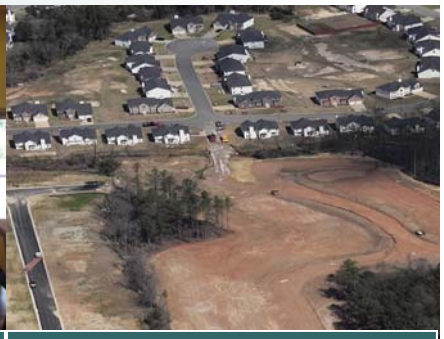
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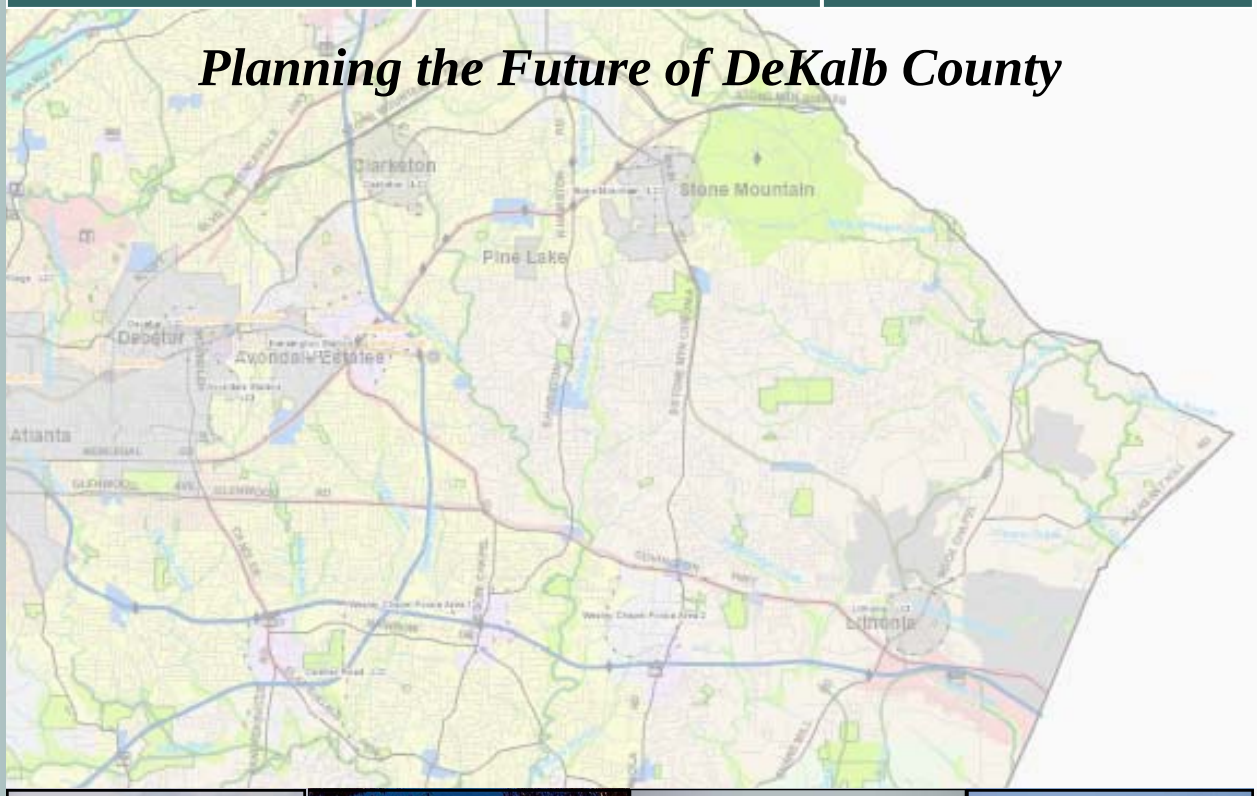


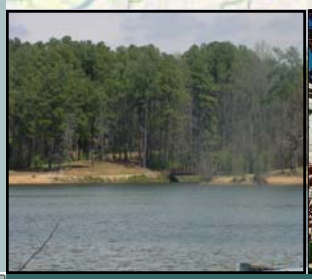




Community Assessment	Community Participation Program	Community Agenda

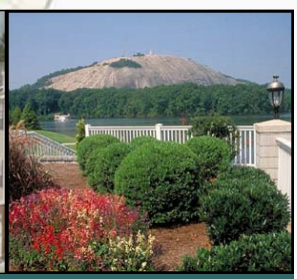
Planning the Future of DeKalb County











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Website Address for the Comprehensive Plan document:
http://www.co.dekalb.ga.us/planning/pdf/longRange/CommA-genda_Doc.pdf

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DeKalb County Department of Planning and Development
Strategic Planning Division

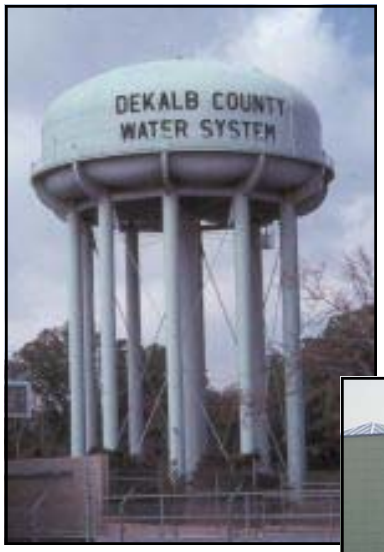
DeKalb County

Comprehensive Plan 2005-2025

Community Assessment

May 2007

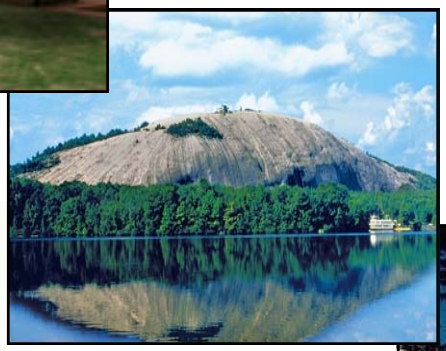














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DeKalb County Strategic Planning Division
Department of Planning and Development

DeKalb County Comprehensive Plan
2005 - 2025

Community Assessment

May 2007

Project Team:

DeKalb Planning and Development Department
Strategic Planning Division

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1. INTRODUCTION

The 2005 DeKalb County Comprehensive Plan is essential in promoting, developing, sustaining, and assisting coordinated and comprehensive planning by DeKalb County government. Interagency cooperation drives the planning process and includes the Governor's Development Council, the Department of Community Affairs (DCA), the Atlanta Regional Commission (ARC) as well as DeKalb County, its local governments and constituents. State law requires that counties maintain and periodically update a 20-year comprehensive plan. Through the planning process the community develops a vision and assesses its needs in a range of planning areas including population, economic development, housing, natural and cultural resources, solid waste management, community facilities, land use and transportation and establishes strategic solutions to meet those needs. The current DeKalb County Comprehensive Plan (completed in 1996) and the DeKalb County Solid Waste Plan (completed in 1999) outline program goals and objectives through the year 2015. In accordance with the planning standards established by state law, DeKalb County has reviewed these existing plans, is determining public expectations for the future, and updating the contents of both plans through the year 2025.

DeKalb County's Comprehensive Plan consists of three components, which are:

- The Community Assessment,
- The Community Participation Program, and
- The Community Agenda.

The Community Assessment

Per the amended Standards and Procedures for Local Comprehensive Planning adopted by the Department of Community Affairs on May 1, 2005, the Community Assessment consists of four components. These components are:

1. Identification of Issues and Opportunities;
2. Analysis of Existing Development Patterns;
3. Analysis of Community Policies and Development Patterns for Consistency with Quality Community Objectives; and
4. Analysis of Supporting Data and Information.

Per the regulations set forth by the Department of Community Affairs, the format for the Community Assessment is an executive summary. This allows the opportunity for the citizens and the general audience to easily access the information prepared at a quick glance.

2. ISSUES AND OPPORTUNITIES

This chapter list the issues and opportunities to address needs in DeKalb County. The goal is to provide a foundation of key issues that describe the effectiveness or lack thereof, that exist in the County. All issues and opportunities are grouped according to Statewide Planning Goals, which are addressed later in the document. The issues are liabilities or weaknesses that the community has identified that need to be addressed. On the other hand, opportunities are situations that when correctly approached can be an asset to the community.

Natural Resources Issues and Opportunities



- Need to preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas.
- Encourage the coordination and linking of local, state, and federal planning on land conservation and development.
- Need to employ regional development strategies that better protect and preserve open space in edge areas.
- Encourage the adoption of a "formal green infrastructure plan".
- Encourage the creation of a network of trails and green space.
- Need to consider the use of innovative financing tools to facilitate open-space acquisition and preservation.
- Encourage the development of innovative programs, such as transfer of development rights, purchase of development rights, and other market mechanisms to conserve privately held valuable natural resources.
- Encourage the design and implementation of an information-gathering and education program.
- Encourage the development and implementation of zoning tools that preserve open space, natural resources and the environment.
- Need to partner with nongovernmental organizations to acquire and protect land.

Historic and Cultural Resources Issues and Opportunities



- Protect all identified historic sites and districts
- Not enough incentives to preserve and coordinate with building trusts
- Lack of adaptable reuse of historic structures
- Identify additional historically significant sites and institute "formal protection" through historic preservation designation.
- Continue the preservation of the Druid Hills Historic Architectural District.
- Continue the preservation of the Soapstone Ridge Archeological District.

Historic and Cultural Resources Issues and Opportunities (continued)

- Encourage the protection of identified historic valuable sites.
- Complete the Historic Resource Survey.

Population Issues and Opportunities

- DeKalb County's population is steadily increasing and is expected to do so in the next 20 years.
- The ethnic population of DeKalb County will increase and these changes have been steadily increasing since 1980.
- DeKalb's total population is growing older and shifting into more mature age cohorts.
- Although the educational attainment (primary and secondary school) for DeKalb County has increased between 1990 and 2000, it is slightly lagging behind the rest of the region and state.
- Household income levels for DeKalb County were above that of the State's in 1989 and 1999; however, it was lagging behind in 2000.
- Need to promote existing programs offered at area schools and universities.
- Encourage development of social programs that will serve all ages.
- Promote alternate development patterns to meet the increasing population of the county.
- Upgrade and maintain the current infrastructure system to meet the population growth demands.

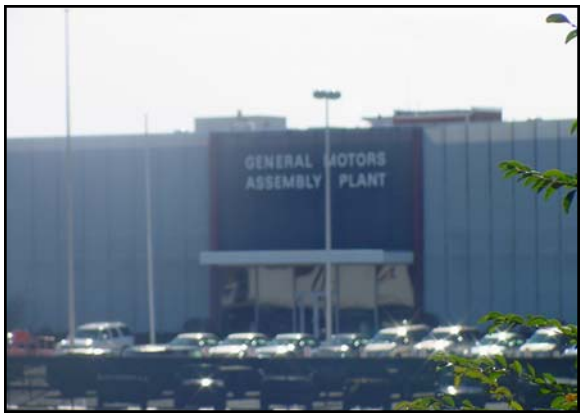
Housing Issues and Opportunities

- There is a growing trend in the development of housing mix in the County.
- Need to improve building standards.
- There is increased overcrowding in various parts of the county.
- Need more affordable housing for seniors.
- Rehabilitation of existing homes is needed, by qualified builders.
- The growing trend of abandoned homes in more established single family neighborhoods.



- There is a lack of mixed use affordable housing throughout "high-end" neighborhoods in the County.
- Gentrification is taking place in declining, older single family communities.
- Gentrification is forcing seniors out of their homes.
- Higher density affordable housing is acceptable in appropriate areas of land use.
- Affordable housing is not located close to where most citizens work.
- Some DeKalb neighborhoods are in need of revitalization or upgrade.

Economic Development Issues and Opportunities



- Jobs available outpace the trained workforce.
- The County lacks tax incentive programs.
- More industries and commercial development encouraged to locate in Southeast DeKalb.
- Improve public information process for employment availability.
- Not enough emphasis on large corporate development to help generate a tax base.
- The GM Doraville Plant is pending closure in 2007.
- Encourage more large scale family entertainment centers.
- Need more employment for those between the ages of 18 and 25
- There are not enough dining restaurants along Memorial Drive (outside the perimeter).
- There is an imbalance between the location of available housing and major employment centers throughout the County.
- There is a lack of innovative and progressive economic development in DeKalb County.
- The DeKalb Development Authority works with growing companies to find financing alternatives for establishing a presence in the County.
- The vision of DeKalb's Economic Development Department is to bring prosperity to the County through new investment, expanding existing industry, and developing sustainable economic strategies for balanced growth in every community.
- DeKalb County offers a variety of tax exemptions and expansion incentives to new business and industry.
- More than 150 companies have relocated or expanded major operations in DeKalb County between 1995 and 2000.
- The County is home to more than 150 international facilities.
- There is coordination between Economic Development, Public Works, and Planning and Department to assess impacts on infrastructure and natural resources.
- There is coordination between Economic Development, Department of Transportation, and Housing Department to promote projects with adequate consideration of access to housing and transportation.
- The cost benefit analysis of economic development projects are determined by the Economic Development Department.
- Economic development efforts favor new development over redevelopment opportunities where land use permits.



Economic Development Issues and Opportunities (continued)

- Business retention and recruitment in DeKalb is active and successful.
- The county has one of the highest poverty and employment rates in the region.

Community Facilities Issues and Opportunities

Water and Sewer:

- The County's service areas have been defined.
- The age, capacity function, safety, and maintenance needs of public facilities have been inventoried
- The future costs of water and sewer services at current growth rates and patterns have been considered.
- A long term strategy for the location and maintenance of public service facilities has begun.
- Regional strategies for wastewater treatment is needed.

Police:



- The future costs of providing services at current growth rates and patterns have been considered.
- The County's Police service areas have been defined.
- The age, capacity function, safety, and maintenance needs of the County's Police facilities have been inventoried.
- A long term strategy for the location and maintenance of public service facilities has begun.
- Improve public outreach in terms of code enforcement services provided.

Fire and Emergency Management System (EMS)

- The future costs of providing services at current growth rates and patterns have been considered.
- The County's Fire and EMS service areas have been defined.
- The age, capacity function, safety, and maintenance needs of the County's Fire and EMS facilities have been inventoried.
- A long term strategy for the location and maintenance of public service facilities has begun.



Parks and Recreation:

- Preserve the existing park and recreational facilities.
- Intensify the maintenance and upkeep of existing park and recreational facilities.
- The Parks and Recreation system does not meet the demand.
- Continue the development of a countywide network of trails and greenways.
- The County's service areas have been defined.

Community Facilities Issues and Opportunities (continued)

- The age, capacity function, safety, and maintenance needs of the County's facilities have been inventoried.

Public Health:

- The County's service areas have been defined.
- The County needs more outreach and education and partnership development to engage all sectors of the community.
- Expansion of existing clinics and services anticipated to meet the needs of growing population and health care trends.
- The age, capacity function, safety, and maintenance needs of the County's Public Health facilities have been inventoried.

Libraries:

- Public libraries hours of operation are not sufficient for adequate access.
- Library facilities and collections are not sufficient.
- DeKalb libraries meet the needs of various ethnicities.
- Aesthetic appearance of all DeKalb Libraries are similar in design, which makes it clearly distinguishable to the public.



Transportation Issues and Opportunities

- Most high intensity uses within the county are located near major arterials or interstates. Unfortunately, many of these uses are not located near public transportation facilities.
- Major and minor arterials as well as interstates throughout DeKalb County have volume to capacity ratios that exceed 70 percent. On some stretches of roadway, these ratios exceed 125 percent. Roadway segments with ratios that exceed 1.00 are considered to be in gridlock.
- There are few transportation options in DeKalb County. Most citizens must rely on an automobile to reach most affordable housing, jobs, services, education, and health care facilities.
- There are numerous greenway trails throughout DeKalb County. These trails include off-road multi-use trails as well as off-road bike trails.
- An official "greenway trail system plan" has not been adopted by the County.
- Most of the existing and planned trails are part of a regional system funded and planned by the PATH Foundation. Therefore, inter-neighborhood and intra-regional connectivity has been taken into account.

Transportation Issues and Opportunities (continued)



- Most of the threat to open space, farmland, and wildlife habitat results from low density development fostered by the transportation network. Roadway expansion in environmentally sensitive exacerbates this problem.
- DeKalb County's policy is to provide sidewalks on all collectors and arterials, but not local roads. Sidewalk connections between schools (public), transit facilities, and neighborhoods have been prioritized.
- There is no regulation requiring connections between new developments on more than one road. This has resulted in developments being constructed with multiple access points to the same road, but no effective grid system.
- The lack of an effective grid system at the neighborhood level results in increased congestion on the limited number of arterials.
- In some neighborhoods, streets widths are wider than the neighborhood context can bear. This results in an inevitable conflict between automobiles and neighborhood pedestrian activity. Specific neighborhood access plans could be designed to balance the need for congestion relief and internal neighborhood pedestrian activity. Consider permitting on street parking on wide neighborhood streets (slow down traffic/parking).
- Many streets were not designed to reflect the cultural or neighborhood context through which they operate.
- Parking is adequate at most busy activity centers, but poorly positioned relative to the development footprint. Shared parking facilities and an access management plan (enforced) are needed to make the existing parking facilities function adequately. There is an existing access management plan detailed in Section 14-200 of the DeKalb County Code.



- Carefully planned on-street parking should be implemented in all town centers throughout the County. Many of the older town centers already have sufficient on-street parking. However, as new mixed-use developments are planned, on-street parking should be a requisite component.
- Parking options are greatest in town centers; however, a parking management plan is needed for the County as a whole.

Land Use Issues and Opportunities



- A large amount of land is dedicated to surface parking and other paved areas.
- New subdivisions are developed in a uniform manner that is unattractive or redundant.
- Major corridors and roadways have a high percentage of un-attractive development such as strip commercial centers and other developments that are typical results of suburban sprawl.
- Retail and other commercial services are not accessible with-in neighborhoods by pedestrian or short automobile trips.
- Adjacent neighborhoods lack accessible neighborhood retail centers.
- Many neighborhoods lack a sense of place or identity.
- There is a lack of places for art and cultural activities.
- Older town centers are in decline or underutilized.
- There is a lack of public spaces for social gathering or interaction.
- There is a lack of centers that combine, commercial, civic and recreational activities.
- The county needs to identify new opportunities for infill development.

Intergovernmental Coordination

- Changes to the Future Land Use Plan are too frequent.
- There are few major conflicts between our development plans and those of adjacent municipalities.
- The County should improve it’s relationship with adjacent jurisdictions for regional coordination and cooperation.
- The County should continue to plan with adjacent communities for areas near mutual boundaries, through the process and tool of Intergovernmental Agreements.
- The County needs to continue to share plans and planning information with neighboring communities.
- DeKalb County needs to promote partnerships between other local governments.
- DeKalb County has established a Community Council in an effort to share proposed development plans with its citizens.

3. ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

This chapter will analyze the development patterns of DeKalb County. The County will be separated into three (3) categories of analysis: (1) Existing Land Use, (2) Areas Requiring Special Attention, and (3) Character Areas. A more detailed analysis of Planning Areas (North, South, East & West, Central East & West) is provided based on the same categories. The reason for the detailed separation of planning areas is because the County is in various stages of development that helps define it's environment. Planning Areas are feasible because the boundaries are made up of census tract boundaries that have been used be the Planning Department in the previous plan and recognized by the Atlanta Regional Commission. In addition to written analysis, maps for each planning area have been drawn to assist in the process.

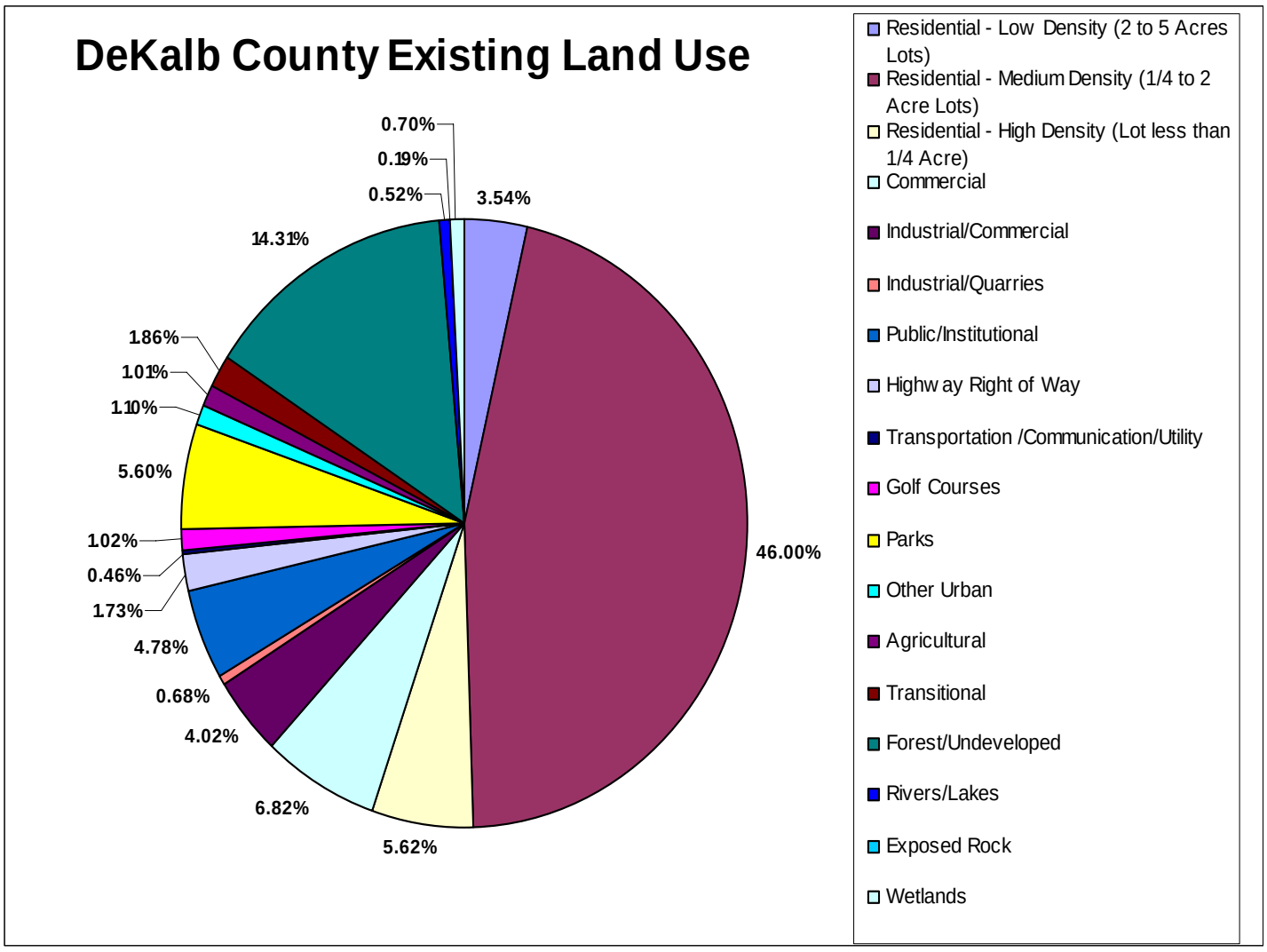
3.1 Existing Land Use—Countywide

The existing land use serves as a description/representation of the counties land use based on what is actually on the ground at a certain point in time. The existing land use can differ from the counties official land use and zoning designation of a property. For example, a parcel can be zoned residential even though it is currently undeveloped.

The existing land use map is based on the analysis of aerial photography conducted by the Atlanta Regional Commission in 2003. The land use categories are based on the recommended Georgia DCA Standard Categories. The land use categories do not match the current official county land use categories, but provide the most accurate and descriptive representation of the counties current land uses. This type of representation provides a solid base of data for the Analysis of Existing Development Patterns. The official county land use categories will be applied to the Future Land Use Map which will be based on the Character Areas recommended in the Community Assessment and adopted in the Community Agenda.

The largest land use in DeKalb county is Medium Density Residential (46.00%) followed by Forested/ Undeveloped (14.31%), Commercial (6.82%) and High Density Residential (5.62%). Theses numbers reflect the counties development pattern which is predominately single-family residential with commercial and multi-family uses located along major roadway corridors and intersections. The majority of the county follows a automobile oriented decentralized suburban development pattern. This development pattern, which is very common within the Atlanta Region, has high building and land use separation resulting in low pedestrian orientation and accessibility. The current pace of residential development is expected to greatly reduce the amount of Forest/Undeveloped land as the county approaches build out. Most of the counties remaining large tracts undeveloped land are found in the far southern and eastern portions of the county outside of I-285 while many smaller tracts still exist within developed areas.

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Table 3-1: DeKalb County Existing Land Use 2003

Land Use Category	Acres	Percentage	Description
Residential - Low Density (2 to 5 Acres Lots)	5628.36	3.54%	Very low density housing such as estates and rural housing often with mixes of rural or forested land.
Residential - Medium Density (1/4 to 2 Acre Lots)	73054.96	46.00%	Typical single family residential use common to urban and suburban areas (includes townhomes).
Residential - High Density (Lot less than 1/4 Acre)	8917.34	5.62%	Smaller single family residential uses and multi-family residential uses
Commercial	10837.67	6.82%	Central business districts, shopping centers, commercial strips, office building and warehouses.
Industrial/Commercial	6381.84	4.02%	Warehousing, distribution, some retail and most industrial parks.
Industrial/Quarries	1082.18	0.68%	Light or heavy industrial uses such as manufacturing, processing, assembly and quarries.
Public/Institutional	7597.09	4.78%	Large educational, religious, health, military and government uses.
Highway Right-of-Way	2753.51	1.73%	Right-of-ways, interchanges and ramps associated with limited access highways.
Transportation / Communication/Utility (TCU)	735.27	0.46%	Large facilities and land used for transportation, communication and other utilities such as, gas, electrical and transportation. (does not include highway right-of ways)
Golf Courses	1625.05	1.02%	Facilities and green space areas associated with golf courses.
Parks	8892.40	5.60%	Lands dedicated to recreation, preservation and conservation.
Other Urban	1745.95	1.10%	Open land without structures within developed areas such as landfills, and recreation areas not counted as parks.
Agricultural	1597.55	1.01%	Land used for crop growth and animal pasture with a minimum size of 25 acres.
Transitional	2955.05	1.86%	Land recently cleared/altered for transition from one land use to another. Mostly includes lands cleared for new development.
Forest/Undeveloped	22726.82	14.31%	Forested or natural land that has not been developed.
Rivers/Lakes	829.36	0.52%	Natural and manmade waterways.
Exposed Rock	300.47	.19%	Natural areas with significant amounts of exposed bedrock.
Wetlands	1111.09	0.70%	Undeveloped land where the water table is at or above he land surface for the majority of the time.

3.2 Areas Requiring Special Attention—Countywide Overview

In this section, each planning area will be assessed based on the existing land use patterns and development trends. The purpose is to identify areas requiring special attention based on the following criteria:

- Areas of significant natural or cultural resources,
- Areas where rapid development or change of land use is likely to occur,
- Areas where the pace of development has and/or may outpace the availability of community facilities and services, including transportation,
- Areas in need of redevelopment and or significant improvements to aesthetics or attractiveness,
- Large Abandoned structures or sites, including those that may be environmentally contaminated, and
- Areas with significant infill development opportunities (scattered vacant sites).

Areas of Significant Natural or Cultural Resources

Natural resources include floodplains, wetlands, unique natural features and any other environmentally sensitive area. Cultural resources include historic sites, districts corridors and other culturally significant areas. The amount and pace of development in DeKalb County has resulted in the following impacts to:

- The loss of tree cover, open space, environmentally sensitive land and rural areas,
- Environmental pollution, especially due to storm water runoff and air pollution, and
- The disappearance of cultural and historic resources.

Areas of Rapid Development/Land Use Change

Many areas of the county are undergoing rapid development resulting in significant changes in land use types and intensities. These changes can be new residential development, commercial development and the resulting loss of open space and/or rural land. Residential development in DeKalb can currently be generalized into three types;

1. **Greenfield Development**—The conversion of large open tracts of undeveloped land into large subdivisions and commercial centers. This type of development is mostly found in the Southeast a n d Southwest Planning areas.

2. **Scale One Infill**—The development of smaller undeveloped tracts of land and/or the demolition of older homes within established neighborhoods with new homes/subdivisions often requiring the installation of new streets. This large scale infill development is found county wide with a lesser degree in the southeastern portion of the county where Greenfield Development is taking place.

3. **Scale Two Infill**—The replacement/demolition of existing residential structures with a single or several new structures often at a higher density than the surrounding structures. This form of development is most commonly referred to as infill development although scale 1 is also infill development, but at a larger scale. DeKalb County is facing this type of infill development in older neighborhoods mostly inside the perimeter within the Northern Central West and Southwest Planning areas.

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Areas where Development is Outpacing the Availability of Facilities/Services

Rapid development can strain facilities, infrastructure and services. This is particularly the case if the development is poorly planned or if the appropriate infrastructure improvements are not made in conjunction with growth. Typical results are:

- Inadequate water/sewer capacity,
- Traffic congestion due to roads exceeding their intended capacity, and
- Decrease in the levels of public services such as police, fire and schools.

Although certain areas are worse than others, ***transportation congestion*** has impacted the entire county . Congestion levels identified in the Comprehensive Transportation Plan (CTP) were used to identify congested corridors in the Comprehensive Plan. The CTP identified roads that have or are projected to exceed their volume to capacity (v/c) ratio. These ratios were calculated for the existing and projected (2030) peak AM and PM rush hour periods. The worst congestion levels are experienced during the PM period, therefore corridors with high PM peak congestion levels were used to identify areas where development has/will outpace transportation infrastructure capacity. The projected 2030 congestion levels were used to reflect existing and future conditions. As shown on the attached map, congestion is in poor condition throughout the county, but is worse on the northern side of the county as well as on the interstates.

Water and sewer capacity issues are most prevalent in the southeastern portions of the county in sewer service basins north of Stonecrest Mall where significant new large scale residential and commercial growth is taking place.

Areas in Need of Redevelopment/Aesthetic Improvement

Currently, many areas of the county have commercial, residential and industrial sites that are old, dilapidated or unattractive. In particular, older strip commercial centers and/or scattered commercial sites are in need of various levels of improvement including:

- Redevelopment,
- Improved pedestrian connectivity, and
- Aesthetic improvement to signage and/or surrounding land.

Most of the major older strip commercial centers are found along the counties major roadway corridors such as Candler Road, Memorial Drive, Covington Highway and Buford Highway. Smaller commercial strips are scattered throughout the county.

Areas with Large Abandoned Structures or Sites

The counties aging commercial corridors and industrial districts are often left with large abandoned sites. These sites are often left vacant due to changes in market and economic conditions. Below are some of the general reasons:

- Economic shifts that have resulted in the loss of industrial/labor intensive jobs,
- Retail market changes that have moved retail demand to other, often newer areas, and
- Older industrial areas that are environmentally contaminated and left vacant due to the lack demand or the expense of clean-up.

Areas of Significant Disinvestment, Poverty Levels or Unemployment

General identification of these areas has been calculated based on, the percentage of persons living below the Federal Poverty Level by census block groups according to the 2000 U.S. Census. Although not exact, these census block groups will show concentrations of low-income populations relative to the rest of the county. A general assumption made is that the lower-incomes of these areas are partially a result of and have resulted in significant unemployment and neighborhood disinvestment.

The percentage of persons living at or below the poverty level that designated a block group as low-income came from the DeKalb County Comprehensive Transportation (CTP) Plan's identified Environmental Justice Populations. In order to ensure equity in transportation planning, transportation studies are federally required to identify Environmental Justice Populations which include minority and low-income populations. Using the same variable in both plans will allow for easier analysis and comparison between plans. The DeKalb CTP defined low-income populations as the block groups that exceeded the county's average number of persons living below the poverty level. The county average based on the 2000 Census was 10.7%. Therefore, all block groups that had more than 10.7% of the population living below the poverty levels was designated as a low-income block group.

There are a few drawbacks to this data:

1. The poverty data is based on the 2000 Census. Significant population shifts could have taken place since that time that would change some of the percentages in certain areas.

2. Designated block groups can be misleading because the low-income population typically do not occupy the entire block group. An economically affluent community as well as a low-income community can often occupy the same block group.

3. The populated portions of the block groups are limited to the residential areas. Even if a block group is primarily non-residential, if the residential portion meets the percentage, the entire block group will still be designated.

Therefore, the results shown on the map must be considered to be general locations of theses populations. The block groups closer to Atlanta and Fulton County may have lower percentages today due to the increasing shift of more affluent populations back into the counties older neighborhoods has resulted in increased investment into some of theses areas through infill development, new development and redevelopment of residential areas as well as commercial areas. This change is common to areas undergoing gentrification.

3.3 Character Areas—Countywide

Character Areas are used to define the visual and functional differences of communities, corridors and natural areas found within DeKalb County. Based on the current conditions and the Areas Requiring Special Attention identified in the previous section, they will be used to formulate future development strategies that will result in specific policy, investment and regulatory recommendations in the Community Agenda. Character Areas consist of description and a suggested development strategy. The suggested development strategies contain policies that relate to land-use zoning, transportation and development. Theses areas represent both present and desired future development patterns.

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Areas with significant infill development opportunities

Infill development takes place when new structures are built on vacant land in or surrounded by older or previously developed neighborhoods. Infill development can include residential as well as commercial development.

Benefits of infill development include:

- Decreasing the loss of open space and rural land.
- Increasing regional accessibility to jobs and services.
- Reducing automobile commuting trips and the resulting air pollution, cost and loss of quality of life.
- Neighborhood revitalization.
- Placing vacant or underutilized commercial and industrial sties back into the tax base.
- Increasing diversity/variety of housing choices.
- Allowing for more efficient use of existing infrastructure.

Possible negative impacts include:

- Construction of homes that are out of character to the surrounding homes.
- Loss of open space within the older neighborhood.
- Gentrification due to increases in property values and taxes.
- Strains on existing infrastructure/services that does not have the appropriate capacity
    1. Traffic
    2. Water/sewer problems
    3. School overcrowding

As mentioned earlier, many neighborhoods inside the perimeter have witnessed substantial residential infill development especially within the Northern and Central East Planning areas. Infill development has also started to pick up in the South Western Planning Area where many neighborhoods have been suffering from decline over the past few decades. There has been a trend of increasing vacant big box retail sites, strip commercial sites and car dealerships along older roadway corridors.

Proper planning, policy and zoning/development regulations can promote the benefits of infill development while lessoning the negative impacts. Infill development will be encouraged in areas with significant vacant and underutilized residential and commercial sites while the appropriate policy and regulatory controls will be encouraged in areas are currently dealing with substantial infill development.

3.3 Recommended Character Areas for DeKalb County

Character Area	Description	Development Strategy
Conservation Area / Green Space	Undeveloped, natural lands with significant natural features including views, coast, steep slopes, flood plains, wetlands, watersheds, wildlife management areas and other environmentally sensitive areas not suitable for development of any kind.	Maintain natural, rural character by not allowing any new development and promoting use of conservation easements. Widen roadways in these areas only when absolutely necessary and carefully design the roadway alterations to minimize visual impact. Promote these areas as passive-use tourism and recreation destinations.
Linear Green space / Trails & Pedestrian / Bikeways	Area of protected open space that follows natural and manmade linear features for recreation, transportation and conservation purpose and links ecological, cultural and recreational amenities.	Link green spaces into a pleasant network of greenways, set aside for pedestrian and bicycle connections between schools, churches, recreation areas, city centers, residential neighborhoods and commercial areas. These greenways can provide safe, efficient pedestrian linkages and at the same time give users an opportunity to enjoy the natural environment. Properly designed greenways can serve as an alternative transportation network, accommodating commuting to work or shopping as well as recreational biking, skateboarding, walking and jogging.
Agricultural Area	Lands in open or cultivated state or sparsely settled, including woodlands and farm lands.	Maintain rural character by strictly limiting new development and protecting farmland and open space. Protect farmland and open space by maintaining large lot sizes (at least 10 acres) and promoting use of conservation easements by land owners. Residential subdivisions should be severely limited, but if minor exceptions are made, they should be required to follow a rural cluster zoning or conservation subdivision design. Any new development should be required to use compatible architecture styles that maintain the regional rural character, and should not include “franchise” or “corporate” architecture. Widen roadways only when absolutely necessary and carefully design the roadway alterations to minimize visual impact. Promote these areas as passive-use tourism and recreation destinations.
Rural Residential Area	Rural, undeveloped land likely to face development pressures for lower density (one unit per two+ acres) residential development. Typically will have low pedestrian orientation and access, very large lots, open space, pastoral views and high degree of building separation.	Maintain rural atmosphere while accommodating new residential development as rural cluster or conservation subdivision design that incorporate significant amounts of open space. Encourage compatible architecture styles that maintain the regional rural character, and should not include “franchise” or “corporate” architecture. Wherever possible, connect to regional network of green space and trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes.
Rural Village	Commercial activity area located at a highway intersection. Typically automobile focused, but with care can be designed for greater pedestrian orientation and access, more character with attractive clustering of buildings within the center, leaving open space surrounding the center. There is a mixture of uses to serve highway passers-by, rural and agricultural areas.	Maintain rural atmosphere while accommodating retail and commercial uses within village center with attractive character and a clear boundary. Encourage compatible architecture styles that maintain the regional rural character, and do not include “franchise” or “corporate” architecture. Wherever possible, connect to regional network of green space and trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes.

Character Area	Description	Development Strategy
Suburban Area (developing)	Area where pressures for the typical types of suburban residential subdivision development are greatest (due to availability of water and sewer service). Without intervention, this area is likely to evolve with low pedestrian orientation, little or no transit, high open space, high to moderate degree of building separation, predominantly residential with scattered civic buildings and varied street patterns, often curvilinear.	Promote moderate density, traditional neighborhood development (TND) style residential subdivisions. •New development should be a master-planned with mixed-uses, blending residential development with schools, parks, recreation, retail businesses and services, linked in a compact pattern that encourages walking and minimizes the need for auto trips within the subdivision. •There should be strong connectivity and continuity between each master planned development. •There should be 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. •Encourage compatible architecture styles that maintain the regional character, and do not include "franchise" or "corporate" architecture.
Suburban Areas (built out)	Area where typical types of suburban residential subdivision development have occurred. Characterized by low pedestrian orientation, little or no transit, high open space, high to moderate degree of building separation, predominantly residential with scattered civic buildings and varied street patterns, often curvilinear.	Foster retrofitting of these areas to better conform with traditional neighborhood development (TND) principles. •This includes creating neighborhood focal points by locating schools, community centers, or well-designed small commercial activity centers at suitable locations within walking distance of residences. •Add traffic calming improvements, sidewalks, and increased street interconnections to improve walk-ability within existing neighborhoods. •Permit accessory housing units, or new well-designed, small-scale infill multifamily residences to increase neighborhood density and income diversity.
Traditional Neighborhoods • Stable Neighborhood • Declining Neighborhood • Neighborhood Redevelopment Area	Residential area in older part of the community typically developed prior to WWII. Characteristics include high pedestrian orientation, , sidewalks, street trees, and street furniture; on-street parking; small, regular lots; limited open space; buildings close to or at the front property line; predominance of alleys; low degree of building separation; neighborhood-scale businesses scattered throughout the area.	Already exhibiting many of the characteristics of traditional neighborhood development (TND), these older neighborhoods should be encouraged to maintain their original character, with only compatible infill development permitted. There are three types of traditional neighborhoods that each call for their own redevelopment strategies: stable, declining, and redevelopment.

Character Area	Description	Development Strategy
Traditional Neighborhood Stable	A neighborhood having relatively well-maintained housing, possess a distinct identity through architectural style, lot and street design, and has higher rates of home-ownership. Location near declining areas of town may also cause this neighborhood to decline over time.	Focus on reinforcing stability by encouraging more homeownership and maintenance or upgrade of existing properties. •Vacant properties in the neighborhood offer an opportunity for infill development of new, architecturally compatible housing. •Include well-designed new neighborhood activity center at appropriate location, which would provide a focal point for the neighborhood, while also providing a suitable location for a grocery store, hardware store, and similar appropriately-scaled retail establishments serving neighborhood residents. •Strong pedestrian and bicycle connections should also be provided to encourage these residents to walk/bike to work, shopping, or other destinations in the area.
Declining Neighborhood	An area that has most of its original housing stock in place, but housing conditions are worsening due to low rates of homeownership and neglect of property maintenance. There may be a lack of neighborhood identity and gradual invasion of different type and intensity of use that may not be compatible with the neighborhood residential use.	Focus on strategic public investments to improve conditions, appropriate infill development on scattered vacant sites, and encouraging more homeownership and maintenance or upgrade of existing properties. Public assistance and investment should be focused where needed to ensure that the neighborhood becomes more stable, mixed-income community with a larger percentage of owner-occupied housing. Vacant properties in the neighborhood offer an opportunity for infill development of new, architecturally compatible housing. The neighborhood should, however, also include well-designed new neighborhood activity center at appropriate location, which would provide a focal point for the neighborhood, while also providing a suitable location for a grocery store, hardware store, and similar appropriately-scaled retail establishments serving neighborhood residents.
Neighborhood Redevelopment Area	A neighborhood that has declined sufficiently that housing conditions are bad, there may be large areas of vacant land or deteriorating, unoccupied structures.	The redevelopment strategy for the area should focus on preserving and rehabilitating what remains of the original housing stock, while rebuilding, on the remaining land, a new, attractive neighborhood following the principles of traditional neighborhood development . The neighborhood should include a well-designed new neighborhood activity center at appropriate location, which would provide a focal point for the neighborhood, while also providing a suitable location for a grocery store, hardware store, and similar appropriately-scaled retail establishments serving neighborhood residents. Strong pedestrian and bicycle connections should also be provided to encourage residents to walk/bike to work, shopping, or other destinations in the area. New streets should be connected (i.e. minimize or prohibit cul-de-sacs) to disperse traffic, shorten walking/biking trips. Design features that encourage safe, accessible streets should be employed—such as, narrower streets, on-street parking, sidewalks, street trees, and landscaped raised medians for minor collectors and wider streets.
Neighborhood Centers	A neighborhood focal point with a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and appropriate public and open space uses easily accessible by pedestrians.	Each Neighborhood Center should include a mix of retail, services, and offices to serve neighborhood residents day-to-day needs. Residential development should reinforce the center through locating higher density housing options adjacent to their center, targeted to a broad range of income levels, including multi-family town homes, apartments and condominiums. Design for each Center should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Include direct connections to the greenspace and trail networks. Enhance their pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities, such as libraries, neighborhood centers, health facilities, parks, schools,

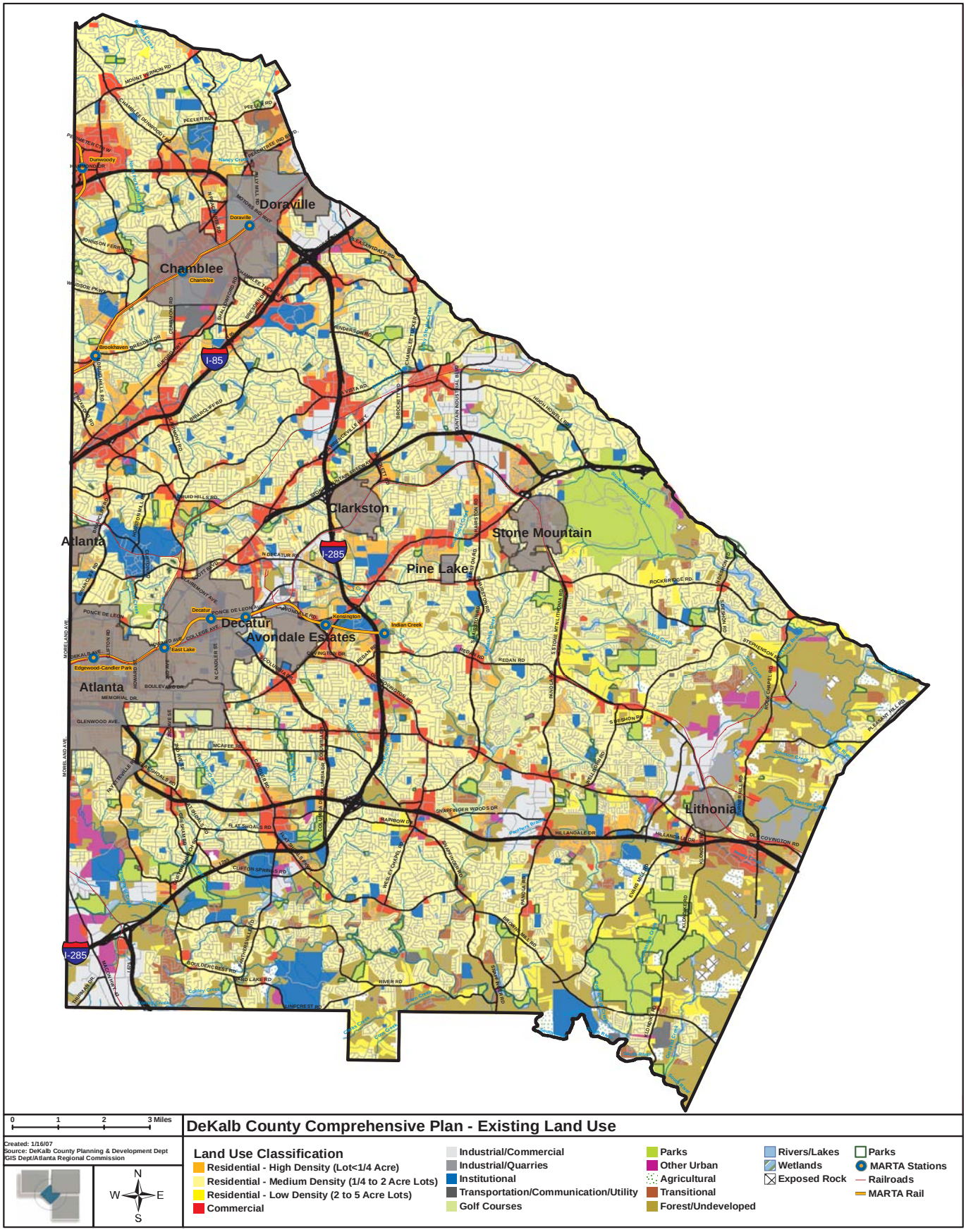
Character Area	Description	Development Strategy
Town Centers	A focal point for several neighborhoods that has a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and appropriate public and open space uses easily accessible by pedestrians.	Each Town Center should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. Residential development should reinforce the town center through locating higher density housing options adjacent to the center, targeted to a broad range of income levels, including multi-family town homes, apartments and condominiums. Design for each Town Center should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Include direct connections to the greenspace and trail networks. Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations, such as libraries, neighborhood centers, health facilities, commercial clusters, parks,
Downtown / Municipality	The traditional central business district and immediately surrounding commercial, industrial, or mixed-use areas.	Downtown should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. Residential development should reinforce the traditional town center through a combination of rehabilitation of historic buildings in ther downtown area and compatible new infill development targeted to a broad ran of income levels, including multi-family town homes, apartments, lofts, and condominiums. Design should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations, such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc. New residential and commercial development should be concentrated in and around the downtown and adja-
Regional Activity Center	Concentration of regionally-marketed commercial and retail centers, office and employment areas, higher-education facilities, sports and recreational complexes. These areas are characterized by high degree of access by vehicular traffic, and high transit use, including stops, shelters and transfer points; on-site parking; low degree of internal open space: high floor-area-ratio; large tracts of land, campus or unified development.	Should include relatively high-density mix of retail, office, services, and employment to serve a regional market area. Also include a diverse mix of higher-density housing types, including multi-family town homes, apartments, lofts, and condominiums, including affordable and workforce housing. Design should be very pedestrian oriented, with strong, walkable connections between different uses. Include direct connections to nearby networks of greenspace or trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreation purposes. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. • Provide bike landes or wide curb landes to encourage bicycling and provide additional safety, provide conveniently located, preferably sheltered, bicycle parking at retail and office destinations and in multi-family dwellings. Encourage compatible architecture styles that maintain the regional character, and should not include “franchise” or “corporate” architecture. Acceptable uses: • Office, retail, and other typical commercial uses. • Higher density multi-family and condominium residential uses. • Major employers, such as educational institutions, industry, sports and recreational complexes, and back-office operations. • “Big-box” retail should be limited to therse areas, and designed to fit into mixed-use planned development with limited p;arking that is shared with surrounding uses. Unacceptable uses: • Warehousing or other operations requiring heavy truck traffic should not be permitted in these areas. • New billboards

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

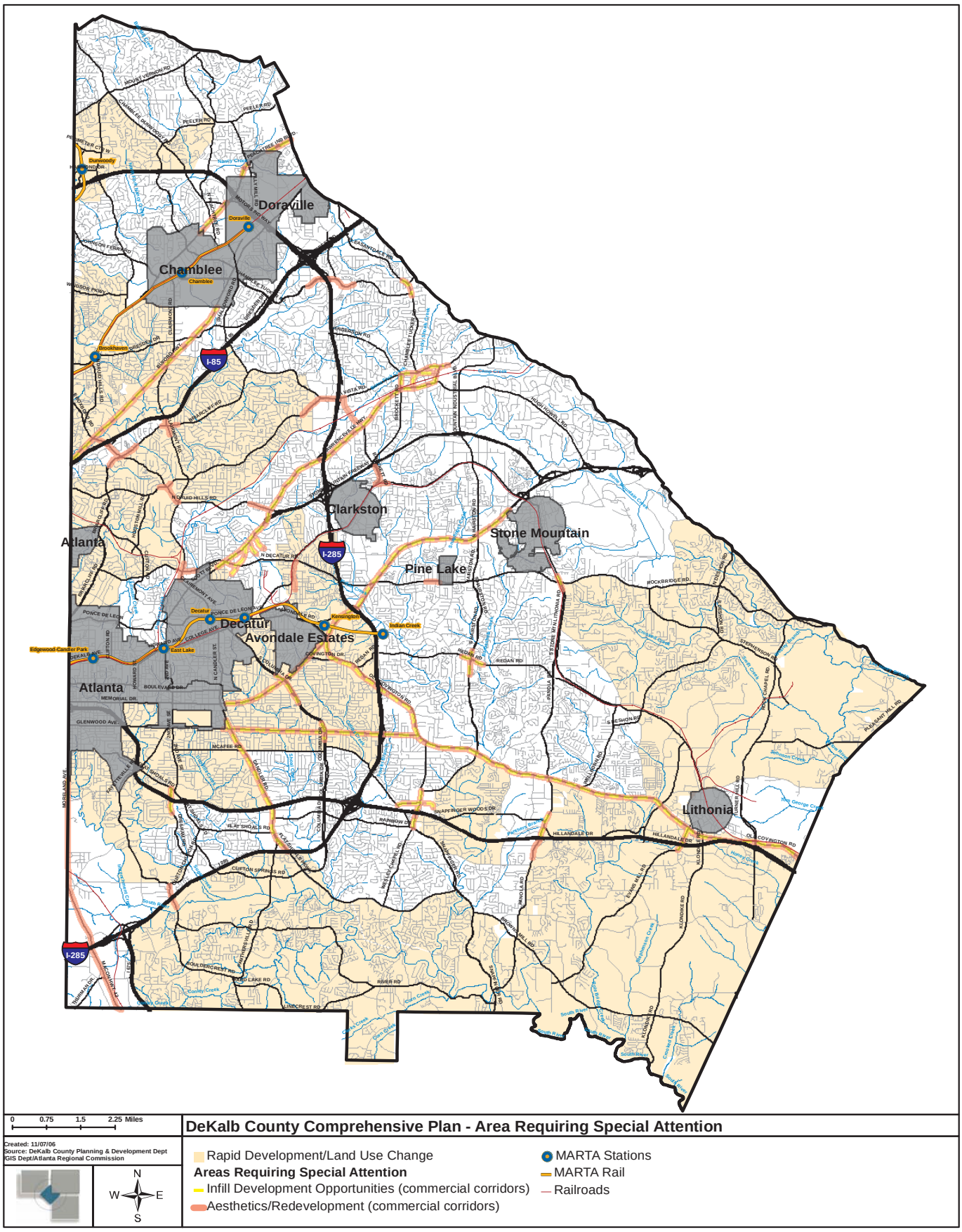
Character Area	Description	Development Strategy
Corridor	Developed or undeveloped land on both sides of designated high-volume transportation facility. Characteristics include orientation of buildings to highway; high transit, including stops and shelters; on-site parking; and large set-backs for buildings.	In order to encourage pedestrian activity that capitalizes on the existing neighborhood fabric in the older parts of the community a hierarchical or tiered approach to corridor design should be adopted. This approach should focus on pedestrian comfort, safety and conveniences in areas near the community's center where smaller lots and greater proximity to a range of services exists. As corridors move farther from the center and parcel sizes and development patterns work against easy pedestrian circulation, their focus should shift to vehicular safety, corridor appearance and traffic speeds while still providing basic access and safety for pedestrians. Finally, on major thoroughfares that serve as gateways to the community, the focus should be limited to corridor appearance only—providing a high quality image of their community. Best practices for all types of corridors include: driveway consolidation and landscaped raised medians, bicycle accommodations, traffic calming, and a buffer for pedestrians.
In-Town Corridor	Developed or undeveloped land paralleling the route of a street or highway in town that is already or likely to experience uncontrolled strip development if growth is not properly managed.	Gradually convert corridor to attractive boulevard with signage guiding visitors to downtown and scenic areas around the community. The appearance of the corridor can immediately be improved through streetscaping enhancements (street lights, landscaping, etc.). In the longer term, enact design guidelines for new development, including minimal building setback requirements from the street, to ensure that the corridors become more attractive as properties develop or redevelop. Corridors leading to town centers or downtown, in particular, should be attractive, where development is carefully controlled (or redevelopment tools are used) to maintain or improve appearances. Reduce their role and impact of automobiles in the community by employing attractive traffic-calming measures along major roadways and exploring alternative solutions to parking congestion. Provide basic access for pedestrians and bicycles, consider vehicular safety measures including driveway consolidation and raised medians (which also improve safety for bike/pedestrians). Coordinate land uses and bike/pedestrian facilities with transit stops where applicable.
Gateway Corridors	Developed or undeveloped land paralleling the route of a major thoroughfare that serves as an important entrance or means of access to the community.	Focus upon appearance with appropriate signage, landscaping and other beautification measures. Manage access to keep traffic flowing ;using directory signage to clustered developments. Retrofit or mask existing strip development or other unsightly features as necessary.
Scenic Corridor	Developed or undeveloped land paralleling the route of a major thoroughfare that has significant natural, historic, or cultural features, and scenic or pastoral views.	Establish guidelines on development to protect the characteristics deemed to have scenic value. Enact guidelines for new development that enhances the scenic value of the corridor and addresses landscaping and architectural design. Manage access to keep traffic flowing; using directory signage to clustered developments. Provide pedestrian linkages to adjacent and nearby residential or commercial districts.
Major Highway Corridor	Developed or undeveloped land on both sides of designated high-volume transportation facility, such as arterial roads and highways.	Maintain a natural vegetation buffer (at least 50 feet in width) along the corridor. All new development should be set-back behind this buffer, with access roads, shared driveways or inter-parcel road connections provide in alternate access to these developments and reducing curb cuts and traffic on the main highway. Encourage landscaped, raised medians to provide vehicular safety, aesthetics, and also pedestrian crossing refuge. Provide pedestrian facilities behind drainage ditches or curb. Provide paved shoulders that can be used by bicycles or as emergency breakdown lane. Coordinate land uses and bike/pedestrian facilities with transit stops, if applicable. Manage access to keep traffic flowing; using directory signage to developments. Unacceptable uses; new billboards.

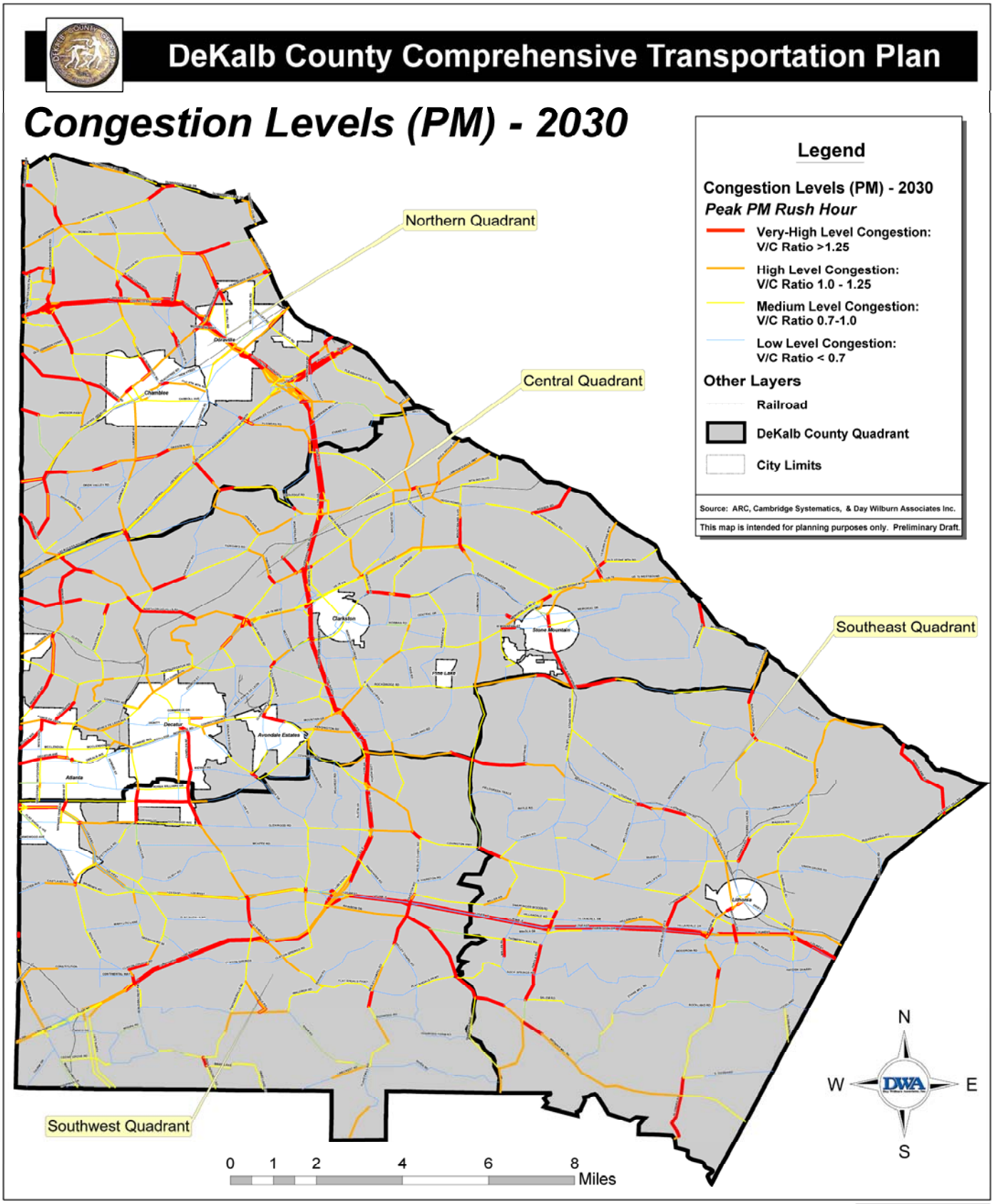
Character Area	Description	Development Strategy
Commercial Redevelopment Area/Corridor	Declining, unattractive, vacant or under-utilized strip shopping center. Characterized by high degree of access by vehicular traffic and transit if applicable; on-site parking; low degree of open space; moderate floor-area-ration; large tracts of land, campus or unified development.	Older commercial center maybe retro-fitted to be more aesthetically appealing and, therefore, perhaps also more marketable to prospective tenants by: • Building new commercial structures at the street front, taking up a portion of the oversize parking lot and creating a shopping "square" around a smaller internal parking lot. • Upgrading the appearance of existing older commercial buildings with facade improvement, new architectural elements, or awnings. • Reconfiguring the parking lot and circulation routes for automobiles. • Providing pedestrian and bicycling amenities, including covered walkways, benches, lighting and bike racks. • Adding landscaping and other appearance enhancements, trees in parking lots to provide
Employment Center / Office Park	Typically campus-style development characterized by high degree of access by vehicular traffic, and transit if applicable; on-site parking; low degree of open space; moderate floor-area ratio.	Focus upon encouraging pervious paving and screening of cars and other unattractive aspects of businesses as well as buffers to separate from adjacent uses. Encourage greater mix of uses (such as retail and services to serve office employees) to reduce automobile reliance/use on site.
Light Industrial Area	Area used in low intensity manufacturing, wholesale trade, and distribution activities that do not generate excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics.	Develop or, where possible, retrofit as part of planned industrial park having adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out. Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc. Incorporate signage and lighting guidelines to enhance quality of development. Encourage greater mix of uses)such as retail and services to serve industry employees) to reduce automobile reliance/use on site.
Industrial Area	Land used in higher intensity manufacturing, assembly, processing activities where noise, particulate matter, vibration, smoke, dust, gas fumes odors, radiation, or other nuisance characteristics are not contained on-site.	Develop or, where possible, retrofit as part of planned industrial park having adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out. Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc. Incorporate signage and lighting guidelines to enhance quality image of development. Also incorporate measures to mitigate impacts of external impacts on the adjacent built or natural environments. Encourage greater mix of uses)such as retail and services to serve industry employees) to reduce automobile reliance/use on site.
Historic Area	Historic district or area containing features, landmarks, civic or cultural uses of historic interest. Characteristics may vary based on size, location and history of the community.	Protect historic properties from demolition and encourage rehabilitation with appropriate incentives, including National Register of Historic places designation, which enables eligibility for tax incentive programs. Historic properties should be maintained or rehabilitated/restored according to the Secretary of the Interior's Standards for Rehabilitation. New development in the area should be of scale and architectural design to fit well into the historic fabric of that area. Pedestrian access and open space should be provided to enhance citizen enjoyment of the area. Linkages to regional greenspace/trail system should be encouraged as well.

