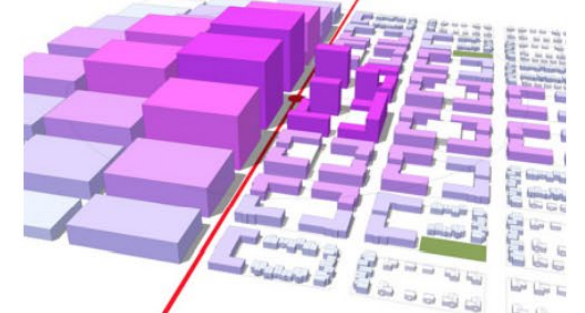


Strategic Growth Near Transit makes transit easier to access for more people by placing the tallest buildings with the most people closest to the transit station. TOD density and compactness is not uniformly high, but varies based on its community context, transit capacity, and distance from the transit station. The greatest density is encouraged in areas immediately surrounding the station.

Example of Sparse and Low-Density Development



Example of a TOD Density Distribution from a Station Area



Equitable TOD Policies

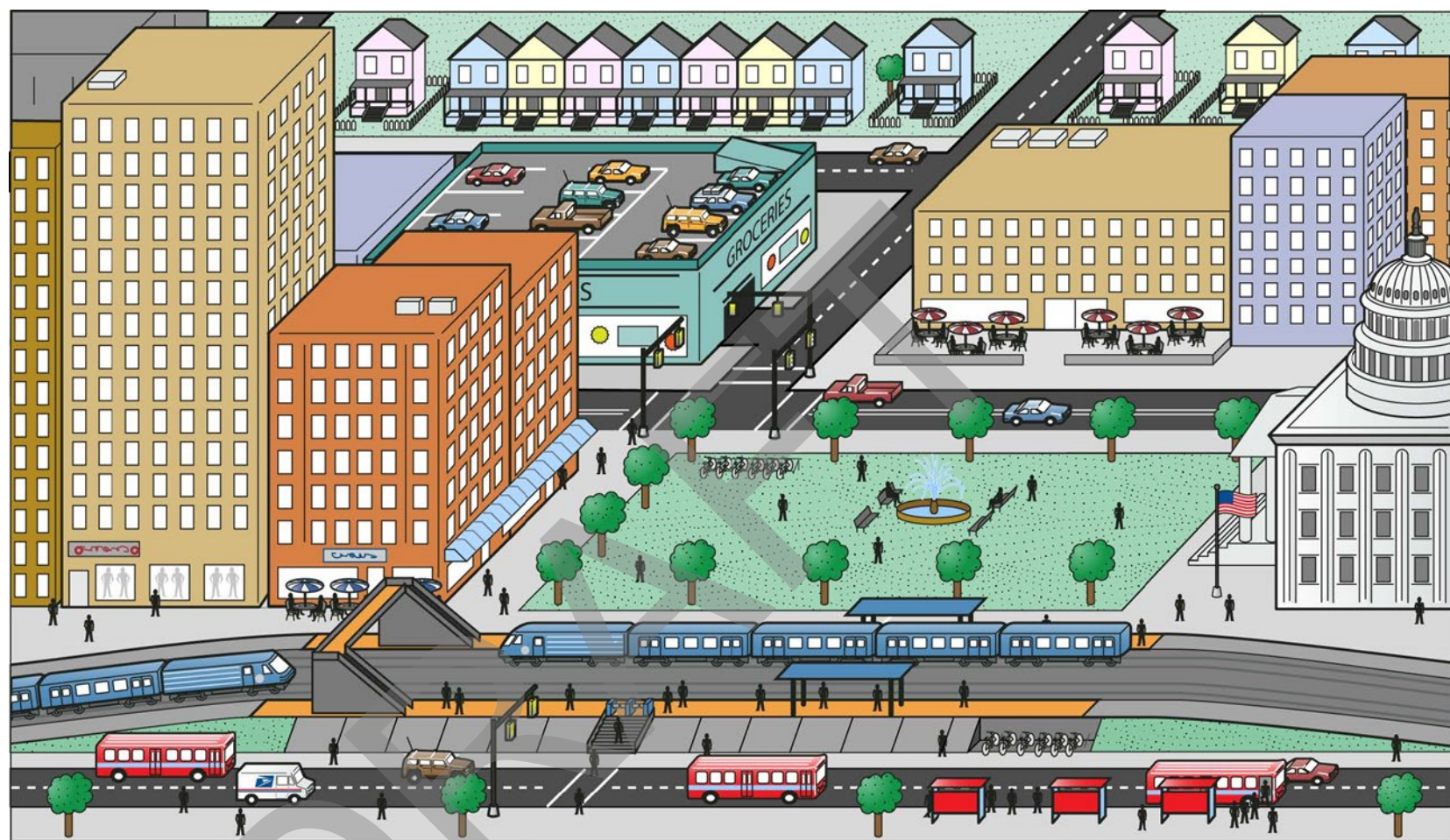
- Set development standards that ensure high quality development
- Expand access to entrepreneurship and employment opportunities for local communities
- Provide workforce development to train community members for new jobs in the corridor
- Give small business enterprises opportunities to locate within new developments
- Provide incubator space and guidance for community-based start-ups
- Use the DeKalb County land bank to devote land to workforce housing

GOALS OF EQUITABLE TOD



SOURCE FOR EQUITABLE TOD PRINCIPLES: "EQUITABLE DEVELOPMENT PRINCIPLES AND SCORECARD: A TOOL FOR COMMUNITIES AND PLANNERS," JANUARY 2016

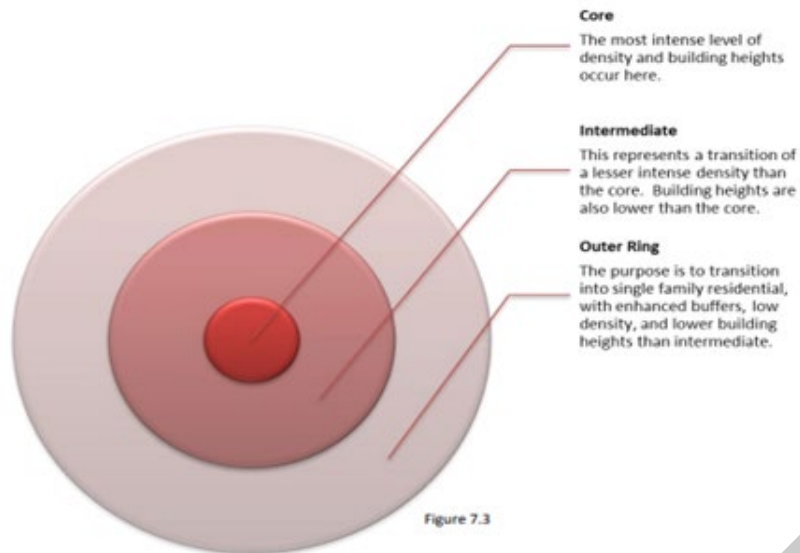
Land Use Impacts
from Transit
Stations



Features (generally encompass multiple city blocks up to a half mile from a transit station)

<p>Transit station, such as a light rail station, that is part of a transportation network allows residents to access the region's neighborhoods, destinations, and centers, thereby promoting transit use</p>	<p>Open spaces to include transit-plazas, small parks or regional open spaces</p>	<p>High-quality walking environments and streetscape that allow people to take care of some of their daily needs by walking or biking</p>	<p>Includes moderate- to high-density mix of residential, commercial, employment, and civic/ cultural developments</p>	<p>Includes residential buildings that can vary from small-lot single family/ duplex/ townhome units to high-rise multifamily units</p>	<p>Offers mixed use and employment developments that can vary from mid- to high-rise residential over commercial to low-to-high-rise office/commercial</p>

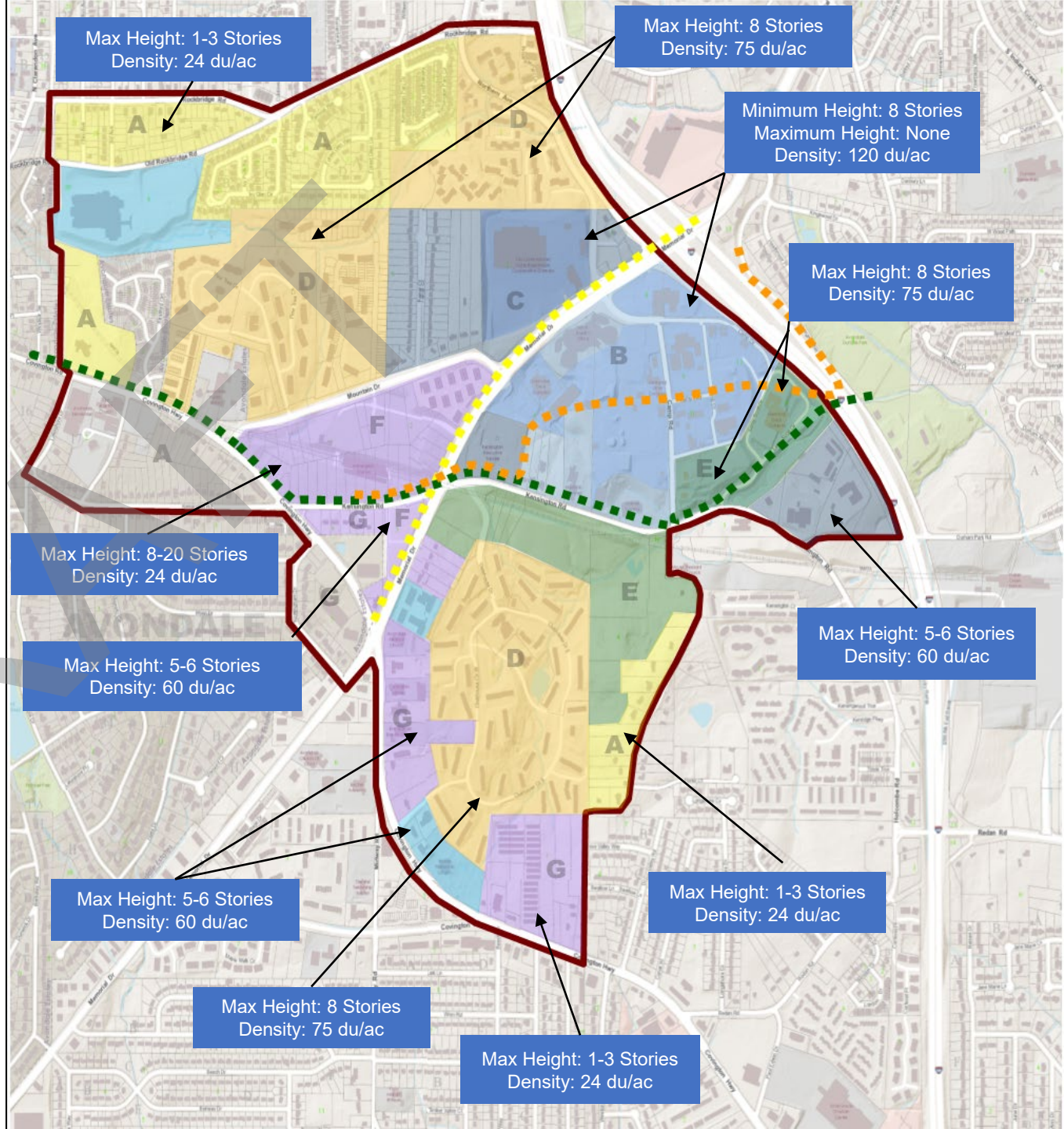
Future Land Use Activity Centers Intensity Rings Concept



Using the Kensington LCI Activity Center as an example, see how the Intensity Rings Concept is applied.

- A. Outer Ring
- B. Core
- C. Core
- D. Intermediate
- E. Outer Core
- F. Core/Intermediate
- G. Outer Ring
- H. Outer Ring

	Multi-Family
	Mixed Use
	Institutional
	Office
	Greenspace
	Study Area Boundary
	Greenway Connection
	Proposed BRT 1
	Proposed BRT 2



Chapter 7 Land Use Regional Center (RC)

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



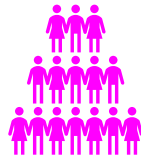
Policies and Premise

These policies are primarily applicable to activity centers that do not have adopted studies. Studies that are adopted for Regional Centers are referred to as Small Area Plans (SAP), and they provide more detailed guidelines and recommendations for land use, zoning, development, transportation, housing, economic development, and green space. If there are conflicts between SAP and Town Center policies, SAP policies shall take precedence.



Protect Single Family Neighborhoods

Preserve and enhance the integrity and quality of existing residential neighborhoods.



Maximum Density

Encourage the maximum density of residential in mixed use projects not to exceed 120 dwelling units per acre, with the most intense development located towards the commercial and/or office core of the Regional Center. Properties located along the outer edges of the Regional Center shall be sensitive to the building height and density of adjacent single family residential. (Refer to Figure 7.3, page 60)



Retrofitting

Foster retrofitting for conformity with traditional neighborhood principles.



Mixed Use Development

Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.



Transitional Buffers

Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.



Enhanced Buffers

Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.



Staggered Heights

Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.



Pocket Parks

Create focal points through the use of existing pocket parks and squares for community activities.



Cultural Diversity

Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.



Infill Development

Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.



Parking

Clearly define road edges by locating buildings near the roadside with parking in the rear.



Open Space and linkages

Encourage that all development and redevelopment in activity centers provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design features.



Healthy Neighborhoods

Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity. Implement the recommendations of the Master Active Living Plans (MALPs).



High Density Residential

Residential development shall reinforce the center by locating higher density housing options adjacent to the center. Housing in Regional Center shall be targeted to a broad range of income levels.



Streetscaping

Improve street character with consistent signage, lighting, landscaping and other design features.

Chapter 7 Land Use Regional Center (RC) Policies

Primary Uses

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

Permitted Zoning

- MU5
- MU4
- MU3
- MU2
- MR1
- MR2
- C1
- OI
- HR1
- HR2HR3



Pedestrian Enhancements

Create a pedestrian-friendly environment by adding sidewalks that link neighborhood amenities.



Traffic Calming

Organize circulation patterns through traffic calming techniques and access management. Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walkability.



Pedestrian Oriented Design

Design shall be pedestrian-oriented with walkable connections between different uses.



VMT

Promote new and redevelopment at or near activity centers as a means of reduce vehicle miles traveled (VMT).



High Density Development

Each Regional Center shall include a very high-density mix of retail, office, services, and employment opportunities to serve several neighborhoods.

Small Area Plans (SAPs)

Implement appropriate sub-policies (pages 85-114 in this chapter) and development guidelines in Regional Centers that have Small Area Plans, which provide more detailed guidance to the development of mixed use and transition down to single family residential.

Regional Centers with SAPs include:

- Kensington
- Northlake Activity Center
- Memorial Drive (DeKalb Watershed Plaza)

Implementation Tools

For the Northlake Activity Center, refer to the SAP in this chapter, Northlake LCI, and Chapter 27 Article 3 of the DeKalb County Zoning Code for specific overlay district regulations and design guidelines. For the Kensington Activity Center, refer to the SAP, and the Kensington Station LCI and Supplemental LCI Plans.

Chapter 7 Land Use Regional Center(RC)

Design Guidelines

Setbacks – Greater setbacks shall be required when adjacent to lower density residential uses and transitional buffers shall be required.

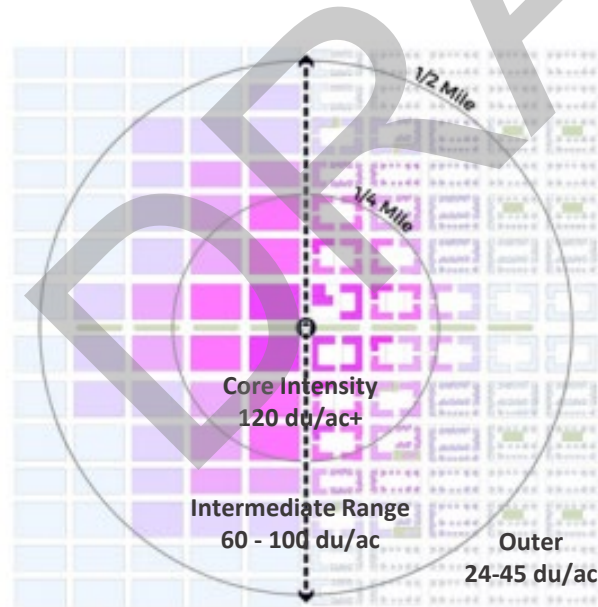
Buffers – Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.

Heights – Proposed development shall consider and implement staggered heights when adjacent to single family residential neighborhoods.

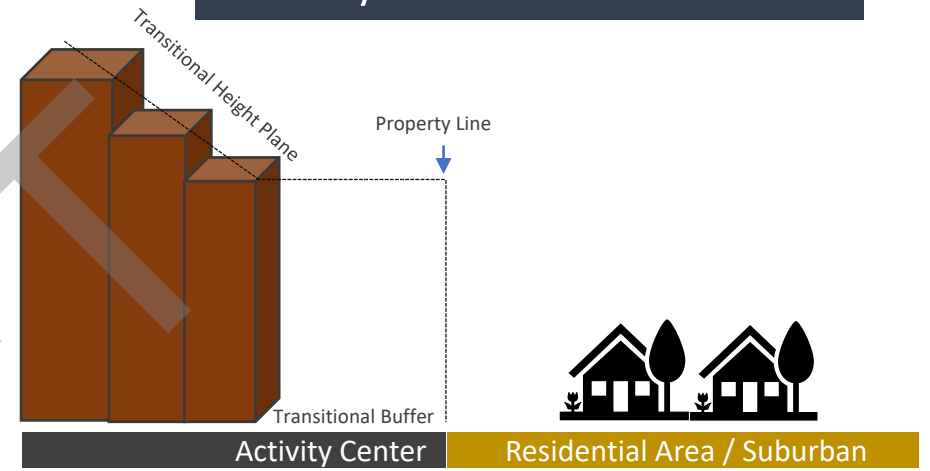
Typical Distribution of Development Density in Regional Center (RC)

The graphic below is for illustration purposes, and this concept may be applied to all activity centers.

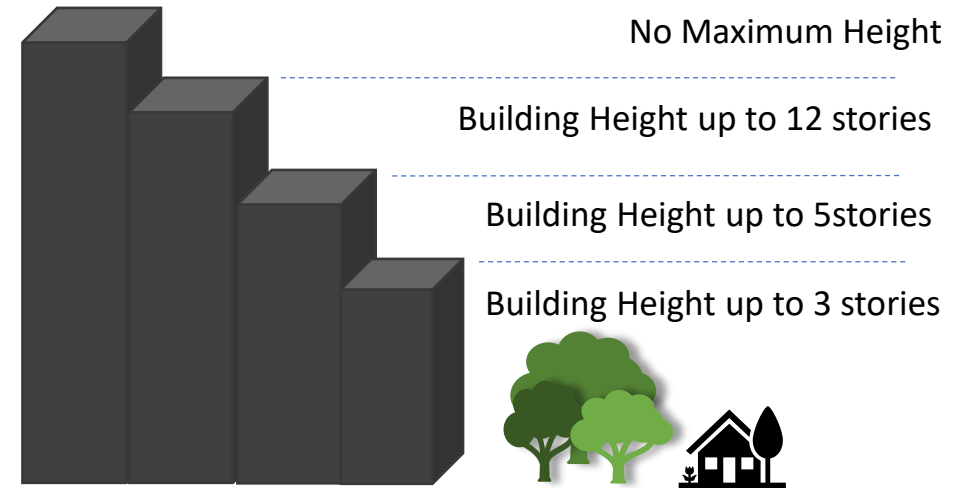
Legend



Transition between Activity Center and Residential



Allowable Building Heights for Regional Center



Chapter 7 Land Use Town Center (TC)

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



Chapter 7 Land Use Town Center (TC) Policies

Premise

These policies are primarily applicable to activity centers that do not have adopted studies. Studies that are adopted for Town Centers are referred to as Small Area Plans (SAP), and they provide more detailed guidelines and recommendations for land use, zoning, development, transportation, housing, economic development, and green space. If there are conflicts between SAP and Town Center policies, SAP policies shall take precedence.



Protect Single Family Neighborhoods

Preserve and enhance the integrity and quality of existing residential neighborhoods.



Transitional Buffers

Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.



Maximum Density

Encourage the maximum density of residential in mixed use projects not to exceed 60 dwelling units per acre, with the most intense development located towards the commercial and/or office core of the Town Center. Properties located along the outer edges of the Town Center shall be sensitive to the building height and density of adjacent single family residential. (Refer to Figure 7.3, page 60)



Enhanced Buffers

Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.



Retrofitting

Foster retrofitting for conformity with traditional neighborhood principles.



Staggered Heights

Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.



Mixed Use Development

Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.

Chapter 7 Land Use Town Center (TC) Policies

Preferred Uses

Each Town Center shall include a high-density mix of residential, retail, office, services, and employment to serve several neighborhoods.

Permitted Zoning

MU5
MU4
MU3
MU2
MU1
MR1
MR2
C-1
OI
HR-1
HR-2
RSM



Pocket Parks

Create focal points through the use of existing pocket parks and squares for community activities.



Cultural Diversity

Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.



Infill Development

Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.



Parking

Clearly define road edges by locating buildings near the roadside with parking in the rear.



Open Space and linkages

Encourage that all development and redevelopment in activity centers provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design features.



Healthy Neighborhoods

Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity. Implement the recommendations of the Master Active Living Plans (MALPs).



High Density Residential

Residential development shall reinforce the center by locating higher density housing options adjacent to the center. Housing in Regional Center shall be targeted to a broad range of income levels.



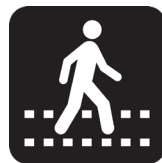
Streetscaping

Improve street character with consistent signage, lighting, landscaping and other design features.

Chapter 7 Land Use Town Center (TC) Policies

Pedestrian Scale Development

Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.



Pedestrian Enhancements

Create a pedestrian-friendly environment by adding sidewalks that link neighborhood amenities.



Traffic Calming

Organize circulation patterns through traffic calming techniques and access management. Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walkability.



Pedestrian Oriented Design

Design shall be pedestrian-oriented with walkable connections between different uses.



VMT

Promote new and redevelopment at or near activity centers as a means of reduce vehicle miles traveled (VMT).



High Density Development

Each Regional Center shall include a very high-density mix of retail, office, services, and employment opportunities to serve several neighborhoods.

Small Area Plans (SAPs)

Implement appropriate sub-policies (pages 85-114 in this chapter) and development guidelines in Regional Centers that have Small Area Plans, which provide more detailed guidance to the development of mixed use and transition down to single family residential.

Regional Centers with SAPs include:

- Redan Road / Indian Creek MALP
- MARTA I-20 East Corridor
- Wesley Chapel LCI
- Candler Flat Shoals LCI
- Medline Activity Center
- Toco Hills Node of the N. Druid Hills LCCi

Chapter 7 Land Use Town Center(TC)

Design Guidelines

Setbacks – Greater setbacks shall be required when adjacent to lower density residential uses and transitional buffers shall be required.

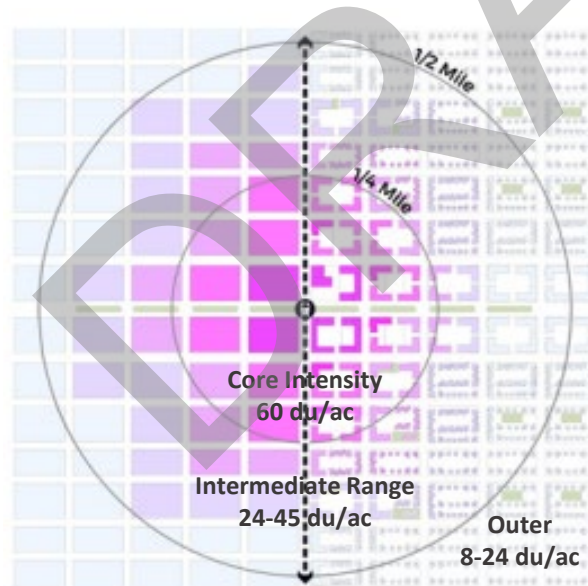
Buffers – Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.

Heights – Proposed development shall consider and implement staggered heights when adjacent to single family residential neighborhoods.

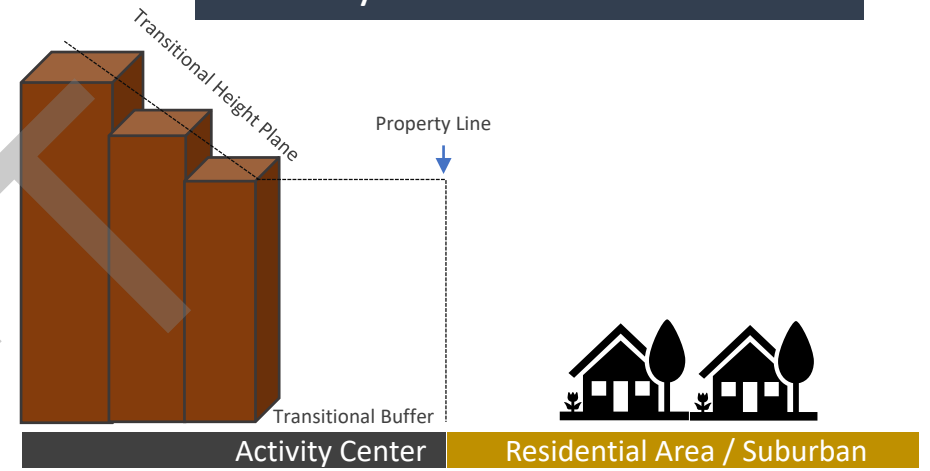
Typical Distribution of Development Density in Town Center (TC)

The graphic below is for illustration purposes, and this concept may be applied to all activity centers.

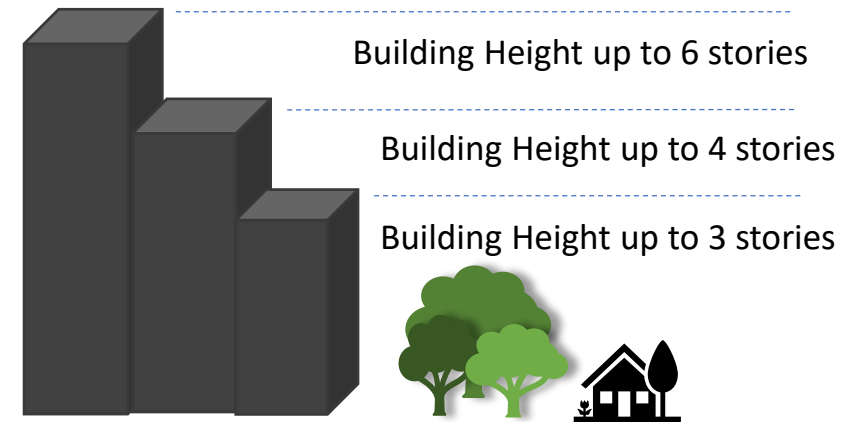
Legend



Transition between Activity Center and Residential



Allowable Building Heights for Town Center



Neighborhood Center (NC)

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



Chapter 7 Land Use Neighborhood Center (NC) Policies

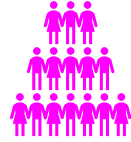
Premise

Premise - These policies are primarily applicable to activity centers that do not have adopted studies. Studies that are adopted for Neighborhood Centers are referred to as Small Area Plans (SAP), and they provide more de-tailed guidelines and recommendations for land use, zoning, development, transportation, housing, economic development, and green space. If there are conflicts between SAP and Town Center policies, SAP policies shall take precedence.



Protect Single Family Neighborhoods

Preserve and enhance the integrity and quality of existing residential neighborhoods.



Maximum Density

Encourage the maximum density of residential in mixed use projects not to exceed 60 dwelling units per acre, with the most intense development located towards the commercial and/or office core of the Town Center. Properties located along the outer edges of the Town Center shall be sensitive to the building height and density of adjacent single family residential. (Refer to Figure 7.3, page 60)



Retrofitting

Foster retrofitting for conformity with traditional neighborhood principles.



Mixed Use Development

Create compact mixed-use districts and reduce automobile dependency and travel to obtain basic services.



Transitional Buffers

Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.



Enhanced Buffers

Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.



Staggered Heights

Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.

Chapter 7 Land Use Neighborhood Center (NC) Policies

Primary Uses

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



Pocket Parks

Create focal points through the use of existing pocket parks and squares for community activities.



Cultural Diversity

Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.



Infill Development

Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.



Parking

Clearly define road edges by locating buildings near the roadside with parking in the rear.



Open Space and linkages

Encourage that all development and redevelopment in activity centers provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design features.



Healthy Neighborhoods

Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity. Implement the recommendations of the Master Active Living Plans (MALPs).



High Density Residential

Residential development shall reinforce the center by locating higher density housing options adjacent to the center. Housing in Regional Center shall be targeted to a broad range of income levels.



Streetscaping

Improve street character with consistent signage, lighting, landscaping and other design features.

Chapter 7 Land Use Neighborhood Center (NC) Policies

Permitted Zoning

- MU-5
- MU-4
- MU-3
- MU-2
- MR-1
- MR-2
- C-1
- OI
- HR-1
- HR-2
- RSM



Pedestrian Enhancements

Create a pedestrian-friendly environment by adding sidewalks that link neighborhood amenities.



Traffic Calming

Organize circulation patterns through traffic calming techniques and access management. Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walkability.



Pedestrian Oriented Design

Design shall be pedestrian-oriented with walkable connections between different uses.



VMT

Promote new and redevelopment at or near activity centers as a means of reduce vehicle miles traveled (VMT).



High Density Development

Each Regional Center shall include a very high-density mix of retail, office, services, and employment opportunities to serve several neighborhoods.

Preferred Uses

Each Neighborhood Center shall include a medium- high density mix of retail, office, services, and employment to serve neighborhoods.

Small Area Plans (SAPs)

Implement appropriate sub-policies (pages 85-114 in this chapter) and development guidelines in Neighborhood Centers that have Small Area Plans, which provide more guidance to the development of mixed use and transition down to single family residential.

Neighborhood Centers with SAPs include:

- Emory Village LCI
- Bouldercrest & I-285 SDAT
- Greater Hidden Hills
- Mason Mill Node of the N. Druid Hills LCI Plan

Chapter 7 Land Use Neighborhood Center (NC)

Design Guidelines

Setbacks – Greater setbacks shall be required when adjacent to lower density residential uses and transitional buffers shall be required.

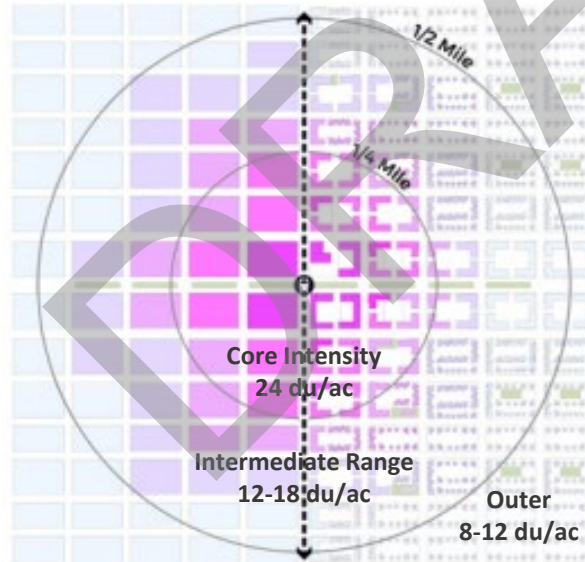
Buffers – Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.

Heights – Proposed development shall consider and implement staggered heights when adjacent to single family residential neighborhoods.

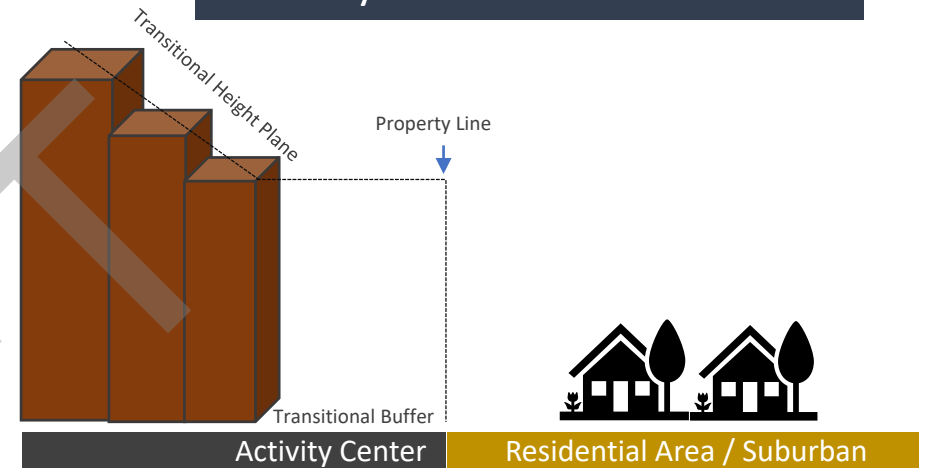
Typical Distribution of Development Density in Neighborhood Center (NC)

The graphic below is for illustration purposes, and this concept may be applied to all activity centers.