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



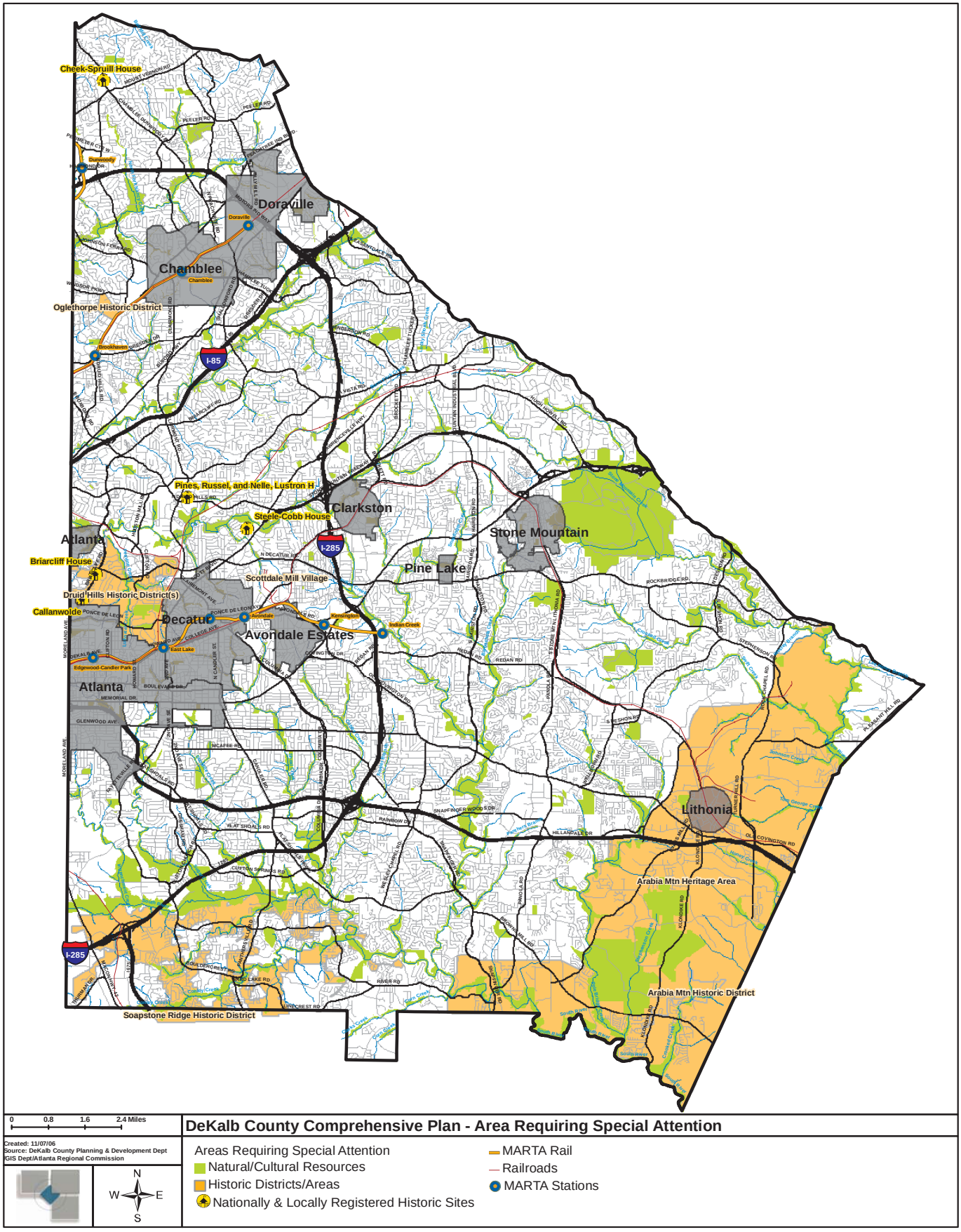
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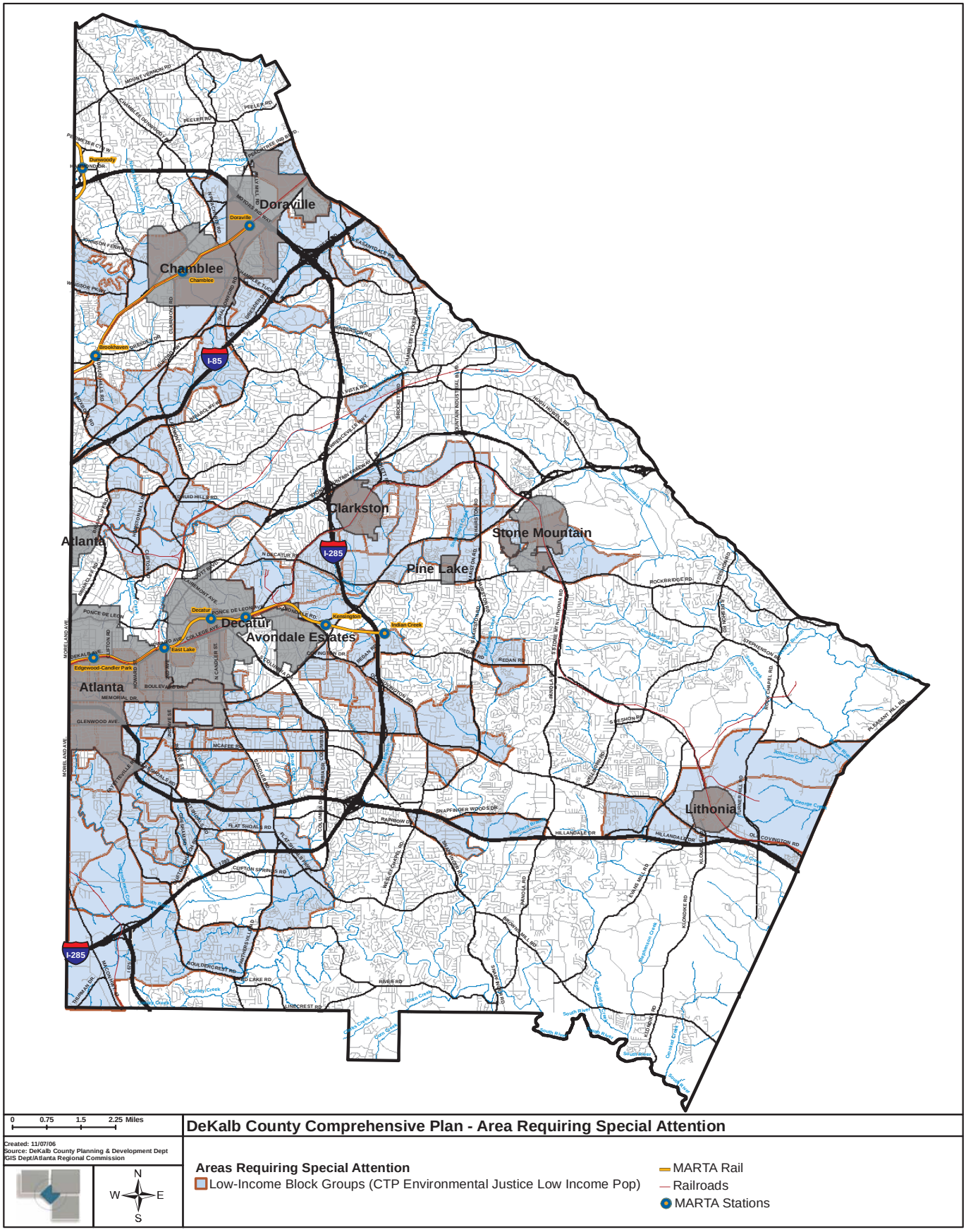


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ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



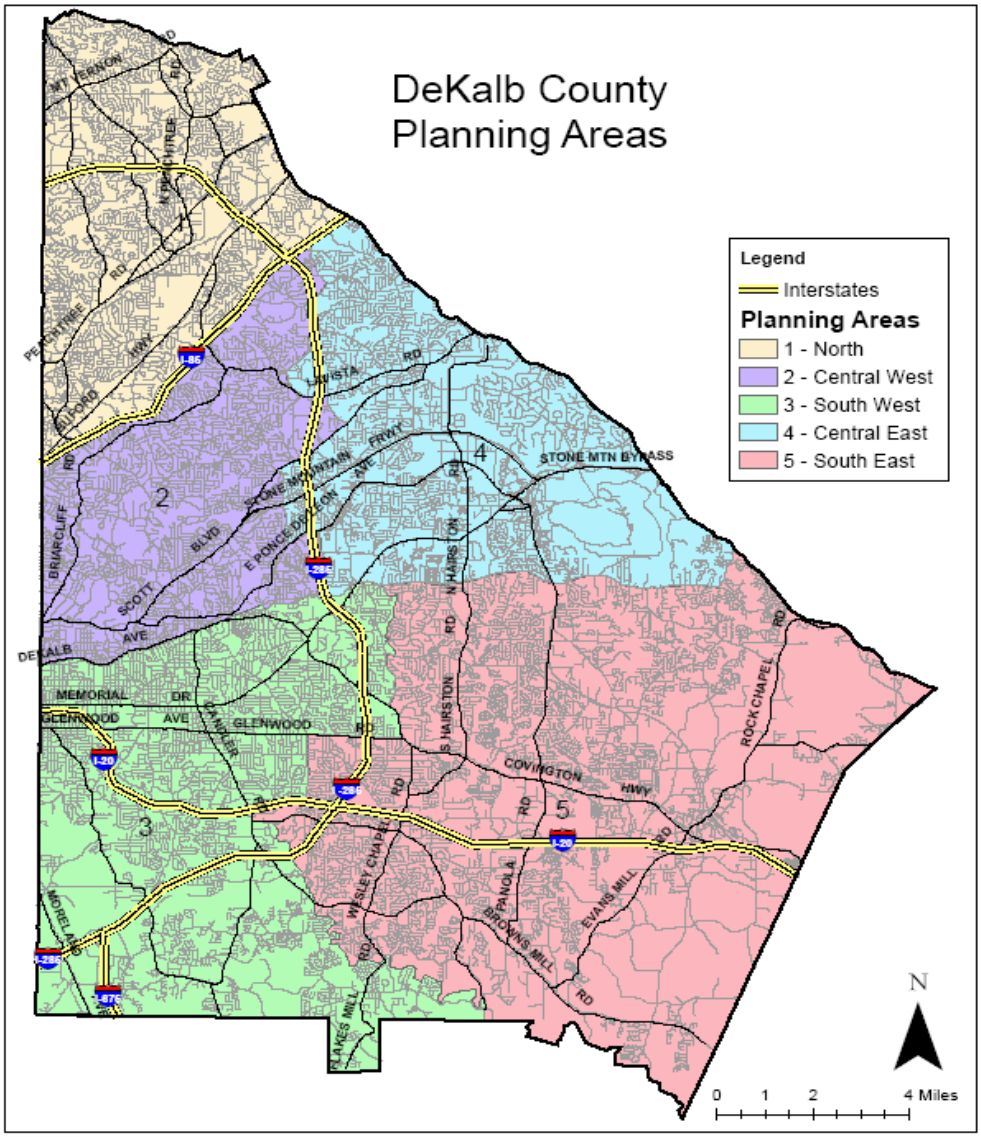
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

3.4 Planning Area Analysis

Because of the enormous size of the county, we are using Planning Area designations. DeKalb County is separated into five (5) planning areas. This portion of the document will discuss areas requiring special attention in detail, for each planning area. This section will also show the diversity of each planning area in the county.

North DeKalb - Planning Area 1
Central West DeKalb - Planning Area 2
South West DeKalb - Planning Area 3
Central East DeKalb - Planning Area 4
South East DeKalb -Planning Area 5

Map 3-1: DeKalb County Planning Areas



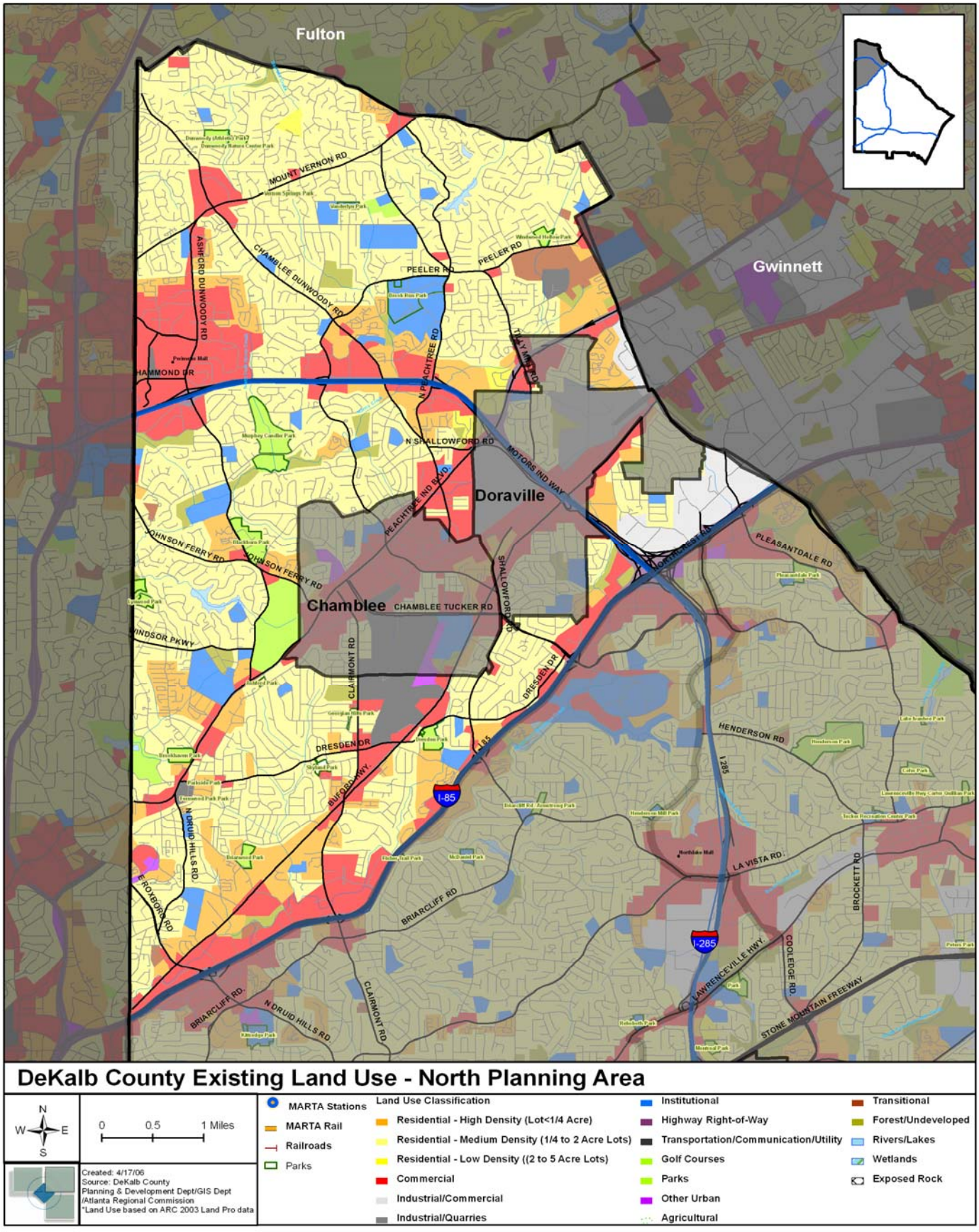
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Area of Consideration	Relevance to North Planning Area
Significant Natural or Cultural Resources	• **Includes all parks, floodplains, wetlands and other environmentally sensitive areas.** • **Greenspace and Park Bond Acquisitions** ◊ These areas include parks, greenspace, environmental resources and cultural resources • **Registered & Proposed Historic Districts/Areas** ◊ Oglethorpe University Historic District—Registered • Historic Districts are shown on the map, and listed in the Data Analysis Chapter
Rapid Development/Land Use Change	**Perimeter Mall Area** (Ashford Dunwoody Road from 285 to Mt. Vernon): • Substantial increase in residential, commercial and mixed use **Brookhaven Area south to Buford Highway:** • New, mostly infill, residential development. Some of the concerns are as follows: ◊ Density and scale concerns due to its impact on existing communities. ◊ The economic effects of gentrification ◊ Lynwood Park -located along Windsor Parkway.
Development has/will Outpace Facilities/ Transportation	Refer to Congested Corridor Map
Improvement to Aesthetics / Attractiveness / Re-development	**Older, aesthetically unattractive, underutilized or vacant strip commercial centers**: • Peachtree Industrial Boulevard north of Chamblee • Buford Highway
Large Abandoned Structures	**Older/Underutilized Strip Commercial Centers** • Centers Identified in Improvements to Aesthetics/Attractiveness/ Redevelopment • Common especially when a major retailer leaves due to market conditions
Significant Infill Development Opportunities	**Commercial/Residential Infill Development** • Centers Identified in Improvements to Aesthetics/Attractiveness/ Redevelopment & Large Abandoned Structures that contain substantially under utilized or vacant structures. • Encouraged around commercial/employment centers/transit stations **Residential Infill Development** Expected to continue around the Brookhaven area.
Significant Disinvestment / Poverty / Levels and/ or Unemployment	Refer to map.

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Recommended Character Area	North Planning Area Location/Description
Conservation/Greenspace	Includes all parks, floodplains, wetlands and other environmentally sensitive areas.
Linear Greenspace, Trail & Pedestrian/Bike Network	Refer to map
Suburban	Most residential sections within planning area
Neighborhood Center	◊ Dunwoody Village commercial district (intersection of Mt Vernon and Chamblee Dunwoody Road) ◊ Mount Vernon Road & Dunwoody Club Drive ◊ Peeler Road & Winters Chapel Road
Town Center	◊ Brookhaven Area around the MARTA Station and along Peachtree and Dresden Drive in order to promote a higher mix of land uses and transit oriented development around the station. This recommendation also supports the Brookhaven Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda. ◊ I-285 & Shallowford Road ◊ Lenox Park Area along Roxboro Road at the county line.
Regional Activity Center	Perimeter Center area shown on the map along Ashford Dunwoody Road around I-285 and further north in order to promote a higher mix of land uses and transit oriented development around the Perimeter MARTA station. This recommendation also supports the Perimeter Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda.
Corridors	Refer to map
Light Industrial	Light Industrial areas mixed in with warehouse and distribution uses along the I-84 corridor and around Doraville.

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Existing Land Use - North Planning Area

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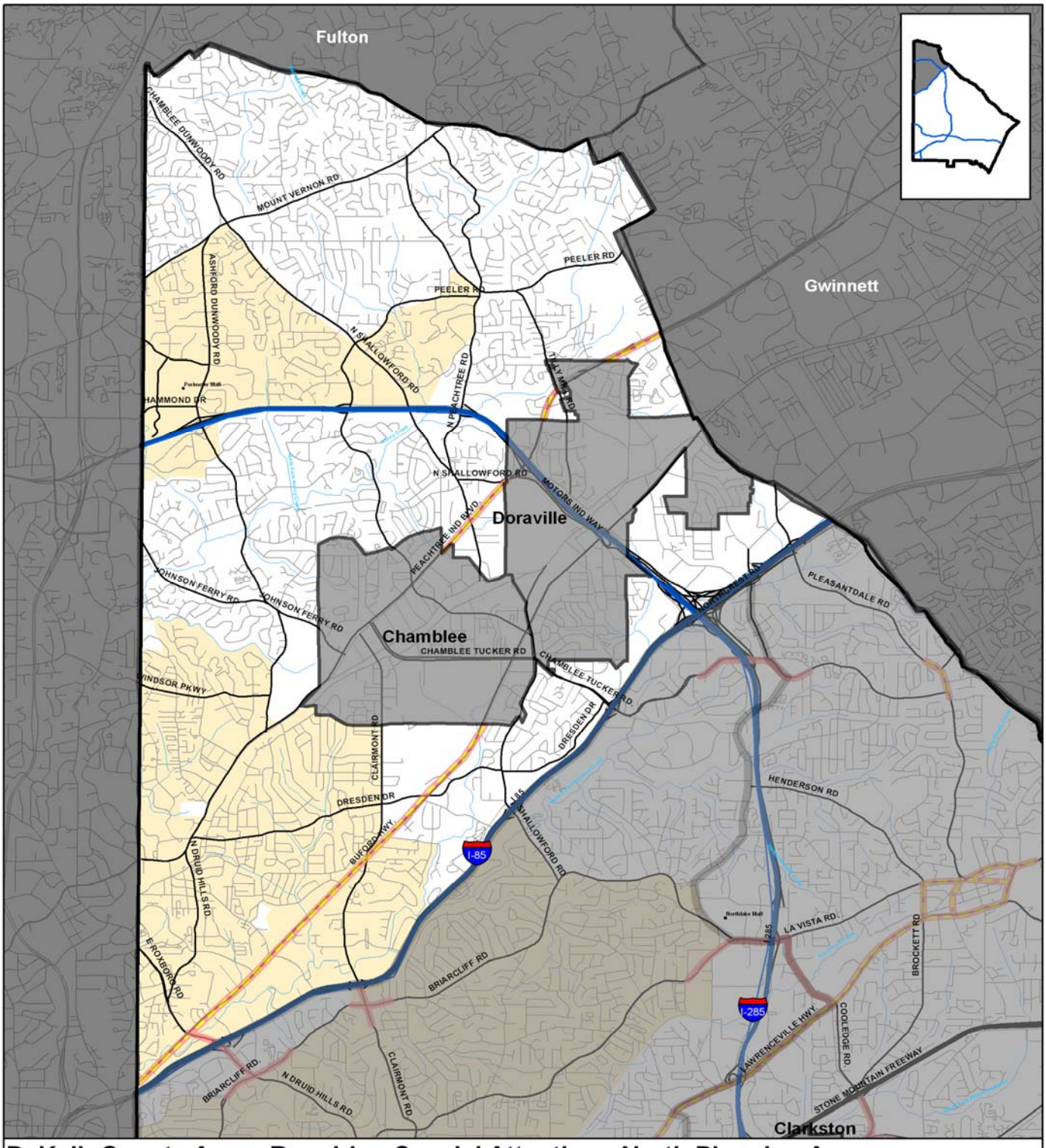
Created: 4/17/06
Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission
*Land Use based on ARC 2003 Land Pro data

MARTA Stations
MARTA Rail
Railroads
Parks

Land Use Classification

- Residential - High Density (Lot<1/4 Acre)
- Residential - Medium Density (1/4 to 2 Acre Lots)
- Residential - Low Density ((2 to 5 Acre Lots)
- Commercial
- Industrial/Commercial
- Industrial/Quarries
- Institutional
- Highway Right-of-Way
- Transportation/Communication/Utility
- Golf Courses
- Parks
- Other Urban
- Agricultural
- Transitional
- Forest/Undeveloped
- Rivers/Lakes
- Wetlands
- Exposed Rock

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - North Planning Area

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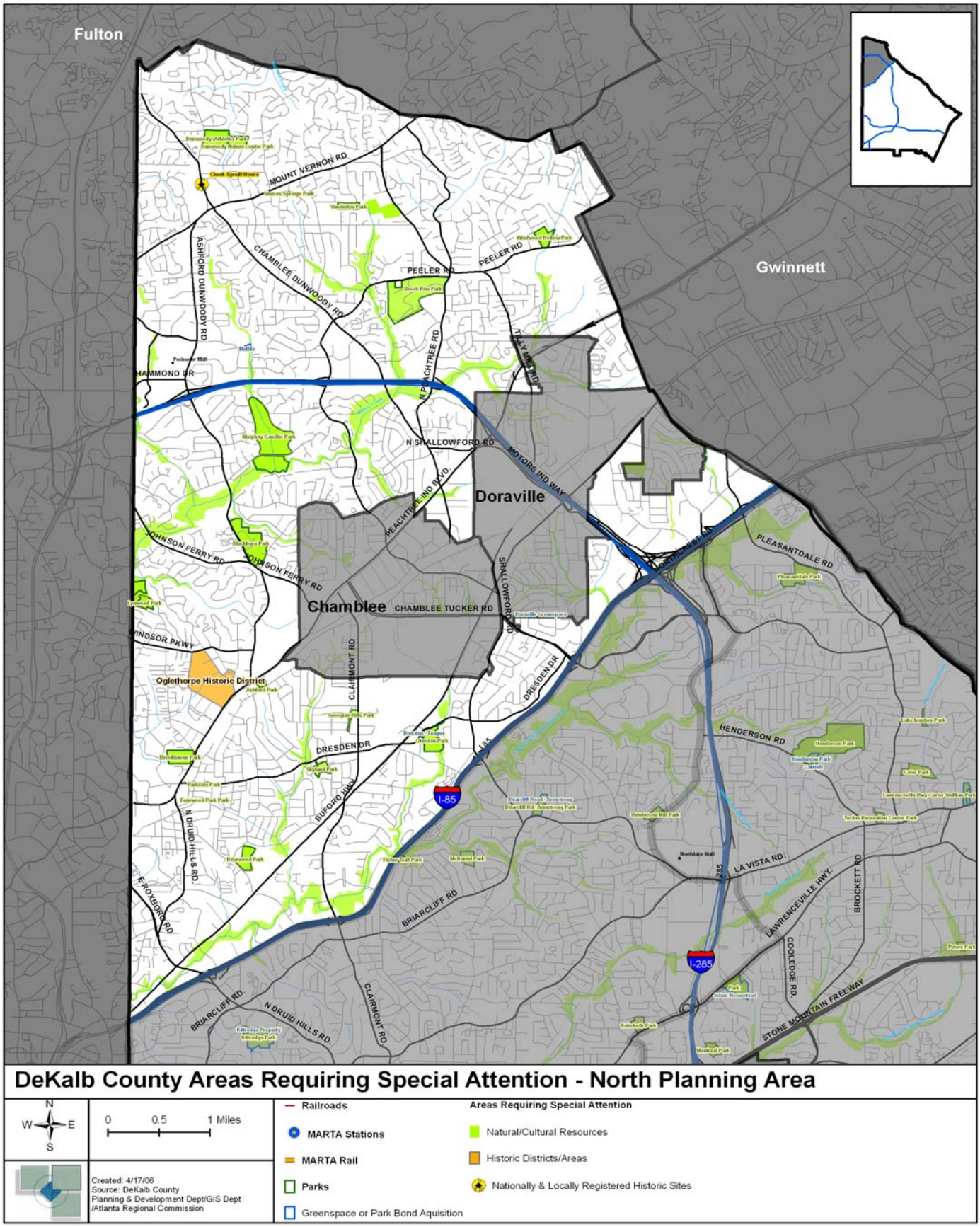
Created: 4/17/06
Source: DeKalb County
Planning & Development Dept/GIS Dept
/Atlanta Regional Commission

- Railroads
- MARTA Stations
- MARTA Rail

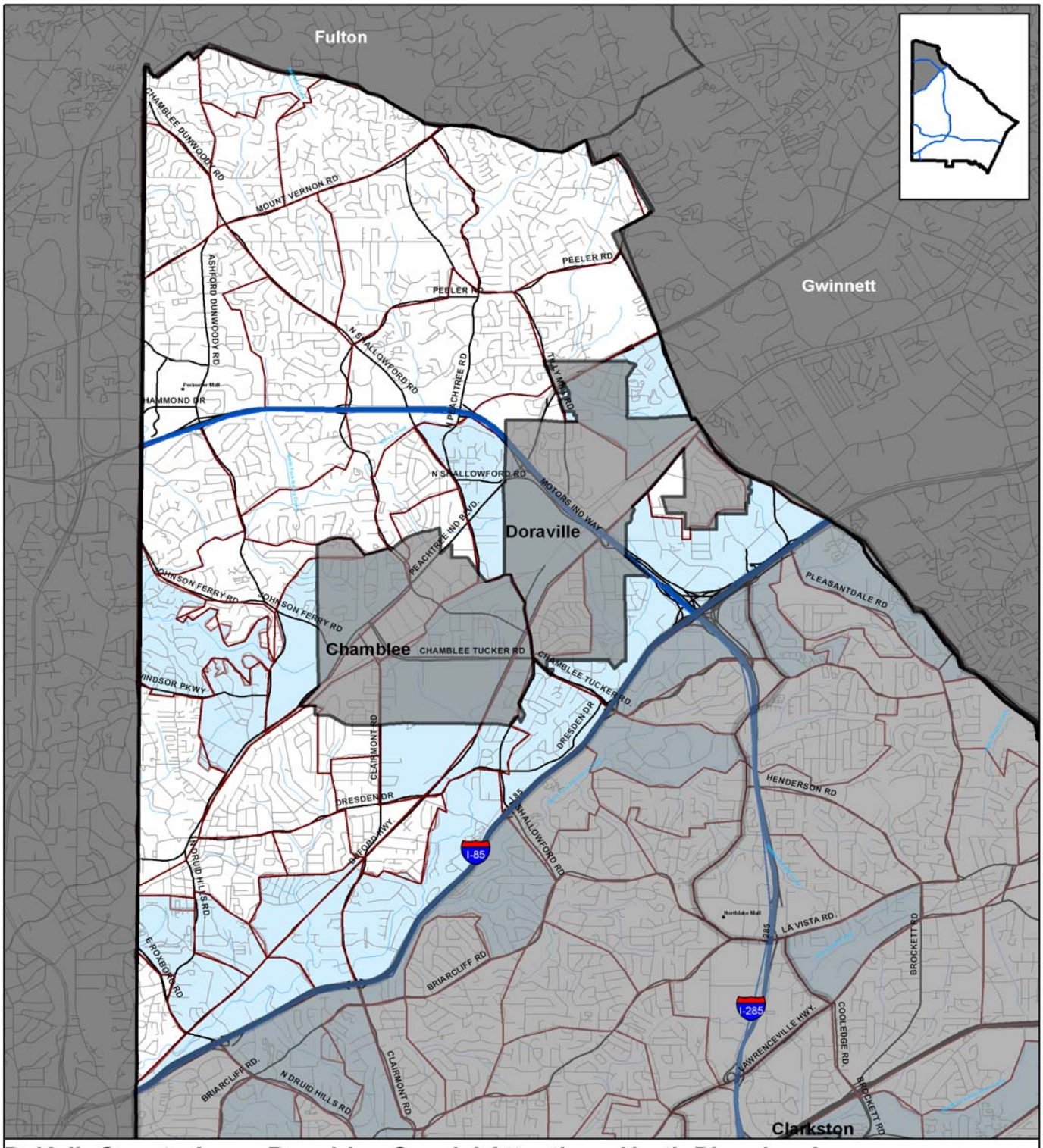
Areas Requiring Special Attention

- Infill Development Opportunities (commercial corridors)
- Aesthetics/Redevelopment (commercial corridors)
- Rapid Development/Land Use Change

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - North Planning Area

N W E S

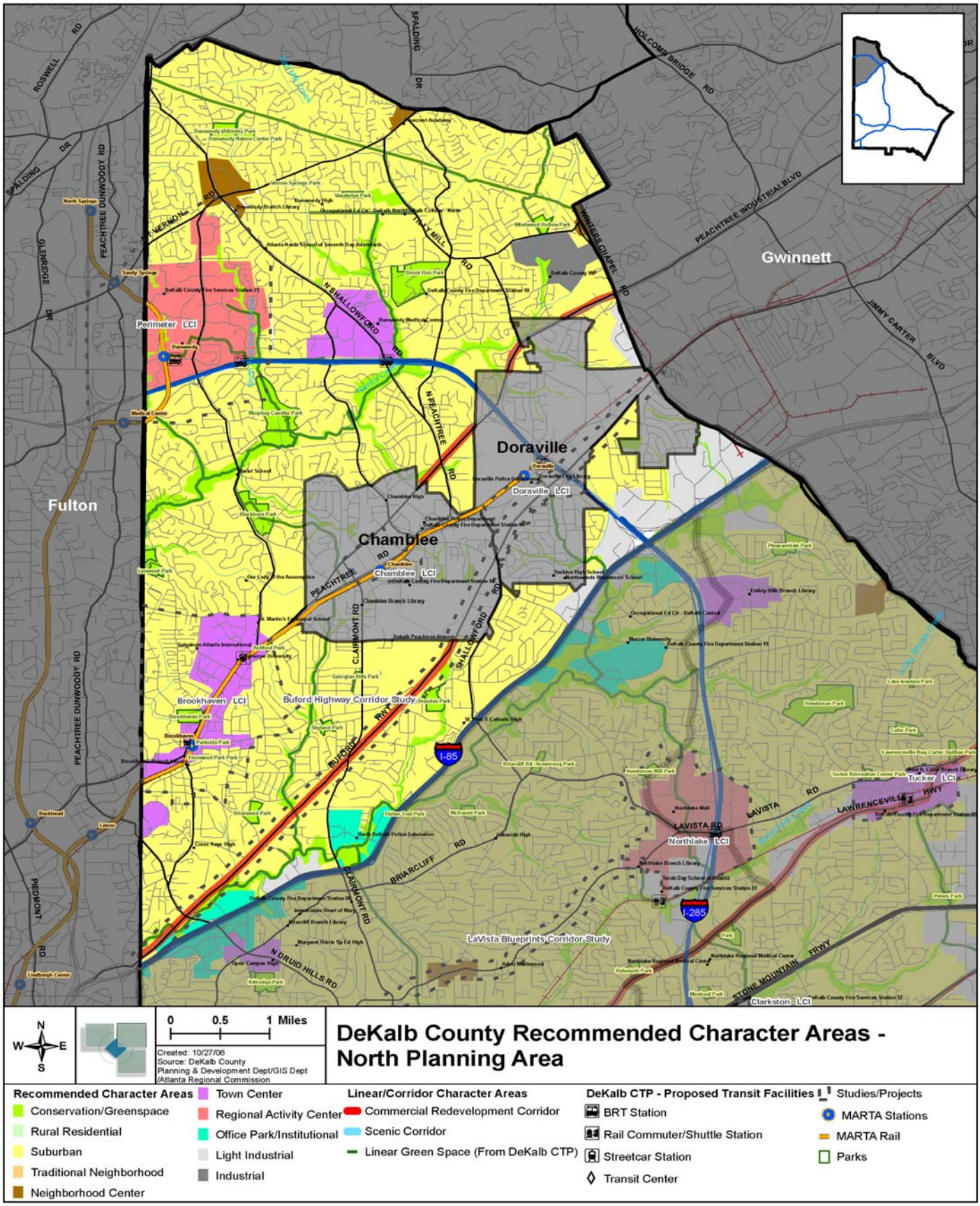
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Created: 4/17/06
Source: DeKalb County
Planning & Development Dept/GIS Dept
/Atlanta Regional Commission

MARTA Stations
MARTA Rail
Railroads

Areas Requiring Special Attention
Low-Income Block Groups (CTP Environmental Justice Low Income Pop)
2000 Census Block Groups

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



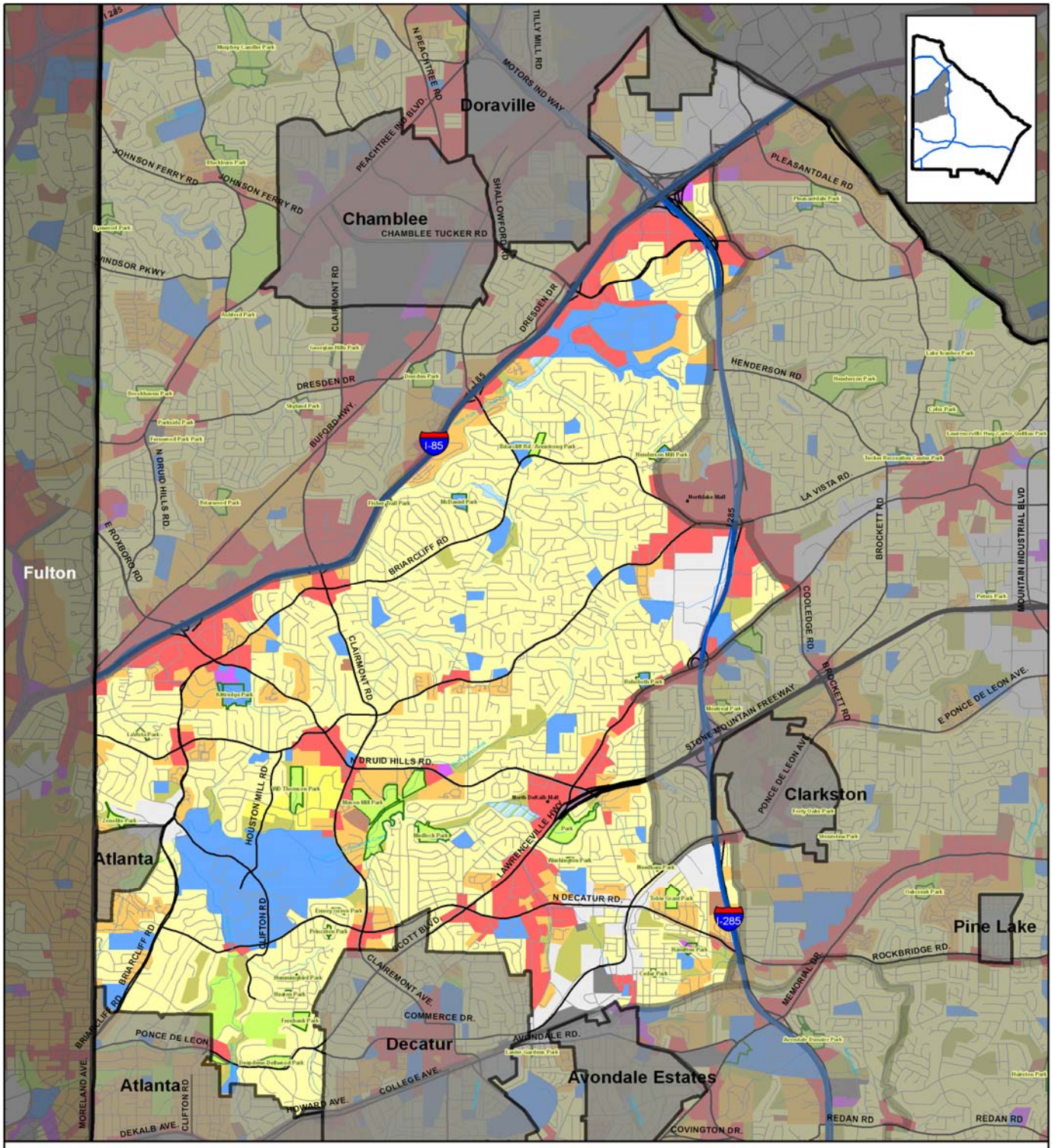
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Area of Consideration	Relevance to Central West Planning Area
Significant Natural or Cultural Resources	• **Includes all parks, floodplains, wetlands and other environmentally sensitive areas.** • **Greenspace and Park Bond Acquisitions** ◊ These areas include parks, greenspace, environmental resources and cultural resources • **Registered & Proposed Historic Districts/Areas** ◊ Druid Hills Historic District—Registered ◊ Scottdale Mill Village—Proposed • Historic Districts shown on map and listed in Data Analysis Chapter
Rapid Development/Land Use Change	• Briarcliff Road and La Vista Road Corridors (Mostly east of Clairmont Road.) ◊ Infill residential development—Density and scale concerns due to its impact on existing communities • New residential development and infill residential development has also taken place around Decatur between Scott Boulevard and Church Street and in the Scottdale area along Ponce De Leon, North Decatur Road and down to Rockbridge Road. • Permitting activity and public input indicate that the Scottdale area could see a substantial increase in residential development, both new and infill.
Development has/will Outpace Facilities/ Transportation	**Refer to Congested Corridor Map**
Improvement to Aesthetics / Attractiveness / Redevelopment	**Older, aesthetically unattractive, underutilized or vacant strip commercial centers**: • Chamblee Tucker & I-285 • Clairmont Road at Briar cliff and at North Decatur Road • North Druid Hills between La Vista Road & Clairmont Road • Northlake Mall Area – La Vista Road & Northlake Center Parkway • Scott Boulevard/Lawrenceville Highway • North Clarendon/Proctor Ave - Scottdale area
Large Abandoned Structures	**Older/Underutilized Strip Commercial Centers**—Centers Identified in Improvements to Aesthetics/Attractiveness/Redevelopment common especially when a major retailer leaves due to market conditions.
Significant Infill Development Opportunities	**Commercial/Residential Infill Development** • Centers Identified in Improvements to Aesthetics/Attractiveness/ Redevelopment & Large Abandoned Structures that contain substantially under utilized or vacant structures. • Encouraged around commercial/employment centers/transit stations **Residential Infill Development**-Expected to continue around LaVista Road & Briarcliff Road Corridors and increase around the Scottdale area in the south-eastern portion of the area.
Significant Disinvestment / Poverty / Levels and/or Unemployment	Refer to map

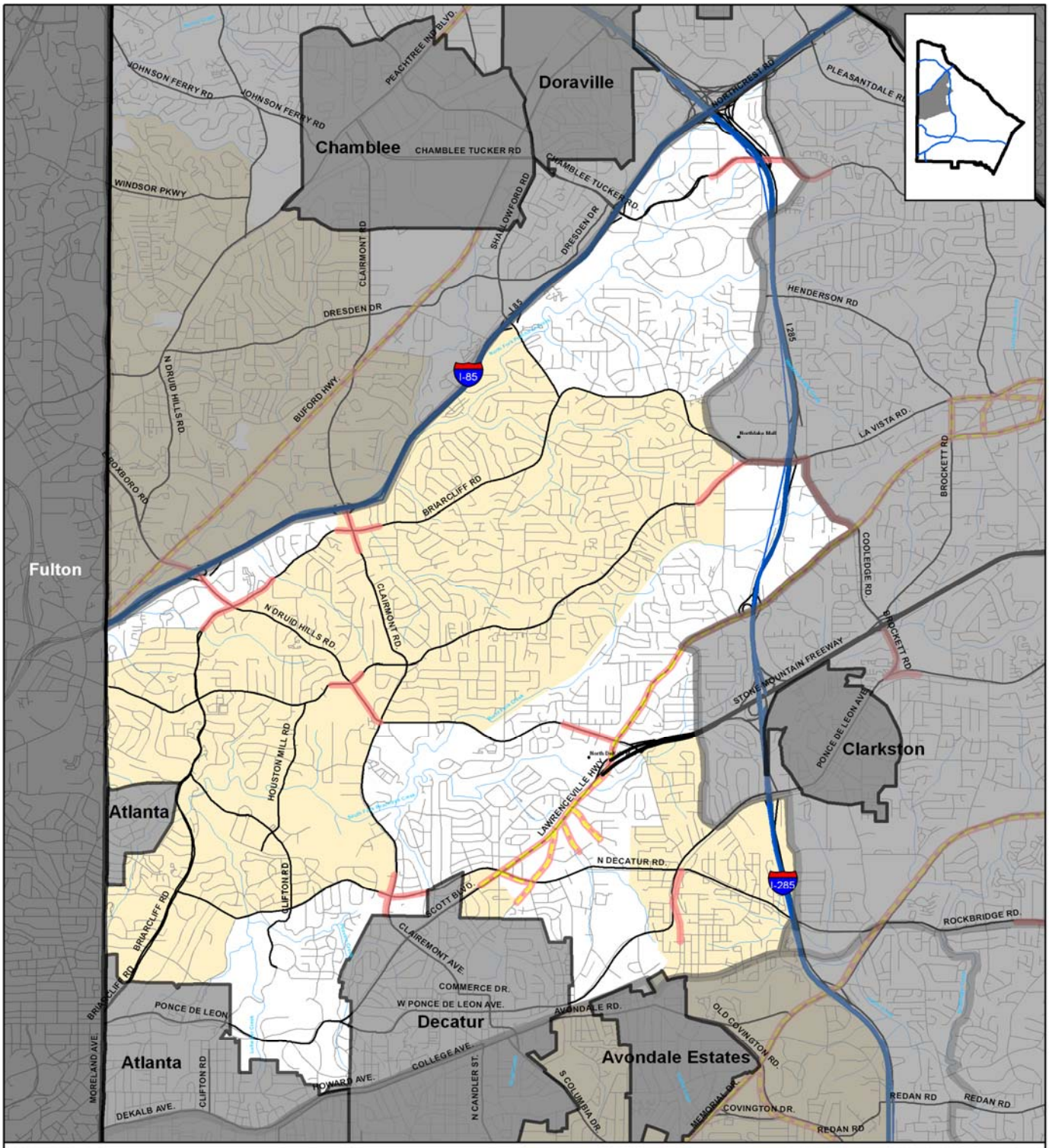
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Recommended Character Area	Central West Planning 2 Area Location/Description
Conservation/Greenspace	Includes all parks, floodplains, wetlands and other environmentally sensitive areas.
Linear Greenspace, Trail & Pedestrian/Bike Network	Refer to map
Suburban	Most residential sections within planning area
Traditional Neighborhood	The Scottdale area has a pre-WWII housing stock that still has loose grid-like street pattern and smaller lots.
Neighborhood Center	• Oak Grove Commercial Center (LaVista & Oak Grove Road) • La Vista Road & Briarcliff Road • Emory Village—This recommendation also supports the Northlake Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda. • Clairmont & North Decatur Road
Town Center	• Chamblee Tucker & I-285 area • Toco Hills (La Vista & North Druid Hills Road) • Briarcliff Road & North Druid Hill Road • North DeKalb Mall—Intersection of Lawrenceville Highway & N Druidhills Road.
Regional Activity Center	Northlake Mall and surrounding area. This recommendation also supports the Northlake Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda.
Corridors	Refer to map
Light Industrial	**Light Industrial areas mixed in with warehouse and distribution uses:** • I-85/I285 • South of the Northlake Mall Area along Montreal Road • Ponce De Leon Ave between Decatur and I-285
Office Park/Institutional	• Executive Park office park around I-85 and North Druid Hills Road • Office Parks near Mercer University at Chamblee Tucker & I-85 • Presidential Plaza at I-85 & I-285

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - Central West Planning Area

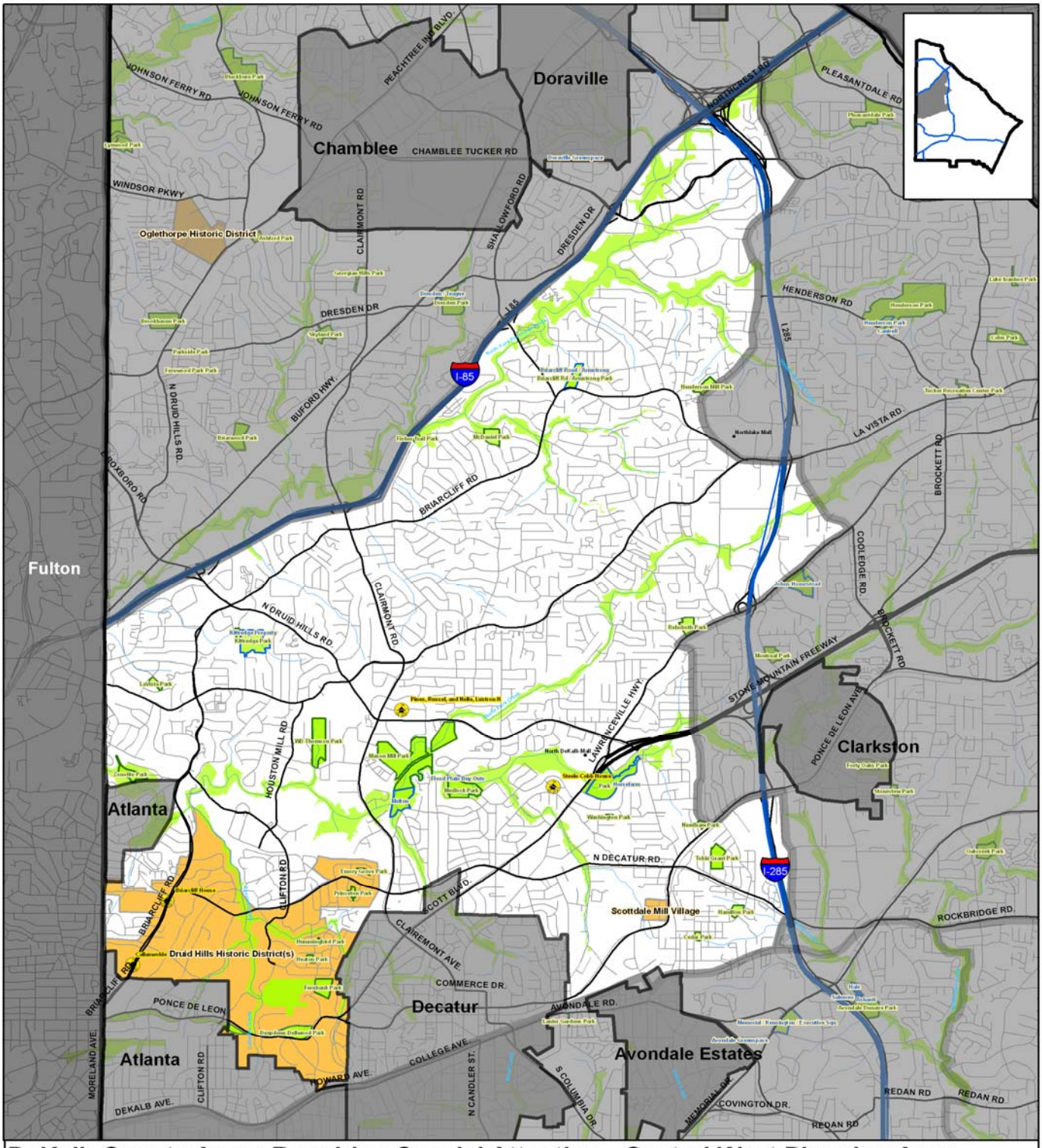
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Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission

- Railroads
- MARTA Stations
- MARTA Rail
- Areas Requiring Special Attention
- Infill Development Opportunities (commercial corridors)
- Aesthetics/Redevelopment (commercial corridors)
- Rapid Development/Land Use Change

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - Central West Planning Area

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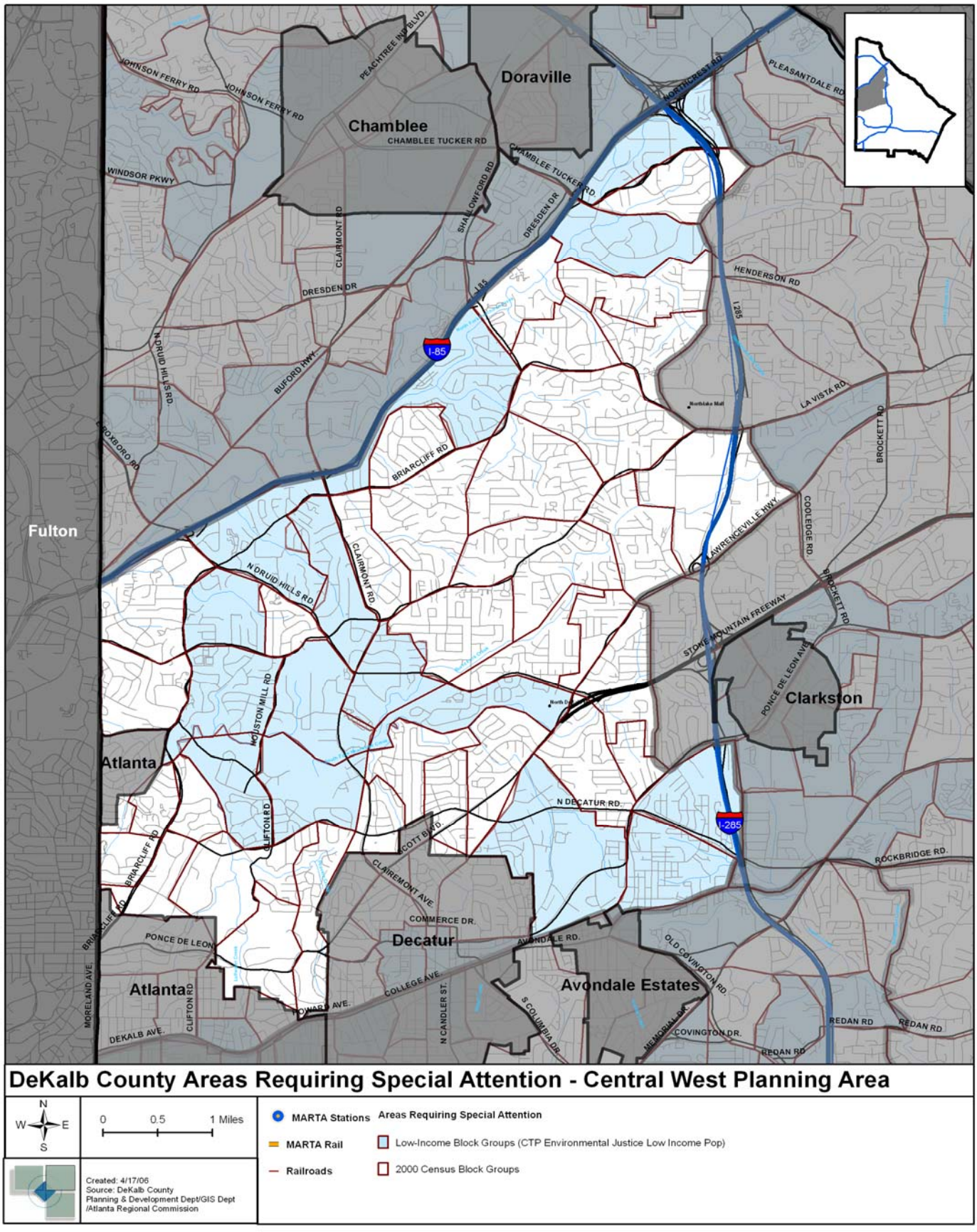
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Source: DeKalb County Planning & Development Dept/GIS Dept
Atlanta Regional Commission

- MARTA Stations
- MARTA Rail
- Railroads
- Parks
- Greenspace or Park Bond Aquisition

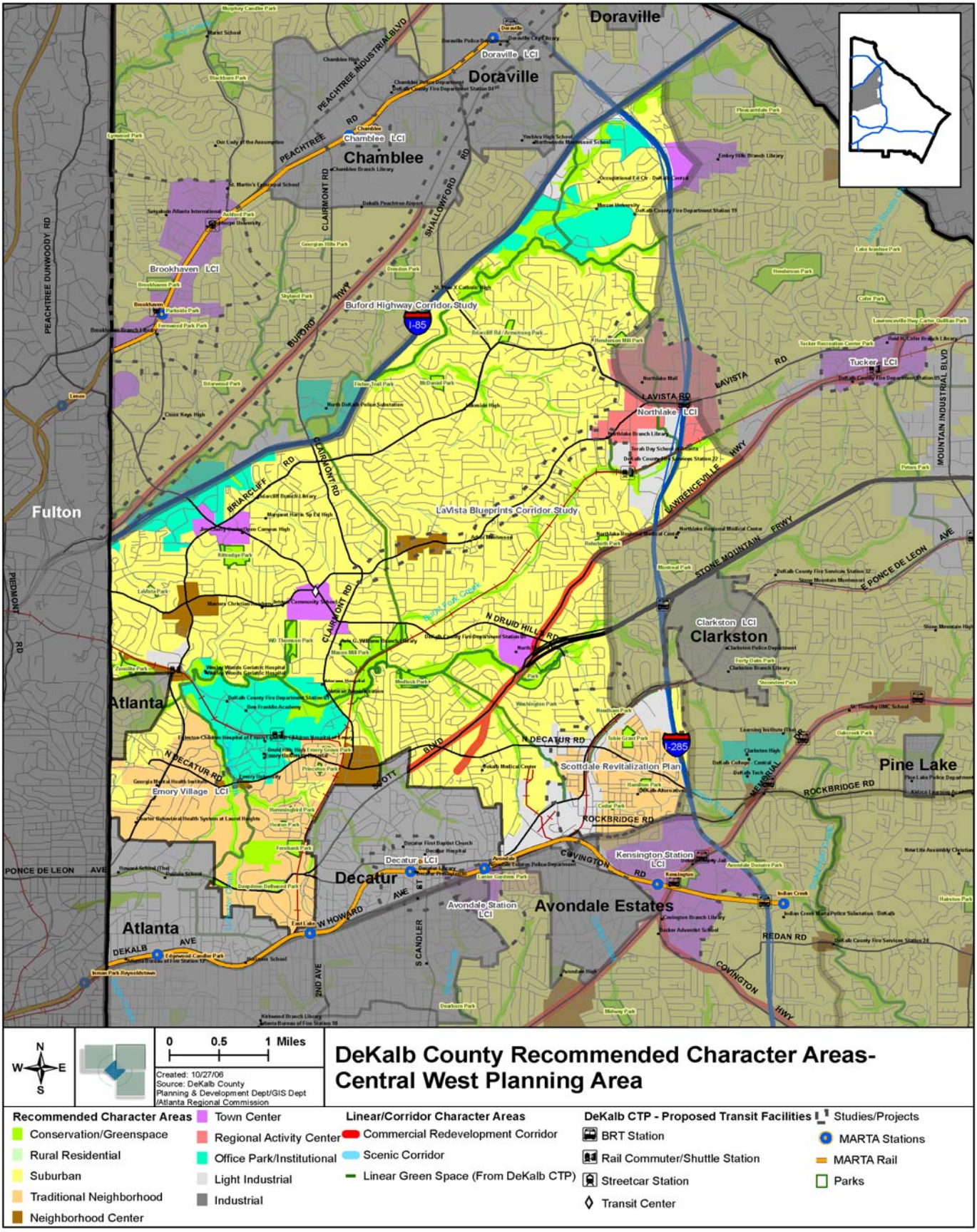
Areas Requiring Special Attention

- Natural/Cultural Resources
- Historic Districts/Areas

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



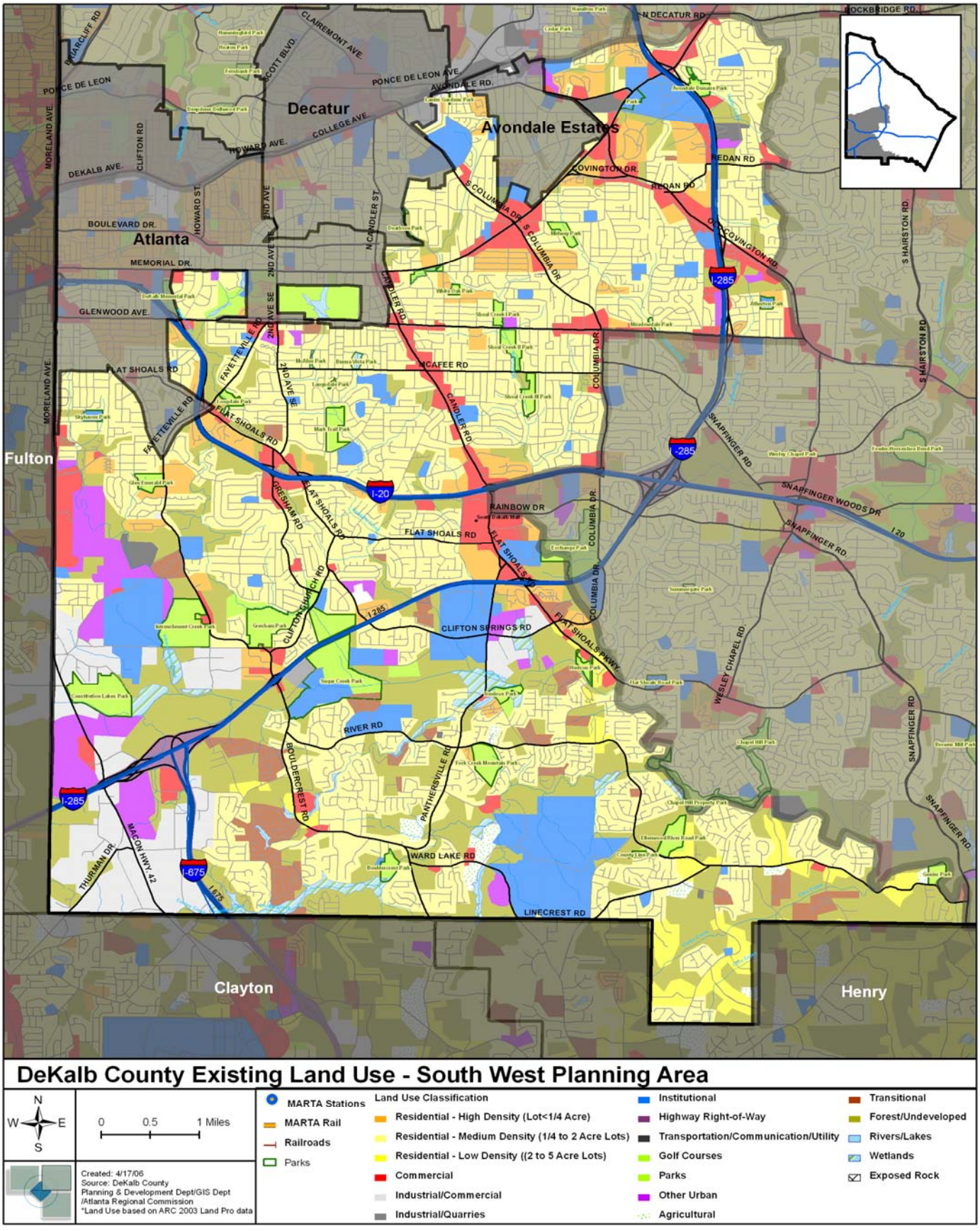
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Area of Consideration	Relevance to South West Planning Area
Significant Natural or Cultural Resources	• **Includes all parks, floodplains, wetlands and other environmentally sensitive areas.** • **Greenspace and Park Bond Acquisitions** ◊ These areas include parks, greenspace, environmental resources and cultural resources • **Registered & Proposed Historic Districts/Areas** ◊ **Soapstone Ridge Historic District—Registered** • Historic Districts listed in Data Analysis Chapter.
Rapid Development/Land Use Change	**Areas that border Atlanta and Decatur**—experiencing new subdivision and infill residential development. **South of I-285**—substantial residential growth due to the amount of undeveloped land still remaining in the area. Most of this development is taking place on large undeveloped tracts of land in new areas and within existing neighborhoods.
Development has/will Outpace Facilities/ Transportation	**Refer to Congested Corridor Map**
Improvement to Aesthetics / Attractiveness / Redevelopment	**Older, aesthetically unattractive, underutilized or vacant strip commercial centers**: • Memorial Drive—especially around Columbia Drive (Avondale Mall) • Covington Highway, Glenwood Road, Candler Road, Moreland Avenue • Gresham Road & I-20 • Bouldercrest Road & I-285
Large Abandoned Structures	• **Older/Underutilized Strip Commercial Centers** ◊ Centers Identified in Improvements to Aesthetics/Attractiveness/ Redevelopment ◊ Common especially when a major retailer leaves due to market conditions * **Avondale Mall – Memorial & Columbia Drive** * **Strip center south of Memorial & Columbia Drive**
Significant Infill Development Opportunities	**Commercial/Residential Infill Development** • Centers Identified in Improvements to Aesthetics/Attractiveness/Redevelopment & Large Abandoned Structures that contain substantially under utilized or vacant structures. • Encouraged around commercial/employment centers/transit stations **Residential Infill Development** • Residential infill development is expected to continue inside of I-285 within older neighborhoods and closer to Atlanta and Decatur. • The density and scale of this development has been of particular concern due to its impact on existing stable communities and communities where gentrification can cause significant economic impacts on long-term residents.
Significant Disinvestment / Poverty / Levels and/or Unemployment	Block group census poverty level data forthcoming.

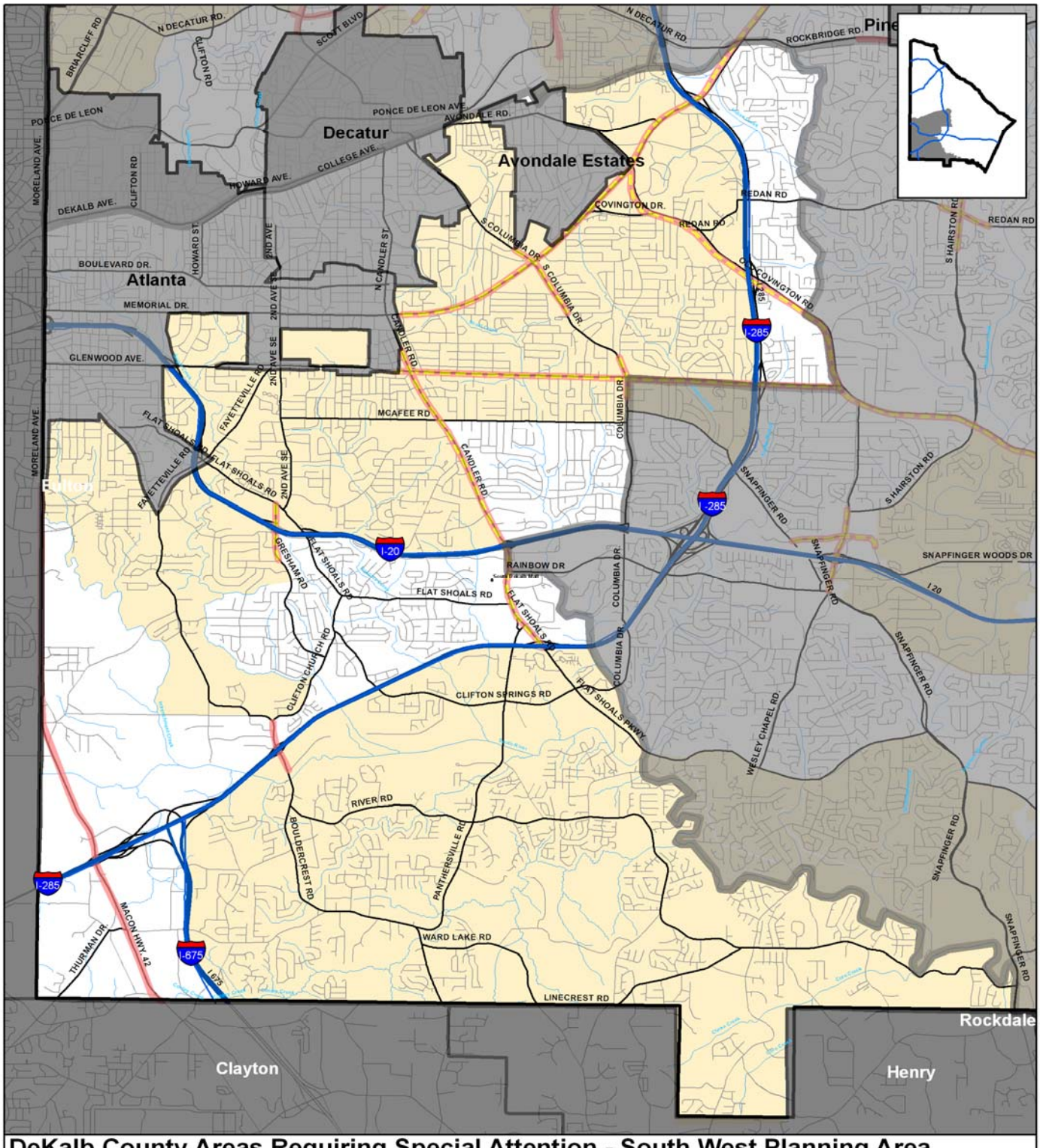
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Recommended Character Area	South West Planning Area Location/Description
Conservation/Greenspace	Includes all parks, floodplains, wetlands and other environmentally sensitive areas.
Linear Greenspace, Trail & Pedestrian/Bike Network	Refer to map
Suburban	Most residential sections within planning area north and south of I-285
Traditional Neighborhood	Recommended for Neighborhoods that have a pre WWII housing stock that have a loose grid-like street pattern and smaller lots. In the South West Planning Area, these neighborhoods are found in some areas along Moreland Avenue, Glenwood Road, Memorial Drive and College Avenue between Decatur and Avondale Estates.
Neighborhood Center	◊ Glenwood Ave & Fayetteville Road ◊ I-285 & Bouldercrest Road ◊ Cedar Grove— Bouldercrest Road & Cedar Grove Road ◊ I-20 & Gresham Road ◊ Avondale Mall—Memorial & Columbia Drive
Town Center	◊ Kensington MARTA Station area in order to promote a higher mix of land uses and transit oriented development around the station. This recommendation supports the Kensington Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda. ◊ South DeKalb Mall Area
Corridors	Refer to map
Light Industrial	Light Industrial areas mixed in with warehouse and distribution uses: • Moreland Avenue Corridor • Panthersville & Clifton Springs Road
Industrial	Seminole Land Fill between Bouldercrest & River Road

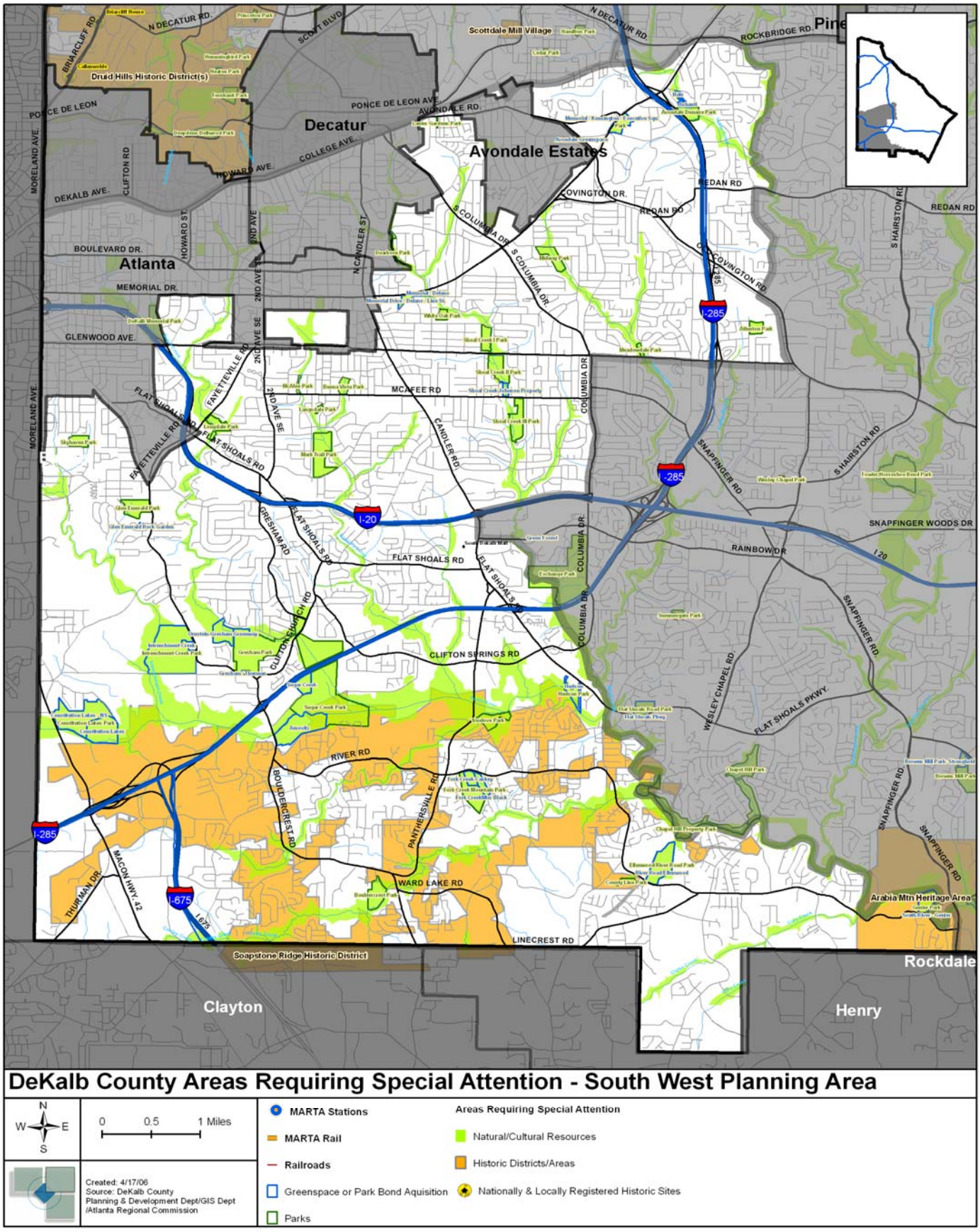
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



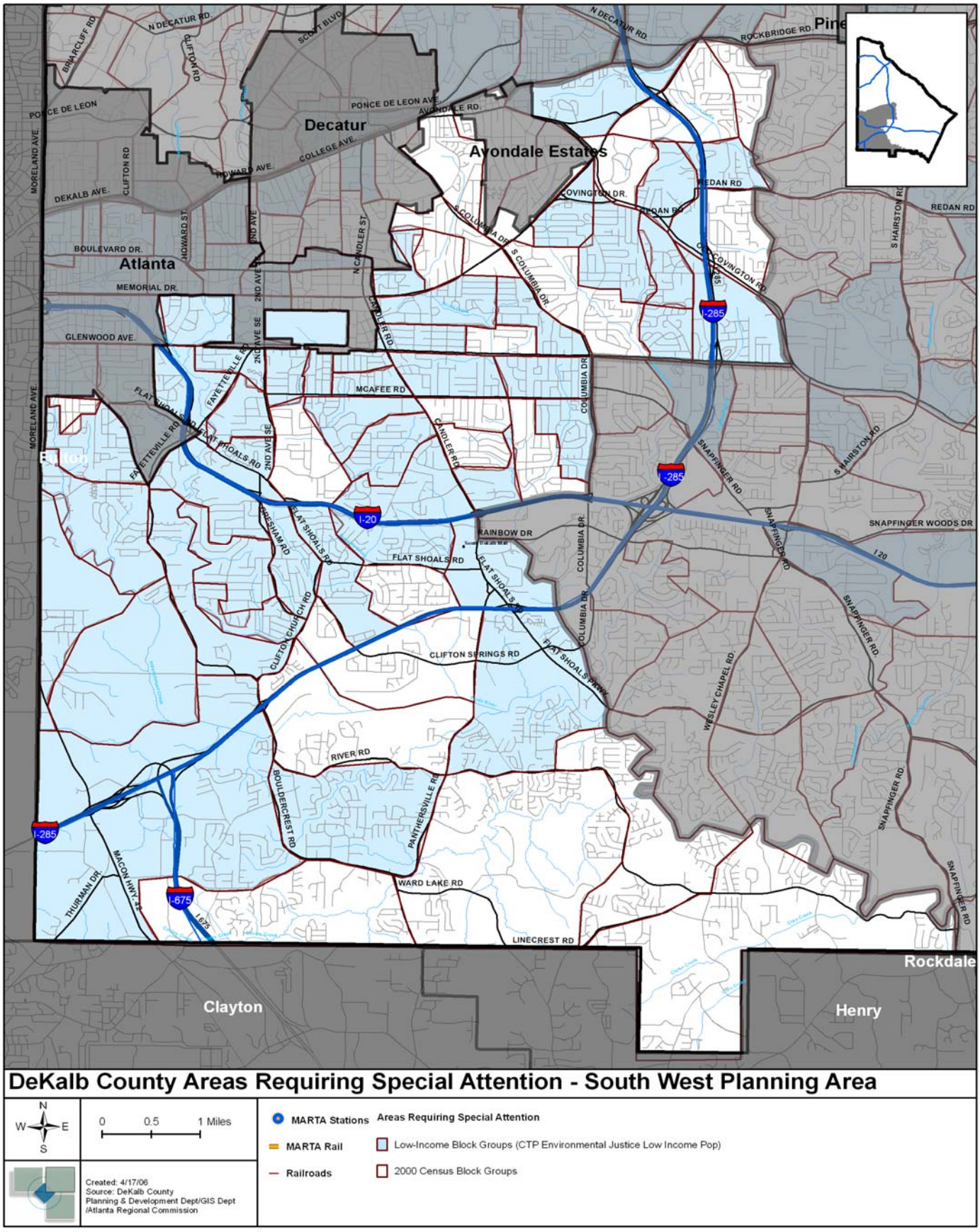
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



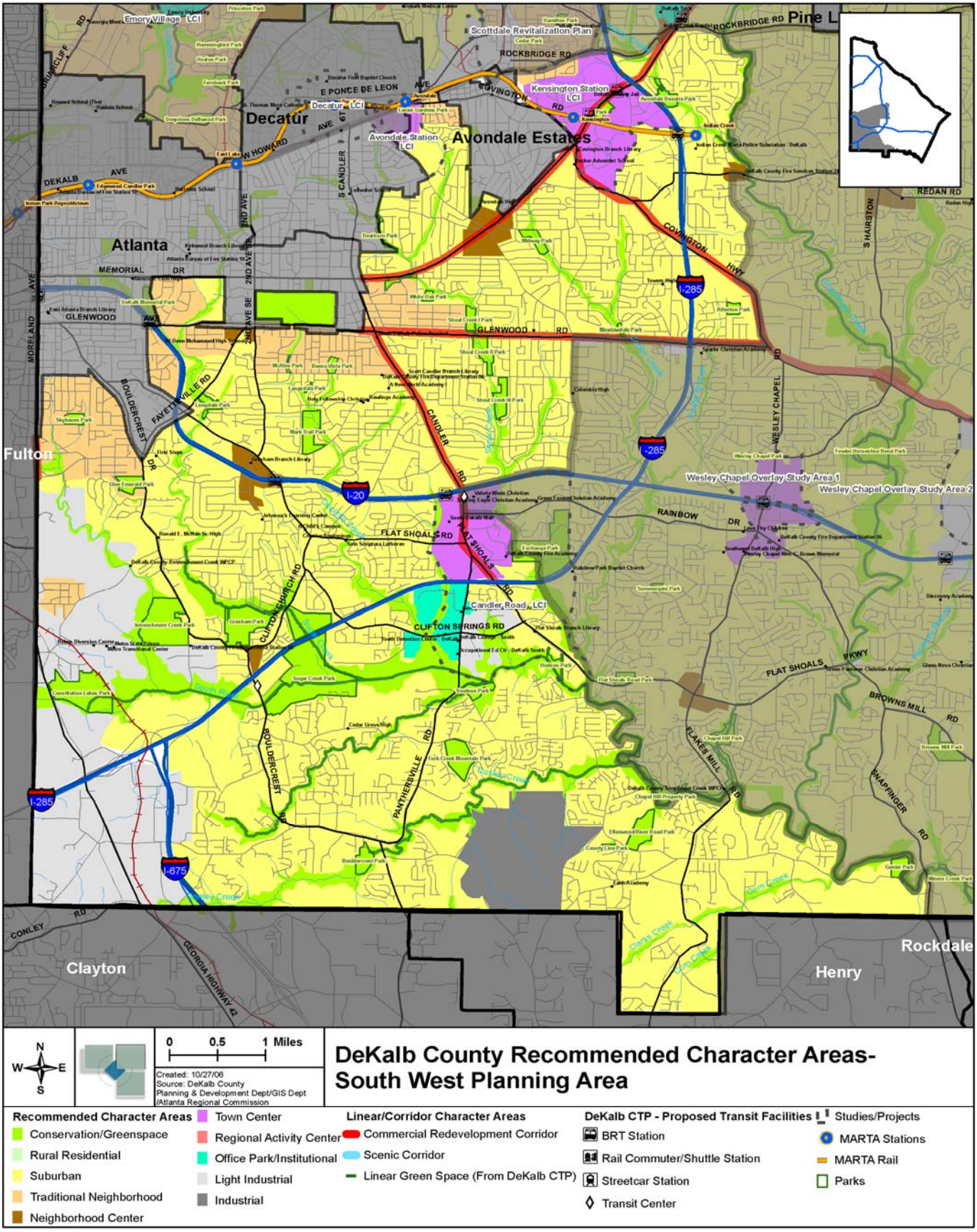
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



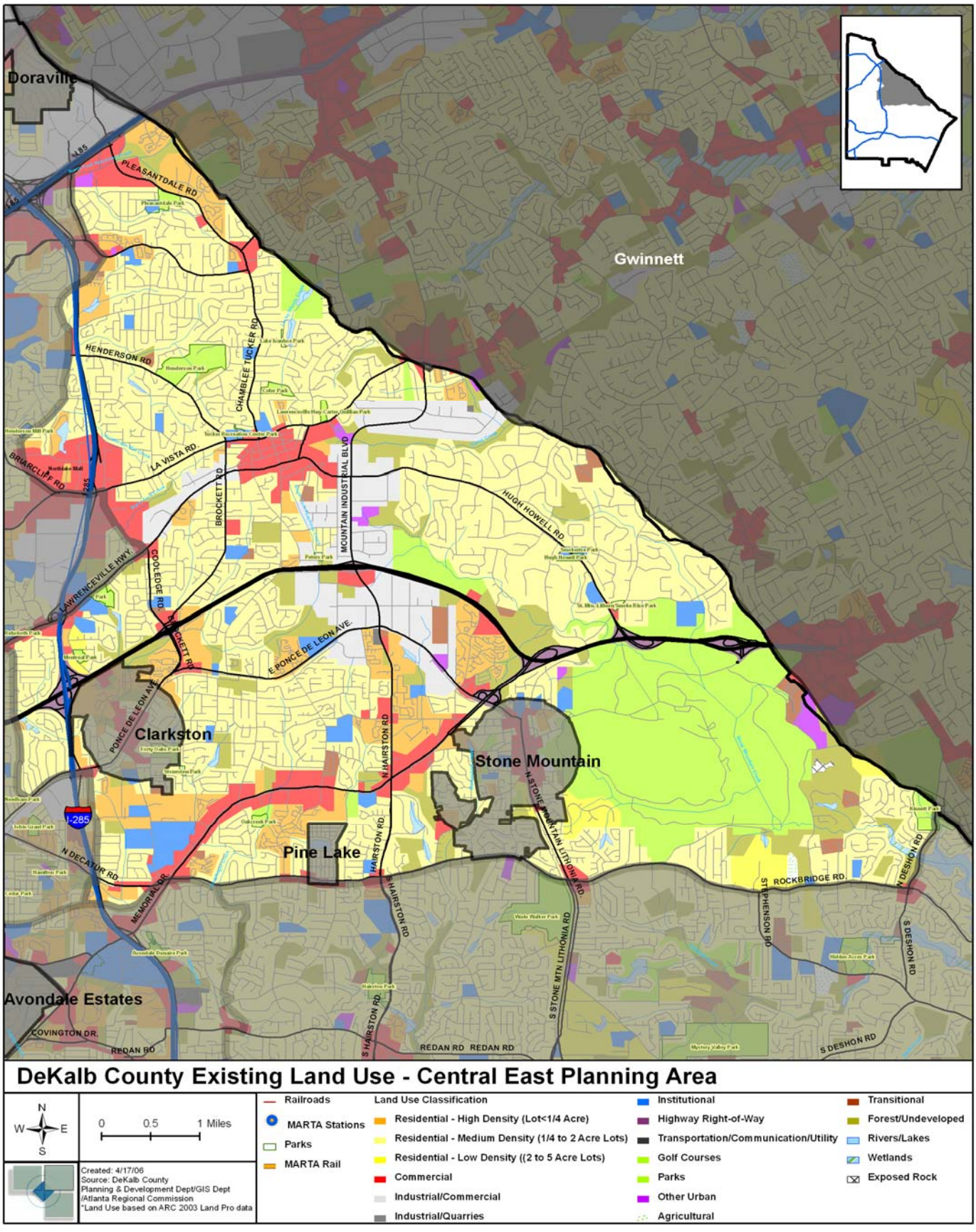
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Area of Consideration	Relevance to Central East Planning Area
Significant Natural or Cultural Resources	• **Includes all parks, floodplains, wetlands and other environmentally sensitive areas.** • **Greenspace and Park Bond Acquisitions** ◊ These areas include parks, greenspace, environmental resources and cultural resources • **Registered & Proposed Historic Districts/Areas**
Rapid Development/Land Use Change	With the exception of the southeastern portion of the area, development in the Central East Planning Area is more evenly spread out throughout the area relative to the rest of the county.
Development has/will Outpace Facilities/ Transportation	**Refer to Congested Corridor Map**
Improvement to Aesthetics / Attractiveness / Re-development	**Older, aesthetically unattractive, underutilized or vacant strip commercial centers**: • Lawrenceville Highway • Memorial Drive • Chamblee Tucker & I-285 • Pleasantdale Road from Chamblee Tucker Road to Shadow Walk Lane
Large Abandoned Structures	**Older/Underutilized Strip Commercial Centers** • Centers Identified in Improvements to Aesthetics/Attractiveness/ Redevelopment common especially when a major retailer leaves due to market conditions
Significant Infill Development Opportunities	**Commercial/Residential Infill Development** • Centers Identified in Improvements to Aesthetics/Attractiveness/ Redevelopment & Large Abandoned Structures that contain substantially under utilized or vacant structures. • Encouraged around commercial/employment centers/transit stations • The downtown Tucker area located around the convergence of La Vista Road and Lawrenceville Highway has commercial, residential and mixed use infill development potential that could take advantage of its pedestrian friendly street network and potential for higher density development. **Residential Infill Development** • Currently scattered around the planning area and not as prevalent as the Central west and Northern Planning Areas. The areas have the potential to increase in residential infill development as the activity expands from the Central East Planning Area.
Significant Disinvestment / Poverty / Levels and/ or Unemployment	Refer to map.

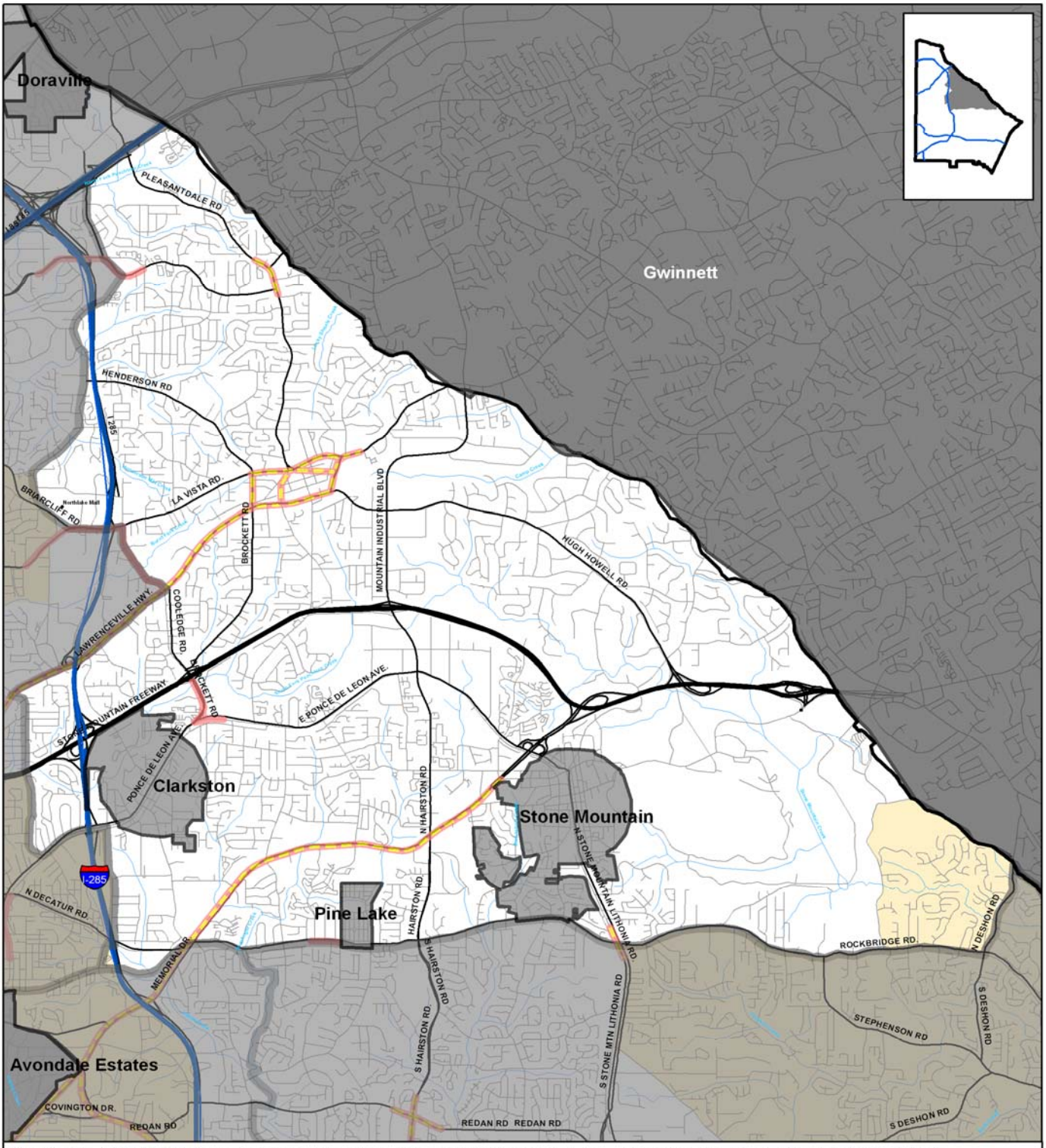
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Recommended Character Area	Central East Planning Area 4 Location/Description
Conservation/Greenspace	Includes all parks, floodplains, wetlands and other environmentally sensitive areas.
Linear Greenspace, Trail & Pedestrian/Bike Network	Refer to map
Suburban	Most residential sections within planning area
Neighborhood Center	◊ Chamblee Tucker & Tucker Norcross Road ◊ DeKalb Technical College Area (Memorial Drive & N Decatur Road), Village Square Shopping Center Area and Hairston Road & Central Drive • Supports proposed Bus Rapid Transit Station as part of the MARTA Memorial Drive BRT Study . • Supports Memorial Drive Economic Development Strategic Action Plan. ◊ Rockbridge Road & Stone Mountain Lithonia Road
Town Center	◊ The downtown Tucker area has been recommended for this designation in order to support the Tucker Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda. ◊ I-285 & Chamblee Tucker Road
Regional Activity Center	Northlake Mall and surrounding area. This recommendation also supports the Northlake Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda.
Corridors	Refer to map
Light Industrial	Light Industrial areas mixed in with warehouse and distribution uses: • Stone Mountain Industrial Park - along Mountain Industrial Boulevard • Intersection of I-85 & I-285 • Lawrenceville Highway Corridor

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - Central East Planning Area

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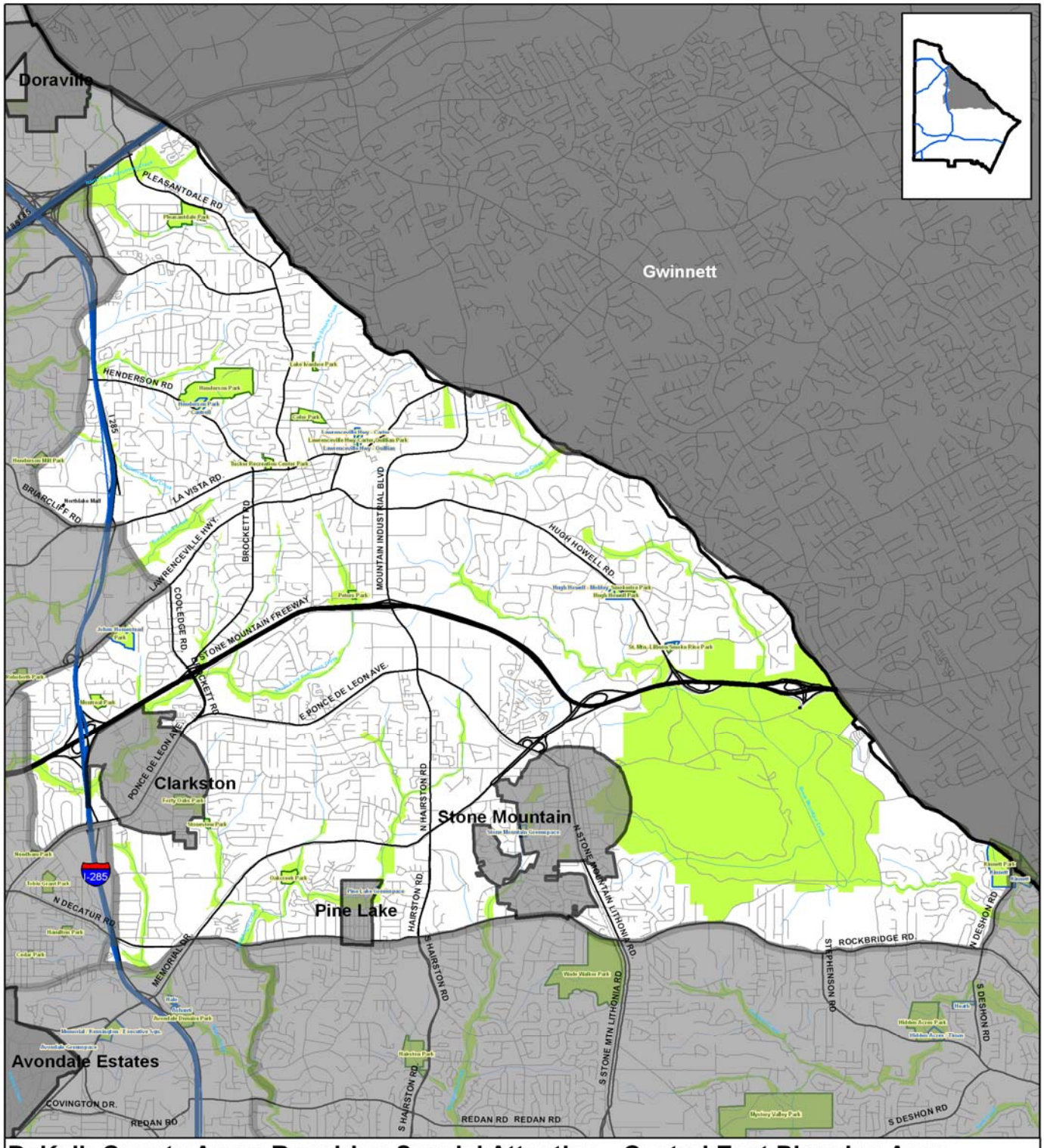
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Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission

- Railroads
- MARTA Stations
- MARTA Rail

Areas Requiring Special Attention

- Infill Development Opportunities (commercial corridors)
- Aesthetics/Redevelopment (commercial corridors)
- Rapid Development/Land Use Change

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - Central East Planning Area

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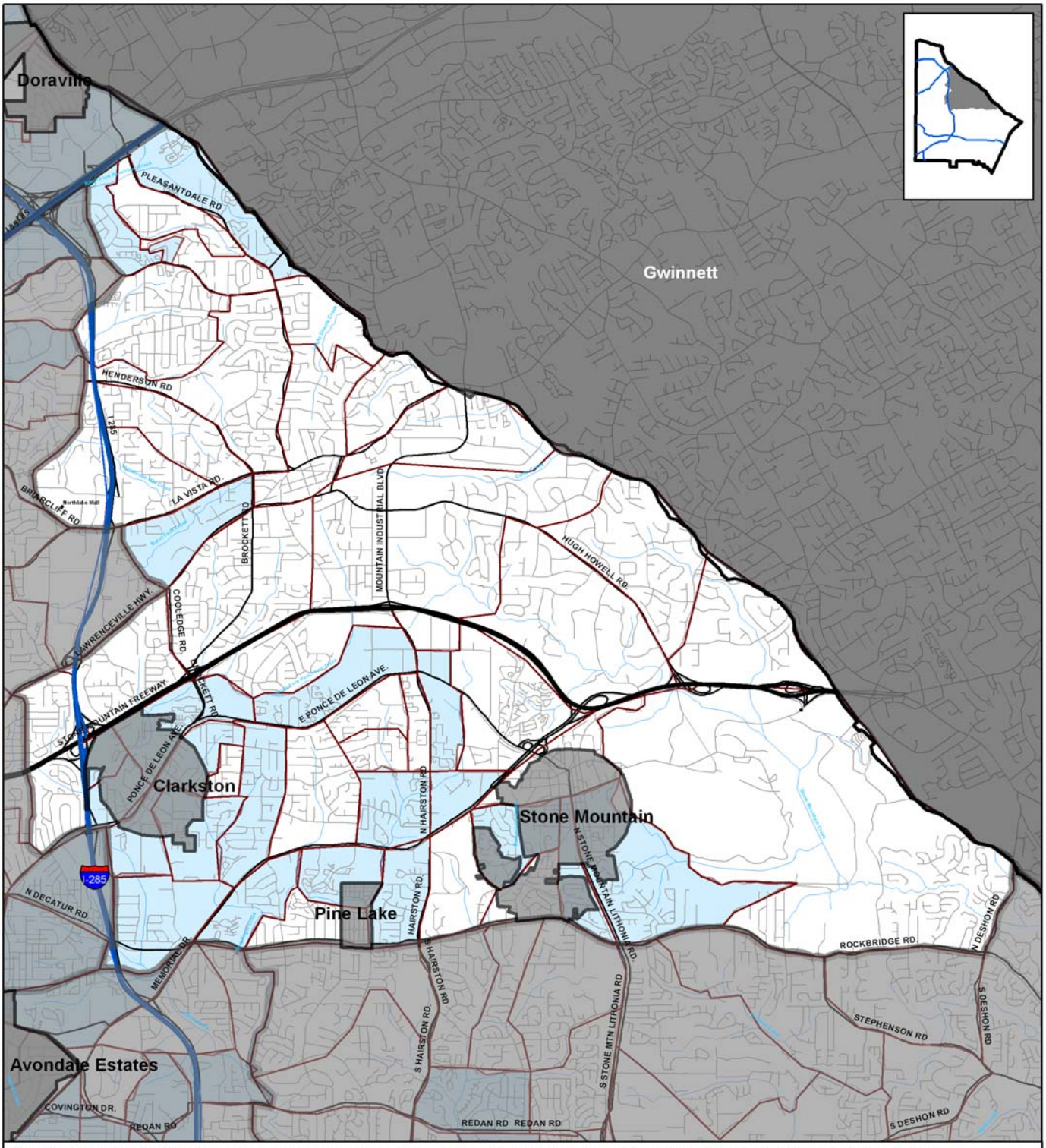
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- Railroads
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- Parks
- Greenspace or Park Bond Aquisition

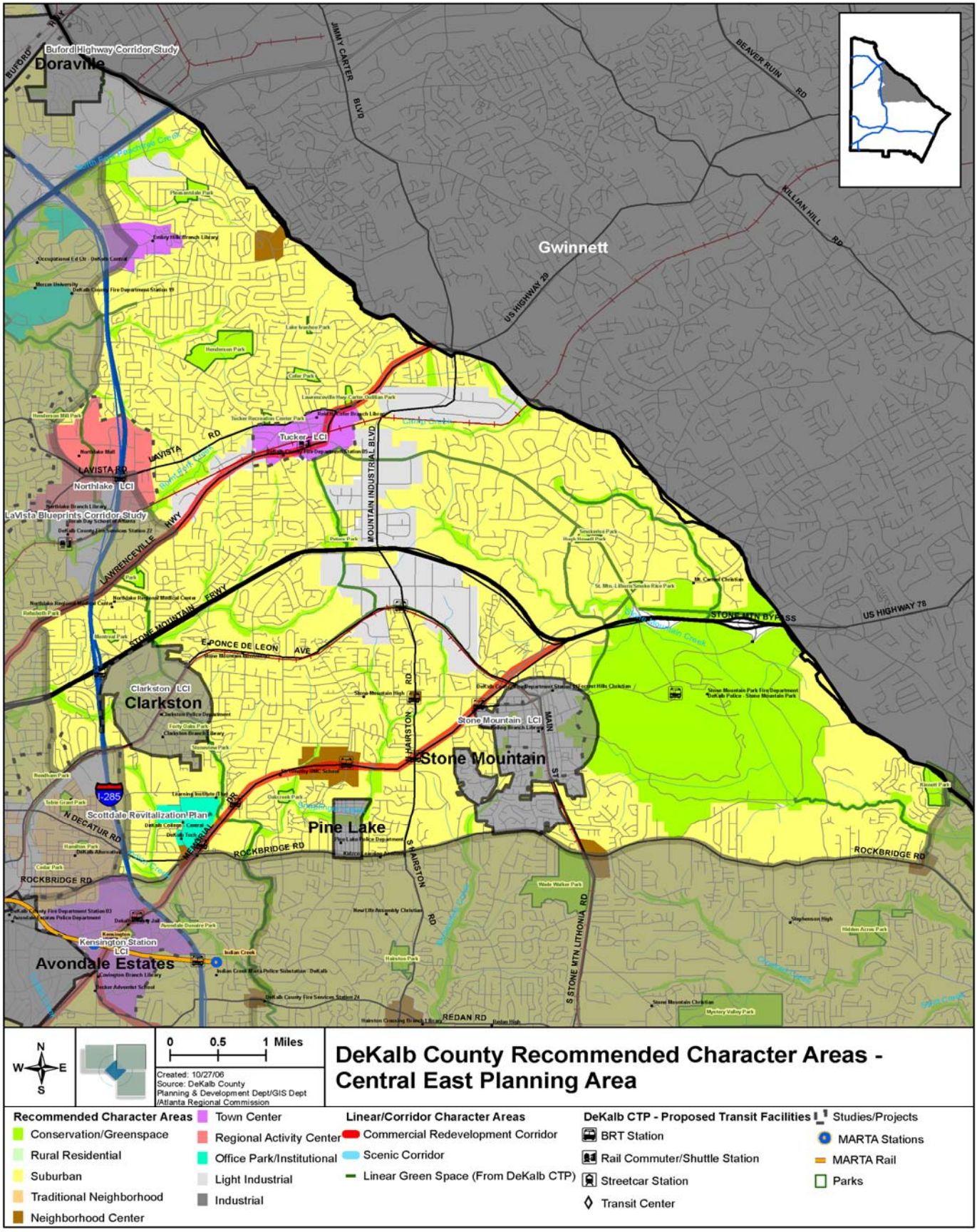
Areas Requiring Special Attention

- Natural/Cultural Resources
- Historic Districts/Areas
- Nationally & Locally Registered Historic Sites

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



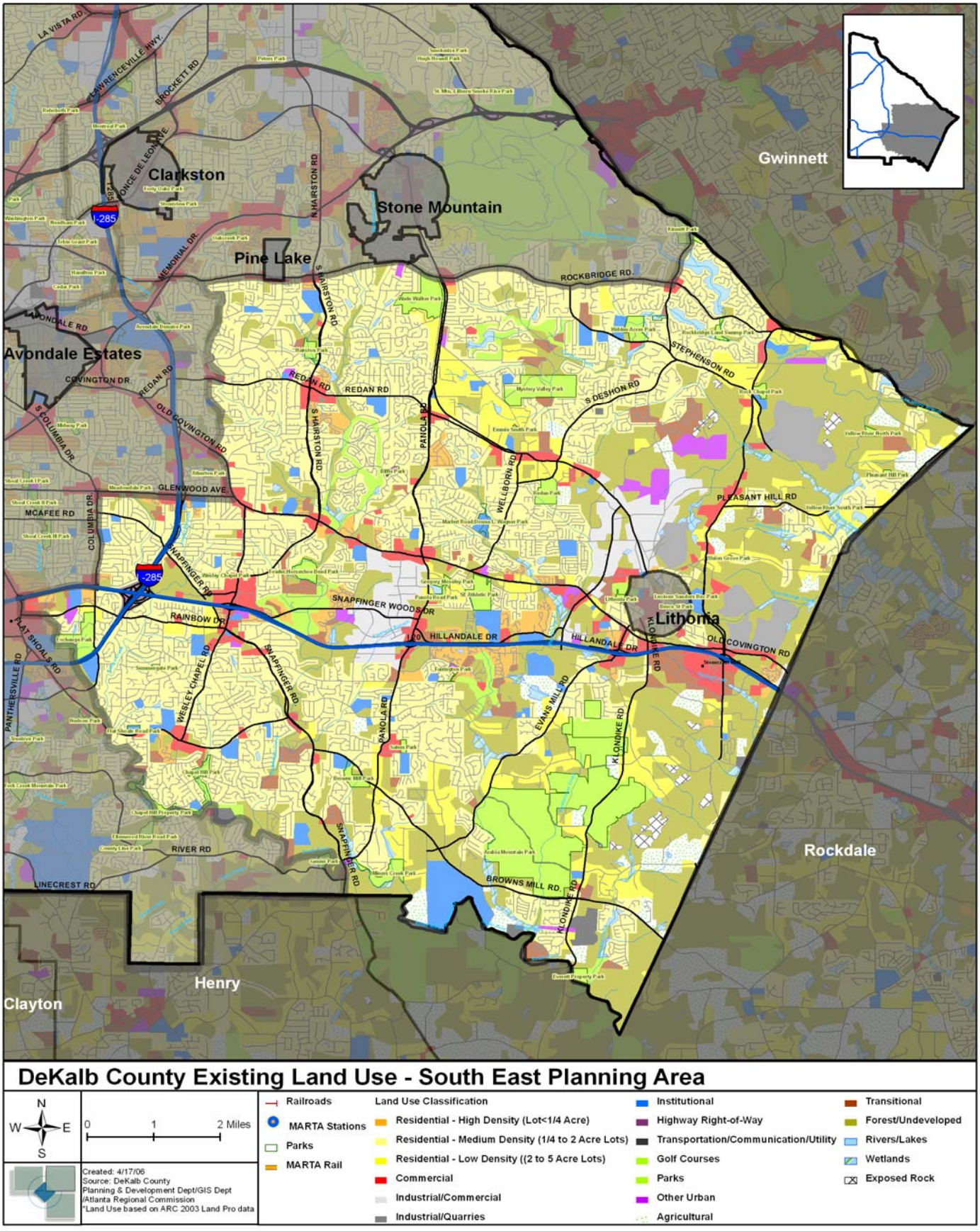
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Area of Consideration	Relevance to South East Planning Area
Significant Natural or Cultural Resources	• **Includes all parks, floodplains, wetlands and other environmentally sensitive areas.** • **Greenspace and Park Bond Acquisitions** ◊ These areas include parks, greenspace, environmental resources and cultural resources • **Registered & Proposed Historic Districts/Areas** ◊ Arabia Mountain Historic District — Registered ◊ Arabia Mountain Heritage Area — Adopted ◊ Soapstone Ridge Historic District—Registered ◊ Flat Rock Community – (located around the intersection of Evans Mill & Browns Mill road) an old African American community believed to of been settled in the early 1800s.—Proposed • **Historic Districts shown on map and listed in Data Analysis Chapter**
Rapid Development/Land Use Change	• **The southern and eastern portions of the planning area**—substantial residential growth due to the amount of undeveloped land still remaining in the area. Most of this development is taking place on large undeveloped tracts of land in new areas and within existing neighborhoods. • **Stonecrest Mall Area**—Most of the areas development follows a suburban decentralized development pattern. This pattern is of a particular concern for the Stonecrest Mall area where a high level of activities takes place.
Development has/will Outpace Facilities/ Transportation	• **Refer to Congested Corridor Map** • **Sewer Capacity Issues**—areas north of I-20, south of Rockbridge Road and east of Stone Mountain Lithonia Road. Although these issues are currently being addressed, the pace of development in this area and areas to the south, could pose future capacity problems.
Improvement to Aesthetics / Attractive-ness / Redevelopment	**Older, aesthetically unattractive, underutilized or vacant strip commercial centers**: • Glenwood Road, Covington Highway, I-20 & Evan Mill Road,/Wesley Chapel Road, Harriston Road & Redan Road and Flat Shoals Parkway & Snapfinger Road
Large Abandoned Structures	**Older/Underutilized Strip Commercial Centers** • Centers Identified in Improvements to Aesthetics/Attractiveness/ Redevelopment • common especially when a major retailer leaves due to market conditions • Major concern is the intersection of Wesley Chapel & I-20 where vacancies left by the recent departure of Wal-Mart.
Significant Infill Development Opportu-nities	**Commercial/Residential Infill Development** • Centers Identified in Improvements to Aesthetics/Attractiveness/ Redevelopment & Large Abandoned Structures that contain substantially under utilized or vacant structures. • Encouraged around commercial/employment centers/transit stations
Significant Disinvestment / Poverty / Levels and/or Unemployment	Refer to map

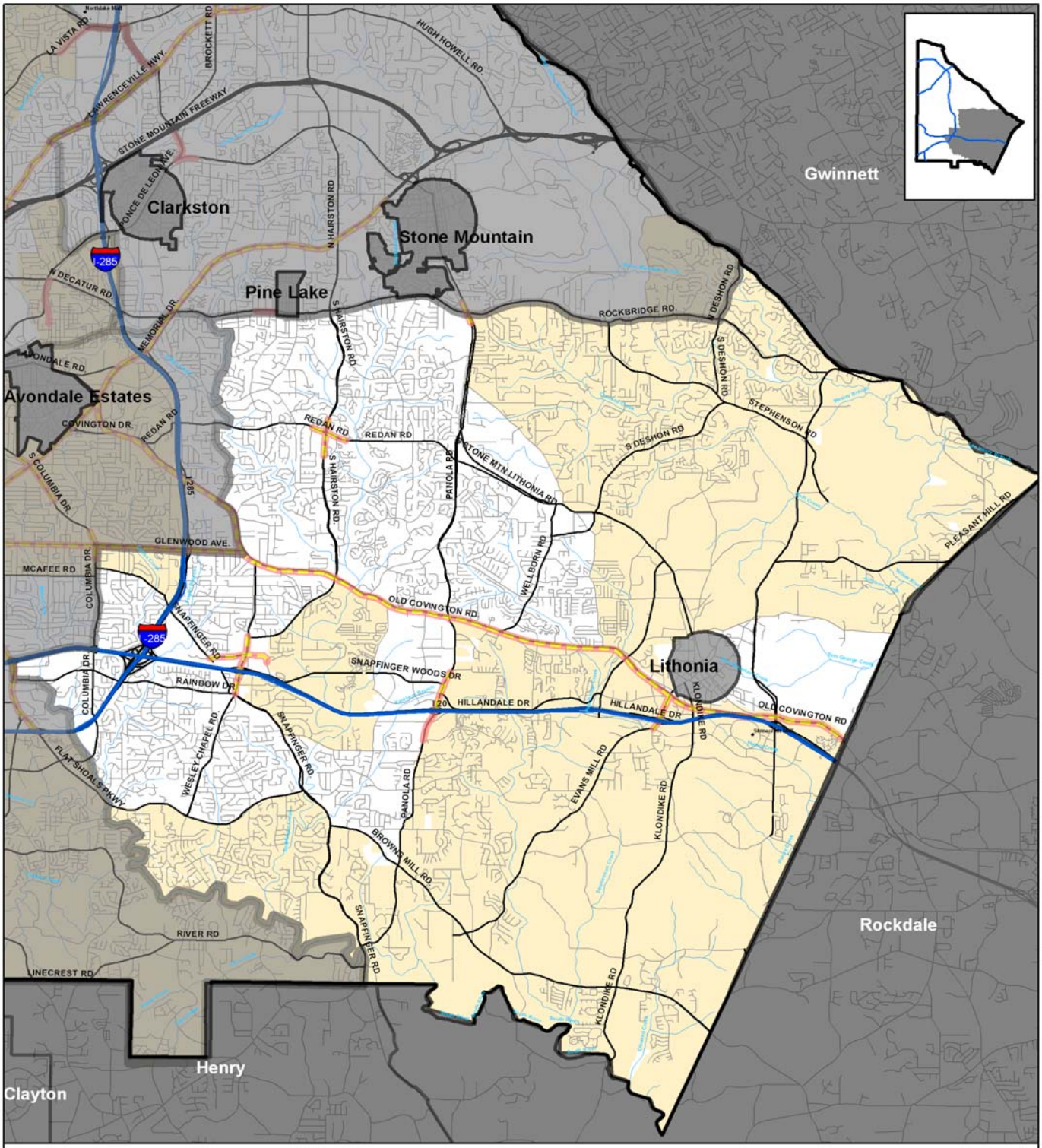
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Recommended Character Area	South East Planning Area Location/Description
Conservation/Greenspace Area	Includes all parks, floodplains, wetlands and other environmentally sensitive areas.
Linear Greenspace, Trail & Pedestrian/Bike Network	Refer to map
Suburban	Most residential sections within planning area
Rural Residential	This area has been recommended for some of the remaining large areas of rural character found around Arabia Mountain Park. The development generated from Stonecrest Mall place pressures on these remaining rural areas.
Neighborhood Center	◊ Rockbridge Road & the following intersections ◊ Deshon Road ◊ Stone Mountain Lithonia Road ◊ Redan & South Hairston Road ◊ Stone Mountain Lithonia Road (Old Redan Area) ◊ Covington Highway & the following intersections: ◊ South Hairston Road ◊ Panola Road ◊ DeKalb Medical Parkway ◊ Flat Shoals Parkway & Wesley Chapel Road/Flakes Mill Road
Town Center	◊ The Wesley Chapel & I-20 ◊ Panola Road & I-20 (Wal-Mart Super Center)
Regional Activity Center	The Stonecrest Mall Area is growing to become a regional center due to the level of retail, planned office development, and higher density residential development existing and planned for the surrounding area.
Corridors	Refer to map
Light Industrial	Recommended for the industrial/distribution areas at Panola & I-20, around the Coty of Lithonia and other major industrial/distribution areas.
Industrial	Recommended for the industrial/distribution areas at Panola & I-20, around the Coty of Lithonia and other major industrial/distribution areas.

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - South East Planning Area

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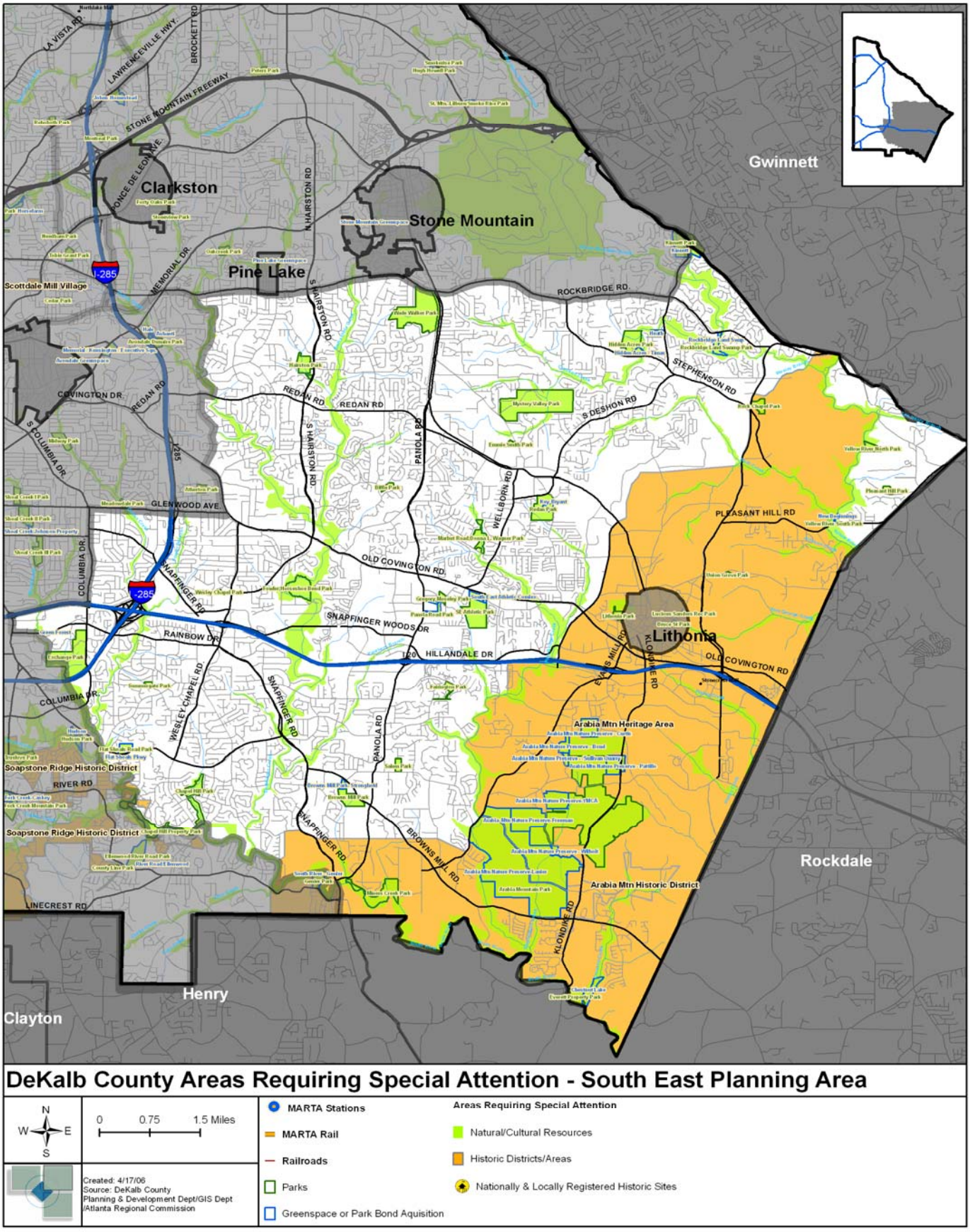
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Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission

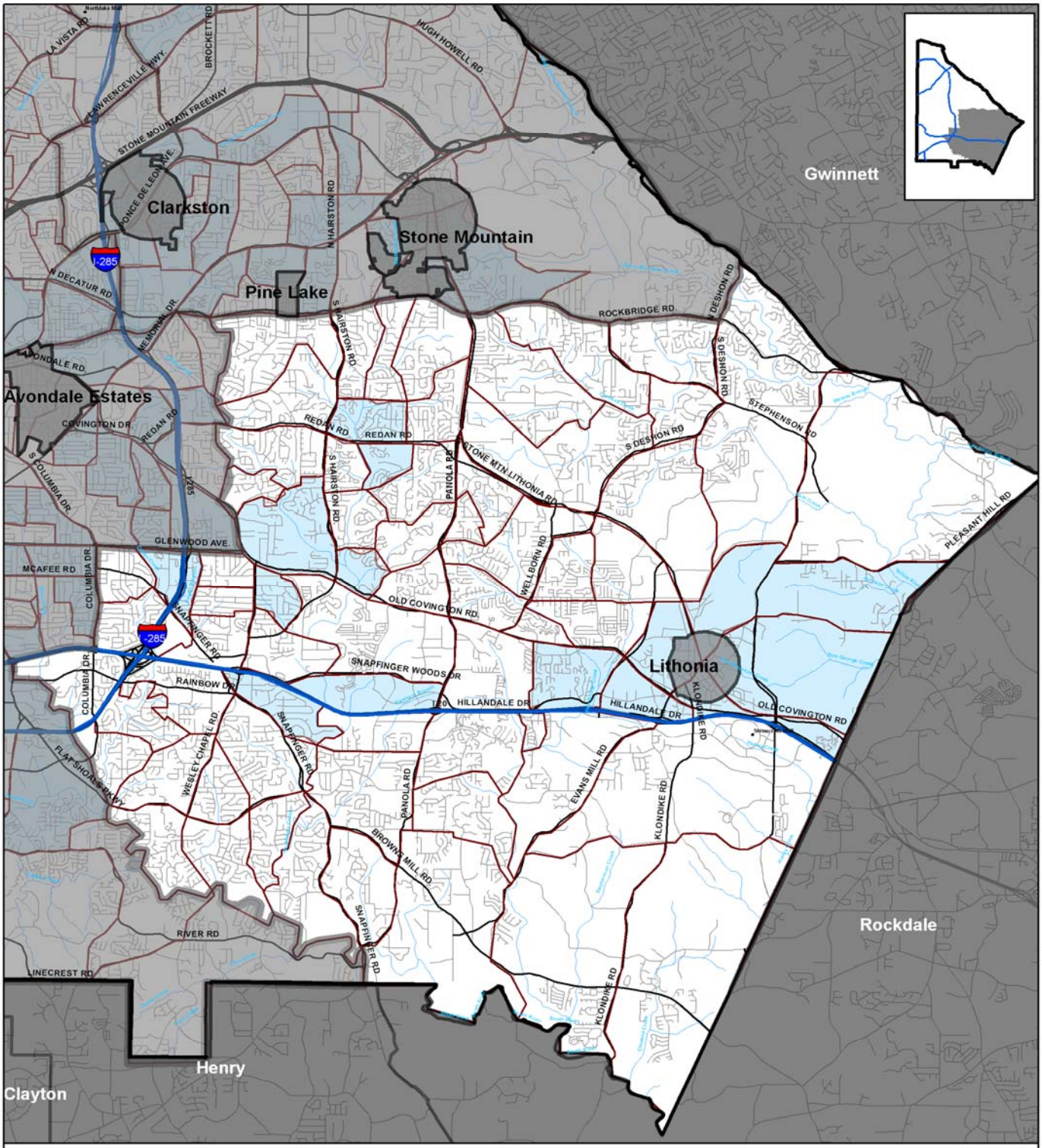
MARTA Stations
MARTA Rail
Railroads

Areas Requiring Special Attention
Infill Development Opportunities (commercial corridors)
Aesthetics/Redevelopment (commercial corridors)
Rapid Development/Land Use Change

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - South East Planning Area

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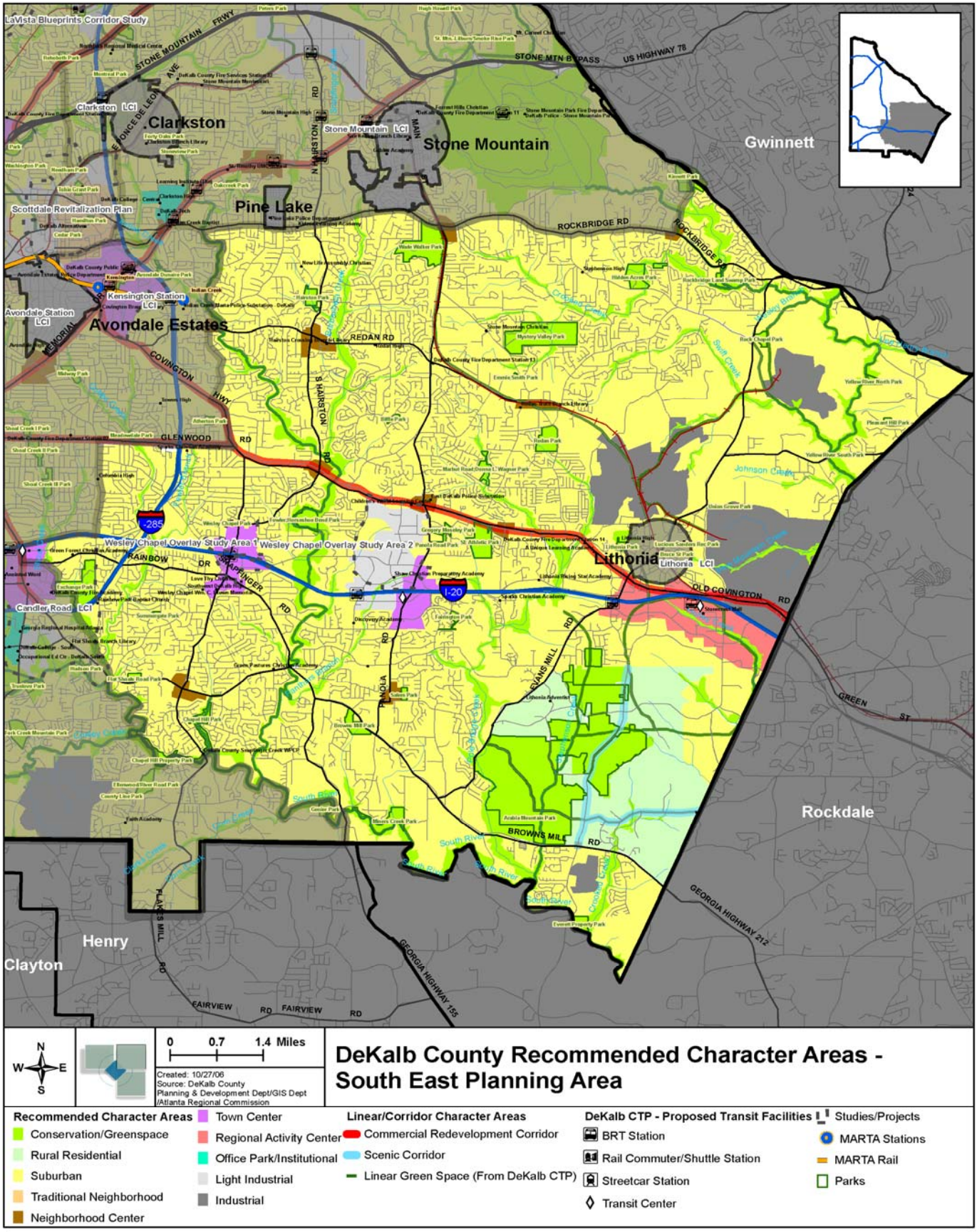
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MARTA Stations
MARTA Rail
Railroads

Areas Requiring Special Attention
Low-Income Block Groups (CTP Environmental Justice Low Income Pop)
2000 Census Block Groups

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



4. ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

This chapter is intended to meet the Minimum Standards for Local Comprehensive Planning requirement that the Community Assessment include an evaluation of the community's current policies, activities, and development patterns for consistency with the Quality Community Objectives.

4.1 Land Use and Transportation Goal

To ensure the coordination of land use planning and transportation planning throughout the state in support of efficient growth and development patterns that will promote sustainable economic development, protection of natural and cultural resources and provision of adequate and affordable housing.

Sense of Place Objective: Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These Community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

Consistency with Objective:

- DeKalb has several characteristics that help define sense of place in each part of the county.
- DeKalb has delineated the areas of the community that are important to its history and heritage and have taken steps to protect those areas. Stone Mountain and Arabia Mountain Parks are protected.
- DeKalb County has Overlay Districts to regulate the aesthetics of development in the highly visible areas. It also regulates the size and type of signage in designated communities.
- DeKalb County has adopted a sign ordinance.

Traditional Neighborhood Objective: Traditional neighborhood development patterns should be encouraged, including use of more human-scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

Consistency with Objective:

- DeKalb County has a zoning code and allowable uses are separated countywide. However, the lower density residential classifications have been criticized for being too segmented.
- DeKalb also has a mixed-use ordinance (Pedestrian Community District) that allows for pedestrian friendly smart growth development.
- The County has established the Keep DeKalb Beautiful program to address tree-planting in public areas throughout the county, along with keeping public areas clean and safe.
- DeKalb County lacks maintenance to its sidewalks and vegetation so that walking is an option if they choose. This is only true for certain parts of the county.
- In few areas of the County, several errands can be made on foot, if so desired. Children can and do walk to school safely, and can bike to school safely if they desire.

ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

- In most parts of the County, schools are located in or near neighborhoods in our community. There is still a need in some areas of DeKalb that require new schools to accommodate projected growth.

Infill Development Objective: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

Consistency with Objective:

- The County has an inventory of vacant sites available for redevelopment and/or infill housing.
- DeKalb County is actively working to promote Brownfield redevelopment.
- The County's interest to actively promote greyfield redevelopment has been minimal.
- There are areas of our community that are planned for nodal development (compacted near intersections rather than spread along a major road.)
- DeKalb County allows small lot development (5000 SF or less) for some uses.

Transportation Alternatives Objective: Alternatives to transportation by automobile, including mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

Consistency with Objective:

- MARTA is the primary source of public transit for communities in DeKalb County. There are currently ten transit stations in DeKalb accounting for over 14 miles of MARTA rail lines.
- The County does not have policy that require new developments connect with existing developments through a street network, not a single entry/exit.
- DeKalb County has an established network of sidewalks. There are 1378 linear miles of roadway in the county, 368 linear miles consist of sidewalks.
- The PATH Foundation a non-profit group that specializes in developing multi-use trails has partnered with DeKalb County to build over 120 miles of trails.
- The County maintains a policy that sidewalks are required on all sides of street frontage of new and improved local residential streets in all subdivisions and also non-residential property.
- The County installs sidewalks on collector and arterial roadways only.
- The County has an established residential sidewalk district program whereby eligible residential areas may petition the county to install sidewalks within their neighborhoods. The County's Subdivision Ordinance, it states that new sidewalk construction or re-construction shall be continuous with existing sidewalks.
- The County plans on implementing an on and off road bicycle system. Bicycles provide an alternate to the single occupant vehicle for short distance trips and can be used for both transportation and recreational purposes.

- The County does not currently have a policy that addresses the provision for commercial and retail development to share parking areas.

4.2 Economic Development Goal

To achieve a growing and balanced economy, consistent with the prudent management of the state's resources, that equitably benefits all segments of the population.

Appropriate Business Objective: The business and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.

Consistency with Objective:

- The Economic Development Department has considered the County's strengths, assets, and weaknesses and has created a business development strategy based on that base line criteria.
- DeKalb's Economic Department organization has considered the types of businesses already in the County, and has a plan to recruit business/industry that will be compatible.
- DeKalb County recruits businesses that provide or create sustainable products.
- There is a diverse jobs base, so that one employer leaving would not cripple the County.

Educational Opportunities Objective: Educational and training opportunities should be readily available in each community—to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.

Consistency with Objective:

- DeKalb County provides work-force training options for its citizens.
- DeKalb County's workforce training programs provide citizens with skills for jobs that are available in our community.
- DeKalb County has higher education opportunities or is close to a community that does.

Employment Options Objective: A range of job types should be provided in each community to meet the diverse needs of the local workforce.

Consistency with Objective:

- DeKalb County Office of Economic Development has an entrepreneur support program.
- The County provides jobs for skilled and unskilled labor.
- DeKalb County offers various types of employment which includes and is not limited to professional and managerial jobs.

ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

4.3 Housing Goal

To ensure that all residents of the state have access to adequate and affordable housing.

Housing Opportunities Objective: Quality housing and a range of housing sizes, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community.

Consistency with Objective:

- Accessory structures in *single-family* residential districts shall not be used as separate dwelling units and shall not contain a bedroom or kitchen or other food preparation facility of any kind. In addition, these structures shall no be rented or occupied for gain, nor be used for home occupation.
- Accessory buildings, structures and uses authorized in *multi-family* dwellings include leasing office, post office, club rooms, health club or exercise facilities, laundry facilities, child care center and similar facilities for the use of residents of the dwellings.
- Accessory structures or buildings in nonresidential districts shall be used by the lessee or tenant of the property.
- People who work in DeKalb County can afford to live here, too.
- The County provides housing for each income level (low, moderate, and above-average incomes). However, we lack adequate units for those at the lowest income level.
- The County has options available for “neo-traditional” development.
- DeKalb County has vacant and developable land available for multifamily housing.
- Multifamily housing development is allowed in throughout the County, as provided by the future land use plan.
- The County supports community development corporations building housing for lower-income households.
- DeKalb County provides housing programs that focus on households with special needs.
- The minimal lot area for residential building is one (1) acre.

4.4 Natural and Cultural Resources Goal

To conserve and protect the environmental, natural and cultural resources of Georgia’s communities, regions and the state.