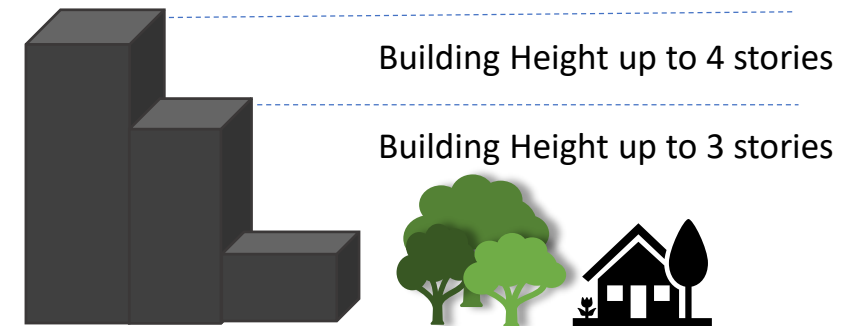
Legend



Transition between Activity Center and Residential



Allowable Building Heights for Neighborhood Center



Chapter 7 Land Use Neighborhood Center (NC) Policies

Applied Design Guidelines for the Briarcliff
and Clairmont Road NC

Core of NC
Density = 24 dwelling units per acre
Building Height = 3 Stories

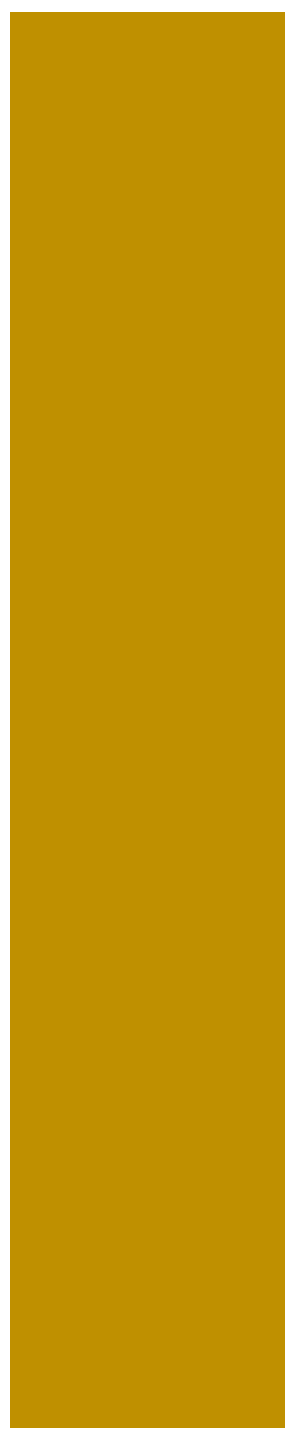
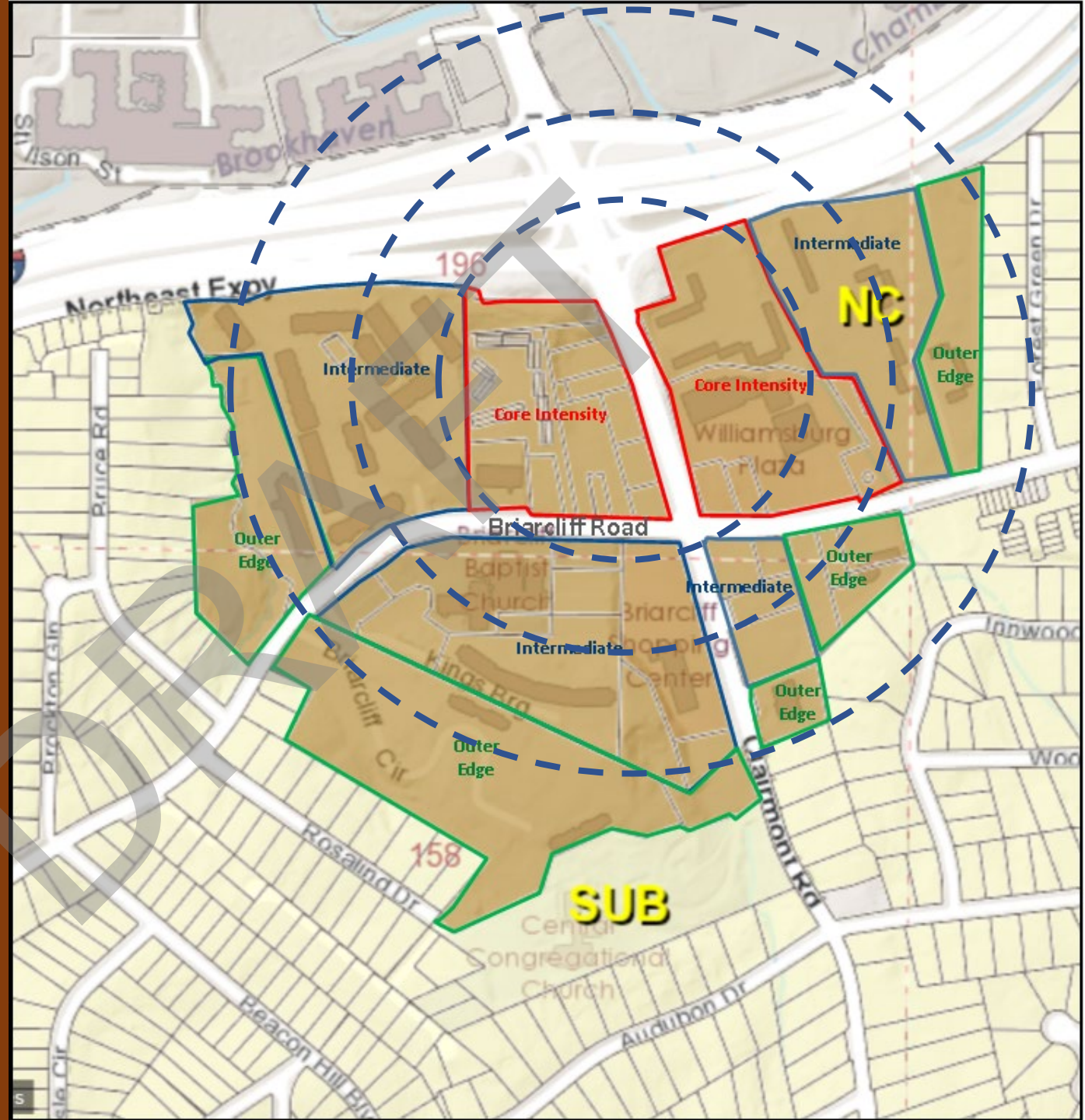
Intermediate NC Area
Density = 18 dwelling units per acre
Building Height = 2 Stories

Outer Edge of NC
Density = 12 dwelling units per acre
Building Height = 1-2 Stories

Transitional Buffers - Require greater setbacks
and/or transitional buffers for developments when
located adjacent to lower density residential uses.

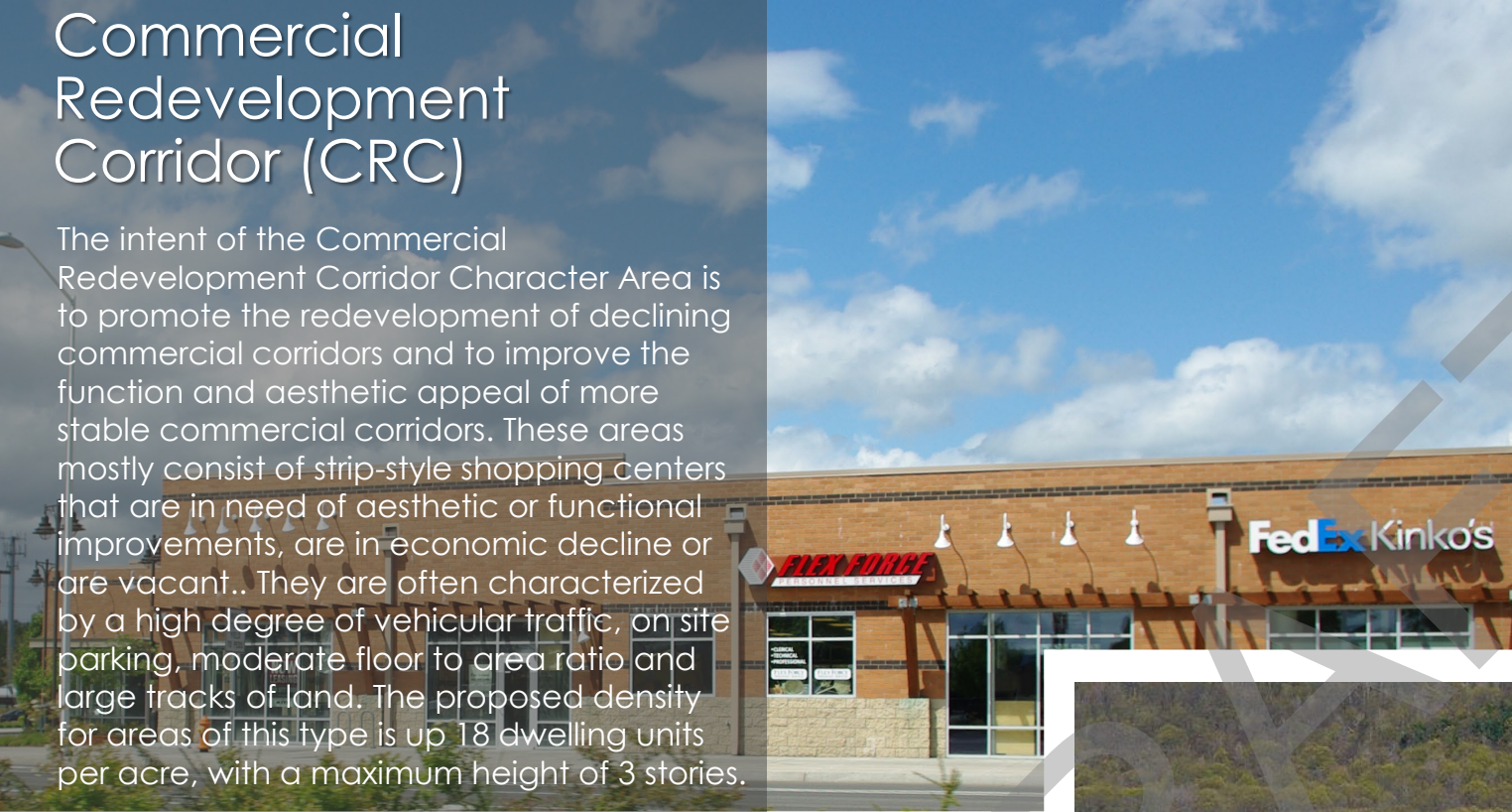
Enhanced Buffers - Require the incorporation of
enhanced buffers in efforts to protect single family
neighborhoods.

Staggered Heights - Require the consideration of
staggered height implementation when
developments are adjacent to single family
residential neighborhoods.



Commercial Redevelopment Corridor (CRC)

The intent of the Commercial Redevelopment Corridor Character Area is to promote the redevelopment of declining commercial corridors and to improve the function and aesthetic appeal of more stable commercial corridors. These areas mostly consist of strip-style shopping centers that are in need of aesthetic or functional improvements, are in economic decline or are vacant.. They are often characterized by a high degree of vehicular traffic, on site parking, moderate floor to area ratio and large tracks of land. The proposed density for areas of this type is up 18 dwelling units per acre, with a maximum height of 3 stories.



Chapter 7 Land Use Commercial Redevelopment Corridor (CRC)

Primary Uses

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

Major CRC Corridors

- Memorial Drive
- Lawrenceville Highway
- Covington Highway
- Panola Road
- Turner Hill Road
- Rock Chapel Road
- Hairston Road



Cyclists and Pedestrians

Provide safe and attractive facilities for bicyclists and pedestrians.



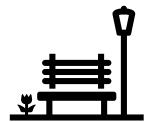
Transportation

Provide transportation alternatives to reduce automobile dependency.



Mixed-Use Redevelopment

Redevelop older strip commercial centers into viable mixed-use developments.



Streetscape

Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscape improvements and people.



Mixed Use Districts

Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.



Density

Cluster high density development at nodes & along major corridors outside of established residential areas.



Landscaping

Use landscaping and other buffers to protect pedestrians from heavy traffic.



Aesthetics

Create and implement performance and aesthetic standards to improve visual appearance.



Signage

Implement signage and billboard controls.



Parking

Require parking to the side or rear of buildings.

Chapter 7 Land Use Commercial Redevelopment Corridor (CRC)

Permitted Zoning

- MU-5
- MU-4
- MU-3
- MU-2
- MR-1
- MR-2
- C-1
- OI
- HR-1
- HR-2
- RSM



Connectivity

Promote parcel interconnectivity.



TOD

Promote transit oriented development.



Bike Parking

Provide safe and accessible areas for bicycle parking.



Transit Incentives

Provide incentives to encourage transit compatible development.



Transportation

Accommodate and encourage the development of multi-modal transportation centers, where appropriate.



Access Management

Create and implement driveway controls and access management standards.



Tree Preservation

Establish tree preservation and landscaping standards.



Development

Focus development on parcels that abut or have access to the designated Commercial Redevelopment Corridor.



Architectural Standards

Upgrade the appearance of existing older commercial buildings with façade improvements.



Redevelopment Concept

In appropriate locations, build new commercial structures closer to street on existing under-utilized parking lots creating internal smaller or decked parking.

Chapter 7 Land Use Commercial Redevelopment Corridor (CRC)

Design Guidelines

Setbacks – Greater setbacks shall be required when adjacent to lower density residential uses and transitional buffers shall be required.

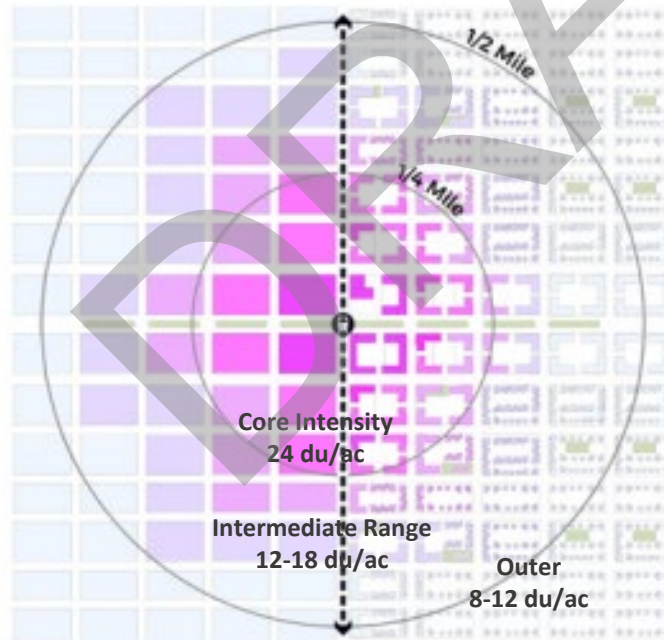
Buffers – Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.

Heights – Proposed development shall consider and implement staggered heights when adjacent to single family residential neighborhoods.

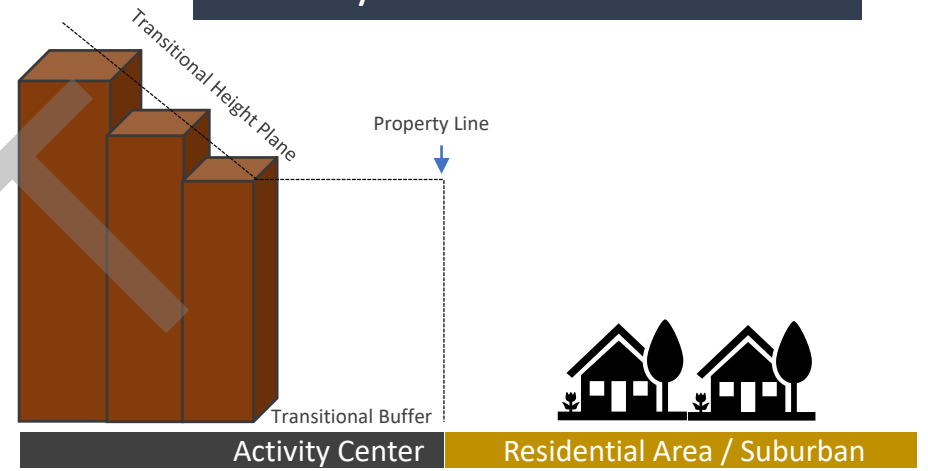
Typical Distribution of Development Density in Commercial Revitalization Corridor

The graphic below is for illustration purposes, and this concept may be applied to all activity centers.

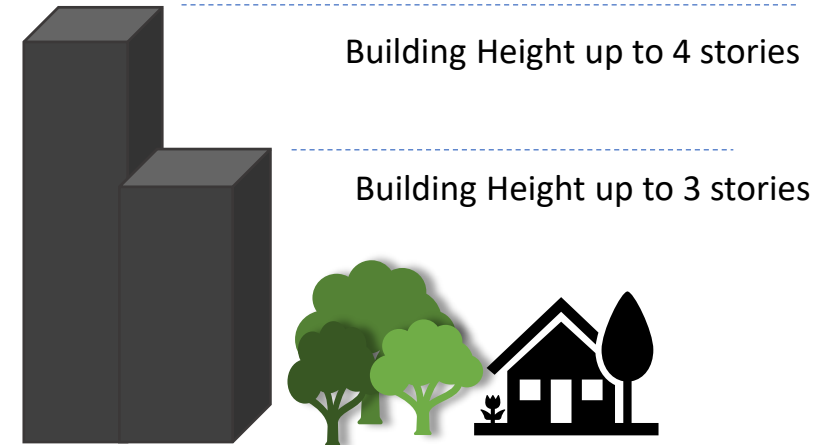
Legend



Transition between Activity Center and Residential



Allowable Building Heights for Commercial Revitalization Corridor





Industrial (IND)

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



Chapter 7 Land Use Industrial (IND) Policies

Permitted Uses

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

Permitted Zoning

- M-1
- M-2



Zoning Compatibility

Protect existing and zoned undeveloped industrial land from unnecessary intrusion by conflicting land uses.



Re-zoning

Minimize the rezoning of light industrial properties to residential uses.



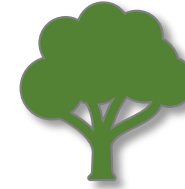
Regulations Compatibility

Create and implement zoning and development regulations for industrial uses.



Retrofit

Develop or, where possible, retrofit property planned industrial parks with adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out.



Landscaping

Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.



Location of Centers

Locate industrial centers in areas with good access to highways.



Future Designations

Designate specific areas through the use of zoning and other land use tools for industrial development.

Industrial (IND) Policies



Heavy industrial area, rock quarry north of Lithonia



Heavy industrial uses producing noise vibration and dust



Truck Routes

Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.



Access Management

Provide access controls and management standards in compliance with the DeKalb County Transportation Plan.



Infrastructure

Provide appropriate infrastructure support for industrial development in designated industrial areas.



Adaptable Reuse

Convert obsolete and empty industrial buildings into multi-family and/or live-work establishments.



Buffer

Protect surrounding areas from the negative impacts of noise and light pollutants.



Residential Protection

Prohibit the encroachment of industrial uses into established residential areas.



Environmental Compatibility

Direct development to industrial districts located in areas with compatible soils drainage and other environmental characteristics.

Light Industrial (LIND)

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



Chapter 7 Land Use Light Industrial (LIND) Policies

Primary Uses

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

Permitted Zoning: M-1



Infrastructure

Provide appropriate infrastructure support for industrial development in designated industrial areas.



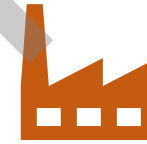
Zoning Compatibility

Protect existing and zoned undeveloped industrial land from unnecessary intrusion by conflicting land uses.



Buffer

Protect surrounding areas from the negative impacts of noise and light pollutants.



Re-zoning

Minimize the rezoning of light industrial properties to residential uses.



Residential Protection

Prohibit the encroachment of industrial uses into established residential areas.



Future Designations

Designate specific areas through the use of zoning and other land use tools for industrial development.



Environmental Compatibility

Direct development to industrial districts located in areas with compatible soils drainage and other environmental characteristics.

Chapter 7 Land Use Light Industrial (LIND) Policies

Primary Uses

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

Permitted Zoning: M-1



Retrofit

Develop or, where possible, retrofit property planned industrial parks with adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out.



Location of Centers

Locate industrial centers in areas with good access to highways.



Landscaping

Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.



Regulations Compatibility

Create and implement zoning and development regulations for industrial uses.



Truck Routes

Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.



Access Management

Provide access controls and management standards in compliance with the DeKalb County Transportation Plan.



Adaptable Reuse

Convert obsolete and empty industrial buildings into multi-family and/or live-work establishments.

Suburban (SUB)

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

Most of these areas are prevalent in South DeKalb (below Memorial Drive and I-20 area).



Suburban (SUB)

Primary Land Uses

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



Residential Protection

Protect stable neighborhoods from incompatible development that could alter established single-family residential development patterns and density. Protect single family stable neighborhoods adjacent Activity Centers from incompatible development that could alter established residential development patterns and density.



Traditional Neighborhood Principles

In appropriate locations, encourage residential development to conform with traditional neighborhood development principles including a higher mix of uses, improved pedestrian vehicular activity and increased pedestrian access to retail and other activities.



Non-Residential Development

The non-residential development in suburban areas shall be limited to small-scale convenience goods/services to meet the needs of the surrounding residents. Small scale nonresidential development shall be limited to qualifying intersections (collector roadway and above).



Infill Development

Enforce residential infill development regulations in efforts to preserve and stabilize existing neighborhoods. Permit accessory housing units, or new well-designed, small-scale infill multi-family residences to increase neighborhood density and income diversity.



Transitional Buffer

In areas adjacent to Activity Center, require the transition of higher densities to occur within Activity Center and abiding by the delineated Activity Center Boundary.

Suburban (SUB) Character Area Polices

Permitted Zoning:

- RE
- RLG
- R100
- R85
- R75
- R60
- RNC
- MHP
- RSM
- MU1
- NS
- C1
- OIT
- OI



Density Increases

This shall be evaluated for their impact on county facilities and shall not degrade the overall quality of service delivery and quality of life for the surrounding established neighborhood.



Walkability

Locate development and activities within easy walking distance of transportation facilities.



Greenspace

Whenever possible, connect to a regional network of greenspace and trails, available to pedestrians.



Connectivity

Promote strong connectivity and continuity between existing and new developments.



Street Design

Promote street design that fosters traffic calming including narrower residential streets, on-street parking, and the addition of bicycle and pedestrian facilities.



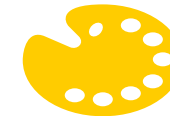
Bicycle and Pedestrian

Encourage good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple site access points.



Transportation Alternatives

Provide a variety of transportation alternatives such as bicycle and pedestrian paths and greenway areas.



Sense of Place

Promote sense of place initiatives such as public art, fountains, plazas, signage, and other design guidelines to improve the public realm.



Density

Promote moderate density, traditional neighborhood development style residential subdivision, which may utilize alley ways and rear vehicular access as well as automobile dependency.

Chapter 7 Land Use Suburban (SUB) Character Area Policies

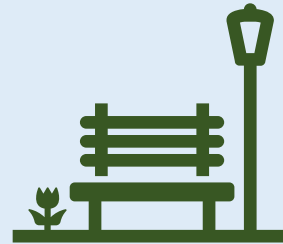


Nodes



- A) Create neighborhood focal points through the use of existing pockets parks and squares for community activities
- B) Create neighborhood focal points by locating schools, community centers, or well-designed small commercial centers at suitable locations within walking distance of residences.

Street Character



Improve street character with consistent signage, lighting, landscaping and other design features.

Architecture



Encourage compatible architecture styles that maintain regional and neighborhood character.

Traditional Neighborhood (TN)

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



Chapter 7 Land Use Traditional Neighborhood (TN) Policies

Primary Land Uses

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



Residential Protection

Protect stable neighborhoods from incompatible development that could alter established residential development patterns and density. Protect stable neighborhoods adjacent Activity Centers from incompatible development that could alter established residential development patterns and density.



Walkability

Locate development and activities within easy walking distance of transportation facilities.



Infill Development

Enforce residential infill development regulations in efforts to preserve and stabilize existing neighborhoods.



Traditional Neighborhood Principles

Encourage residential development to conform with existing traditional neighborhood development principles including, existing grid street patterns, a higher mix of uses, and increased pedestrian access to retail and other activities.



Infill Development

Permit accessory housing units, or new well-designed, small-scale infill multifamily residences to increase neighborhood density and income diversity.



Non-Residential Development

The non-residential development in suburban areas shall be limited to small-scale convenience goods/services to meet the needs of the surrounding residents. Small scale nonresidential development shall be limited to qualifying intersections (collector roadway and above).



Transitional Buffer

In areas adjacent to Activity Centers, require the transition of higher densities/intensities to occur within Activity Center and abiding by the delineated Activity Center boundary.



Density Increases

This shall be evaluated for their impact on county facilities and shall not degrade the overall quality of service delivery and quality of life for the surrounding established neighborhood.



Greenspace

Wherever possible, connect to a regional network of greenspace and trails, available to pedestrians.

Chapter 7 Land Use Traditional Neighborhood (TN) Policies

Permitted Zoning

- RE
- RLG
- R-100
- R-85
- R-75
- R-60
- RNC
- RSM
- MR-1
- MU-1
- MU-2
- NS
- C-1
- OIT
- OI



Connectivity

Connect new streets and minimize or prohibit cul-de-sacs to disperse traffic, shorten walking/biking trips.



Street Design

Promote street design that fosters traffic calming including narrower residential streets, on-street parking, and the addition of bicycle and pedestrian facilities.



Bicycle and Pedestrian

Encourage good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple site access points.



Transportation Alternatives

Provide a variety of transportation alternatives such as bicycle and pedestrian paths and greenway areas.



Architecture

Encourage compatible architecture styles that maintain regional and neighborhood character.



Sense of Place

Promote sense of place initiatives such as public art, fountains, plazas, signage and other design guidelines to improve the public realm.



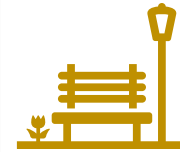
Density

Promote moderate density, traditional neighborhood development style residential subdivisions, which may utilize alley ways and rear vehicular access.



Nodes

(A) Create neighborhood focal points through the use of existing pockets parks and squares for community activities. (B) Create neighborhood focal points by locating schools, community centers, or well-designed small commercial centers at suitable locations within walking distance of residences.



Street Character

Improve street character with consistent sign-age, lighting, landscaping and other design features.

Conservation Open Space (COS)

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



Chapter 7 Land Use Conservation Open Space (COS) Policies

Primary Uses

- Passive Parks
- Nature trails
- Flood Plains
- Wetlands
- Natural and Conservation Areas
- Golf Courses
- Athletic Fields and Courts
- Bike and Pedestrian Paths
- Amphitheaters

Zoning

Permitted in all zoning districts.



Preservation

Preserve open space, natural and critical environmental areas throughout the County



Partnerships

Coordinate with nongovernmental agencies such as foundations, land trusts and other entities to acquire and protect land.



Environmental Sensitive Areas

Protect environmentally sensitive areas including wetlands, floodplains, water supply watersheds, and other water sources.



Acquisition

Execute innovative financing tools for conservation area preservation and greenspace space acquisition.



Connectivity

Increase the amount, quality, connectivity and accessibility of greenspace.



Zoning Tools

Design, implement and enforce land use and zoning tools (not limited to overlay districts or conservation subdivision districts) that preserve conservation lands green space and water resources.



Trails

Create a network of safe and pleasant trails and greenways.



Recreation Destinations

Promote conservation and greenspace areas as passive use and recreation destinations.



Greenspace Databank

Inventory the amount and quality of green spaces within the county.



Statutes

Utilize environmental statutes to protect conservation and green space areas. Coordinate environmental protection programs and statutes with the appropriate agencies.



Right-of-way Acquisitions

Identify areas such as right of ways and redevelopment areas to be used for trails and greenspace.



Land Use Compatibility

Limit land uses within and near established preservation areas to compatible activities.



Neighborhood Parks

Promote the development of communities that feature greenspace and neighborhood parks.



Comprehensive Transportation Plan

Adopt/Implement the Comprehensive Transportation Plan pedestrian greenway projects.



Way Finding

Provide way finding/markers and appropriate signage along trail routes.



Set Asides

Require that open space is set aside for all major developments.



Community Groups

Provide a framework for community and voluntary groups to participate in green space acquisition and management.



Connectivity

Interconnect existing trails and recreation areas wherever possible.



Pedestrian Access

Construct safe and convenient pedestrian access on trails, walkways and parks in the urbanized areas.

Institutional (INS)

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




Chapter 7 Land Use Institutional (INS) Policies

Primary Uses


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

Notable Institutions

- Georgia State University
- Georgia Piedmont College
- DeKalb County Public Schools
- DeKalb Medical Hospital
- Georgia Bureau of Investigation




Compatibility
Ensure that institutional land is compatible with adjacent uses.



Transportation
Provide transportation alternatives to reduce automobile dependency.



Infrastructure
Locate developments in areas with direct access to existing infrastructure.



Walkability
Locate development and activities within easy walking distance of transportation facilities.



Future Development
Provide opportunities for the development of institutional uses within the County.



Access Management
Create and implement driveway controls and access management standards.



Commercial Uses
Promote the location of accessory commercial uses to support worker activity.

Chapter 7 Land Use Institutional (INS) Policies

Permitted Zoning

- R-100
- R-85
- R-75
- R-60
- RSM
- MR-1
- MR-2
- MU-1
- MU-2
- MU-3
- OI
- OIT



Connectivity

Provide direct connections to nearby networks of greenspace or trails, available to pedestrians, and bicyclists.



Traffic Calming

Organize circulation patterns through traffic calming techniques and access management.



Buffer

Use landscaping and other buffering to separate developments from surrounding uses.



Aesthetics

Create and implement performance and aesthetic standards to protect adjacent properties.



Office Park (OP)

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



Chapter 7 Land Use Office Park (OP) Policies

Primary Land Uses

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

Locations

- Mercer University
- Cliff Valley Way
- I-85
- Sheridan Park



Protect Single Family Neighborhoods

Preserve and enhance the integrity and quality of existing residential neighborhoods.



Transitional Buffers

Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.



Streetscaping

Improve street character with consistent signage, lighting, landscaping and other design features.



Enhanced Buffers

Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.



Retrofitting

Foster retrofitting for conformity with traditional neighborhood principles.



Staggered Heights

Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.



Mixed Use Development

Create compact mixed-use districts and reduce automobile dependency and travel to obtain basic services.

Chapter 7 Land Use Office Park (OP) Policies

Permitted Zoning

- MU5
- MU4
- MU3
- MU2
- MR1
- MR2
- C-1
- OI
- HR1
- HR2



Pedestrian Enhancements

Create a pedestrian-friendly environment by adding sidewalks that link neighborhood amenities.



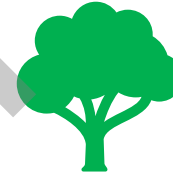
Stormwater Run-off

Implement techniques to reduce stormwater run-off and improve drainage.



Traffic Calming

Organize circulation patterns through traffic calming techniques and access management. Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walkability.



Visual Impacts

Promote the protection of adjacent structures and businesses from visual impacts.



Pedestrian Oriented Design

Design shall be pedestrian-oriented with walkable connections between different uses.



Transportation

Provide transportation alternatives to reduce automobile dependency.



VMT

Promote new and redevelopment at or near activity centers as a means of reduce vehicle miles traveled (VMT).



Infrastructure

Locate developments in areas with direct access to existing infrastructure.

DeKalb County Small Area Plans (SAP)

- Kensington Activity Center
- Memorial Drive Revitalization Corridor Plan
- Northlake-Tucker Activity Center
- Medline Activity Center
- Wesley Chapel Activity Center
- Candler Flat Shoals Activity Center
- North Druid Hills Activity Center
- MARTA I-20 East TOD Plan
- Master Active Living Plans (MALPs)





MEMORIAL DRIVE REVITALIZATION SMALL AREA PLAN

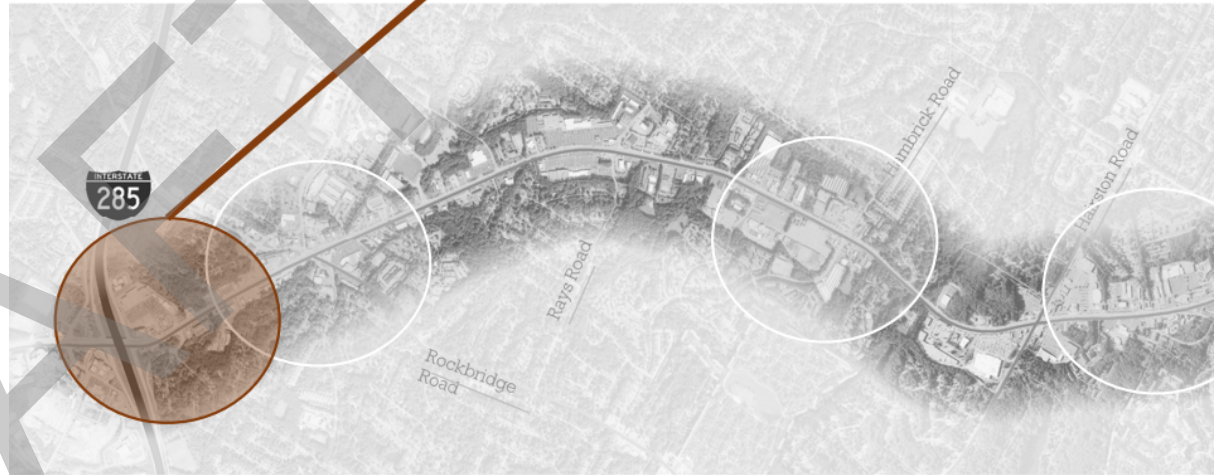
Small Area Plan (SAP): Memorial Drive Revitalization Plan
 Boundary: Memorial Corridor bounded to the west by I-285 and to the east by Ridge Avenue. Residential borders the north and south.
 Commission District 4 / Super District 6 and 7



MEMORIAL DRIVE REVITALIZATION CORRIDOR PLAN

GATEWAY WEST

Supports Regional and Town Centers



At the western end of the corridor, Gateway West has the broadest potential to become a regional center. Therefore, the vision for this part of the corridor is an urban center with a mix of land uses. Ideas discussed at the Design Workshops included:

- Retail
- Restaurants
- Greenspaces
- Public Squares
- Office Space
- Apartments
- Cultural
- Theaters

A recent conversation in DeKalb County is the potential need for a civic or convention center to host everything from High School graduations to professional conferences and festivals. A central location within DeKalb County (just east of the Kensington area, where the Atlanta-Fulton County Stadium site has led to discussions about consolidation of County offices and services) with transportation access via I-285 and nearby MARTA heavy rail stations at Kensington site is a strong candidate for such a consideration. Such an investment would be particularly strong anchor for the mix of uses envisioned.

The illustrative redevelopment plan above includes various features including green and public spaces and a tighter urban network of buildings and streets to reflect the vision for the area. This image also implies how the exiting building fabric can be honored through incremental development.

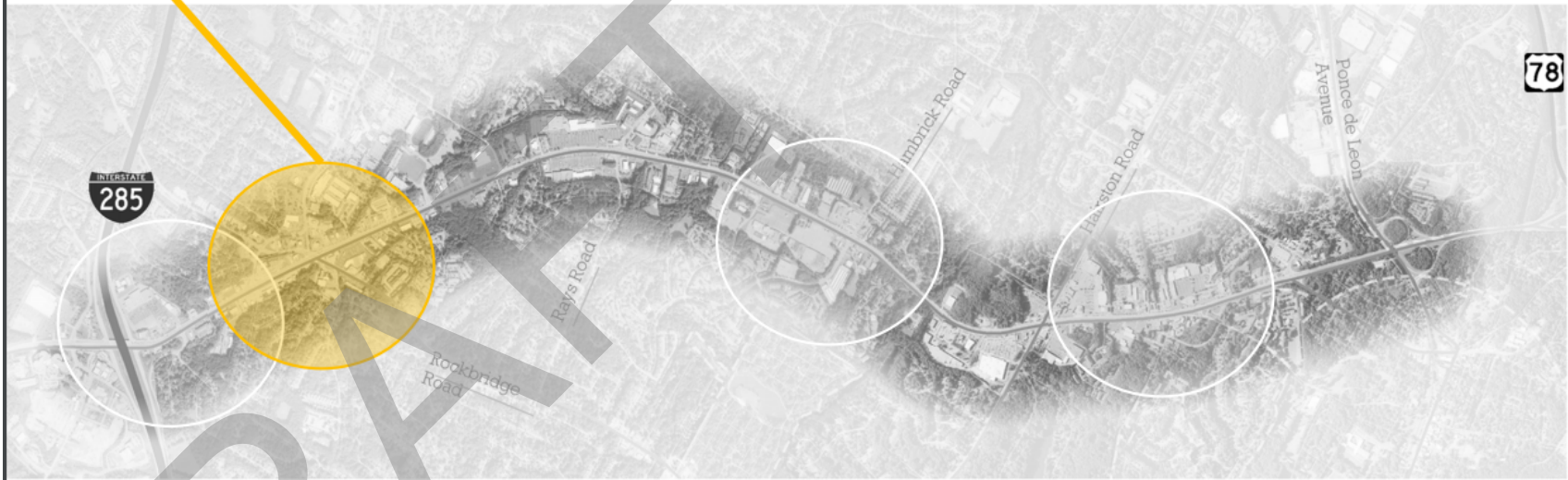


MEMORIAL DRIVE REVITALIZATION CORRIDOR PLAN

GLOBAL CITY Supports Town Center



The area today includes many smaller scaled strip shopping centers and outparcels in a suburban setting.