Environmental Protection Objective: Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

Consistency with Objective:

- DeKalb County maintains a comprehensive natural resources inventory.
- Flood plain areas have been identified and exist along South River, Yellow River, Peachtree Creek, Nancy Creek, and their tributaries. Efforts have been made to restrict development in these areas. However, restriction of development has been a challenge.
- Stone Mountain is a defined natural resource and is located in the eastern area of the county. It is the largest exposed granite outcropping in the world, and is protected as part of a public park governed by a state authority. Davidson-Arabia Mountain is another defining natural resource and was designated as a major resource park by DeKalb County in 1987.
- The County has passed the necessary Part V Environmental Ordinances.
- DeKalb County has and actively enforces a tree preservation ordinance.
- DeKalb County has a tree-replanting ordinance for new development.
- The County uses stormwater "best management practices" for all new development.
- The County's land use measures that will protect the natural resources in our community (steep slope regulations, floodplain or marsh protection, etc.)

Open Space Preservation Objective: New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/ wildlife corridors.

Consistency with Objective:

- The Parks Bond and Greenspace Office acquisition plan focuses on adding acreage to certain existing parks to improve park visibility and usability, creating new parks, preserving natural resources, and creating greenway corridors that connect our parks and greenspace areas.
- The County has a local land conservation program, or, we work with state or national land conservation programs to preserve environmentally important areas in our community.
- DeKalb voters have approved two bond referenda (2001 and 2005) that include funding of more than $115 million for parkland and greenspace acquisition.
- The County has received more than $15 million of additional land acquisition funds from public and private sources.
- The County has acquired in excess of 2,200 acres through this program and increased parkland and greenspace acreage by over 58%.
- The County has a conservation subdivision ordinance for residential development that is widely used and protects open space in perpetuity.

ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

Heritage Preservation Objective: The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.

Consistency with Objective:

- The County has identified thirteen (13) historic districts, twenty-one (21) historic structure, and three (3) individual historic sites in DeKalb County.
- The County has a seven-member Historic Preservation Commission.
- The DeKalb County Historic Preservation Ordinance protects the Druid Hills and Soapstone Ridge district from encroaching development.

4.5 Community Facilities and Services Goal

To ensure the provision of community facilities and services throughout the state to support efficient growth and development patterns that will protect and enhance the quality of life of Georgia's residents.

Growth Preparedness Objective: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer, and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.

Consistency with Objectives:

- DeKalb County has population projections for the next 20 years that we refer to when making infrastructure decisions. We use the Atlanta Regional Commission 2030 Forecast projections, along with U.S. Census SF1 and SF3.
- The local governments, the local school board, and other decision-making entities use the same population projections.
- The County has a Capital Improvements Program that supports current and future growth.
- The County has designated areas of our community where we would like to see growth. These areas are based on the natural resources inventory of our community.
- The DeKalb County Public Library has a Long Range Library Facilities Plan that sets a goal of .6 square feet per capita, and the county is moving toward that goal with the implementation of a $54,540,000 library construction bond program.

ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

4.6 Intergovernmental Coordination Goal

To ensure the coordination of local planning efforts with other local service providers and authorities, with neighboring communities and with state and regional plans and programs.

Regional Identity Objective: Regions should promote and preserve an "identity," defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.

Consistency with Objective:

- Our county is characteristic of the region in terms of architectural styles and heritage.
- DeKalb County encourages businesses that create products that draw on our regional heritage (mountain, agricultural, metropolitan, coastal).
- The County participates in the Georgia Department of Economic Development's regional tourism partnership and promotes tourism opportunities based on the unique characteristics of the region.
- DeKalb County contributes to and draws from the region as a source of local culture, commerce, entertain-

Regional Cooperation Objective: Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions; particularly where it is critical to the success of a venture such as protection of shared natural resources.

Consistency with Objective:

- DeKalb County plans jointly with our cities and adjacent jurisdictions for Comprehensive Planning purposes.
- DeKalb County is satisfied with it's Service Delivery Strategy.
- DeKalb County cooperates with at least one local government to provide or share services (parks and recreation, E911, Emergency Services, Police or Sheriff's Office, schools, water, sewer, other).

Regional Solutions Objective: Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.

Consistency with Objective:

- The County participates in regional economic development organizations.
- DeKalb County participates in regional environmental organizations and initiatives, especially regarding water quality and quantity issues.
- DeKalb County has a Service Delivery Strategy. The County works with it's municipalities and surrounding jurisdictions to provide and share appropriate services, such as public transit, libraries, special education, tourism, parks and recreation, emergency response, E-911, homeland security, etc.

ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

- In September 2003, the Metropolitan North Georgia Water Planning District Board adopted three Comprehensive Plans to ensure adequate supplies of drinking water, to protect water quality and minimize the impacts of development on the Districts watersheds and downstream water quality. DeKalb County will coordinate with other local governments in implementing the District Plans.

4.7 Governmental Relations Goal

Local Self-Determination Objective: Communities should be allowed to develop and work toward achieving their own vision for the future. Where the state seeks to achieve particular objectives, state financial and technical assistance should be used as the incentive to encourage local government conformance to those objectives.

Consistency with Objective:

- Workshops are offered through the Development Division that offer citizens and developers information on the development process.
- Since 1975, the Community Council has existed to review the rezoning and comprehensive plan and special land use permit applications / cases with the applicant present, and to report back to their appropriate neighborhood organization.
- Design guidelines for new development in the County are sufficient.
- DeKalb offers a development guidebook that illustrates the type of new development we want in our county. Workshops are also held to assist builders to implement appropriate development.
- County staff has reviewed the development regulations and/or zoning code recently and are sure that the ordinances will help us achieve our QCO goals.
- The elected officials understand the land-development process in this community

5. ANALYSIS OF SUPPORTING DATA AND INFORMATION

5.1 Population

Total Population

As one of the first areas of suburban growth in metro Atlanta the population of DeKalb County has increased steadily over the last 20 years, similar to other counties in the region. The County experienced the greatest increase between 1990 and 2000, growing from 545,837 to 665,865, which is a 22% increase (Table 5-1). Much of this growth occurred in the Southeastern portions of the County. This type of increase presents an abundance of issues as well as opportunities for the County's over-all quality of life.

Table 5-1: POPULATION GROWTH: DEKALB COUNTY (1980-2005)

Year	Population	Change from Previous Census		Change Since 1980	
		Number	Percent	Number	Percent
1980	483,024	-	-	-	-
1985	514,430				
1990	545,837	62,813	13.0%		
1995	585,400				
2000	665,865	120,028	22.0%	182,841	37.5%
2005	711,577				

Source: U.S. Bureau of the Census; DCA DataViews

The population in the County is expected to increase from 665,865 in 2000 to 848,706 in 2020, an increase of about 28 % (Table 5-2). This growth is expected to continue mostly in the southeastern portions of the County, where most of the vacant land remains. These projections are important for the County as they will become the basis for future policy decisions . The changes in total population have important implications for many reasons. A growing population tends to indicate a healthy economy. However, it also potentially indicates a need for more economic development, and especially for the availability for more jobs and housing. Population growth may also require more schools and other services and facilities, as well as various expansions of infrastructure.

Table 5-2: POPULATION PROJECTIONS: DEKALB COUNTY (2000-2025)

Year	Population	Change from Previous Census		Change Since 2000	
		Number	Percent	Number	Percent
2000	665,865	-	-	-	-
2005	711,577				
2010	757,286	91,421	13.7%		
2015	802,996				
2020	848,706	91,420	12.1%	182,841	27.5%
2025	894,416				

Source: U.S. Bureau of the Census; DCA DataViews

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Population by Race and Ethnicity

In 1990, 54% of the population was white compared to 36% in 2000. The majority population of DeKalb is African American, which increased between 1990 and 2000 from 42% to 54%. Large numbers of immigrants have contributed to the increases to the African American populous. Most of the immigrants are from Sub-Saharan African nations. The Hispanic population is integrated with all the races listed, because they are classified in many categories. Currently the census regards the Hispanic identity not as a racial classification, but as a separate ethnic classification, which is why the category has been separated in the table. The Hispanic populous has become one of the fastest growing populations in the County, nearly doubling in size between 1990 and 2000 from 15,619 to 52,542 an increase of 236 %. Persons classified under other races have increased dramatically going from 5,838 in 1990 to 37,638 in 2000 a more than 500% increase. The increasing racial and ethnic mix will create a need for additional programs and services that address cultural diversity.

African Americans are the majority population and reside mostly in the southeast and southwest portion of the County. Whites reside mostly in the northern half of the county and Hispanics/Latinos reside mostly around the Buford Highway corridor, City of Doraville and parts of the City of Chamblee. Table 5-3 depicts the racial and ethnic composition of the population by number, rate of change, and percentage of the overall population.

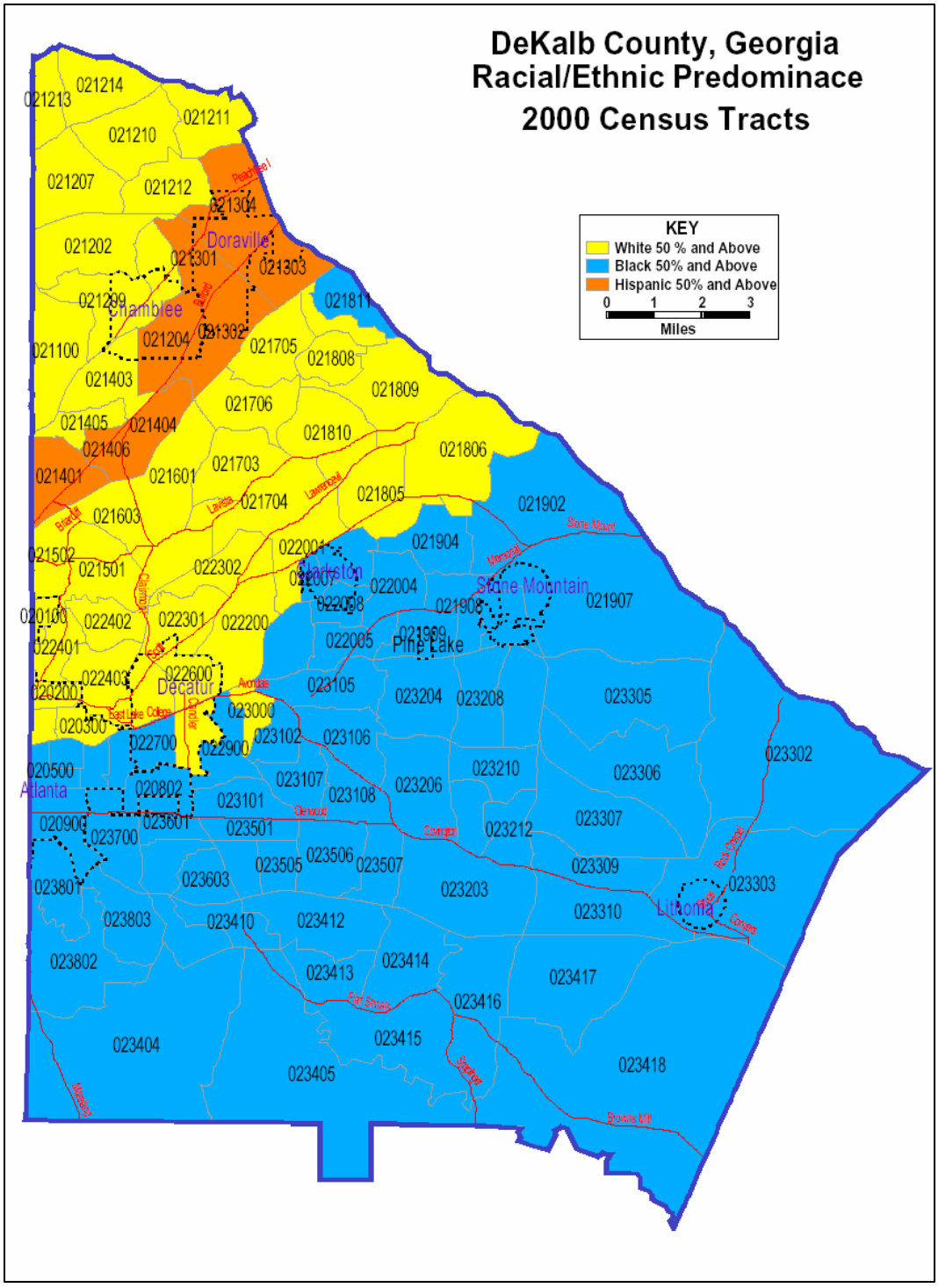
Table 5-3: DEKALB COUNTY POPULATION BY RACE AND ETHNICITY(1980-2005)

Race	1980	1985	1990	1995	2000	2005	Percent Change and (Number)		Percent of Population		
							1980-1990	1990-2000	1990	2000	2005
White	344,254	318,282	292,310	265,416	238,521	212,088	-15.1% (-51,944)	-18.4% (-53,789)	53.6%	35.8%	29.8
Black or African American	130,980	180,703	230,425	295,768	361,111	418,644	75.9% (99,445)	56.7% (130,686)	42.2%	54.2%	58.8
American Indian and Alaska Native	605	802	998	1,273	1,548	1,784	65% (393)	55.1% (550)	0.2%	0.2%	0.3
Asian or Pacific Islander	4,633	10,450	16,266	21,657	27,047	32,651	251% (11,633)	66.3% (10,781)	3.0%	4.1%	4.6
other race	2,552	4,195	5,838	21,738	37,638	46,410	128.8% (3,286)	544.7% (31,800)	1.1%	5.7%	6.5
Total	483,024	514,432	545,837	605,852	665,865	711,577	13% (62,813)	22% (120,028)	100 %	100 %	100 %
Hispanic Ethnic Population											
Hispanic Origin	7,470	11,545	15,619	34,081	52,542	63,810	109.1% (8,149)	236.4% (36,923)	2.9%	7.9%	9.0

Source: U.S. Census; Georgia DCA DataViews

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Figure 5-1:
DeKalb County Racial/Ethnic Predominance 2000



ANALYSIS OF SUPPORTING DATA AND INFORMATION

According to projections the Black or African American population will continue to grow as the majority population in DeKalb County. By 2025, more than 70% of the population will be Black or African American. During the same time frame less than 12% of the County population will be white and the Hispanic population will have increased to approximately 12% of the total population (Table 5-4). This information is also depicted in Chart 5-1. Although the projections cannot predict an exact future, they offer a good starting point and sound basis for the evaluation of the future needs in the County.

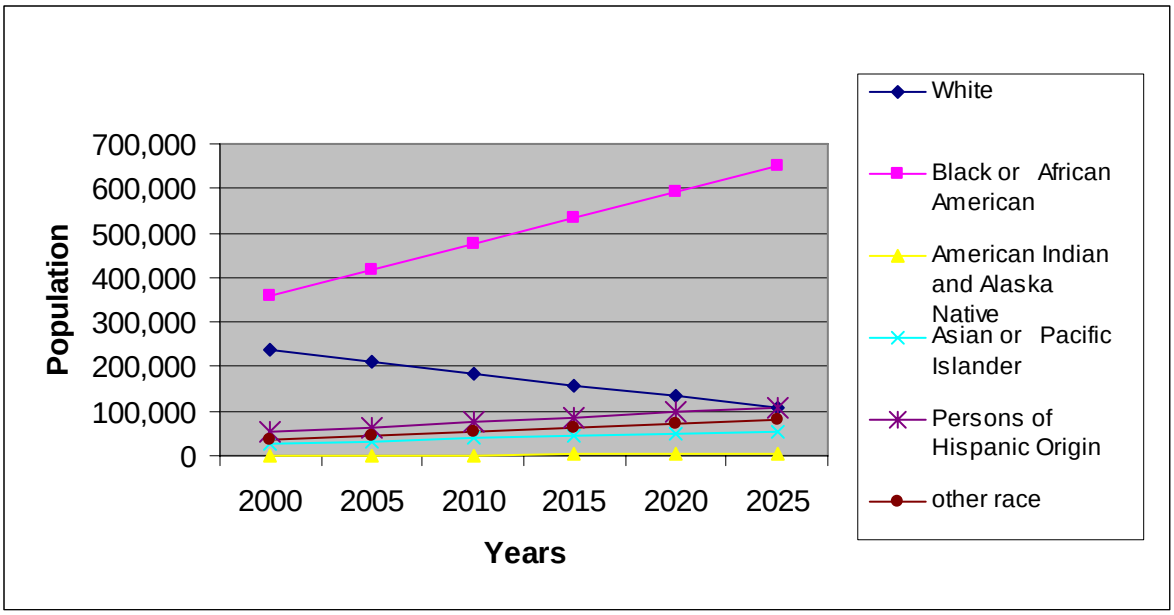
Table 5-4: DeKalb County Population Projections by Race and Ethnicity (2000-2025)

Race	2000	2005	2010	2015	2020	2025	Number Change		Percent of Population		
							2000-2010	2010-2020	2010	2020	2025
White	238,521	212,088	185,655	159,221	132,788	106,355	-52,866	-52,867	24.5%	15.6%	11.9%
Black or African American	361,111	418,644	476,177	533,709	591,242	648,775	115,066	115,065	62.9%	69.7%	72.5%
American Indian and Alaska Native	1,548	1,784	2,020	2,255	2,491	2,727	472	471	0.3%	0.3%	0.3%
Asian or Pacific Islander	27,047	32,651	38,254	43,858	49,461	55,065	11,207	11,207	5.1%	5.8%	6.2%
other race	37,638	46,410	55,181	63,953	72,724	81,496	17,543	17,543	7.2%	8.6%	9.1%
Total	665,865	711,577	757,287	802,996	848,706	894,418	91,422	91,419	100%	100%	100%
Hispanic Ethnic Population											
Hispanic Origin	52,542	63,810	75,078	86,346	97,614	108,882	22,536	22,536	9.9%	11.5%	12.2%

Source: U.S. Census; Georgia DCA DataViews

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Figure 5-2: Race and Ethnicity (2000-2025)



ANALYSIS OF SUPPORTING DATA AND INFORMATION

Population by Age

In both 1990 and 2000, the majority of the population was between the ages of 25 – 34. However, there was a slight decrease from 20.9% in 1990 to 19.5 % of the total population in 2000, this has remain steady into 2005. The County also experienced an increase in the age groups of 5 – 13 since 1990. The 14-17 age group has been on the decline since 1980. In contrast the 5-13 and 18-20 age groups have increased

The County has seen its senior population increase. Seniors are an integral part of the citizenry of DeKalb County, Georgia. DeKalb County has the second largest population of seniors, 60 years of age and older, within the 10-county area of metropolitan Atlanta. (County Action Plan for Senior Services 2003-2007). The table below also depicts a rise in the County's senior population over the last 25 years.

The 2000 and 2005 populations indicate an increase in all age groups over the 1990 population (Table 5-5). These figures present potential housing, service and transportation challenges for the County.

Table 5-5: DeKalb County Population by Age (1980-2005)

Age	1980	1985	1990	1995	2000	2005	Percent Change & (Number)		Percent of Population		
							1980-1990	1990-2000	1990	2000	2005
0 – 4	31,115	34,886	38,657	43,007	47,357	51,418	7,542	8,700	7.1%	7.1%	7.2%
5 – 13	67,331	68,554	69,777	80,444	91,111	97,056	2,446	21,334	12.8%	13.7%	13.6%
14 – 17	36,192	28,656	21,119	23,315	25,510	22,840	-15,073	4,391	3.9%	3.8%	3.2%
18 – 20	27,430	26,573	25,716	27,440	29,163	29,596	-1,714	3,447	4.7%	4.4%	4.2%
21 – 24	39,669	38,942	38,215	40,970	43,724	44,738	-1,454	5,509	7.0%	6.6%	6.3%
25 – 34	94,201	104,210	114,218	122,046	129,873	138,791	20,017	15,655	20.9%	19.5%	19.5%
35 – 44	63,741	78,797	93,852	104,212	114,571	127,279	30,111	20,719	17.2%	17.2%	17.9%
45 – 54	50,855	53,953	57,051	71,202	85,353	93,978	6,196	28,302	10.5%	12.8%	13.2%
55 – 64	38,507	39,642	40,776	43,378	45,979	47,847	2,269	5,203	7.5%	6.9%	6.7%
65 and over	33,983	40,220	46,456	49,840	53,224	58,034	12,473	6,768	8.5%	8.0%	8.2%
Total	483,024	514,433	545,837	605,854	665,865	711,577	62,813	120,028	100.0%	100.0%	100.0%

Source: US Census; DCA DataViews

ANALYSIS OF SUPPORTING DATA AND INFORMATION

According to the projections listed in Table 5-6 the overall population in DeKalb County will increase 35% The largest population increase will occur within the 35-44 age group (56%) while the 14-17 age group is expected to experience a substantial decrease (53%). The senior population 65 and older will grow significantly (45%). These figures and trends within these populations are significant to the consideration of services that will be required in the future.

Table 5-6: DeKalb County Population Projections by Age (2000-2025)

Age	2000	2005	2010	2015	2020	2025	Change (Number) 2000-2025	Percent change 2000-2025
0 - 4	47,357	51,418	55,478	59,539	63,599	67,660	20,303	42.9%
5 – 13	91,111	97,056	103,001	108,946	114,891	120,836	29,725	32.6%
14 – 17	25,510	22,840	20,169	17,499	14,828	12,158	-13,352	-52.3%
18 – 20	29,163	29,596	30,030	30,463	30,896	31,329	2,166	7.4%
21 – 24	43,724	44,738	45,752	46,765	47,779	48,793	5,069	11.6%
25 – 34	129,873	138,791	147,709	156,627	165,545	174,463	44,590	34.3%
35 – 44	114,571	127,279	139,986	152,694	165,401	178,109	63,538	55.5%
45 – 54	85,353	93,978	102,602	111,227	119,851	128,476	43,123	50.5%
55 – 64	45,979	47,847	49,715	51,583	53,451	55,319	9,340	20.3%
65 and over	53,224	58,034	62,845	67,655	72,465	77,275	24,051	45.2%
Total	665,865	711,577	757,287	802,998	848,706	894,418	228,553	34.3%

Source: DCA DataViews

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Table 5-7A:
Regional Comparison—Asian Population Trend and Projections (1980-2030)

County	Category	1980	1990	2000	2010	2020	2030
DeKalb	AIAN alone	605	998	1,548	2,020	2,491	2,963
Douglas	AIAN alone	114	176	324	429	534	639
Fulton	AIAN alone	644	981	1,514	1,949	2,384	2,819
Cobb	AIAN alone	439	957	1,579	2,149	2,719	3,289
Cherokee	AIAN alone	63	251	534	770	1,005	1,241
Clayton	AIAN alone	338	456	751	958	1,164	1,371
Fayette	AIAN alone	23	82	194	280	365	451
Gwinnett	AIAN alone	200	715	1,638	2,357	3,076	3,795
Rockdale	AIAN alone	181	114	181	181	181	181
Henry	AIAN alone	71	110	269	368	467	566

Table 5-7B:
Regional Comparison - Asian or Pacific Islander Population Trend and Projections (1980-2030)

County	Category	1980	1990	2000	2010	2020	2030
DeKalb	ASPI alone	4,633	16,266	27,047	38,254	49,461	60,668
Douglas	ASPI alone	108	386	1,101	1,598	2,094	2,591
Fulton	ASPI alone	2,926	8,380	25,169	36,291	47,412	58,534
Cobb	ASPI alone	1,666	7,918	18,844	27,433	36,022	44,611
Cherokee	ASPI alone	97	309	1,183	1,726	2,269	2,812
Clayton	ASPI alone	939	5,046	10,784	15,707	20,629	25,552
Fayette	ASPI alone	97	1,053	2,230	3,297	4,363	5,430
Gwinnett	ASPI alone	942	10,219	42,623	63,464	84,304	105,145
Rockdale	ASPI alone	112	515	1,397	2,040	2,682	3,325
Henry	ASPI alone	91	329	2,142	3,168	4,193	5,219

AIAN—American Indian and Alaska Native

ASPI—Asian or Pacific Islander

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Table 5-7C:
Regional Comparison—Black or African American Population Trend and Projections 1980-2030

County	Category	1980	1990	2000	2010	2020	2030
DeKalb	Black alone	130,980	230,425	361,111	476,177	591,242	706,308
Douglas	Black alone	2,818	5,597	17,065	24,189	31,312	38,436
Fulton	Black alone	303,508	324,008	363,656	393,730	423,804	453,878
Cobb	Black alone	13,055	44,154	114,233	164,822	215,411	266,000
Cherokee	Black alone	1,116	1,693	3,525	4,730	5,934	7,139
Clayton	Black alone	10,494	43,403	121,927	177,644	233,360	289,077
Fayette	Black alone	1,276	3,380	10,465	15,060	19,654	24,249
Gwinnett	Black alone	4,094	18,175	78,224	115,289	152,354	189,419
Rockdale	Black alone	3,186	4,355	12,771	17,564	22,356	27,149
Henry	Black alone	6,363	6,068	17,523	23,103	28,683	34,263

Table 5-7D:
Regional Comparison—White Population Trend and Projections (1980-2030)

County	Category	1980	1990	2000	2010	2020	2030
DeKalb	White alone	344,254	292,310	238,521	185,655	132,788	79,922
Douglas	White alone	51,444	64,734	71,235	81,131	91,026	100,922
Fulton	White alone	280,334	309,901	392,598	448,730	504,862	560,994
Cobb	White alone	281,625	391,959	439,991	519,174	598,357	677,540
Cherokee	White alone	50,324	87,690	131,128	171,530	211,932	252,334
Clayton	White alone	137,950	131,729	89,741	65,637	41,532	17,428
Fayette	White alone	27,591	57,729	76,541	101,016	125,491	149,966
Gwinnett	White alone	161,263	320,971	427,883	561,193	694,503	827,813
Rockdale	White alone	33,220	48,915	53,100	63,040	72,980	82,920
Henry	White alone	29,646	52,112	97,116	130,851	164,586	198,321

Black - Black or African American

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Table 5-7E:
Regional Comparison— Hispanic Origin Population Trend and Projections (1980—2030)

County	1980	1990	2000	2010	2020	2030
DeKalb	7,470	15,619	52,542	75,078	97,614	120,150
Cherokee	346	1,059	7,695	11,370	15,044	18,719
Clayton	1,617	3,746	17,728	25,784	33,839	41,895
Cobb	2,840	9,403	46,964	69,026	91,088	113,150
Douglas	377	749	2,640	3,772	4,903	6,035
Fayette	224	994	2,582	3,761	4,940	6,119
Fulton	7,574	13,373	48,056	68,297	88,538	108,779
Gwinnett	1,426	8,470	64,137	95,493	126,848	158,204
Henry	279	463	2,692	3,899	5,105	6,312
Rockdale	251	594	4,182	6,148	8,113	10,079

Table 5-7F:
Regional Comparison - Other Race Population Trend and Projections (1980—2030)

County	Category	1980	1990	2000	2010	2020	2030
DeKalb	SOR	2,552	5,838	37,638	55,181	72,724	90,267
Douglas	SOR	89	227	2,449	3,629	4,809	5,989
Fulton	SOR	2,492	5,681	33,069	48,358	63,646	78,935
Cobb	SOR	933	2,757	33,104	49,190	65,275	81,361
Cherokee	SOR	99	261	5,533	8,250	10,967	13,684
Clayton	SOR	636	1,418	13,314	19,653	25,992	32,331
Fayette	SOR	56	171	1,833	2,722	3,610	4,499
Gwinnett	SOR	404	2,830	38,080	56,918	75,756	94,594
Rockdale	SOR	48	192	2,662	3,969	5,276	6,583
Henry	SOR	138	122	2,291	3,368	4,444	5,521

Source: DCA Dataviews

"Original Source: U.S. Bureau of the Census (SF1)"

10 year rate of change multiplier (1 is base):

NOTE: The projections are based on the average rate of change from 1980 to 2000. The base multiplier of 1 means that it will follow the same trend. The multiplier can be adjusted. For example, if the multiplier is changed to 1.5, the rate of change will be increased by 50% every 10 years. A multiplier of zero means no change. A negative value will mean a reverse in the trend.

Population by Income

In 1989-1990 the majority of households in DeKalb County had a household income of less than $10,000 with the smallest number of households making between $125,000 and $149,999, this disparity has since changed with the majority of households in 1999-2000 making between $75,000 and $99,999 and one of the smallest numbers of households making between $10,000 and $14,999 (Table 5-8). Given the 2005 and 2010 estimates this level of household income is expected to continue. This may be the result of in creases in educational attainment and the affects of other market forces including the influx of large employers as well as rises in the cost of health and housing, which often result in higher incomes. This information is also reflected in the median household income (Table 5-9).

Table 5-8: DEKALB COUNTY HOUSEHOLD INCOME DISTRIBUTION (1990 - 2000)

HOUSEHOLD INCOME	1989-1990	1999-2000	2005 (Estimate)	2010 (Projection)
Less than $10,000	20,291	16,129	16,685	16,931
$10,000 to $14,999	12,354	9,828	9,296	8,639
$15,000 to $19,999	16,518	11,831	10,967	9,550
$20,000 to $24,999	18,042	14,065	12,845	11,487
$25,000 to $29,999	17,902	15,028	13,091	12,344
$30,000 to $34,999	16,865	15,686	14,259	14,250
$35,000 to $39,999	15,526	15,665	14,961	11,440
$40,000 to $44,999	14,296	14,858	29,020	27,110
$45,000 to $49,999	12,294	13,706	——	——
$50,000 to $59,999	19,656	24,758	24,268	26,391
$60,000 to $74,999	19,108	29,511	30,718	27,919
$75,000 to $99,999	14,429	29,666	34,632	36,570
$100,000 to $124,999	5,324	15,890	20,567	25,843
$125,000 to $149,999	2,615	8,226	10,999	16,105
$150,000 or more	3,856	14,544	19,467	28,173
Total	**209,076**	**249,391**	**261,775**	**272,752**

Note: The category for $200,000 or more did not exist in 1990 Source: U.S. Census 2000, Summary File 3, Demographics Now for 2005 and 2010 estimates and projections

The median household income has been steadily increasing over the last twenty years. Between 1990 and 2000 the median household income increased by 37 %. When compared to the state the incomes are quite higher on average and are about 15% more. This is more than likely attributed to the higher standard of living the Atlanta metropolitan area than other parts of the State overall. Incomes are expected to increase into the future at about the same rate.

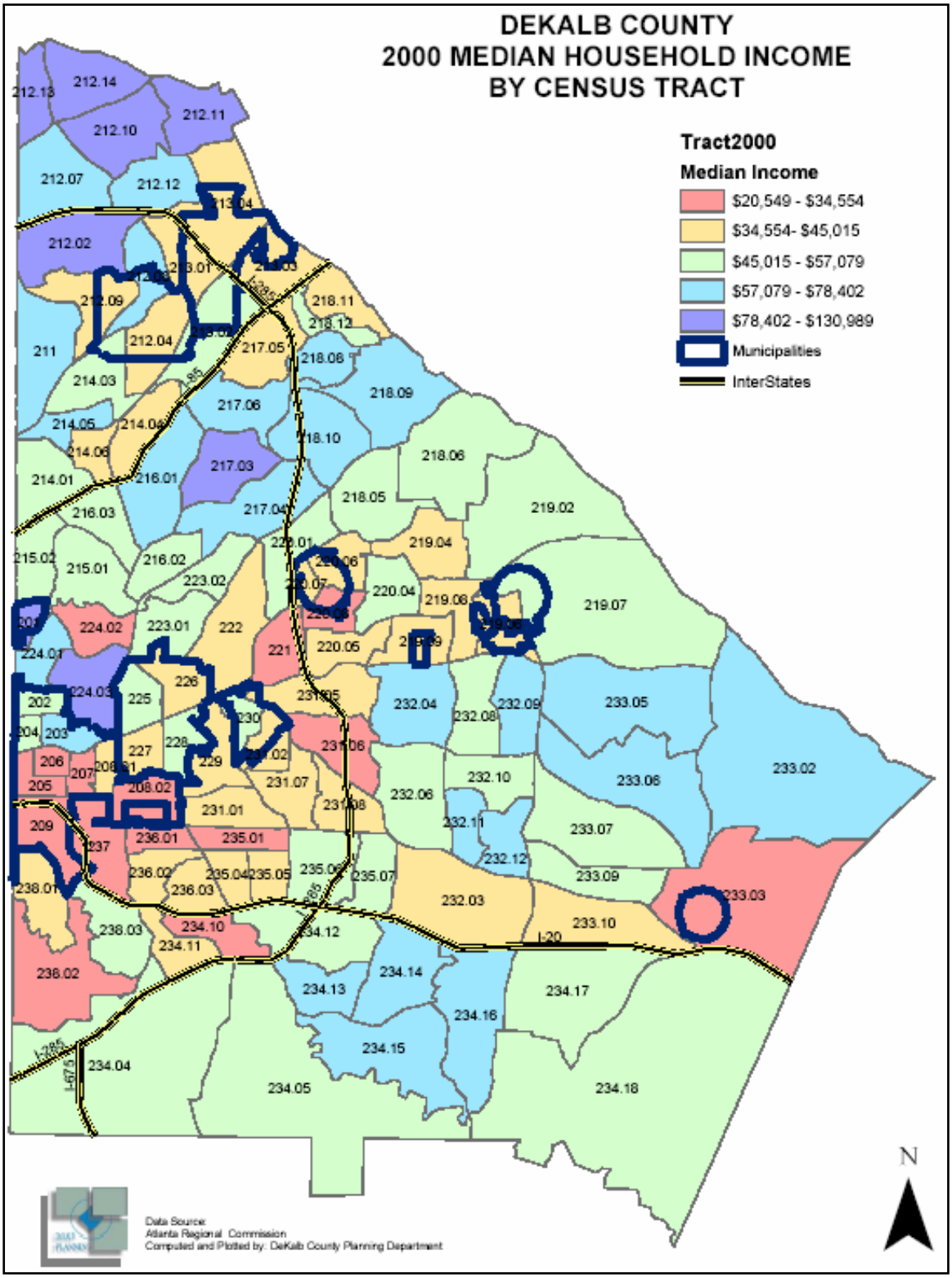
Table 5-9: DEKALB COUNTY MEDIAN HOUSEHOLD INCOME 1980-2000

JURISDICTION	Median Household Income				
	1980	1990	2000	2005 (Estimate)	2010 (Projection)
DeKalb County	$34,290	$35,721	$49,117	$53,560	$59,251
Georgia	$27,743	$29,021	$42,433	$49,502	$54,344

Source: U.S. Census 2000 Summary File 3, Demographics Now for 2005 and 2010 Estimates and Projections

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Figure 5-3:
DeKalb County Median Household Income (2000)



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Table 5-10:
DEKALB COUNTY AND GEORGIA PER CAPITA INCOME (1980-2000)

Jurisdiction	Per Capita Income (in dollars)					Change 1980-1990		Change 1990-2000	
	1980	1985	1990	1995	2000	Dollars	Percent	Dollars	Percent
DeKalb County	$8,402	$12,759	$17,115	$20,542	$23,958	$8,713	103.7%	$6,843	40.0%
Georgia	$9,711	$11,366	$13,631	N/A	$21,154	$3,920	40.4%	$7,523	55.2%

Source: U.S. Bureau of the Census (SF3)

Table 5-11:
DEKALB COUNTY PROJECTED PER CAPITA INCOME (2005-2025)

	Per Capita Income (in dollars)					Change 2005-2025	
	2005	2010	2015	2020	2025	Dollars	Percent
DeKalb County	$27,860	$31,751	$35,643	$39,534	$43,426	$11,674	41.9%

Source: U.S. Bureau of the Census (SF3)

From 1980 -1990, the increase was significant at 103.7% compared to 40.4% of the state. This increase correlates with the educational attainment of the population during the period. Projections indicate that the per capita income will continue to increase as illustrated in Table 5-10.

TABLE 5-12
MEDIAN HOUSEHOLD INCOME
DEKALB COUNTY AND ATLANTA REGION 1989 – 1999

County	Adjusted Median Income		Change		Poverty Rate	
	1989	1999	Number	Percent	1989	1999
Cherokee	$53,501	$60,896	$7,395	13.8%	6.1	5.3
Clayton	$45,857	$42,697	-$3,160	-6.9%	8.6	10.1
Cobb	$56,577	$58,289	$1,712	3.0%	5.6	6.5
DeKalb	**$48,938**	**$49,117**	**$179**	0.4%	**9.9**	**10.8**
Douglas	$50,879	$50,108	-$771	-1.5%	6.6	7.8
Fayette	$68,729	$71,227	$2,498	3.6%	2.6	2.6
Fulton	$41,070	$47,321	$6,251	15.2%	18.4	15.7
Gwinnett	$59,620	$60,537	$917	1.5%	4	5.7
Henry	$51,444	$57,309	$5,865	11.4%	6.1	4.9
Rockdale	$53,963	$53,599	-$364	-0.7%	6.2	8.2
Atlanta Region	$52,473	$55,454	$2,982	5.7%	9.8	9.5

5.2 Economic Development

Economic Base: Jobs in Dekalb County

In 2000, DeKalb employers provided 28,600 more jobs than existed in 1990. The increase in Service employment of 67,404 jobs represented 51.6% of the total employment increase of 130,658 for the period of 1980-2000 (Table 5-13). This is followed by Retail Trade, Government, and T.C.U. (Transportation, Communication, and Utilities). These four categories collectively represent 88.2% of the total employment increase, which is higher than the 84.2% in 1970-1990.

Table 5-13: Employment by Major Industry Group, DeKalb County Employers (1980 – 2000)

Sector	1980	1990	2000	Change: 1980-2000		
				Number	Percent	Proportion
Construction	11,388	13,900	14,900	3,512	30.8%	2.7%
Manufacturing	29,136	31,100	28,900	-236	-0.8%	-0.2%
T.C.U. [1]	15,325	23,300	29,000	13,675	89.2%	10.5%
Wholesale Trade	24,653	32,500	28,100	3,447	14.0%	2.6%
Retail Trade	36,860	60,600	56,800	19,940	54.1%	15.3%
F.I.R.E. [2]	20,601	28,700	27,700	7,099	34.5%	5.4%
Services [3]	47,496	85,300	114,900	67,404	141.9%	51.6%
Government [4]	31,733	42,900	45,900	14,167	44.6%	10.8%
Miscellaneous	950	1900	2600	1,650	173.7%	1.3%
Total	**218,142**	**320,200**	**348,800**	**130,658**	**59.9%**	**100.0%**

Proportion refers to the sector change in number of the total.
1 Transportation, Communication, and Utilities
2 Finance, Insurance, and Real Estate
3 Includes miscellaneous: Agriculture, Forestry and Fishing, Mining and industries not elsewhere classified.
4 Includes Federal, State, and Local Government; Sources: Atlanta Regional Commission: 2000

Table 5-14: Employment by Major Industry Group, Atlanta Region (1980 - 2000)

Sector	1980	1990	2000	Change: 1980-2000		
				Number	Percent	Proportion
Construction	48,768	64,300	104,200	55,432	113.7%	5.1%
Manufacturing	135,923	153,900	169,900	33,977	25.0%	3.1%
T.C.U.	82,654	126,500	190,000	107,346	129.9%	9.8%
Wholesale Trade	82,525	139,100	174,400	91,875	111.3%	8.4%
Retail Trade	145,654	261,500	357,000	211,346	145.1%	19.4%
F.I.R.E.	71,737	113,800	136,000	64,263	89.6%	5.9%
Services	181,549	349,700	595,400	413,851	228.0%	38.0%
Government	149,263	209,200	241,100	91,837	61.5%	8.4%
Miscellaneous	3084	8000	23500	20,416	662.0%	
Total	901,157	1,426,000	1,991,500	1,090,343	121.0%	100.0%

Source: U.S. Bureau of the Census

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Employment by Industry

In 2000, DeKalb County had an employment base of 347,410 jobs, an increase of 15 % since 1990 (Table 5-15). The top industries representing 40% of all employment include education, health and social services (19%), professional, scientific, management, administrative, and waste management services (13%), retail trade (10% Current trends related to these industries include the following:

Education, health and social services - service is one of the fastest sectors, with healthcare bring the most dominant of the service sectors, the county has a large variety of health facilities and programs available to county residents. The biomedical activities represent one of the most vibrant growth industries, focused on the Clifton road Corridor. Many other service related industries include accommodations, education and food services.

Professional, scientific, management, administrative, and waste management services - the county has a variety of professional related industries including construction, engineering and management. More than half of the Fortune 500 Industries with a presence in the Atlanta area have operations in DeKalb.

Retail trade - the retail trade industry is quite lucrative in the county as there are several shopping centers including, Perimeter and North and South DeKalb Malls.

Table 5-15: Employment by Industry 1980-2000 DeKalb County and State of Georgia

Category	DeKalb County			State of Georgia		
	1980	1990	2000	1980	1990	2000
Total Employed Civilian Population	248,204	299,852	347,410	NA	3,090,276	3,839,756
Agriculture, Forestry, Fishing, hunting & mining	2,017	3,078	620	NA	82,537	53,201
Construction	13,520	15,111	21,973	NA	214,359	304,710
Manufacturing	33,710	31,087	27,939	NA	585,423	568,830
Wholesale Trade	15,585	15,581	11,260	NA	156,838	148,026
Retail Trade	42,362	49,070	35,164	NA	508,861	459,548
Transportation, warehousing, and utilities	21,751	29,995	21,076	NA	263,419	231,304
Information	NA	NA	21,992	NA	NA	135,496
Finance, Insurance, & Real Estate	22,113	26,568	28,616	NA	201,422	251,240
Professional, scientific, management, administrative, and waste management services	15,273	20,345	48,391	NA	151,096	362,414
Educational, health and social services	39,355	50,009	66,167	NA	461,307	675,593
Arts, entertainment, recreation, accommodation and food services	11,455	3,908	26,595	NA	31,911	274,437
Other Services	15,066	36,617	17,691	NA	266,053	181,829
Public Administration	15,997	18,483	19,926	NA	167,050	193,128

Source: U.S. Bureau of the Census (SF3), DCA Dataviews

Table 5-16: Employed Population (1990-2000)

Category	DeKalb		Georgia		Nation	
	1990	2000	1990	2000	1990	2000
Total Employed Civilian Population	299,852	347,410	3,090,276	3,839,756	115,681,202	129,721,512

Source: U.S. Bureau of the Census (SF3), DCA Dataviews

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Table 5-17:
DeKalb County Employment Projections by Industry (1980 – 2025)

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total Employed Civilian Population	248,204	274,028	299,852	323,631	347,410	372,212	397,013	421,815	446,616	471,418
Agriculture, Forestry, Fishing, hunting & mining	2,017	2,548	3,078	1,849	620	271	0	0	0	0
Construction	13,520	14,316	15,111	18,542	21,973	24,086	26,200	28,313	30,426	32,539
Manufacturing	33,710	32,399	31,087	29,513	27,939	26,496	25,054	23,611	22,168	20,725
Wholesale Trade	15,585	15,583	15,581	13,421	11,260	10,179	9,098	8,016	6,935	5,854
Retail Trade	42,362	45,716	49,070	42,117	35,164	33,365	31,565	29,766	27,966	26,167
Transportation, warehousing, and utilities	21,751	25,873	29,995	25,536	21,076	20,907	20,739	20,570	20,401	20,232
Information	NA	NA	NA	NA	21,992	NA	NA	NA	NA	NA
Finance, Insurance, & Real Estate	22,113	24,341	26,568	27,592	28,616	30,242	31,868	33,493	35,119	36,745
Professional, scientific, management, administrative, and waste management services	15,273	17,809	20,345	34,368	48,391	56,671	64,950	73,230	81,509	89,789
Educational, health and social services	39,355	44,682	50,009	58,088	66,167	72,870	79,573	86,276	92,979	99,682
Arts, entertainment, recreation, accommodation and food services	11,455	7,682	3,908	15,252	26,595	30,380	34,165	37,950	41,735	45,520
Other Services	15,066	25,842	36,617	27,154	17,691	18,347	19,004	19,660	20,316	20,972
Public Administration	15,997	17,240	18,483	19,205	19,926	20,908	21,891	22,873	23,855	24,837
Source: U.S. Census Bureau; Georgia DCA DCA Dataviews; DeKalb County Planning Department										

Table 5-18:
DeKalb County Employment Number of Establishments and Monthly Employment (1980 - 2000)

INDUSTRY	Average Number of Establishments				Average Monthly Employment			
	1990	2000	Number Change	Percent Change	1990	2000	Number Change	Percent Change
Agriculture, Forestry, and Fishing	210	204	-6	-2.9%	1,541	1,986	445	28.9%
Mining	8	15	7	87.5%	382	303	-79	-20.7%
Construction	1,797	1,183	-614	-34.2%	14,136	16,750	2,614	18.5%
Manufacturing	770	694	-76	-9.9%	27,968	27,002	-966	-3.5%
TCU[1]	393	626	233	59.3%	19,450	25,577	6,127	31.5%
Wholesale Trade	2,094	1,864	-230	-11.0%	29,187	24,967	-4,220	-14.5%
Retail Trade	2,453	2,928	475	19.4%	50,876	54,226	3,350	6.6%
F.I.R.E.[2]	1,340	1,708	368	27.5%	18,276	18,690	414	2.3%
Services	5,511	6,737	1,226	22.2%	75,032	101,315	26,283	35.0%
Government[3]	84	333	249	296.4%	38,074	40,837	2,763	7.3%
NEC[4]	27	8	-19	-70.4%	41	24	-17	-41.5%
All Industries	14,687	16,300	1,613	11.0%	274,963	311,677	36,714	13.4%

Proportion refers to the sector change in number of the total.
1 Transportation, Communication, and Utilities
2 Finance, Insurance, and Real Estate
3 Includes Federal, State, and Local Government.
4 Not elsewhere classified
Sources: Atlanta Regional Commission: 2000

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Economic Development—Labor Force

Table 5-19:
DeKalb County and Georgia Average Weekly Wages (1990 – 2000)

INDUSTRY	DeKalb County		Georgia	
	1990	2000	1990	2000
Agriculture, forestry, and fishing	313	$499	$276	$403
Mining	627	$1,098	$589	$879
Construction	490	$750	$434	$655
Manufacturing	571	$880	$449	$721
Transportation and Public Utilities	626	$972	$603	$949
Wholesale Trade	674	$1,065	$603	$988
Retail Trade	269	$397	$236	$350
Finance, insurance, & real estate	582	$992	$543	$967
Services	479	$707	$414	$657
Federal Government	203	$949	$543	$847
Local Government	150	$702	$386	$549
State Government	121	$566	$450	$588
Not elsewhere classified	430	$576	$341	$735
All Industries	481	$781	$451	$714

Source: Georgia Department of Labor

Per Capita Personal Income

In 2000, DeKalb had a per capita personal income (PCPI) of $32,072. This PCPI ranked 5th in the state and was 115 percent of the state average, $27,989, and 107 percent of the national average, $29,847. The 2000 PCPI reflected an increase of 7.9 percent from 1999. The 1999-2000 state change was 6.2 percent and the national change was 6.8 percent. In 1990 the PCPI of DeKalb was $21,502 and ranked 4th in the state. The 1990-2000 average annual growth rate of PCPI was 4.1 percent. The average annual growth rate for the state was 4.7 percent and for the nation was 4.4 percent.

Total Personal Income

In 2000, DeKalb had a total personal income (TPI) of $21,433,886. This TPI ranked 3rd in the state and accounted for 9.3 percent of the state total. In 1990 the TPI of DeKalb was $11,818,720 and ranked 2nd in the state. The 2000 TPI reflected an increase of 9.8 percent from 1999. The 1999-2000 state change was 8.6 percent and the national change was 8.0 percent. The 1990-2000 average annual growth rate of TPI was 6.1 percent. The average annual growth rate for the state was 7.2 percent and for the nation was 5.6 percent.

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Table 5-20:
Total Personal Income – DeKalb County, State and Region (1992 - 2002)

Area Name	1992		1997		2002		Change: 1992-2002	
	Amount in Dollars	Rank	Amount in Dollars	Rank	Amount in Dollars	Rank	Dollar Amount	Percent
Georgia	$130,040,771		$182,867,714		$246,247,169		$116,206,398	89.4%
Cherokee	$1,885,479	6	$3,171,549	6	$4,855,431	6	$2,969,952	157.5%
Clayton	$3,309,471	5	$4,112,625	5	$5,471,409	5	$2,161,938	65.3%
Cobb	$11,536,210	3	$17,251,624	2	$23,332,242	2	$11,796,032	102.3%
DeKalb	**$12,762,490**	**2**	**$17,006,874**	**3**	**$22,983,129**	**3**	**$10,220,639**	**80.1%**
Douglas	$1,291,696	8	$1,934,487	9	$2,569,658	9	$1,277,962	98.9%
Fayette	$1,612,640	7	$2,535,534	7	$3,625,885	8	$2,013,245	124.8%
Fulton	$19,183,673	1	$27,862,658	1	$38,921,017	1	$19,737,344	102.9%
Gwinnett	$8,866,477	4	$14,195,660	4	$19,553,005	4	$10,686,528	120.5%
Henry	$1,248,366	9	$2,271,807	8	$3,732,080	7	$2,483,714	199.0%
Rockdale	$1,132,707	10	$1,644,902	10	$2,114,023	10	$981,316	86.6%

Source: U.S. Census Bureau, Atlanta Regional Commission

Table 5-21:
DeKalb County Personal Income by Type in Dollars and Percentage (1990 - 2000)

Category	1990	2000
Aggregate wage or salary income for households	68,393,747,335	133,220,601,500
Aggregate other types of income for households	980,166,673	2,897,846,900
Aggregate self employment income for households	5,450,375,467	9,529,395,400
Aggregate interest, dividends, or net rental income	4,897,744,209	8,973,470,100
Aggregate social security income for households	3,776,110,950	6,881,827,400
Aggregate public assistance income for households	625,890,309	374,957
Aggregate retirement income for households	2,990,380,519	7,776,117,500
Total income	87,114,415,462	170,271,810,700

Source: U.S. Bureau of the Census (SF3), Georgia Department of Community Affairs, DCA Dataviews

Service sector businesses were the highest in number in the county in 2000, and had the highest total payroll of all sectors. The second highest in total payroll—Wholesale Trade—had half the payroll but less than one-third the jobs. Manufacturing and T.C.U. had the next highest payrolls, with Retail Trade a close fifth.

Clearly, jobs in the T.C.U., Wholesale Trade, Manufacturing and F.I.R.E sectors are paying wages well above the county-wide average, reflecting the well-established white-collar office operations in such areas as Perimeter Center and the I-85 corridor.

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Existing Industry

DeKalb County contains nearly a fifth of the businesses located in Metro Atlanta's 20 counties. In 1999 nearly 20,000 businesses were licensed in this county, employing more than 315,000 people. DeKalb's diverse industry base includes strong presence in manufacturing, retail, construction, trade, finance, engineering, and management. More than half of the FORTUNE 500 companies with a presence in Atlanta have operations in DeKalb.

More than 150 companies have relocated or expanded major operations in DeKalb from 1995-2000. In the last year, GE financial Assurance opened its Financial Learning Center and Morrison Hershfield Corp. relocated its national headquarters to DeKalb, and new locations opened for Crawford Communications and Carrier Manufacturing. Paper Converting of America opened its 140,000-square-foot manufacturing plant, and five advanced communications firms opened large operations centers, including Interliant, PSINet and TechRX. The county is also home to more than 150 international facilities, or more that 15 percent of the metro Atlanta total.

Table 5-22:
Top Ten Employers – DeKalb County

Organization	Employees
BellSouth Telecommunications Inc.	22,041
Emory University	14,398
DeKalb County Schools	6,876
DeKalb County Government	6,600
Cox Enterprises	5,322
U.S. Centers for Disease Control & Prevention	5,089
General Motors Corporation (Doraville)	3,500
DeKalb Medical Center	2,790
Emory Hospital and Clinic	2,214
Children’s Healthcare of Atlanta	1,543

Sources: DeKalb Chamber of Commerce; Atlanta Business Chronicle, Book of Lists; Georgia Department of Education; General Motors

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Existing Conditions—Labor Force

Table 5-23:
Occupational Characteristics of DeKalb County Residents (1980 - 2000)

OCCUPATIONS	Number				Change	
	1980	1990	2000	2000 Percent of Total	1980-1990	1990-2000
Management, professional, and related occupations	83,342	110,508	137,489	39.6%	27,166	26,981
Service Occupations	22,593	28,777	45,578	13.1%	6,184	16,801
Sales and office occupations	85,326	98,506	97,179	28.0%	13,180	-1,327
Farming, fishing, and forestry occupations	1,546	2,650	354	0.1%	1,104	-2,296
Construction, extraction, and maintenance occupations	23,110	33,883	28,821	8.3%	10,773	-5,062
Production, transportation, and material moving occupations	16,458	19,856	37,989	10.9%	3,398	18,133
Employed Persons 16 years of age and over	232,375	294,180	347,410	100.0%	61,805	53,230

Source: U.S. Bureau of the Census, Census 2000; DeKalb County Planning Department

Table 5-24:
DeKalb County Labor Force (1990 – 2000)

Category	1990	2000
Worked in State of residence	292,160	337,872
Worked in county of residence	138,912	149,919
Worked outside of county of residence	153,248	187,953
Worked outside of state of residence	2,855	3,238
Total population	545,837	665,865

Source: U.S. Bureau of the Census (SF1), Georgia DCA DCA Dataviews, 2005

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Table 5-25:
DeKalb County Labor Force Participation (1990 - 2000)

Category	1990	2000
Total Males and Females	430,088	519,626
In labor force:	318,844	368,086
Civilian Labor force	318,015	367,720
Civilian Employed	299,852	347,410
Civilian unemployed	18,163	20,310
In Armed Forces	829	366
Not in labor force	111,244	151,540
Total Males	**201,769**	**248,060**
Male In labor force:	161,651	188,283
Male Civilian Labor force	161,007	188,002
Male Civilian Employed	151,684	177,819
Male Civilian unemployed	9,323	10,183
Male In Armed Forces	644	281
Male Not in labor force	40,118	59,777
Total Females	**228,319**	**271,566**
Female In labor force:	157,193	179,803
Female Civilian Labor force	157,008	179,718
Female Civilian Employed	148,168	169,591
Female Civilian unemployed	8,840	10,127
Female In Armed Forces	185	85
Female Not in labor force	71,126	91,763

Source: U.S. Bureau of the Census (SF3); Georgia DCA DCA Dataviews

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Table 5-26:

Commuting Patterns of Workers by County Where Employed and By County of Residence DeKalb County (1980 - 2000)

County Where Employed[1]	DeKalb Resident Workers			Change	
	1980	1990	2000	1980-1990	1990-2000
Cherokee	29	93	0	64	-93
Clayton	4,302	7,657	5,644	3,355	-2,013
Cobb	3,954	9,497	13,448	5,543	3,951
DeKalb	112,887	138,912	149,919	26,025	11,007
Douglas	173	318	674	145	356
Fayette	94	211	680	117	469
Forsyth	61	102	1,629	41	1,527
Fulton	90,046	109,037	121,921	18,991	12,884
Gwinnett	7,266	20,904	34,747	13,638	13,843
Henry	293	452	1,174	159	722
Newton	353	701	744	348	43
Paulding	35	31	0	-4	-31
Rockdale	1,694	2,085	2,708	391	623
Walton	156	100	249	-56	149
Other	20,920	5,326	9,920	-15,594	4,594
Total	**242,263**	**295,426**	**343,457**	**53,163**	**48,031**

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Table 5-27:
Commuting Patterns of Workers by County where employed and by County of Residence DeKalb County (1980 – 2000)

County of Residence	Persons Employed in DeKalb County			Change	
	1980	1990	2000	1980-1990	1990-2000
Cherokee	1,734	2,844	2,898	1,110	54
Clayton	4,869	8,411	9,024	3,542	613
Cobb	9,870	17,118	18,098	7,248	980
DeKalb	112,887	138,912	149,919	26,025	11,007
Douglas	984	1,893	2,211	909	318
Fayette	276	910	1,683	634	773
Forsyth	1,754	2,306	0	552	-2,306
Fulton	26,054	39,969	41,232	13,915	1,263
Gwinnett	28,767	51,161	51,481	22,394	320
Henry	1,895	3,573	5,597	1,678	2,024
Newton	1,417	2,712	3,567	1,295	855
Paulding	374	603	1,288	229	685
Rockdale	4,254	7,253	6,187	2,999	-1,066
Walton	1,347	2,081	2,978	734	897
Other	21,660	38,554	18,247	16,894	-20,307
Total	218,142	318,300	314,410	100,158	-3,890

Source: U.S. Census Bureau, Georgia Department of Labor; DeKalb County Planning Department

Summary: Jobs in Dekalb County

DeKalb County is a key asset in the economic base of Georgia. While the county contained 8.4% of the state's population in 1990, living in 8.8% of its households, the county contained 10% of all employed persons in the state, or 1 of every 10 employees in Georgia.

The fastest growing sectors over the past two decades have been in Services, F.I.R.E. and T.C.U., which have tripled or quadrupled in the total number of jobs in each category. In terms of total jobs added between 1970 and 1990, jobs in Services, Retail Trade and Government accounted for over half. For every 10 jobs added in the county between 1970 and 1990, 3 were in Services, 2 in Retail Trade, and 1 in Government.

Job growth in the 1980s placed F.I.R.E. first in percentage increase, followed by Services and T.C.U. In the 1990s, Services grew the fastest, followed by Retail Trade and T.C.U.

Over the next 25 years—2005 to 2030—the greatest rates of job growth are projected to be in the Retail and Services sectors, followed by Government. Overall, DeKalb will grow at a steadily decreasing rate, reflecting its maturing economy.

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Trends in Major Community-Level Economic Activities

National trends have buffered DeKalb County from job losses due to corporate downsizing and consolidation through mergers and acquisitions. The area of the county most recently affected by the shake-out in major big-box retailers has been Memorial Drive from around I-285 and beyond, where vacant buildings that once housed K-Mart/Office Max, Home Depot, Circuit City, and Pace Warehouse sit in silent testimony. In addition, remaining car dealerships along the far east of Memorial Drive (past Hairston Road), have also left the area.

Activity among retail operations has been high, with supermarkets leading the way as Harris Teeter and Publix move into the Atlanta market. Although retail stores provide a convenience to DeKalb residents by having shops nearby and easily accessible, and the facilities add notably to the tax base, retail jobs are among the lowest paying in the county.

Over the short-range past, a trend has developed in the Perimeter Center area that has seen land zoned for high density offices being developed for low-rise retail centers. This trend reflects the recently soft market for office development that has been experienced nationwide. With vacancy rates back down and rents climbing, this trend may reverse in the near future. However, the road system serving the area is at saturation.

Clearly, the major growth sector in the county continues to be white-collar professional and administrative offices, with the outstanding emphasis on medical and health sciences-related facilities. The Clifton Road corridor follows every major announcement with another, while the area has no apparent room for expansion except through density and height increases on existing properties within the corridor. Demand among private health-related companies and laboratories to be located near this internationally unique collection of institutions runs high and cannot be met within the area's physical boundaries. Transportation facilities do not adequately serve this area.

DeKalb's attraction for industrial and distribution facilities lies not so much in its own labor force but in its accessibility to workers from many other parts of the region. Although forecasts by the Atlanta Regional Commission suggest a slight turn-around in future manufacturing employment, little activity among manufacturers has been occurring lately. This may occur in relation to the high-tech and research-related operations already in the county that will generate new products (especially in the biomedical area of medical appliances and devices).

Special or Unique Economic Activities

Service employment, which is the largest sector in the county, had particularly strong growth in DeKalb between 1990 and 2000 in Administrative jobs, Education, Hotels, Health Services, and Business Services. The latter two also had above-average growth in the state.

Biomedical activities represent one of DeKalb's most vibrant growth industries, focused on the Emory University/Clifton Road corridor. This internationally unique collection of research facilities represents basic industry for the county through generation of new money into the economy from outside grants and research funding.

State and Federal offices and facilities in DeKalb County will be increasingly important sources of employment. On a percentage basis, the Government sector (including relatively slow-growing city and county employment) is forecast to experience the highest rate of growth over the next twenty years.

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Assessment Resources For Economic Development

Economic Development Programs and Tools

Focused programs such as the South DeKalb Business Incubator and the International Village are too new to have produced a history of results. However, they have created a high level of expectation and acceptance, and clearly illustrate the need for more programs that address the specific interests of businesses in different areas of the county.

The tax credits available under the Georgia Business Expansion Support Act of 1994 will be valuable in those census tracts that qualify for the higher Tier 1 amounts; the rest of the county qualifies for the same amounts as all of the other counties in the Atlanta metro area and, while on an equal footing, has no particular competitive edge. However, the census tracts designated do not go far enough, since they are limited only to the ones that meet the population criteria and leave out neighboring tracts that have vacant land where development of benefit to the poorer areas could occur. Approval by the State for enlargement of the geographical area within which business expansion benefiting the poorer census tracts can receive the higher tax credits is badly needed since the tracts themselves are heavily populated residential areas. Elimination of the requirement that the tracts must be contiguous would also extend the tax credits to other areas such as Scottdale, where business expansion should be encouraged.

The County does not have general enabling legislation to create Community Improvement Districts wherever there is adequate business interest and the Board of Commissioners approves; currently, the County must introduce State legislation on an area-by-area basis. The County also does not have general legislative authority to create Enterprise Zones or to offer Tax Increment Financing. These are important tools that have been successfully used in other counties and the City of Atlanta.

DeKalb is one of only two counties in Georgia that has not adopted a 1% Local Option Sales Tax. Such tax revenue to the County would be extremely beneficial in supporting and encouraging an economic development program by funding needed infrastructure improvements, particularly from a sunset sales tax that must be designated for specific projects for a specific period of time.

EDUCATION AND TRAINING

The County has a wealth of resources available at all levels of job training and general education. The County is an active participant in job training programs for adults and youths. In addition, DeKalb Technical Institute provides an excellent resource within the county for skills training and in partnership with businesses to provide specialized training for employees on site and in anticipation of employment needs prior to moving into, expanding or re-tooling in the area.

DeKalb County is home to eight colleges and universities, including the third largest college in Georgia, and is easily accessible to major institutions such as Georgia Tech and Georgia State in Atlanta and the University of Georgia in Athens. This asset provides both formal education and enormous community enrichment through non-academic programs.

Programs and Partnerships

- International Business Expansion
- The DeKalb Chamber Education Foundation
- The DeKalb Chamber Business Association Forum
- The DeKalb Chamber Bio-Life Sciences Initiative

5.3 Housing

Housing Units

A significant portion of DeKalb County's housing stock was constructed over the last twenty years. In 1980, there were approximately 181,798 housing units in DeKalb County compared to 231,520 units in 1990. Since 1980 there has been an approximate 40% increase in total available housing in DeKalb County. The largest portion of this development (27.4%) occurred during the 1980s and the remaining 12.8% occurred during the 1990s. The majority of the housing units constructed over the last twenty years consisted of single family detached structures multiple unit structures between 3 and 9 units. Given the correlation between population and housing there will be a need for additional housing in the future as total housing units are expected to increase by 28% between 2005 and 2025 (Table 5-30).

Table 5-30:
Total Housing Units by Year and Type DeKalb County (1980 - 2000)

Category	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Single Units (detached)	108,439	59.60%	129,626	56.00%	152,340	58.30%
Single Units (attached)	5,774	3.20%	11,170	4.80%	13,056	5.00%
Double Units	4,849	2.70%	4,322	1.90%	4,630	1.80%
3 to 9 Units	29,274	16.10%	40,946	17.70%	44,905	17.20%
10 to 19 Units	20,185	11.10%	25,431	11.00%	22,427	8.60%
20 to 49 Units	6,065	3.30%	12,244	5.30%	8,830	3.40%
50 or more Units	6,541	3.60%	5,458	2.40%	14,094	5.40%
Mobile Home or Trailer	659	0.40%	595	0.30%	882	0.30%
All Other	12	0.00%	1,728	0.70%	67	0.00%
TOTAL Housing Units	181,798	100.00%	231,520	100.00%	261,231	100.00%

Source: U.S. Department of Commerce, Bureau of the Census. DeKalb County Planning Department *Includes condominiums and townhomes.

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It is the County's intent to continue to work at the regional level to assess these needs and work together to develop programs in an attempt to fill those service and housing gaps while at the same time remaining sensitive to the needs of DeKalb's communities and the impact these new programs or projects may have on them.

Table 5-31:
Housing Growth By Year and Structure Type DeKalb County (1980 – 2000)

TYPE	GROWTH		
	1980-1990	1990-2000	1970-2000
SINGLE-FAMILY	26,028	23,888	77,636
MULTI-FAMILY	22,024	11,394	57,659
MOBILE HOME	-63	19	192
OTHER (UNKNOWN)	1,728	-1,728	0
TOTAL UNITS	49,717	33,573	135,487

Source: U.S. Department of Commerce, Bureau of the Census. DeKalb County Planning Department *Includes condominiums and townhomes.

Housing Trends

In the past, DeKalb County has experienced significant increases in the number of multi-family homes. This type of development is expected to continue at a decreased rate in the form of townhouses and cluster home developments. Although there are a large number of apartments in the County, it is the County's goal to encourage the development of single-family residential homes. The remaining undeveloped areas of DeKalb County should be developed to re-establish neighborhoods as the basic building blocks for the County. Mixed-use developments are encouraged due to dwindling developable land.

Table 5-32:
Projected Housing Units by Year and Structure Type DeKalb County 2005 - 2025

Category	2005	2010	2015	2020	2025
Single Units (detached)	163,315	174,291	185,266	196,241	207,216
Single Units (attached)	14,877	16,697	18,518	20,338	22,159
Double Units	4,575	4,521	4,466	4,411	4,356
3 to 9 Units	48,813	52,721	56,628	60,536	64,444
10 to 19 Units	22,988	23,548	24,109	24,669	25,230
20 to 49 Units	9,521	10,213	10,904	11,595	12,286
50 or more Units	15,982	17,871	19,759	21,647	23,535
Mobile Home or Trailer	938	994	1,049	1,105	1,161
All Other	81	95	108	122	136
TOTAL Housing Units	281,089	300,948	320,806	340,664	360,522

Source: U.S. Bureau of the Census, Department of Community Affairs DCA DataViews, DeKalb County Planning Department

Another disturbing trend being seen in DeKalb County is the use of hotels and motels as long-term housing for families. Many of those occupying these facilities are there because they either do not have funds for a security deposit for a traditional multi-family unit, they lack a positive credit history, or their income situation is so unstable that they never know if they will have the funds to pay for an entire month. The end result if that a large number of families with multiple children are living in one-room units not meant for extended occupancy and lacking even complete kitchen facilities. It is a high priority of DeKalb County to try to identify housing alternatives for this population and to try to get these individuals in more suitable housing. One possible way to do this may involve a review of the County's zoning ordinance as it relates to facilities of this nature.

Age and Condition of Housing

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

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Table 5-33:
HOUSING UNITS BY YEAR BUILT DEKALB COUNTY 1980 – 2000

Year Built	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
1990 – 2000	------	----	----	----	47,808	18.30%
1980-1989	------	----	61,782	26.70%	54,793	20.97%
1970-1979	56,874	31.40%	56,406	24.40%	54,866	21.00%
1960-1969	64,064	35.30%	56,176	24.30%	50,181	19.21%
1950-1959	34,189	18.90%	33,392	14.40%	29,859	11.43%
1940-1949	14,027	7.70%	13,145	5.70%	11,818	4.52%
1939 and Earlier	12,164	6.70%	10,619	4.60%	11,906	4.56%
Totals	181,318	100.00%	231,520	100.00%	261,231	100.00%

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

Table 5-34:
HOUSING AGE AND CONDITION DEKALB COUNTY 1980 – 2000

DeKalb County	1980	1990	2000	Percent Change	
				1980-1990	1990-2000
Total Units	181,318	231,520	261,231	27.70%	12.83%
Units 20+ years old	60,380	113,332	158,630	87.70%	39.97%
Percent of Housing (Stock (20 + Years)	33.30%	49.00%	60.72%		
Substandard Units*	5,802	5,080			
Percentage of Housing Stock Substandard	3.20%	2.20%			

Source: U.S. Department of Commerce, Bureau of the Census (1960-2000). Atlanta Regional Commission (1990 unit count).
Compiled by the DeKalb County Planning Department and Housing and Community Development

Since 1980, 2.1% (258) of the structures built before 1939 in DeKalb County have been demolished. This figure compares to a 34.9% decrease of 103,690 structures that have been eliminated in the entire state. Both figures represent a decrease from the 1990 figures in the percentage of pre-1939 homes that have been removed from the housing stock of each jurisdiction, indicating that more interest exists in preserving and renovating structures of this type than existed in 1990. Also during the period 1990-2000, the number of housing units that lacked complete plumbing in DeKalb County climbed from 623 to 1270, a 204% increase. This compares to an increase in the State of Georgia figures for the same period from 28,462 to 29,540, a 3.8% change. Of all homes in the state of Georgia that lacked complete plumbing in 2000, 4.3% of them were in DeKalb County. By comparison, this figure is up from 2.1% of the total units in Georgia in 1990.

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Table 5-35: CONDITION OF HOUSING DEKALB COUNTY AND GEORGIA (1980 – 2000)

DeKalb County	1980	1990	2000	Change Since 1970		Change Since 1980	
				Number	Percent	Number	Percent
Built Before 1939	12,164	10,619	11,906	-3,281	-21.60%	-258	-2.12%
Lacking Complete Plumbing	1,066	623	1270	-339	-21.07%	204	19.14%
	8.8%	5.9%	10.7%				
State of Georgia	1980	1990	2000	Change Since 1970		Change Since 1980	
Built Before 1939	296,662	212,938	192,972	-226,398	-54%	-103,690	-34.95%
Lacking Complete Plumbing	35,769	28,462	29,540	-164,208	-85%	-6,229	-17.41%
	12.1%	13.4%	15.3%				

Source: U.S. Bureau of the Census, 1970, 1980, 1990, 2000

OWNER AND RENTER OCCUPIED UNITS

Between 1980 and 2000, the total year-round owner-occupied units increased from 56.6% to 58.5% (Table 3.6). Similarly, renter-occupied units increased from 38.5% in 1980 to 41.5% in 2000. Altogether, there has been an increase of 33,343 renter-occupied units since 1980. Owner-occupied housing units increased by 42,979 since 1980. While vacancy rates were not available for 1980, the vacancy rates decreased dramatically between 1990 and 2000. The owner-occupied vacancy rate decreased from 3.1% to 1.6%. Multi-family rental vacancy rates decreased significantly from 13.7% to 4.7%.

Table 5-36: Housing Tenure and Vacancies DeKalb County (1980 - 2000)

DeKalb County	Year Round		All	Estimated	Projected
	1980	1990	2000	2005	2010
Total Units	181,798	231,520	261,231	288,494	300,591
Total Occupied	172,922	208,690	249,339	261,775	272,752
Total Vacant	8,876	22,830	11,892	26,719	27,839
Vacancy Rate % of Total					
	4.90%	9.90%	4.60%	9.26%	9.26%
Owner Occupied	102,842	120,587	145,821	159,785	173,006
% of Total	56.60%	52.10%	58.50%	61.03%	57.56%
Owner Vacancy Rate	N/A	3.10%	1.60%		
Renter Occupied	70,080	88,103	103,518	101,990	99,746
% of Total	38.50%	38.10%	41.50%	38.97%	33.18%
Renter Vacancy Rate	N/A	13.70%	4.70%		

Source: U.S. Department of Commerce, Bureau of the Census (1980-2000). Demographics Now for 2005 and 2010.

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Owner/Renter Vacancy Rates

In 2000, there was a 4.6% vacancy rate for all housing units in DeKalb County compared to an 8.4% vacancy rate for the state (Table 5-35). DeKalb's individual vacancy rates for the renter-occupied and owner-occupied categories are 4.7% and 1.6% respectively. In 1990, the Census data indicated that DeKalb County had a higher vacancy rate than the State in both of these categories. Unfortunately, 2000 Census data is not yet available for the State in these categories so a comparison is not possible. The significant decrease in vacancy rates in the County from 1990 to 2000 reaffirm the trend of persons moving back into closer in-town areas from outlying jurisdictions as a result of transportation and traffic issues and the resulting housing demand.

Table 5-37:
HOUSING TENURE AND VACANCIES GEORGIA (1970 – 2000)

HOUSING UNITS	YEAR			Change Since 1990 in Units	Percent
	1980	1990	2000		
Total Units	2,012,640	2,638,418	3,281,737	643,319	24.38%
Total Occupied	1,871,652	2,366,615	3,006,369	639,754	27.03%
Total Vacant	140,988	271,803	275,368	3,565	1.31%
Vacancy Rate -% of Total	7.00%	10.30%	8.39%		
Owner Occupied	1,216,459	1,536,759	2,029,293	492,534	32.05%
% of Total	60.40%	58.20%	61.84%		3.64%
Owner Vacancy Rate	N/A	2.50%			
Renter Occupied	655,193	829,856	977,076	147,220	55.70%
% of Total	32.60%	31.50%	29.77%		-1.73%
Renter Vacancy Rate	N/A	12.20%			

Source: U.S. Department of Commerce, Bureau of the Census (1970-2000), DeKalb County Planning

Occupied housing unit: A housing unit is classified as occupied if it is the usual place of residence of the person or group of people living in it at the time of enumeration, or if the occupants are only temporarily absent; that is, away on vacation or a business trip.

Vacant housing unit: A housing unit is vacant if no one is living in it at the time of enumeration, unless its occupants are only temporarily absent

Cost of Housing

Housing costs for renters and house values for ownership units both increased in DeKalb County. Median values for new and existing homes sold in 2000 through are addressed in Table 5-37. The median value of owner-occupied homes in DeKalb County increased by 47.8% from 1990 to 2000 (Table 5 37). This represents a smaller percentage increase than the figure for the entire state, which is 56.0%. The $135,100 median value for DeKalb County owner-occupied homes in 2000, however, is 21.5% higher than the median value for the state, which is $111,200.

The median value for all homes in DeKalb County in 2000 was $90,900. This corresponds to a median value in 1990 of $91,600 (Table 5-38). This represents a decrease of .8%. This decrease in median value corresponds to a similar trend for the entire Atlanta MSA, where the value decreased from $90,500 in 1990 to $89,300 in 2000. This represented a 1.3% decrease.

Table 5-38:
HOUSING COSTS (ACTUAL DOLLAR) DEKALB COUNTY AND GEORGIA (1970 – 2000)

DeKalb County	1970	1980	1990	2000	Percent Change	
					1980- 1990	1990 - 2000
Owner Median Value	$22,400	$50,900	91,600	$135,100	79.96%	47.49%
25th Percentile Value	NR	NR	$68,800	$95,700		39.10%
75th Percentile Value	NR	NR	131,400	$209,600		59.51%
Renter Median Rent	$123	$243	$468	$671	92.59%	43.38%
25th Percentile Value	NR	NR	$393	$566		44.02%
75th Percentile Value	NR	NR	$552	$794		43.84%
State of Georgia						
Owner Median Value	$14,600	$23,100	$71,300	$111,200	208.66%	55.96%
25th Percentile Value	NR	NR	$47,300	$77,000		62.79%
75th Percentile Value	NR	NR	$102,100	$167,400		63.96%
Renter Median Renter	$65	$153	$344	$505	124.84%	46.80%
25th Percentile Value	NR	NR	$202	$320		58.42%
75th Percentile Value	NR	NR	$466	$692		48.50%

Source: U.S. Bureau of Census; DeKalb County Department of Human and Community Development

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Median Rent

As can be seen in Table 5-38, median rents for DeKalb County have historically been higher than those of the rest of the metro area. In 1970, the DeKalb median rent was 30.6% higher than that of the Atlanta SMSA ($128 vs. $98). In 1980, the median rent grew to 38.3% ($289 vs. $209). In 1990, the difference was reduced to 27.8% ($552 vs. $432). In 2000, the median rent for DeKalb County was $767 as opposed to $746 for the Atlanta SMSA. This is only 2.8% higher. This trend is indicative of the increasing number of rental units being constructed in other areas of the SMSA and the fact that many of these units are not targeted toward those at low- or moderate-income levels.

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

Special Housing Needs

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

Senior Housing

Providing affordable and safe housing for the elderly is another high priority goal for the County. The population of seniors (age 65 and over) has steadily increased since 1995 (49,840). The senior population of DeKalb County increased from 53,224 in 2000, to 58,034 (estimated) in 2005. This number is projected to continue to increase to 77,275 in 2025. These figures are consistent with regional projections, and more information is mentioned in the Population element of this document.

One community is already addressing this need. The Toco Hills neighborhood has been recognized as a Naturally Occurring Retirement Community (NORC). This means that senior citizens continue to live in the homes they have lived in for the past 20, 30 years. The NORC is organized to respond to these residents needs by providing transportation services, social activities, and medical or homecare. The NORC is a partnership between businesses, government agencies, community organizations, and others. By allowing and assisting older residents to age in place, a NORC is a viable alternative to long-term institutional care. It also allows the seniors to maintain a sense of independent living and dignity.

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Senior Housing (continued)

Seniors are "aging in place" in their own single-family homes or apartments. The following needs were identified by the Bridge Builders' Action Plan:

- Many housing options are not affordable
- Frail seniors want senior-enriched housing. Seniors-enriched housing provides supportive services, i.e., homemaker services, congregate meals, etc.
- The statistics about older Americans reveal that not only do we have a housing problem now, but that in the year 2050, with life expectancy reaching into the high 80's, housing problems will be multiplied.
- Many seniors are paying more than 50 percent of their income on housing.
- Many seniors are struggling to maintain deteriorating single-family homes and grounds due to lack of funds, frailties, or both. Most of the single-family homes in which DeKalb's seniors reside were built in the 1960's.
- These homes often need modifications such as wheelchair ramps and wider doorways to accommodate elderly persons who may have physical limitations.
- Most seniors have larger homes than they need for this season of their lives.
- Increasing property taxes, "tax creep," is a burden on fixed income seniors. A principal cause is the gentrification of many older neighborhoods.
- Home repair and maintenance costs are very expensive and cannot be afforded by many seniors.
- Energy costs have increased to a point where many seniors have difficulty paying power and gas bills.

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Cost Burdened Households

Table 5-39:
RENTAL HOUSING PROBLEMS

Household by Type, Income, & Housing Problem	Elderly 1 & 2 Member Households	Small Related (2 to 4)	Large Related (5 or more)	All Other Households	Total Renters
	(A)	(B)	(C)	(D)	(E)
1. Very Low-Income (Household Income < = 50% MFI)	4,473	12,690	4,406	12,216	33,785
2. Household Income < = 30% MFI	2,837	6,186	2,237	6,353	17,613
3. % with any housing problems	59.9	82.6	93.6	75	77.6
4. % Cost Burden > 50% with other housing problems	1.9	13.7	40.5	2.5	11.2
5. % Cost Burden > 30% to < = 50% with other housing problems	1.2	1.5	11.5	0.1	2.2
6. % Cost Burden < = 30% with other housing problems	1.8	3.5	11.8	0.7	3.3
7. % Cost Burden > 50% only	42	57.1	24.1	67.4	54.2
8. % Cost Burden > 30% to < = 50% only	12.9	6.8	5.6	4.3	6.7
9. Household Income > 30% to < = 50% MFI	1,636	6,504	2,169	5,863	16,172
10. % with any housing problems	74	84.9	89.2	90.1	86.2
11. % Cost Burden > 50% with other housing problems	3.1	2	3.3	0.6	1.8
12. % Cost Burden > 30% to < = 50% with other housing problems	0.2	11.8	34.9	2.4	10.4
13. % Cost Burden < = 30% with other housing problems	1.5	3.5	25.3	0.3	5.1
14. % Cost Burden > 50% only	30.7	17.6	5.6	37.7	24.6
15. % Cost Burden > 30% to < = 50% only	38.5	50	20.1	49	44.5
16. Household Income > 50 to < = 80% MFI	1,541	10,048	3,869	10,032	25,490
17. % with any housing problems	56.3	41.5	67.2	50.7	49.9
18. % Cost Burden > 50% with other housing problems	1.3	0.1	0.3	0	0.2
18. % Cost Burden > 30% to < = 50% with other housing problems	0	2.6	3.9	0.7	1.9
19. % Cost Burden < = 30% with other housing problems	1.3	13.2	57.3	2.3	14.9
20. % Cost Burden > 50% only	14.2	0.8	0.9	3.5	2.7
21. % Cost Burden > 30% to < = 50% only	39.5	24.7	4.9	44.2	30.3
22. Household Income > 80% MFI	2,128	15,965	3,887	21,402	43,382
23. % with any housing problems	17.2	12.6	59.9	9.1	15.3
24. % Cost Burden > 50% with other housing problems	2.3	0.1	0	0	0.1
25. % Cost Burden > 30% to < = 50% with other housing problems	0.9	0.1	0	0.1	0.1
26. % Cost Burden < = 30% with other housing problems	1.8	10.3	59.4	3.6	11
27. % Cost Burden > 50% only	4.4	0.2	0	0.1	0.3
28. % Cost Burden > 30% to < = 50% only	7.7	2	0.5	5.2	3.7
29. Total Households	8,142	38,703	12,162	43,650	102,657
30. % with any housing problems	50.9	43.4	73.6	39.1	45.8

Source: 2003 CHAS Data Book, Department of Human and Community Development

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Table 5-40:
Homeowner Housing Problems

Household by Type, Income, & Housing Problem	Elderly 1 & 2 Member House-holds	Small Related (2 to 4)	Large Related (5 or more)	All Other Households	Total Owners
	(F)	(G)	(H)	(I)	(J)
1. Very Low-Income (Household Income < = 50% MFI)	6,459	5,912	1,761	3,057	17,189
2. Household Income < = 30% MFI	3,151	2,092	787	1,600	7,630
3. % with any housing problems	66.1	85	89.3	83.3	77.3
4. % Cost Burden > 50% with other housing problems	0.3	3.9	25	1.3	4
5. % Cost Burden > 30% to < = 50% with other housing problems	0.3	0.9	2.3	0	0.6
6. % Cost Burden < = 30% with other housing problems	0.4	1.1	7.1	0.6	1.4
7. % Cost Burden > 50% only	45.9	70.6	51.8	74.7	59.3
8. % Cost Burden > 30% to < = 50% only	19.1	8.5	3	6.8	12
9. **Household Income > 30% to < = 50% MFI**	3,308	3,820	974	1,457	9,559
10. % with any housing problems	40.2	79.6	82.2	88.3	67.6
11. % Cost Burden > 50% with other housing problems	0.1	2.2	4.4	0.7	1.5
12. % Cost Burden > 30% to < = 50% with other housing problems	0	1.3	9.9	0	1.5
13. % Cost Burden < = 30% with other housing problems	0.4	0.9	13.4	2.1	2.2
14. % Cost Burden > 50% only	21.5	36.9	22.8	58.6	33.4
15. % Cost Burden > 30% to <=50% only	18.2	38.3	31.7	27	29
16. **Household Income > 50 to < = 80% MFI**	5,254	9,299	2,829	4,633	22,015
17. % with any housing problems	25.3	57.6	47.9	61.2	49.4
18. % Cost Burden > 50% with other housing problems	0	0.5	1.1	0	0.3
18. % Cost Burden > 30% to < = 50% with other housing problems	0.2	0.7	4.7	0.4	1
19. % Cost Burden < = 30% with other housing problems	0.1	3.1	16.5	0.2	3.5
20. % Cost Burden > 50% only	7.8	10.9	2.8	17.3	10.5
21. % Cost Burden > 30% to < = 50% only	17.2	42.4	22.8	43.3	34
22. Household Income > 80% MFI	14,357	57,529	10,768	23,161	105,815
23. % with any housing problems	6.8	8.9	19.1	16.3	11.3
24. % Cost Burden > 50% with other housing problems	0	0	0	0	0
25. % Cost Burden > 30% to < = 50% with other housing problems	0.1	0	0.4	0	0.1
26. % Cost Burden < = 30% with other housing problems	4.2	4.2	16.2	7.6	2.9
27. % Cost Burden > 50% only	1.1	0.8	1.1	1.7	1.1
28. % Cost Burden > 30% to < = 50% only	5.6	6.8	3.9	14.2	8
29. **Total Households**	26,070	72,740	15,358	30,851	145,019
30. % with any housing problems	21.9	21.1	32	30	24.3

Source: 2003 CHAS Data Book, Department of Human and Community Development

Jobs 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 should 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. Nonetheless, this tool demonstrates various ways that the concept of jobs-housing balance can be applied in local land use regulations.

Table 5-41:
DeKalb County Jobs-Housing Balancing Measures

DeKalb County Data	Year 2000
Total Population	665,865
Labor Force	519,626
Housing Units	265,093
Total Occupied Units	249,339
Resident Workers in DeKalb	149,919
Households	261,231

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

Table 5-42:
DeKalb County Jobs-Housing Balance Ratios

Jobs-Housing Elements	Ratio
Jobs-Housing Units	2:1
Jobs-Occupied Units	2:1
Percentage of workers who reside locally	23%
Employment to population	0.78:1
Jobs to resident workers	3:1

Source: DeKalb County Planning Department

As shown in Table 5-41, elements have been determined to calculate jobs-housing balance. The total occupied units include owners and renters. 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. Also, figures show that there are twice as many jobs as housing units in DeKalb County (Table 5-41). According to those statistics, there is a need to increase the number of housing units currently provided in the County.

5.4 Natural Resources

DeKalb County is located in the northern tip of the County (north of the Southern Railroad) is located within the Gainesville Ridges District of the Piedmont Province. This area is characterized by a series of northeast trending, low, linear, parallel ridges separated by narrow valleys. The 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. Erosion control is handled through the existing county erosion and sedimentation control ordinance. Steep slopes, such as those on Soapstone Ridge that may cause erosion are protected by this ordinance. Stone Mountain is protected as part of a public park governed by a state authority.

Additionally, the Davidson-Arabia Mountain was designated a major resource park by DeKalb County in 1987. The area is over 2000 acres in size featuring a 950-foot granite mountain with a lake and nature trails, and interpretive tours on the endangered species, wildflowers, and geology found on Arabia Mountain. Several federally protected, endangered and threatened submerged plant species grow in the vernal pools located on the mountain. These species are native to scattered granite outcrops found in South DeKalb County. They are Blackspore Quillwort *(Isoetes melanospora)* and the Pool Sprite *(Amphianthus pusillus)* also known as the Little Amphianthus and Snorkelwort. These species are threatened by their limited distribution and the destruction of their habitat from quarrying, off-road vehicle use, dumping and adverse land use such as pastures and storage facilities. Through December 2005, DeKalb County's Parks Bond and Greenspace program has added 1,250 acres to the Arabia Mountain Nature Preserve. This designated area began as a County only effort, however as the project has developed, it has not only become a regional effort but also a State effort to protect this natural habitat.

Soils

The soils of DeKalb County fall into twelve U.S. Soil Conservation Service categories (see below). The majority of the soils have a loamy surface layer with clay subsoil. The soil types range from poorly drained on nearly level ground to well drained soils on steep slopes. The eastern section of the County contains several hard granite outcroppings. These areas are Rock Mountain and Pine Mountain north of Lithonia, and Arabia Mountain and Panola Mountain in southeast DeKalb. The soil which surrounds these rock outcroppings is typically shallow with depths that often prohibit the use of septic tank fields, sewer lines and foundations. The Soapstone Ridge area also contains shallow soil conditions as well as soils with high shrink-swell ratios. These soil conditions occur in small areas and impose severe development restrictions. .

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

The Chattahoochee River is the major source of drinking water for the county as well as most of metro Atlanta. Protecting that resource is of great importance. Responsibly managing the rivers that traverse the County continues to be a priority for DeKalb County as development pressures increase and erosion and flooding cause property damage. These river corridors also provide habitat for fish and other wildlife and allow the movement of wildlife to promote species diversity. Water conservation is an important element in meeting future water supply needs. The Metropolitan North Georgia Water Planning District's Water Supply and Water Conservation Plan of 2003, identifies the need for water conservation to maintain adequate water supply for projected growth through 2030. The need for water conservation has only been reinforced by disputes with neighboring states and difficulties encountered in building new or reallocating old reservoirs. A concerted effort is needed by governments, businesses and citizens to put conservation measures in place.

The County's wastewater treatment plants should eventually be able to treat sewage so adequately that most of the pollutants flowing to the streams will do so in storm water runoff. This storm water runoff pollution is known as non-point source pollution. As streets, structures and paving replace woods and fields, the layers of undisturbed soil, vegetation, and plant material that slow and filter runoff are lost. As a result, the rate and amount of storm water runoff then increases and flows quickly into streams through a network of drainage pipes and channels. Pollutants, including dust, dirt, litter, animal droppings, motor oil, gasoline, pesticides, fertilizers and other toxic materials deposited on the land surface are flushed into streams each time it rains. Additionally, this fast moving runoff erodes construction areas and other bare soil, adding sediment to the runoff. The runoff and its load of pollutants and sediment pour into streams, resulting in the erosion and undercutting of stream banks, downstream sedimentation, and overall degradation in water quality. Non-point source pollution can quickly pollute a stream. Sediment smothers aquatic habitat and pollutants decrease oxygen and poison fish and wildlife. Erosion destroys stream banks and damages property and public facilities such as bridges and utility lines. In the future, DeKalb County, along with other local governments, as well as industrial companies will need to develop programs to control both water quality and quantity of runoff.

The Georgia Department of Natural Resources (DNR) has mapped all of the areas in the state which are most likely to serve as groundwater recharge areas. In DeKalb County, there are several areas with thick soils which indicate probable groundwater recharge areas. They range in size from (1 to 4 miles) and are located to the northeast of Dunwoody, around Doraville, around the City of Decatur, to the north of the Seaboard Coast Railroad, to the south of Belmont, north of Lithonia and a small portion located along the Rockdale-DeKalb County line. These areas are classified "Significant Recharge Area" by the Georgia DNR which requires that an ordinance protecting these resources be adopted, implemented and enforced. According to DNR's Environmental Planning Criteria, this ordinance should limit development densities, the design of stormwater infiltration basins, and the handling of hazardous materials within the recharge area.

Wetlands

According to maps prepared by the U.S. Department of Interior, Fish and Wildlife Service there are various wetlands in DeKalb County. The majority of the wetlands are located in flood prone areas of perennial creeks. Based on map analysis and field studies, two general wetland categories or systems are present in DeKalb County: Lacustrine and Palustrine. One Lacustrine wetland type is located in DeKalb County, the Lacustrine Limnetic Unconsolidated Bottom. This wetland includes all wetland and deepwater habitats with at least 25% cover of particles smaller than stones and a vegetative cover less than 30%. Unconsolidated Bottoms typically lack large stable surfaces for plant and animal attachment. Plants common to this wetland type includes bald

cypress, duckweed, bladderworts and yellow-eyed grass. The Palustrine System includes all non-tidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens, and all such wetlands that occur in tidal areas. It also includes wetlands lacking such vegetation, but with all of the following four characteristics: 1) area less than 20 acres; 2) active wave-formed or bedrock shoreline features lacking; 3) water depth in the deepest part of basin less than 2m at low water; and 4) salinity due to ocean-derived salts. The Palustrine system was developed to group the vegetated wetlands traditionally referred to as marsh, swamp, bog, fen, and prairie, which are located throughout the United States.

Wetlands are protected under Section 404 of the Federal Clean Water Act, which is administered by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency. Section 404 requires that any activity involving the deposition of dredged or fill material must receive a permit from the Corps of Engineers. Before development permits are issued, a careful field examination should be conducted to determine the magnitude and importance of each wetland and its role in the overall 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 criteria for wetlands protection give local governments the flexibility of choosing a "minimum area" to be used for mapping wetlands within the jurisdiction with a suggested minimum of five acres. The County wishes to adopt and enforce the Department of Natural Resources protection standards for wetlands. All future development in DeKalb County should be prohibited from wetland areas unless it can be demonstrated to the Board of Commissioners that there will be no long-term adverse impacts or net loss of wetlands. Other protection measures should also be considered by the County including the use of zoning or other land development regulations to restrict or prohibit development in significant wetland areas and modifying subdivision regulations to require the set-aside of wetlands. Additionally, the Board of Commissioners will consider aggressive techniques such as the development of wetlands mitigation banks which are being used successfully throughout the United States to protect and preserve wetland areas.

From 2005-2025 DeKalb plans to develop a greenway system with a comprehensive watershed approach that is result-oriented. This plan will preserve ecologically significant natural corridors along our headwaters, streams, flood plains, wetlands, and creeks. Greenways will also serve to preserve recharge areas for ground water infiltration. The Georgia DNR requires that the county adopt, implement, and enforce an ordinance protecting "Significant Recharge Areas." DeKalb's ordinance must include limits on impervious surface areas accompanying development, infiltration of storm water, and regulation for the handling of hazardous materials. At present, DeKalb has no ordinance or designated recharge areas. By designating greenways within recharge areas, DeKalb can effectively address the need for ground water recharge without a regulatory approach. When precipitation falls on naturally vegetated areas and soaks into the ground, water used for human consumption and the replenishment of streams is recharged even during drought. These recharge areas normally occur in upland sites with thick soils, for example Fernbank Forest.

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

5.5 Historic Resources

DeKalb County is rich in historical resources and archeological resources. Civil War markers dot the landscape. Indian trails criss-cross the terrain. 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.

A survey of historic buildings and architectural character conducted for DeKalb County between 1970 and 1976 identified over 2,000 structures as being significant to the history of DeKalb County. These sites are documented in a 10 volume set of notebooks on file at the DeKalb County Planning Department. The original survey information and accompanying photographs are archived at the State of Georgia Historic Preservation Library. In the thirty years since the historic and architectural survey was completed, substantial development activity has occurred throughout the County. As a result, many of the structures identified may have been removed and/or have deteriorated over time. An updated survey is presently underway. At this time, a survey of the southern portion of the County is complete. The DeKalb County Historical Society has been instrumental in gaining recognition for many of the structures noted on the survey. Many of the sites have been identified with DeKalb County recognition markers, Georgia Historic Preservation Markers, and listing on the National Register of Historic Places.

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. Arabia Mountain in the southwest portion of the county has been designated as a National Heritage Area. A National Heritage Area is defined by the National Park Service as "a place designated by the United States Congress where natural, cultural, historic and recreational resources combine to form a cohesive, nationally distinctive landscape arising from patterns of human activity shaped by geography." Preserving Arabia Mountain is important because of its historical significance to the region. Preservation will also protect against regional growth pressures and has the added benefit of increasing tourism and encouraging economic development in the surrounding communities. The greenspace and nature trails within the area will also improve the quality of life for nearby residents.

The County is also home to two gems of culture that need to be protected for they provide an understanding of the past and an education for the future - the Druid Hills and Soapstone Ridge historical districts. Druid Hills is an architectural district, while Soapstone is considered an archeological district. The DeKalb County Historic Preservation Ordinance protects these two cultural resources from encroaching development.

In the case of the Druid Hills district, no visible changes can be made without consulting the DeKalb County Historic Preservation Commission. Any new buildings built within the district must meet architectural guidelines. The buildings must conform or blend in with the surrounding architecture and landscaping of the historic district.

For Soapstone Ridge, strict archeological guidelines must be met when developing in or near the historic site. These guidelines include a review procedure, preliminary assessment, intensive field survey, site evaluation, site preservation, and curation. These steps are necessary to determine if the site is deemed significant for preservation.

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.

ANALYSIS OF SUPPORTING DATA AND INFORMATION

One of the greatest needs perhaps is to increase the awareness of preserving historic resources through education. The month of May is designated as the National Historic Preservation month. As a means to increase education, a partnership between the DeKalb County Historical Society and the DeKalb County Planning Department-Historical Preservation Division, would be the ideal starting point.

Cemeteries not only are sacred places to remember our loved ones, but also are a significant historical resource. A survey of cemeteries in the County is almost complete with over 150 sites identified. It is estimated that there are around 200 cemeteries in DeKalb County. A Cemetery Protection Ordinance has been drafted and is anticipated to be passed by the Board of Commissioners to protect these historic lands. Another survey underway is the Historic Resource Survey. The last survey was done in 1975. Three years ago, another survey began with the lower half of the county. Plans to complete the northern half of the county are on the horizon.

The Historic Preservation Planner within the Planning Department is involved with reviewing preliminary plats. The effect on historical sites and cemeteries (if any) are reviewed and documented. This ties the development process directly to historic preservation and eliminates the incidence that a historic site may be lost.

National Register Historic Districts

- Avondale Estates Historic District
- Brookhaven Historic District
- Cameron Court Historic District
- Candler Park Historic District
- Druid Hills Historic District
- Emory University District
- Oglethorpe University Historic District
- South Candler Street-Agnes Scott College Historic District
- Emory Grove Historic District
- Inman Park-Moreland Historic District
- Stone Mountain Historic District
- University Park-Emory Highlands-Emory Estates Historic District
- Winnona Park Historic District

National Register Historic Structures

- Briarcliff House (Asa G. Candler, Jr. Home)
- Callanwolde
- Mary Gay House
- William T. Gentry House
- Cora Beck Hampton Schoolhouse and House/Holleyman School
- Agnes Lee, Chapter House of the United Daughters of the Confederacy

- Old DeKalb County Courthouse
- Free and Accepted Masons, Pythagoras Lodge No. 41
- Scottish Rite Hospital for Crippled Children
- The Seminary/Malone House
- The Smit-Benning House
- Steele-Cobb House
- Stone Mountain Covered Bridge
- Swanton House
- Check-Spruill House
- Farmer, Neville, and Helen, Lustron House
- Kirkwood School
- Pines, Russell, and Nelle, Lustron House
- United States Post Office-Decatur, Georgia
- Zuber-Jarrell House

National Register Historic Sites

- DeKalb Avenue-Clifton Road Archeological Site
- Soapstone Ridge-Southwestern DeKalb
- Decatur Cemetery

African-American Historical Resources

There is little written documentation of the history of the African-American community in DeKalb County. Much of the known data has been acquired through oral histories of families living in the area. One known historical African-American community can be found in the northwest quadrant of the City of Decatur directly adjacent to the Central Business District. This community, called Beacon Hill, was settled during the mid 19th century and provided housing for African-American mill workers and those who worked in arms and medical supply factories during the civil war. Beacon Hill was demolished in the 1960s for urban renewal.

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

A survey of African-American historical resources was completed in 1996 by author and professor, Herman "Skip" Mason, Jr. This led to the publishing of the book "African American Life in DeKalb County: 1823-1970" in 1998. In it, Mason describes the towns in DeKalb County where African Americans lived, opened businesses, attended church services and school. It features the stories of many prominent African American leaders and thinkers, doctors, lawyers, and teachers.

5.6 Facilities and Services

Water and Sewer

Since 1980, DeKalb County has passed seven separate bond issues to provide for capital facilities improvements. These bond issues included roads (1983), fire (1983), libraries (1986), parks (1987), jail (1990-1991), health facilities (1993), and Water & Sewer (1997, 1999, 2000, 2003). Overall, DeKalb County has been successful in achieving its goal of providing adequate facilities in a wide array of areas.

The County's water system serves approximately 285,500 customers and is the second largest system in the state of Georgia. The water system provides service to the entire county with the exception of some 33,000 residents that live within the City of Atlanta-in-DeKalb. This amounts to a total estimated service area population of 685,000 in DeKalb County as well as portions of Rockdale, Henry and Clayton Counties and is a source of emergency water supply for Gwinnett County and the City of Atlanta. While service areas are delineated by political boundaries, there are several metered interfaces between the City of Atlanta and DeKalb County. Additional water is available through these interconnections and through similar connections with Gwinnett and Clayton Counties for emergency situations.

DeKalb County draws its water supply from the Chattahoochee River along with Gwinnett County, North Fulton County, and the Gainesville area. Currently DeKalb County is permitted to withdraw 140 MGD (millions of gallons per day) from the river at the intake point on Holcomb Bridge Road in Fulton County. There are six 35 MGD capacity pumps, which remove water from the Chattahoochee River providing a maximum of 210 MGD to three raw water storage reservoirs. The newly constructed 43-acre reservoir No. 3 has a capacity of 324 MG and together the 37.7-acre No.1 reservoir and the 28.8-acre No.2 reservoir, both under renovations, the County will have a total capacity of one billion gallons, which feed into the County's water treatment plant, the Scott Candler Filter Plant. This facility also includes 16 settling basins, 32 high rate storage filters, and a total capacity of 66.5 millions of gallons of treated water storage capacity. Approximately, 255 MGD can be delivered to the distribution system through service pumps.

As indicated in **Table 5-42**, DeKalb County has three treatment plants currently in operation. They are the Scott Candler Filter Plant, the Snapfinger WWT Plant and the Pole Bridge WWT Plant.

Table 5-43:
Water Treatment Facilities in DeKalb County

Description	Capacity	Daily Maximum	Capacity Used
Scott Candler WWT Plant	128 MGD	85-120 MGD	94%
Snapfinger WWT Plant	36 MGD	29 MGD	80%
Pole Bridge WWT Plant	20 MGD	14 MGD	70%

WWT=Wastewater Treatment; MGD=Million Gallons per Day

The *Scott Candler Filter Plant*, located at 4830 Winters Chapel Road, is the only water filter plant providing potable water to the citizens of DeKalb County. The existing plant was commissioned in 1942 and has gone through several expansions and improvements during the past 60 years. The existing design capacity is 128 Million Gallons per Day (MGD). The current average demand on the plant is approximately 85 MGD, however, during peak demand period, the system requirements are in excess of 120 MGD.

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In order to accommodate potable water needs for the next 30 years, the county embarked on a CIP, approximately 10 years ago, that includes the following: 1) build two new reservoir storage systems and retrofit the existing reservoir storage system to obtain approximately one billion gallon of on-site storage; 2) construct a new 150 MGD state-of-the-art water filtration plant (adjacent to the existing plant); and 3) construct a new 150 MGD raw water pumping station and transmission pipeline system from the Chattahoochee River to the Scott Candler Filter Plant.

The *Snapfinger Creek Wastewater Plant*, located at 4124 Flakes Mill Road, Decatur, has a design average daily demand capacity of 36 MGD. The plant serves a network of sewer collection systems from several sewer basins located in the southern half of the county. Also, sewer flows from adjacent Henry and Clayton Counties are conveyed and treated in the Snapfinger Creek WWT Plant. During periods of high flows, the plant is able to accommodate a peak flow of 50 MGD. With the level of development being experienced in south DeKalb County, the existing plant and sewerage collection and conveyance systems are very close to being exceeded in throughput capacity. The aging infrastructures and current service demands require immediate system flow increases and treatment plant process improvements to fully address present and future sewerage need. Therefore, in 2004, the Board of Commission approved a new $75M water and sewer capital improvement program to address the improvement needs of the Snapfinger Creek WWT Plant and associated collection and conveyance systems.

The *Pole Bridge Creek Wastewater Plant*, located at 4664 Flat Bridge Rd., Lithonia, has a design average daily demand capacity of 20 MGD. The plant serves a network of sewer collection systems from several sewer basins located in the southern half of the county. Also, sewer flows from adjacent Gwinnett and Rockdale Counties are conveyed and treated in the Pole Bridge Creek WWT Plant. The plant is currently treating wastewater flows of about 14 MGD. Bio solids from the plant is stabilized via aerobic digester treatment and land applied to agricultural fields located on site. With the level of development being experienced in south DeKalb County, the existing plant and sewerage collection and conveyance systems are very close to being exceeded in throughput capacity. The aging infrastructures and current service demands require immediate system flow increases and treatment plant process improvements to fully address present and future sewerage need. Therefore, in 2004, the Board of Commission approved a new $75M water and sewer capital improvement program to address the improvement needs of the Snapfinger Creek WWT Plant and associated collection and conveyance systems.

The County is currently in the process of constructing a new water production facility, which, when completed in 2005, will be able to process 150 MGD and has the capability of expanding to 200 MGD. This project is the largest undertaken by the County, $168,750,000. Plans are also underway to design a new raw water pump station for DeKalb County as well. In conjunction with the station improvements, the Water and Sewer Division will also install a new 96-inch pipeline from the river to the reservoirs on Peeler Road. This pipeline will replace a 48-inch pipeline and parallel two other existing water supply lines that are in use now. Within our planning window, this intake will provide water to a million customers in the metropolitan area. Anticipated cost for this project is $45,000,000. These expansion projects should assist in providing ample water capacity for the next twenty years.

DeKalb County has several agreements to sell water to adjacent counties. Currently, DeKalb sells an average of 39.244 millions of gallons of water per month to Henry County through a series of meters and interconnects. Sales of water to adjacent counties will not significantly impact the supply and availability of water to DeKalb County residents in the long term future. Several water conservation programs have been instituted in DeKalb County. These programs include water conservation education in all county elementary schools, informative water bill inserts, leak detection, repair, and industrial recycling programs. Local plumbing codes for new construction have been implemented along with ordinances which prevent wasting of water.

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Table 5-42:
Top Ten Percentage Large Quantity Water Users*

Account	Monthly Volume (Million Gallons)
Emory University Complex	64.8
Henry County Water Authority	39.2
DeKalb County Board of Education	31.9
DeKalb County Government	31.2
Post Properties (Apts.)	21.3
Miles Properties	18.9
General Motors Corporation	17.7
DeKalb General Hospital	12.7
Veterans Hospital	9.1
Centers for Disease Control	9.0

* Information is based on 2003 calculations. Source: DeKalb County Public Works, Water and Sewer Division.

In total, there are approximately 254,000 sewer customers in DeKalb County. These customers are served by 2,000 miles of sewer pipeline. Because the county's drainage patterns rarely conform to political boundaries, the county has established a number of shared facilities and joint use agreements with adjacent municipalities and counties. Figure 5-3 depicts the County water and sewer facilities.

Currently DeKalb County works in conjunction with the City of Atlanta and Fulton and Gwinnett Counties to provide wastewater treatment services to the portion of the county located north of the CSX Railroad east-west line. Sewage is sent to the R. M. Clayton Waste Water Treatment Plant (WWTP) under a formal agreement with the City of Atlanta which has been in place since 1954. In accordance with this agreement, the County shares the cost of operation and maintenance of three Atlanta plants. The City of Atlanta's R.M. Clayton WWTP serves the areas of the Peachtree and Nancy Creek basins with a capacity of 122 (MGD). Fulton County's Johns Creek Plant and Big Creek Plant serve the small portions of DeKalb County north of Mount Vernon, Tilly Mill and Peeler Roads. Gwinnett County's Jackson Creek Plants serve two small basins in the northeastern portion of DeKalb.

To the south of the railroad, sewage flows to Atlanta's Entrenchment Creek Plant and to DeKalb's Snapfinger and Pole Bridge Wastewater Treatment Plants. A small portion of southeast DeKalb is served by Atlanta's South River Treatment Plant. All of these plants including DeKalb's Pole Bridge and Snapfinger plants are Advanced Secondary Waste Treatment (ASWT) plants. In 2003, the Snapfinger plant operated at 71.72% capacity and the Pole Bridge plant operated at 36.19% capacity. Between these two plants, there is a total design capacity of 56 MGD.

Storm Water

The citizens of DeKalb County are facing an increasingly acute and complex set of stormwater infrastructure challenges as the County continues to develop. An effective stormwater management and infrastructure system is required to protect properties from flooding, to preserve and enhance the environmental quality of area watersheds, and to comply with National Pollutant Discharge Elimination System (NPDES) requirements. (NPDES is part of the Clean Water Act enforced by the Georgia Environmental Protection Department).

During a rainfall event, the possibility of flooding is always present. This is because the stormwater infrastructure, creeks, and streams reach a point at which they can not handle any more water; thus overflowing their basins and banks. It is estimated that 14,000 homes are located in the floodplain. Approximately 140 homes countywide are flooded per year. The number of roads that flood during moderate to heavy rains is estimated to be 30. One solution that has helped control the flooding problem is the County's Flood Buyout Program. Since the program began in 1992, 41 homes have been bought.

Stormwater utility fees were identified as a reasonable and effective funding mechanism to address stormwater problems. In December 2003, the DeKalb County Board of Commissioners adopted a revised ordinance authorizing collection of fees from stormwater utility users, defined as DeKalb County property owners. The fee will appear annually on the county tax bill. The first fee appeared in July 2004 and the implementation is going as planned. The collected fee will be used only on water resource projects. The fees provide for an equitable assignment of costs because customers will pay stormwater utility fees in proportion to the demand placed on the drainage system by their property's runoff. The top five stormwater spending priorities are:

1. Repair and maintenance.
2. Drainage problems.
3. Capital Improvement Projects (CIPs).
4. Water quality.
5. Flooding issues.

Currently, DeKalb County is required to map 10% of the stormwater facilities each year and report this number to the Georgia EPD. This inventory only includes detention facilities at this point. In the future, the County will be required to map the stormwater infrastructure also. This will be done by using Global Positioning Systems (GPS) and Geographical Information Systems (GIS). Having the infrastructure mapped will ease the stormwater management program.

Figure 5-4 depicts the regularly flooded roads and intersections currently in the County. These areas will benefit from the stormwater utility fee. To date, $8 million has been collected since the start of the fee. Citizens can see improvements around the County as roadways have already been repaired to control flooding.

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Figure 5-4:
DeKalb County Water and Sewer System

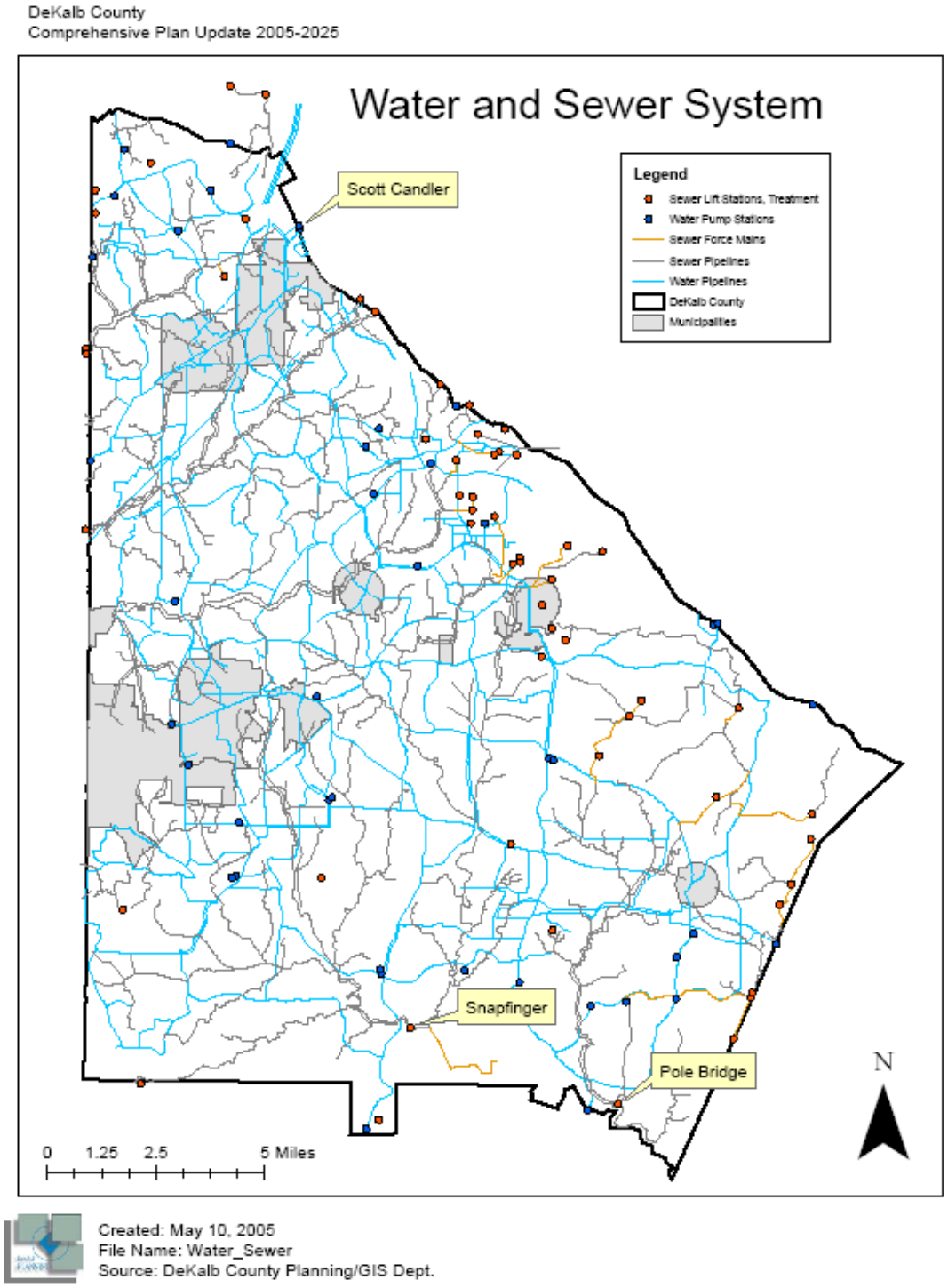
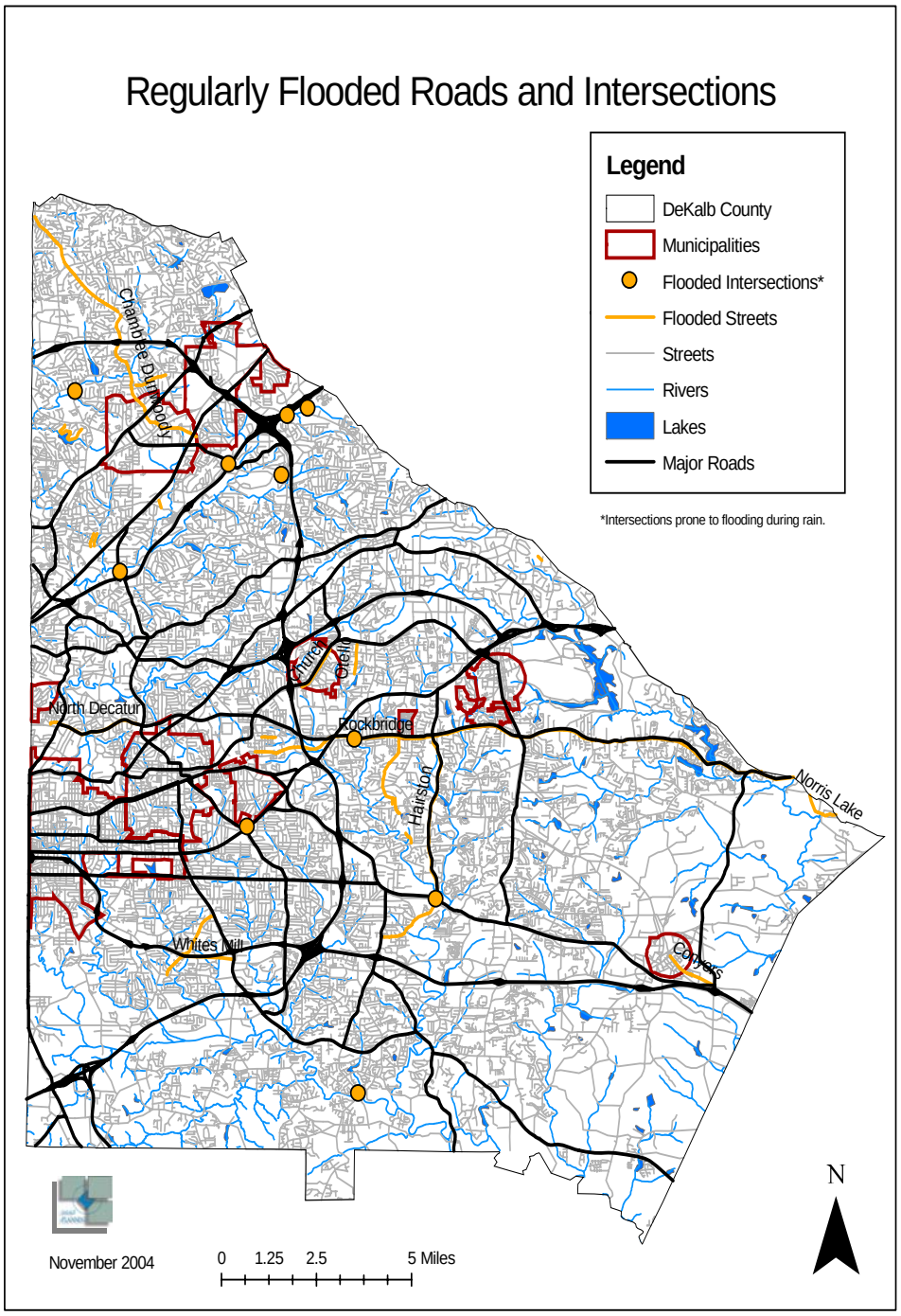


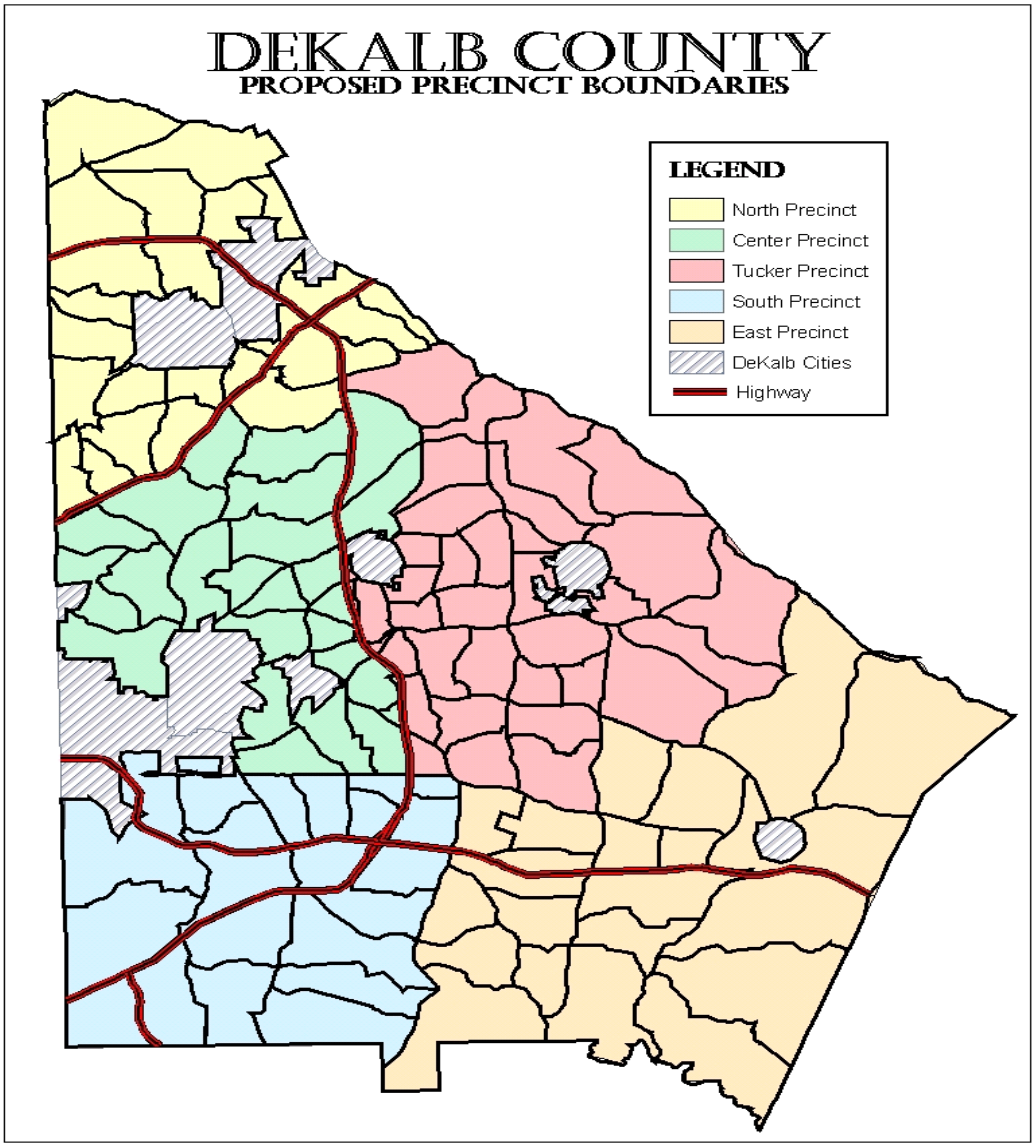
Figure 5-5:
Regularly Flooded Roads and Intersections in DeKalb County



Police

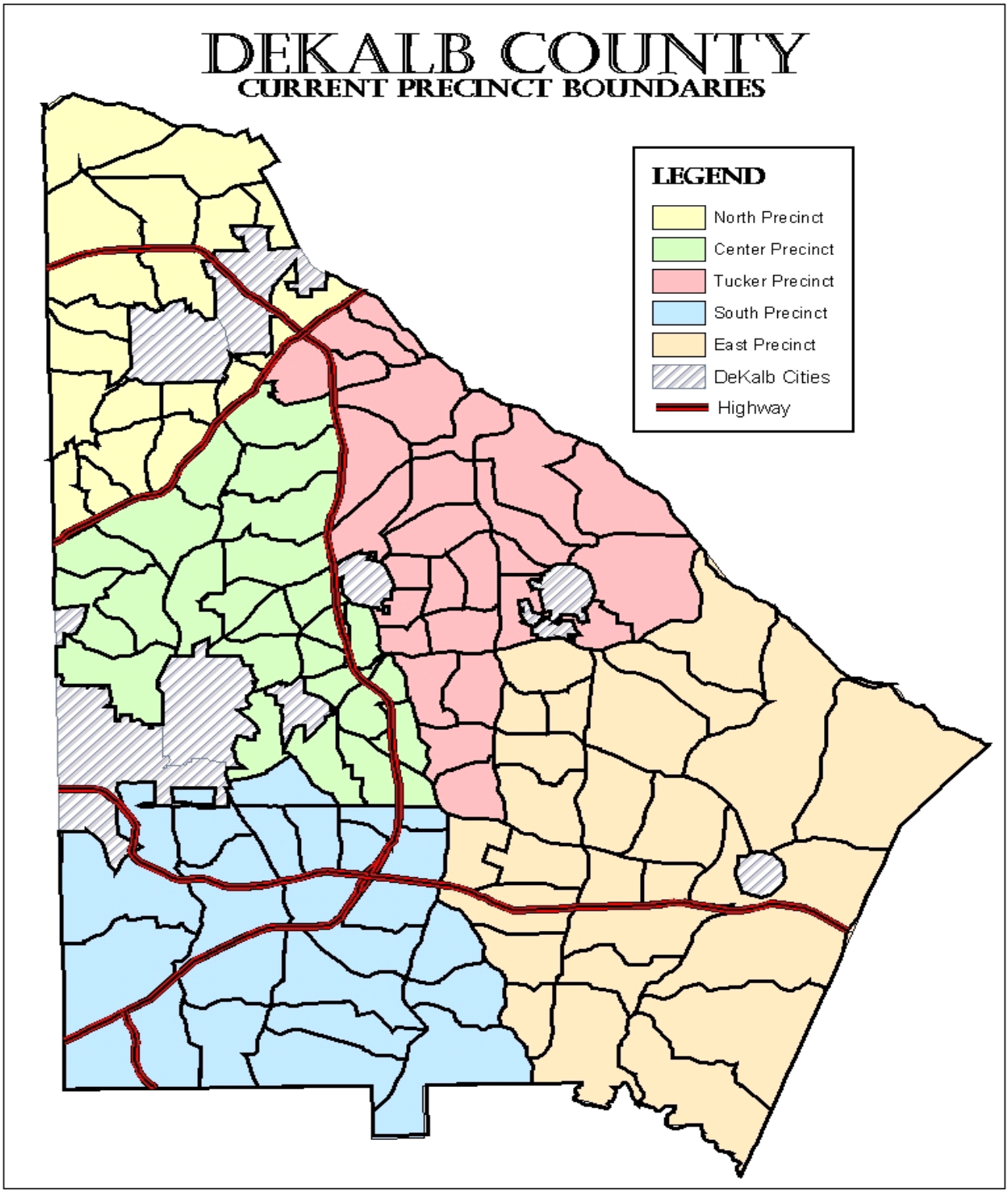
The Police Department provides a wide range of activities directed toward the maintenance of safety and security for the individual citizen and the DeKalb community as a whole. Primary activities include: programs for the prevention, detection and suppression of crime; identification and apprehension of criminal offenders; enforcement of state criminal laws, traffic laws and applicable county ordinances; and specialized and support services. The Police Department is comprised of three (3) primary Divisions; Uniform, Criminal Investigation, and Special Services. To meet the growing needs of the DeKalb County population, the Police Department has plans to expand the current precinct boundaries. This growth is predominantly in the northeast, southeast and central portions of the County and is reflected in Figure 5-5 and Figure 5-6.

Figure 5-6:
Proposed Precinct Boundaries



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Figure 5-7:
Current Precinct Boundaries



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Fire and Emergency Management Systems

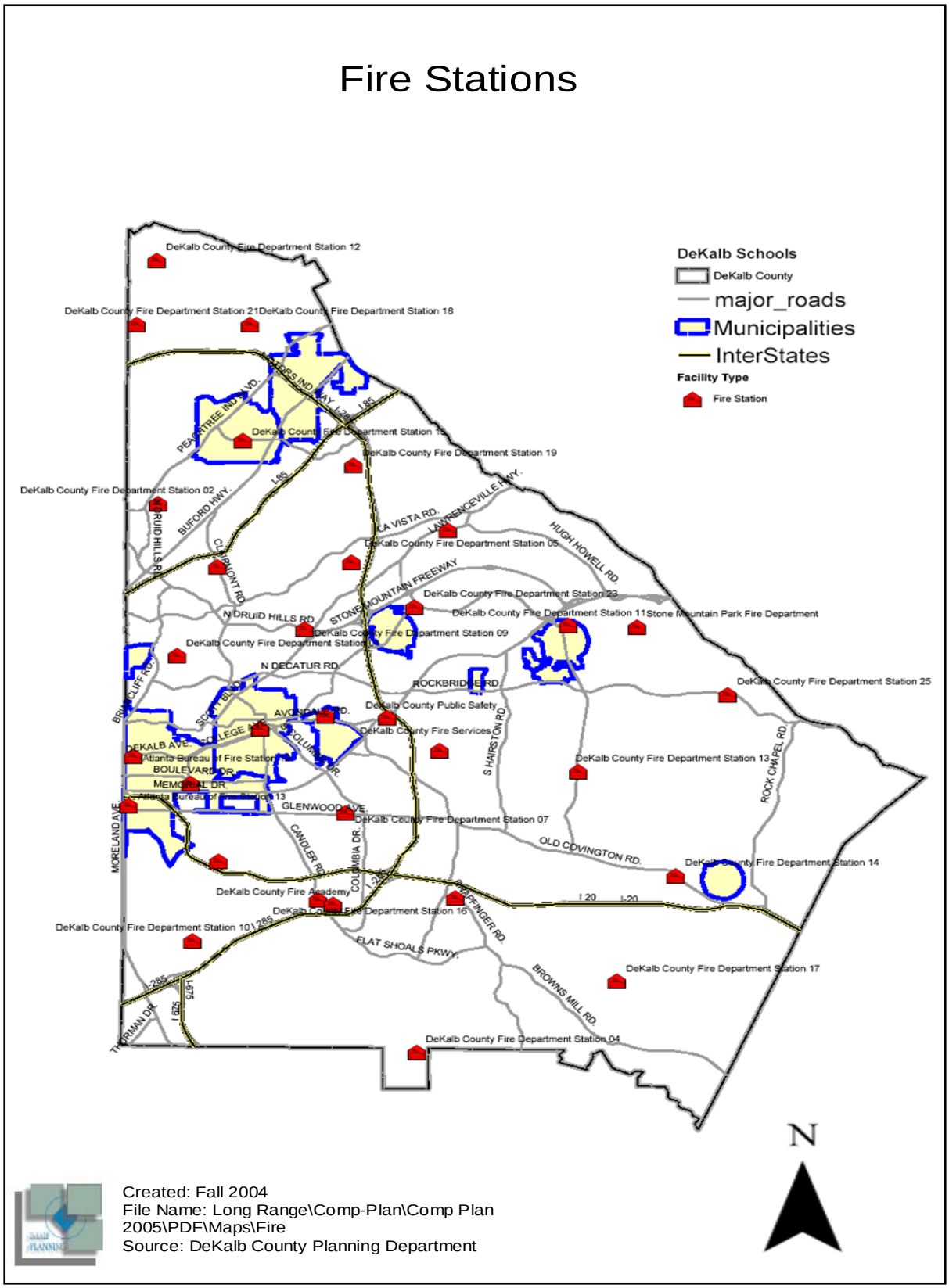
The DeKalb County Fire Department serves all of unincorporated DeKalb County and provides primary service to the cities of Avondale Estates, Chamblee, Clarkston, Doraville, Lithonia, Pine Lake, and Stone Mountain. The DeKalb County Fire Department also provides back up service to the cities of Decatur and Atlanta. The DeKalb County Fire and Rescue Department is headed by a Fire Chief, Assistant Director, and Assistant Chief of Operations. Other divisions comprising the DeKalb Fire and Rescue are Fire Marshal, Fire and Rescue Academy, Administration Services, Operations Division, Community Relations, and Specialty Teams.