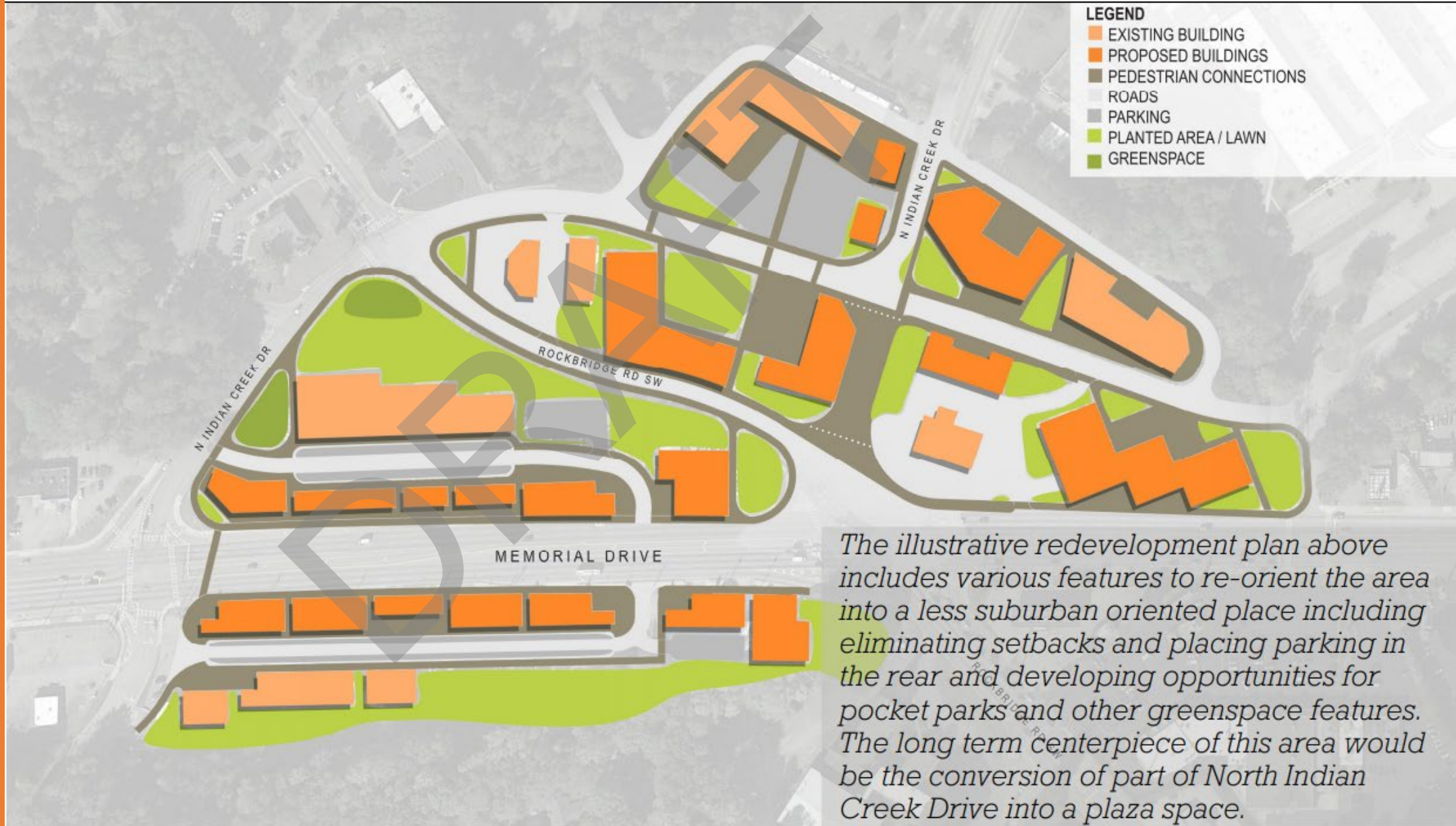
The Global City concept explicitly recognizes the opportunity to enhance and express the cultural diversity of the area. Less urban and intense than the ideas expressed at Gateway West, but still embracing a more urban environment than current conditions, this area would also potentially support multi-story buildings including restaurants, retail, offices, and residential opportunities.

The 'global' component of the area would likely be reflected in the desired types of businesses and may require the specific curation of locally owned and sourced opportunities. Optimally, these businesses would not only support the cultural needs of the local community but also serve patrons from around the Atlanta region with interest in the various cultures featured, similar in many ways to how Buford Highway is known as a culinary destination for both various Asian and Hispanic foods.

With Georgia State University's Clarkston Campus and Georgia Piedmont Technical College nearby there are also opportunities to leverage the business of students who visit the area. Longer term options associated with the schools depending on their growth patterns could include student housing and opportunities for co-working and/or business incubator spaces.



Redevelopment efforts should focus on bringing businesses up to the street (with rear parking) to be more accessible to pedestrians and help activate further pedestrian opportunities. Ideally, businesses should reflect the culture of the surrounding community.



Chapter 7 Land Use
Memorial Drive
Revitalization
Small Area Plan

MEMORIAL DRIVE
REVITALIZATION CORRIDOR PLAN

HAMBRICK VILLAGE

Supports Commercial
Redevelopment Corridor



Unlike some other surrounding commercial areas in the middle of the Memorial Drive corridor where residents broadly spoke of a desire to preserve shopping plazas as they are (but with the hope for maybe some aesthetic enhancements), the two mostly vacant shopping centers at Hambrick Village have attracted the attention of specific redevelopment. Recognizing that increased density in this area is generally not desired coupled with the desire to leave other parts of the corridor alone (effectively as part of the Commercial Redevelopment Corridor), the redevelopment of this area can be elevated to serve specifically as a Neighborhood Center.

As such, much of the thinking in this area is to not necessarily build taller but rather to rethink the purpose and layout of these sites. An illustrative site plan implies smaller scale retail but is balanced out with general ideas for residential including the potential for senior housing and even (as suggested by a few members of the community) tiny houses.

Separate, but compatible, concepts for the area that were discussed during the process included ideas for some type of tourist or festival activity (including potentially a permanent ferris wheel that could be visible from Stone Mountain), park space (including in particular sporting fields), and civic cultural opportunities such as a recreation center, library, or small theatre.



In contrast to today's conditions, this rendering of a possible future reinforces the need for landscaping and tree coverage (along with some façade enhancements to the existing structure) to make this area more attractive.

Hambriick Village



Chapter 7 Land Use Memorial Drive Revitalization Small Area Plan

MEMORIAL DRIVE REVITALIZATION CORRIDOR PLAN

GATEWAY EAST

Supports Commercial
Redevelopment Corridor



Gateway East represents a unique opportunity on the corridor. Somewhat less built up and retail oriented than other parts of the corridor, there is an element of this area offering a blanker slate of how redevelopment could occur. The community's vision implies maintaining a relatively suburban oriented density but also envisions a pivot into being a more employment oriented area supported by a mix of uses (effectively retaining the area as a Commercial Redevelopment Corridor in feel if not necessarily function).

The concept of turning this area into a more employment oriented area is not immediately obvious given its distance from I-285, but when considering the easy access to the Stone Mountain Freeway immediately to the northeast the opportunities become more clear. Different than other nearby suburban oriented employment areas that are explicitly industrial and warehousing related (such as along Mountain Industrial Boulevard) the employment vision is for small scale light industrial, office, and manufacturing that is craft related due to the desire to mix housing and retail into the area.

A good model for the vision of this area is on the aforementioned Westside of Atlanta along Howell Mill Road in the early 2010s where such manufacturing uses intermixed with coffee shops, chef driven restaurants, artist galleries, and small scale retail.



An illustrative rendering of the future on the corridor emphasizes the value of good landscaping and bringing buildings (that could serve a variety of purposes from retail to office to light industrial) up to the road

This illustrative plan view of potential redevelopment emphasizes restoring a grid pattern in the area.



Chapter 7 Land Use – Memorial Drive Revitalization Small Area Plan

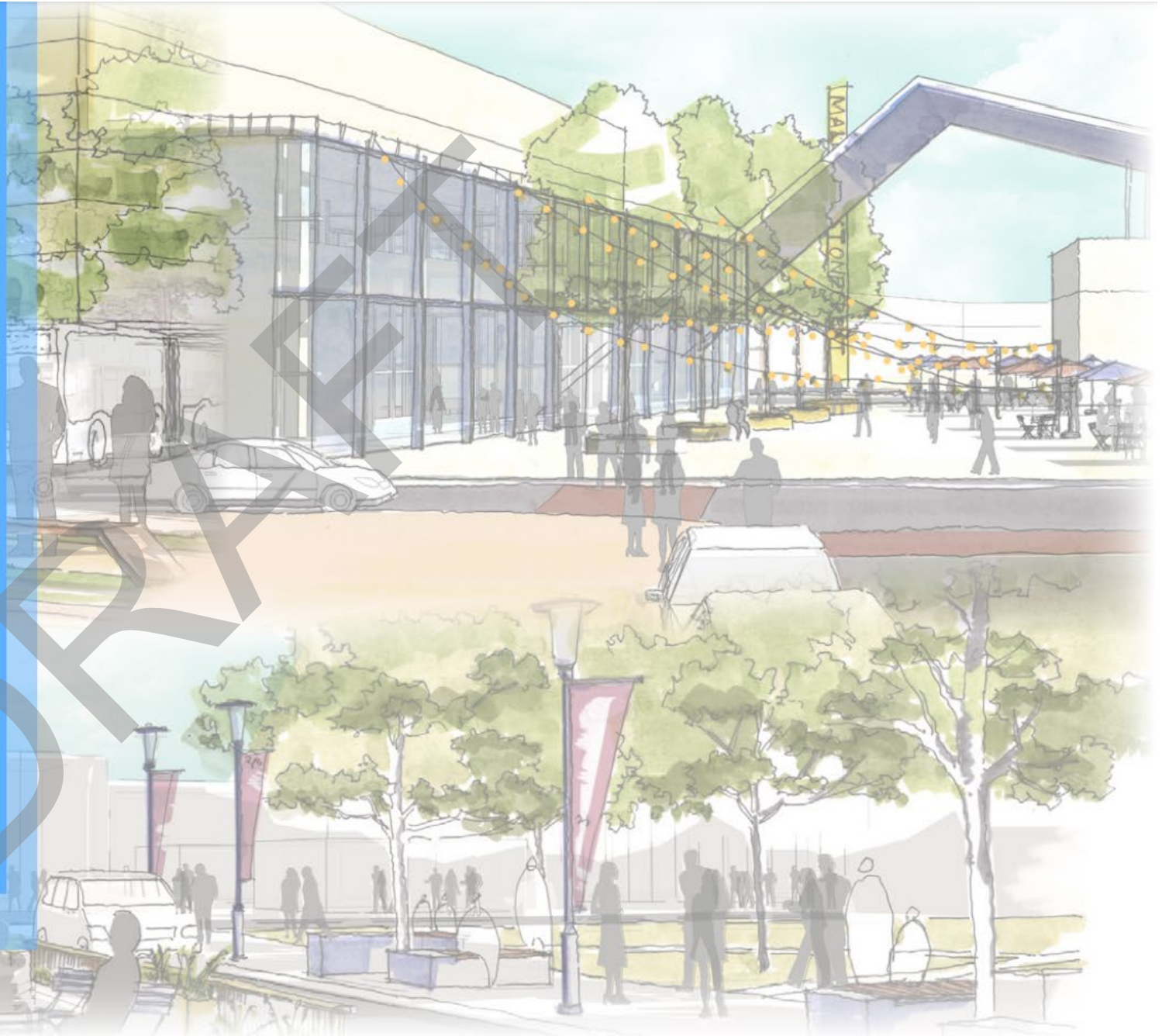
Land Use Development Guidelines

With a focus on four strategic areas along the corridor, the expressed vision for the corridor encourages redevelopment to start in these areas: 1. Gateway West: A regional urban center at the I-285 interchange 2. Global City: A community that reflects the diversity of the corridor 3. Hambrick Village: A neighborhood serving commercial node 4. Gateway East: With easy access to Stone Mountain Freeway, this area represents unique opportunities to bring craft-oriented employment to the corridor.

Sub-Area Districts	Land Use Designations	Primary Uses	Density	Preferred Building Height	Preferred Lot Coverage
Gateway West	Regional Center	Convention Center, Civic, Mixed-Use, Retail	No Max	Minimum of 5 stories	
Global City	Town Center	<ul style="list-style-type: none"> • Townhomes • Condominiums • Apartments • Health Care Facilities • Retail and Commercial • Office 	Up to 60 du/ac	Maximum of 5 stories	
Hambrick Village	Neighborhood Center Commercial Red Cor	<ul style="list-style-type: none"> • Townhomes • Condominiums • Apartments • Health Care Facilities • Retail and Commercial • Office 	18-24 du/ac	1-3 Stories	
Gateway East	Town Center Suburban	Commercial, Office, Retail, Neighborhood Shopping	Up to 60 du/ac	Max of 5 at Hairston node only	

Small Area Plans

I-20 East MARTA Transit Oriented Development Plan



STATION AREA TOD PLAN

The station area-specific TOD plan for each station is described in this chapter. For each station, the following key urban design elements are presented:

- o The vision section highlights the overarching theme or goal, and the broad design ideas behind the specific proposed character for each station.
- o The street grid laid out in the mobility section sets up the “bones” of the station area plan, establishing the blocks and circulation pattern.
- o The open space network section overlays a system of open spaces on the street grid to expand and complement its non-vehicular connectivity. It describes the scale and type of each individual space that makes up the larger network to provide amenities and create a sense of place.
- o The land use and density section discusses proposed development patterns for the station area, specifically the density and scale, mix of uses, and any station-area-specific parking strategies.
- o The public realm improvement section encapsulates specific elements from the mobility, open space, and land use sections to establish a unique character for each station area.

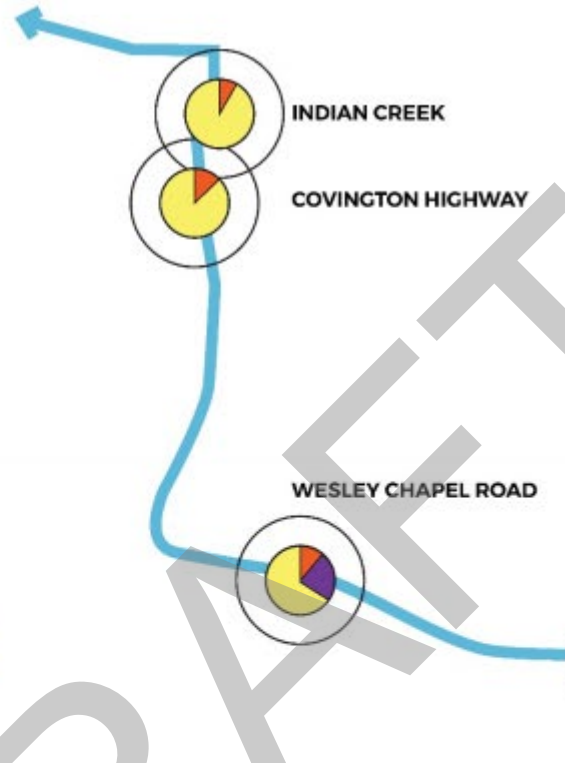
INDIAN CREEK MAIN STREET RETAIL + DENSE RESIDENTIAL



COVINGTON HIGHWAY TOWN CENTER + RETAIL ANCHOR



WESLEY CHAPEL ROAD BUSINESS CENTER + COMMUTER CENTER



PANOLA ROAD SUPPORT EXISTING ANCHORS AND EMPLOYERS



LITHONIA INDUSTRIAL BOULEVARD CORPORATE HEADQUARTER + DENSE TOWNHOUSE



MALL AT STONECREST LIVE + WORK + PLAY DISTRICT

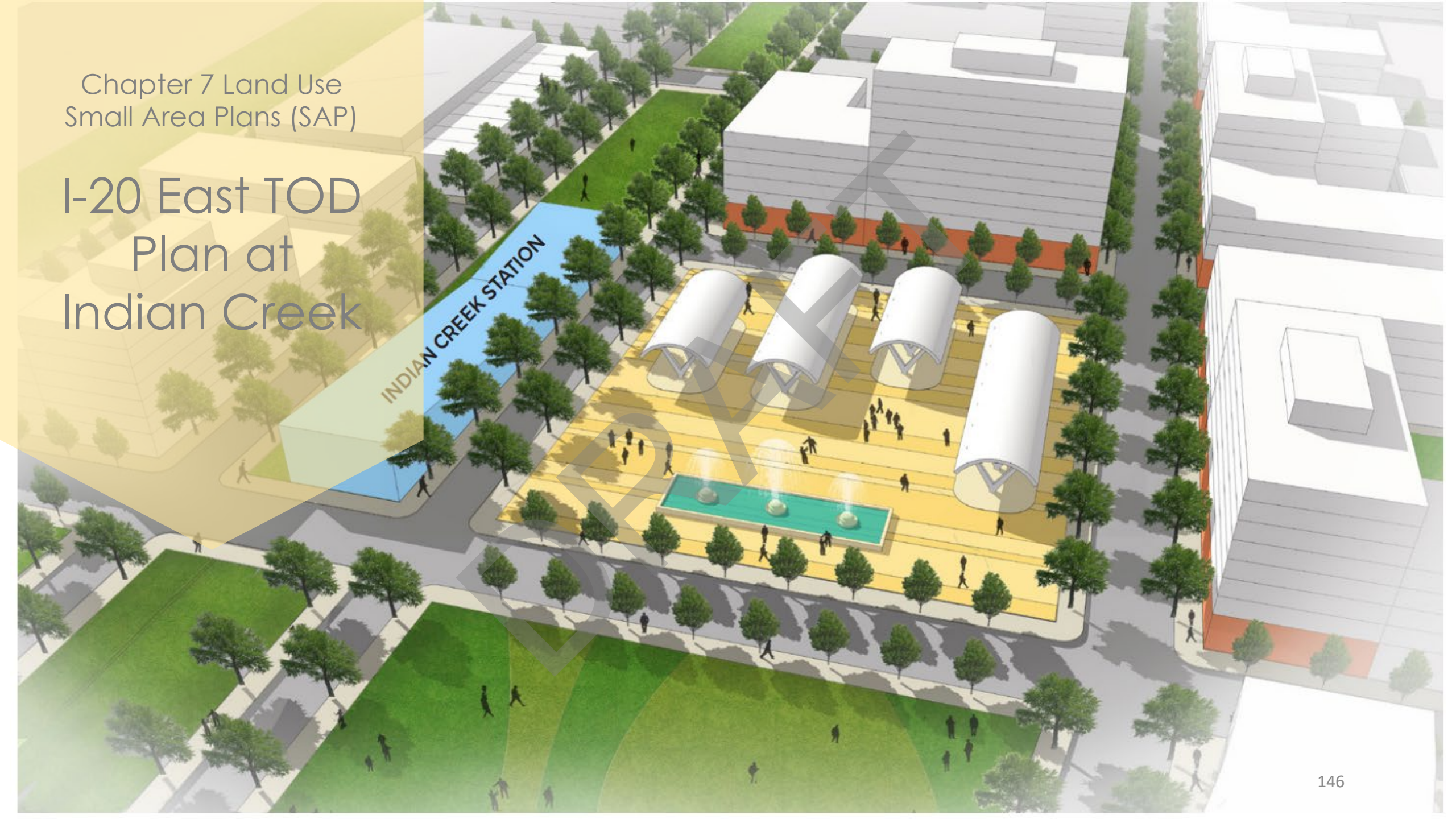


The Plan consists of these community station area visions and implementation recommendations for achieving them.



Chapter 7 Land Use
Small Area Plans (SAP)

I-20 East TOD Plan at Indian Creek



Chapter 7 Land Use Small Area Plans (SAP) I-20 East TOD Corridor Plan Indian Creek Location

THE VISION The TOD framework envisions a centrally located Civic Plaza surrounded by retail, restaurants, and apartments that would combine with Indian Creek Station to create a new place for local and regional gathering. The mix of uses connects to Redan Road as a 'Main Street' retail and residential corridor and is the primary gateway for the development. A Community Green forms the interface between the station area and a multi-family neighborhood (see Figure 2-2). This area of apartments is organized along a north-south boulevard that connects all areas of the development. The proposed transit station would be in the center of the redevelopment site, providing opportunity for integration with the private development and planned civic spaces. Aside from existing MARTA facilities, the site is clear of structures. On the northern portion of the site, new development and open spaces are proposed on the existing station surface parking lot while on the southern portion, redevelopment is proposed to take the place of underutilized vacant land. The plan for the Indian Creek Station will create a transformative, mixed-use town center with the potential to become a regional draw for Atlanta and a gateway to expanded transit service and new development along the I-20 corridor to the east.



Figure 2-2: Illustrative Site Plan of the Indian Creek Station Area

LAND USE & DENSITY

The station area plan is divided into two distinct areas: a Mixed-Use District and a Residential Neighborhood.

Uses

The nine-block Mixed-Use District envisions the Indian Creek development as a regional destination by including a diverse and complementary mix of national anchor and local retail options, restaurants and places for entertainment. These uses are focused at the ground level along Main Street and frame the Civic Plaza and station area. Parking is provided for each block by an above-grade garage that is integrated with the development to preserve a continuous street wall and reinforce the street as “public space”. The garages offer parking for visitors and residents as well as allocated Park-and-Ride spaces for commuters connecting with transit at the station. When combined with the apartments above each block, the Mixed-Use District is a lively, transit-centric urban place for the east side of I-285 and the I-20 corridor.

Building Heights

The plan re-imagines what is currently a large surface parking lot for the existing MARTA station as a seven-block neighborhood of medium and low-density multi-family apartment buildings, ranging in height from 3 to 5 stories. Interior courtyards offer amenities for residents and are integrated with above-grade parking garages. Neighborhood services, like dry cleaners and small markets, are included at the ground level of buildings to meet residents needs.

Density

Development densities would be highest in the Mixed-Use District, with block base heights ranging from 4 to 5 stories and 7 to 10 story towers. The development scale is most dense around the station and Civic Plaza, with density gradually decreasing from west to east, transitioning to the single-family homes east of Elder Lane and the Green Buffer. The Neighborhood is a mix of medium and low-density blocks, with some towers ranging in height from 6 to 8 floors to mark important intersections. Development densities should be moderately higher than the surrounding development to support transit ridership.

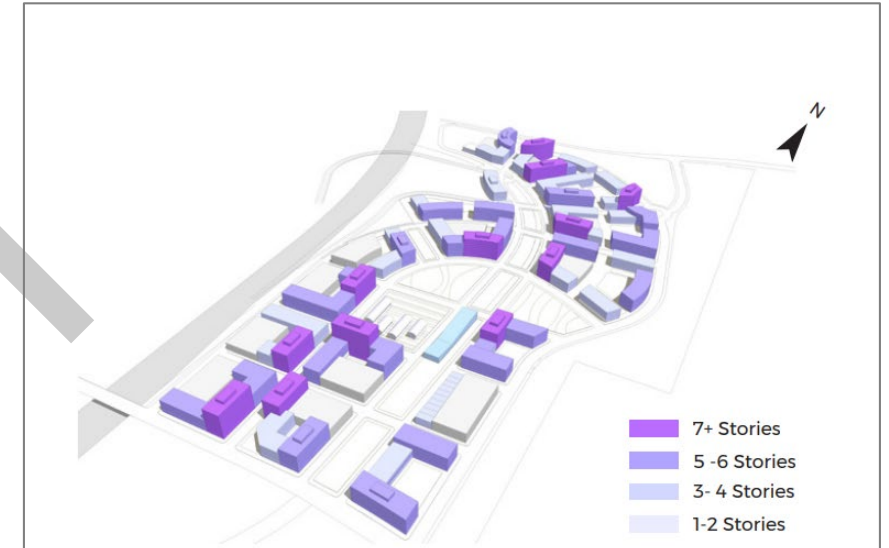


Figure 2-4: Indian Creek Development Density



High-Density Mixed-Use



Main Street Retail



Farmers/Makers Market



Linear Park

Figure 2-5: Examples of Uses and Densities

Chapter 7 Land Use Small Area Plans (SAP)

I-20 East TOD Corridor Plan Indian Creek Location

Future Built-out



Figure 2-6: Aerial View of Potential Future Built-out in the Indian Creek Station Area (Looking Northwest)

I-20 TOD Plan at Indian Creek

OPEN SPACE NETWORK

Civic Plaza and Community Green form the primary open spaces for the proposed Indian Creek development. Combined with the station, these elements create a memorable and important transit-centric place for residents, commuters and visitors. A **linear Park connects the neighborhood and the mixed-use district** with places for recreation and gathering, and forms a pedestrian and bicycle network for the entire site. At the **heart of Indian Creek is Civic Plaza**. Framed by the station to the east, lively and active retail and restaurant frontages to the south and west, and the Community Green to the north, Civic Plaza is the premiere gathering place for the community and has the potential to become a regional destination. A variety of programming ensures the space is active year-round and can include farmers and makers markets, outdoor performances, and holiday and food festivals. The **Community Green** is a large open space for residents, commuters and visitors alike. This space is framed to the north and west by an arc of multifamily apartments that follow the curve of Main Street. The Community Green acts as a 'front yard' where the neighborhood to the north and the mixed-use district to the south meet. Across its half-mile length, the Linear Park is intended for passive and active uses and includes places for rest and relaxation, fitness stations, dog runs and a multi-use path for pedestrians and bicyclists. Along the northern and eastern stretches, users of the path will engage Indian Creek and experience dense swaths of preserved forest that also act as buffers between the new development and single-family homes to the east

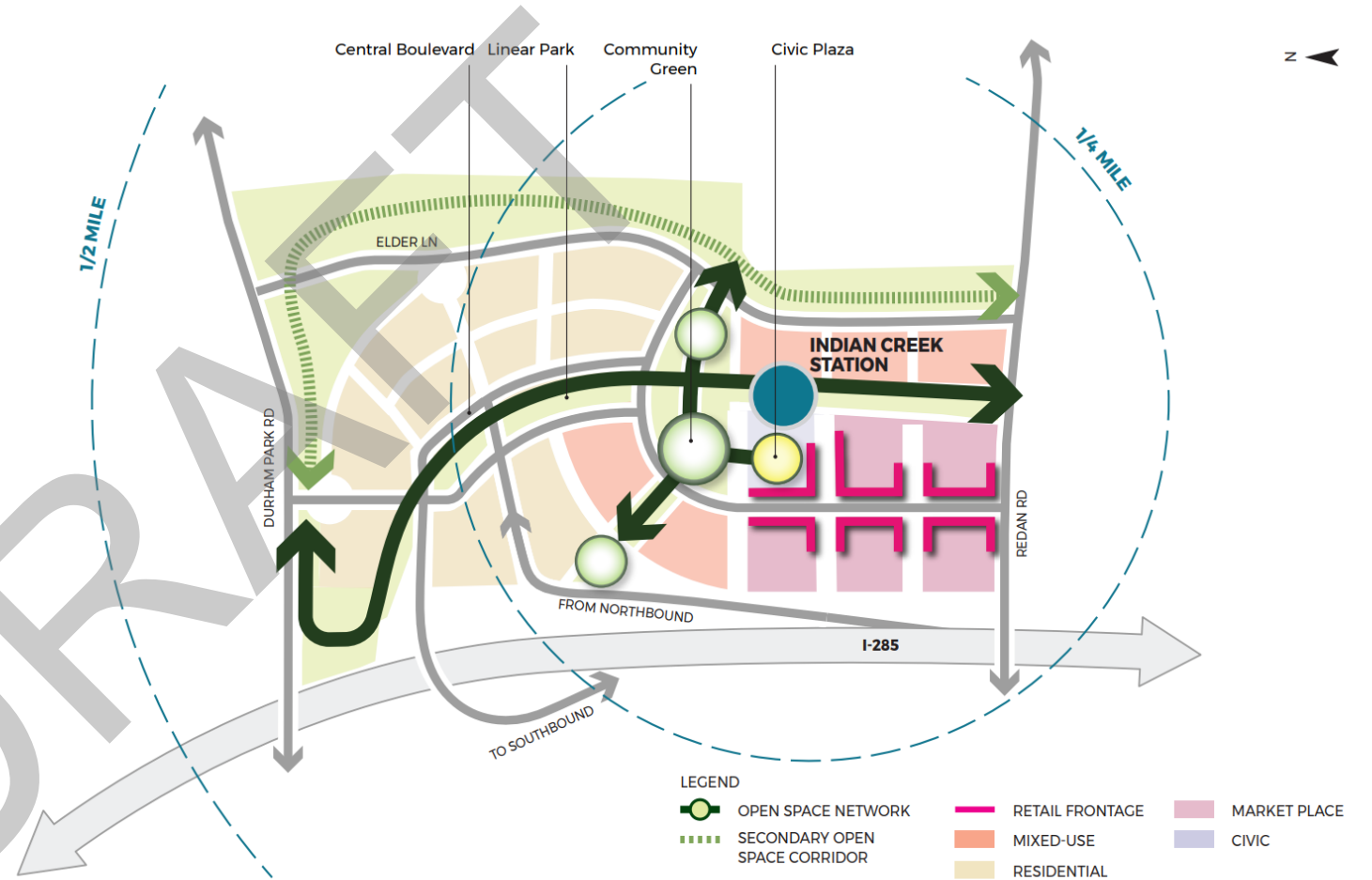
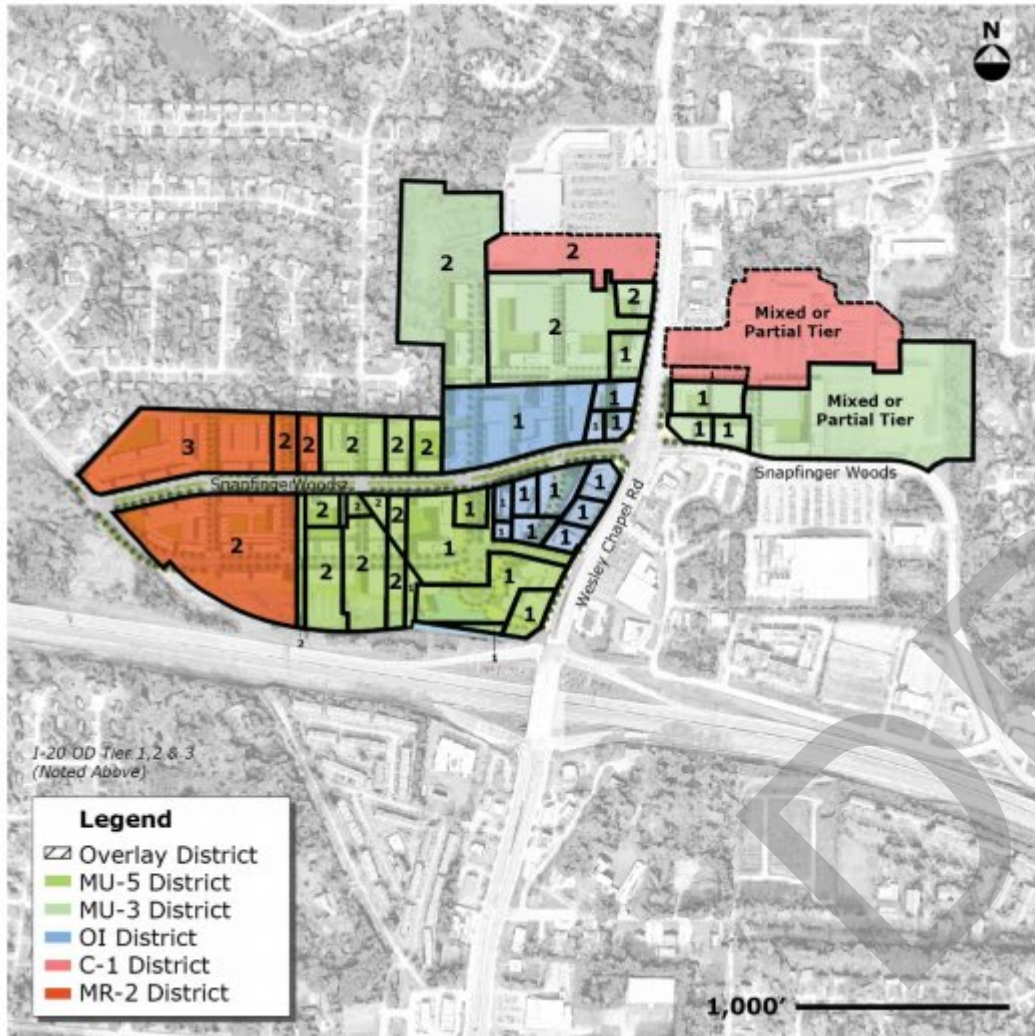


Figure 2-3: Indian Creek Station Area Design Framework Diagram

Chapter 7 Land Use
Small Area Plans (SAP)

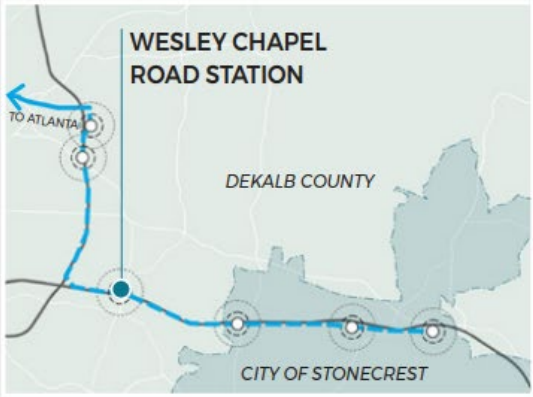
I-20 East TOD Plan at Wesley Chapel





- Update 26 parcels from C-1 and OD to MR-5 and MR-3 to require denser multi-family residential and commercial uses
- Update 12 parcels near Snapfinger Road from MU-1, C-1, and OD to OI to require office uses within proposed office park
- Update 4 parcels on the western portion of the station area from C-1 and OI to MR-2 to require residential within proposed townhome neighborhood





TOD STATION TYPOLOGY

Commuter Town Center

DEVELOPMENT STRATEGY

Leverage multi-modal connection opportunities to create a transit hub that services a new 21st Century business destination.



Figure 2-17: Existing Condition

Table 2-3: Key Strategies

TOD DENSITY & MIX OF USAGE	<ul style="list-style-type: none"> ○ Create medium- to high-density office supported by mixed-use development
REPURPOSING & INFILL	<ul style="list-style-type: none"> ○ Redevelop selective big-box retail sites to increase density
PARKING APPROACH	<ul style="list-style-type: none"> ○ Provide station parking for commuters ○ Reduce amount of parking on-site through shared parking program
COMPLETE STREETS & NEIGHBORHOOD SPACE	<ul style="list-style-type: none"> ○ Design a transit hub that supports transfers between different modes ○ Use public space and improved pedestrian space to connect high capacity transit and local buses

THE VISION

The Wesley Chapel Road station area plan envisions a 21st Century business destination supported by a multi-modal transit hub and mixed-use development. Located near the interchange of I-20 and I-285, the station is a node to switch modes and transfer between transit lines. The plan proposes a mix of office, retail, apartments, townhouses and open spaces in the station area to create a vibrant transit-oriented community that has the potential to revive this crossroads for the I-20 corridor (see Figure 2-18).

The redevelopment is concentrated in the area north of I-20 and west of Wesley Chapel Road. The station area TOD plan is built on a consolidation and redevelopment of low-density and underutilized commercial parcels and the redevelopment of an underutilized shopping center north of the station area.

The station area plan creates an environment ideal for attracting young professionals and businesses with a variety of transit-centric lifestyle amenities. The TOD vision for the Wesley Chapel Road station area will be accomplished through the key strategies highlighted in Table 2-3.

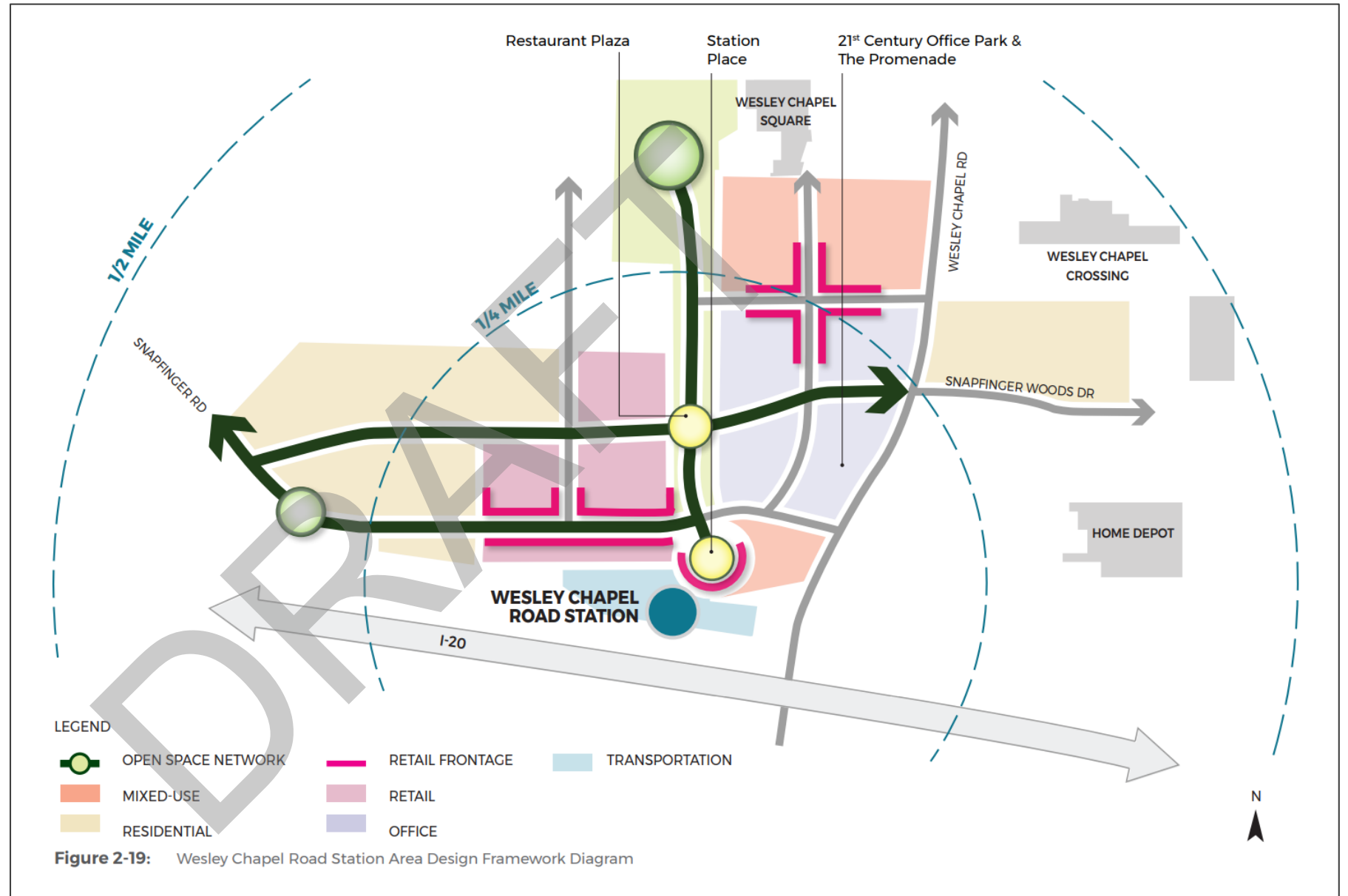


Figure 2-18: Illustrative Site Plan of the Wesley Chapel Road Station Area

MOBILITY Wesley Chapel Road Station is a major connection point in the region and serves the I-20 and I-285 corridors. To facilitate transfers between MARTA high capacity transit, BRT (Bus Rapid Transit) and local buses, the transit hub will consist of a multi-modal station and large transit plaza called Station Place, which is a key feature in the design. Station Place includes areas for bus berthing and a circle for vehicular functions like pick-up/drop-off. Commuter parking is provided in an adjoining parking garage.

New streets designed with Complete Streets principles are introduced throughout the station area and integrate with Wesley Chapel Road and Snapfinger Woods Drive.

OPEN SPACE NETWORK The station area plan is structured around a network of open spaces and corridors of enhanced public realm that converge at Station Place.



LAND USE & DENSITY

The TOD vision comprises three distinct areas of land use: the Mixed-Use Hub, which includes a 21st Century office park, a district of apartments and offices north of Snapfinger Woods Drive, and to the west, a quiet neighborhood of townhomes integrated with open space. The Mixed-Use Hub will be a regionally significant development centered around the new station facility and transit plaza, Station Place. Tremendous value is unlocked by replacing the underutilized Chapel Hall Shopping Center and adjacent economy motels and fast food restaurants with pedestrian-friendly blocks of high-quality, mixed-use development that leverages new and existing transportation infrastructure investment. Commuter parking is accommodated for in garages integrated within development blocks that surround the new station facility. West of the Mixed-Use Hub, a Townhome Neighborhood transitions the station area plan to quiet, residential blocks that are integrated with the surrounding open space.

To the north, a residential cluster is intended to provide office workers an

option to live near their place of employment. Each block meets the needs of residents by including essential neighborhood retail, courtyards for outdoor amenities, and parking garages. The new apartments and offices replace land that is currently underutilized, including a vacant big box structure, fast food establishments and public storage. However, the residential component integrates well with the existing and successful Wesley Chapel Square shopping center to the north.

The development densities within the Mixed-Use Core are among the highest of the six new station areas. Residential towers range from 8-14 floors, while office buildings range from 3-8 floors. The higher densities are focused around the new station facility to leverage the large investment in transit and locate the largest number of people nearest to the station. Moving north and west of the Mixed-Use Core, the development pattern begins to break down into blocks of smaller apartment buildings and rows of townhomes to facilitate the transition to the surrounding low-density single-family homes and commercial strip centers.



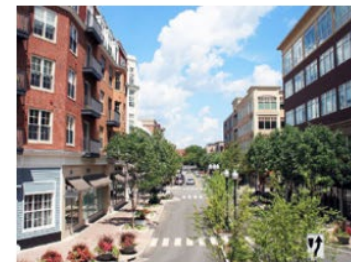
Figure 2-20: Wesley Chapel Road Station Development Density



High-Density Mixed-Use



Transportation



Main Street Retail



Medium-Density Office

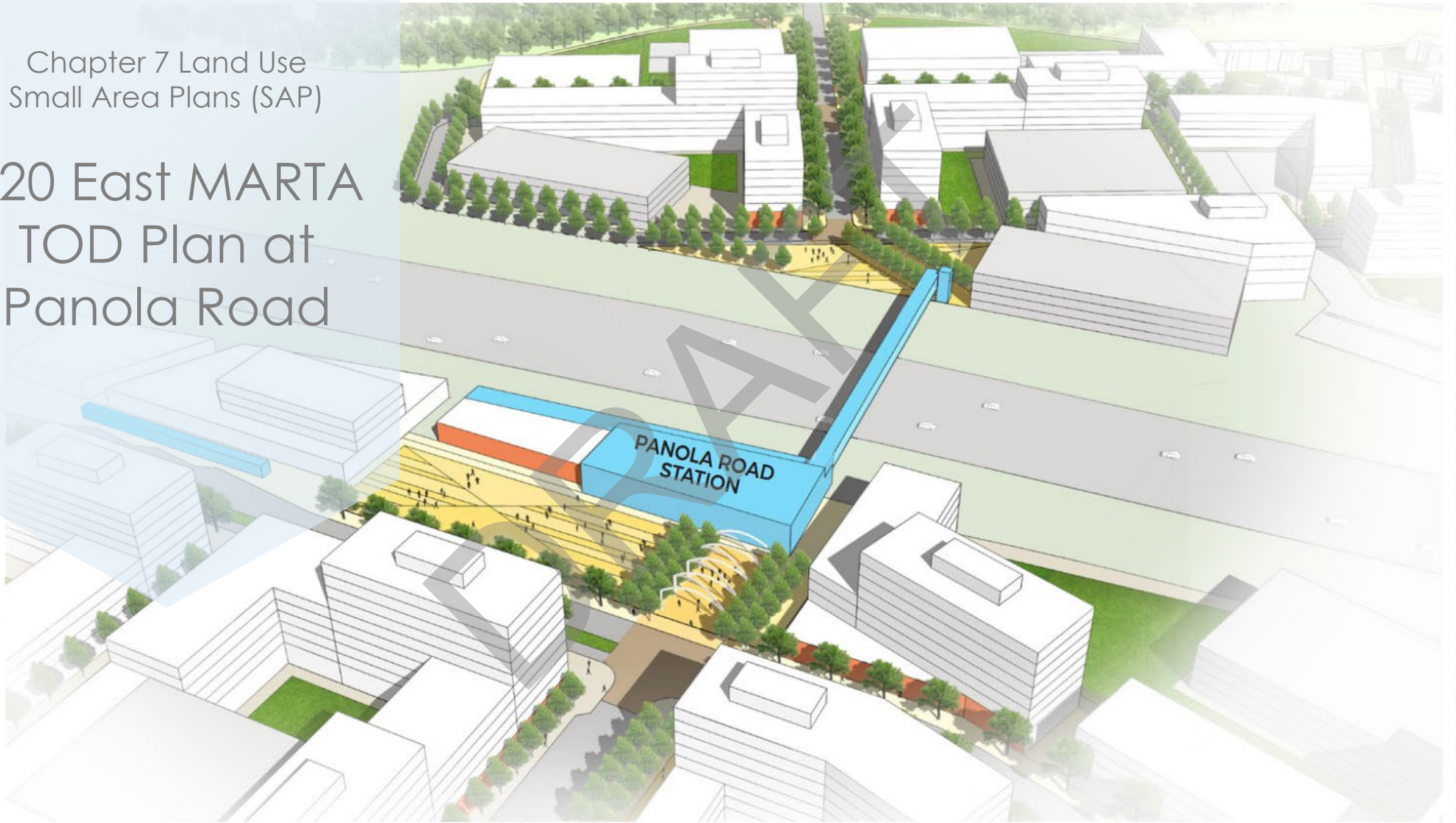
Figure 2-21: Examples of Uses and Densities

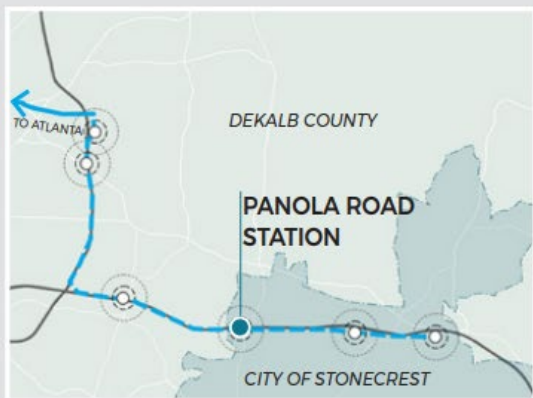


Figure 2-22: Aerial View of Potential Future Build-Out in the Wesley Chapel Road Station Area (Looking Northwest)

Chapter 7 Land Use
Small Area Plans (SAP)

I-20 East MARTA TOD Plan at Panola Road





TOD STATION TYPOLOGY

Commuter Town Center

DEVELOPMENT STRATEGY

Densify around existing anchors to establish a town center that unifies uses in different quadrants of the Panola Road interchange.



Figure 2-25: Existing Condition

Table 2-4: Key Strategies

TOD DENSITY & MIX OF USAGE	<ul style="list-style-type: none"> ○ Create a medium-density mixed-use cluster with senior housing ○ Provide office space near existing light industrial and healthcare facilities
REPURPOSING & INFILL	<ul style="list-style-type: none"> ○ Increase density along Panola Road and around big-box shopping malls
PARKING APPROACH	<ul style="list-style-type: none"> ○ Condense commuter parking based on current utilization and future projection ○ Reduce amount of parking on-site through shared parking program, and redevelop parking lot
COMPLETE STREETS & NEIGHBORHOOD SPACE	<ul style="list-style-type: none"> ○ Create a pedestrian connection across I-20 ○ Introduce a centralized civic space and connect it to existing green corridor

THE VISION

The Panola Road station area plan seeks to unify the disconnected quadrants separated by I-20 and Panola Road by providing infrastructure that connects across physical barriers, encouraging density near the station, and attracting uses that reinforce jobs, offer retail services, and provide housing. The plan proposes three clusters, each targeting a different type of development: a Mixed-Use Center immediately around the station; lower density housing proposed on the Walmart and Lowe's parking lots; and office space near the growing light industrial and healthcare cluster north of I-20 (Figure 2-26). Together, these three clusters form a station area plan that is context-sensitive and transit-supportive.

There is an opportunity to connect across the physical separation of I-20 at this station. A pedestrian bridge is proposed to link the Panola Road Station to the area north of I-20 to serve existing and future businesses and their employees. This station area plan redevelops the Georgia Regional Transit Authority (GRTA) Panola Park-and-Ride lot, existing low-density commercial establishments along Panola Road, and parking lot around big-box shopping malls.

The station area plan transforms the area around the station by recognizing the existing assets, enhancing the existing uses, and creating a center for future commuters. The TOD vision for the Panola Road station area is achieved through the key strategies emphasized in Table 2-4.

LAND USE & DENSITY

The plan is centered on the proposed station and the Mixed-Use Center redeveloped on the existing Park-and-Ride lot. The Mixed-Use Center creates a town center feel with lively ground floor retail to serve commuters, visitors, and residents from within and around the station area. This cluster of medium- to high-density mixed-use development increases transit ridership and accommodates senior housing near a variety of amenities. There are existing activity and employment centers north of I-20 that can be built upon and enhanced to attract related uses. Here, proposed low- to medium-density office use attracts co-working, small, and startup businesses, and the healthcare industry. Under the existing condition, a group of healthcare uses is growing, providing the opportunity to form a larger cluster and attract more specialty businesses, increasing employment. An existing large concentration of light industrial and related businesses provides employment and can generate high ridership when its transit needs are properly served by the future station. The proposed office

development bridges the gap between this employment cluster and the northern transit plaza. The proposed mix of office, residential, and local retail supports the growth of existing uses while activating the northern half of the station area in the evenings. The plan redevelops a part of the parking lot of Walmart and Lowe's as low to medium-density multi-family residential that fronts along Fairington Road. Anchored by a community cultural venue and local library, this development is a pilot for a long-term vision to rethink big-box shopping centers. A similar development pattern near MARTA's Inman Park/Reynoldstown Transit Station has been proven successful in creating active street frontage while preserving big-box shopping centers within the block. Development densities are concentrated near the station to capitalize upon transit accessibility and transition to lower density at the edge of the quarter-mile radius around the new station (see Figure 2-28). Existing retail use along Panola Road is preserved, but higher densities and new site layouts to create active street walls are encouraged on those sites.

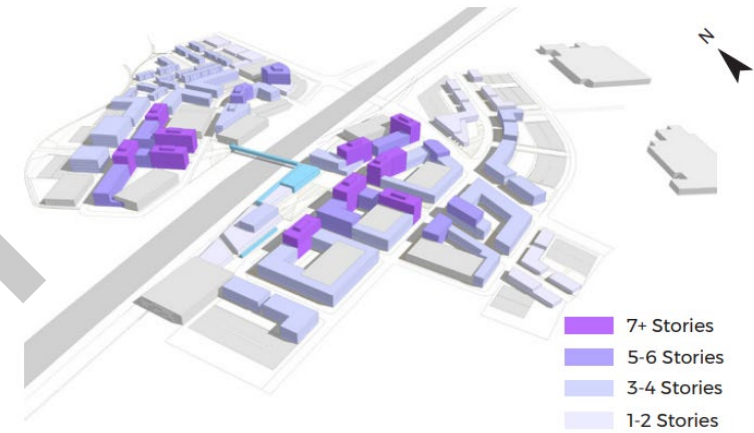


Figure 2-28: Panola Road Station Development Density



Healthcare & Co-Working Office



Residential/Senior Housing



Main Street Retail



Pedestrian Bridge

Figure 2-29: Examples of Uses and Densities



Figure 2-30: Aerial View of Potential Future Build-Out in the Panola Road Station Area (Looking Northeast)

I-20 East MARTA TOD Plan at Covington Highway





TOD STATION TYPOLOGY

Town Center

DEVELOPMENT STRATEGY

Redevelop Covington Highway station area as a Town Center with a mix of uses anchored by open space and connected by a network of walkable streets.



Figure 2-9: Existing Condition

Table 2-2: Key Strategies

TOD DENSITY & MIX OF USAGE	<ul style="list-style-type: none"> ○ Create a mid-density mixed-use corridor
REPURPOSING & INFILL	<ul style="list-style-type: none"> ○ Redevelop key parcels along Covington Highway to establish a consistent street wall
PROGRESSIVE PARKING	<ul style="list-style-type: none"> ○ Reduce amount of parking on-site through a shared parking program ○ Place surface parking behind the buildings in new developments
COMPLETE STREETS & ENGAGING CIVIC SPACE	<ul style="list-style-type: none"> ○ Establish main street characteristics for new streets created around the proposed station ○ Create gateway features in the station area

THE VISION

The Covington Highway station area plan envisions a walkable town center. A Commercial Core sits right at the station, surrounded by neighborhood retail and an anchor retail store with residential above (see Figure 2-10). The proposed development is defined and enhanced by an open space at each end of the station area: the plaza and green space on the east end, next to the station, greets transit riders and visitors; the park space on the west end, in the residential area, serves as an amenity for surrounding residents. In between, the existing Peace Baptist Church remains in place as a link between the commercial core and the residential focused area. Covington Highway is re-imagined as a street that allows for safe use by pedestrians and cyclists as well as automobiles.

To carry out this vision, redevelopment is envisioned for the existing shopping plaza and several low-density, underutilized commercial properties north of Covington Highway and west of I-285, where the future station will be located. Some parcels south of Covington Highway are included because of their development potential.

The station area plan can transform the area around the station into an attractive, local mixed-use retail destination and a gateway to a new community in scale with existing surrounding development. The TOD vision for the Covington Highway station area will be accomplished through the key strategies highlighted in Table 2-2.

LAND USE & DENSITY

The plan is focused around a commercial core consisting of an anchor store and neighborhood service retail at the station that then transitions to exclusively residential uses to the west end of the station area. The commercial core includes different types of retail to achieve a balance of internal neighborhood service with a high-quality anchor retail. The anchor retail proposed near the highway interchange accommodates parking at the rear of the building to preserve a continuous street wall and reinforce streets as “public space”.

The plan proposes the potential redevelopment of what are currently surface parking lots around Peace Baptist Church into residential uses. With a development of this scale, a mix of uses allows for innovative parking strategies. Surface parking can be minimized through enhancing access to transit, centralized parking facilities, managed parking demand, and shared parking, among many other uses. As more travelers use transit, parking needs can be reduced to accommodate this redevelopment.

Development densities should be moderately higher than the surrounding development to support the transit ridership. The density is concentrated around the station and commercial core. The development scale gradually transitions to a lower density to better integrate into the existing neighborhood fabric.

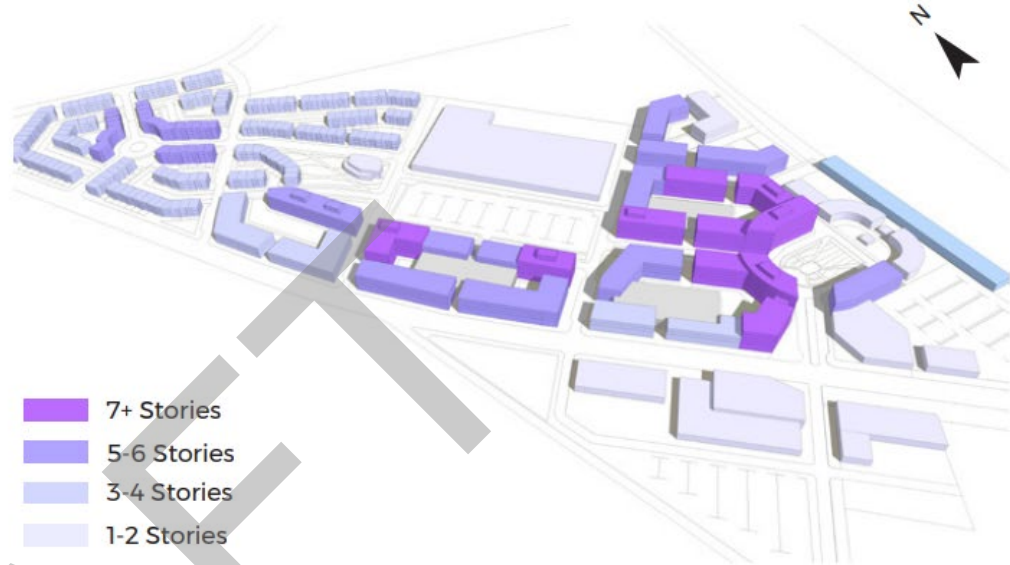


Figure 2-12: Covington Highway Development Density



Anchor Retail



Central Green



Medium-Density Multi-Family Residential



Neighborhood Amenities

Figure 2-13: Examples of Uses and Densities



Figure 2-10: Illustrative Site Plan of the Covington Highway Station Area

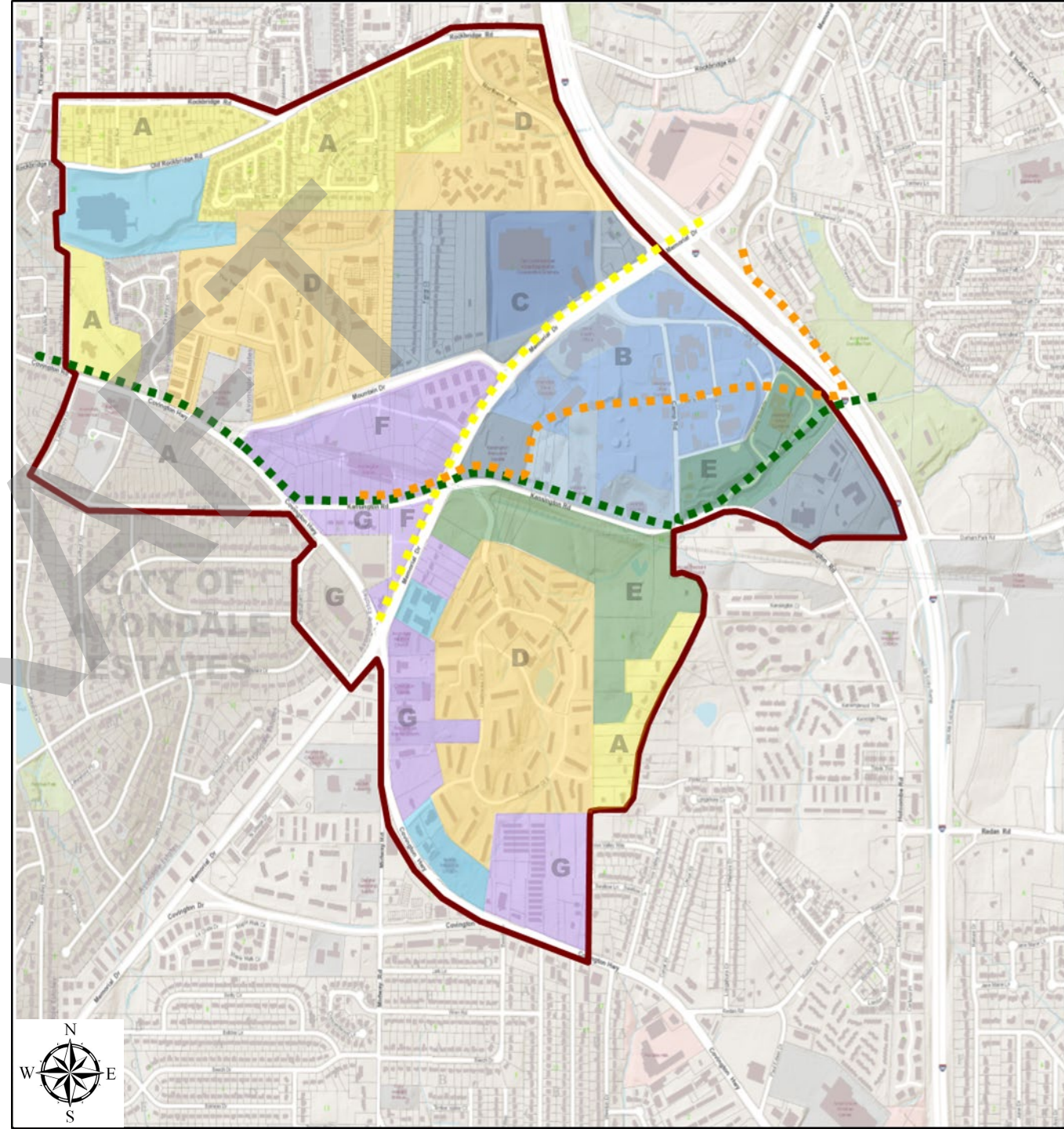
Chapter 7 Land Use Small Area Plan
Kensington Station LCI
Activity Center



Chapter 7 Land Use Small Area Plans Kensington Station Activity Center

SUB—AREAS FUTURE LAND USE POLICY

- A. **Single Family Preservation:** Maintain new and established single-family core along Old Rockbridge, Porter Road, and in Avondale Estates. Preferred building height is 1-3 stories, and allowable density is up to 8 dwelling units per acre.
- B. **DeKalb County Government Center Node:** 1) Consolidate and relocate existing uses scattered throughout the County; 2) Build new government administrative facilities; 3) Build new central open space quadrangle. Preferred building height is has no maximum, and a minimum of 10 stories. Allowable density is 120 dwellings units per acre and above.
- C. **Regional Employment Center:** Potential long term development; 2) Redevelopment of single-family residential to compatible office development; 3) Create pedestrian and vehicular connections and access. Preferred building height is has no maximum, and a minimum of 10 stories. Allowable density is 120 dwellings units per acre and above
- D. **Multi-Family Redevelopment:** Redevelop aging multi-family housing. . Maximum height is 8 stories and allowable density is 75 dwelling units per acre.
- E. **Open Space Enhancements:** Connect existing undeveloped land along MARTA rail alignment to the County's greenway system with trails and pedestrian improvements.
- F. **Kensington MARTA Station Mixed Use Redevelopment:** Develop high-density housing/office/retail uses. Maximum height is 5-6 stories. Allowable density is 60 dwelling units per acre.
- G. **Mixed-Use Redevelopment (Scattered Sites):** Redevelop aging neighborhood oriented retail along Memorial Drive and Covington Highway. Preferred building height is 5-6 stories. Allowable density is 60 dwelling units per acre.



Chapter 7 Land Use Kensington Station Activity Center

Land Use Development Guidelines

The Kensington Activity Center derives from the Kensington Livable Centers Initiative (LCI) Study. The core of the study is the Kensington MARTA Station. Some of the goals for the plan:



Encourage diversity of **mixed income neighborhoods**, employment, and recreational choices



Provide access to a wide range of **travel modes**, including transit, walking and biking.



Develop an outreach process that promotes involvement of all stakeholders.

Land Use recommendations from the study are being used as detailed policy guidelines in this comprehensive plan.

Sub-Areas (w/Future Land Use Compatibility)	Preferred Uses	Density (dwelling units/acre)	Preferred Building Height
A Single Family Preservation (Suburban)	Single Family Residential, Trails	8	2 Stories Maximum
B. DeKalb County Government Center (Institutional)	Office, Retail, Restaurants, Civic, Amphitheaters	N/A	10 Stories Maximum 5 Stories Minimum
C. Regional Employment Center (Office Professional)	Office, Restaurants, Retail		30 Stories Maximum 10 Stories Minimum
D. Multi-family Redevelopment (Town Center)	Multi-family Residential, Recreation, Parks	60 (core) 45 (Intermediate) 24 (Outer)	3-5 Stories
E. Open Space Enhancements (Conservation/Open Space)	Parks, Trails, Recreation	N/A	N/A
F. Kensington MARTA Station (Regional Center)	Office, Residential mix with Retail & Office Restaurants, Pocket Parks	45	5 Stories
G. Mixed Use Redevelopment (Town Center)	Office, Residential, Retail, Restaurants, Pocket Parks	60 45	Up to 5 Stories



Future Land Use

This activity center functions as a Regional Center character consisting as a focal point for several neighborhoods with a concentration of activities such as general retail, commercial, professional office, higher-density housing, and appropriate public and open space uses easily accessible by pedestrians. **The primary land uses include: townhomes, condominiums, apartments, health care facilities, retail and commercial, office institutional, entertainment and cultural facilities, park and recreational facilities, and public and civic facilities at a density of up to 120 dwelling units per acre.** 1. Preserve single family residential; 2. Consolidate DeKalb County facilities on existing site and establish a Government Center; 3. Develop a regional Employment Center on the Roberds site; 4. Anticipate long-term redevelopment of aging multi-family housing stock; 5. Preserve and expand greenspace; 6. Redevelop the Kensington MARTA Station area as a mixed-use community; and 7. Develop mixed-use along Memorial Drive and Covington Highway to create a 24-hour community.



Transportation and Circulation

1. Create an internal street grid to serve the Government Center;
2. Improve pedestrian and car access from Mountain Drive to and within the proposed employment center;
3. Develop a transit plaza linking the station to Mountain Drive and creating a centralized pedestrian friendly space within the Kensington Station area;
4. Improve transit service through the creation of a Bus Rapid Transit (BRT) system, functioning with a dedicated right of way off Memorial Drive through the proposed government center;
5. Provide signal prioritization improvements for a BRT system on Memorial Drive.
6. Develop a greenway system from Avondale Middle School through the Kensington station to Avondale Dunair Park.



Kensington LCI Concept Plan

There are numerous recommendations stated in the study, several of which include concept plans. The overall LCI Study Area Concept Plan is a compilation of future land use patterns and transportation and circulation improvements designed to create a more pedestrian-friendly and transit-oriented environment in and around the study area. The plan incorporates seven (7) land use initiatives and six (6) transportation and circulation improvements. There are also several individual concept plans for the study area. These are as follows:

- Government Center Plan
- Employment Center
- Kensington MARTA Station Plan

Medline Activity Center

The Medline Activity Center derives from the Medline LCI Study. The core of the study is the Decatur Road / Church Street / Scott Boulevard "triangle". Some of the goals for the plan:



Encourage diversity of **mixed income neighborhoods**, employment, and recreational choices

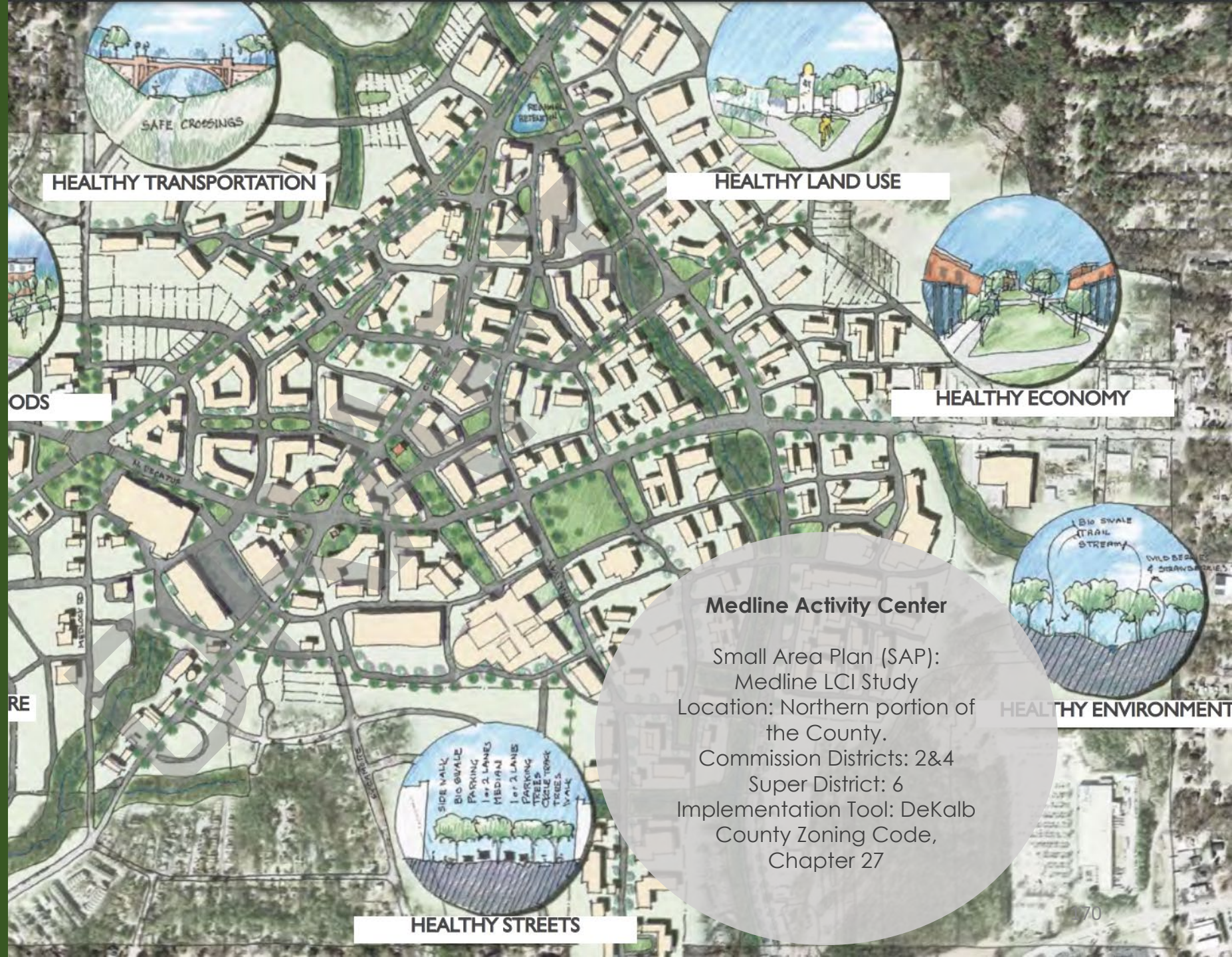


Provide access to a wide range of **travel modes**, including transit, walking and biking.



Develop an outreach process that promotes involvement of all stakeholders.

Land Use recommendations from the study are being used as detailed policy guidelines in this comprehensive plan.



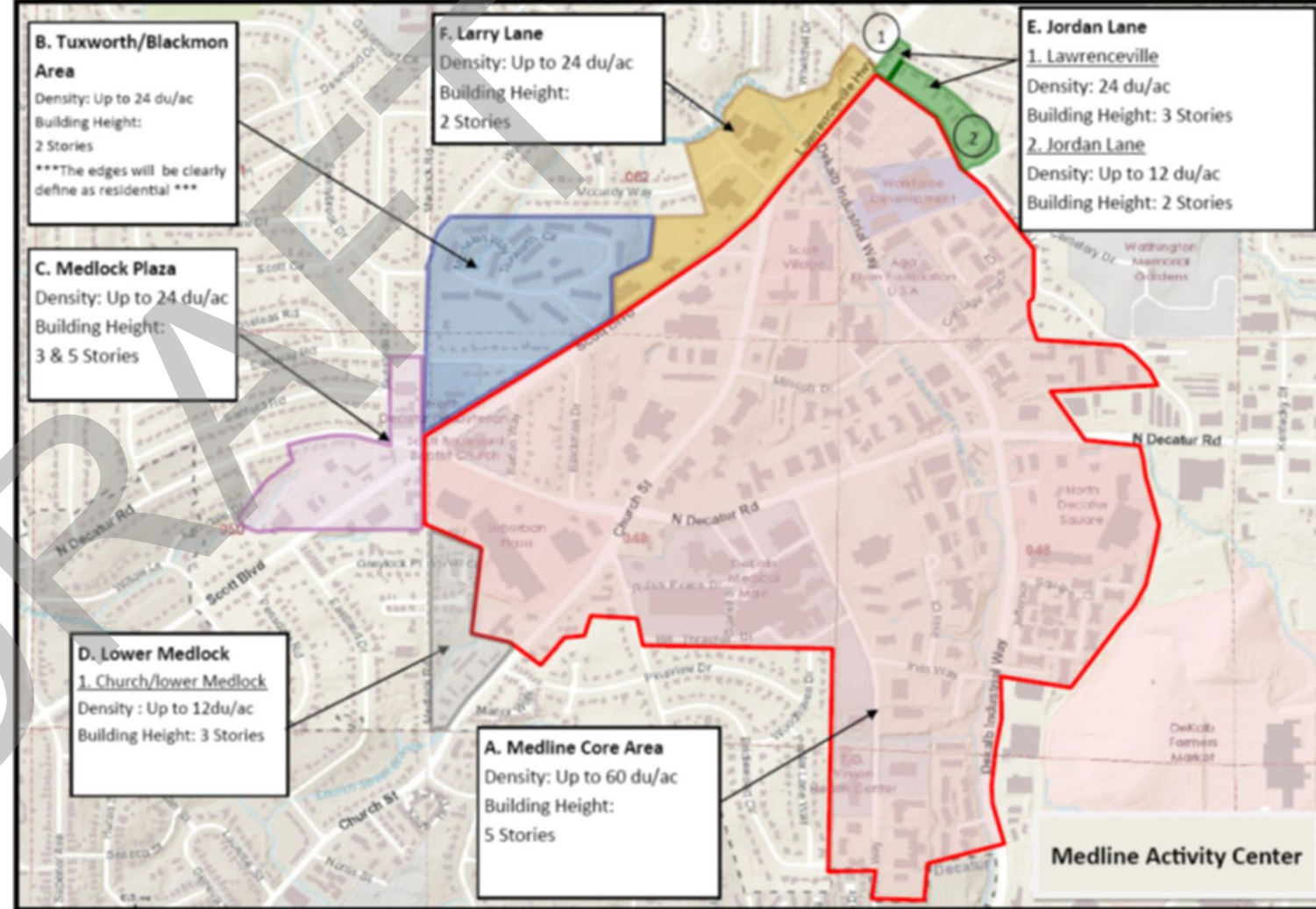
Medline Activity Center

Small Area Plan (SAP):
Medline LCI Study
Location: Northern portion of
the County.
Commission Districts: 2&4
Super District: 6
Implementation Tool: DeKalb
County Zoning Code,
Chapter 27

MEDLINE ACTIVITY CENTER

Policy Guidelines for Sub-Area Districts

Land Use Development Policy Guidelines				
Sub-Area Districts	Primary Land Use	Density (du/ac)	Preferred Building Height	Preferred Lot Coverage
A. Medline Core	Mixed-use	60	5 Stories maximum	80-90 % Commercial 35 % Residential 5% Greenspace
B. Tuxworth/Blackmon	Townhomes Condominiums Apartments	24	2 Stories maximum	80-90 % Commercial 35 % Residential
C. Medlock Plaza	Multi-Family Residential ;Townhouses	24	3 Stories maximum	80-90 % Commercial 35 % Residential 70-85 % Multi-Family
D. Eastland South Medlock	Single-Family Residential, Townhouses, office ,Senior House	12	3 Stories maximum Existing Senior Housing excluded	80-90 % Commercial 35 % Residential
E. Jordan Lane	Single-Family Residential ,Townhouses	24 (@ Lawrenceville) 12 (@ Jordan)	Lawrenceville - 3 stories maximum Jordan - 2 stories maximum	80 -90 % Commercial 35 % Residential
F. Larry Lane	Single-Family Residential ,Townhouses ,Retail ,Restaurants	24	2 Stories maximum	80- 90 % Commercial 35 % Residential



Medline Activity Center Policies

The LCI Plan for Medline offers a broad long-range plan for land use, transportation, health policies and economic development. The area is currently undergoing rapid redevelopment and more redevelopment is expected. This guidance recognizes and reflects the recommendations within the LCI report and supplemental recommendations for the Medline Core district, but also seeks to establish reasonable transitions on the edges of the study area to protect and enhance existing communities.