Table 5-43 below provides an estimate of additional fire/EMS facility space needs based on projections of the service area population and the level of service standard of 0.262 square feet of fire/EMS space per capita. During the next five years (2005-2009), the county will need to add 20,668 square feet of fire/EMS facility space to met service area population growth during that time period at the level of service standard (existing 2004 level of service). By 2030, the county will need to add 60,829 square feet of facilities.

Table 5-44:
DeKalb County Projection of Fire/EMS Facility Needs, (2005-2030)
(Except Atlanta and Decatur)

Facility	2004	2005	2009	2010	2015	2020	2025	2030
Service Area Population (Countywide Except Atlanta and Decatur)	667,970	679,425	747,160	764,098	799,469	829,238	865,164	900,447
Square Feet Needed (@ 0.262 per capita)	175,088	178,009	195,7556	200,194	209,461	217,260	226,672	235,917
Square Feet To Add To 2004 Building Stock (attributed to new growth)	0	2,921	20,668	25,106	34,373	42,172	51,585	60,829
Fire Station Needed @ Unincorporated Population per Fire Station (1 per 26,719)	25	25	27	28	29	31	32	33

Figure 5-8:
DeKalb County Fire Stations



Parks and Recreation

DeKalb County provides recreational opportunities to its citizens through a number of facilities. Over 100 parks, tennis courts, and athletic fields, in addition to a variety of swimming pools, recreation centers, picnic shelters, and golf courses make up the DeKalb County Parks and Recreation experience. The Parks and Recreation Department is responsible for all operation and maintenance of ballparks, soccer fields, and greenspace. The Department also operates special programs for youth activities such as swimming lessons and summer camps. Senior citizens can take advantage of programs that offer therapeutic benefits for healthy living. Table 5-45 details and Figure 5-8 maps the inventory of the DeKalb County Parks and Recreation system.

Table 5-45:
DeKalb County Park and Recreational Facilities—2005

Facility	Acreages
Parks	120
Recreation centers	11
Picnic shelters	87
Golf courses	2
Athletic fields	158
Tennis courts	105
Swimming pools	12
Total park acres	**5,965 acres**

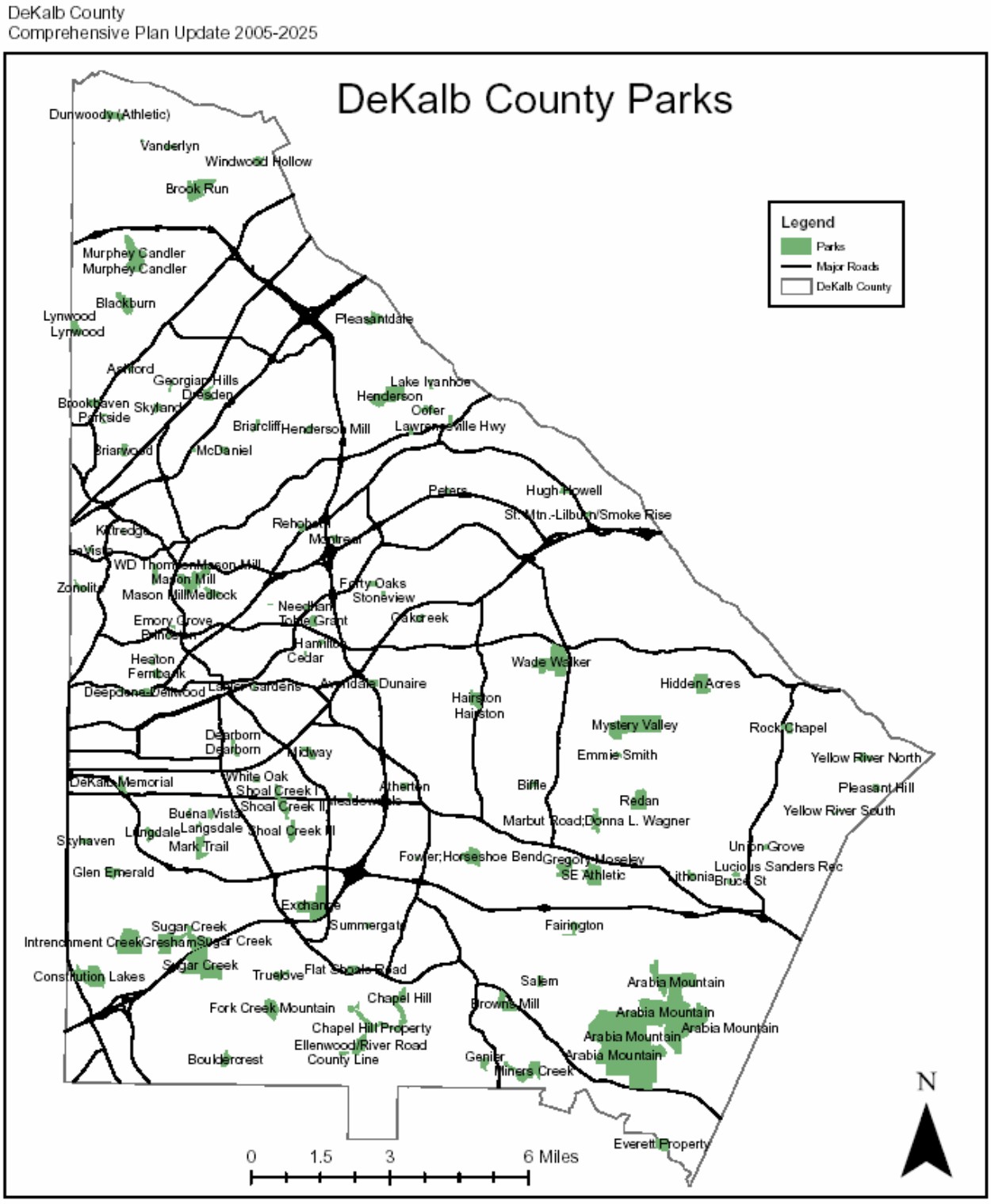
The DeKalb County Parks and Recreation Department's recognized service area is the unincorporated area of DeKalb County. All DeKalb County municipalities have their own parks and recreation facilities and thus are excluded.

The existing level of service for parks and recreation is determined by the amount of parks and recreation acreage per 1,000 unincorporated population. DeKalb County has adopted a goal of providing between 12 and 18 acres of parkland and greenspace per 1,000 residents. Between 2001 and 2005 the County increased its inventory from 5.7 to 8.6 acres per 1,000 by acquiring land for both active and passive recreation. The land use associated with parks and recreation is largely focused on recreational uses: recreational centers, ball fields, and swimming pools. Citizens have expressed concern about not having more athletic facilities. Passive recreation is becoming more popular with citizens as the demand for trails and picnic pavilions increases. The Parks and Recreation Department is modifying some of the existing parks by adding trails. In reaction to the obesity epidemic, walking and healthy lifestyle goals of citizens have fostered this modification.

As a result of the DeKalb County Parks and Recreation Strategic Plan, completed in September 2000, it was found that the supply of the County park and recreational system does not meet the demand of the county residents. Residents want new, better, and more modern facilities. They want new ball fields and athletic centers. They place a high priority on having walking trails in the parks, especially in their neighborhood parks.

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Figure 5-9:
DeKalb County Park Locations



Created: April 22, 2005
File Name: DeKalb County Parks
Source: DeKalb County Planning/GIS Dept.

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Greenspace Program

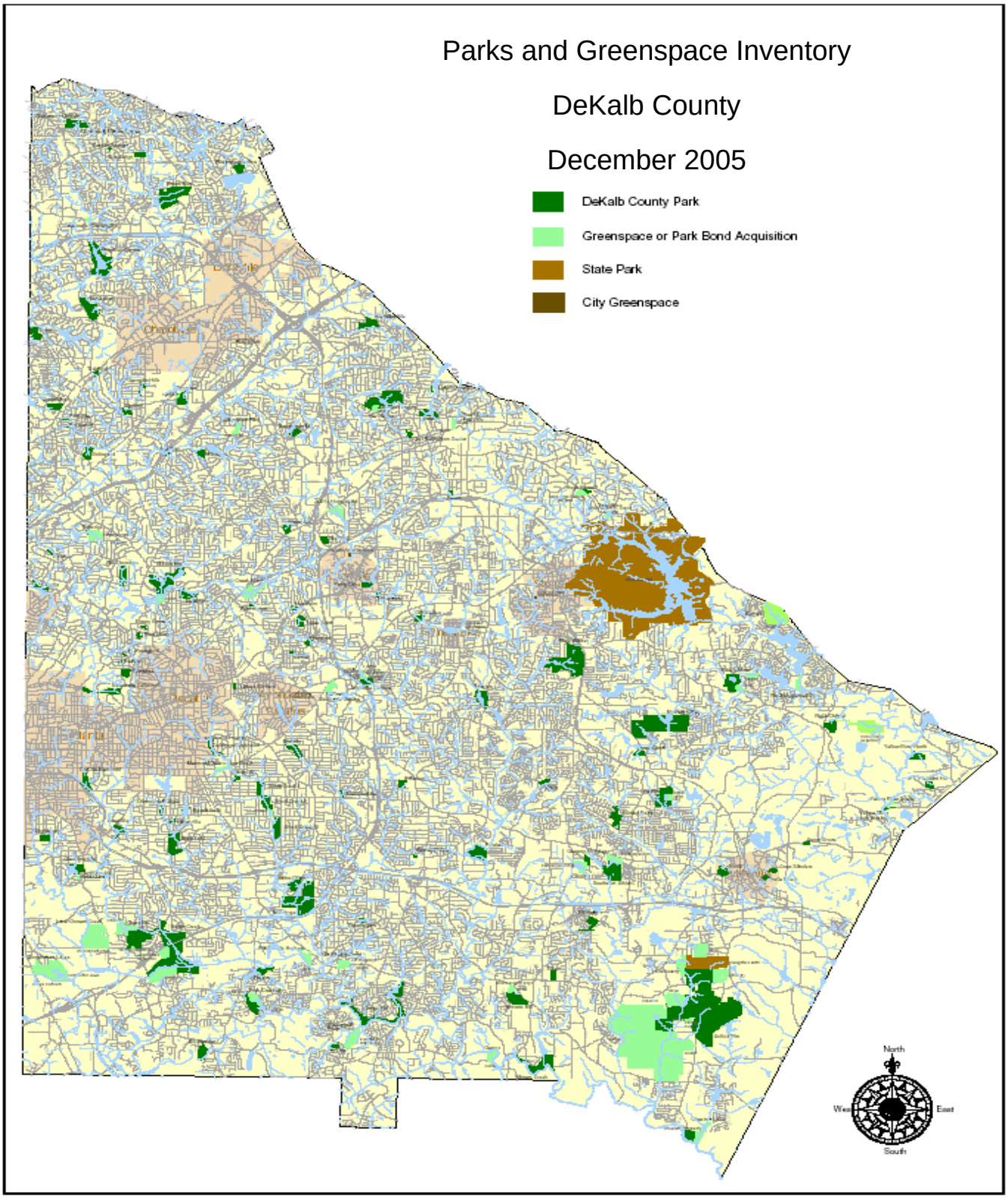
In 2001 voters in unincorporated DeKalb County approved more than $87 million for acquisition of parkland and greenspace. In addition, to further expand the greenspace program, the County has leveraged an additional $15 million form public and private grants. Since 2001 DeKalb has acquired more than 2,220 acres across the County to expand and make connections to existing parks, secure areas of natural beauty, safeguard water sources, preserve cultural and historical resources and create new parks and greenways.

Through this program DeKalb has increased its parks inventory by more than 58% and has raised the ratio of park acreage per 1,000 residents from 5.7 acres to 8.6 acres. (This figure does not include 3200 acres at Stone Mountain Park and 495 acres of city parks)

The new acquisitions, whether used as active parkland or passive greenspace, will be a tremendous resource for DeKalb citizens fro both a recreational and environmental standpoint and will foster a quality of life that helps to stimulate quality economic development . Funding for the program was increased in 2005 with the passage of another bond referendum allocation an additional $28 million for land acquisition.

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Figure 5-10:
DeKalb County Parks & Greenspace Inventory (2005)



ANALYSIS OF SUPPORTING DATA AND INFORMATION

Public Health

The DeKalb County Board of Health's primary purpose is the prevention of disease, injury, disability and premature death. The agency monitors 44 reportable diseases, conducts surveillance and data collection for disease outbreaks, develops and implements emergency preparedness plans in the event of a bioterrorism or large-scale public health threat and provides environmental health services for people who live, work and play in DeKalb County. This purpose is achieved through the Board's six health centers indicated in Table 5-46.

Table 5-46:
DeKalb County Health Centers

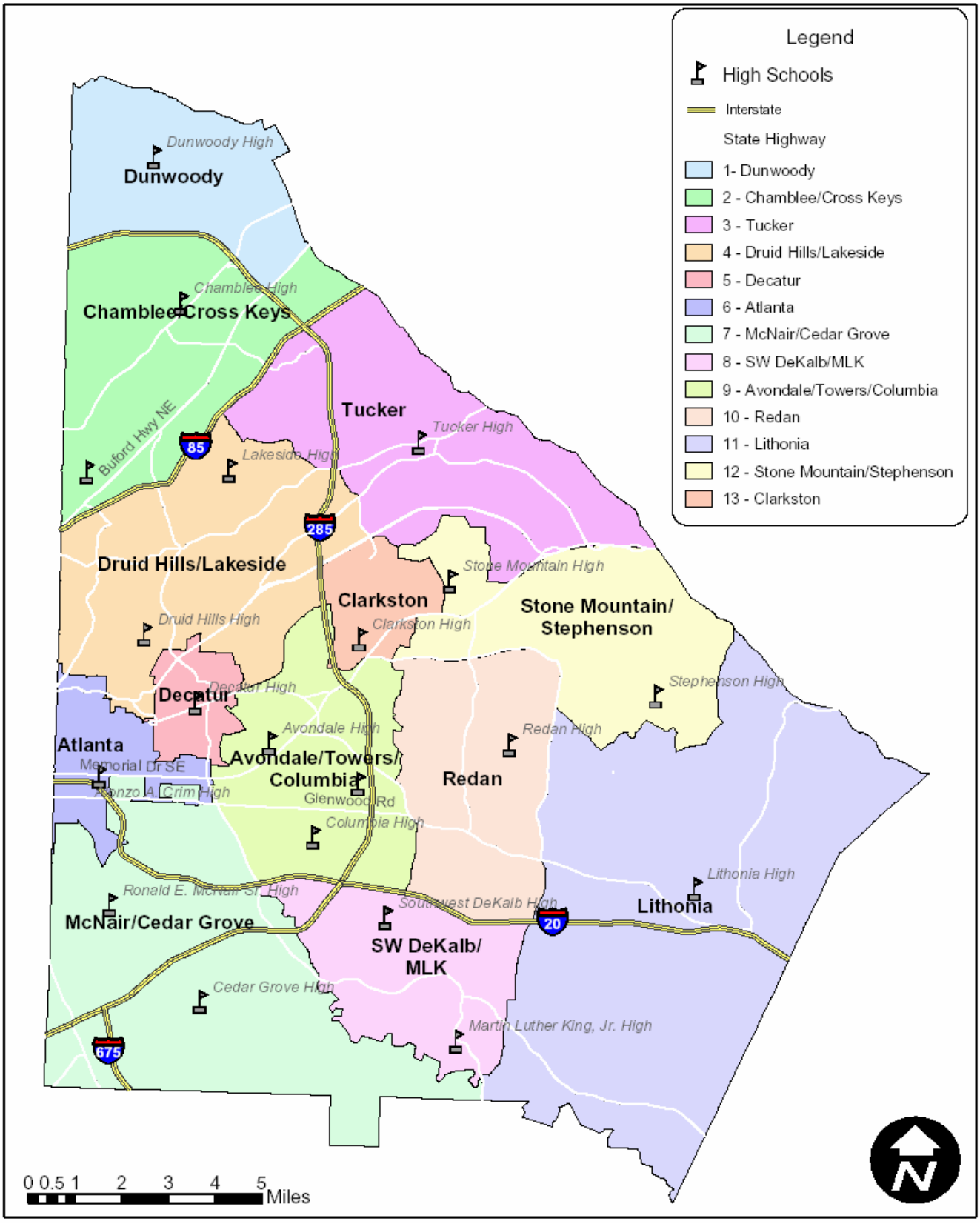
FACILITY NAME	LOCATION	PHONE
Eleanor Richardson Health Center	445 Winn Way, Decatur, GA 30030	404-294-3700
Kirkwood Health Center	30 Warren Street, S.E., Atlanta, GA 30317	404-370-7360
T.O. Vinson (Central) Health Center	440 Winn Way, Decatur, GA 30030	404-294-3762
North DeKalb Health Center	3807 Clairmont Road N.E., Chamblee, GA 30341	770-454-1144
East DeKalb Health Center	2277 S. Stone Mountain-Lithonia Road, Lithonia, GA 30058	770-484-2600
Clifton Springs (South) Health Center	3110 Clifton Springs Road, Decatur, GA 30034	404-244-2200

The Board of Health has divided the county into 13 geographic areas called Community Health Assessment Areas, or CHAAs, for the purposes of health planning (Figure 5-9). **These areas are based on natural communities of the local DeKalb high schools.** DeKalb County's anticipated future health trends have been analyzed and the associated impacts identified for the period over the next five to ten years.

1. Limitations, reductions and other changes in health care financing.
2. Increasing occupational health services needed for DeKalb County government employees.
3. Increased prevalence of obesity among African American and Latino populations.
4. Increased life spans leading to an older adult population with age-related health care needs.
5. Disparities between the north and south parts of the county in all issues related to chronic disease.
6. Increased number of foreign-born residents and non-English speaking residents.
7. Increasing birth rate for Hispanic population.
8. Increasing HIV rates in African American women, men and teens, as well as growing STD rates.
9. Poorer air quality due to traffic congestion.
10. Age delays in conception by older women and increasing number of babies born with special needs.
11. Increased mental health and addictive disease related issues.
12. Decreasing number of college- educated adults in south DeKalb.
13. Increasing homicide rates among African American males.
14. Increasing oral health needs for school-aged children, pregnant women, HIV/AIDS clients and people with other chronic conditions.

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Figure 5-11:
DeKalb County Community Health Assessment Areas



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The DeKalb County Board of Health anticipates that the following public health issues will need to be addressed regarding an increase in high density residential, commercial and/ or industrial areas in the county.

1. Septic tank policies, review and planning
2. Community education and review of public health issues related to landfills.
3. Smart growth (with environmental health's involvement in the planning process.
4. Pollution, smog and the public health impact.
5. Public transportation access for the workforce and clients.
6. Emergency preparedness planning for bioterrorism and/or large-scale public health crisis.

The DeKalb County Board of Health's facilities will need to be expanded to meet changing populations and health care trends. The following list reflects community facility needs for the next five to ten years.

1. Expansion of existing clinics to meet growing population.
2. Better coordinated resource integration at health centers.
3. Expanded hours- flexible schedules for staff and for delivery of programs.
4. New warehouse space (30,000 square feet)
5. Non traditional health care settings for teens.
6. "Boutique" health clinics based on population needs and health trends. (May include small office space strategically located that includes services for one to three chronic diseases only.)
7. Expansion for occupational health services for DeKalb County Government employees
8. School- based clinics in collaboration with DeKalb County School System.
9. Additional support services within health centers
10. Mobile health units (dental and others)
11. Contingency planning for facilities
12. Improved handicapped access at health center facilities (rest rooms, etc.)
13. Service elevators at health centers
14. Security for facilities needs to be enhanced
15. Childcare facility for workforce
16. Shower facility for health staff
17. Access to large, low-cost meeting space for 550 employees.

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Based on an increase in DeKalb's building, economic/ business and or transportation growth over the next five to ten years, the DeKalb County Board of Health anticipates the following programmatic changes and needs.

1. More outreach and education and partnership development to engage all sectors of the community in improving health conditions and reducing health disparities.
2. Flexibility for emerging public health needs in the area of emergency preparedness.
3. More case management services for special populations.
4. More translation services and a more culturally diverse and trained public health workforce.
5. Increased environmental health service activity in all areas related to business, land use and transportation.
6. Increased injury prevention services including pedestrian safety, SAFE KIDS of DeKalb, traffic calming and violence prevention.
7. Extensive technology improvements such as electronic medical records, data systems, telecommuting capacity and communication.
8. More specialized training for staff in the areas of cultural competence, language skills, emergency preparedness, etc.
9. Competitive salaries to attract and retain a skilled public health workforce.

Senior Service and Facility Needs

This section is dedicated to addressing the needs of seniors in DeKalb County. Much of this information is gathered from the County's Bridge Builders Plan. This document is a five-year action plan that defines needs, and provides action plans and policy to address senior needs. All of the issues are not addressed in the comprehensive plan, but more detailed information may be found in the Bridge Builders Action Plan.

Senior Health Needs and Issues

Seniors typically become more frail as they age, and disability tends to increase with age. At the same time, many seniors have multiple chronic health conditions.

1. There is a lack of information available about the leading causes of death among seniors, i.e., heart disease, cancer, stroke, chronic lung disease, pneumonia and influenza.
2. There is a need to incorporate health and wellness into all senior programs and activities.
3. Information needs to be disseminated about mental health and mental retardation issues among older adults.
4. Providers need more information on developmental disabilities and aging.
5. There is no comprehensive approach to address disease prevention and health promotion about risky sexual behaviors among older adults.
6. Refugee and immigrant elderly populations need greater access to health care resources.
7. Older adults are at greater risk for chronic illnesses and disabilities. Some chronic conditions can be prevented or delayed by healthy lifestyle practices such as proper diet and exercise.

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Senior Education and Information

Information and Assistance (I&A) services help older persons and their families find support that will enable them to remain independent in their own homes and communities. According to the Administration on Aging, many of the calls to I&A telephone lines were from frail elderly people frightened about their ability to cope or from caregivers anxious about a relative's well-being.

1. The social services system is fragmented and complex; therefore, there is a need to ensure that information is accessible and available to seniors and caregivers.
2. Brochures and other literature should be translated into different languages.
3. Media campaigns are needed to publicize the number where seniors and caregivers can call for information.

Senior Facilities and Enrichment Activities

Multipurpose senior centers will be called upon to offer new ways to improve health status, reduce health disparities, increase economic security, decrease caregiver stress, and increase the independence of older persons. According to the Administration on Aging, a typical senior center may offer the following types of services:

- Health, fitness, and wellness programs
- Recreational opportunities, transportation services
- Employment assistance
- Micro business enterprise
- Information and assistance
- Media and visual arts programs
- Social and community action opportunities
- Educational opportunities
- Intergenerational programs

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Public Libraries

DeKalb County provides educational, informational, recreational and cultural opportunities to its citizens through twenty-four (24) existing public library facilities and a public information network that provides home and office access to electronic library resources. Twenty (20) library branches and two (2) homework centers are operated directly by county library personnel, and one branch (Doraville) is operated by Doraville city personnel, providing county library service through an inter-local service agreement. The county library system also operates a library processing center which provides support services to the branches.

The library system operates a large number of special programs for children, teens, and seniors intended to raise the literacy and educational levels of county residents, with a special emphasis on pre-school programs. Research has shown that pre-school developmental programs have the greatest long-range positive economic impact on the community of any government investment. The library system also provides literacy programs for new immigrants for whom English is not a native language.

The DeKalb County Public Library's recognized service area is the entire county. The Library System's existing level of service in key areas is as follows:

- Collection: 1.23 library material items per capita (books and media)
- Staffing: 1 FTE employee per 3,135 residents
- Facilities: .38 square feet per capita

In July 2005, the DeKalb County Public Library Board of Trustees approved a 2006-2025 Library Facilities Plan which was based upon the following target service levels:

- Collection: 2 library material items per capita (books and media)
- Staffing: 1 FTE employee per 2,250 residents
- Facilities: .6 square feet per capita

These goals are based upon recognized minimum standards and demands by county residents for improved access to public library services, in terms of more and larger facilities, improved resources, and hours open. The 2006-2025 Library Facilities plan includes twenty-one (21) library building projects to be completed over the next twenty years. In November 2005, DeKalb County voters approved a $54,540,000 bond referendum to implement the 13 highest priority projects in the Library Facilities Plan, leaving the remaining projects to be addressed in future years.

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Following is a summary of the 2025 space goals and proposed facility actions for all DeKalb County Public Library facilities which will bring the library system to .6 square feet per capita by 2025 for a projected population of 894,418 residents. The projects approved by voters in the 2005 Bond Referendum are asterisked (*).

Table 5-47:

2025 Library Facilities Goals Summary
As approved in the DeKalb County Public Library 2006-2025 Facilities Plan

Facility	Square Feet 2005	Proposed Action	Square Feet 2025
Briarcliff Branch	4,000	Expansion	6,000
Brookhaven Branch *	6,800	Replacement	15,000
Bruce Street Homework Center	2,000	No Change	2,000
Chamblee Branch	17,100	Expansion	35,000
Clarkston Branch	10,000	No Change	10,000
Covington Branch	10,000	No Change	10,000
Decatur Library	53,355	Expansion	120,000
Deshon Road Branch	None	New Construction	12,000
Doraville Branch	9,300	No Change	9,300
Dunwoody Branch	21,400	Expansion	35,000
Ellenwood/River Road Branch *	None	New Construction	12,000
Embry Hills Branch *	4,000	Expansion	8,000
Flat Shoals Branch	10,000	No Change	10,000
Gresham Branch	5,000	Expansion	12,000
Hairston Crossing Branch *	4,000	Expansion	18,000
Lithonia-Davidson Branch	5,590	No Change	5,590
Northlake-Barbara Loar Branch *	10,000	Expansion	15,000
Northeast Plaza Branch *	None	New Construction	18,000
Redan-Trotti Branch *	21,500	Site Work/Expansion	35,000
Salem-Panola Branch *	4,000	Expansion	18,000
Scott Candler Branch *	8,700	Replacement	12,000
Scottdale-Tobie Grant Homework Center	1,100	No Change	1,100
Stone Mountain-Sue Kellogg Branch	9,300	Replacement	18,000
Stonecrest Branch *	None	New Construction	35,000
Toco Hill-Avis G. Williams Branch *	9,335	Replacement	18,000
Tucker-Reid H. Cofer Branch *	12,140	Replacement	35,000
Wesley Chapel-William C. Brown Branch	21,500	Expansion	35,000
Library Processing Center *	9,920	Replacement	22,000
Total	**270,040 square feet** **.38 sq. ft. per capita**		**581,990 square feet** **.65 sq. ft. per capita**

5.7 Transportation

Consistency of DeKalb Planning Efforts with the Local and Regional Community

The Transportation Element integrates and builds upon other County planning documents, such as the *DeKalb County Comprehensive Plan 1995-2015*, the *1978 Long Range Transportation and Thoroughfare Plan*, the *1968 Comprehensive Thoroughfare Plan* and the comprehensive plans for the Cities of Avondale, Atlanta, Chamblee, Clarkston, Decatur, Doraville, Lithonia, Pine Lake, and Stone Mountain. As one of the 20 counties included in the air quality non-attainment area for one-hour ozone (discussed later), DeKalb County participates in a regional transportation planning process which requires coordination with the Atlanta Regional Commission (ARC), the Metropolitan Atlanta Rapid Transit Authority (MARTA), the Georgia Regional Transportation Authority (GRTA), and the Georgia Department of Transportation (GDOT). Projects and programs defined as part of the regional transportation planning process are included in the CTP. Figure 6-6 provides a graphic overview of the interaction between the various state, local, and federal agencies and the DeKalb County Government.

Countywide Road Network

There are 268 square miles contains almost 2,300 centerline miles of roadway in DeKalb County. The road network serves various land uses and a diverse population in one of the largest counties in Georgia. The overwhelming majority of roads have two lanes but due to the significant traffic volumes in and through DeKalb, major arterials have been widened to four lanes or more. Figure 6-9 shows the number of lanes for each roadway in the network.

The Federal Functional Classification system established through the Federal Highway Administration (FHWA) and Georgia Department of Transportation (GDOT) assists in describing the existing and future road network by categorizing the role of roads in the network. An overwhelming majority of roads are classified as local. A significant number of local streets are necessary to ensure mobility and serve as access to the collector system. Activity centers and other traffic origins and destinations are located usually on collectors and arterials, which also serve the needs of inter and intra county commuters.

Classifications used and their major features are shown and described below in Figure 6-10. Table 5-47 identifies the roadway network by functional classification including the number of lanes and miles for each facility.

Table 5-47
Centerline Miles of Roadway by Functional Class and by Quadrant

Roadway Functional Class	Northern Quadrant	Central Quadrant	Southwest Quadrant	Southeast Quadrant	Total
Interstate Principal Arterial	31.9	8.3	35.3	8.7	84.2
Urban Freeway/ Expressway	2	11.1	0	0	13.1
Urban Principal Arterial	16.7	12.4	3.8	9.1	42
Minor Arterial	46.7	96.2	57.9	51.2	252
Collector	33.1	60.7	44.8	36.4	175
Local	470.3	721	543.4	427.8	2,162.5
Total	**600.7**	**909.7**	**685.2**	**533.2**	**2,728.8**

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Classifications Defined

Interstate Principal Arterial/Urban Freeway and Expressway - Defined as significant highways that feature limited access and continuous, high-speed movements for a wide variety of traffic types, Interstates and expressways account for 97 miles in DeKalb County, almost four percent of the total 2,729 miles in the DeKalb County roadway system. This mileage consists of 84 miles of Interstate highways and 13 miles of non-Interstate expressways. Volumes on interstates and expressways are expected to be over 75,000 per day. The Average Annual Daily Traffic (AADT) on DeKalb Interstates is approximately 170,177 vehicles per day and 104,395 vehicles on other expressways. Examples of Interstates and expressways in the study area include I-20, I-85, I-285, I-675 and US 78.

Urban Principal Arterial and Minor Arterial Street - Classified as major or minor, these roads connect activity centers and carry large volumes of traffic at moderate speeds. The arterial system in DeKalb County totals approximately 294 miles, or over 10 percent, of the total roadway miles. This mileage consists of 42 miles of major arterials and 252 miles of minor arterials. Examples of major arterials in the county include Buford Highway, Johnson Ferry Road, Peachtree Industrial Boulevard, Ponce De Leon Avenue, Snapfinger Road, Rock Chapel Road, Covington Highway, Panola Road, and Wesley Chapel Road. Volumes on major arterials are expected to be 25,000 to 50,000 per day and 15,000 to 30,000 per day for minor arterials. The AADT on arterial roadways in DeKalb County averages 28,063 vehicles per roadway per day on major arterials and 18,962 vehicles on minor arterials.

Collector Street - Allows access to activity centers from residential areas. Designed to collect traffic from streets in residential and commercial areas for distribution to the arterial system. The collector system in DeKalb is about 175 miles, six percent of the total roadway system. Volumes on collectors are expected to be 7,500 to 15,000 per day. The average AADT on collector in DeKalb County 9,024 vehicles.

Local Streets - Feed the collector system from low volume residential and commercial areas. Local streets are usually found in subdivisions and rural areas. There are 2,162 miles, or 79 percent, of all roadways, classified as local in DeKalb County. Volumes on local streets are expected to be less than 12,000 per day. AADT volumes on local roadways total approximately 1,522 vehicles per day.

Roadway Jurisdiction

Jurisdiction of the street network is briefly described below.

- Interstates and Expressways-GDOT has exclusive jurisdiction on construction and maintenance of interstates and expressways that are designated as state routes.

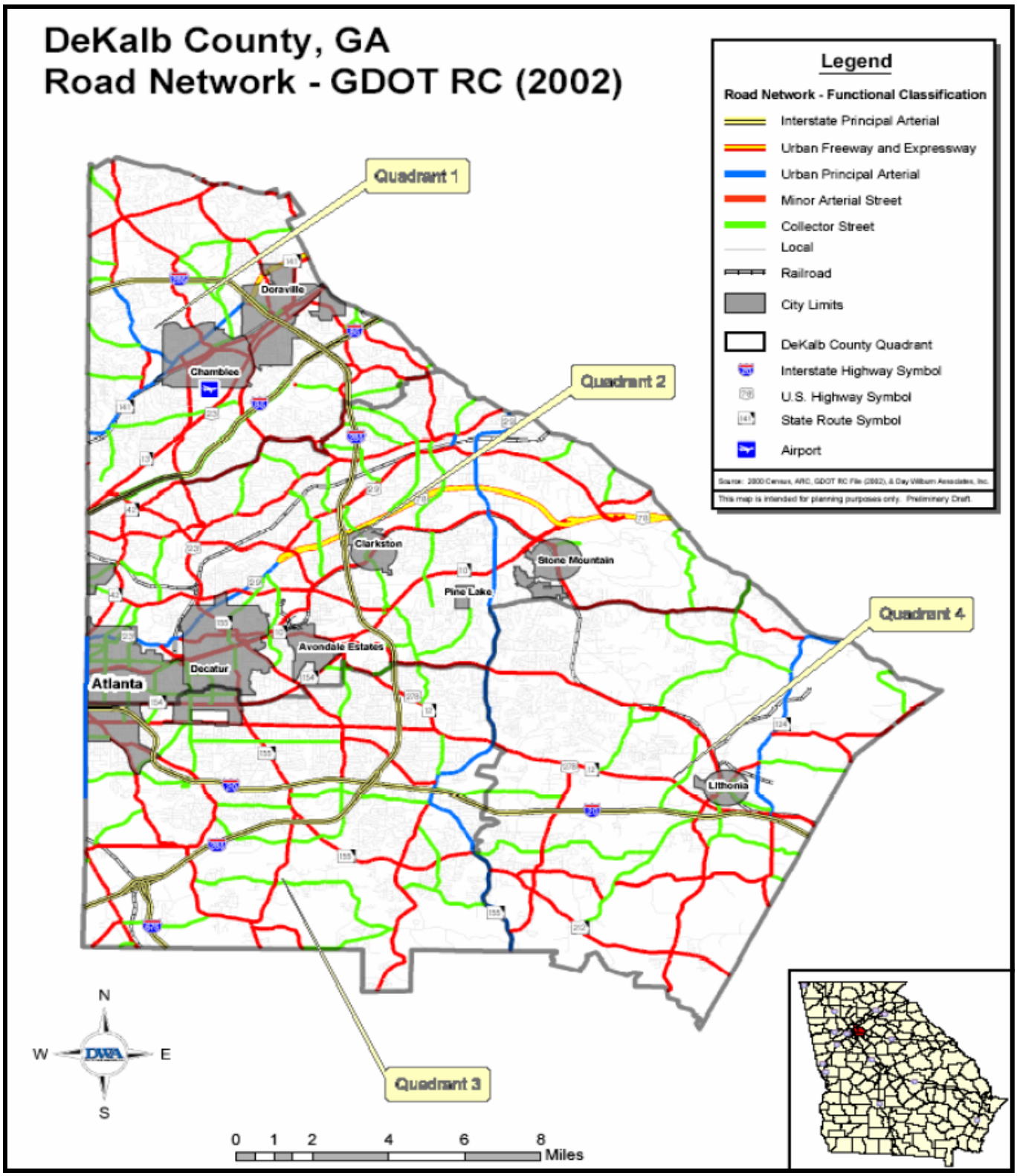
- Arterials-GDOT has jurisdiction on arterials designated as state routes. Arterials designated as county roads are maintained by the county and those designated as City roads are maintained by the city where the road is located.

- Collectors-GDOT has jurisdiction on collectors designated as state routes. Collectors designated as county roads are maintained by the county and those designated as city roads are maintained by the city within which the road exists.

- Local streets-GDOT does not maintain local streets. The county or city is designated as having jurisdiction.

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Figure 5-12 Functional Classification



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Bridges are inspected biennially and most recently in January 2003 GDOT inspected 210 bridges in DeKalb County. The inspection surveyed 176 locally-owned and maintained roadway bridges and 34 non-roadway bridges (serving railways, MARTA, or pedestrians). GDOT bridge inspections use the following ratings to characterize the conditions of bridges:

9 **Excellent Condition**

8 **Very Good Condition** – No problems noted.

7 **Good Condition** – Some minor problems.

6 **Satisfactory Condition** – Structural elements show some minor deterioration.

5 **Fair Condition** – All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.

4 **Poor Condition** – Advanced section loss, deterioration, spalling or scour

3 **Serious Condition** – Loss of section, deterioration, and cracks in steel/concrete have seriously affected primary structural components.

2 **Critical Condition** – Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks may be present. Monitoring and corrective action may be required.

1 **Imminent Failure Condition** – Major deterioration or section loss in critical structural components. Closed to traffic but corrective action may restore light service.

0 **Failed Condition** – Out of service and beyond repair.

The 176 locally-owned roadway bridges inspected received the following ratings:

- **Good Condition** – 136 (77.3%)
- **Satisfactory Condition** – 24 (13.6%)
- **Fair Condition** – 13 (7.4%)
- **Poor Condition** – 2 (1.1%)
- **Failed Condition** – 1 (0.6%) This bridge was in need of full replacement rather than upgrading and was properly closed with concrete barricades.

15 (8.5%) warranted load-limit restrictions postings. The conditions of these posted bridges ranged from “good” to “poor”.

Alternative Modes of Transportation

High Occupancy Vehicle Lanes (HOV)

As of 2005, the county has 33 miles of HOV lanes, all assigned on I-20 and I-85. The HOV lanes are limited to vehicles with two or more occupants, emergency vehicles, motorcycles, and certified alternative fuel vehicles. Figure 6-13 is a map of existing and planned HOV lanes.

Mobility 2030 recommends the expansion of the HOV system to I-20 East from Columbia to Evans Mill Road. Design and concept work will begin on I-285 from I-75 North in Cobb County to I-20 East in 2008 with construction scheduled before 2020. The HOV lanes will be barrier separated which is anticipated to provide better safety and travel reliability. Dedicated access points will also be provided to eliminate the delay entering and exiting the HOV lanes. The projects will also allow transit systems to bypass congestion choke points and enter and exit the system seamlessly. DeKalb will continue to encourage car and van pooling to better utilize available HOV lanes.

Public Transit

MARTA

The Metropolitan Area Rapid Transit Authority (MARTA) system includes heavy rail, fixed route and paratransit services. There are 54 MARTA bus routes, over 14 miles of MARTA rail lines and ten transit stations in DeKalb County. The rail stations are Avondale Estates, Brookhaven, Chamblee, Decatur, Doraville, Dunwoody, East Lake, Edgewood-Candler Park, Indian Creek, and Kensington. Analysis of system accessibility indicates that approximately 410,000 people live within 1/4 mile of a bus route or transit station. Expanded use and improvement of the current MARTA system including express bus service routes, additional park and ride lots, and cross-town links is supported by the County.

Pedestrian and Bicycle Facilities

Sidewalks

To further the goal that pedestrians are a top priority, the county adopted code requirements (Section 14-383) for sidewalks in all new development. The county's objective is to the construction of sidewalks along all arterials and collectors, in new development, and within one mile of schools in coordination with the DeKalb County School Board. The CTP process will result in an updated sidewalk plan.

Approximately 368 of the 1378 linear miles (27 percent) of roadway have sidewalks in high density land uses and within ¼ mile of hospitals, transit stations and schools. The existing sidewalk network is shown on Figures 6-22 and 6-23. The figures display sidewalk availability on one or both sides of a roadway.

Bicycle and Multi-use Trails

DeKalb County currently has almost 34 miles of multi-use trails or bike routes. Of these, 26 miles are located in the central quadrant and seven in the southeast quadrant. There are currently no bike trails in the north quadrant and less than a mile in the southwest quadrant. The ARC 2030 RTP/TIP includes almost 450 miles of new multi-use trails. Of these, 118 miles are planned for the central quadrant, over 83 miles for the north quadrant, almost 109 miles for the southeast quadrant, and close to 140 miles for the southwest quadrant.

PATH Foundation

DeKalb County has a partnership agreement with the PATH Foundation, a non-profit group that specializes in developing multiuse trails in metropolitan Atlanta. The PATH Foundation has been successful in creating the Atlanta/DeKalb trail system including the Stone Mountain, South Decatur Trolley, and Arabia Mountain Trails in DeKalb. Over 120 miles of trails are planned for DeKalb County as part of D*eKalb's Greenway Trails: A Master Plan for Multi-Use Trails in DeKalb County, Georgia.*

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) utilizes communication technology to improve management, operation and efficiency of the existing system without adding capacity. The Transportation Equity Act for the 21st Century (TEA-21) requires that all projects conform to the National ITS Architecture and Standards. These ensure compatibility between various ITS programs and between operating agencies. Existing DeKalb County ITS infrastructure includes three groups: field equipment, communications, and Traffic Control Center (TCC).

Field Equipment

DeKalb County currently has 684 signalized intersections, controlled by a combination of four different types of signal controllers. Approximately 60% of the signals in DeKalb are linked as coordinated signal groups, using both fiber-optic and twisted-pair cables.

Communications

In addition to an extensive system of closed circuit television (CCTV) cameras on DeKalb's Interstate freeways operated and maintained by GDOT, DeKalb County currently has 33 arterial CCTV cameras, which send analog video to the TCC through fiber optic cable. These cameras are used to monitor road conditions for the purposes of signal control and incident management.

Traffic Control Center

DeKalb County maintains a TCC at the County's Traffic Engineering office on Camp Road near Memorial Drive. The TCC is staffed by two operators whose primary duty is managing congestion on County arterials by modulating signal timing and controlling coordinated signal groups. The DeKalb TCC currently views GDOT and DeKalb County CCTVs through the GDOT NaviGAtor system.

Airports

DeKalb Peachtree Airport (PDK) is the second busiest airport in Georgia and is located in northeast DeKalb County on approximately 765 acres. PDK acts as a general aviation airport which helps to alleviate the operational capacity constraints at Hartsfield-Jackson Atlanta International Airport (HJAIA). PDK airport has averaged about 230,000 operations (takeoffs and landings) per year. The tables below show general aviation activity at PDK.

Aviation services, visiting passengers and corporate operations result in local expenditures which create jobs, generate taxes and facilitate business. In total, the airport is estimated to create the largest general aviation economic impacts in the State. Impacts that are directly traceable to airport activity are:

- $14 million in visitor spending annually
- $50 million per year in travel and operating cost savings
- Approximately 3,600 local jobs, of which 762 are located at the airport.

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Based on the 1993 Airport Master Plan, land has been acquired and converted to compatible use in the Runway Protection Zone (RPZ) located north of Chamblee-Tucker Road on the departure paths of Runways 2L and 2R. The Airport's Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study received approval from the FAA in 1997. The study encompassed noise abatement and land use strategies to reduce noise impacts on incompatible land uses in the vicinity of the airport.

Since 1997, PDK has offered voluntary relocation assistance to over 200 residents that live in areas that experience high levels of noise from PDK operations as identified by the noise compatibility study. The land acquisition program is ongoing and is voluntary for occupants. Since the program's initiation, the county has acquired 198 properties with a total expenditure of $28,979,148 in federal grants and county matching funds.

Some of the property acquired by the county will be a 30-acre mixed use development, the International Village at Chamblee planned to border the airport. An airport-compatible development, the multi-jurisdictional project will include a trade center, restaurants, markets, shops, and a hotel. Not to be confused with the City of Chamblee's International Village zoning district, the formerly county-owned property will be developed by the private sector adjacent to the airport's north side.

Freight

Railroad

Over 70 percent of the railroads in Georgia are owned and operated by CSX and Norfolk Southern. Both are Class I railroad freight carriers which are actively operating in DeKalb County. Active Norfolk Southern lines are located in the Northern quadrant and the extreme southwestern corner of the county. Active CSX lines are in the central and southeastern quadrants. CSX owns over 110 miles of railroad and Norfolk Southern owns 24 miles. See Figure 6-18 for freight lines in DeKalb County.

Truck Routes

GDOT administers the Surface Transportation Assistance Act of 1982 (STAA), a highway program that designates national routes for oversized trucks to move freight. Routes in DeKalb that are included in STAA are I-20, I-85, I-285, I-675, US 23, and a section of Panola Road between Covington Highway (US 278) and I-20. There are 332 miles of STAA routes that are local truck routes and over 67 miles that are state truck routes. Truck trips in DeKalb were estimated at approximately 220,653 per day in 2000 with an anticipated 30% increase to 285,797 in 2030.

Designation of truck use along public roadways is restricted in certain areas to facilitate traffic flow, separate truck traffic from other vehicles, and to offer economic development incentives. Section 17-94 of the DeKalb Code of Ordinances prohibits vehicles longer than 30 feet and weighing more than 36,000 pounds from operating on county streets other than those designated as truck routes. Documentation of destination is required for exceptions. Section 17-361 lists the roadway segments designated as truck routes in DeKalb County. See Figure XX for truck routes designated by the county and state freight facilities.

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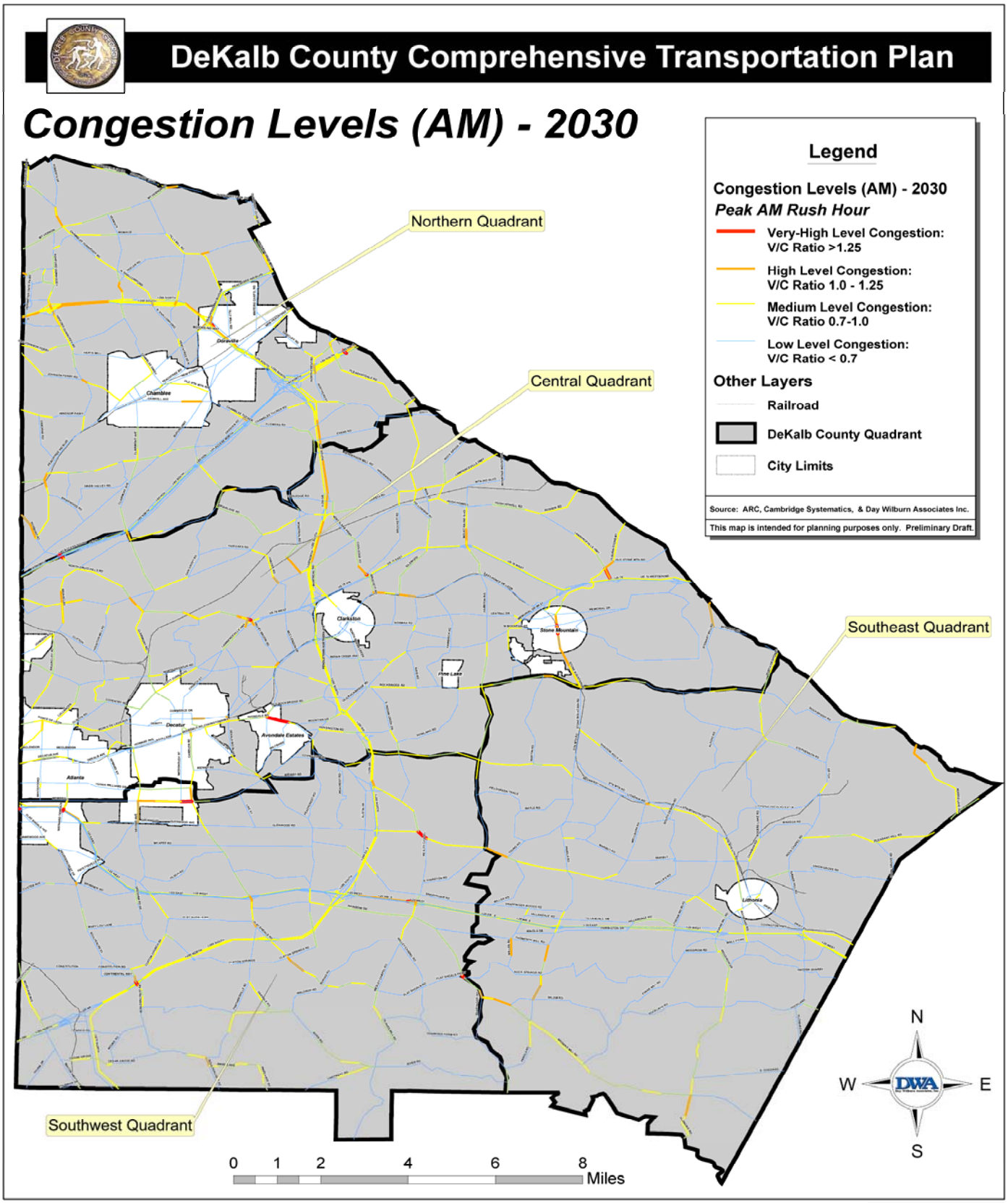
Transportation and Land Use Connection

As discussed in the *Analysis of Existing Development Patterns, Development Outpacing Facilities /Services,* the entire county in experiencing significant traffic congestion. The congestion is largely caused by the historic development patterns and the in-balance in the locations of jobs and housing found throughout the entire region.

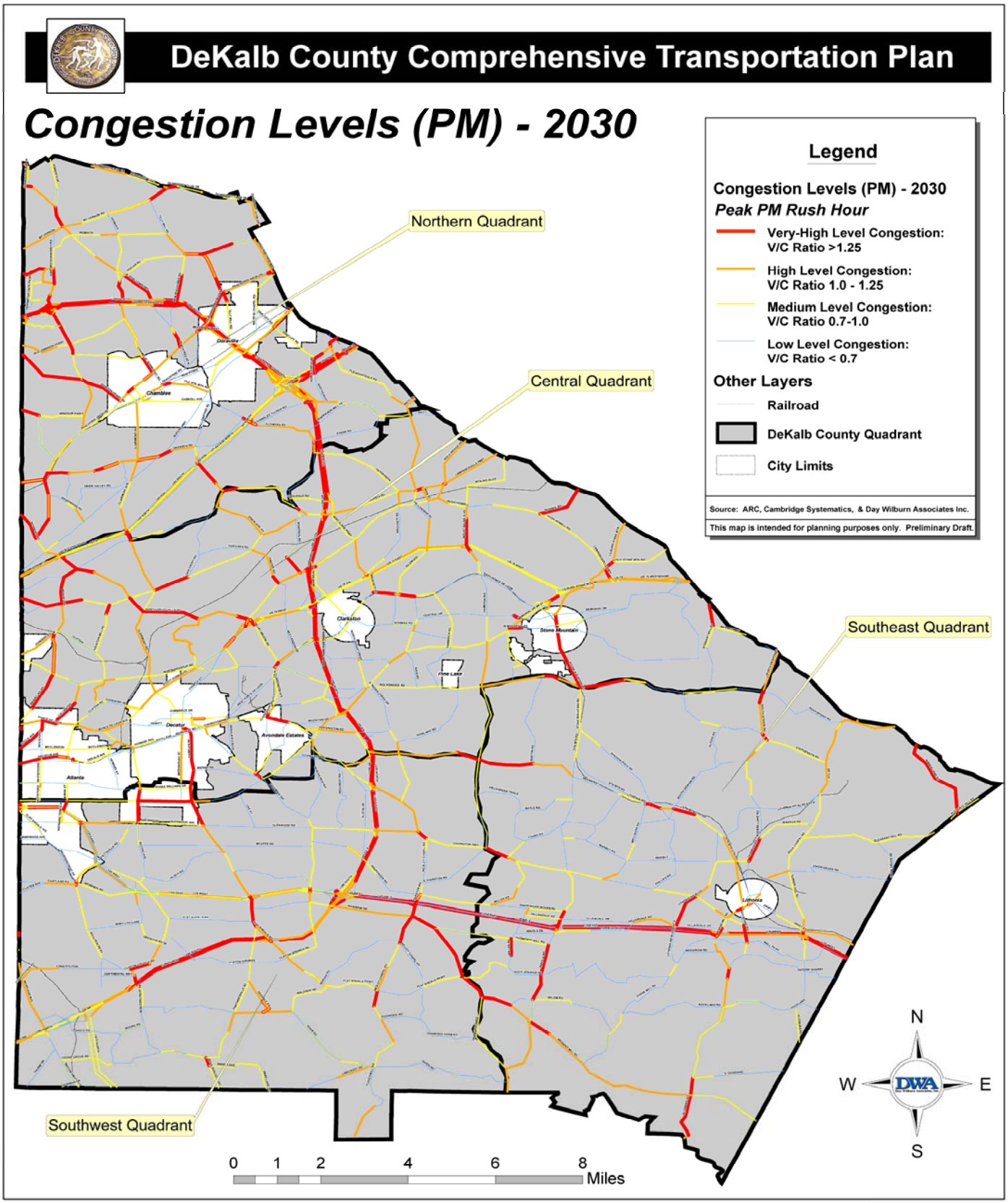
The Comprehensive Transportation Plan (CTP) identified roads that have or are projected to exceed their volume to capacity (v/c) ratio. The v/c ratio estimates the capacity that a given road can handle. A ratio less than 1.0 indicates that the road can handle more capacity while a ratio of 1.0 indicates that the road is at capacity. As it approaches 1.0, the road is reaching it's capacity and congestion will be a result. Roads over 1.0 are over capacity. These ratios were calculated for the existing and projected (2030) peak AM and PM rush hour periods. As shown on the attached maps, congestion is found throughout the county, but is worse on the northern side of the county as well as on the interstates.

The county as well as the region's predominately decentralized suburban development pattern has put a strain on the counties roadways due to the inability to keep up with the pace of development and the design of the street network. Roadway improvements have not always taken place in close correlation to new development. The result has been new residential development the feeds onto small streets that were originally designed as rural roads. The common suburban residential design consist of curvilinear streets with many dead end cul-de-sacs that concentrates subdivision traffic to single or few exits leading onto to roadways that are often over capacity. The low densities and disconnected street networks make pedestrian and transit options impossible or highly inefficient.

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5.8 - Intergovernmental Coordination

The purpose of this section is to inventory the existing intergovernmental mechanisms and processes between DeKalb County, the eight (8) municipalities within the county, and the City of Atlanta. Programs of potential impact that affect the Community Agenda will be highlighted.

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. Eight cities are located within the County, and they are: Avondale Estates, Chamblee, Clarkston, Decatur, Doraville, Lithonia, Pine Lake, and Stone Mountain. The Service Delivery Strategy is designed to serve as a primary mechanism to coordinate services between DeKalb County and city governments.

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.

School Board

The DeKalb County Board of Education oversees the DeKalb County Public Schools, which serve the entire county and the majority of municipalities. It is the official policy-making body of the DeKalb School System. As of January 1, 2005, there are nine members elected from individual districts.

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Currently there is no consistent coordination mechanism between the Department of Planning and Development and the Board of Education. Due to the close relationship of development and school planning and impacts, a formalized and consistent coordination mechanism is needed.

Regional and State Entities

- Atlanta Regional Commission
- Metropolitan North Georgia Water Planning District
- Georgia Department of Transportation
- Georgia Department of Natural Resources
- Georgia Department of Community Affairs

Private Entities

DeKalb County Chamber of Commerce: A non-profit membership organization, the DeKalb County Chamber of Commerce provides assistance to new businesses wishing to locate their establishments in the county. The agency's activities are focused in the areas of business recruitment and retention.

Georgia Power Company: Georgia Power is a utility company servicing customers throughout the State of Georgia. There is little coordination required between the County and Georgia Power except for issues related to electric utility hookups.

DeKalb County Greenspace Program: In 2001, voters in unincorporated DeKalb County approved more than $87 million for acquisition of parkland and greenspace. In addition, to further expand the greenspace program, the County has leveraged an additional $15 million from public and private grants. Since 2001, DeKalb has acquired more than 2,220 acres of land to enhance and make connections to existing parks, secure areas of natural beauty, safeguard water sources, preserve cultural and historical resources and create new parks and greenways.

Regional Transportation Plans - Existing Coordinating Mechanisms

Regional Transportation Planning for DeKalb County is primarily coordinated through the Atlanta Regional Commission (ARC) and the DeKalb County Department of Planning and Development. The county serves on the Transportation Coordinating Committee (TCC), which is responsible for providing technical advice regarding multi-jurisdictional transportation related matters that will ultimately affect the Atlanta Metropolitan Region. Some of the regional partners are listed below:

- Atlanta Regional Commission (ARC)
- Georgia Department of Transportation (GDOT)
- Georgia Regional Transportation Authority (GRTA)

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The Georgia Department of Transportation (GDOT) along with the DeKalb County Departments of Public Works and Planning & Development participate in bi-monthly coordination meetings where local project scopes are defined and discussed for finalization and implementation.

The Georgia Regional Transportation Authority (GRTA) in conjunction with other agencies works to improve:

- regional mobility by coordinating public transit services between the various transit providers,
- air quality through the reduction of ozone and particulate matter levels, and
- coordination between land use and transportation infrastructure through the developments of regional impact (DRIs) review process.

Intergovernmental Coordination 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.

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5.9- Consistency with Service Delivery Strategy

The Service Delivery Strategy (SDS) provides a plan that defines how services are provided between DeKalb County, its municipalities, and City of Atlanta. The SDS is intended to be a concise action plan, backed up by the appropriate ordinances and intergovernmental agreements, for providing local government services and resolving land use conflicts within an entire county area. The table below diagrams the updates for the 2005 Service Delivery Strategy.

Services Provided	DeKalb County Service Delivery Strategy (1999)	Areas Served	Changes in SDS Update (2005)
General Government			
Finance / Purchasing Information Technologies / Personnel	DeKalb Co. provides for unincorporated areas. DeKalb municipalities provide their own services.	DeKalb County. All cities provide own services.	Stone Mountain requests a GIS Data Interchange Agreement.
Elections	DeKalb Co. provides for unincorporated areas. DeKalb municipalities provide their own services.	DeKalb County. All cities provide own services.	New IGAs needed.
Personnel	DeKalb Co. provides for unincorporated areas. DeKalb municipalities provide their own services.	DeKalb County. All cities provide own services.	None
Property Tax Collections/ Tax Billing	DeKalb Co. provides service for unincorporated area, Atlanta in DeKalb, Avondale Estates, Chamblee, Clarkston, and Pine Lake. Decatur, Doraville, Lithonia, & Stone Mountain serve their own communities.	DeKalb Co., Atlanta in DeKalb, Avondale, Chamblee, Clarkston, & Pine Lake. Other cities provide their own.	None
Legal / Judicial			
Municipal/Recorders Court	DeKalb Co. provides for unincorporated areas. DeKalb municipalities provide their own services.		None
Public Defender / Solicitor / Local Government Attorney	DeKalb Co. and Atlanta provides own service. All other municipalities provide their own service through a private vendor.		None

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Services Provided	DeKalb County Service Delivery Strategy (1999)	Areas Served	Changes in SDS Update (2005)
Public Safety			
Police	DeKalb County provides services to unincorporated areas. Cities provide their own services.	DeKalb County and all cities.	Negotiations with Avondale Estates and Stone Mountain to add specialty services.
Jail & Evictions	DeKalb Co. provides services to unincorporated area, and to all cities.	DeKalb County and all cities.	None
Real Estate & Warrants	DeKalb County provides services to unincorporated areas. Cities provide their own services.	DeKalb County and all cities.	None
Fire	DeKalb County provides services to unincorporated areas, Avondale Estates, Chamblee, Clarkston, Doraville, Lithonia, Pine Lake, Stone Mountain. City of Atlanta and Decatur provide their own service.	DeKalb County and all cities.	N/A
Animal Control	DeKalb County provides services to unincorporated areas, Avondale Estates, Clarkston, Lithonia, Pine Lake, & Stone Mountain. Chamblee, Decatur, & Doraville provide their own service. City of Atlanta has an Intergovernmental Agreement with the Board of Health.	DeKalb County and all listed cities.	None
EMS	DeKalb County provides services to unincorporated areas, and all cities.	DeKalb County and all cities.	None
911	DeKalb County provides services to unincorporated areas, Avondale Estates, Clarkston, Lithonia, Pine Lake, & Stone Mountain. The City of Atlanta, Chamblee, Decatur, & Doraville provide their own service.	DeKalb County and all cities.	None
Dispatch	DeKalb County provides services to unincorporated areas, the City of Avondale Estates, Clarkston, and Pine Lake. All other cites provide their own service.	DeKalb County and all listed cities.	None

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Services Provided	DeKalb County Service Delivery Strategy (1999)	Areas Served	Changes in SDS Update (2005)
Public Safety (cont'd)			
Medical Examiner	DeKalb County provides services to unincorporated areas, and all cities.	DeKalb County and all cities.	None
Emergency Management	DeKalb County provides services to unincorporated areas, and all cities except for City of Atlanta.	DeKalb County and all cities except Atlanta.	None
Development / Permits			
Economic Development	DeKalb County provides services to unincorporated areas. City of Avondale Estates, Chamblee, Clarkson, Doraville, & Stone Mountain provide their own service. City of Atlanta, Decatur, & Lithonia provide service to their own area through an Authority Agency.	DeKalb County and all cities except Pine Lake.	None
CDBG	DeKalb County provides services to unincorporated areas. Joint agreements executed with City of Atlanta, Clarkston, Decatur, Lithonia, and Stone Mountain. Chamblee provides their own services.	DeKalb County and all cities except for Avondale Estates, Doraville, & Pine Lake.	None
Building Inspections & Permits	DeKalb County provides services to unincorporated areas, the City of Avondale Estates, Clarkston, Pine Lake, & Stone Mountain. DeKalb provides site plan to Chamblee, and electrical to Decatur. City of Atlanta, Chamblee, Doraville, & Lithonia provide their own service.	DeKalb County and all cities.	N/A
Planning / Zoning / Code Enforcement	DeKalb County provides services to unincorporated areas. Cities provide their own service.	DeKalb County and all cities.	N/A
Public Housing	DeKalb County provides services to unincorporated areas through a Housing Authority. City of Atlanta, Clarkston, Decatur, & Lithonia provide their own service through a Housing Authority.	DeKalb County and listed cities.	None

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Services Provided	DeKalb County Service Delivery Strategy (1999)	Areas Served	Changes in SDS Update (2005)
Public Works			
Water Treatment / Water Distribution	DeKalb County provides services to unincorporated areas, and all cities.	DeKalb County and all cities.	Pending
Wastewater Collection & Treatment	DeKalb County provides services to unincorporated areas, and all cities.	DeKalb County and all cities.	Pending
Refuse Collection	DeKalb County provides services to unincorporated areas, and City of Lithonia. Avondale Estates, Chamblee, Clarkston, Decatur, Doraville, and Pine Lake provide their own service. Stone Mountain is served by a private contractor. City of Atlanta provides own residential service, and commercial service is provided by a private contractor.	DeKalb County and all cities.	Covered in the SWMP. DeKalb County provides services to unincorporated areas, and the cities of Avondale Estates, Chamblee, Clarkston, Decatur, Doraville, Lithonia, and Pine Lake.
Landfill	DeKalb County provides service to unincorporated areas. All other cities provide their own services through a private contractor.	DeKalb County and all cities.	Covered in the SWMP. DeKalb County provides services to unincorporated areas, and the cities of Avondale Estates, Chamblee, Clarkston, Decatur, Doraville, Lithonia, and Pine Lake.
Recycling Programs	DeKalb County provides services to unincorporated areas, and Lithonia. Chamblee, Doraville, and Pine Lake provide their own service. Services for Atlanta, Avondale Estates, Decatur, and Stone Mountain are provided by a private contract.	DeKalb County and all cities except for Clarkston.	Covered in the SWMP. DeKalb County provides services to unincorporated areas, and the cities of Avondale Estates, Chamblee, Clarkston, Decatur, Doraville, Lithonia, and Pine Lake.
Street Construction & Maintenance	DeKalb County provides services to unincorporated areas, Avondale Estates, Chamblee, Clarkston, Doraville, Lithonia, Pine Lake, and Stone Mountain. City of Atlanta and Decatur provide their own service.	DeKalb County and all cities.	Pending
Street Cleaning	DeKalb County provides service to unincorporated areas. All other cities provide their own services.	DeKalb County and all cities.	Pending

ANALYSIS OF SUPPORTING DATA AND INFORMATION

Services Provided	DeKalb County Service Delivery Strategy (1999)	Areas Served	Changes in SDS Update (2005)
Public Works			
Traffic Engineering	DeKalb County provides this service to unincorporated areas and all cities, except City of Atlanta.	DeKalb County and all cities.	None
Storm Water	DeKalb County provides this service to unincorporated areas, and maintenance to all cities, except City of Atlanta.	DeKalb County and all cities except Atlanta.	Pending. The provision of storm water has not changed. However, IGAs for are currently being reviewed and updated for utility maintenance.
Cemetery	DeKalb County provides this service to unincorporated areas. City of Atlanta, Decatur, Lithonia, and Stone Mountain provide their own service.	DeKalb County and listed cities.	None
Airport	DeKalb County provides this service to unincorporated areas, and City of Atlanta provides it own service.	DeKalb County and City of Atlanta only.	None
Leisure Services			
Parks	Each government provides it's own services, with the exception of Lithonia. IGA btw. DeKalb Co. & Lithonia.	DeKalb County and Lithonia. All cities.	None
Recreation Programs	DeKalb County provides service for unincorporated areas. Atlanta, Chamblee, Decatur, Doraville, Pine Lake, and Stone Mountain provide their own service.	DeKalb County and listed cities.	None
Libraries	DeKalb provides service for county, and all cities.	DeKalb County and all cities.	None
Health and Social Services			
• Physical Health/ Environmental Health • Hospital • Mental Health/ Substance Abuse • Welfare • Senior Services	DeKalb provides service for county, and all cities.	DeKalb County and all cities.	None

DeKalb County Comprehensive Plan 2005-2025

Community Participation Program

May 2007















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DeKalb County Strategic Planning Division
Department of Planning and Development

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1. Introduction

1.1 Purpose

DeKalb County recognizes that the public involvement program is central to the Comprehensive and Solid Waste Plan development. The County has designed a program that reaches out to DeKalb's residents, visitors, and business owners in their communities. From the very beginning, the public, agency staff, community leaders, and elected officials were invited to participate in the process and their involvement will be maintained throughout the project.

The public involvement program will meet the challenges and build consensus on the Comprehensive Plan and the Solid Waste Plan. One goal of this process is to try to reach those citizens not traditionally involved in the planning process. The following pages summarize the purpose, approach, and key findings from the first phase of the public involvement program—public meetings.

1.2 Scope

The 2006 Comprehensive and Solid Waste Plan is essential in promoting, developing, and sustaining comprehensive planning by DeKalb County Government. Interagency cooperation drives the planning process and includes the Governor's Development Council, the Department of Community Affairs (DCA), the Atlanta Regional Commission (ARC), as well as DeKalb County, its municipalities, and constituents. ***State law requires that counties maintain and periodically update a 20-year comprehensive plan***. Through the planning process the community develops a vision and assesses its needs in a range of planning areas including population, economic development, housing, natural and cultural resources, solid waste management, community facilities, land use, and transportation. Solutions are then established to meet those needs. The current DeKalb County Comprehensive Plan (completed in 1996) and the DeKalb County Solid Waste Plan (completed in 1999) outline program goals and objectives through the year 2015. In accordance with the planning standards established by state law, DeKalb County is reviewing those existing plans, determining public expectations for the future, and updating the content of both plans through the year 2026.

1.3 Requirements for Success

DeKalb County is the most culturally diverse county in the metro area with many different nationalities calling it home. Since the last Comprehensive Plan Update, the Asian and Hispanic populations have significantly grown. It is important that during this process of updating the plan, we try to reach all of DeKalb County's citizens.

In the past, the public meetings have generated “repeat” participants. We need to reach those that do not regularly come or have never come to a public meeting to discuss land use or transportation. These issues affect all of us, as we make our way to work or look on as a new shopping center is built.

The County is changing: more people are moving to DeKalb County, more development is occurring, and traffic is more congested. We have a plan at the County and we need to hear from the citizens and work together to modify and create a plan for the future. Without a plan, quality of life will be affected. The approach is to develop a plan that includes citizen input, maintains the quality of life, mitigates identified weaknesses, and creates a plan for the future.

This County is rich in cultural diversity and will be taken into account during this update of the Comprehensive Plan. The goal is to reach more people than ever before and communicate in languages previously neglected. Our outreach goal for more diverse participation includes working with the DeKalb Latin American Association and others.



June 2006 Public Meeting at The Lou Walker Senior Facility

This public meeting was one of four planned for the Community Assessment and Community Participation Program review.



2. Identification of Stakeholders

Throughout the planning process, it is important to include members of the public and stakeholders. Stakeholders are those individuals that have a "stake" in the future of the community. Those with an vested interests. This includes residents, land owners, business owners, ministers, neighborhood association, non-profits and public officials.

DeKalb County CEO, Vernon Jones

DeKalb County Board of Commissioners

- Elaine Boyer—District 1
- Gale Walldorff—District 2
- Larry Johnson—District 3
- Burrell Ellis—District 4
- Hank Johnson—District 5
- Kathie Gannon—District 6
- Connie Stokes—District 7

DeKalb County Planning Commission

- Tommy Arnold
- Robert Dallas
- Don Broussard
- Vivian Moore
- Tess Snipes
- Kathy Register
- Larry Danese
- Vickie Elisa
- Robert Godfrey

DeKalb County Municipalities

- Atlanta (in DeKalb)
- Avondale Estates
- Chamblee
- Clarkston
- Decatur
- Doraville
- Lithonia
- Pine Lake
- Stone Mountain

2. Identification of Stakeholders (continued)

Surrounding Jurisdictions

- Gwinnett County Planning Department

- Rockdale County Planning Department
- Fulton County Planning Department
- Henry County Planning Department
- Clayton County Government

Community Council Members

Community Council Members are a great resource for stakeholder purposes. There are five community council areas in the County. These community residents provide input on rezoning and land use amendments. They know the issues that are important to their neighborhoods and act as one voice to keep the community strong and healthy. This plan will be presented to the Council Members at their monthly meetings. The Council Members will spread the word about the public participation plan through their connections.

Civic Associations and Community Groups

Many organizational and individual stakeholders participated in meetings throughout DeKalb County. Meetings were held throughout DeKalb County to solicit input from all citizens. The Stakeholders listed in this section have represented or spoken as associations or organizations.

- Tucker Civic Association
- Northlake Community Alliance
- Pride Rings In Stone Mountain (PRISM)
- Nancy Creek Civic Association
- Sexton Woods Community
- Silver Lake Community
- Perimeter
- Dunwoody Homeowners Association
- Tucker (Main Street)
- Brookhaven
- East Lake Heights
- Gresham Park
- Highland Park
- South DeKalb Community Development
- East Lake Terrace Neighborhood
- South DeKalb Citizens Good Neighbors
- Rainbow Forest/Knollview Estates
- Hidden Lake
- Kings Park

2. Identification of Stakeholders (continued)

- Pinehurst
- Amherst
- Friends of Arabian Mountain

Other Groups and Organizations

- GDOT
- Board of Education
- Board of health

3. Identification of Participation Techniques

3.1 Public Participation Activities in 2004

Public Meetings

Public meetings are an important component of the Comprehensive Plan process. The meetings are designed to bring the community together to discuss the issues that are important to them now and in the future. It is a dialogue between the community and government officials who help shape the landscape.

Public Meeting Purpose and Objectives

The public meetings were jointly sponsored by the DeKalb County Planning Department and the Public Works Department. The meetings were designed to:

1. Increase public awareness of the DeKalb County comprehensive and solid waste management planning processes;
2. Present the requirements, planning elements, and public outreach process;
3. Listen to public comments and reactions to the current plans; and
4. Discuss community values, needs, and priorities related to each element of both plans.

The public discussions provided an excellent opportunity for interdepartmental coordination as well as a candid, open debate of the issues surrounding the update of these important county-wide plans.

Public Meetings

The first public meetings were held in 2004. One meeting was held in each commission district as an effort to reach all citizens. The meetings were held between 5:30 and 7:30 pm.

District	Date	Meeting Location	Address
District 1	June 22, 2004	Chamblee Library	4115 Clairmont Rd Chamblee, GA 30341
District 2	June 30, 2004	Tucker Library	4316 Church St Tucker, GA 30084
District 3	June 24, 2004	Wesley Chapel Library	2861 Wesley Chapel Rd Decatur, GA 30034
District 4	June 29, 2004	Stone Mountain Library	952 Leon St Stone Mountain, GA 30083
District 5	June 28, 2004	Bruce Street Library	2484 Bruce Street Lithonia , GA 30058

Comprehensive Plan and the Solid Waste Management Plan update. A postcard notice announcing the public meeting dates was mailed to over 450 residents just prior to the June meetings, At the public meetings, a DeKalb County representative requested each participant sign-in, state how they heard about the meeting, and shared an information packet that included public comment forms and fact sheets for each element of the Comprehensive Plan and Solid Waste Management Plan.

Public Notices and Informational Materials

Printed and electronic mailing lists were consolidated from several sources to create a mailing list for public notices. This database consisted of approximately 500 residents and businesses.

Public Meeting Format

The two-hour meeting combined a variety of communications methods to ease information gathering, share community concerns, priorities, and reactions to plan elements.

First, the "walk-around" meeting format allowed the public to review fact sheets and display boards at their leisure, complete the public comment forms, and hold one-on-one discussions with the DeKalb County representatives specializing in various planning elements. Areas were designated for each planning element and display boards were positioned around the meeting room.

Next, DeKalb County representatives delivered a formal presentation that described each element and requirements, tasks, and schedule for the Comprehensive Plan and Solid Waste Management Plan update.

The last part of the meeting was dedicated to a Question and Answer session. These comments were recorded and compiled into a summary of public comments. These comments can be found in Appendix 1.

3.2 Public Participation Activities in 2005

Public Meetings

A more strategic approach was taken after the first year of public participation and comment on the Comprehensive Plan. In addition to two public meetings, two visioning workshops were held as a new way to interest the public and learn what their thoughts and concerns.

Three other meetings were held as a special request for a civic association or on behalf of a commissioner. As a result, additional meetings were held with the Tucker Civic Association and Northlake Community, as did Commissioner Elaine Boyer, District 1.

Meeting Type	Date	Meeting Location	Address
Public Meeting	January 13, 2005	Lakeside High School	3801 Briarcliff Rd, NE Atlanta, GA 30345
Public Meeting	January 20, 2005	Stephenson High School	701 Stephenson Rd Stone Mountain, GA 30087
Visioning Workshop	May 4, 2005	Tucker High School	5036 Lavista Rd Tucker, GA 30084
Visioning Workshop	May 10, 2005	Maloof Auditorium	1300 Commerce Dr Decatur, GA 30030

The visioning workshops are designed to engage citizens in an interactive, hands-on meeting to develop a future land use map and packages of planning strategies for housing, transportation, and urban design. At the meetings, citizens were encouraged to sit at one of five tables with each table representing a different planning area of the County. Land use maps of the County were spread on each table. Citizens discussed a series of planning topics with a staff member from the County Planning Department. The main point of discussion centered around three questions. ***What do you want to see preserved? What do you want to see protected? What do you want to see changed?***

Participants had markers to draw on the maps the changes they wanted to see take place in the future. Planning staff recorded their responses to be included within the Comprehensive Plan.

Meeting	Date	Meeting Location	Address
Tucker Civic Association	March 14, 2005	Tucker High School	5036 Lavista Rd Tucker, GA 30084
Commission District 1	April 14, 2005	Board of Commissioner's Conference Room, 6th Floor	100 Commerce Dr Decatur, GA 30030

3.3 Public Participation Activities in 2006

Project Webpage

The Comprehensive Plan has been available on the County Planning Department website since April 2005. The draft will soon be updated and the final version will also be posted. On the website, we are working to feature an option that would allow citizens to send comments about the plan online. These comments would be reviewed by Planning Staff and citizens would receive a response, if appropriate.

Public Meetings

Because of the new format regulations in the Comprehensive Plan, we felt it was necessary to present the changes to the public. In addition, this would also provide citizens with another chance to give feedback on the plan. Four meetings were held throughout the County to present updated information and gather input. Meetings were spread county-wide to capture maximum input (see table below).

Meeting Type	Date	Meeting Location	Address
Public Meeting	May 17, 2006	Wesley Chapel Library	2861 Wesley Chapel Road Decatur, GA 30034
Public Meeting	May 25, 2006	Brook Run Park / Auditorium	4770 N. Peachtree Road Dunwoody, GA 30338
Public Meeting	June 3, 2006	Lou Walker Senior Center	2538 Panola Road Lithonia, GA 30058
Public Meeting	June 7, 2006	Maloof Auditorium	1330 Commerce Drive Decatur, GA 30030

Public Meeting Format

The two-hour meeting combined a variety of communications methods to ease information gathering, share community concerns, priorities, and reactions to plan purpose and format.

First, the “walk-around” meeting format allowed the public to review fact sheets and display boards at their leisure, complete the public comment forms, and hold one-on-one discussions with the DeKalb County representatives to discuss development activities. Development activities consisted of various map displays. Map displays consisted of existing land use, areas of special interest, and character areas. Transportation boards were added to show the link between the Comprehensive Plan, and the Comprehensive Transportation Plan (CTP). Display boards were positioned around the meeting room.

Next, DeKalb County representatives delivered a formal presentation that described the changes between the old and new standards of the comprehensive plan, new format for the plan, links to the CTP, outreach efforts, and the project schedule for completion.

3.3 Public Participation Activities in 2006 (continued)

A second presentation was added to the agenda to further explain the Existing Development Patterns. Because of the added changes to the planning process, special attention and character areas are new. This presentation attempted to define these new areas, list descriptions, explain recommended strategies, and show links between the existing land use and future land use plans. The last part of the meeting was dedicated to a Question and Answer session. Surveys of Potential Issues and Opportunities and Quality Community Objectives were available for public comment and input for the Community Assessment.



June 2006 Public Meeting at The Lou Walker Senior Center

Outreach

In the past two years since we began our public outreach efforts, the response from the community has been hit and miss. Only a few meetings turned out a significant attendance. Techniques included advertising in local newspapers and mailing post cards to those residents in the Department's Civic Association database. It is clear that we must do more. In 2006, we plan to ramp up our outreach efforts. In addition to advertising in the newspaper, mailing the post cards, and public hearings, we will try the following techniques.

1. Posters—We designed and displayed posters at public locations.
2. Community Council—Short presentations on the Comprehensive Plan at the Community Council meetings were held in an effort, to inform the status of the plan and to gather public comments.
3. Cable TV—We utilized the County's Cable Television Channel, DC23, to talk about the Comprehensive Plan and advertise upcoming meetings.
4. Website—The Department website was reconstructed and updated in 2006. We took advantage of this resource to retrieve access to comp plan documents, receive public comments, and to notify the public of upcoming events.
5. Press Releases—We forwarded press releases through the County's Communications Department to spread the word about the meetings and the plan.
6. CEO Townhall—All of the DeKalb County departments are featured usually on a weekend at the mall. It is a way to bring resources and information to the community. We used this opportunity to promote the comprehensive plan and to gather public input.

3.4 Public Participation Activities in 2007

Project Webpage

As mentioned earlier, the Comprehensive Plan has been available on the County Planning Department website since April 2005. All draft updates are posted on the site monthly, until Plan adoption. On the website, we have provided a feature an option that would allow citizens to send comments about the plan online (*Planninganddevelopment@co.dekalb.ga.us*). These comments would be reviewed by Planning Staff and citizens would receive a response, if appropriate.

Public Meetings

Because of continued public input through 2006 to the Comprehensive Plan, we felt it was necessary to present results to the public. In addition, this would also provide citizens with another chance to give minimal feedback on the plan. These final meetings are held to provide support leading to plan adoption.

Public Meeting Format

First, the "walk-around" meeting format allowed the public to review fact sheets and display boards at their leisure, complete the public comment forms, and hold one-on-one discussions with the DeKalb County representatives to discuss development activities. Development activities consisted of various map displays. Map displays consisted of existing land use, areas of special interest, and character areas. Transportation boards were added to show the link between the Comprehensive Plan, and the Comprehensive Transportation Plan (CTP). Display boards were positioned around the meeting room.

Next, DeKalb County representatives delivered a formal presentation that described the changes between the old and new standards of the comprehensive plan, new format for the plan, links to the CTP, outreach efforts, and the project schedule for completion.

Meeting Type	Date	Meeting Location	Key Audience
Public Hearing	January 18, 2007	Maloof Auditorium 1330 Commerce Drive Decatur, GA 30030	General Public
Sketch Plat Public Hearing	February 14, 2007 March 28, 2007 (Rezones)	Maloof Auditorium 1330 Commerce Drive Decatur, GA 30030	Planning Commission
Public Hearing	April 11, 2007	Maloof Auditorium 1330 Commerce Drive Decatur, GA 30030	Board of Commissioners

4.1 Schedule of Completion for the Community Agenda—2006

TASK	2006 DAYS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Estimated Completion Dates
Pre-Community Agenda Tasks	120													
Adoption of SDS	90						◆							3/27/2006
Completion and Submittal of Community Assessment and Public Participation Program	120						◆							6/10/2006
Community Agenda Tasks	60													
Community Vision	60						◆							6/14/2006
Future Development Map	60													6/14/2006
Defining Narrative	30													6/14/2006
Community Issues and Opportunities (Revised)	7						◆							6/21/2006
Implementation Program	7						◆							6/28/2006
Short Term Work Program (STWP)	30													6/28/2006
Policies	30													6/28/2006
Draft Document	7													7/3/2006
Staff Review and Edits	5													7/5/2006
Public Review and Submittal Process of Community Agenda	180													
Public Hearing—Phase I	2													8/17/06
BOC Review	10													8/21/2006
Staff Review and Edits	5													9/8/2006
Public Hearing—Phase II	3													9/20/2006
Prepare resolution for BOC Hearing	2													9/21/2006
Resolution to Transmit Community Agenda to ARC/DCA	1									◆				9/22/2006
Submit Community Agenda to DCA / ARC	5									◆				9/22/2006
ARC Review Period	7													9/29/2006
Community Agenda Completeness Certification	7													9/29/2006
DCA Review Period	60													11/30/2006
BOC Hearing to adopt Community Agenda	1												◆	12/5/2006
DCA QLG Certification	30												◆	12/8/2006
Document Printing/Website/CDs and other Publications	5													12/11/2006

4.2 Schedule of Completion for the Community Agenda— Revised for 2007

Task	2007						Estimated Completion Date
	Days	Jan	Feb	Mar	Apr	May	
Public Meeting	1						1/18/2007
Planning Commission Sketch Plat Hearing	1						2/14/2007
BOC Land Use Committee Meeting	1						3/13/2007
BOC Committee of the Whole	1						3/20/2007
Planning Commission Hearing (Rezone)	1						3/28/2007
BOC Hearing to Adopt 2025 Comp Plan	***1***						***4/10/2007***
Publication Process							
Update Website	3						4/17/2007
Advertise Availability of Comp Plan Document	7						4/12/2007
Forward to ARC/DCA (2 Hard Copies)	2						4/13/2007
Forward to DeKalb Libraries (25 Hard Copies)	5						4/13/2007
DeKalb County Department Heads (CDs)	1						4/13/2007

5. Appendix

Public Meeting Comments

The two-way dialogue generated by the public meetings allowed participants to express their concerns, to hear other viewpoints, and to enhance DeKalb County's understanding of community needs and expectations for a variety of planning factors. Furthermore, the project website enabled the County to reach out to citizens unable to attend public meetings, to exchange information with the public at their convenience, and to promote greater participation in the planning process.

The following describes the County residents' view on comprehensive planning issues.

Key Findings from the Public Meetings (2004-2005)

Nearly 100 citizens from communities throughout DeKalb County attended the public meetings for the Comprehensive Plan and the Solid Waste Management Plan Update. Throughout the County, individuals and communities benefited from the public discussions because they provided a platform to respond to the data, information, and planning process outlined by DeKalb County. Eight major messages, listed below in order of importance, emerged from these meetings that were voiced by a number of citizens during the public outreach phase.

- **Solid Waste Management**

Regular and timely pickup of household and yard waste are the most important solid waste collection issues to County residents. Most residents believe the solid waste collection is adequate for current and future needs. Residents recommend the County consider weekly disposal collection and requiring mandatory recycling of certain goods. Other recommended improvements include better cleaning and maintenance of streets, roads, and areas surrounding fast food establishments.

The majority of the residents would participate in curbside recycling if it was available from the County and some residents utilize the existing Doraville drop-off recycling facility. Many residents voiced concern about litter and illegal dumping—this is viewed as a major problem and residents recommend increased fines to discourage continued littler in the streets and in driveways. Residents strongly emphasized that the location identified for recycling and solid waste disposal (landfills) in DeKalb County were not suitable to the community and environment. Instead, residents restated the need for more recycling programs. Residents would like to see the Keep DeKalb Beautiful program extended to include more staff and resources as well as continued implementation of the litter control programs, such as Adopt-A-Road and school system programs, for effective solid waste management education. Residents indicated the most pressing need for residential solid waste management services is recycling.

Key Findings from the Public Meetings / 2004-05 (continued)

- **Land Use**

Citizens believe that DeKalb County policies should promote more of the following land uses: parks and recreation, pedestrian oriented development, and compact/mixed use development. South DeKalb was identified as an area where new developments should be located as well as abandoned industrial sites, Candler Road and Wesley Chapel Road. Established neighborhoods, historic areas, sensitive environmental/wetland areas, and property within one mile of landfills should be avoided or protected from development. Citizens indicated the most pressing needs for land use in DeKalb County are: redevelopment for areas in serous decline, compatibility with transportation; high-end commercial development and to control and manage growth.

- **Housing**

Residents agree that dilapidated buildings and properties are a problem in their DeKalb County communities; however, residents describe the overall quality of housing as good/average. There are concerns about adequate housing for the aging population. Senior residents suggest more quality, single story, maintenance-free developments. Residents would like to see more code enforcement regarding property maintenance, more incentives for redevelopment and restoration. On the whole, residents believe the most pressing needs for housing are: mixed-income/mixed-use development that is accessible to employment centers via transit; housing for seniors,; and controlling infill development such as townhomes, condos, and apartment complexes.

- **Transportation**

Congestion on major roads is the most serious concern and is the most important transportation issue to DeKalb County residents. Other transportation issues and tier relative importance are depicted in the following table:

Key Findings from the Public Meetings / 2004-05 (continued)

Residents recommended a variety of solutions to address these transportation issues. For congestion, residents suggest synchronization of traffic lights at major intersections; increased investment and availability of alternative modes of transportation including MARTA. Express buses and carpooling; more and wider roadways; and improved safety for pedestrians and bicycles.

For road conditions/design, residents would like more right turn in/out only driveway in highly congested areas; reflectors on roads to improve night vision and driving conditions; intersection improvements; more connectivity between communities; more streetscapes, trees, light posts, and traffic calming. For interstate access, residents desire improved access for I-20 entrance and exit ramps in DeKalb County as well as acceleration of GDOT and ARC approved transportation projects.

High Priority A serious concern exists/ very important	Medium Priority A concern exists/somewhat important	Not a Priority Not a concern/not important
• Congestion on major roads • Congestion at entrance/exit on I-285 • Lack of traffic signal synchronization • Congestion at entrance/exit on I-20 • Not enough space/not safe for bikes on roads • Congestion at entrance/exit on I-85 • Need additional entrance/exit ramps on I-20 • Need new roads to re-route traffic due to congestion • Not enough MARTA rail service • Need additional entrance/exit ramps on I-285 • Need wider roads to alleviate congestion • Unreliable MARTA rail service • Not enough alternative modes of transportation • Inadequate road surface conditions • Lack of sidewalks	• No traffic signal where needed • Lack of HOV lanes • Dangerous curves	• A traffic signal where it is not needed • Need additional entrance/exit ramps on I-85

Key Findings from the Public Meetings / 2004-05 (continued)

- **Economic Development**

Some DeKalb citizens believe there are not enough job opportunities that pay sufficient wages to support a decent living in DeKalb County. Others believe the jobs exist; however, the trained workforce does not. Workforce training, research park development, tax incentives for major corporations are some of the initiatives DeKalb County residents would support to attract new jobs and to retain existing jobs in the County. Most residents support the use of tax dollars to improve public infrastructure)sewer, water, roads, and public transit) that may help to attract new developments and businesses to DeKalb County. Residents believe the most important industries for DeKalb County to attract are trade, health/biosciences, engineering, and finance. To preserve quality of life in DeKalb County that may be impacted by economic development initiatives, residents suggest land credit, reuse and seeking economic development opportunities that enhance the environment.

- **Vision**

Some residents believe there needs to be more progress on the vision and goals for DeKalb County. Residents are calling for more follow-through and implementation of action plans as well as updates on DeKalb's progress. Residents believe the most pressing issues requiring the attention of the County are transportation, infrastructure, air, and water quality. In the next decade, residents believe the issues that will become most important to the growth of DeKalb's communities and economy are infrastructure maintenance, transportation and redevelopment as we;; as protecting the environment. Residents believe the greatest assets of DeKalb County are its location within metropolitan Atlanta, economic base, and County services. Conversely, residents believe the greatest drawbacks are the lack of affordable housing, current County greenspace. Protection of established neighborhoods, walkable communities, less sprawl, and, more dense developments. Land Use followed by Transportation and Housing are the most important planning element s to most DeKalb County residents.

- **Community Facilities**

Residents indicated that the community facilities needed most are: parks/greenspace, recreational centers, arts/cultural facilities, police departments, and public schools. Connecting residential areas to recreation areas by trails or sidewalks is also needed.

- **Intergovernmental Coordination**

Most residents agree that neighboring towns, cities, and counties should identify and work together toward shared goals. These goals should be to maintain and enhance communities; to increase connectivity; to preserve greenspace and reduce air, water, and sewer pollution; to improve public transportation and infrastructure, and to create more commerce an economic development opportunities.
Most citizens are not satisfied with the level of communication between DeKalb County government and thief communities. One citizen explained that neighborhood goals include maintaining and enhancing quality of life and too often individuals that are not past of the neighborhoods seek changes for financial gain, negatively impacting the look and feel of the community. Citizens would like the county government to do more to enforce the County laws, rule, and guidelines that protect neighborhoods from outside developers and spend more time communication with affected neighborhoods. Residents would also like more notice of planned developments before developers and individuals get too far along in the zoning and variance process; more coordination of land use and transportation plans; and more review of Developments of Regional Impact.

Advertisements

Flyer cards were mailed to all those on the Comprehensive Plan mailing list, DeKalb County Board of Commissioners, Planning Commission, Community Council, and various County staff and Department Heads.

November 15,2006
Please mark your calendar and plan to attend a public hearing for the Community Agenda of the Comprehensive Plan. A presentation will be prepared for viewing and discussion. The hearing will begin at 6:00 p.m.
Wednesday November 15, 2006 **Maloof Auditorium** **1300 Commerce Drive** **Decatur, GA 30030**
Note: If you wish to attend but can not, please send your comments to: *DeKalb County Planning and Development Department* *330 W. Ponce de Leon Ave. Suite 500, Decatur, GA 30030* *404-371-2155* *Planninganddevelopment@co.dekalb.ga.us* *View document on the web: www.co.dekalb.ga.us/planning/pdf/longRange/CommAgenda_Doc.pdf*

THE DeKalb COUNTY PLANNING DEPARTMENT

Shari R. C. Strickland
Acting Director

The Honorable Vernon Jones
Chief Executive Officer

NOTICE OF PUBLIC MEETING

DeKalb County Solid Waste Plan 2005-2014

Please mark your calendar and plan to attend a public meeting to discuss your needs and concerns about the Solid Waste Plan for DeKalb County. The meeting will be held in the ***Maloof Auditorium***, on ***Tuesday, June 14, 2005 at 6:30p.m.***

Background

State law requires DeKalb County to maintain and periodically update its Comprehensive Plan and Solid Waste Management Plan. Together, with the community, we seek to develop a vision and assess our long-term needs in a range of planning areas including population, economic development, housing, natural and cultural resources, solid waste management, community facilities, land use, and transportation.

This meeting will direct immediate attention on the solid waste management plan. Included in the discussion will be waste disposal, waste reduction, waste collection, disposal, land limitation, education, implementation strategy, and disaster management.

For more information please contact:

Cedric G. Hudson
Department of Planning
404-371-2155

Tracy A. Hutchinson
DeKalb County Public Works
(404) 244-4995 office

Public Service Announcements (PSAs)

This is a new method of outreach that we have not used in the past. Various media sources of PSAs were available for use. These media types consisted of television, radio, websites, newspapers. There were a few university and website groups we did not use this round, but will use them for the Community Assessment. PSA sources are listed on the following pages.

PUBLIC SERVICE ANNOUNCEMENTS TO MEDIA (It is best to give at least 30 days notice for programming)			
Media Type	***Name***	***Fax***	***Website***
Website	Blair Belton's DeKalb Zoning Site		www.dekalbzoning.com
Transportation Group	I-20 DeKalb HOV Project		www.I-20DeKalbHOV.com
Radio	WCLK 91.9 FM Clark Atlanta University		www.wclk.com
Radio	WRFG 89.3 FM (Radio Free Georgia)		www.wrfg.org
Radio	WABE-FM 90.1[**Public Broadcasting Atlanta/Atlanta Educational Telecommunications Collaborative, Inc.		www.wabe.org
TV	WPBA-TV 30[**]		www.wabe.org
Radio	WMRE Emory University Student Radio	404-712-8000	www.students.emory.edu
Radio	VIVA 105.7 FM		www.vivaatlanta.com
Newspaper	AJC/Atlanta Journal Constitution		www.ajc.com/services/content/services/open/customercare/index.html
Newspaper online	City of Decatur/Decatur Focus	404-378-2678	www.decaturga.com
Newspaper online	Home Town News, Inc	770-934-0989	www.hometownnewsatlanta.com
Newspaper	Southern Voice	404-876-2709	www.southernvoice.com
Newspaper	DeKalb Neighbor		www.neighbornewspapers.com/dekalb/
Website***	http://www.ontheradio.net/metro/Atlanta_GA.aspx		www.ontheradio.net
Website***	http://www.capitolimpact.com/		www.capitolimpact.com

PUBLIC SERVICE ANNOUNCEMENTS TO MEDIA (It is best to give at least 30 days notice for programming)			
Media Type	***Name***	***Fax***	***Website***
TV	Channel 46		www.cbs46.com
TV	GPB		www.gpb.org/public
Radio	GPB		www.gpb.org/public
TV	WAGA Fox 5		www.fox5atlanta.com
TV	WXIA TV/Channel 11		www.11alive.com
TV	WSB Channel 2		www.wsbtv.com
County Chamber	DeKalb Chamber of Commerce	404-378-3397	www.dekalbchamber.org
Radio	WREK 91.1 FM (GA Tech Student Radio)	404-894-6872	www.wrek.org
University	Agnes Scott College	471-6000	www.agnesscott.edu
University	Columbia Theological Seminary	378-8821	www.ctsnet.edu
University	DeKalb Technical College	297-9522	www.dekalbtech.org
University	DeVry Atlanta University	292-7900	www.atl.devry.edu
University	Emory University	727-6123	www.emory.edu
University	Georgia Perimeter College	299-4000	www.gpc.edu
University	Mercer University	547-6000	www.mercer.edu
University	Oglethorpe University	261-1441	www.oglethorpe.edu
Radio	V-103	NA	www.v-103.com
Radio	92.9 atlanta davefm	404-303-6593	www.929dave.fm
Radio	790 The Zone/WQXI AM	(404) 231-5923	www.790thezone.com
Radio	WSB 750 AM News-Talk Radio	404-897-7363	www.wsbradio.com
Radio	94.9 Lite FM		www.peach949.com
Radio	Star94FM	(404) 365-9026	www.star94.com
Newspaper	Creative Loafing	404-420-1402	www.creativeloafing.com
Newspaper	The Champion	404-373-7721	www.championnewspaper.com
E newsletter	Tucker Today		www.tuckertoday.com
E newsletter	GoDeKalb		www.godekalb.com
Newspaper	Dunwoody Crier	770-451-4223	www.thecrier.net
Newspaper	Cross Roads News	404-284-5007	www.crossroadsnews.com
Newspaper	The Story/Community Review		www.communityreview.net

Advertisement for Public Meeting

STUDY BACKGROUND

State law required DeKalb County to maintain and periodically update its Comprehensive Plan. Together, with the community, we seek to develop a vision and assess our long-term needs for the County. Some of the goals in shaping the vision include identifying potential issues and opportunities, analyzing development trends, and providing recommendations for future quality of life policy.

November 15,2006
Please mark your calendar and plan to attend a public hearing for the Community Agenda of the Comprehensive Plan. A presentation will be prepared for viewing and discussion. The hearing will begin at 6:00 p.m.
Wednesday November 15, 2006 **Maloof Auditorium** **1300 Commerce Drive** **Decatur, GA 30030**
Note: If you wish to attend but can not, please send your comments to: *DeKalb County Planning and Development Department* *330 W. Ponce de Leon Ave. Suite 500, Decatur, GA 30030* *404-371-2155* *Planninganddevelopment@co.dekalb.ga.us* *View document on the web: www.co.dekalb.ga.us/planning/pdf/longRange/CommAgenda_Doc.pdf*

Spanish Advertisement for Comprehensive Plan Meetings

AVISO DE REUNIONES PÚBLICAS DEKALB CONDADO PLAN COMPRENSIVO

FONDO DEL ESTUDIO

Indique que la ley requirió el condado de DeKalb mantener y poner al día periódicamente su plan comprensivo. Junto, con la comunidad, intentamos desarrollar una visión y determinar nuestro largo plazo necesita para el condado. Algunas de las metas en formar la visión incluyen identificar ediciones y oportunidades potenciales, analizar tendencias del desarrollo, y el abastecimiento de las recomendaciones para la calidad futura de la política de vida.

PROPÓSITO DE REUNIONES

El condado de DeKalb está repasando los planes existentes y necesita actualmente su entrada determinar las necesidades y las expectativas de la comunidad para el futuro. Ensámblenos por favor a partir del 7:00 P.M. hasta 9:00 P.M. a las exhibiciones de la visión, hablan con el equipo de estudio y comentan respecto a los planes del bosquejo. El personal también estará disponible para discutir el plan comprensivo del transporte

Septiembre de 2006

Marque por favor su calendario y planee assistir a una reunión pública para discutir sus necesidades y preocupaciones por la agenda de la comunidad del plan comprensivo. Todas las reuniones serán celebradas a partir del 7:00 P.M. - 9:00 P.M. Para más información entre en contacto con por favor, Cedric Hudson en (404) 371-2155.

Jueves 7 de septiembre de 2006
Funcionamiento del arroyo
4770 N. Peachtree Rd.
Dunwoody, GA 30338

Jueves 14 de septiembre de 2006
Centro del mayor del Walker de Lou
2538 Panola Rd.
Lithonia, GA 30038

Miércoles el 20 de septiembre de 2006
Maloof Auditorium
1300 Commerce Drive, Decatur, GA 30030
Nota: Si usted desea atender pero no puede, enviar por favor sus comentarios a:
Departamento del planeamiento y del desarrollo del condado de DeKalb
330 W. Ponce de Leon Ave. Habitación 500, Decatur, GA 30030
O visítenos en el Web site en: WWW.co.dekalb.ga.us/planning

DEKALB COUNTY STRATEGIC PLANNING

DEKALB COUNTY COMPREHENSIVE PLAN 2005-2025

NOTICE OF PUBLIC MEETINGS

Please mark your calendar and plan to attend a public meeting to discuss your needs and concerns about the Comprehensive Plan. All meetings will be held from 6:00 pm–8:00 pm. For more information please contact the Planning Department at (404) 371-2155.

May 17, 2006

Wesley Chapel Library
2861 Wesley Chapel Road
Decatur, GA 30034
(404) 286-6980

May 25, 2006

Brook Run Park / Auditorium
4770 N. Peachtree Road
Dunwoody, GA 30338
(770)-604-3924 or
DeKalb County Parks and Rec.
(404) 371-2631

DEKALB COUNTY STRATEGIC PLANNING

Contact Us:
DeKalb County Planning and Development Dept.
330 W. Ponce de Leon Avenue
Suite 500
Decatur, Georgia 30030-3221
Phone: 404-371-2155
Fax: 404-371-2813
Email: www.co.dekalb.ga.us/planning

Before



After



Study Background

State law requires DeKalb County to maintain and periodically update its Comprehensive Plan and Solid Waste Plan. Together, with the community, we seek to develop a vision and assess our long-term needs for the County. Some of the goals in shaping the vision include identifying potential issues and opportunities, analyzing development trends, and providing recommendations for future quality of life policy.

Purpose of Meetings

DeKalb County is currently reviewing the existing plans and needs your input to determine the community needs and expectations for the future. Please join us anytime between 6:00 pm and 8:00 pm to view displays, speak with the study team, and comment on the plans. Staff will also be available to discuss the Comprehensive Transportation Plan.

DeKalb County Comprehensive Plan Meeting

Maloof Auditorium—September 20, 2006
7:00 p.m. to 9:00 p.m.

AGENDA

- Sign In/Viewing of Displays

- Introductions Commissioners / Patrick

- Purpose (This meeting is:)
    1. Present the Draft Plan (Community Agenda)
    2. Illustrate Where We are Headed
    3. Received Input and Comments
    4. Continue to Make Changes
    5. Only deal with Issues of Unincorporated DeKalb

    (This meeting is not:)
    1. A Final Document
    2. A Zoning Code
    3. Implementation Tool with all the small details

- Comprehensive Plan Presentation (PowerPoint)
    1. State Mandate
    2. Three Components (Community Assessment, Community Participation, and Community Agenda)
    3. Draft Community Agenda based on Assessment and Participation

- ***Community Agenda Concept Plan Detail Discussion***
    1. Previous Comments
    2. Vision Statement
    3. Concept Map
    -Principles
    -Foundation

- Future Development Plan
    1. Character Areas
    - Non Residential
    - Residential
    3. Future Land Use Map (TBD)

- Overview of Character Area Descriptions

- Question and Answer Session

- Next Steps

For more information please contact us:
Phone: (404) 371-2155
Email: Planninganddevelopment@co.dekalb.ga.us

QUESTIONS & ANSWERS
POINTS OF INTEREST

PLANNING AND DEVELOPMENT

COMPREHENSIVE PLAN MEETING SUMMARY

2006

QUESTIONS AND ANSWERS/POINTS OF INTEREST

COMMUNITY AGENDA

The success of any Comprehensive Plan is dependent upon community involvement. In an effort to obtain citizen input, the DeKalb County Planning Department hosted a series of progressive public meetings. The format for the meeting was "open forum" followed by a formal staff presentation. During the initial stage of the meeting, large size boards, color maps, fact sheets and handouts were available for the members of the public. This was followed by a welcome, introductions, and Power-Point presentation. At the end of the presentation, a question and answer



Patrick Ejike, Director of Planning and Development, has a candid discussion with a community member regarding the Comp Plan, at the August 24, 2006 Community



Another opportunity to listen to the community at September 7, 2006 meeting in the Brook

Staff explains the concept maps to those in attendance at the Lou Walker Senior Center during the



SPECIAL POINTS OF INTEREST:

- Neighborhood Centers
- Town Centers
- Employment Centers
- Regional Activity Centers
- Linear Green space
- Mixed Use Linkage Corridor
- Regional Park/Recreation



Andrew Baker, Associate Director of Planning explains the proposed Character Areas for



Commissioner Gannon attends the August 24, 2006 meeting for Comp Plan community agenda.

Population Questions & Comments	Staff Response
The plan needs to have a serious growth policy.	The strategy of the plan is to allow growth in the County, and to direct growth to specific nodes and activity centers. DeKalb is an urban county and the plan direction is consistent with policies from DCA and ARC.
Will continued population and land development be assumed and facilitated?	Yes, the Plan assumption is continued population growth and how best to accommodate that growth. The strategy is to focus growth and development in specific areas and mitigate negative impacts on residential neighborhoods.

Economic Development Questions & Comments	Staff Response
What is proposed for the area near I-675 and I-285 close to the airport? Are there any employment opportunities?	This area has now been recognized as an employment area. This is based on current uses, transportation access, and expected future development patterns.
Can Doraville donate the General Motors plant to maintain jobs?	Staff is working with Economic Development and the City of Doraville to strategize on the best use of the subject parcel (attracting another similar industry or mix use redevelopment of the site). GM's plans are to close the plant and most likely sell the land/facility.

Housing Questions & Comments	Staff Response
What is Affordable Housing?	Affordable housing is relative is a relative term to each specific community. In addition, HUD has a definition. Regardless of how it is defined, DeKalb County wants to ensure that there are a variety of housing choices for people that want to live in the County. "Work force" housing is a key strategy of the Plan.
The communities planned for police, teachers, and nurses(workforce housing)…are there any plans to include other professions?	Those professions were mentioned as examples. The intent is to ensure that some housing is available for those working in DeKalb (i.e.., manger of pharmacy).

Natural Resources Questions & Comments	Staff Response
What is being done to keep streams from being blocked? What is being done about existing problems?	TBD
Maintain stream buffers-stop routine granting of variances	The code establishes criteria by which a variance can be obtained. Staff will review the policy.
How can we physically identify Green space, and does it include creeks and streams?	The GIS system can separate greenspace, wetlands and floodplains. The current maps are proposed development. Please visit the PATH website for an in-depth view of the those areas. Yes, it does include creeks and streams
Will the Parks Plan come out at the same time as the CP?	Parks Dept is developing a Master Plan however the CP will coordinate with that plan. The CP will be adopted prior to completion of the Parks and Recreation Master Plan.
South DeKalb does not have enough parks and green space.	The county continues it land acquisition program through the Parks Department. The new direction for plan implementation is to require that land is set aside for residential developments during the subdivision review process.
There is not enough green space in the East Lake Terrace area.	This comment will be past on to the Parks and Recreation Acquisition Program.
Environmental Protection component should be included.	Environmental review is part of each zoning application and permit application. The new zoning code should enhance requirements during implementation.
Does the Comp Plan particularly the Land Use and Transportation elements highlight and commit to environmental protection and air pollution control as a basic policy of the county? How will that be achieved?	There are specific policies in the Implementation section relative to protection of natural resources. See page 125. In addition, the new zoning code should include additional protection measures.

Facilities and Services Questions & Comments	Staff Response
Long stretches of LaVista and Lawrenceville Hwy that lack infrastructure…please note needed implementation.	New implementation regulation to address this issue are being considered.
What plans do we have for land fills?	TBD based on expected life and possible redevelopment or adaptive re-use.
Our current infrastructure does not accommodate waste leaving all the subdivisions…what is planned?	Coordinate with Public Works to ensure that adequate capacity exist prior to permit issuance.
How is the county handling sewer spills such as the one on Flakes Mill Rd?	Immediate issues should be dealt with on a case-by-case basis.
Infrastructure analysis should focus on growth impact.	The Concept Plan should be use to direct infrastructure investment. In addition, rezoning reports will include info. from various departments to determine impact.
CIP – wish list these items should flow from concept	Agreed, the CIP should focus capacity in Nodes.
Will the Comp Plan be the source of public improvements?	In combination with other factors, such as funds availability, match dollars, and local priorities.

Transportation Questions & Comments	Staff Response
Public transportation.	Comment not clear.
Is there anyway you can help me get a speed breaker on my street?	A traffic calming petition process is in place and can be initiated by the neighborhood.
The asphalt or street needs to be repaved and several others streets in the area.	The specific street should be brought to the attention of Public Works and District Commissioner.
The light at Candler and I-20 holds too long. Can we fix or correct this?	This comment should be provided directly to Public Works traffic division).
Is it possible to have a red light at Candler Rd. and Ousley Ct.? It is hard to get out of Ousley Ct.	This comment should be provided directly to Public Works (traffic division).
Rockbridge, Stone Mountain Lithonia and Shadow Rock is getting over crowded with traffic…what is planned for this problem?	Coordination with Public Works, CIP, STWP should highlight this concern. The Plan intent is to encourage more mixed use type development to decrease the need to drive.
One street subdivisions…will they be stopped in the Wesley Chapel area?	Chapter 14 has a specific number of drives necessary for subdivisions based on the number of units. Planning Commission meetings are where decisions are made and public participation is welcomed.
When roads are widen, what happens to existing right-of-way? The community would like to be educated?	At times the right of way exists to widen roads. Other times, land acquisition occurs in order to do road widening. County Department representatives will attend neighborhood meetings to provide more detailed definitions.
Gateways need to be set up to handle mixed uses due to traffic issues.	Transportation approval
Why can't South DeKalb have bike trails like Clarkston has rather than painted lines on main streets?	That issue will be addressed in the ARC Bicycle Transportation and Pedestrian Walkways Plan to be completed June 2007. This will be coordinated with the Parks Master Plan and the CTP.
What is the status of the Light Rail proposed for the I-20 Corridor/Lithonia area	TBD (coordinate with MARTA)
Use Land Use as basis for transportation corridors	The transportation corridors, transit stops are components of the nodal/activity centers and commercial redevelopment corridors.

Intergovernmental Coordination / Planning Process Questions & Comments	Staff Response
Go beyond the minimum standards of DCA.	Staff has adjusted minimum standards to fit the character of DeKalb County. The forum is open for public suggestions.
Enforce subdivision ordinance especially environmental protection and interconnectivity.	Addressed with tighter restrictions and stronger regulations. Education of staff and developer is necessary . We will develop tools in code.
Do not allow new S/D with variances.	Address with Code Text Amendments, staff policy, training of BOC, PC, and BOA.
What is the position to support temporary moratorium on rezoning? If there is no position how can we bridge this?	Currently, there is no moratorium. The lottery system is currently in place for rezoning cases.
DeKalb is not following current Planning principles for rezoning.	The County is following planning principles supported by the Zoning Ordinance. In addition, review procedures will be put in place such as a completeness checklist and adoption of new policies.
Coordinate with school system and cities, use as a basis for Capital improvement	Intergovernmental coordination is a major push in the Short Term Work Program. All departments submitted their work program and projects. The Service Deliver Strategy is a coordination of all municipalities in DeKalb County.
Will the Board of Education coordinate its construction programs with the County Comp Plan to include parks and access points to existing cities?	Coordination with the School Board Staff members has been initiated . The idea is under consideration.
Are there any plans to better coordinate schools with parks, residences and other development?	The proposed Development Review Committee will allow for better coordination of all departments. We have no control over the Board of Education (BOE). There is no coordination and there have not been any opportunities. Citizens are encouraged to find out when the next BOE meetings are and attend.
Please include DOT in zoning review process….traffic is a major issue.	DOT provides comment in our zoning analysis reports for rezoning.
Possibility of coordination between the local governments for synergy.	Discussions will occur with the BOC committees on the subject.
Strengthen Community Councils	A review of the current make-up, purpose and training is recommended.
Training for the board (ZBA).	Planning will hold training during the first quarter of 2007. Training for BZA is ongoing.
Review boards need more “teeth” in the process.	We will review the policies during the first quarter of 2007 and take comments to the BOC workshop.
Many recent zoning classification are far too complex an unmanageable.	Our zoning code will be updated this year. Classifications may be subject to change throughout this process.
To what extent will the Land Use Plan control zoning and land development?	The LUP will control zoning through implementation tools, zoning, locational policies, overlay districts, and the conversion matrix

Intergovernmental Coordination / Planning Process Questions & Comments	Staff Response
How will you implement the proposed Comprehensive and Transportation Plans?	Zoning, sub; overlays, location criteria, TOD, mixed-use development, implementation matrix and other tool will be utilized. By first building the Plan. Due to some changes, none of our own, we had to sit down with the BOC to address the future progress of the Plans. The Matrix—a table that identifies zoning classifications, land use types and designation and codes that match land use types, was discussed with the BOC so that we have a guide that maps out the future Comprehensive Plan. Afterwards, policies will be set in place to follow the Comprehensive Plan.
How do we maintain what we have?	Development of policies and to preserve and protect the character desired by the residents. By looking at the current codes to determine what should be kept and what needs to be addressed.
Could the Planning Department legally consider putting a hold on rezone applications until the Comprehensive Plan is in place?	One of the reasons the Board of Commissioners changed the rezone calendar to every other month is because they realize the issues with properties being rezoned. However, current codes do not allow a complete ban on rezones. The BOC and the Planning and Development Department has come up with a matrix to filter what does not fit into what needs to be done and allow for some flexibility.
Eliminate non-conforming “Legacy lots”	Current zoning laws prohibits eliminating non-conforming “Legacy Lots”. However, this can be investigated further. There are few, if any, solutions available (i.e. aggregation of parcels, reduction in lot sizes).
What happened to 2002 public input to the Comprehensive Plan?	This input is still applicable and being considered for the plan. The information at the meeting was a synopsis.
This question came from the General Manager of Northlake Mall: We would like to begin to implement planning for a CID for the mall area?	Need to develop policy to implement comment.

Land Use / Sense of Place Questions & Comments	Staff Response
Suburban (build out) Character Area…how does this relate to mixed use?	It does not. Suburban Character Areas are primarily residential. Refer to the Community Vision Chapter of the Community Agenda document for more detail on mixed use character areas.
Concerned about development corridor concept…i.e., Lawrenceville Hwy…worried that category will promote development where its not wanted.	These corridors focus more on redevelopment of underutilized, vacant, and/or blighted areas, where applicable along the thoroughfare. They will not exceed intensity of the activity centers that boarder their ends.
Mixed use should not be equated to high-rise development; need corridors to connect mixed uses…primarily in S DeKalb.	Majority of mixed use is planned for the Activity Centers throughout the county. Re-development corridors connect all Activity Centers. See Community Vision chapter of Community Vision for more detail.
When will community be allowed to comment on the Land Use maps?	We are currently in the process of analyzing future land use in our activity centers. These changes will not be adopted without public viewing.
Will there be minimal sized parcels addressed in ordinances?	This will be addressed in the update of our zoning ordinances.
Land Use plan should be getting more attention. It would have been better to start with the LU plan and separate it from the Concept plan.	In the Community Assessment, the existing land use plan was the basis of our analysis for the Concept and Character Area plan.
Connections to other counties are not shown/addressed	We have discussed this issue internally, and decision is pending.
Identify future land use.	We are currently in the process of analyzing future land use in our activity centers. These changes will not be adopted without public viewing.
Why do we want retail to connect to our subdivisions?	This improves the quality of life for citizens by making amenities more walkable in communities.
Industrial zoning is not shown on the current maps…what is proposed for this type of *zoning?*	*Zoning* maps are not a part of the Comprehensive Plan. However, industrial *land use* and *character areas* are shown.
Is useable (buildable) land identified on the maps?	Refer to the exiting land use, located in the Community Assessment document.
There is a disconnect between what is existing and what is proposed… what is being done in the meantime?	We do not recognize a disconnect between existing and future land use at this time.
Smart Growth should not be encouraged by the county.	Smart Growth is not only encouraged by the County, but supported by the Atlanta Regional Commission and State planning agency as an acceptable strategy for future land use development.
Traditional neighborhoods should have a classification for improving neighborhoods, not just stable and declining neighborhoods.	TN is a general description, however, the detailed description classification discuses stable, declining and redeveloping neighborhoods .
How do we identify on the maps the communities that are single family in nature with amenities geared towards serving the community?	Communities are planned based on small area studies or master plans such as LaVista Blueprint, Scottsdale and Indian Creek studies. One of the structured plans is the Livable Center Initiatives (LCI). These communities then fit into the bigger plan, the Comp Plan.
E. Roxboro (road to Buckhead) would like to see mixed use development as it's already being widened and community development is occurring rapidly (high rises in Lenox Park, which is in Buckhead-DeKalb). It is a major corridor to Buckhead.	This area will incorporate mixed use in the form of a Town Center Character area. Refer to the Community Vision Chapter for more detailed information.

Land Use / Sense of Place Questions & Comments	Staff Response
To what extend will the Land Use Plan control zoning and land development?	The LUP will control zoning through implementation tools, zoning, locational policies, overlay districts , matrix, etc. The elected officials have final approval/disapproval.
Will the Comp Plan clearly identify and describe the treatment for each Character Area and identify on map?	Yes. Each Character Area is identified and described. Refer to the Community Vision chapter of the Community Agenda.
What is the purpose of the Land Use Planned and how will it be used?	It is the blueprint for guiding future development.
We would like to begin to implement planning for a CID for the Northlake Mall area.	A CID is created through state enabling legislation and a vote by the majority of the corporate property owners in the defined district. It takes the agreement of a simple majority of the commercial property owners within the district to create a Community Improvement District. In addition, it is required that this simple majority of owners must represent at least 75% of the taxable value of the commercial property located within the proposed CID.
How did you determine Dunwoody Village and Georgetown as town centers?	Based on existing dev patterns and intensity of development
What is the true meaning of the Comprehensive Plan and will the coordination and future goals be in accordance with its true definition?	The Community Agenda is the guiding principal for future development for DeKalb County. This portion of the plan contains the policies that elected officials will use to make important decisions.
How did you determine Dunwoody Village and Georgetown as town centers?	Based on existing dev patterns and intensity of development
Will the County be bound by the limits of ARC and DCA plans for the Comp Plan?	No. We have taken the opportunity to create character areas that fit the specific needs of DeKalb County.
Enforce existing policies and codes Stop creative interpretation of the codes	Codes are enforced per Chapter 27 of the County Zoning Ordinance. Policies will be enforced as defined in the Implementation Chapter of the Community Agenda.
Are they going to redevelop Ousley Court? There are a lot of vacant houses in this area.	There is a strong possibility this will happen over time. This is possible because Ousley Court is located within the Candler Overlay District.
The plan should encourage grease traps in all new apartment development complexes.	Consider the development of a land development policy to specify traps in multi-family and high density development.

Land Use / Sense of Place Questions & Comments	Staff Response
Explain the grandfathering of zoning into current ordinance types of permits.	Refer to Section 27.936, Division 5 of the Zoning Ordinance for more detail on this issue. Feel free to contact staff for additional explanation.
Focus on Traditional Neighborhood standards.	Traditional Neighborhood is recognized as a character area. Refer to the Community Vision chapter of the Community Agenda.
What is the status of the beautification in the Wesley Chapel area?	There is a proposed LCI for the Wesley Chapel community. Refer to ARC website for more detailed information.
What is the status of the proposed Amusement Park near Stonecrest Mall?	That project is pending financial feasibility at this time. We have no further information on this project.

COMMUNITY AGENDA



All in attendance at the Lou Walker Senior Center listened intently to the staff as they explained the purpose and importance of the community's input for future growth in DeKalb



Thanks to those in our communities who came out to help make the "Community Agenda" portion of the Comp Plan com-



DeKalb County staff was on hand, including elected officials to discuss any proposed changes during the Community Agenda meeting at the Lou Walker Senior Center in Lithonia.

SPECIAL POINTS OF INTEREST:

- **Neighborhood Centers**
- **Town Centers**
- **Employment Centers**
- **Regional Activity Centers**
- **Linear Green space**
- **Mixed Use Linkage Corridor**
- **Regional Park/Recreation**



On August 24, 2006, public input was wel-

DeKalb County Comprehensive Plan

PLANNING THE FUTURE OF



Currently, DeKalb County is finalizing the Ten-Year Update of its Comprehensive Plan. The Comprehensive Plan / Community Agenda is responsible for the future growth and development of the county. Please join us and offer your comments:

Time: **7:00 pm to 9:00 pm**
Place: **Maloof Auditorium**
Date: **January 18, 2007**

In addition to this public meeting, Community Agenda Updates will be provided at each Community Council Meeting during the week of December 18, 2006. Please come and bring a friend. Comments may be provided via public meetings, email, or mail. See address listed as follows:

330 W. Ponce de Leon Avenue
Suite 500
Decatur, Georgia 30030-3221

Website Address for the Community Agenda document:
http://www.co.dekalb.ga.us/planning/pdf/longRange/CommAgenda_Doc.pdf

2007, why said petition should not be granted.

All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your

pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. **Jeryl Debra Rosh**
Probate Judge
By: Jacqueline King
Probate Clerk/Deputy Clerk
DeKalb County Probate Court
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
404-371-2223

310-166779 12/7,12/14,12/21,12/28b

NOTICE
Georgia, DeKalb County
Probate Court 2006-2310
TO: **All Interested Parties**
The petition of **Marion P. Jackson,** for a year's support from the estate of **Emanuel Jackson, Jr.,** deceased, for decedent's **surviving spouse,** having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before **January 2, 2007,** why said petition should not be granted.

All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your

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Probate Judge
By: Batrina Abrams
Probate Clerk/Deputy Clerk
DeKalb County Probate Court
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
404-371-2601

310-166424 12/7,12/14,12/21,12/28b

NOTICE
Georgia, DeKalb County
Probate Court 2006-2315
TO: **All Interested Parties**
The petition of **Mary Elizabeth Brown Zeigler,** for a year's support from the estate of **Alphonzo Zeigler,** deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before **January 2, 2007,** why said petition should not be granted.

All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your

pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at

310-166423 12/7,12/14,12/21,12/28b

NOTICE
Georgia, DeKalb County
Probate Court 2006-2291
To: **All Interested Parties**
The petition of Aaron Mays, for a year's support from the estate of **Wynette W. Mays,** deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before **January 2, 2007,** why said petition should not be granted.

All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your

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Probate Judge
By: Nicolsha Allen
Probate Clerk/Deputy Clerk
DeKalb County Probate Court
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
(404) 371-2601

310-166422 12/7,12/14,12/21,12/28b

NOTICE
Georgia, DeKalb County
Probate Court 2006-2259
To: **All Interested Parties**
The petition of **Sandra Faye Chandler,** for a year's support from the estate of **Floyd Horace Chandler,** deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before **January 2, 2007,** why said petition should not be granted.

All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your

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Probate Judge
By: Nicolsha Allen
Probate Clerk/Deputy Clerk
DeKalb County Probate Court
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
(404) 371-2601

310-166421 12/7,12/14,12/21,12/28b

NOTICE
Georgia, DeKalb County
Probate Court 2006-2257
To: **All Interested Parties**
The petition of **Zoltan Hodinka,** for a year's support from the estate of Anna Elizabeth Hodinka, deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before **January 2,**

Probate Judge
By: Nicolsha Allen
Probate Clerk/Deputy Clerk
DeKalb County Probate Court
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
(404) 371-2601

310-166420 12/7,12/14,12/21,12/28b

NOTICE
Georgia, DeKalb County
Probate Court 2006-1648
TO: **All Interested Parties**
The petition of **Estella C. Speir,** for a year's support from the estate of **Thomas R. Speir A/K/A Thomas Reid Speir,** deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before **January 2, 2007,** why said petition should not be granted.

All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your

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Jeryl Debra Rosh
Probate Judge
By: Batrina Abrams
Probate Clerk/Deputy Clerk
DeKalb County Probate Court
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
404-371-2601

310-166419 12/7,12/14,12/21,12/28b

NOTICE
Georgia, DeKalb County
Probate Court 2006-1125
To: **All Interested Parties**
The petition of **Elizabeth L. Gabel,** for a year's support from the estate of **Michael Anthony Gabel,** deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before **January 2, 2007,** why said petition should not be granted.

All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your

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Probate Judge
By: Nicolsha Allen
Probate Clerk/Deputy Clerk
DeKalb County Probate Court
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
(404) 371-2601

310-166418 12/7,12/14,12/21,12/28b

NOTICE
Georgia, DeKalb County

Contact probate court personnel at the following address/telephone number the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. **Jeryl Debra Rosh**
Probate Judge
By: Nicolsha Allen
Probate Clerk/Deputy Clerk
DeKalb County Probate Court
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
(404) 371-2601

310-166363 12/7,12/14,12/21,12/28b

NOTICE
Georgia, DeKalb County
Probate Court 2006-2273
To: **All Interested Parties**
The petition of **Peggy Juanita Clay,** for a year's support from the estate of **Frank Clay Jr.,** deceased, for decedent's **surviving spouse,** having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before **January 2, 2007,** why said petition should not be granted.

All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your

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Probate Judge By: Carmen M. Rudica
Probate Clerk/Deputy Clerk
DeKalb County Probate Court
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
404-371-2601

PUBLIC HEARINGS

320-167352 12/21v

PUBLIC NOTICE
DeKalb County
2005-2025
Comprehensive Plan Hearing
January 16, 2007
We welcome your comments!

State law requires DeKalb County to maintain and periodically update its Comprehensive Plan. Together with the community, we seek to develop a vision and assess our long-term needs for the County. Some of the goals in shaping the vision include identifying potential issues and opportunities, analyzing development trends, and providing recommendations for future quality of life policy. Ten (10) public meetings have been held throughout the year 2006 for public input. This is the final public hearing prior to adoption by the Board of Commissioners in February 2007.

Time: 7:00 pm to 9:00 pm
Place:
The Maloof Auditorium
1300 Commerce Drive
Decatur, GA 30030
Date: Thursday,
January 18, 2007

Please make plans to attend a public hearing to finalize updated Comprehensive Plan for 2005-2025. For more information please contact Cedric Hudson at (404) 371-2155.

6430 Peachtree Road (Terminal # 1), Doraville, Georgia. The primary purpose of this permit is to identify and consolidate existing State and Federal air requirements applicable to BP's Doraville Terminal and to provide practical methods for determining compliance with these requirements. The Georgia Environmental Protection Division (EPD) is preparing Title V Operating Permits in accordance with Title V of the Clean Air Act. This permit will be enforceable by the Georgia EPD, the U.S. Environmental Protection Agency, and other persons as otherwise authorized by law.

The facility consists of two bulk gasoline terminals, including a vapor recovery system and eight storage tanks in Terminal #1 and a vapor recovery system and eleven storage tanks in Terminal #2. The draft permit and all information used to develop the draft permit are available for review. This includes the application and all other relevant materials available to the permitting authority. This information is available for review at the office of the Air Protection Branch, 4244 International Parkway, Atlanta Tradeport - Suite 120, Atlanta, Georgia 30354. Copies of the draft permit, narrative, application summary, and permit application will be available at our Internet site http://www.georgiaair.org/airpermit/ by selecting "Title V Permits Draft" under the Permitting the menu. (Please note that the Internet is generally accessible from most public libraries in Georgia and at the Air Protection Branch office listed above.)

If copies are desired, the first 25 pages are free of charge, and every page thereafter costs $0.10 per page. A copying machine for public use is provided by EPD at the Atlanta Air Protection Branch office only and is available on a first-come, first-served basis. Office hours are 8:30 a.m. to 4:00 p.m., Monday - Friday, excluding holidays.

You are hereby notified of the opportunity to submit written public comments concerning the draft Title V Air Quality Operating Permit. Persons wishing to comment on the draft Title V Operating Permit are required to submit their comments, in writing, to EPD at the above Atlanta Air Protection Branch address. Comments must be received by the EPD no later than 30 days after the date on which this notice is published in the newspaper. (Should the comment period end on a weekend or holiday, comments will be accepted up until the next working day.) The Division, in making its final decision to issue the Title V permit, will consider all comments received on or prior to that date.

Any requests for a public hearing must be made within the 30-day public comment period. A request for a hearing should be in writing and should specify, in as much detail as possible, the air quality related issues that constitute the basis for the request. Where possible, the individual making the request should also identify the portion(s) of the Georgia Rules for Air Quality Control and/or the Federal Rules that the individual making the request is concerned may not have been adequately incorporated into the draft permit. If a public hearing on the draft Title V Operating Permit is to be held, the date, time, and location of the hearing will be provided in a subsequent, separate public notice. At that hearing, anyone may present data, make a statement or comment, or offer a viewpoint or argument either orally or in writing concerning the draft Title V permit. During the Division's decision-mak-

business hours
Air Protection
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final Title V per
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330-167268 12/
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Body Style: 2
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330-167032 12/1
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(Entitled "Power
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DeKalb County Comprehensive Plan Meeting

Maloof Auditorium—January 18, 2007
7:00 p.m. to 9:00 p.m.