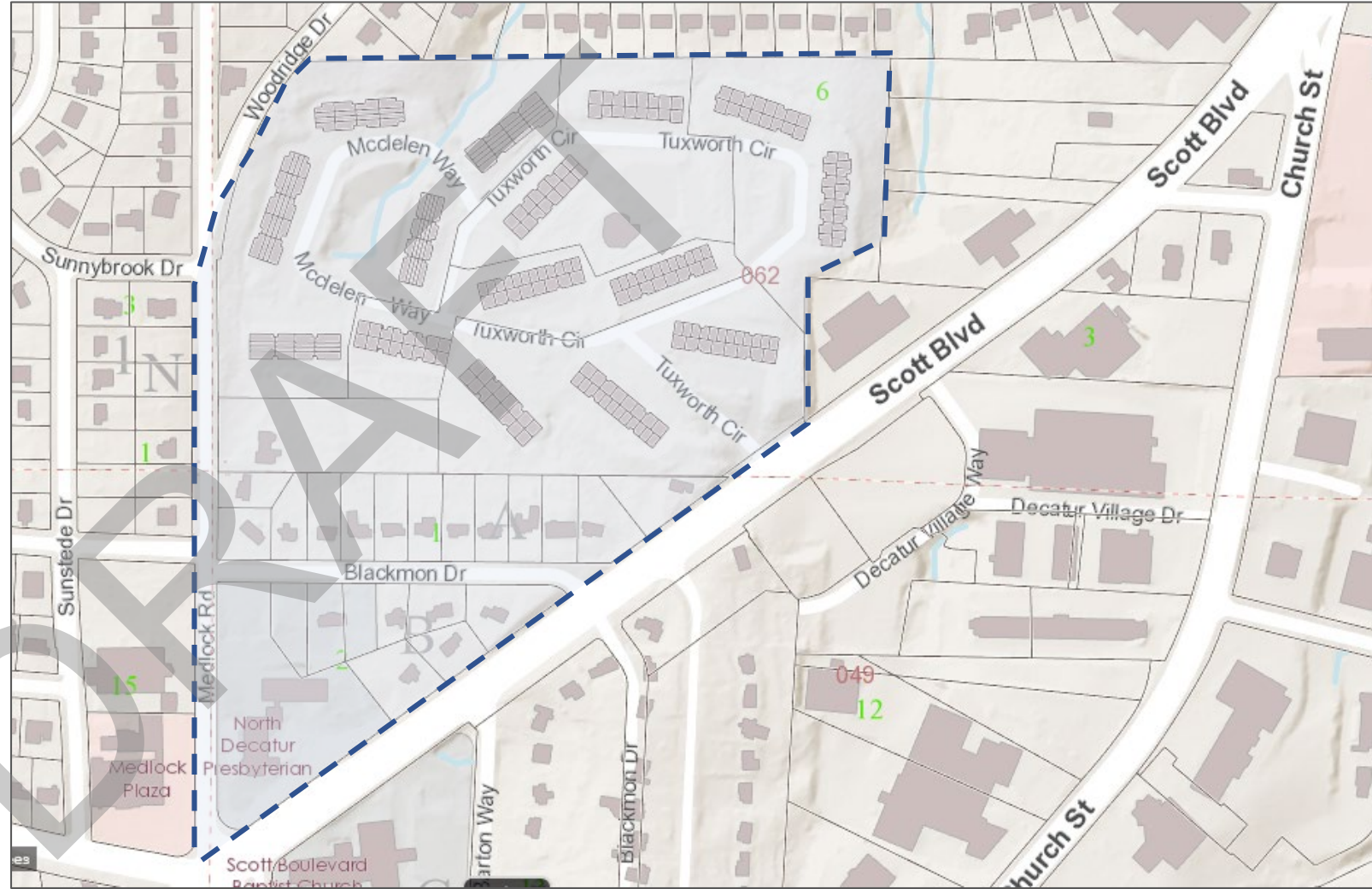
1. Area A - Medline Core Area

- A. **Uses:** This is the largest and central portion of the Medline character area and shall become a mix of high intensity office, medical services, multi-family residential and re-tail uses. In the future the Medline Core may be serviced by two rail stops. In a broad sense the Medline Core shall become an employment center within a walkable community served by transit. Retail shall be incorporated within mixed use buildings and developments. Single-use, stand-alone retail is discouraged. In addition the area is suitable for research and development facilities and high density senior facilities.
- B. **Density:** A density of 60 is permitted in the Medline Core Area. This is consistent with the Town Center character area of the comprehensive plan. High density senior buildings shall be near medical offices, DeKalb General Hospital campus and shopping districts. Senior residential towers are best suited in areas where they do not dominate the views of single family homes or create proportions that are out of scale with adjacent single-family homes.
- C. **Building Height:** Permitted height of new buildings within the Medline Core is 5-stories tall, 3-story minimum with the exception of research and development. Taller buildings are permitted if useful open space is provided and if buffers are provided to protect adjacent single-family homes. Any development along the western edge of Jordan Lane shall not exceed three stories.

Sub-Area Development Guidelines

Tuxworth Blackmon

- A. **Uses:** This is a residentially developed area north of Scott Boulevard east of Medlock Road and includes Tuxworth Springs Condominium, the Presbyterian Church and homes along Blackmon Drive. This area shall remain residential in character and is not suitable for commercial uses. Blackmon Drive may redevelop with town-house and stacked flat style developments. There are a few smaller parcels with Scott Boulevard frontage; however these properties do not lend themselves to retail development. They are best incorporated into surrounding properties so as to limit curb cuts on Scott Boulevard near the congested six-way intersection.
- B. **Density:** A density up to 24 units per acre is permitted in the Tuxworth Blackmon area.
- C. **Building Height:** The permitted height of new buildings within the Tuxworth/ Blackmon Area is 2 stories.



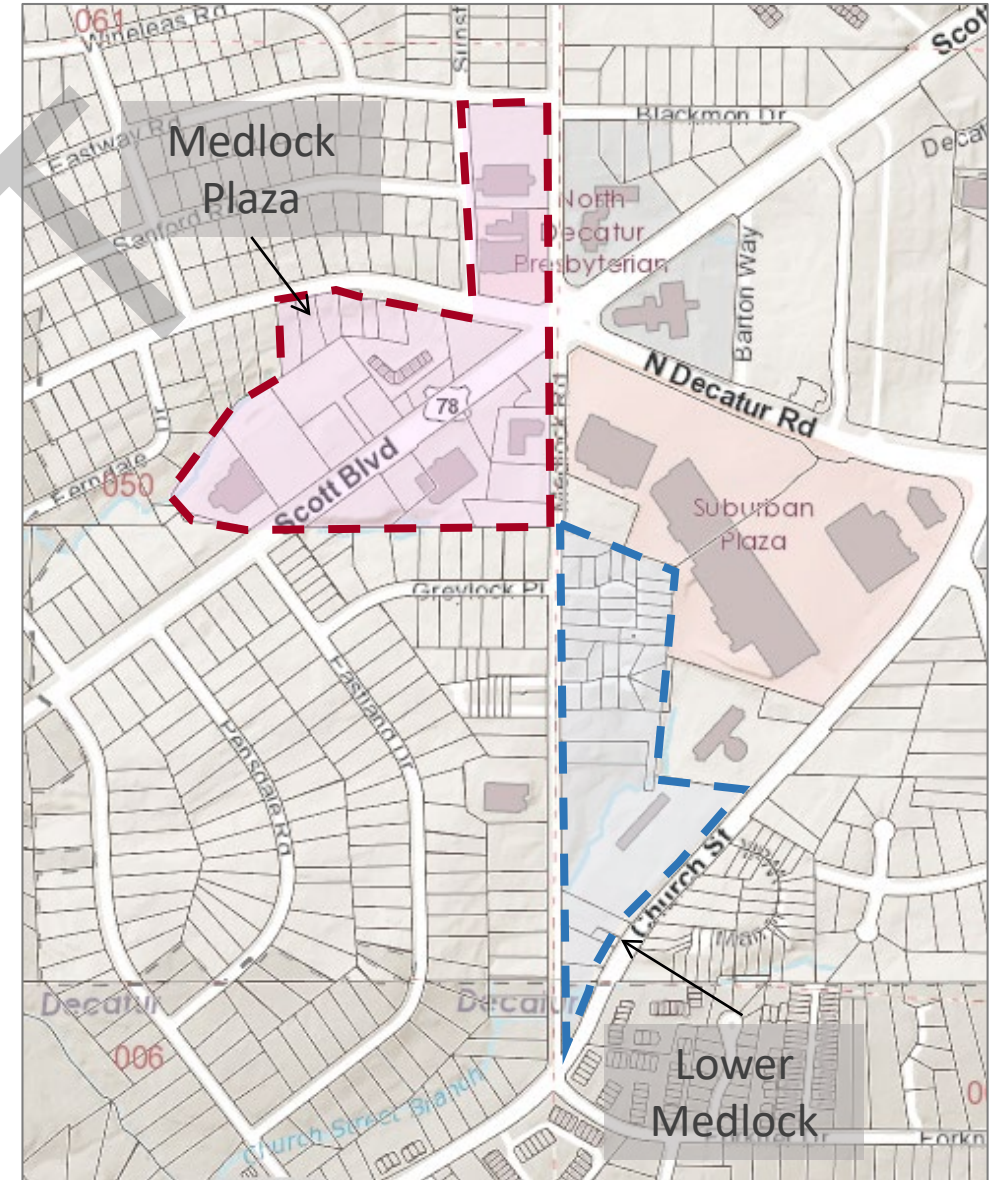
Sub-Area Development Guidelines

3. Area C - Medlock Plaza

- A. **Uses:** West of Medlock Road contains an area primarily consisting of retail and service uses. This area is adjacent to a future transit stop and shall contain higher residential densities, while still offering a transition when directly adjacent single-family residential uses.
- B. **Density:** A density of 24 units per acre is permitted in the Medlock Plaza area.
- C. **Building Height:** Three to five-story residential buildings with ground level retail/services and wrapped parking decks will provide a better transition than the current mixture of retail and auto oriented uses. Parking decks shall be largely hidden from the surrounding neighborhoods. Limited buffers may be required when single family homes are adjacent to new medium density development.

- 4. **Area D - Lower Medlock** - Medlock and portions of Church Street may continue to develop with a mixture of low intensity health services and residences for seniors. These uses are an appropriate transition to the nearby single-family and contribute to the Medline character area. Town-house development along the southern portions of Medlock and this small section of Church Street are appropriate for an area this close to a future transit station, while still offering compatibility to adjacent single-family homes.

- A. **Uses:** Mixture of low intensity health service, office, and Townhouse.
- B. **Density:** A maximum density of 12 dwelling units per acre is preferred in the Church/lower Medlock Area.
- C. **Building Height:** A maximum of 3 stories is the preferred height of buildings, for the Church/lower Medlock Area.



Sub-Area Development Guidelines

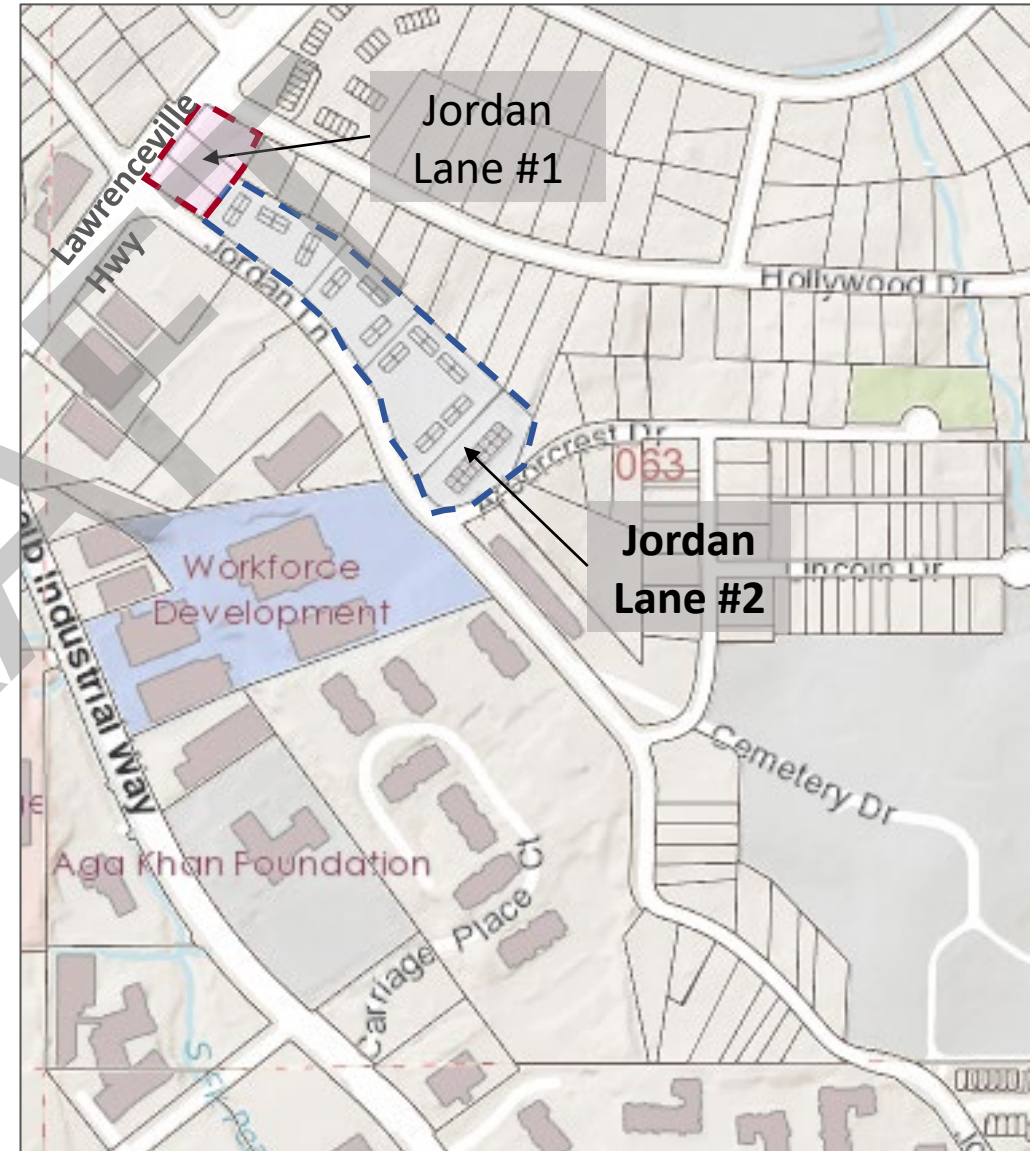
5. Area E – 1. Jordan Lane

(along Lawrenceville Highway)

- A. **Uses:** The primary use for this area shall be commercial, office, retail, or mixed use.
- B. **Density:** A maximum density of 24 dwelling units per acre is preferred in the Jordan Lane Area, along Lawrenceville Highway.
- C. **Building Height:** Maximum 3-stories is the preferred height of buildings, for the Jordan Lane Area.

6. Area E – 2. Jordan Lane

- A. **Uses:** This area shall remain residential, and retail uses are not suitable for this area.
- B. **Density:** A maximum density of 12 dwelling units per acre is preferred in the Jordan Lane Area, along Lawrenceville Highway.
- C. **Building Height:** Maximum 2-stories is the preferred height of buildings, for the Jordan Lane Area. This area is significantly different from the adjacent Medline Core and shall be protected from high intensity redevelopment to the west by buffers or three-story buildings. Service delivery and dumpsters shall not be an intrusion for residential development along Jordan Lane.

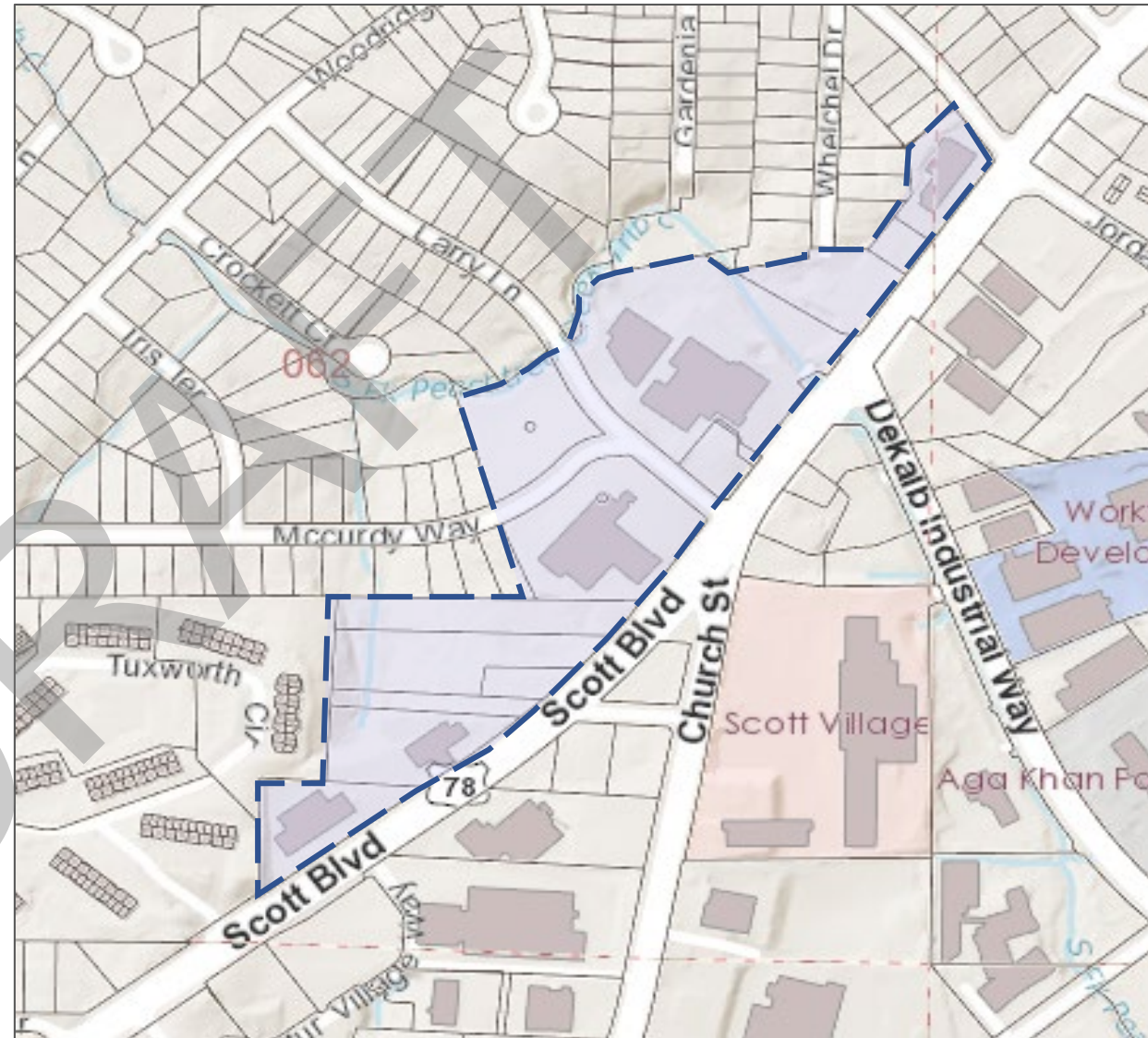


Sub-Area Development Guidelines

7. Area F - Larry Lane

- A. **Uses:** This area shall retain the commercial development on the northern side of Scott Boulevard in a high intensity traffic corridor. The frontage on Scott Boulevard is not particularly deep and it adjoins a stable single family neighborhood that shall remain intact. Therefore development in the area shall be concentrated along Scott Boulevard and transition down in scale and intensity towards the adjacent residential community.
- B. **Density:** A maximum density of 24 dwelling units per acre is preferred in the Larry Lane Area.
- C. **Building Height:** A maximum of 2 stories is allowed.

Service delivery and dumpsters shall be located away from single-family homes. Buffers and screening for the adjacent residential streets may be required to improve transitions between intensities of use. Regional cut-through traffic and service vehicles shall not be routed into the neighborhood.



Chapter 7 Land Use Small Area Plans (SAP) Wesley Chapel LCI

The Wesley Chapel Activity Center derives from the Wesley Chapel Livable Centers Initiative (LCI) Study. The core of the study is the nexus of Interstate 20 and Wesley Chapel Road. Some of the goals of the plan: ☐ Encourage diversity of mixed income neighborhoods, employment, and recreational choices ☐ Provide access to a wide range of travel modes, including transit, walking and biking. ☐ Develop an outreach process that promotes involvement of all stakeholders. Land Use recommendations from the study are being used as policy guidelines in the comprehensive plan.



Chapter 7 Land Use Small Area Plans (SAP) Wesley Chapel LCI

Land Use Development Guidelines

Town Center Activity Center

- Primary Uses – Mixed Use, Retail, Commercial, Civic, Education, Office, Apartments
- Density – 60 dwelling units/acre
- Preferred Building Height – 6 Stories Maximum

Suburban (along Wesley Chapel)

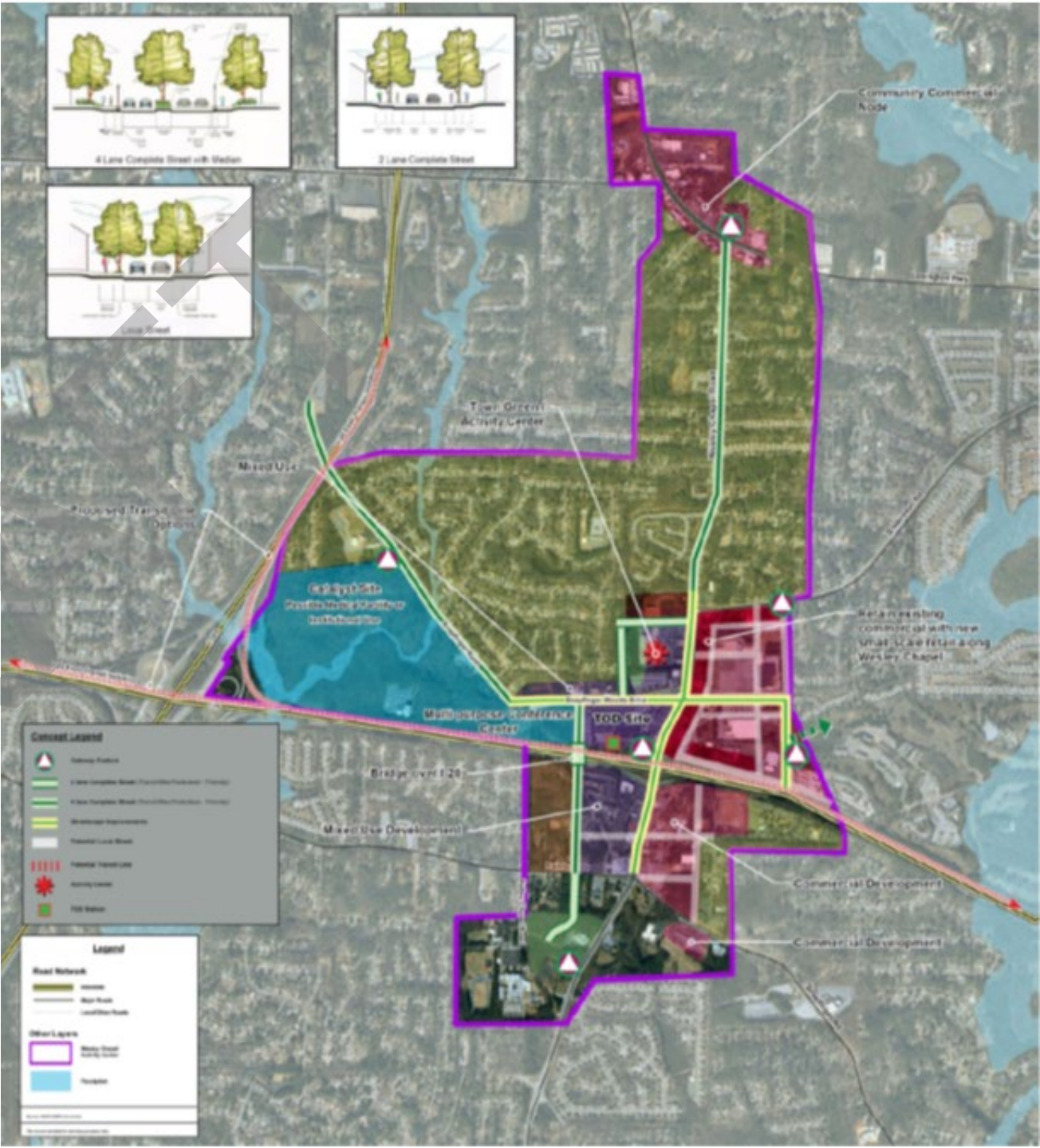
- Primary Uses – Single Family Residential and Parks
- Density – 8 dwelling units/acre
- Preferred Building Height – 3 Stories Maximum

Catalyst Site Node at I-285 & I-20

- Primary Uses – Mixed Use, Retail, Commercial, Entertainment, Office, Civic, Aesthetics, Parks & Rec.
- Density – 60 dwelling units/acre
- Preferred Building Height – 8 Stories Maximum

Community Commercial Node (Neighborhood Center)

- Primary Uses – Retail, Commercial, Office, Apartments
- Preferred Density – 24 dwelling units/acre
- Preferred Building Height – 3 Stories Maximum

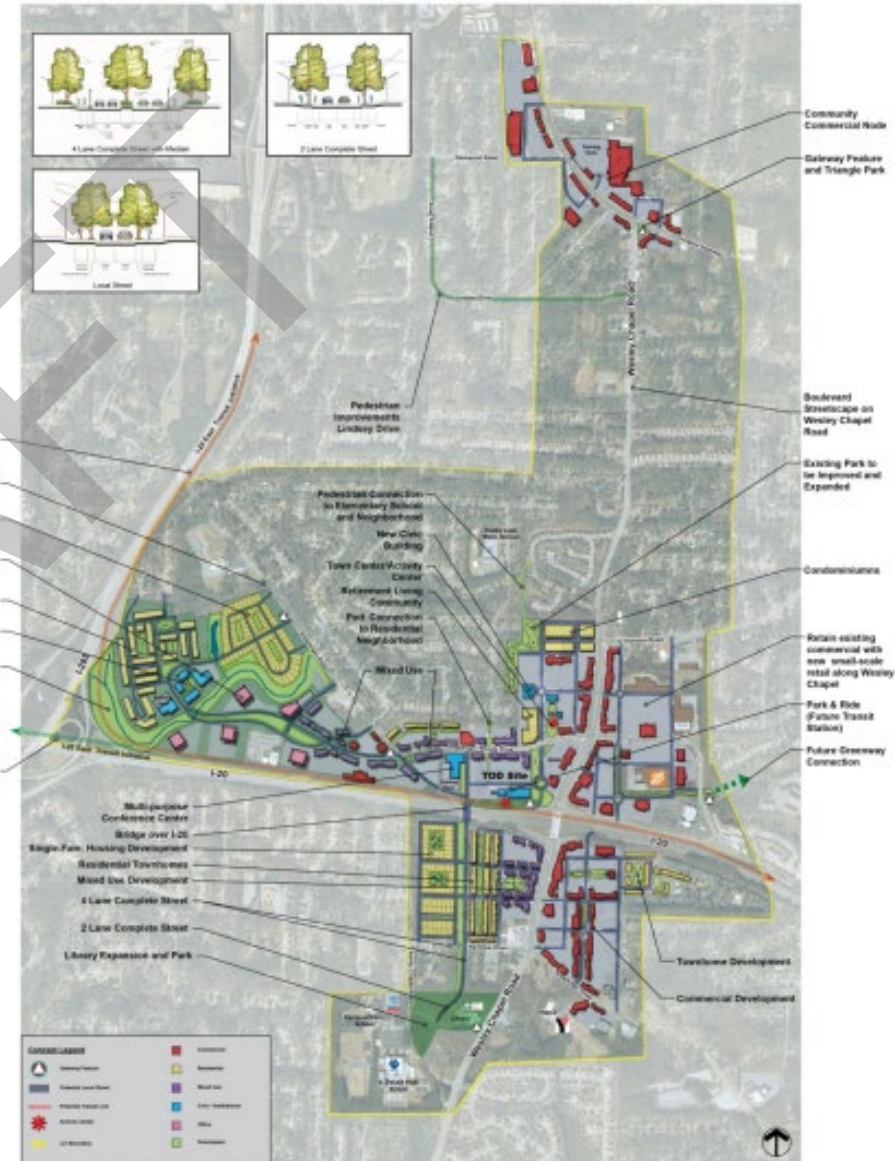


Chapter 7 Land Use Small Area Plans (SAP)

Wesley Chapel LCI Character Area Policies

- Fostering mixed use in activity centers
- Establishing a sense of place
- Human scaled urban design and architecture that facilitates activity, good health and sociability.
- Incorporating pedestrians and bikes into developments and neighboring transportation networks
- Facilitating transit
- Creating transit-oriented development around existing or planned transit facilities
- Street connectivity within new developments and between new developments and existing neighborhoods.
- Mitigating negative impacts of new development on existing neighborhoods using traffic calming, narrower streets, access management, land use transitions and

- buffering
- Creating design guidelines appropriate to respective development types
- Linking green and open spaces into a larger, connected networks
- Preserving significant open space
- Minimizing development impacts to the natural environment and to existing infrastructure
- Encouraging land uses that are accessible to and provide services for the local population
- Reduced or less-obtrusive parking areas
- Significant buffering by use of landscaping and other buffering techniques





Chapter 7 Land Use Small Area Plans Wesley Chapel LCI Policies

- I. **Lifelong Communities** – ensuring that design captures the needs of young, old, and everyone in between by promoting multimodal access, diverse housing options, and desirable community spaces.

- I. **Multimodal Transportation Investments** - Provide improvements for vehicle , pedestrian, and other ways of getting around.
- II. **Green Communities Standards** – reducing energy consumption through more efficient building design and land use choices, and pursuing new opportunities for energy production. IV. **Public Private Partnerships** – Encourage an air of collaboration between public and private partnerships.



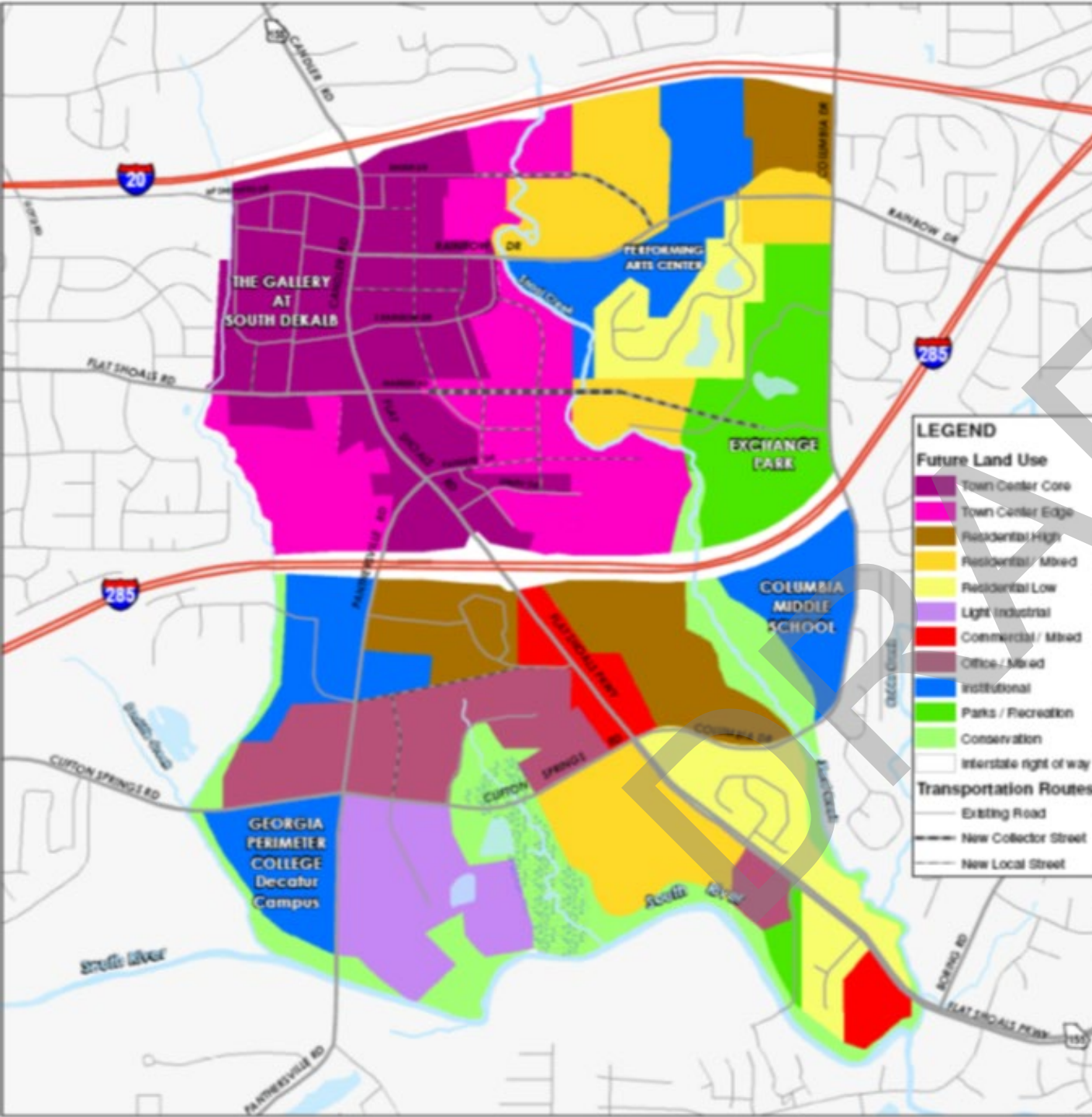
Chapter 7 Land Use Small Area Plans (SAP) Candler Road Flat Shoals LCI

The Candler Road Activity Center derives from the Candler/Flat Shoals Livable Centers Initiative (LCI) Plan. The core of the study is the South DeKalb Mall. Some of the goals of the plan:

- Encourage diversity of mixed income neighborhoods, employment, and recreational choices
- Provide access to a wide range of travel modes, including transit, walking and biking.
- Develop an outreach process that promotes involvement of all stakeholders. Land Use recommendations from the study are being used as policy guidelines in the comprehensive plan.



Candler Road Flat Shoals Parkway LCI Sub-Area Policy Guidelines



Town Center Core	Use: Compact high density mixed use Density Max: 60 dwelling units/acre Building Heights: 4 -6 Stories 80% Commercial/ Office; 20% Residential
Town Center Edge	Use: Compact high density mixed use Density Max: 45 dwelling units/acre Building Height: 3 -5 Stories 70% Commercial/ Office; 30% Residential
Residential High (Neighborhood Center)	Use: High density consistent w/ zoning Density Max: 24 dwelling units/acre Building Heights: 1 -3 Stories 80% Residential / 20% Open Space
Residential Mixed (Traditional Neighborhood)	Use: Town -homes and Single Family Density Max: 12 dwelling units/acre Building Heights: 1 -2 Stories 20% Commercial/ Office; 80% Residential
Residential Low (Suburban)	Use: Single Family Residential Density Max: 8 dwelling units/acre Building Height: 1 -2 Stories 80% Commercial/ Office; 20% Residential
Light Industrial	Use: Warehouses, Storage, Distribution Density - 60 dwelling units/acre Stories - 4 -6 80% Commercial/ Office; 20% Residential
Commercial Mixed	Use: Compact high density mixed use Density - 60 dwelling units/acre Stories - 4 -6 80% Commercial/ Office; 20% Residential
Office Mixed	Use: Office, medical Density Max - 30 dwelling units/acre Building Height - 1 -2 Stories 70% Commercial/ Office; 30% Residential
Institutional	Use: Civic and educational, large -scale medical and religious.
Parks/Recreational	Use: Parks, athletic fields and recreation centers. No residential or commercial.
Conservation/Open Space	This category identifies streams, buffers, flood plan & other protected, natural features.

Chapter 7 Land Use Small Area Plan (SAP)
North Druid Hills LCI Activity Center

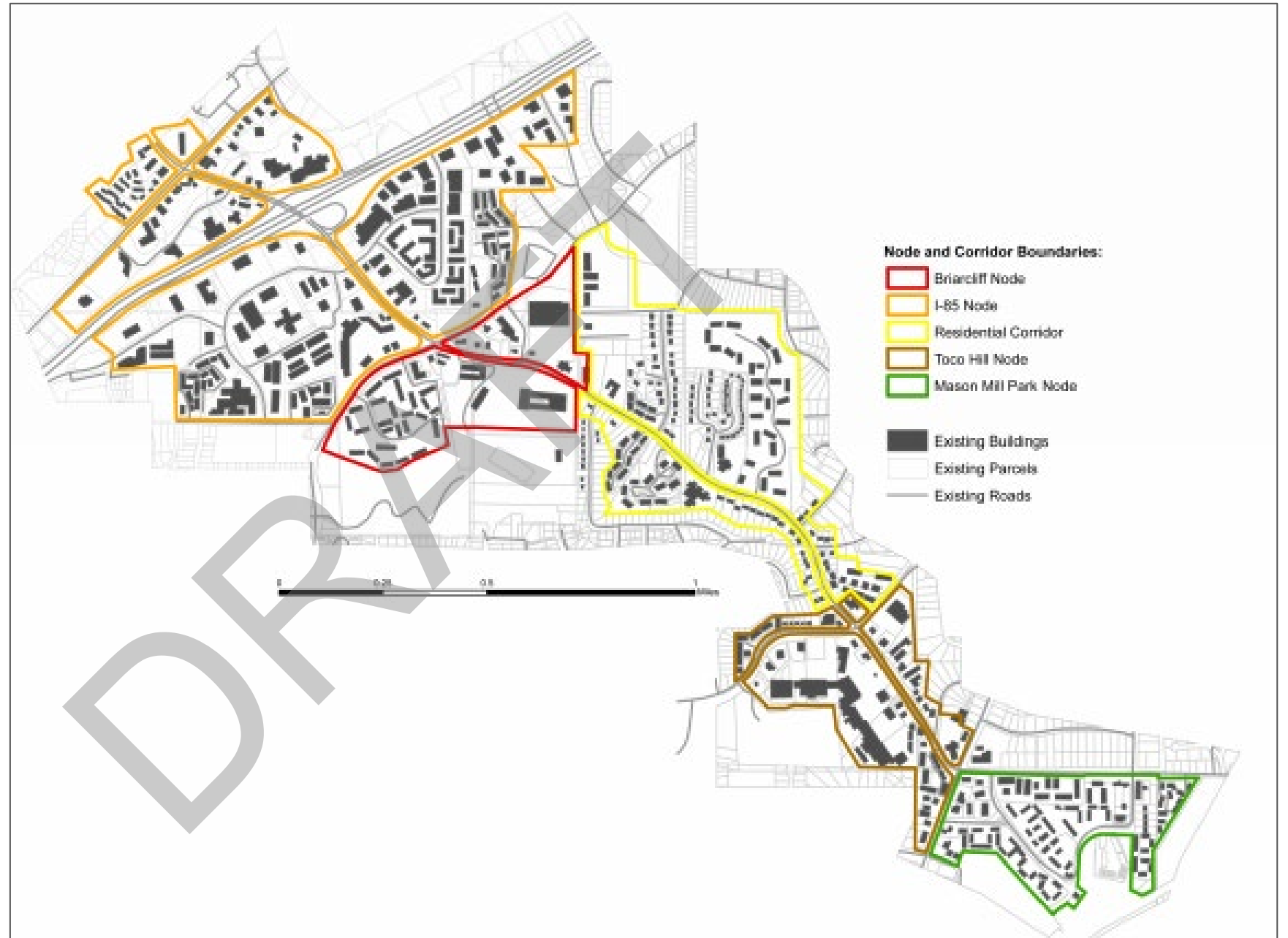


Chapter 7 Land Use Small Area Plan (SAP) North Druid Hills LCI Activity Center

Some of the goals of the plan:

- Encourage diversity of mixed income neighborhoods, employment, and recreational choices
- Provide access to a wide range of travel modes, including transit, walking and biking.
- Develop an outreach process that promotes involvement of all stakeholders.

Land Use recommendations from the study are being used as policy guidelines in the comprehensive plan.



Land Use Small Area Plan North Druid Hills Activity Center

Interstate 85 Node

The following list of recommendations is an overview for the Interstate 85 Node. Transitional Height Planes and Interstate 85 Land Use Standards for details:

Town Center Mixed-Use District

- o Maximum building height: 8 Stories
- o Maximum density 60 units/acre
- o Other: Transitional height plane
- o Uses:
 - Residential
 - Office
 - Commercial
 - Institutional
 - Civic
 - Lodging

ILLUSTRATIVE MASTER PLAN MAP (INTERSTATE 85 NODE)



Multi-Family Housing
Maximum Building Height:
8 stories



Mixed Use Buildings with
Retail at Street Level
Maximum Building Height:
8 stories



Multi-Family Housing
Maximum Building Height:
8 stories

Land Use Small Area Plan North Druid Hills Activity Center Briarcliff Node

The following list of recommendations is an overview for the Briarcliff Node.

Briarcliff Node Transitional Height Planes and
Briarcliff Node Land Use Standards for details:

Neighborhood Center Mixed-Use District

- o Maximum building height: 4 Stories
- o Maximum density 24 units/acre
- o Other: Transitional height plane
- o Uses:

- Residential
- Office
- Commercial
- Institutional
- Civic
- Lodging



Land Use Small Area Plan North Druid Hills Activity Center Residential Corridor

The following list of recommendations is an overview for the Residential Corridor. Residential Corridor Transitional Height Planes and Residential Corridor Land Use Standards for details:

Suburban Corridor

- o Maximum building height: 3 Stories
- o Maximum density 8 units/acre
- o Other: Transitional height plane
- o Uses:
 - Single Family Residential
 - Townhomes

ILLUSTRATIVE MASTER PLAN MAP (RESIDENTIAL CORRIDOR)



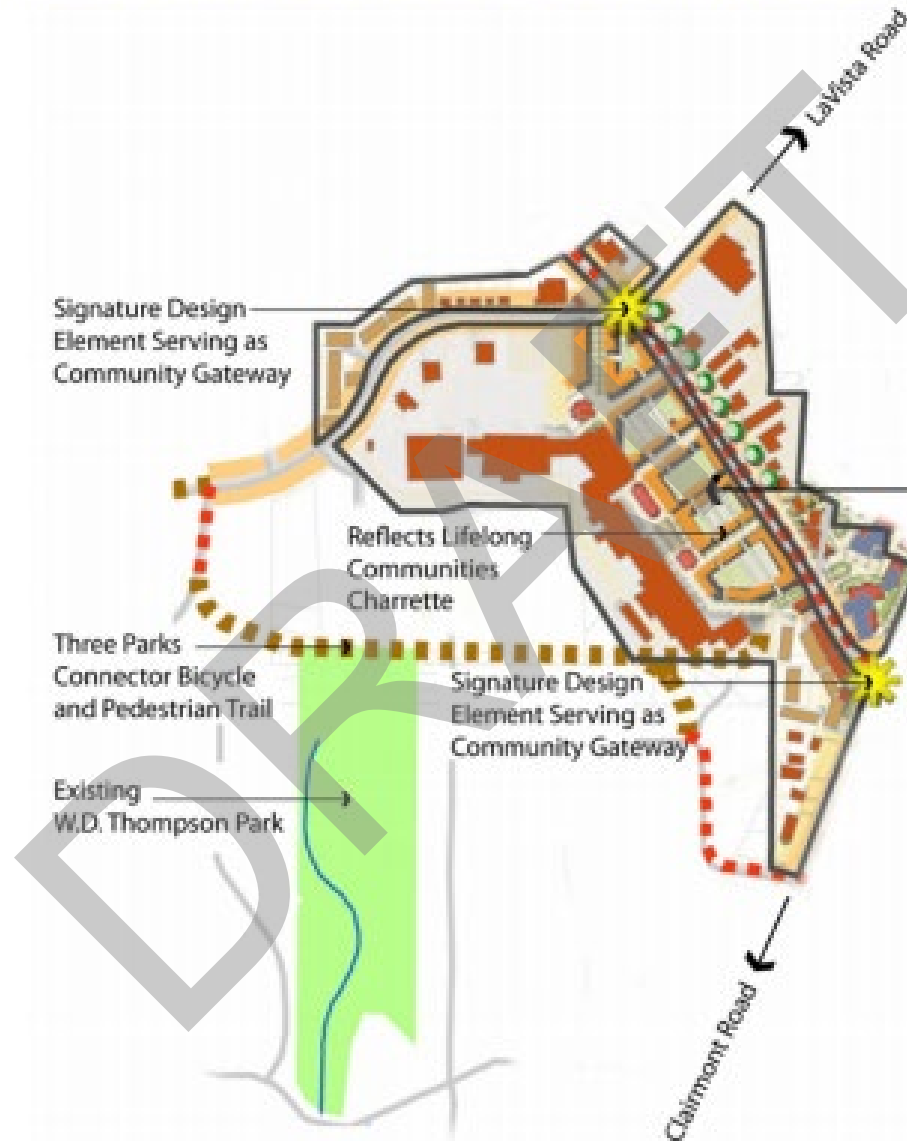
Land Use Small Area Plan North Druid Hills Activity Center Toco Hill Node

The following list of recommendations is an overview for the Toco Hill Node. Toco Hill Node Transitional Height Planes and Toco Hill Node Land Use Standards for details:

Neighborhood Center Mixed-Use District

- o Maximum building height: 4 Stories
- o Maximum density 24 units/acre
- o Other: Transitional height plane
- o Uses:
 - Residential
 - Office
 - Commercial
 - Institutional
 - Civic
 - Boutique Lodging

ILLUSTRATIVE MASTER PLAN MAP (TOCO HILL NODE)



Multi-Family Housing
Maximum Building Height:
4 stories



Mixed Use Buildings with
Retail at Street Level



Multi-Family Housing
Maximum Building Height:
4 stories

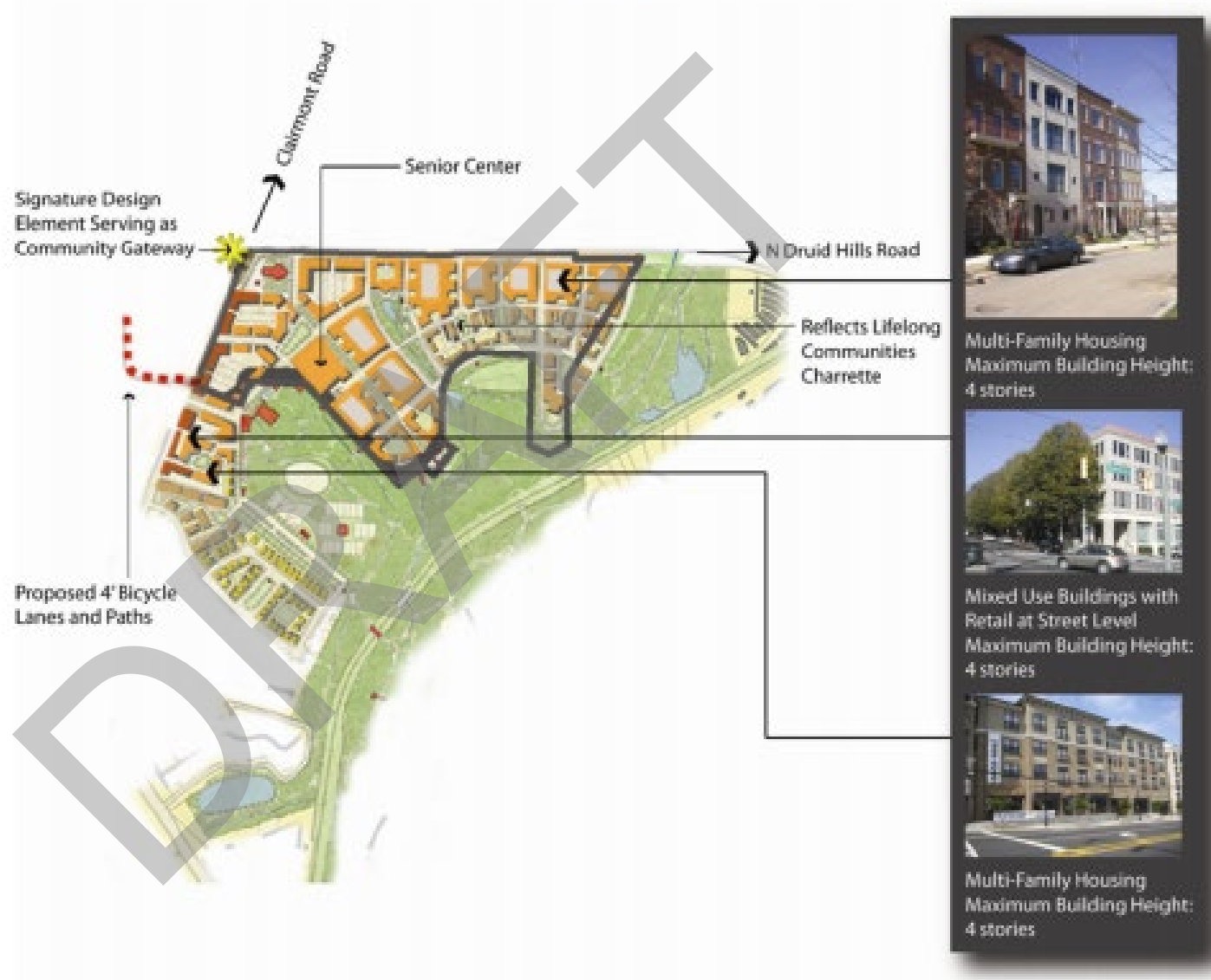
Land Use Small Area Plan North Druid Hills Activity Center Mason Mill Park Node

The following list of recommendations is an overview for the Mason Mill Park Node. Mason Mill Park Node Transitional Height Planes and Mason Mill Park Node Land Use Standards for details:

Neighborhood Center Mixed-Use District

- o Maximum building height: 4 Stories
- o Maximum density 24 units/acre
- o Other: Transitional height plane
- o Uses:
 - Residential
 - Office
 - Commercial
 - Institutional
 - Civic
 - Lodging

ILLUSTRATIVE MASTER PLAN MAP (MASON MILL PARK NODE)



Chapter 7 Land Use Small Area Plans Belvedere Activity Center

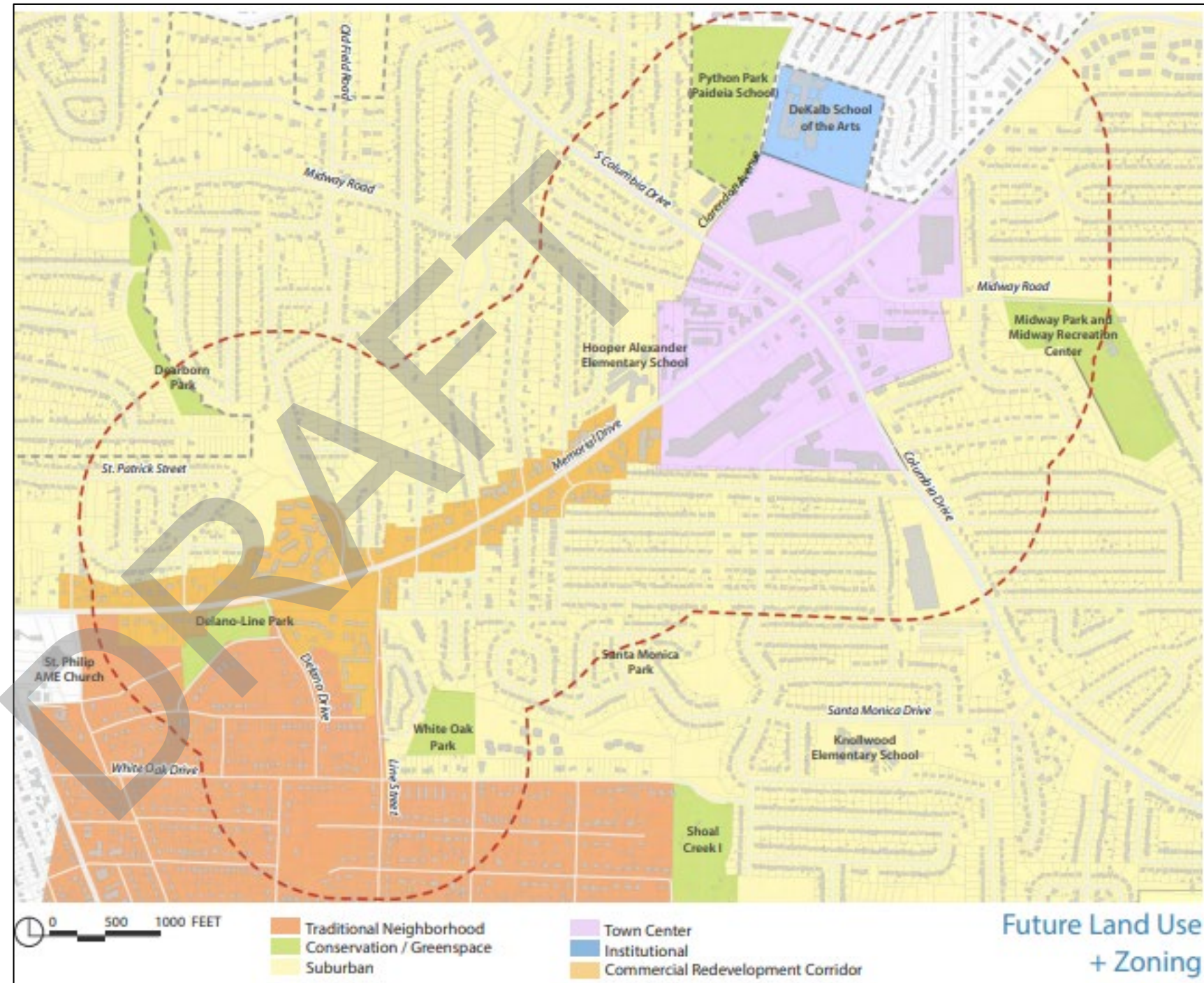
The Belvedere Activity Center derives from the Belvedere Master Active Living Plan (MALP). The goal of the MALP process is to improve the integration of physical activity into the daily routines of DeKalb County residents. Recommendations: This plan identifies 17 projects that can help the community overcome physical barriers and encourage active lifestyles. Three major initiatives can guide the way: the creation of a multi-use trail connecting the study area's parks, improvements to the walkability of Columbia Drive, and the redevelopment of Belvedere Plaza. By creating a more walkable, pedestrian-oriented environment, DeKalb County can position the Belvedere Study Area for desirable future redevelopment. Land Use recommendations from the study are being used as policy guidelines in the comprehensive plan.



Chapter 7 Small Area Plans Belvedere Activity Center Policies

This activity center is based on the study recommendations from the Master Active Living Plan (MALP). The key focus is to align zoning codes with the active living principles. The following are guiding principles, and the full details are found in the recommendations of the Belvedere MALP Study.

1. **Allowable Uses** (that are NOT MR, HR, & MU zoning):
 - a) Farming,
 - b) greenhouses,
 - c) nurseries,
 - d) roadside food stands,
 - e) multifamily uses with ground floor commercial or retail uses,
 - f) minimum depth of 20 feet from any building façade along public sidewalk, and
 - g) Prohibit drive-thru service windows and drive in facilities between a building and street.



Chapter 7 Land Use Small Area Plans – Belvedere Activity Center

Redevelopment Guidelines

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

1. Lot Layout + Building Placement

- a) Buildings shall be sited close to streets with active ground floor uses and pedestrian amenities that will help strengthen pedestrian connections.
- b) Primary driveway entrances or street connections shall have building frontage “built-to-street” with parking located behind the building to create pedestrian-oriented streets.
- c) Outparcels shall be located to front along primary driveways at intersections with adjacent corridors.
- d) Buildings shall be oriented with windows and main entrances facing streets. Loading areas and other facilities shall be screened from view of the main vehicular and pedestrian connections.

2. Mixed Use Development

- a) Zoning and land use regulations shall encourage mixed-use development by allowing residential uses within commercially zoned parcels as part of a mixed-use development plan.
- b) Residential uses shall not exceed 50% of development program.
- c) Residential density to be determined as part of the development approval process and shall be no greater than the maximum currently allowed by DeKalb County's residential zoning classifications.
- d) Commercial and residential uses shall be either vertically integrated within mixed-use buildings, and/or horizontally through a finer street network.
- e) Residential uses must be interconnected to adjacent uses through the required street network and pedestrian connections.

Note: Refer to the Belvedere MALP for additional guidelines for Connectivity and Block Structure, and Block Structure and Adaptability

Complete Streets - See the Belvedere MALP Study and the DeKalb County Transportation Plan.

Compatibility to MR, HR, & MU Zoning - Refer to the details in the Belvedere MALP Study.



Connectivity

- Block Faces - limit to a maximum of 600 linear feet.
- b) Bike Parking - Require off-street bicycle parking at a minimum of 1 bicycle parking space for every 10 vehicular spaces provided.
 - c) Bike Parking Location - Bicycle parking is 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.
 - d) Curb Cuts - Prohibit from being located within 100 feet from any other curb cut.
 - e) Pedestrian Walkways - A minimum width of 5 feet connecting parking lots or parking decks to the adjacent sidewalks, open spaces and building entrances is required.
 - f) Public Sidewalks and Landscaped Zones - Locations are required to be along both sides of all streets.
 - g) Utilities - All utilities are to be developed underground.
 - h) Pedestrian Access - Access to all sidewalk level uses and business establishments with public or private street frontage are required to be directly accessible and visible from the sidewalk adjacent to such street and shall remain unlocked during business hour for non-residential uses.
 - i) Pedestrian Entrances - See Belvedere MALP for details.
 - j) Prohibit cul-de-sacs.
 - k) Gated Entry - Prohibit gates and security arms from crossing any public street or sidewalk.
 - l) Allowed Density Bonus - I) providing new streets and new on-street parking; II) developments with smaller block sizes; III) development with transit or bus station areas.
 - m) Driveways - See Belvedere MALP for more details.
 - n) Curb Cuts - Require curb cuts and driveways intersecting with arterials and collectors to be designed as public streets.
 - o) Sidewalk Paving - Paving - See MALP
 - p) Pedestrian Ways - Allow pedestrian ways to be used to satisfy block connectivity or block area regulations.
 - q) Pedestrian Bridges - Prohibit pedestrian bridges and tunnels when located above or below public streets.
 - r) Façade - Require all buildings to have their primary façade directly fronting and facing a public or private street.
 - s) Driveway Curb Cuts - Widths are required to be a maximum of 24 feet for -way entrances and 12 feet for 1-way entrances.

Open Space

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



Building Design and Urban Agriculture

- a) LEED - Analysis required for developments 50,000 square feet or larger.
 - b) Showering Facilities - Office buildings containing over 50,000 square feet of gross office space is required to provide showering facilities for tenants and employees.
 - c) Facades - Building facades greater than 100 continuous feet in horizontal length are required to include a variety in façade treatment such as materials, textures, colors and/or window and door patterns.
5. Parking - Refer to the Belvedere MALP.
6. Urban Agriculture
- a) Definition - Permitted use that occupies less than 1 acre for the production of food or horticultural crops to be harvested, sold, or donated.
 - b) General Uses - Includes, but not limited to, home, kitchen, and roof gardens.
 - c) Farm Uses - Include and not limited to community gardens, community-supported agriculture, market gardens, and private farms.
 - d) May be principal or accessory use.
 - e) Limited sales and donation of fresh food and/or horticultural products grown on site may occur on site, whether vacant or improved, but sales may not occur within a dwelling unit.
 - f) Sale of food and/or horticultural products from the use may occur between the hours of 6a.m. and 8p.m.
 - g) Sales, pick-ups, and donations of fresh food and horticultural products grown on-site are permitted.

Inclusionary Zoning

- A. Permit mixed income housing developments through a voluntary, incentive-based density bonus throughout various zoning districts in the county.
- B. 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.
- C. Participation is voluntary and not required.
- D. Permit bonus densities for participation.
- E. Set-aside of affordable units exceeding 25% of the total number of units in the development.

Chapter 7 Land Use Small Area Plans Covington Highway Activity Corridor

The Covington Highway Activity Center derives from the Covington Highway Corridor Master Active Living Plan (MALP). The goal of the MALP process is to improve the integration of physical activity into the daily routines of DeKalb County residents. Recommendations: This master plan is intended to be a proactive, community-based vision and blueprint for the Covington study area that will improve public health by achieving the following goals: ☑ Improving bike/pedestrian connections ☑ Encouraging mixed use development These goals, along with community-specific aspirations that emerged from the public outreach process, have been instrumental in guiding the plan for the Covington study area. Land Use recommendations from the study are being used as policy guidelines in the comprehensive plan.



Land Use Recommendations

- Strive to achieve the land use vision shown in the Framework Plan
- Encourage redevelopment of vacant and underutilized commercial properties
- Create public parks/open spaces with active uses in new development and potential public improvement projects
- Provide appropriate transitions between higher-density development and existing single-family neighborhood
- Comprehensive Plan updates (O-1)
- Zoning code amendments (O-2)
- Amend subdivision regulations to require inter-parcel connectivity (O-3)
- Redevelop the Redan Road/Redwing Circle Area (O-4)
- Redevelop the Covington Drive/Midway Road Area (O-5) Urban Design Recommendations
- Require good urban design standards that promote health
- Support architectural standards that allow a variety of styles, but require good design
- Incorporate Crime Prevention through Environmental Design (CPTED) Principles
- Incorporate parks and open spaces into existing areas and new development.
- Encourage an appropriate relationship between parks and adjacent development
- In the design of parks and open spaces provide facilities like paths, running tracks, playgrounds, exercise equipment, sports courts, and drinking fountains
- Provide a location for "Saturday morning" farmer's market.
- Encourage the creation of shared stormwater facilities and those integrated into parks
- Encourage child care centers, adult day care centers and in-home nursing care providers
- Promote the creation of community facilities, including health services, that are pedestrian accessible
- Plant shade trees along sidewalks and pedestrian walkways
- Encourage the relocation of overhead utilities to underground wherever feasible

Study Area Concept Plan



Redan Road/Redwing Circle Area Concept Plan

The concept plan covers the area from Redan Road south to W. Austin Road near I-285. It includes the existing multi-family parcels south of Covington Hwy and the outdated commercial areas on the north. The plan shows a mixed-use activity center anchoring the area close to I-285. Area A between Redan Road and Paul Edwin Drive is a commercial block with buildings along the streets and parking in behind creating a walkable environment. It can be home to retail, professional offices, restaurant, and services. Area B east of Paul Edwin Drive shows a mixed-use village with commercial along Covington Hwy which includes a grocery store. It then transitions to townhouses and single family lots in the back. Two parks anchoring the village and adjacent commercial block provides outdoor amenities to the community. The commercial shopping area between this area and I-285 is proposed to become a transit station according to the I-20 East corridor study. Area C transforms the existing apartments into an mixed-income housing complex with a major park which includes a community garden, sports courts, pool and clubhouse. Area D turns a suburban auto-oriented block into a pedestrian friendly commercial area with offices, services, a hotel, and a triangle pocket park. The park could be a location for a farmer's market and other community events. It is recommended that commercial and mixed use buildings throughout this area are three to four stories in height. Multi-family buildings are three to four stories. Maximum height for single family and townhouses is 35 feet. Sidewalks are proposed for all new streets to encourage walking. As shown in the concept plan, multi-use trails are recommended for Covington Hwy, Redwing Circle, Redan Road and Paul Edwin Drive to connect all redevelopment areas. In total, this concept plan includes 100,000 to 160,000 square feet of commercial space (including retail, offices, services, and restaurants), 300 to 400 multi-family units (which could be condominiums, rental units, townhomes, or elderly housing), and 30 to 50 single family houses.



Aerial view of MARTA Station area from southwest



Before



After redevelopment

Covington Drive/Midway Road Area Concept Plan

The concept plan covers the area north of Covington Drive between Memorial Drive and Covington Hwy. It includes the triangle block east of Midway Road which has underutilized commercial properties and an unfinished development, and the area west of Midway Road is primarily occupied by an old apartment complex. The plan shows a mixed-use neighborhood center at the eastern block. Mixed commercial and residential buildings are located along the edge of the block with parking arranged internally. A medical office is recommended due to the lack of existing facilities in the area. A pocket park is shown at the eastern corner. The existing church at the northern corner is preserved. The western block shows primarily small lot single family homes and townhomes, with a community building at the corner of Covington Drive and Midway Road. Pocket parks are incorporated in the several locations to encourage outdoor activities. Buildings in this area are set to be no more than 3 stories tall. Multi-use trails along Covington Hwy and Covington Drive connect this area with the rest of the corridor area. In total, this concept plan includes 30,000 to 60,000 square feet of commercial space, 150 to 200 multi-family units, and 80 to 100 single family houses.

- a) areas served by transit and quality pedestrian access will maximize their use.
- b) Plant shade trees along sidewalks and pedestrian walkways

11. **Utilities** - Encourage the relocation of overhead utilities to underground wherever feasible



Red an Road/Redwing Circle Area

This concept plan is for illustrative purpose only and shows one of many possible options for development around the Indian Creek Station.

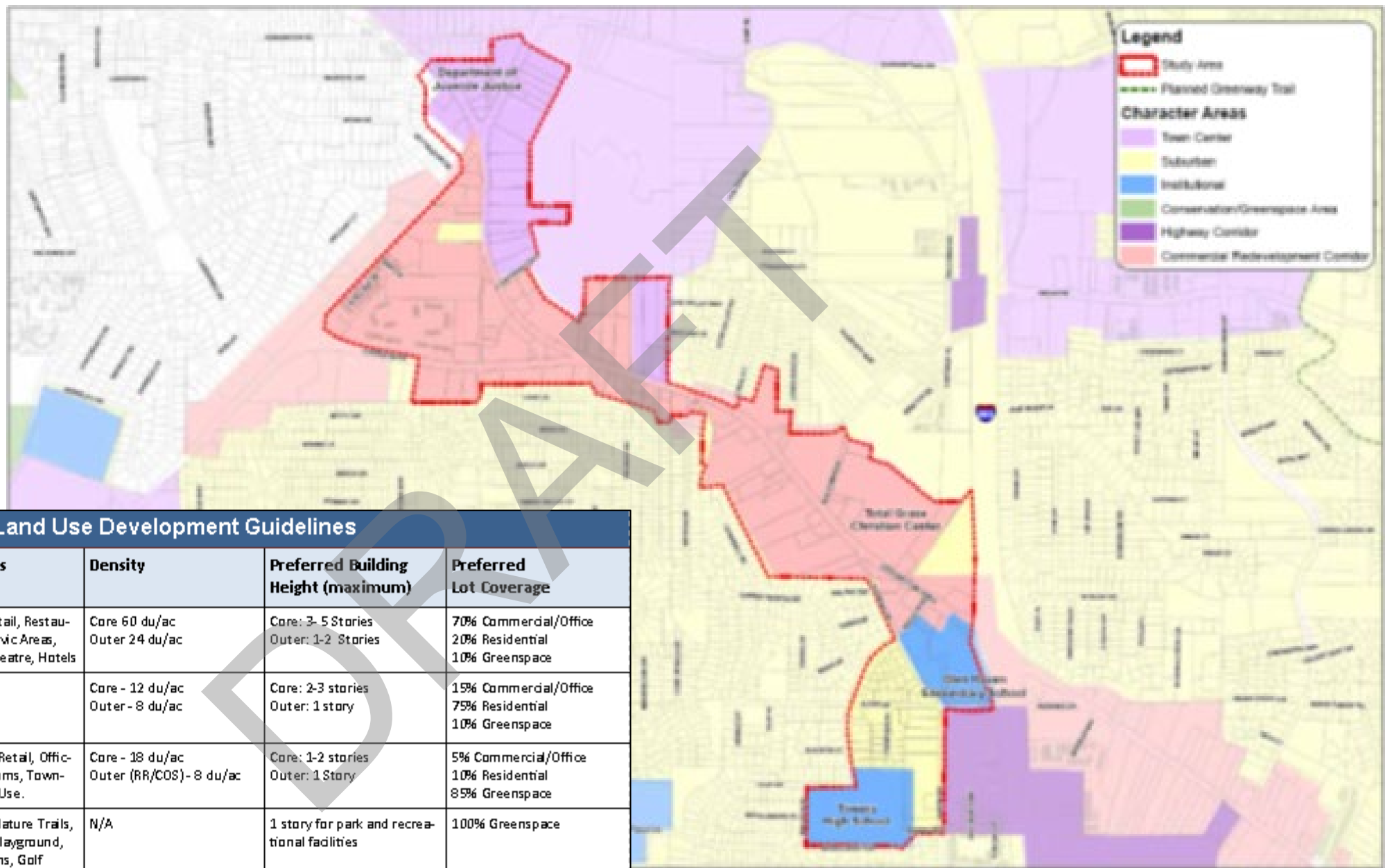


Higher-density, mixed land uses must be well designed to have a positive



Covington Drive/Midway Road Area
Concept Plan

Chapter 7
Land Use
Small Area Plan
Covington
Activity
Corridor



Land Use Development Guidelines

Land Use Node & Character	Primary Uses (abbreviated)	Density	Preferred Building Height (maximum)	Preferred Lot Coverage
Town Center	Mixed Use, Retail, Restaurants, Office, Civic Areas, Trails, Amphitheatre, Hotels	Core 60 du/ac Outer 24 du/ac	Core: 3- 5 Stories Outer: 1-2 Stories	70% Commercial/Office 20% Residential 10% Greenspace
Highway Corridor		Core - 12 du/ac Outer - 8 du/ac	Core: 2-3 stories Outer: 1 story	15% Commercial/Office 75% Residential 10% Greenspace
Commercial Redevelopment Corridor	Commercial & Retail, Offices, Condominiums, Townhomes, Mixed-Use.	Core - 18 du/ac Outer (RR/COS) - 8 du/ac	Core: 1-2 stories Outer: 1 Story	5% Commercial/Office 10% Residential 85% Greenspace
Conservation / Greenspace	Pocket Parks, Nature Trails, Golf Courses, Playground, Bike & Ped Paths, Golf	N/A	1 story for park and recreational facilities	100% Greenspace
Suburban	Single Family detached, Townhomes, Senior Facilities, Institutional Uses.	8 du/ac	Single Family: 1-2 stories Townhomes: 2-3 stories Senior Facilities: 2-3 stories	100% Residential

Chapter 7 Land Use Small Area Plans Flat Shoals Activity Center

The Plan: The Belvedere Activity Center derives from the Belvedere Master Active Living Plan (MALP). The goal of the MALP process is to improve the integration of physical activity into the daily routines of DeKalb County residents.

Transportation, Housing, and Economic Development. Land Use recommendations from the study are being used as policy guidelines in the comprehensive plan.



Flat Shoals MALP Recommendation

The recommendations that follow have been developed to realize a vision that emerged from an open and inclusive planning process. Throughout the planning process, a deliberate effort was made to link the community vision and plan. Recommendations are centered around the following goals: Community Health, Land Use, Urban Design,



Land Use

1. Strive to achieve the land use vision shown in the Framework Plan
2. Provide appropriate transitions between new development and existing neighborhoods
3. Increase housing options
4. Support the creation of a multi-purpose open Spaces

Housing and Economic Development

1. Encourage a mix of housing types and price points
2. Incorporate principles of Lifelong Communities in new development
3. Encourage inclusive home design practices
4. Strive to attract target businesses to the study area
5. Promote a variety of fresh food options in the study area
6. Encourage study area businesses to be partners in promoting health initiatives

Urban Design

1. Require good urban design standards that promote health
2. Support architectural standards that allow a variety of styles, but require good design
3. Incorporate Crime Prevention through Environmental Design (CPTED) Principles
4. Incorporate parks and open spaces into existing areas and new development.
5. Encourage an appropriate relationship between parks and adjacent development
6. In the design of parks and open spaces provide facilities like paths, running tracks, playgrounds, exercise equipment, sports courts, and drinking fountains
7. Provide a location for “Saturday morning” farmer’s market.
8. Encourage the creation of shared stormwater facilities and those integrated into parks
9. Encourage child care centers, adult day care centers and in-home nursing care providers
10. Promote the creation of community facilities, including health services, that are pedestrian accessible

Transportation

1. Ensure that the transportation system is balanced between vehicular and non-vehicular access and circulation opportunities
2. For purposes of advancing healthy travel opportunities for nearby residents and area visitors, focus improvements that promote non-motorized access and circulation
3. Incorporate complete streets principles that promote improvements that provide more pedestrian and bicycle friendly environments within the context of a balanced transportation system.
4. Develop pedestrian-scale blocks in new development.
5. Incorporate access management
6. As the area grows, new interconnected streets must be created to provide more routes for drivers, bicyclists, and pedestrians
7. Minimize dead-end streets.
8. Provide pedestrian and bicycle connections between cul-de-sacs and sidewalks or trails for more convenient access to these amenities.
9. Require developments to install or upgrade adjacent sidewalks.



Land Use Development Guidelines

Land Use Node & Character	Primary Uses (abbreviated)	Density	Building Height (max)	Lot Coverage
Neighborhood Center	Mixed Use, Retail, Restaurants, Office, Civic Areas, Trails, Amphitheatre, Hotels	Core 24 du/ac Outer 18 du/ac	Core: 3- 5 Stories Outer: 1-2 Stories	70% Commercial/Office 20% Residential 10% Greenspace
Institutional		Core - 18 du/ac Outer (RR/COS) - 8 du/ac	Core: 1-2 stories Outer: 1 Story	5% Commercial/Office 10% Residential 85% Greenspace
Conservation / Greenspace	Packet Parks, Nature Trails, Golf Courses, Playground, Bike & Ped Paths, Golf	N/A	1 story for park and recreational facilities	
Suburban	Single Family detached, Townhomes, Senior Facilities, Institutional Uses.	8 du/ac	Single Family: 1-2 stories Townhomes: 2-3 stories Senior Facilities: 2-3 stories	



Commercial areas can be redeveloped with finer buildings along major streets and pedestrian friendly streetscapes



Height transitions



Transitional Use (often townhomes or small lot single-family houses)

Chapter 7 Land Use
Small Area Plans
Gresham Activity
Center



I. Gresham Development Concept: North

A. Wal-Mart Outparcels

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

B. Potential BRT Station

1. The potential site for the BRT park-and-ride lot and station encompasses a significant undeveloped site that can shape surrounding development.
2. The development of the parking site shall 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.
3. Parking areas shall be located within the block with joint development opportunities lining the adjacent street edges.

C. Flat Shoals and I-20

1. 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.
2. Potential new greenway and open space along existing creek to provide a place for multi-use trail and public recreational areas.
3. Development to include a mix of housing transitioning from multifamily near Flat Shoals Road and the future BRT Station, to single-family to the east.



Gresham Development Concept: North

Gresham Development Concept: South Gresham Redevelopment (West)

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

1. Oriented development to the street to shape and activate the street environment.
2. Provide for small open spaces and trail connectivity integrated into the development.
3. Establish a pattern of streets and blocks to frame development and create a walkable mixed-use center.
4. Extend new street connections to Gresham Park Elementary School to increase access and connectivity.
5. 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.

III. Gresham Redevelopment (East)

- A. **Connectivity** - Extend new east-west streets between Gresham Road and Flat Shoals Road to increase overall connectivity.
- B. **New Streets** - Encourage the extension of new street south from BRT interchange to maximize north-south access across I-20.
- C. **Open Space** - Protect green space along stream corridors and extend trail access along them.
- D. **Planned Street Connections** - Provide interconnectivity between developments in the form of the planned street connections stubbed out for future connectivity



Redevelopment Guidelines

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

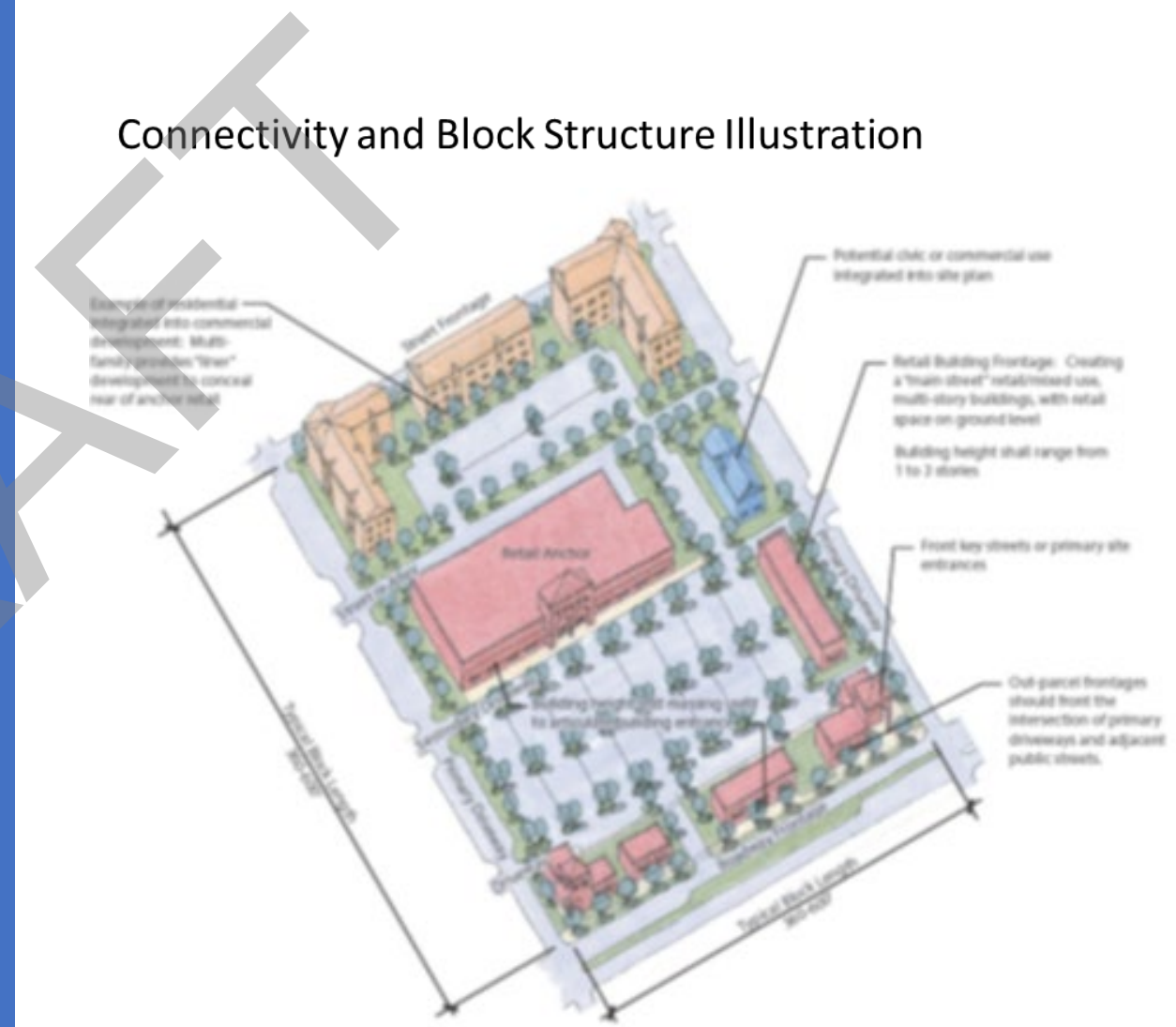
1. Lot Layout + Building Placement

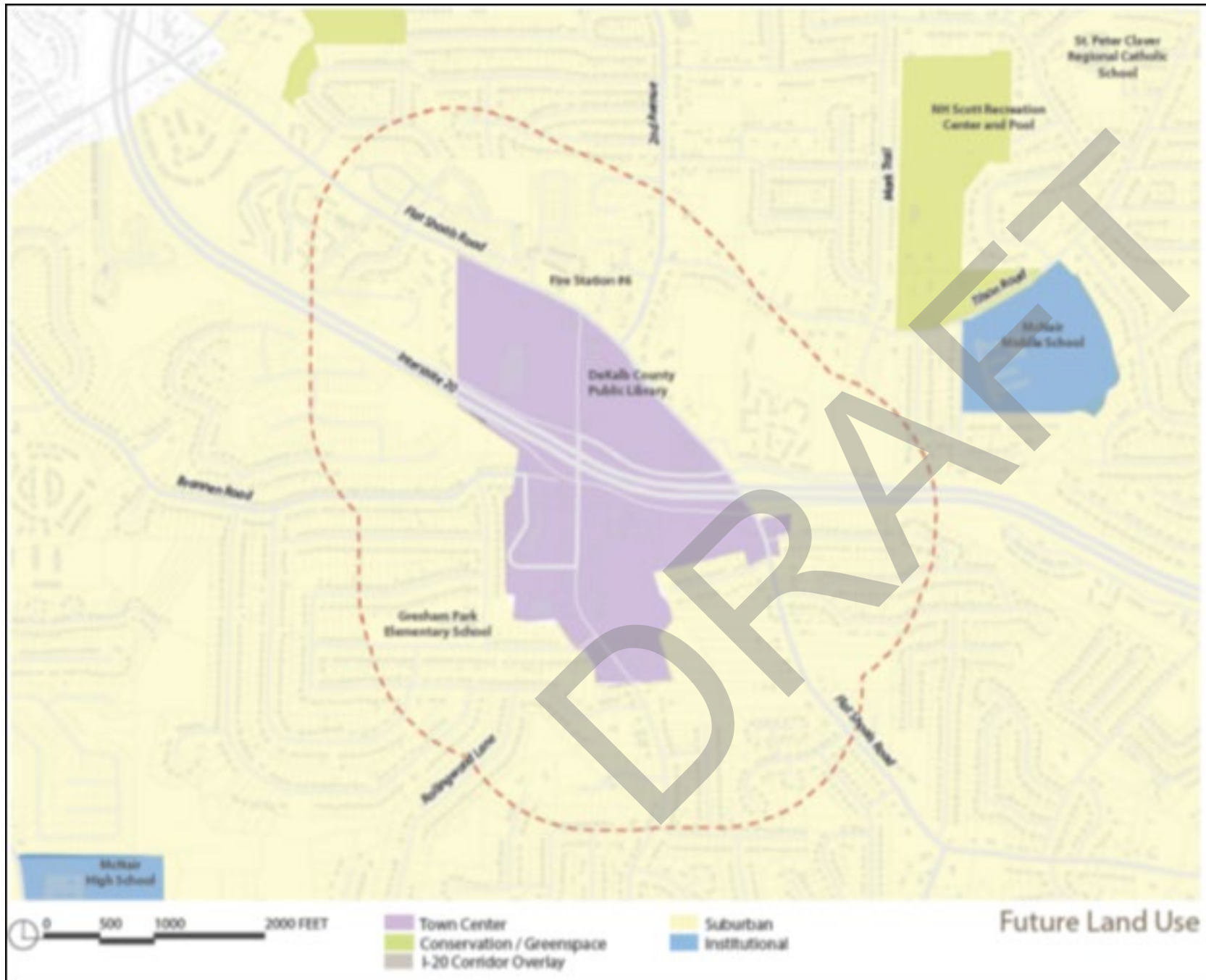
- a) Buildings shall be sited close to streets with active ground floor uses and pedestrian amenities that will help strengthen pedestrian connections.
- b) Primary driveway entrances or street connections shall have building frontage “built-to-street” with parking located behind the building to create pedestrian-oriented streets.
- c) Outparcels shall be located to front along primary driveways at intersections with adjacent corridors.
- d) Buildings shall be oriented with windows and main entrances facing streets. Loading areas and other facilities shall be screened from view of the main vehicular and pedestrian connections.

2. Mixed Use Development

- a) Zoning and land use regulations shall encourage mixed-use development by allowing residential uses within commercially zoned parcels as part of a mixed-use development plan.
- b) Residential uses shall not exceed 50% of development program.
- c) Residential density to be determined as part of the development approval process and shall be no greater than the maximum currently allowed by DeKalb County’s residential zoning classifications.
- d) Commercial and residential uses shall be either vertically integrated within mixed-use buildings, and/or horizontally through a finer street network.
- e) Residential uses must be interconnected to adjacent uses through the required street network and pedestrian connections.
- f) Refer to the Gresham Road MALP for additional guidelines for Connectivity and Block Structure, and Block Structure and Adaptability.

Connectivity and Block Structure Illustration





Chapter 7 Land Use Small Area Plans Gresham Activity Center

Chapter 7 Land Use - Small Area Plan Master Active Living Plan (MALP) Indian Creek MARTA Station

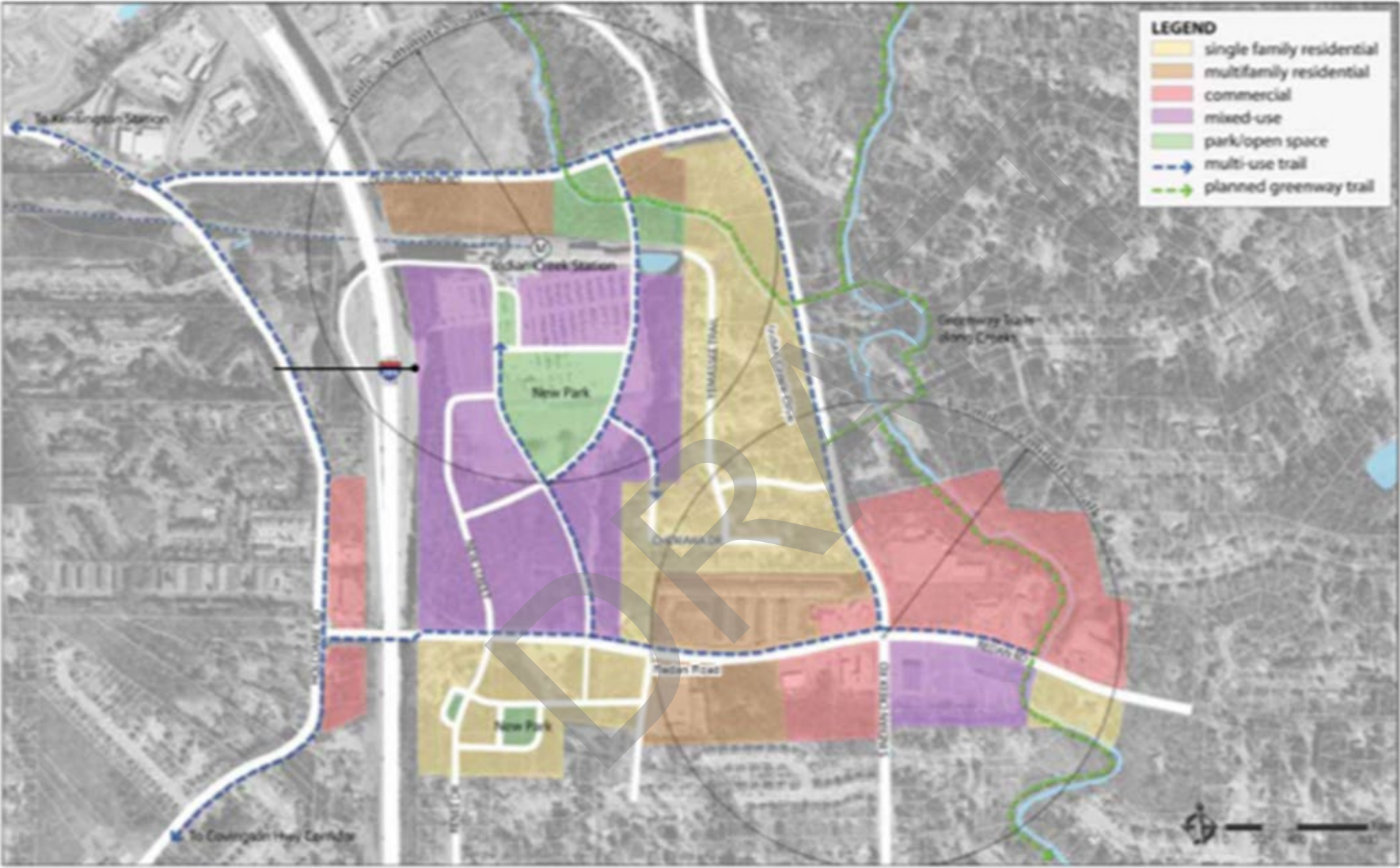
The Indian Creek Activity Center derives from the Indian Creek MAR-TA Station Master Active Living Plan (MALP). The goal of the MALP process is to improve the integration of physical activity into the daily routines of DeKalb County residents. The Indian Creek MARTA station, is the core of the study area, primed for catalyst development.

Recommendations: This plan identifies projects that can help the community overcome physical barriers and encourage active lifestyles. Three major initiatives can guide the way: the creation of a multi-use trail connecting the study area's parks, improvements to the walkability of Columbia Drive, and the redevelopment of Indian Creek MARTA Station. By creating a more walkable, transit-oriented development, DeKalb County can position the Indian Creek Study Area for desirable future redevelopment.

Land Use recommendations from the study are being used as policy guidelines in the comprehensive plan.



Indian Creek Framework Plan



5-Year Update 
2021 Comprehensive Plan

Chapter 7
Land Use
Small Area Plan

Indian Creek
Framework Plan
Map

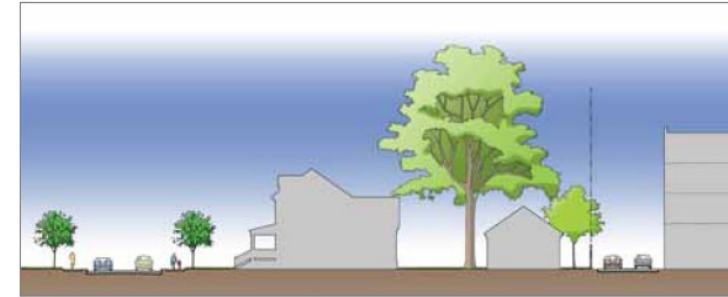
Indian Creek MARTA Station Master Active Living Plan Policies

Land Use

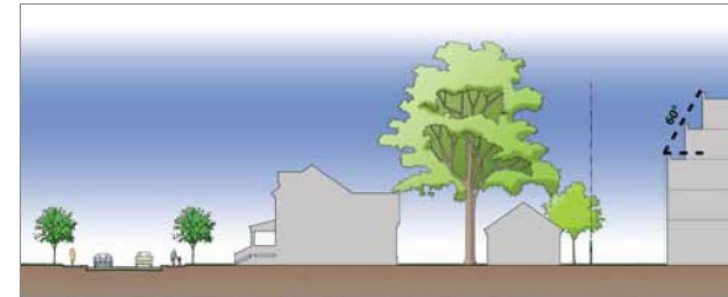
1. Implement the land use vision in the Framework Plan.
2. Support the creation of a multi-purpose public open space at the center of the TOD.
3. Promote mixed-income housing, especially senior housing development in the MARTA TOD area.
4. Ensure appropriate transitions from commercial or TOD mixed-use zones to residential neighborhoods.

Urban Design

1. Require good urban design standards to promote health.
2. Support architectural standards that allow a variety of styles, but require good design.
3. Incorporate Crime Prevention through Environmental Design (CPTED) Principles.
4. Incorporate parks and open spaces into existing areas and new development.
5. Encourage an appropriate relationship between parks and adjacent development.
6. Provide facilities like paths, running tracks, playgrounds, sports courts, and drinking fountains, in the design of parks and open spaces.
7. Encourage the creation of community gardens.
8. Encourage the creation of shared stormwater facilities and those integrated into parks.
9. Encourage child care centers, adult day care centers and in-home nursing care providers.
10. Promote the creation of community facilities, including health services, that are pedestrian accessible.
11. Plant shade trees along sidewalks and pedestrian walkways
12. Encourage the relocation of overhead utilities to underground wherever feasible.



Alley



Height transitions



Transitional Use (often townhouses or small lot single-family houses)



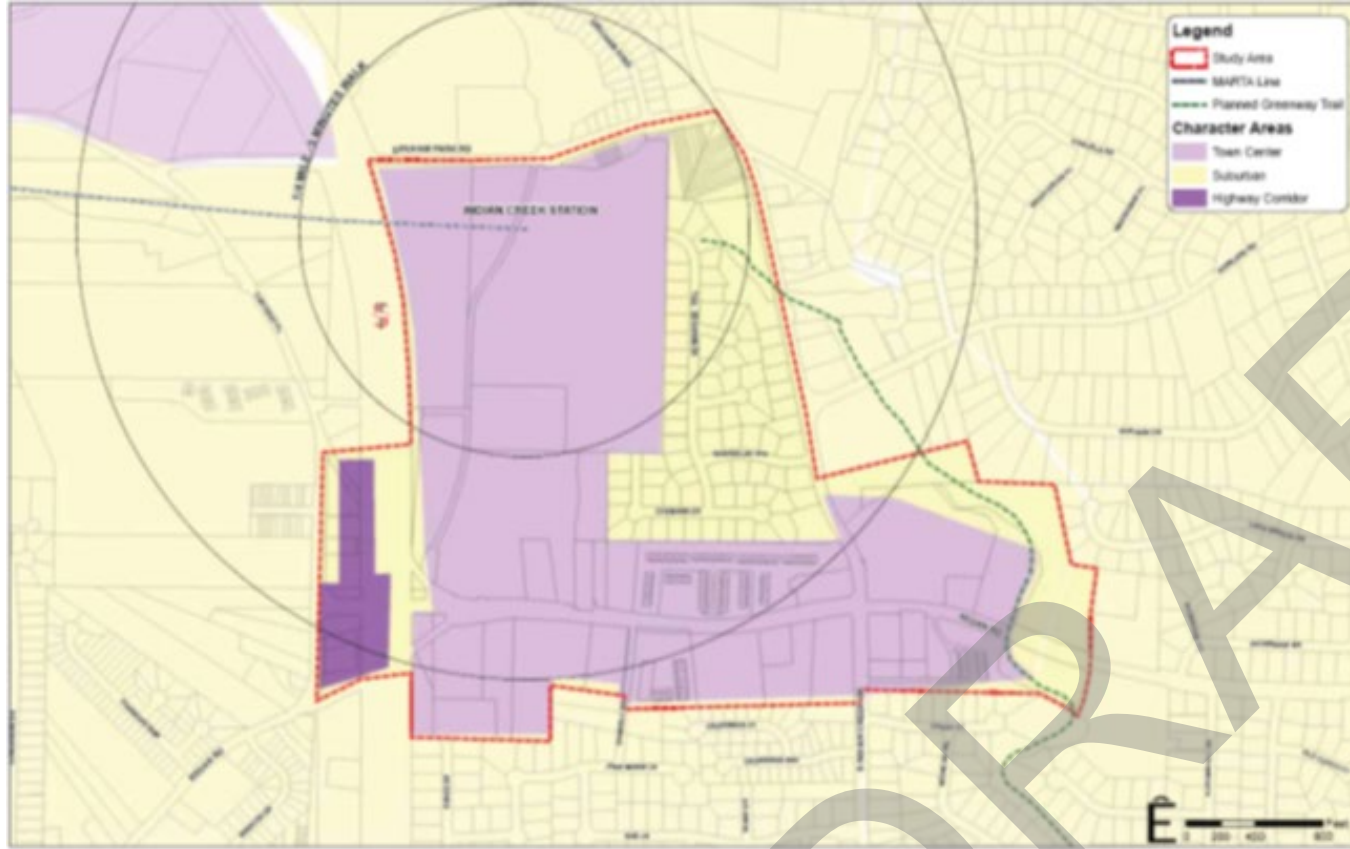
An inclusive one story house with zero-step entrance at front

Housing & Economic Development

1. Encourage a mix of housing types and price points.
2. Incorporate principles of Lifelong Communities in new development.
3. Encourage inclusive home design practices.
4. Strive to attract target businesses to the study area.
5. Promote a variety of fresh food options in the study area.
6. Encourage study area businesses to be partners in promoting health initiatives

Transportation

1. Create a balanced transportation system that does not promote one form of travel at the expense of another.
2. Promote non-motorized access and circulation.
3. Utilize a “complete street” approach for new streets and streets under redesign.
4. Encourage access management along new collector and arterial roads.
5. Develop pedestrian-scale blocks in new development.
6. Create new streets and inter-parcel connections.
7. Require streets in new developments to connect to adjacent developments.
8. Minimize dead-end streets.
9. Promote shared parking arrangements wherever possible to decrease the number of under-used parking spaces.
10. Maximize on-street parking on local streets.
11. Require developments to install or upgrade adjacent sidewalks.
12. Adjacent to commercial uses, wider sidewalks are encouraged for outdoor dining or retail displays.
13. Design new buildings to support walking with basic urban design elements.
14. Provide clear and direct pedestrian access to buildings from sidewalks and trails.
15. Provide accessible pedestrian facilities.
16. Encourage new development to incorporate bicycle facilities.
17. Encourage businesses and public buildings to make bicycle parking available.
18. Ensure that new development on MARTA site is phased so that parking can be provided as redevelopment occurs.



Indian Creek MARTA Station Master Active Living Plan

Land Use Development Guidelines

Land Use Node & Character	Primary Uses (abbreviated)	Density	Preferred Building Height (maximum)	Preferred Lot Coverage
Town Center	Mixed Use, Retail, Restaurants, Office, Civic Areas, Trails, Amphitheatre, Hotels	Core 60 du/ac Outer 24 du/ac	Core: 3- 5 Stories Outer: 1-2 Stories	70% Commercial/Office 20% Residential 10% Greenspace
Highway Corridor	Mixed Use, Apartments, Retail, Restaurants, Office, Hotels	Core - 30 du/ac Outer - 18 du/ac	Core: 2-3 stories Outer: 1 story	15% Commercial/Office 75% Residential 10% Greenspace
Suburban	Single Family detached, Townhomes, Senior Facilities, Institutional Uses.	8 du/ac	Single Family: 1-2 stories Townhomes: 2-3 stories Senior Facilities: 2-3 stories	

Land Use	Primary Use	Max. Bldg. Height
Single-family Residential	Single-family	3 floors/35 ft
Multifamily Residential	Multifamily, townhouses	6 floors/80 ft
Commercial	Retail, offices	2 floors/ 30 ft
Mixed Use	Housing, offices, hotels, retail	8 floors/ 100 ft
Park/Open Space	Public/private parks or open spaces	-



Chapter 8 Implementation

Planning Strategies

Chapter 8 Implementation Planning Process and Strategies

Planning Process Policies

- 1. Public Outreach** – Actively involve the public in the planning process.
- 2. Frequency of Amendments** – Reduce the number of annual changes to the land use plan and maps.
- 3. Updates to the Plan** – Actively work to update the Comprehensive Plan Annually.



Support Neighborhoods
Promote the creation of and support existing community and neighborhood organizations.



Programs
Establish a DeKalb County Community Planning Participation program.



Outreach Techniques
Use innovative participation and marketing techniques to increase public awareness.



Speaker's Bureau
Create a Speaker's Bureau to engage the public in the planning process.



Media
Work with the news and social media to distribute planning materials and inform the public about planning related activities in the county.



Staff Resources and Development
Provide adequate staffing, training, and equipment for the effective delivery of planning and development services.



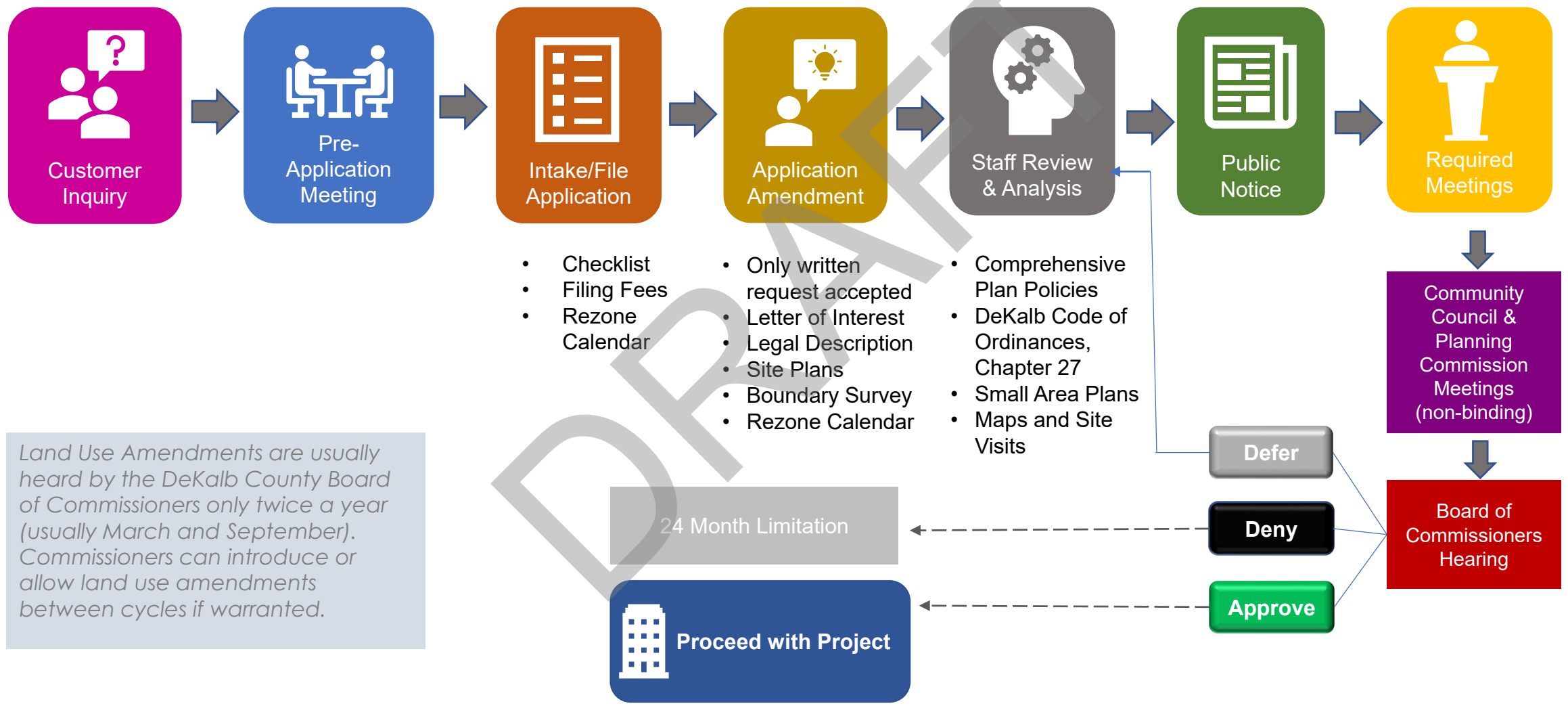
Public Meetings
Hold public meetings at various venues throughout the County, to support cases as needed.



Frequency of Amendments
Revise the re-zoning and land use designation process to reduce the number of changes.

Chapter 8 Implementation

Land Use Amendment, Rezoning, Special Land Use Permit and Major Modification Process



Land Use Amendments are usually heard by the DeKalb County Board of Commissioners only twice a year (usually March and September). Commissioners can introduce or allow land use amendments between cycles if warranted.

Development Standards for Neighborhood Commercial Uses



Location

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

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

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

Standards

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

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

Workforce Housing Density Bonus

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

- 1. Density Bonus** - In projects using the Workforce Housing Density Bonus, at least 20% of the total dwelling units (rounded up) must be reserved for households between 61% to 105% of median income for the Atlanta metropolitan area.
- 2. Reserved Units** - The reserved units must be of compatible quality and appearance to the other units in the development. In large developments, every effort shall be made to mix the designated workforce housing units among the remaining units to avoid economic segregation.
- 3. Rental Housing** - When supplying rental housing, the applicant must, through a restrictive covenant, deed restriction, bylaws of the subdivision association, mortgage or property deed clause, or other method acceptable to the County,

satisfactorily guarantee that designated affordable rental housing units, permitted under this density bonus, remain reserved for eligible households for a period of at least 12 years, or for some other time period as determined by the County.

- 4. Homeownership Units** - All reserved dwelling units which are intended for home ownership shall be sold only to qualified workforce wage (moderate income) buyers. No further restrictions shall apply to the future sale of such homes unless required by the provisions of associated subsidized financing programs.
- 5. Proof of Guarantees** - Proof of such guarantees must be submitted and /or recorded for all units (both rental and home ownership) prior to the permitting of any additional units in excess of that permitted by the underlying land use category.



Chapter 8 Implementation

Supplemental Policy Guidelines – Workforce Housing

6. Qualifying Households - Definitions of qualifying households (moderate income households) shall be determined by the U.S. Department of Housing and Urban Development and shall be adjusted annually or as appropriate.

7. Water and Sewer - Not withstanding the requirements of the Workforce Housing Density Bonus above, all projects utilizing the workforce housing bonus must be programmed to be served by both public water and public sewer prior to the issuance of a Certificate of Occupancy on the project.

8. Compatibility - Any density increase shall be compatible with existing, proposed, or planned surrounding development. Compatible densities need not be interpreted as “comparable” or “the same as” surrounding developments, if adequate provisions for transitioning to higher densities is required and met by, but not limited to, such means as buffering, setbacks, coordinated architectural devices and graduated height.

9. Land Use Applicability - The

following character areas are eligible for workforce housing: Regional Centers, Town Centers, Neighborhood Centers, and Commercial Redevelopment Corridors.

10. Zoning - Zoning Code Article 9 : 9.39

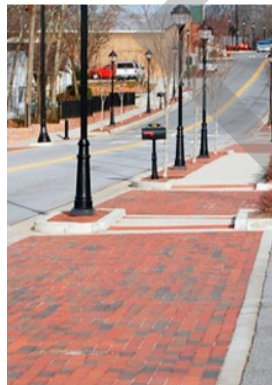
Workforce housing : Definition
Workforce housing: For-sale housing that is affordable to those households earning eighty (80) percent of median household income for the Atlanta Metropolitan Statistical Area (MSA) as determined by the current fiscal year HUD income limit table at the time the building is built.

Nothing in this section shall be construed as guaranteeing the achievement of the density increase or any portion thereof, as provided for in this section.





Chapter 8 Implementation Community Work Program (CWP) and Report of Accomplishments (ROA)



Community Work Program (CWP)

The CWP is formally referred to as the Short-Term Work Program (STWP). According to the Department of Community Affairs, the CWP is a required element of the plan, and DeKalb County is required to update it every five years. This element of the comprehensive plan lists the specific activities DeKalb County plans to undertake during the next five years to address the priority Needs and Opportunities, and to achieve portions of the Community Goals. This includes any activities, initiatives, programs, ordinances, administrative systems (such as site plan review, design review, etc.) to be put in place to implement the plan.

The Community Work Program must include the following information for each listed activity:

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

Report of Accomplishments Key to Terminology:

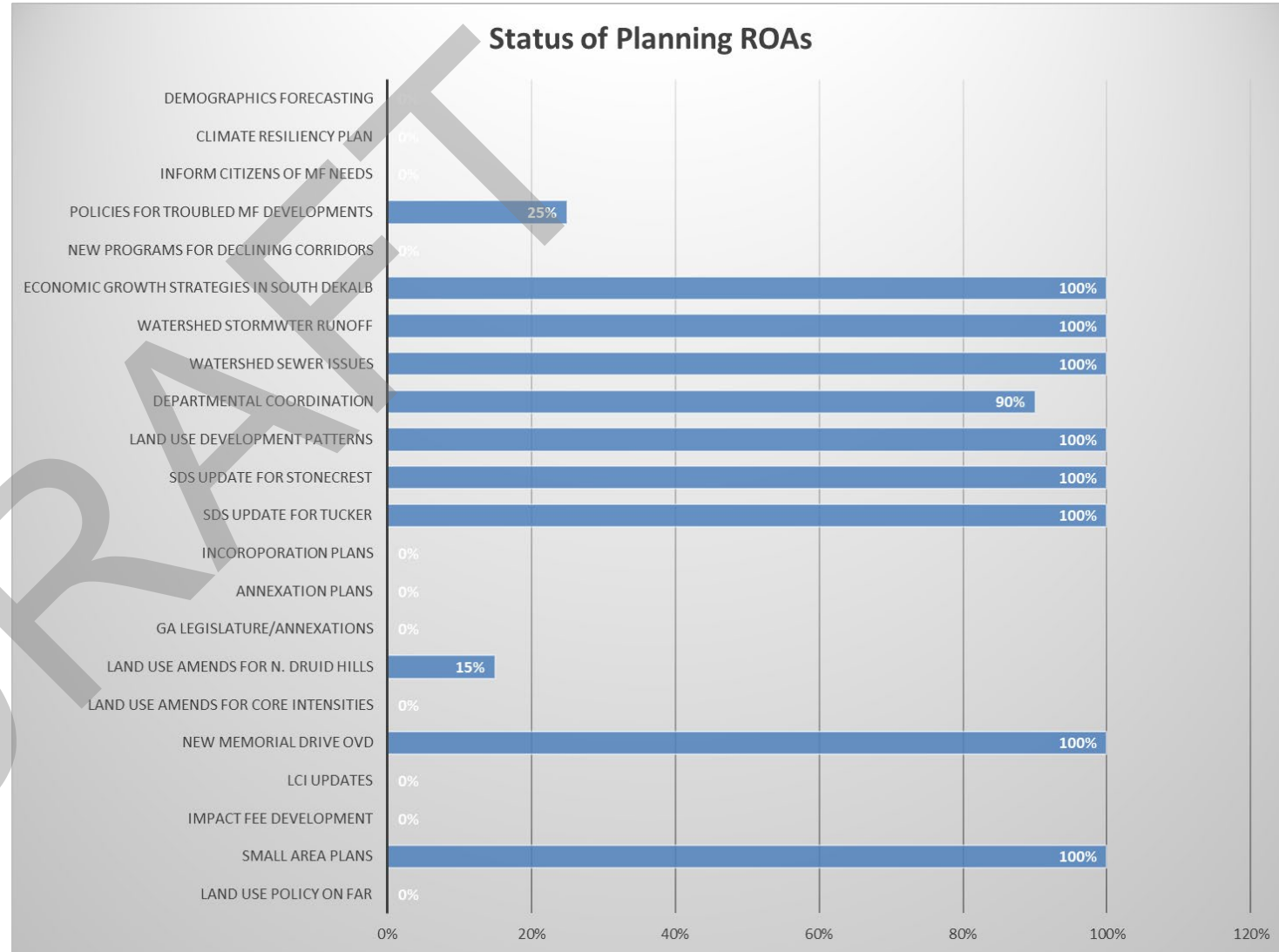
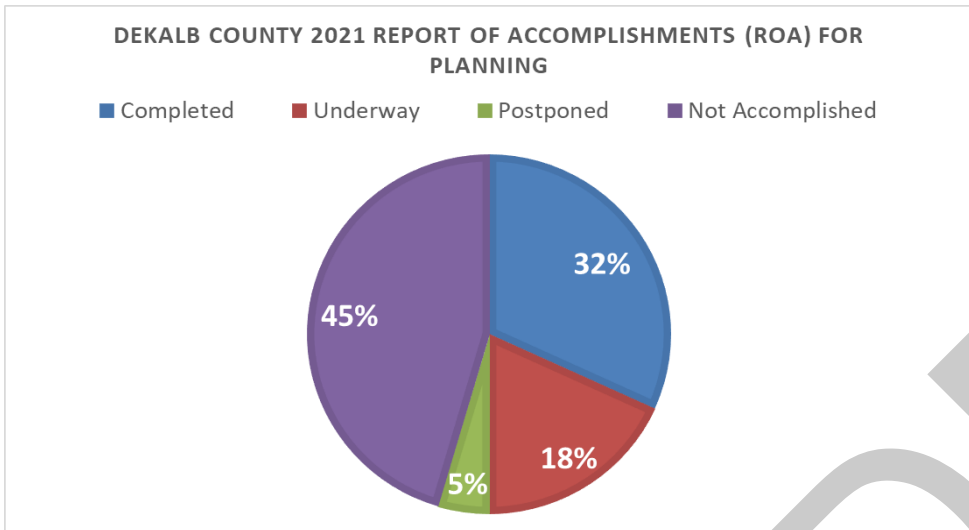
Items that are Completed have been finished within the 5- Year reporting period prior to this Comprehensive Plan Update.

Items that are Underway have been initiated or have had partial progress made as of the end of the 5-Year reporting period prior to this Comprehensive Plan Update. They have been carried over into the new 5-year reporting period for this Comprehensive Plan Update.

Items that are Postponed are still priorities for the community, and have been carried over into the new 5-Year reporting period for this Comprehensive Plan Update.

Items that are Cancelled / Not Accomplished will not be carried over into the new 5-Year reporting period for this Comprehensive Plan Update. Generally, these are items that are broad policy statements or routine county operations, and they have been identified appropriately as such.

How are we doing?



Chapter 8- Implementation - Board of Health: ROA

5-Year Update 
2021 Comprehensive Plan

PROJECT/ACTIVITY	STATUS				EXPLANATION (IF POSTPONED OR NOT ACCOMPLISHED)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Bolster drug treatment programs offered in the county.				X	
2. Expand existing teen pregnancy prevention programs; encourage drop-out prevention programs.				X	
3. Develop a Mothers Offering Resources and Education (MORE) - program to address infant mortality in South DeKalb.				X	
4. Expand a Refugee Services program (additional physician, more interpreters) to address health disparities.				X	

Chapter 8- Implementation - Board of Health: ROA

5-Year Update 
2021 Comprehensive Plan

PROJECT/ACTIVITY	STATUS				EXPLANATION (IF POSTPONED OR NOT ACCOMPLISHED)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
5. Expansion of Board of Health's clinical service hours in South and East DeKalb to improve healthcare access to under- and uninsured County citizens.				X	
6. Expansion of existing immunization and school health programs for indigent, underinsured and uninsured children attending DeKalb County Public School				X	
7. Conduct small area studies to help fight against obesity, under the Board of Health's Master Active Living Plan				X	
8. Expand existing services for senior citizens.				X	

Chapter 8- Implementation - Board of Health: CWP

5-Year Update 
2021 Comprehensive Plan

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2022	2023	2024	2025	2026		
BOARD OF HEALTH HAS NO COMMUNITY WORK PROGRAM FOR THE YEAR 2022-2026								

Chapter 8- Implementation - Roads and Drainage: ROA

5-Year Update 
2021 Comprehensive Plan

PROJECT/ACTIVITY	STATUS				EXPLANATION (IF POSTPONED OR NOT ACCOMPLISHED)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Develop, adopt, and fund an annual curb installation and maintenance plan and schedule for regular maintenance of sidewalks, curbs, and crosswalks. For Historic Districts and sites use materials as recommended by the Historic Preservation Commission.		X			Currently performing a sidewalk condition assessment database
2. Prepare a 15-year plan to upgrade, maintain, and repair corrugated metal drainage pipe and catch basins		X			Currently working on a stormwater master plan
3. Create a 15-year Bridge Renewal Fund to maintain and repair bridges suffering from rust, erosion, lead paint, and age such as those at Flat Shoals near Candler Road and Clifton Church, and the bridge where Montreal Road crosses Stone Mountain Freeway.		X			Currently using SPLOST funds to access and repair bridges
4. Maintain, mill, patch, and resurface county roadways rated above 32.		X			Currently using SPLOST funds to repair roads rated 30 and above
5. Construct sidewalks as set forth in the Public Works Infrastructure C.I.P. plan		X			

Chapter 8- Implementation - Roads and Drainage: CWP

5-Year Update 
2021 Comprehensive Plan

PROJECT	RESPONSIBILITY (DEPARTMENT)	YEAR OF IMPLEMENTATION					ESTIMATE D COSTS	FUNDING SOURCE(S)
		2022	2023	2024	2025	2026		
1. Develop, adopt, and fund an annual curb installation and maintenance plan and schedule for regular maintenance of sidewalks, curbs, and crosswalks. For Historic Districts and sites use materials as recommended by the Historic Preservation Commission.	Roads & Drainage				X		1,000,000	County
2. Prepare a 15-year plan to upgrade, maintain, and repair corrugated metal drainage pipe and catch basins	Roads & Drainage				X		6,000,000	County
3. Create a 15-year Bridge Renewal Fund to maintain and repair bridges suffering from rust, erosion, lead paint, and age such as those at Flat Shoals near Candler Road and Clifton Church, and the bridge where Montreal Road crosses Stone Mountain Freeway.	Roads & Drainage					X	1,500,000	County
4. Maintain, mill, patch, and resurface county roadways rated above 32.	Roads & Drainage				X		5,000,000	County

Chapter 8- Implementation - Roads and Drainage: CWP

5-Year Update 
2021 Comprehensive Plan

PROJECT	RESPONSIBILITY (DEPARTMENT)	YEAR OF IMPLEMENTATION					ESTIMATED COSTS	FUNDING SOURCE(S)
		2022	2023	2024	2025	2026		
5. Construct sidewalks as set forth in the Public Works Infrastructure C.I.P. plan	Roads & Drainage					X	2,400,000	County
6. SPLOST resurfacing plan. Continue road resurfacing using SPLOST funds.	Roads and Drainage							
7. Currently using SPLOST funds to install new sidewalk	Roads and Drainage							
8. Bridge Maintenance utilizing SPLOST funds. continue existing maintenance plan	Roads and Drainage							

Chapter 8- Implementation - Watershed Management : ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Water Meter Replacement Program					
2. Waterline Replacement, Groups 2 and 3 (Flakes Mill)					
3. Sanitary Sewer Television – Sonar Inspections General Areas					
4. Scott Candler Water Treatment Clearwell & PS Improvement Project					
5. Stonecrest Sanitary Sewer System Improvements Lithonia.					

Chapter 8- Implementation - Watershed Management : ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
6. PASARP Sewer Assessment for Sewer Group No. 1					
7. PASARP Sewer Assessment for Sewer Group No. 2					
8. PASARP Sewer Assessment for Sewer Group No. 3					
9. Redan and Wesley Chapel Ground Tank Painting					
10. Consent Decree Program					

Chapter 8- Implementation - Watershed Management : ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
11. Snapfinger Advanced Wastewater Treatment Facilities Expansion – PH II					
12. New Electrical Substation for Snapfinger Plant					
13. Snapfinger – 12KV MV Main Switchgear Project					
14. City of Atlanta – RM Clayton/UV System Replacement					

Chapter 8- Transportation: ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. 2014 Transportation projects. Three tiers of unincorporated DeKalb County projects were created. Please refer to list of projects in the recommendations report located in the Transportation plan. www.dekalbtransportationplan2014.com					
2. Develop a study/plan on how to adapt our current and planned transportation system to ensure the resilience of our communities despite changes in our weather due to climate change in the future					
3. North Druid Hills Bridge Replacement (scoping phase) (CTP PI # 4016)					
4. SR 42 (Moreland Avenue) Scoping Study. Include a study @ Bailey Road with intersection improvements and signalization. (CTP PI # 6025)					
5. Covington Trails & Kensington MARTA Station Road Diet Scoping Study (CTP PI # 6031)					

Chapter 8- Transportation: ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
6.SR 8 (Lawrenceville Highway) Pedestrian and Bicycle Alternatives Study (CTP PI # 2950)					
7.South River Trail – Phase V – From South River Trail—Phase 1 to Waldrop Road—ROW Phase (CTP PI # 6031) (GDOT 0009029)					
8.South River Trail – Phase V – Construction Phase (CTP PI # 6031) (GDOT 0009029)					
9.South River Multiuse Trail – Scoping Phase (CTP PI # 0503A)					
10.Clifton Corridor Bicycle and Pedestrian Study (CTP PI # 5094)					
11.Develop a strategic plan for Transit-Oriented Development in the I-20 East Corridor					

Chapter 8- Police: ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Initiate LPR program	X				
2. Purchase Enhanced 911 software	X				
3. Construct Property Room		X			
4. Construct Special Operations facility and hangar		X			
5. Build new Training Academy		X			
6. Build new East Precinct			X		The building of the new East Precinct has been postponed and, if not built by 2021, will be reconsidered for the next

Chapter 8- Police: CWP

Project/Activity	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2022	2023	2024	2025	2026		
1. Construct Property Room								
2. Construct Special Operations facility and hangar								
3. Build new Training Academy								
4. College to Cop Program: This program will provide college students interested in a career in law enforcement an internship with DeKalb County Police as a career option. The program will focus on students ages 18 to 22.	Police Department					X	34,560	Police Budgeted funds

Chapter 8- Police: CWP

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2022	2023	2024	2025	2026		
5. Career Exploration Program: This program will provide middle and high school students with an internship with the DeKalb County Police Department to expose them to the culture, values, and traditions of the police profession, along with helping to build better relationships and trust with law enforcement.	Police Department					X	\$1,920	Police Budgeted Funds
6. Implement Emergency Police Dispatch (EPD) software through International Academies of Emergency Dispatch (IAED): Emergency Police Dispatch (EPD) software through International Academies of Emergency Dispatch (IAED) are protocols that ensure every dispatcher, day in day out, asks consistent questions. For every call, regardless of the situation, the public and first responders in the field can rely on dispatchers gathering and distributing reliable information.	Police Department		X				\$295,000.00	Funded through the E-911 Budget

Chapter 8- Fire and Rescue: ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1.Fire Station #3 1776 Derrill Drive, Decatur GA, reconstruction and relocation	X				
2.Determine need for additional stations through development of strategic plan with capital improvement program		X			
3.Develop mutual/automatic aid agreements to serve at risk areas		X			

Chapter 8- Fire and Rescue: CWP

5-Year Update 
2021 Comprehensive Plan

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2022	2023	2024	2025	2026		
1. Fire Station Replacement Program: several fire stations will have reached beyond their lifespan regarding effectiveness, living standards and structural integrity.	Fire Station					X	\$50,000,000	SPLOST
2. Public Safety Training Center: The training center is limited in space, facilities and equipment to adequately serve the needs of the department.	Fire Station					X	\$150,000,000	SPLOST
3. Complete the implementation of DeKalb Fire Service's five-year Capital Improvement Program that began June 1996. Station #3, Clarendon Avenue, is scheduled for replacement. Six stations require major renovations/remodeling. Develop and implement a revised plan to include CIP's for fire stations, apparatus and existing facility renovations.								

Chapter 8- Fire and Rescue: CWP

5-Year Update 
2021 Comprehensive Plan

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2022	2023	2024	2025	2026		
4. Determine the need for additional fire stations.								
5. Update and revise Mutual/Automatic Aid agreements with all neighboring jurisdictions.								

Chapter 8- Community Development: ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Utilize HOME and CDBG funds to develop new affordable single-family housing by partnering with local CHDOs, the DeKalb Housing Authority, or other private developers.		X			
2. Utilize NSP funds to purchase and rehabilitate foreclosure homes within targeted neighborhood to stabilize community.		X			
3. Utilize CDBG funds to contract with an agency that will undertake emergency repairs, minor home repairs, installation of safety equipment, and heavy property maintenance to 50 elderly heads of households.		X			

Chapter 8- Community Development: ROA

5-Year Update 
2021 Comprehensive Plan

PROJECT/ACTIVITY	STATUS				EXPLANATION (IF POSTPONED OR NOT ACCOMPLISHED)	
	Completed	Underway	Postponed	Not Accomplished (Discontinued)		
4. Continue the ongoing Down Payment program for first-time low- and moderate-income homebuyer payment grants.1		X				
5. Utilize CDBG funds to contract with an agency that will undertake emergency repairs, minor home repairs, installation of safety equipment, and heavy property maintenance to 50 elderly heads of households.		X				
6. Identify county-owned surplus and/or tax delinquent properties for redevelopment opportunities according to policies set forth in Comprehensive Plan Text. Prior to marketing these properties, provide bi-annual reports to Board of Commissioners during a work session.		X				
7. Utilize the CDBG program's Section 108 Loan Program to facilitate major industrial development projects that will create jobs for low- and moderate-income workers.		X				

Chapter 8- Community Development: ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
4. Continue the ongoing Down Payment program for first-time low- and moderate-income homebuyer payment grants.				X	Down Payment Program was discontinued due to being duplicative and/or was more restrictive than other programs."
5. Provide CDBG funds to address the problems of foreclosure/predatory lending.		X			
6. Utilize CDBG funds to support youth related summer recreational, self-esteem, enrichment programs and activities to be administered and implemented by the County for approximately 300 County income-eligible youth.		X			

Chapter 8- Community Development: ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
7. Provide CDBG funds to encourage services for small business micro-enterprise training and entrepreneur development.		X			
8. Utilize CDBG funds to build or renovate a Senior Center in Southeast or Central DeKalb County	X				
9. Utilize CDBG funds to assist in building a new Fire Station# (7) in the Glenwood Road /Candler-McAfee community.	X				

Chapter 8- Community Development: ROA

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
10. Provide CDBG funds for a Small Business Revolving Loan Fund Program to lend funds from \$10,000-\$35,000 for business in DeKalb County. For every \$35,000 in funds loaded (1) fulltime equivalent job must be created.		X			
11. Produce a comprehensive countywide Housing Plan, with recommended policy guidelines.		X			

Chapter 8- Community Development: CWP

5-Year Update 
2021 Comprehensive Plan

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2022	2023	2024	2025	2026		
1. A new Central Senior Center and South Senior Center were recently constructed. CDBG dollars paid for the design and engineering for Fire Station No. 7. SPLOST funds will pay for construction of the new Fire Station No. 7.	Community Development							SPLOST
2. Construction of new Tobie Grant Recreation Center.	Community Development	X					\$9,112,043	CDBG General Fund
3. Construction of the new East Dekalb Senior and Community Center at Bruce Street.	Community Development	X					\$5,498,994	CDBG General Fund
4. Construction of a Community and Senior Center in District 4 and 7 to fill the gap identified in the Senior Center Feasibility Study.	Community Development	X						CDBG Section 108 Loan to be repaid with General Funds

Chapter 8- Planning and Development: ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Land Use Policy - Work with ARC to implement Floor Area Ratio (FAR) into land use policy.					
2. Small Area Plans - Provide more community level plans for Panola Road Town Center, N. Decatur & Clairmont, and Bouldercrest / I-285.	X				
3. Impact Fees – Secure funds to Initiate a study to evaluate the feasibility for Impact Fees in DeKalb County.					
4. LCI Update - Candler Road LCI			X		* Candler Rd and N. Druid Hills LCI updates will occur during the 2050 Unified Plan update
5. LCI Update - N. Druid Hills LCI			X		N. Druid Hills LCI land use amendment was heard and withdrawn during Public Hearing. We will attempt to revisit during the 2050 Unified Plan update.

Chapter 8- Planning and Development: ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
6. LCI Update - Wesley Chapel LCI	X				
7. New Overlay District - Creation of Memorial Drive Overlay District	X				
8. Land Use Amends – Establish core intensities for all activity center character areas.					
9. Land Use Amendment—North Druid Hills LCI	X				
10. Intergovernmental - DeKalb Elected Officials will work with GA legislative representatives (liaisons) to develop policy to regulate the process of annexations and incorporations.		X			
11. Intergovernmental - DeKalb will coordinate with existing cities on developing amenable annexation plans.		X			

Chapter 8- Planning and Development: ROA

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
12. Intergovernmental - DeKalb County will explore opportunities to develop a plan for incorporation.			X		* Plans for DeKalb incorporation has been postponed due to building legislative support
13. Intergovernmental—Update Service Delivery Strategy (SDS) to include the cities of Tucker and Stonecrest.	X				
14. Land Use Policy – Consider changes/additions to the Future Land Use Map/Character Area designations to better reflect recent development patterns and densities.	X				
15. Departmental Coordination - Establish regular staff-level meetings with the following departments to share data, new plans/policies and new projects: Decide DeKalb, Community Development, Watershed, Transportation/Public Works, and Parks & Recreation		X			

Chapter 8- Planning and Development: ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
16. Land Use Policy / Departmental Coordination - Work with the Watershed Department to investigate sewer issues that could impact future land use/development decisions and determine any needed land use policy changes.		X			
17. Land Use Policy / Departmental Coordination - Work with the Watershed Department to investigate stormwater run-off issues in neighborhoods where complaints have increased due to new development. Determine if any land use policy changes are needed.		X			
18. Economic Development / Departmental Coordination - Work with the newly formed Decide DeKalb to explore ways to encourage more economic growth within South and Central DeKalb County .		X			

Chapter 8- Planning and Development: ROA

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
19. Economic Development / Departmental Coordination - Work with the newly formed Decide DeKalb to explore new programs/policies to redevelop, rehab or re-use declining commercial corridors.		X			
20. Land Use Policy/ Departmental Coordination - Work with the Decide DeKalb, Community Development and the Multi-family Task Force members to explore new programs/policies to redevelop or rehab declining/troubled multi-family developments.		X			
21. Land Use Policy - Utilize findings from #17 as well as outside research to explore ways to inform county citizens of the need for multi-family housing and propose polices to assure that multi-family developments can have a positive impact within existing neighborhoods.		X			

Chapter 8- Planning and Development: ROA

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
22. Environmental Planning - Work towards preparing a Climate Resiliency Plan for the County.			X		
23. Demographics Projections - Coordinate with ARC research group in the reassessment of forecasting demographics.		X			

Chapter 8- Planning and Development: CWP

5-Year Update 
2021 Comprehensive Plan

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2022	2023	2024	2025	2026		
1. 2050 Unified Plan Description: Undergo a major update to the comprehensive plan and transportation plans.		X					\$1.4 Million	FTA and DeKalb County
2. Glenwood Columbia Plan Description: The purpose is to prepare a plan that provides education and a toolkit for the business community to build a consensus on how to strengthen economic development in the area.		X					\$49,900	Community Development Assistance Program & DeKalb County
3. Neighborhood Registry Dashboard and App Description: Create an online source for DeKalb County neighborhoods to see profiles of demographics and current planning and transportation projects in their neighborhood.				X			TBD	DeKalb County
4. DeKalb Green Sustainability Program Description: Program to promote and support habits or activities that ensure the long-term viability and success social, economic, and environmental well-being of DeKalb County.			X				TBD	DeKalb County

Chapter 8-Code Enforcement : ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Code Enforcement with take a block-by-block strategic approach in delivering its inspection and enforcement services throughout the county. In addition to normal code enforcement activities, special operation teams will be deployed to conduct sweeps within commercial zones as identified in the Economic Development Strategic Plan. The commercial zone targeted sweeps will occur along commercial corridor and intersections utilizing a multi-departmental approach to blight reduction.					
2. With a focus on prevention, a comprehensive educational strategy is part of the Code Enforcement approach to blight reduction. An effective educational outreach campaign will raise awareness of property maintenance standards. The campaign will include grassroots community outreach, technology access, and community resources.					

Chapter 8-Code Enforcement : ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
3. Code Enforcement will coordinate with the Office of Neighborhood Empowerment to conduct capacity building training within impacted by blight. Capacity building training will help to empower residents to maintain and enhance neighborhoods to sustain a safe and aesthetically attractive environment. Code Enforcement will partner with Keep DeKalb Beautiful to focus cleanup efforts along commercial zones and to create more synergy through partnerships with neighborhood groups, businesses, and not-for-profit agencies.					
4. To qualify for abatement/demolition, properties must be structurally unsound, vacant and unsecured, have high weeds and grass, and/or have open storage of trash and debris. The properties are inspected and adjudicated resulting in a court order allowing the county to abate the nuisance.					

Chapter 8-Code Enforcement : ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
5. A multi-agency collaborative effort targeting hotels and motels with the highest levels of crime, and health, life safety and building violations. The project includes coordinated sweeps, policy changes, and relocation of extended stay residents.					
6. Focuses on the exterior of apartment complexes with specialized emphasis on housing conditions and the quality of life of the residents in multi-family dwellings. Coordinated sweeps of apartment complexes in the unincorporated area of DeKalb County are collaborative efforts that often include Code Enforcement, Police, Fire, and the Health Department.					
7. Continued effort to hold owners of foreclosed and vacant property(s) responsible for maintenance and security of the properties. Property owners are required to register the property with the county, pay a fee of \$100 or face fines up to \$1000.					

Chapter 8-Code Enforcement : ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
8. Enforce the housing code for apartment structures which are substandard and use the police power to upgrade and comply with the building code.	X				

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Chapter 8- Code Enforcement : CWP

5-Year Update 
 2021 Comprehensive Plan

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2022	2023	2024	2025	2026		

Chapter 8- Parks and Recreation : ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Acquire land for future park and community facility development in accordance with the Parks and Recreation Strategic Plan.		X			
2. Implement a Capital Improvements Plan to construct new facilities and rehabilitate existing parks	X				
3. Using creative financing, create four new community parks that provide a balance of active and passive spaces.		X			
4. Implement a Capital Improvements Plan to construct new facilities and rehabilitate existing parks.	X				

Chapter 8- Parks and Recreation : CWP

5-Year Update 
2021 Comprehensive Plan

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2022	2023	2024	2025	2026		
10. The 2001 and 2006 Bond Funds have either been spent or allocated for projects. We now have SPLOST funding to rehabilitate Roofs, shelters, athletic fields, golf and tennis, pools and other projects.								
11. Project #1: Rainbow Park Amphitheater– An Amphitheater will be construction at Rainbow park for outdoor concerts	Parks & Recreation	X					1.3 Million	District 3 Bond and CIP
12. Project #2: Tobie Grant Recreation Center– A new recreation center will be constructed at Tobie Grant Park	RPCA/Facilities, Management	X					8 Million	CDBG
13. Project #3: Hairston Community	RPCA							

Chapter 8- Parks and Recreation : CWP

5-Year Update 
2021 Comprehensive Plan

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2022	2023	2024	2025	2026		
15. Project #5: Glen Emerald Park– The lake and dam at Glen Emerald Park will be renovated	RPCA	X					\$1.2 Million	District 3 & 6 Bond
16. Project #6: Ellenwood Park– Phase I construction of a playground and parking area	RPCA	X					\$950,000	District 3 Bond and CIP
17. Project #7: DeKalb Tennis Center– Construction of a new tennis facility at Mason Mill Park.	RPCA			X			\$1.2 million	District 2 Bond and SPLOST
18. Project #9: Pleasantdale Park– Addition of concession building and renovation of soccer fields	RPCA		X				\$1.3 million	District 1 Bond and CIP
19. Project #10: Bransby Park – Phase I for an addition of a greenhouse, community garden, general store and renovations to the pool at the Bransby.	RPCA	X					\$650,000	District 7 Bond and CIP

Chapter 8- Parks and Recreation : CWP

5-Year Update 
2021 Comprehensive Plan

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2022	2023	2024	2025	2026		
20. Project #12: Mystery Valley– Bunker Renovations and clubhouse renovations	RPCA	X					\$500,000	CVB and District 4 bond
21. Project #13: Sugar Creek – Bunker Renovations and Bridge Improvements	RPCA	X					\$500,000	CVB
22. Project #14: Little Creek Horse Park Project/activity – Renovations to the community building	RPCA		X				\$275,000	District 7 Bond
23. Project #15: Playground replacements– Outdated playgrounds will be replaced at the following parks: WD Thomson, Shoal Creek I, II, III, Oakcreek, Pleasantdale, Washington, Madeline, Emory, Smith, Emory C	RPCA			X			\$6.9 million	SPLOST

Chapter 8- Parks and Recreation : CWP

5-Year Update 
2021 Comprehensive Plan

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2022	2023	2024	2025	2026		
24. Project # 16: Building Improvements/Renovations— Outdated structures and buildings will be renovated at the following parks: NH Scott, Emmie Smith, Exchange, Lou Walker, Glen Emerald, County Line, Truelove, Emory Grove, Wade Walker, Washington, Exchange, Shoal Creek II, Lithonia, Stoneview, Cedar Park 2.	RPCA			X			\$ 8.4 million	SPLOST
25. Project #17: Athletic Field Renovations— Athletic Field renovations will be performed at the following parks: Truelove, Gresham, Exchange, Redan, Shoal Creek I, Midway, Wade Walker, Rock Chapel	RPCA			X			\$8.4 million	SPLOST

Chapter 8- Economic Development : ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Develop and maintain close contacts with the network of economic development organizations active in DeKalb County and provide quarterly reports to the Board of Commissioners.		X			
2. Study and adopt a Business Incentive Plan, which includes allowances for the establishment of Enterprise Zones and related programs to stimulate business development. Such programs are critical to the success of initiatives such as the Candler Road and Memorial Drive revitalization projects.		X			
3. Continue to strengthen working relationships with the DeKalb Workforce Center and DeKalb Employer Committee to assist with developing strategies that address businesses' employment needs.		X			

Chapter 8- Economic Development : ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
4. Establish a TEAM DEKALB Action Group whose members are taken from the whole to respond quickly to issues of redevelopment, job creation, job retention, employment, and accessibility.			X		Decide DeKalb recently completed a Strategic Economic Development Plan which does not contemplate these activities
5. Conduct on an annual basis an Economic Progress Summit of TEAM DEKALB to review and update the goals and objectives of the economic development plan with submission to the Board of Commissioners for amendment or adoption and inclusion in DeKalb's Comprehensive Plan.				X	
6. Use economic development/real estate groups (DeKalb County Staff, Georgia Industry, Trade & Tourism, Georgia Power, the Chambers of Commerce, Atlanta Gas & Light Company, major commercial and industrial real estate firms, financial institutions, etc.) to improve economic conditions in the county.		X			

Chapter 8- Economic Development : ROA

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
7. Review the success record of lending institutions regarding compliance with the Community Reinvestment Act while investigating measures for initiating loan programs via the requirements of the Act; create an annual report for the Board of Commissioners.				X	Decide DeKalb recently completed a Strategic Economic Development Plan which does not contemplate these activities
8. Train staff and members of TEAM DEKALB in successful techniques for marketing DeKalb County to new and existing businesses; report this to Board of Commissioners during work session.				X	Decide DeKalb recently completed a Strategic Economic Development Plan which does not contemplate these activities
9. Prepare a feasibility study for the redevelopment and reuse of the Mercer University area according to the Comprehensive Plan text & map.	X				Mercer University completed a strategic plan for the property it owns.

Chapter 8- Economic Development : ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
10. Convene an annual developer's day session designed to market targeted areas of the County in order to promote business development in commercial, industrial, and underserved retail markets.		X			
11. Proposed Economic Development Organization (EDO) is comprised of the DeKalb County CEO, Economic Development Department, DeKalb Chamber of Commerce, Development Authority of DeKalb County and corporate partners. This partnership will recommend an economic development strategic plan to local officials and administrators.	X				

Chapter 8- Economic Development : ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
12. Develop promotional materials for marketing declining/blighted areas of the county that have strong economic potential but are currently underutilized with unoccupied buildings.				X	?
13. Publish a regular E-Newsletter for citizens and businesses providing informative economic development information.		X			
14. Exchange economic development marketing information with the DeKalb Chamber of Commerce and the DeKalb Convention & Visitors Bureau.		X			
15. Participate in Industry Associations for high tech and high wage industries to promote business growth in DeKalb County.		X			

Chapter 8- Economic Development : ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
16. Promote the growth of small business in DeKalb County by providing information to help businesses have access to capital, identify public and private resources, opportunities for networking, so businesses can aid one another.		X			
17. Market DeKalb County as a preferred business location for international firms to generate private job creation and investment, with special emphasis on China.		X			
18. Promote job creation in the life science industry by continuing to implement the DeKalb Life Sciences Strategy.	X				
19. Implement the DeKalb Film Commission in partnership with external and internal partners to promote job creation in the television and film industry.	X				

Chapter 8- Economic Development : ROA

5-Year Update 
2021 Comprehensive Plan

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
20. Identify county-owned surplus and/or tax delinquent properties for redevelopment opportunities according to policies set forth in Comprehensive Plan Text. Prior to marketing these properties, provide bi-annual reports to Board of Commissioners during a work session.				X	Decide DeKalb recently completed a Strategic Economic Development Plan which does not contemplate these activities. Also, JLL completed a report for the County identifying these properties.
21. Emphasize business promotion among the higher paying industry groups that can take advantage of DeKalb County labor force and employee accessibility from other counties, such as Transportation, Communications and Utilities; Wholesale Trade; Finance, and Insurance.		X			

Definitions

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

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

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

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

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

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

Blighted Area – an area within a municipal corporation, with a substantial number of deteriorated or deteriorating structures.

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

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

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

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

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

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

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

Clean Water Act (CWA) - the primary federal law in the United

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Regional Transportation Plan (RTP) - The long-range, multi-modal plan documenting policies,

initiatives, and projects designed to meet the surface transportation needs of the region over a minimally specified planning horizon.

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

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

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

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

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

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

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

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

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

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

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

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

Complete the table below annually, as land use and comprehensive text amendments have been approved by the DeKalb County Board of Commissioners.

Name	Type (i.e. Land Use/Text)	Section	Date	Comments

DRAFT