AGENDA

- Sign In/Viewing of Displays

- Introductions Commissioners / Patrick

- Purpose (This meeting is:)
    1. Present the Final Draft Plan (Community Agenda)
    2. Plan was "progressive" in nature
    3. Received Input and Comments
    4. Make Logical Changes based on Concept
    5. Only deal with Issues of Unincorporated DeKalb

    (This meeting is not:)
    1. A Zoning Code
    2. All the details of the 152 page document

- Comprehensive Plan Presentation (PowerPoint)
    1. State Mandate
    2. Three Components (Community Assessment, Community Participation, and Community Agenda)
    3. Community Agenda based on Assessment and Participation

- ***Community Agenda Concept Plan Detail Discussion***

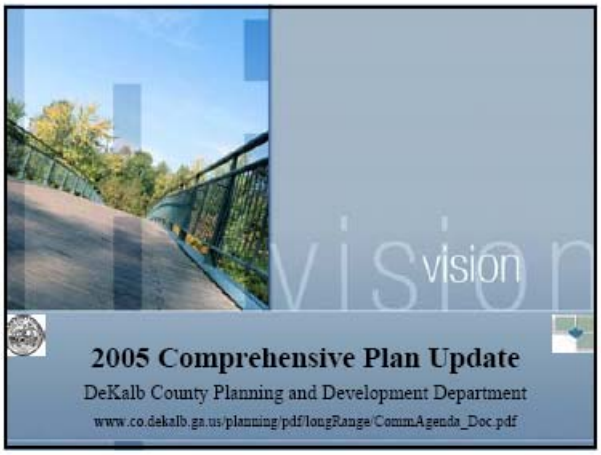
    1. Non-residential Character Areas
        Neighborhood / Town / Regional / Employment Centers
    2. Residential Character Areas
        Rural / Suburban / Traditional
    3. Corridors Link
        Commercial Redevelopment and Highway

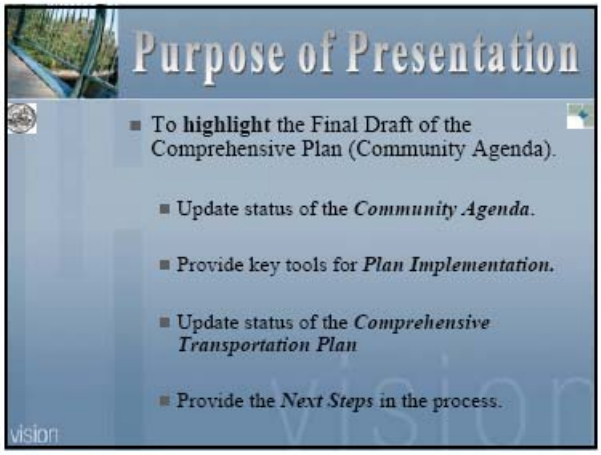
- Plan Implementation
    1. Interim guidelines
    2. Future Land Use/Zoning Consistency Matrix
    3. Policies

- Question and Answer Session

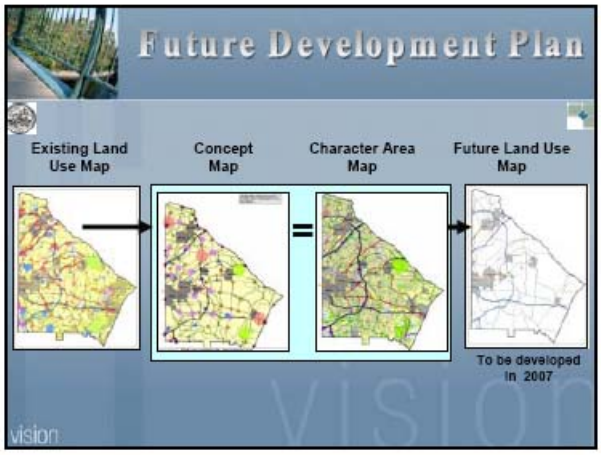
- Next Steps

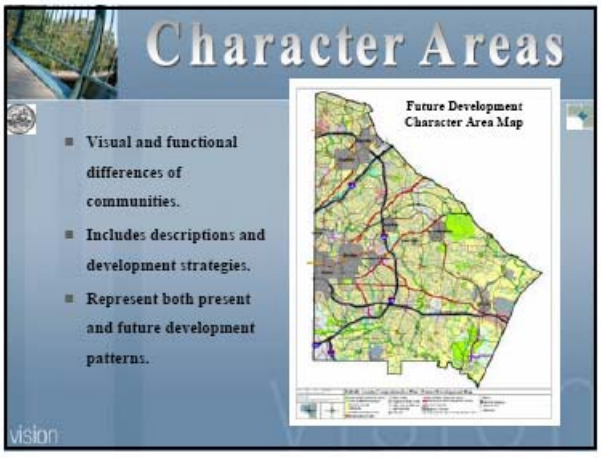
For more information please contact us:
Phone: (404) 371-2155
Email: Planninganddevelopment@co.dekalb.ga.us


vision
2005 Comprehensive Plan Update
DeKalb County Planning and Development Department
www.co.dekalb.ga.us/planning/pdf/longRange/CommAgenda_Doc.pdf


Purpose of Presentation
To highlight the Final Draft of the Comprehensive Plan (Community Agenda).
Update status of the Community Agenda.
Provide key tools for Plan Implementation.
Update status of the Comprehensive Transportation Plan
Provide the Next Steps in the process.
vision


Comprehensive Plan Format
Plan Consists of Three Components
Community Assessment (approved by ARC and DCA).
Community Participation Program (approved by ARC and DCA).
Community Agenda (approved by ARC and DCA).
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Future Development Plan
Existing Land Use Map
Concept Map
Character Area Map
Future Land Use Map
To be developed in 2007
vision


Character Areas
Visual and functional differences of communities.
Includes descriptions and development strategies.
Represent both present and future development patterns.
Future Development Character Area Map
vision


Character Areas
Additional consideration
Existing Land Use
Future 1996 Land Use Plan
Population Growth
MARTA stops and routes
Transit Oriented Development
Capital Improvements Program
Infrastructure prioritization
Decreasing vehicular trips
vision

Development Concept

- ACTIVITY CENTER CHARACTER AREAS
  - Neighborhood Center
  - Town Center
  - Regional Activity Center
  - Employment Center
  - Regional Park/Recreation Center
  - Conservation / Greenspace Area
  - Linear Greenspace/Trails
- RESIDENTIAL CHARACTER AREAS
  - Rural Residential
  - Suburban Area
  - Traditional
- LINKING CORRIDORS AND TRANSIT FACILITIES (FROM CTP)
  - Gateways
  - Mixed Use Linkages
  - Transit Facilities – Existing & Proposed

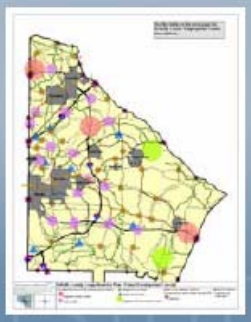


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Plan Implementation

Need For Interim Guidelines

- Community Agenda Policies
- Implementation Matrix
- Completeness Checklist



DCA does not require a Future Land Use Map.

vision

Interim Guidelines

Note that the intent of the new plan is NOT to allow intense development throughout the designated node.

- Location Criteria for Intense Development
- Land Use Compatibility and Transition
- Neighborhood Compatibility
- Services / Facilities
- Environmental Controls
- Policies
- Mandatory Pre-Application Meeting
- Mandatory Community Meeting

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Future Land Use and Zoning Consistency Conversion Matrix

- **Implementation Matrix**
  1. Illustrate consistency between zoning and new future land use
  2. "X" marks the spot
- **New process requirements:**
  1. Pre-submittal meeting with staff
  2. Meeting with Community groups
  3. Site plan
- **Applications evaluated based on following:**
  1. Adopted Community Agenda
  2. Compatibility with surrounding land uses
  3. Impacts on public facilities
- **Guiding principles:**
  1. Higher intensities / densities in activity centers
  2. Sensitivity along development periphery
  3. New development to transition to adjacent neighborhoods

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Comprehensive Transportation Plan

- Confirm coordination of mixed use linkages, gateways, and transit facilities (Comprehensive Plan link).
- Revisions based on Board of Commissioners input
- Develop monitoring system
- Prioritization of transportation projects
- Finalize plan and deliver report

vision

Our Next Steps

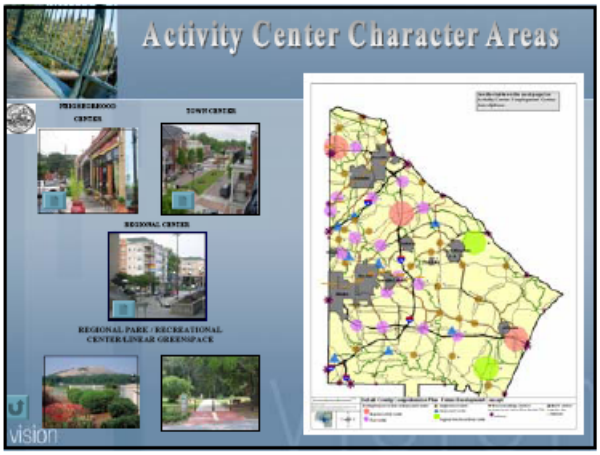
If you desire more detail

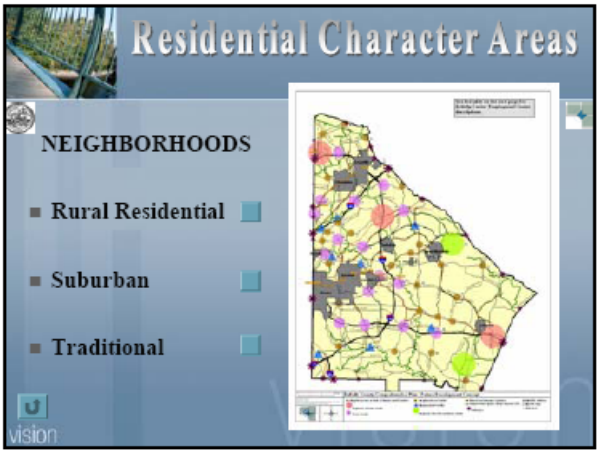
- Executive Summary
- Community Agenda Document
- Visit Web Site or Review CD

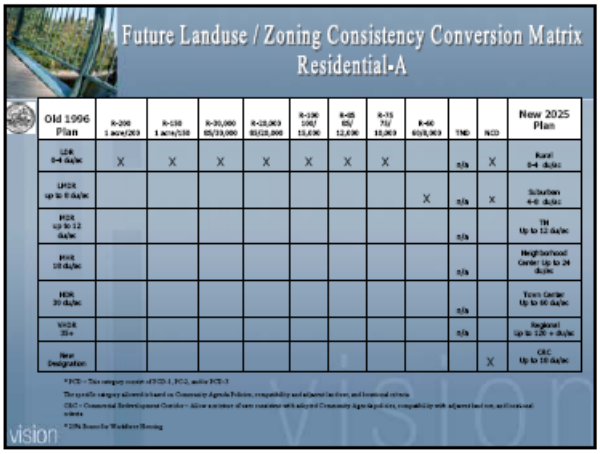
- If you have questions, please contact the Planning and Development Department @ 404. 371.2155.
- Planning Commission Meeting and recommendation February 14, 2007
- Board of Commissioners Meeting/adoption February 27, 2007

vision

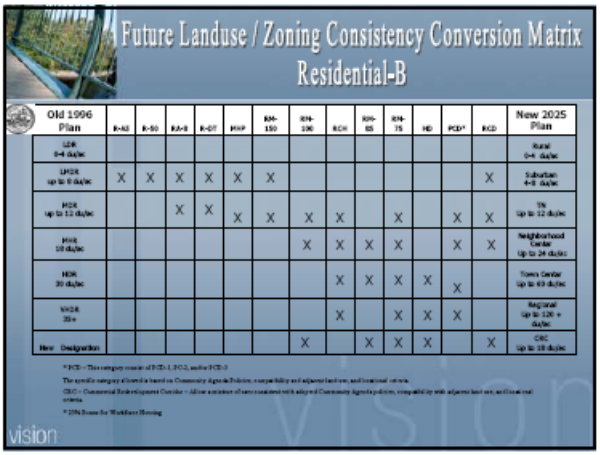




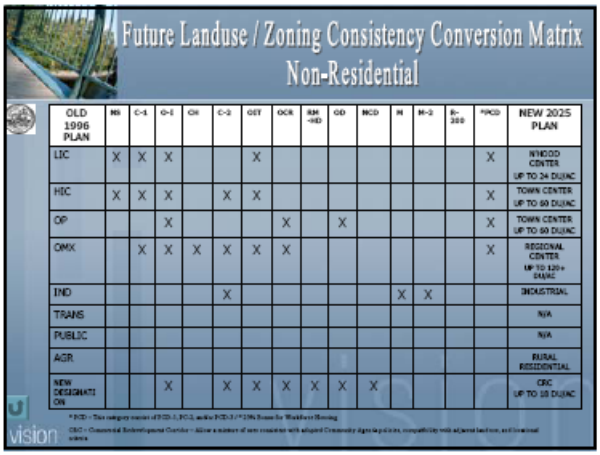




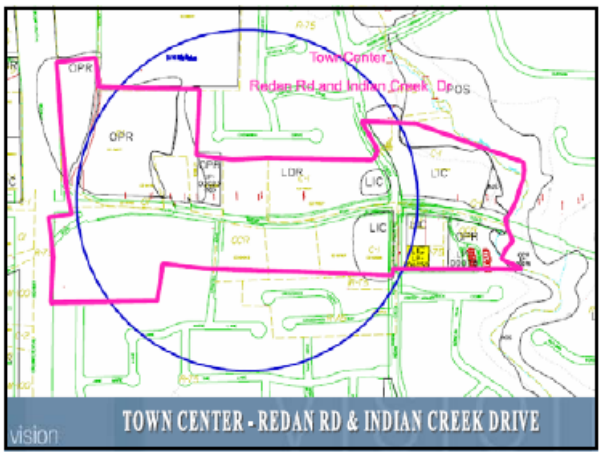
Old 1996 Plan	R-200 1 acre/200	R-150 1 acre/150	R-30,000 85/33,000	R-20,000 80/20,000	R-100 100/ 15,000	R-85 85/ 12,000	R-75 75/ 10,000	R-60 60/8,000	TND	NCD	New 2025 Plan
LDR 0-1 du/ac	X	X	X	X	X	X	X		n/a	X	Rural 0-1 du/ac
LMDR up to 4 du/ac								X	n/a	X	Suburban 4-8 du/ac
MDR up to 12 du/ac									n/a		TN Up to 12 du/ac
HDR 18 du/ac									n/a		Neighborhood Center: Up to 24 du/ac
HDR 30 du/ac									n/a		Town Center Up to 40 du/ac
VHDR 35+									n/a		Regional up to 120 + du/ac
New Designation										X	CBD Up to 18 du/ac

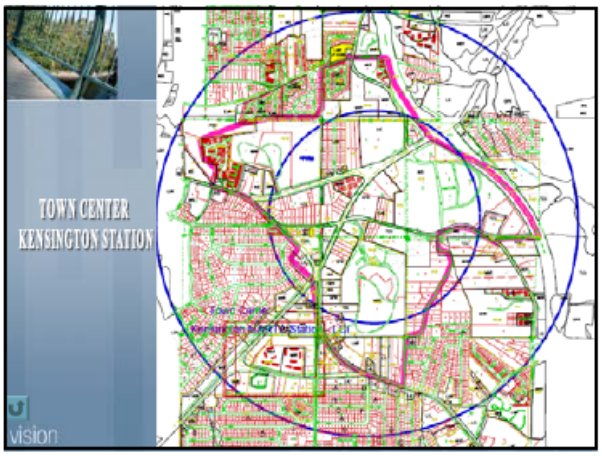


Old 1996 Plan	R-85	R-50	RA-5	R-DT	MHP	RM-150	RM-100	RCH	RM-85	RM-75	HD	PCD*	RCD	New 2025 Plan
LDR 0-1 du/ac														Rural 0-1 du/ac
LMDR up to 4 du/ac	X	X	X	X	X	X							X	Suburban 4-8 du/ac
MDR up to 12 du/ac			X	X	X	X	X	X		X		X	X	TN Up to 12 du/ac
HDR 18 du/ac							X	X	X	X		X	X	Neighborhood Center Up to 24 du/ac
HDR 30 du/ac								X	X	X	X	X		Town Center Up to 40 du/ac
VHDR 35+								X		X	X	X		Regional Up to 120 + du/ac
New Designation							X		X	X	X		X	CBD Up to 18 du/ac



OLD 1996 PLAN	NS	C-1	O-I	OH	C-2	GST	OCR	RM-HD	OD	NCD	M	M-2	I-200	PCD	NEW 2025 PLAN
LIC	X	X	X			X								X	NHOOD CENTER UP TO 24 DU/AC
HIC	X	X	X		X	X								X	TOWN CENTER UP TO 60 DU/AC
OP			X				X		X					X	TOWN CENTER UP TO 60 DU/AC
OMX		X	X	X	X	X	X							X	REGIONAL CENTER UP TO 120+ DU/AC
IND					X						X	X			INDUSTRIAL
TRANS															N/A
PUBLIC															N/A
AGR															RURAL RESIDENTIAL
NEW DESIGNATION			X		X	X	X	X	X	X					CBD UP TO 18 DU/AC


Town Center
Redan Rd and Indian Creek Dr
OPR
LDR
LIC
TOWN CENTER - REDAN RD & INDIAN CREEK DRIVE
vision

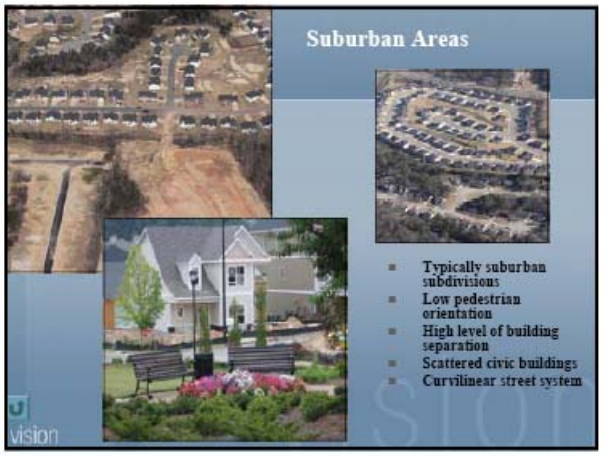

TOWN CENTER
KENSINGTON STATION
vision


NEIGHBORHOOD CENTER
•Neighborhood focal point
•Concentration of activities (retail, service, office, high density housing)
•Public and open space
vision


•Focal point for several neighborhoods
•Concentration of activities (retail, service, office, higher density housing)
•Public and open space
•Transit related
TOWN CENTER
vision


Regional Activity Center
•Concentration of regional activities
•Major commercial and retail centers
•Office and employment areas
•Recreational or sports venues
•Transit related
vision


Rural Residential Areas
Rural, undeveloped land likely to face development pressures
Lower density (up to 4 units per acre) residential development.
Low pedestrian orientation and access
Very large lots, open space, pastoral views and high degree of building separation.
vision


Suburban Areas
Typically suburban subdivisions
Low pedestrian orientation
High level of building separation
Scattered civic buildings
Curvilinear street system
vision


Traditional Areas
Older communities
Specific architectural style
Smaller lots with alleys
Buildings close front property line
High pedestrian orientation
Street trees
Sidewalks
On street parking
vision

Community Agenda Public Meeting January 18, 2007

On January 24, 2007, the final in a series of public meetings was held at the Maloof auditorium on the DeKalb County Comprehensive Plan. The format of the meeting was a formal staff presentation followed by an "open forum" of questions and answers by the public. The following is a summary of the comments and questions received:

Public Question/Comment	Staff Response
There appear to be inconsistencies with some of the zoning categories and land use allowances on the Matrix, specifically the RA-8. Doesn't RA-8 allow 8 du/acre, but the X shows it will allow 0-4 du/acre?	Based on the existing 1996 Future Land Use Plan, there were exceptions allowed in Chapter 27 Zoning Code (Sec. 27-45 (b)) which was adopted in 1999. Chapter 27 allowed additional zoning districts as long as they were conditioned by BOC. We have revised the matrix and made changes to reflect consistency with the 2025 Community Agenda Plan and not the existing 1996 Future Land Use Plan. As a result, only those zoning districts that are consistent with the 2025 Community Agenda will be allowed for rezoning until a new zoning code is adopted and future land use map (tentatively later part of 2007).
Can the density/intensity be adjusted for lands with environmentally sensitive resources (i.e. floodplain/ stream buffers)? Would the du/acre allowances be adjusted to accommodate the location of these on property?	Density is based on the total acreage zoned and not just buildable area. Therefore density/intensity cannot be adjusted for lands with environmentally sensitive resources such as floodplain or streams buffers. However some sites may meet the criteria for a NCD (Neighborhood Conservation) District which allows alternative design of residential construction due to natural features of a site.
How will the character areas be promoted or laid out along corridors in terms of density and intensity?	Commercial Redevelopment Corridors allow density up to 18du/acre sensitive to existing residential areas. The main focus is to redevelop vacant or underutilized commercial corridors through the promotion of mixed-use and transit oriented development.
Currently, there is a two part re-zoning application; will the new process of review now eliminate the second part of the application that relates to land use?	No, land use requests would go through the Strategic Planning Division
Is it state law that zoning "trumps" all else and if so how will these changes to reviews, etc. be made?	No, there is a Zoning Procedures Law (ZPL), which does not address land use; allowing for more discretion with land use implementation. The ZPL requires that local governments assure the general public due process and that they follow the indicated municipal procedures when exercising zoning authority. Georgia is also a "home rule" state, which allows communities to govern themselves, which also relates to zoning, land use and all else.

There appears to be a potential problem with down-playing the site plan process as a result of the proposed changes, how can this be rectified? Perhaps it's an issue of enforcement and may need to be enforced in the application process?	Beginning January 2007, all applications for rezoning, special land use permits (SLUPS), and land use plan amendments require site a plan with specified features. The site plan submittal requirements are defined in the Application Checklist for each process.
The plan needs some type of language standardization in the plan, as it relates to bicycle and pedestrian facilities. For example it mentions (on-road/bike lanes/multi-use facility/on-street-bike lanes). Is it a path or on-road facility? Please explain what it will be specifically?	The CTP makes reference to several bicycle and pedestrian facility types, some of which have similar names and definitions. These facilities have been incorporated into the comprehensive plan.
Page 21 of the plan needs further delineation, as there are some wetlands missing that need to be denoted on the plan.	We are not able to show all wetlands on a county level; the wetlands will be addressed on a site by site basis during the development review process.
The Comprehensive Plan needs meld with the Transportation Plan; there are some items missing from the Comp Plan that relate to the Trans Plan. For example the BRT stops on Memorial Drive. Items in the Trans Plan warrant further evaluation for inclusion in the Comp Plan.	The Comp Plan used the CTP in developing the Community Assessment and Agenda. Congested corridors were analyzed during the assessment and through out the study all proposed transit stops were incorporated. The planning area maps in the Community Vision section show proposed transit stops and greenways from the CTP in relation to the Character Areas. Activity Centers have been proposed in areas to support TOD.
There current version of the Agenda is different from the one submitted to ARC. The designation of the area near the proposed Sembler site has been changed; why has this been done? This poses ethics questions.	There have been several changes to the Agenda sense submittal to ARC. A few more changes are expected due to further review from PC and BOC. The proposed Sembler site (Briarcliff & Druid Hills) qualifies as a Town Center based on its existing size (commercial SF & pop density). The recent mixed-use development attention further justified the area though it was already under consideration.
The ARC projections over the next 20 years are high; does the plan accommodate the amount of growth predicated?	Yes, ARC and DCA projections were taken into consideration during plan preparation.
The most quality developments are in the Perimeter area. Will anything be done to bring quality development to S. DeKalb county?	Our housing, land use and economic development policies are applied county-wide. Mixed-use development had been proposed in all areas of S. DeKalb that support proposed transit lines or were actives already exist. If we proposed more mixed use areas, we would have to redevelop existing residential areas. The efforts needed fix the historical uneven development patterns will take more a coordinated efforts between the Office of Economic Dev., elected officials, and the community residents.

Page 184 and 185 discusses the Scottdale Revitalization Plan; is it in progress currently? What efforts were made to reach out to land owners in the community?	The Scottdale Plan was completed by The Collaborative Firm in December 2006. The private firm was responsible for community outreach. However, an implementation Steering Committee was formed and held its first meeting January 11, 2007. One of the subcommittees formed was Overlay Committee. The first meeting for this group is January 25, 2007. The Steering Committee welcomes additional participation from residents, land, and business owners. Anyone interested in an update can contact our office for additional information.
At the beginning of the planning process we were told that most of the future land development will be S. DeKalb. However, District two is to be surrounded by at least 2 Town Centers (Briarcliff/LaVista/Druid Hills). How is that possible if development will be in the South?	The proposed centers in District 2 are based on the existing commercial nodes and corridors in the area. The number of proposed centers does not automatically make them the priority. The activity centers proposed for S. DeKalb, like N. DeKalb, are based on existing commercial centers, corridors in need of redevelopment and proposed transit stations without intruding into existing stable residential areas.
The public wants neighborhoods protected and congestion improved. How can having the Town Center designations protect surrounding neighborhoods and relieve congestion?	All of the Activity Center designations (Neighborhood, Town, and Regional) are areas where mixed-use development will be encouraged. These areas will help to protect surrounding neighborhoods by encouraging higher density development within these areas instead of within existing neighborhoods. These areas will not completely relieve congestion but should contribute towards its reduction by reducing the "local trip" through walk able developments and supporting transit ridership through transit oriented development.
The North Druid Hills school site may not be sold; so how can this area be designated a Town Center?	The North Druid Hills school and it surrounding area qualifies as a Town Center based on its existing size (commercial SF & pop density). The recent mixed-use development attention further justified the area though it was already under consideration.
The moving forward process may not always be having more; sometimes it needs to be less. Just because it is going on now does not mean it should be going on now or in the future. Please consider this.	The Comp Plan has a 20 year planning horizon. Even if no growth takes place within some areas, the character area designations still define the way certain area should be built in the future. Over time areas will see the redevelopment of existing structures with no net gain in population.
The county should so it's "due diligence" and resubmit the plan to ARC or whomever based on the current revisions.	Most of the revisions made to the plan were made as a result of the comments made by ARC and DCA. Once the plan is adopted, copies will be submitted to DeKalb Libraries, BOC, PC, CC, ARC, and DCA.
Based on comments, it seems that the County has committed to the Sembler project at Briarcliff, is that correct?	No, the county has not committed or approved the project; it is still in the proposal stage.

It seems that the plan supports growth and development in efforts to generate revenues. Do we really want more high density development?	The support of growth and development is only encouraged at the designated character areas and is not an effort to generate revenue, but to improve the quality of life for residents.
What about the support from MARTA and transportation resources to these proposed high density areas like additional lines in the Emory/Tucker area? What is this plan other than a vision?	The Comp Plan used the CTP in developing the Community Assessment and Agenda. All proposed transit lines/stops were incorporated into the selection of proposed high density/mixed-use areas. The planning area maps in the Community Vision section show proposed transit stops s from the CTP in relation to the Character Areas. Where ever possible, Activity Centers have been proposed in areas to support TOD and existing transit proposals.
The plan needs to include a concept for the inclusion of all the cities in the county.	Each of the local government have their own comprehensive plans, we have attempted to incorporate any overlapping issues and opportunities fro the local governments into the County plan. The CTP and the Service Delivery Strategy, which we consider to be a part of the plan provides more involvement with the cities.
Is the current infrastructure (transportation system, etc.) able to support the activity centers and other character areas? If it does not exist currently, how can it be accommodated in the future?	The Activity Centers were designated based on the existing development, 1996 Land Use Plan, Existing Zoning and current development trends. The new approval process requires review from the various infrastructure departments (water, sewer, transportation, solid waste, etc). If improvements are necessary, those improvements will become “conditions of approval” that will be recommended by staff to BOC. By designating the locations for more intense development, all county departments can better plan for Capital Improvements to accommodate growth and development specifically in these target areas.
There seems to be three new Town Centers in the Central West planning area since the September draft from published, when were these added?	During November/December 2006, many character areas were added due to selection criteria of activity centers as well as recommendation from ARC. All activity centers were not completely identified in the previous meetings.
In the (Briarcliff/LaVista/Druid Hills) areas there is significant congestion, please explain how increased density in these areas with the Town center designations improve congestion?	These areas will not completely relieve congestion but should contribute towards its reduction by reducing the “local trip” (non-work trips often made for retail/service needs) through walkable developments and supporting transit ridership through transit oriented development.
Please provide some concrete ideas to relieve congestion.	Specific recommendations are found in the CTP. The Comp Plan supports the reduction of congestion by, supporting transit ridership at existing and proposed transit stops through TOD and promoting walkable communities that can reduce “local” non-work automobile trips.

The county has proposed the activity center concept to reduce automobile trip generation and increase walkability, but what about the inclusion of bicycles as an alternative?	We will be sure to place additional emphasis on bicycle and pedestrian facilities. However, the CTP places great emphasis on bicycle and pedestrian facilities.
The cul-de-sac subdivisions do not promote walkability and connectivity, how can this be addressed?	Interconnection between parcels is encouraged by policies in the Community Agenda. However, when new developments are proposed, the residents surrounding the proposed project usually come out in opposition to connectivity. Staff plans to educate the public and various boards on the benefits of interconnection between parcels to decrease the number of trips on county roadways.

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Promoting balanced & responsible growth

Council for Quality Growth

February 13, 2007

Patrick Ejike
Director, DeKalb Planning and Development Department
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Decatur, GA 30030

RE: Comprehensive Plan Update

Dear Patrick,

Thank you for the opportunity to comment on the County's Comprehensive Plan. As part of the rapidly growing metro Atlanta region, DeKalb faces a number of challenges in planning for future growth and development. The Council for Quality Growth commends the Strategic Planning Division's efforts in drafting the Comprehensive Plan update.

The Future Development Concept map illustrates three (3) Regional Activity Centers, thirteen (13) Town Centers, twenty-five (25) Neighborhood Centers, six (6) Employment Centers, and two (2) Regional Park/Recreational Centers. How will the actual radius of these centers be defined? Will maps delineating the individual parcels included in the centers be available to the public? Will there be an appeals process for property owners who do not wish to be included in a center, prior to final plan adoption?

There are a number of inconsistencies within the text of the plan, specifically within the Character Area definitions:

- Table 3-2, DeKalb County Character Areas, lists the applicable land use for Suburban Character Area as Low-Medium Density Residential. However, the Suburban Character Area narrative lists only Single Family Detached Residential as a Primary Land Use and does not address appropriate density.
- The Character Area maps for each Planning Area of the county do not match what is already there. For example, the North Planning Area, which includes Brookhaven, Lynwood Park, and Ashford Park does not show Traditional Neighborhood Character Areas, as these historic areas represent.
- The Land Use-Character Area Policies and Strategies section lists offering "residents more choices in housing, retail, transportation, and recreational opportunities" as one policy objective for the Traditional Neighborhood Character Area. Yet, the list of Primary Land Uses for this character area names Traditional Single Family Residential Homes as the only residential use. There are many examples all over the county of neighborhoods that contain a successful mix of single-family and low density multifamily dwellings in traditional neighborhoods. In fact, one of the hallmarks of Traditional Neighborhood Design is an integrated mix of housing types and price ranges.

There are also fundamental questions raised by the policy objectives of the Comprehensive Plan. For example, the Office Park/Institutional Character Area is described as a campus-style development of offices, with the Primary Land Uses as different types of office. Housing is not listed as a primary use. This raises the question of whether the Comprehensive Plan addresses the quality of life issues raised in the Community Agenda, as the Plan states that only 23% of DeKalb residents actually work in the county.

Smart Growth is about designing neighborhoods that have shops, offices, schools, churches, parks, and other amenities near homes, so that residents and visitors have the option of walking, bicycling, taking public transportation, or driving as they go about their business. Shouldn't the future vision of the Office Park/Institutional Character Area include housing to bring people closer to where they work? What is described in this character area is the "old school" notion of an office park, which is a sprawling campus of offices without shops, community green space, or nearby housing. To further confuse the description, one of the Implementation Measures listed is Mixed-Use Zoning, but alternative uses are not included in the list of Primary Land Uses.

Finally, the DeKalb County Code of Ordinances requires that there be a relationship between the land use category and the zoning district. Section 27-45 of the Code lists the different land use categories and the zoning districts that are allowed in those land use categories. Some of the residential land use categories have density caps expressed as maximum units per acre. The DeKalb County Character Areas table lists a new category of Very High Density Mixed Use. However, this land use category is not clearly defined. What distinguishes Office/Mixed Use from Very High Density Mixed Use? More importantly, it is not clear what zoning categories are required in the Very High Density Mixed Use category. Also, in the January 2007 draft of the Plan, the Commercial Redevelopment Corridor Character Area does not list applicable land uses, but rather says "TBD", after listing Moderate-High Intensity Commercial (MHIC) in the September 2006 draft.

The Council for Quality Growth is an advocate of *planning* for future growth, and feels that County Comprehensive Plans are a major part of future planning efforts. The Council is not opposed to DeKalb's Comprehensive Plan, but believes it is not ready for approval. The Comprehensive Plan will be in place for twenty years, and will be the policy document that will guide important decisions regarding future infrastructure needs. Therefore, it needs to be carefully crafted in order to guide the County in the future.

The Council respectfully requests that Planning staff, the Planning Commission, and the Board of Commissioners consider and address our comments so that the Comprehensive Plan will be a document that will adequately address the County's anticipated growth. Thank you for allowing the Council for Quality Growth to participate in the review of the proposed Comprehensive Plan. We will continue to be available as future revisions may take place.

Sincerely,

Michael E. Paris

Michael E. Paris
President and CEO
Council for Quality Growth

Cc: Arthur Duncan, Strategic Planning Administrator
CEO Vernon Jones
Board of Commissioners
Planning Commission Members

Council for Quality Growth Comments

February 13, 2007
(Revised 2/28/07)

On February 13, 2007, a letter was received from the Council for Quality Growth concerning the DeKalb County Comprehensive Plan. The following is a summary of the comments and the consequential responses from the Strategic Planning staff:

Question/Comment	Staff Response
The Future Development Concept Map Illustrates 3 Regional Centers, 13 Town Centers, 6 Employment Centers, and 2 Regional Park Recreation Centers. How will the radius of these centers be defined? Will maps delineating the individual parcels included in the centers be available to the public? Will there be an appeals process for property owners who do not wish to be included in a center, prior to plan adoption?	Radius Defined -- The boundaries of the activity centers are shown on the Future Development Map. Most Activity Centers follow the existing commercial and high density residential boundaries with the intent to redevelop these areas in the future in a more mixed-use/pedestrian friendly pattern. For those activity centers in study areas (i.e. LCI's), the currently adopted study boundaries are the same to avoid any potential conflicts. The Future Development Concept only highlights the most intense activity centers for visual purposes. It provides the "Big Picture" while the details are shown on the Future Development Map. Parcel specific maps are being developed for the Neighborhood, Town and Regional Activity character areas. Theses areas are collectivity considered "activity centers".
Table 3-2, DeKalb County Character Areas lists the applicable land use for the Suburban Character Area as Low Medium Density Residential. However the Suburban Character Area narrative lists only single family residential as a primary land use and does not address appropriate density.	The applicable land uses provided in the table are based on the 1996 future Land Use Plan and are further delineated in the Future Land Use Consistency conversion Matrix on pp. 157-160, which also discusses density. The primary land uses also include Town Homes and Apartments as indicated on p. 53.
The character area maps for each planning area of the county do not match what is already there. For example, the North planning area, which include Brookhaven, Lynwood Park and Ashford park does not show Transitional neighborhood Character Areas, as these historic areas represent.	These are valid points that warrant further consideration and analysis. We may have overlooked those neighborhoods. We will investigate those neighborhoods and consider including them as Traditional Neighborhood Character Areas.

The Land Use Character Area policies and strategies section lists offering" residents more choices in housing, retail, transportation and recreational opportunities" as one policy objective for the Traditional Neighborhood Character area. Yet, the list of primary uses for this character area names traditional single family residential homes as the only residential use. There are many examples all over the county of neighborhoods that contain a successful mix of single family and low density multi family dwellings in traditional neighborhoods. In fact, one of the hallmarks of Traditional Neighborhood design in an integrated mix of housing types and price ranges.	The staff did consider having residential uses, such as apartments included as primary uses. Perhaps this is something that needs be reconsidered. Although, single family residential is listed as the primary use does not mean that other residential uses will not be encouraged.
There are also fundamental questions raised by the policy objectives of the Comprehensive Plan. For example, the Office Park Institutional Character Area is described as a campus style development of offices, with the primary uses of different types of office. Housing is not listed as a primary use. This raised the question of whether the Comprehensive Plan addresses the quality of life issues raised in the Community Agenda, as the plan states that only 23% of DeKalb residents actually work in the county.	These are valid points that warrant further consideration and analysis.
Smart growth is about designing neighborhoods that have shops, offices, schools, churches, parks and other amenities near homes, so that residents and visitors have the option of walking, bicycling, taking public transposition or driving as they go about their business. Shouldn't the future vision of the Office Park institutional Character Area include housing to bring people closer to where they work? What is described in this character area is the old school notion of the office park, which is a sprawling campus of offices without shops community greenspace or nearby housing. To further confuse the description, one of the implementation measures listed is Mixed Use Zoning, but alternatives uses are not included in the list of primary Land Uses.	These are valid points that warrant further consideration and analysis, especially in view of the inclusion of the mixed use implementation measure.
The DeKalb County Code of Ordinances requires there be a relationship between the land use category and the zoning district. Section 27-45 of the Code lists the different land use categories and the zoning districts that are allowed in those land use categories. Some of the residential land use categories have density caps expressed as maximum units per acre.	The Future Land Use Consistency conversion Matrix on pp. 157-160, discusses the relationship between land uses and zoning categories as well as density.

The Dekalb County Character Area table lists a new category of Very High Density Mixed Use. However, this land use category is not clearly defined. What distinguishes Office/Mixed Use from Very High Density Mixed Use? More importantly it is not clear what zoning categories are required in the Very High Density Mixed Use category.	The applicable land uses provided in the table were based on the 1996 Future Land Use Plan, which does not list Very High Mixed Use. This was done in error and has been corrected to state “Office Mixed Use and Very High Density Residential”, which would be the best applicable uses for a Regional Activity Center.
Also, in the January 2007 draft of the plan, the Commercial Redevelopment Corridor Character Area does not list applicable land uses, but rather says “TBD”, after listing Moderate High Density Commercial (MHIC) in the September 2006 draft.	There was some debate as to what applicable uses should be encouraged in the Commercial Redevelopment Corridor Character Area, which is why it was changed from MHIC to “TBD”. The goal is to redevelop existing strip commercial centers that are vacant or under utilized and replace them with a combination of mixed-use, higher density residential and commercial uses.

SUMMARY

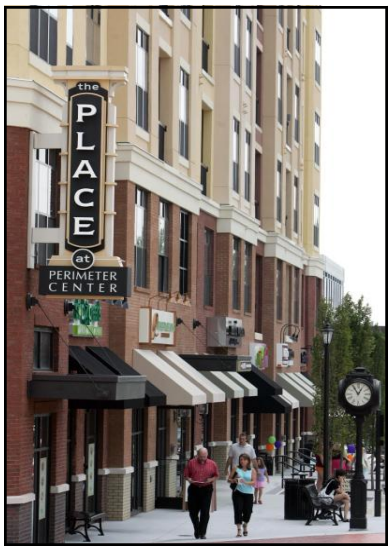
Over a span of two and a half years, a total of fifteen (25) public meetings, workshops, and community meetings have been held. A total of six (12) public meetings, staff workshops, and Board of Commissioner (BOC) work-sessions have been held to review and comment on the comprehensive plan (new standards).

In completion of the Community Agenda, we are expecting to facilitate at least two (3) meetings for review and comment. All meetings will be public hearings; one for the general public, two for the Planning Commission, two BOC work-sessions, and one BOC Hearing. We have made strides to expand and improve upon previous marketing techniques, in order to reach a broader range of the County. Minority organizations have been added to the list of contacts, to provide a more diverse base for participation. Also, the Board of Commissioners will be a valuable resource to help improve our marking.

DeKalb County
Comprehensive Plan 2005-2025

Community Agenda
May 2007















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Department of Planning and Development

Comprehensive Plan 2005-2025
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Vickie Elisa, Commission District 7

Planning and Land Use Committee

Pursuant to a Memorandum of Understanding between the Board of Commissioners and the Chief Executive Officer, a Planning and Land Use Committee was established with the principal objective of assuring public participation in the development of the Comprehensive Plan. The following persons served as members of the Committee:

Jeff Rader, Commission District 2, Committee Chairperson
Kathie Gannon, Commission District 6
Connie Stokes, Commission District 7

DeKalb Planning and Development Department
Patrick Ejike, Director of Planning and Development
Andrew Baker, AICP, Associate Director of Planning

Strategic Planning Division
Arthur Duncan, AICP, Planning Administrator
Cedric G. Hudson, Planning Manager
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Brian Brewer, Senior Planning Technician
Crystal Adams, Senior Planning Technician
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Comprehensive Plan 2005-2025
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Madolyn Spann, Planning Manager
John Reid, Senior Planner
David Cullison, Historic Preservation Planner

Development Division Management and Staff

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Geographical Information Systems Department
Department of Parks and Recreation
Department of Public Works
Department of Watershed Management
Human Services Department, Office of Senior Affairs

Other Contributors
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DeKalb County Civic Associations
DeKalb County Citizens (Public Meeting Attendees)

Other Agencies
Day Wilburn Associates, Inc.
Georgia Department of Transportation
Atlanta Regional Commission
Georgia Department of Community Affairs

RESOLUTION

A RESOLUTION BY THE BOARD OF COMMISSIONERS OF DEKALB COUNTY GEORGIA TO ADOPT THE 2005-2025 COMPREHENSIVE PLAN UPDATE AND TRANSMIT THE DOCUMENT TO THE GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS AND THE ATLANTA REGIONAL COMMISSION

WHEREAS, the DeKalb County Board of Commissioners has completed the Community Assessment, Community Participation and Community Agenda documents as part of the 10-year Comprehensive Plan Update and;

WHEREAS, this document was prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and;

WHERAS, the required public meetings were held on May 17 and 25, 2006, and June 3 and 7, 2006 to inform and update the DeKalb citizens of the revised procedures, format, and purpose of the Comprehensive Plan, and;

WHEREAS, additional public meetings were held August 24, 2006, September 7, 2006, September 14, 2006, and January 18, 2007 to encourage broader public participation and input, and;

WHEREAS, the document was updated based on stakeholder input up to the final submittal date of February 27, 2007 and;

WHEREAS, the final document was presented to the DeKalb County Planning Commission on May 8, 2007, and;

WHEREAS, the Department of Community Affairs requires that the Board of Commissioners adopt the Comprehensive Plan (Community Assessment, Community Participation Program, and Community Agenda) prior to recertification as a Qualified Local Government.

NOW BE IT THEREFORE RESOLVED, that the DeKalb County Board of Commissioners hereby adopts the 2005-2025 Comprehensive Plan Update in its entirety (Community Assessment, Community Participation and Community Agenda) and authorizes the transmittal of the document to the Atlanta Regional Commission and the Georgia Department of Community Affairs as required by state law.

ADOPTED by the DeKalb County Board of Commissioners, the 22 day of May, 2007.

BURRELL ELLIS
Presiding Officer
Board of Commissioners
DeKalb County, Georgia

APPROVED by the Chief Executive Officer of DeKalb County, this 30 day of May, 2007.

VERNON JONES
Chief Executive Officer
DeKalb County, Georgia

ATTEST:

MICHAEL J. BELL
Ex-Officio Clerk
Board of Commissioners and
Chief Executive Officer

APPROVED AS TO FORM

William J. Linkous, III
County Attorney
DeKalb County, Georgia

APPROVED AS TO SUBSTANCE:

Patrick Ejike
Planning and Development Director
DeKalb County, Georgia

REV. 10/02

DEKALB COUNTY

BOARD OF COMMISSIONERS

BUSINESS AGENDA / MINUTES

MEETING DATE: May 22, 2007

ITEM NO. **H32**

HEARING TYPE
Public Hearing

ACTION TYPE
Resolution

SUBJECT: 2005 – 2025 Comprehensive Plan Update

DEPARTMENT: Planning and Development	PUBLIC HEARING: ☐ YES X NO
ATTACHMENT: X YES ☐ No PAGES: 52 CD: Full Text	INFORMATION CONTACT: Patrick Ejike Andrew Baker, AICP PHONE NUMBER: 404-371-2155

Deferred from February 27, 2007 and April 10, 2007

PURPOSE:

To consider a resolution to adopt the 2005-2025 Comprehensive Plan Update document;

To consider authorizing the Chief Executive Officer to forward the Comprehensive Plan Update document and resolution to the Atlanta Regional Commission (ARC) and the Department of Community Affairs (DCA) per state law.

NEED/IMPACT:

The Comprehensive Plan update process requires ARC and DCA to receive a copy of the adopted Comprehensive Plan Update comprising of Community Assessment, Community Participation, and Community Agenda for DeKalb County. The required public meetings were held on May 17 and 25, 2006, and June 3 and 7, 2006 to inform and update the DeKalb citizens of the revised procedures, format, and purpose of the Comprehensive Plan. Additional public meetings were held August 24, 2006, September 7, 2006, September 14, 2006, and January 18, 2007.

A transmittal resolution of the final document is now needed for ARC and DCA. The Department of Community Affairs requires that the Board of Commissioners adopt the Comprehensive Plan (Community Assessment, Community Participation Program, and Community Agenda) prior to recertification as a Qualified Local Government.

This is a progressive document and changes/revisions were made up to the final adoption date. Attached to this agenda is the executive summary of the 2005-2025 Comprehensive Plan Update document and resolution. The full text of the document is contained on the CD attached; a hard copy and CD of the full text are being furnished to Chief Deputy Clerk for the official record.

RECOMMENDATION (S):

To approve a resolution to adopt the 2005-2025 Comprehensive Plan Update document;

To authorize the Chief Executive Officer to forward the Comprehensive Plan Update document and resolution to the Atlanta Regional Commission (ARC) and the Department of Community Affairs (DCA) per state law.

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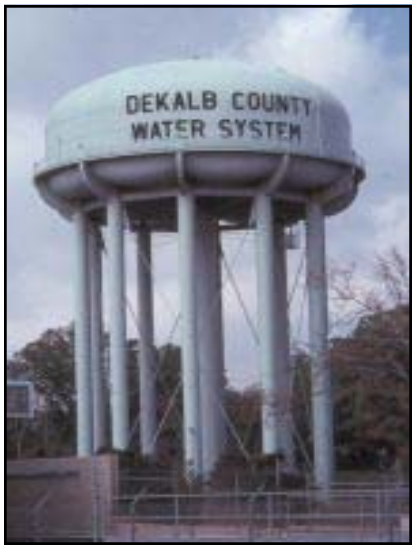
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INTRODUCTION









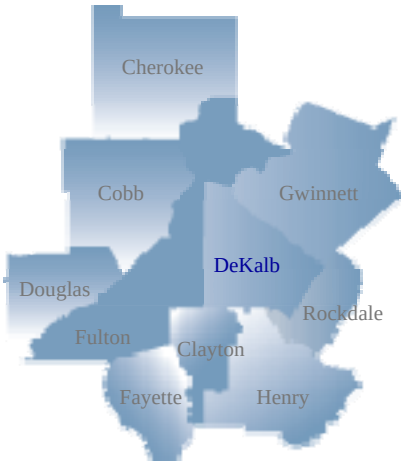






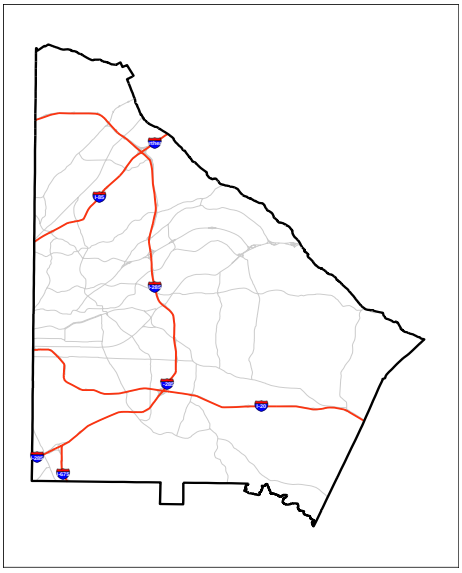
1. INTRODUCTION

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 nine 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), while 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.



DeKalb County was known as a bedroom community to the City of Atlanta. However, over the years, DeKalb has transitioned from a suburban community to a more urban community. DeKalb County is the State of Georgia's second largest county and is home to such entities as Emory University, Mercer University, Georgia Perimeter College, the Center for Disease Control, Perimeter Mall and Stonecrest Mall. The County's major employment centers are Perimeter Center, Northlake, Mall At Stonecrest, Emory/CDC, and Lithonia Industrial District. There are also numerous Fortune 500 companies with office and headquarter locations in DeKalb County.

The housing stock of DeKalb County consists of a variety of housing types, which range from historic cottages, Victorians, and craftsman bungalows, to present day ranches, townhomes and two-story structures. There are approximately 261,231 (2000 Census) housing units in the County of which approximately 64% consists of single-family homes and the remaining percentage consists of townhomes, condos and apartments. DeKalb's median housing cost is $135,100 (2000 Census) and the median household income is $49,117 (2000 Census). The amount of vacant undeveloped land in the County is diminishing and as a result, the County is seeing more residential rehabilitation and redevelopment activity.



DeKalb County has five major road arteries that run through its boundaries – Interstates 85, 20, 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.

INTRODUCTION

As the County's amount of vacant land dwindles and older areas are in need of redevelopment, the County has sought strategies to accommodate compatible new development. One technique is the formulation of Overlay Districts throughout the County. Overlay Districts are a method for the County to control growth, preserve existing land use patterns and promote aesthetic qualities consistent with the specific area. DeKalb County has three legislatively adopted overlay districts – Candler Road, Dunwoody Village and Stonecrest Overlay Districts. Areas under consideration include Wesley Chapel, Panola and Buford Highway. Additionally to address the growing population and dwindling land acreage throughout DeKalb County, key areas are identified to promote economic development, higher densities and mixed-use developments. These areas have been designated activity centers of various intensities throughout the county.

1.1 Purpose

The Community Agenda is the guiding principal for the future development for DeKalb County. After extensive public involvement of all segments of the community, a thorough analysis of current and future trends, and assessment of the community's issues and opportunities, the "blue print" for the future was established.

The Atlanta Metropolitan Area including DeKalb County has experienced significant growth over the last twenty years. This 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 such changes in population, there is an increase in the demand for housing, an increase in demand for goods and services, and also an increase in traffic congestion and an increased pressure on infrastructure. The goal of this action plan prepare a road map of short-term and long-term critical planning actions for the county. The actions will help guide the allowable uses, density/intensity and design character for future development.

The Community Agenda 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. In addition, the Community Agenda takes a close look at *Areas Requiring Special Attention* and *Character Areas*. This document has been designed to be concise and user-friendly and is intended to guide decision making by elected officials.

Another purpose of the Community Agenda is provide a road map for the county's future. It has been developed through a very public process through the involvement of the general public, community leaders and stakeholders with the goal of making key decisions about the future of the county. The Community Agenda is a crucial part to the 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 Community Agenda is intended to generate local pride and enthusiasm about the future of the county, thereby making citizens demand the plan is implemented. With increased public support, the plan is more likely to be implemented.

The Community Agenda is a public driven document designed to mitigate development issues and better plan for 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. ***Again, this document is more than a plan, it is a working, breathing, policy and action instrument.***

1.2 Public Participation

DeKalb County recognized that public involvement would be essential to the development of the Comprehensive Plan. County staff executed a community participation program that engaged residents, visitors, and business owners throughout the county. One goal of this process was to connect with those citizens not traditionally involved in the planning process. The overall goal was to have stakeholder involvement up front and throughout the planning process. The slogan of the participation program was: ***Bringing residents together to address the needs of tomorrow.***

2004 Participation Activities

The first series participation activities began back in 2004 with public meetings held in each commission district. The meetings were held between 5:30 and 7:30 pm. The meetings were jointly sponsored by the DeKalb County Planning and Development Department and the Public Works Department to present and discuss both the Comprehensive Plan and Solid Waste Management Plan. The meetings were designed to:

- Increase public awareness,
- Present the State mandated requirements,
- Listen to public comments and reactions to the current plans

The two-hour meetings combined a variety of communication methods to ease the gathering of information, the sharing of community concerns and priorities, and community reactions to the plans. First, there was a "walk-around" meeting format , which allowed the public to review fact sheets and display boards at their leisure, complete the public comment forms, and hold one-on-one discussions with the DeKalb County representatives specializing in various planning aspects. There were areas designated for each planning component and display boards were positioned around the meeting room.

Second, DeKalb County representatives delivered a formal presentation that described each plan and the requirements, tasks, and schedule for both the Comprehensive Plan and Solid Waste Management Plan update. The last part of the meeting was dedicated to Questions and Answers. These comments were documented and compiled into a summary.

2005 Participation Activities

A more strategic approach was taken after the first year of public participation and comment on the Comprehensive Plan. In addition to two public meetings, two visioning workshops were held as a new way to interest the public and learn of their thoughts and concerns. Three additional meetings were held as a special request for a civic association or on behalf of commissioners.

The visioning workshops were designed to engage citizens in an interactive, and hands-on meeting format to develop a methodology for the formulation of a future land use map and to identify planning strategies for land use, housing, economic development, facilities and services, transportation, and urban design. At the meetings, citizens were encouraged to sit at one of five tables with each table representing a different planning area of the County. Land use maps of the County were spread on each table. Citizens discussed a series of planning topics with a staff member from the County Planning Department. Participants had markers to draw on the maps the changes they wanted to see take place in the future. Planning staff recorded their responses to be included within the Comprehensive Plan.

INTRODUCTION

During the visioning workshops two basic questions were asked: *What do you want to change or create in your community? and What do you want to preserve and protect in your community?* The results of the questions were as follows:

What do you want to change or create in your community?

- Improve traffic congestion on major roads
- More greenspace
- Need more recycling areas

What do you want to preserve and protect in your community?

- State and National Parks
- Historic and cultural sites and building
- Stable single family neighborhoods
- Greenspace connectivity
- Existing nature preserves
- Historic architectural character of residential neighborhoods

2006 Public Participation Activities

The public participation process and opportunity for stakeholder involvement continued throughout 2006. Listed below are several of the participation methods used during the planning process:

Outreach

County staff utilized several techniques to achieve resident involvement. Techniques included advertising in local newspapers and mailing post cards to those residents in the department's civic association database. In addition to advertising in the newspaper, mailing the post cards, and public hearings, we employed the following techniques.

- Community Council - special, short presentations on the Comprehensive Plan at the Community Council meetings, in an effort, to "tag on".
- Press Releases - distributed press releases through the County's Communications Department to spread the word about the meetings and the plan.
- Public Service Announcements - used public service announcements to allow for the simultaneous presentation of information about the plan as well as public meetings.
- Newspaper Advertisements - the advertisements were placed in commonly read sections of the newspapers and during days most likely to reach intended readers to satisfy legal requirements for meetings and to inform the public about meeting locations and times.
- Website - in addition the traditional approach of mail outs, emails and post cards, information was also posted on the County webpage (*www.co.dekalb.ga.us/planning).*

INTRODUCTION

Community Survey of Issues and Opportunities

There were a total of five public meetings held in 2006 to discuss key issues and opportunities in DeKalb County. Surveys were distributed to the Community Council and the general public to assess their views on quality of life concerns. The persons surveyed only represent a sampling of the overall population. The results of the surveys were grouped into the following categories:

1. Economic Development
2. Housing
3. Land Use /Sense of Place
4. Transportation
5. Community Facilities and Services
6. Public Health
7. Natural and Cultural Resources
8. Planning and Development Process

Economic Development

- The majority of citizens surveyed think that business retention is important, and more should be done.
- Citizens feel that more innovative economic development should take place.
- 67% of the citizens surveyed agree the economic development projects are promoted without adequate consideration of their impacts on infrastructure and natural resources.
- 60% of the citizens surveyed agree economic development efforts favor new development over redevelopment opportunities.
- 60% of the citizens surveyed agree the county lacks sufficient jobs or economic opportunities for local residents.

Housing

- The majority of citizens (93%) surveyed agree that some neighborhoods are in need of revitalization or upgrade.
- 80% of citizens surveyed agree there is neighborhood opposition to higher density and affordable housing.
- 73% of the citizens surveyed agree there are significant amounts of housing in poor or dilapidated condition in the County.
- 60% of the citizens surveyed believe DeKalb County has enough affordable housing.

Land Use / Sense of Place

- A majority of citizens (80%) agree that DeKalb lacks public spaces designed for gathering and social interaction.
- A majority of citizens (80%) agree that DeKalb County lacks a “center” that combines commercial, civil, cultural and recreational activities.
- 67% of the citizens surveyed agree the County has too many unattractive sprawl development along roadways.
- 67% of the citizens surveyed agree there is typically neighborhood opposition to new/innovative or higher density developments.
- 60% of the citizens surveyed agree there is no clear boundary where towns stop and the County begins.
- 60% of the citizens surveyed agree there are not enough places for arts activities and performances
- 53% of the citizens surveyed agree there is an inadequate mix of uses (like corner groceries or drug-stores) within certain neighborhoods.

- 53% of the citizens surveyed agree DeKalb County has little or no sense of place-visitors do not know when they arrived.

Transportation

- A majority of citizens surveyed (80%) agree that transportation corridors in the county are congested.
- A majority of citizens surveyed (80%) agree streets are designed in ways that discourage pedestrian and bike activity.
- 73% of the citizens surveyed agree streets in new developments are not connected to or compatible with those in neighboring parts of the County.
- 67% of the citizens surveyed agree DeKalb County lacks a local trail network.
- 67% of the citizens surveyed agree people lack transportation choices for access to housing, jobs, services, goods, health care, and recreation.

Intergovernmental / Planning and Development Process

- The majority of citizens surveyed (80%) have no opinion about conflicts between our development plans and those of adjacent counties.
- 67% of citizens surveyed have no opinion about conflicts between our development plans and adjacent municipalities.
- 60% of the citizens surveyed agree the County does not share plans or planning information with neighboring communities.
- 60% of the citizens surveyed agree DeKalb County does not promote partnerships between local government and community stakeholder groups.

Natural and Cultural Resources

- The majority of citizens surveyed (100%) agree too many trees are lost to development.
- 93% of the citizens surveyed agree that natural and cultural resources are significant.
- 86% of the citizens surveyed agree the County has environmental pollution problems.
- 80% of the citizens surveyed agree natural and cultural resources are not being improved, enhanced, and/or promoted.
- 80% of the citizens surveyed agree current development practices are not sensitive to natural and cultural resources.
- 80% of the citizens surveyed agree farmland and rural scenery are disappearing.
- 80% of the citizens surveyed agree there is not enough green space or park land in the County.
- 74% of the citizens surveyed agree Countywide protection of historic and cultural resources is inadequate.

Facilities and Services

- The majority of citizens surveyed (80%) agree some parts of the county are not adequately served by public facilities.
- 73% of the citizens surveyed agree the cost of providing public services and facilities for new development typically exceeds the revenue from this development.
- 60% of the citizens surveyed agree current facility extension policies do not foster development that maximizes the use of existing infrastructure.

The goal of the public participation process has been to allow the members of the public to take *ownership* of the document. It has entailed two-way communication between the county staff and community stakeholders. All of the issues and opportunities identified by County residents has been used to shape the community vision and policies as well as a guide for future development.

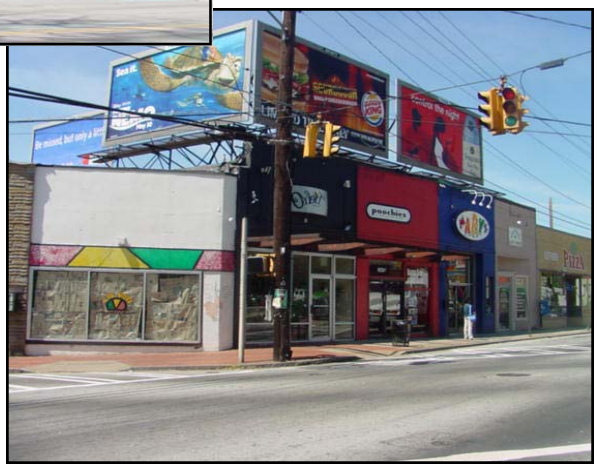
COMMUNITY ISSUES and OPPORTUNITIES











2. COMMUNITY ISSUES AND OPPORTUNITIES

The potential issues and opportunities identified in the Community Assessment 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. Public Health and Aging Population have been added to the list, based on concerns raised during the public participation process. The issues or opportunities will be followed-up with strategies in the implementation program section.

The revised list of issues and opportunities include:

1. Population (Aging and General)
2. Economic Development
3. Housing
4. Intergovernmental Coordination / Planning Process
5. Land Use / Sense of Place
6. Natural Resources
7. Historic Resources
8. Facilities and Services
9. Public Health
10. Transportation

COMMUNITY ISSUES AND OPPORTUNITIES

Table 2-1:
Community Issues and Opportunities

Category	Issues	Opportunities
2.1 Population	• Adult day health facilities and modernized nutrition sites are needed. • There is an aging senior population. • Most seniors have larger homes than needed, there is a need for additional senior housing facilities. • There is a growing ethnic population, which nearly doubled over the last decade. • The population in the county is expected to increase by approximately 25% in the next 20 years.	• DeKalb County has a Human Services Department focused on serving the needs of the seniors. • The Senior Services Division of has produced a Bridge Builders Document, which details a 5 year Master Plan for seniors in DeKalb County. • The post secondary educational attainment levels are higher than those of the state. • In 2002, the per capita personal income of the County ranked 4th in the State and is higher than the national average.
2.2 Economic Development	• There is public concern that more innovative economic development needs to take place. • There is public concern that more improvement is needed in business retention. • Improvements are needed in the dissemination of public information for employment availability. • There is a need to promote more large scale corporate development to help strengthen the tax base. • There is public concern of projects lacking the consideration of impacts on infrastructure & natural resources. • There is a lack of retention with industrial and commercial property. • There are redevelopment issues in major commercial corridors. • There is a lack of large scale family entertainment centers. • There are not enough dine-in restaurants outside the perimeter (specifically along Memorial Drive). • The General Motors Doraville Plant Closing will result in the loss of thousands of jobs. • There is a high unemployment rate in the county. • More than 50% of the work force do not reside in DeKalb County.	• DeKalb County offers a variety of tax exemptions and expansion incentives to new business and industry. • More than 150 companies have relocated or expanded operations in DeKalb County. • The county contains nearly one fifth of the businesses located in Metro Atlanta. • The County has a Community Development Authority. • The County has established an Office of Economic Development to bring prosperity through new investment. • DeKalb is home to more than 150 international companies. • Coordination exists between Economic Development, Public Works, and Planning & Development Departments. • The County is home to eight colleges and universities. • Business retention and recruitment is active. • The DeKalb Technical Institute provides an excellent resource for skills training and development.

COMMUNITY ISSUES AND OPPORTUNITIES

Category	Issues	Opportunities
2.3 Housing	• The location of affordable housing is away from major amenities and employment. • The County lacks adequate low income housing units. • There are deteriorating SF homes in need of maintenance. • Building standards need to be improved. • Many subdivisions built over the last 10 to 20 years are in need of increased upkeep, maintenance or rehabilitation. • Several older neighborhoods are in need of revitalization with many homes in need of rehabilitation. • Gentrification is taking place displacing seniors and low income persons. • There is a lack of mixed use affordable housing in "high-end" neighborhoods. • DeKalb has the highest number of foreclosures than any county in the state. • Trends show a variety of housing types are needed to service population growth. • The need for special needs housing continues to grow in DeKalb.	• DeKalb County has established an Infill Overlay ordinance. • The County has established Pedestrian Community Districts (PCD) to address the growing need of mixed use development. • The County has a Community Development Department to address housing needs. • The DeKalb Housing Authority has been established to service public housing needs and voucher programs. • The County has assembled an infill task force to address the maintenance of sustainable communities. • The county has an inventory of vacant sites available for redevelopment and/or infill housing.
2.4 Inter-governmental Coordination / Planning Process	• The is a lack of communication between DeKalb County government and the Department of Education. • The is a lack of coordination between DeKalb County and municipality elected officials. • The County lacks in efforts to share plans and planning information with neighboring Counties and jurisdictions.	• DeKalb County has a Community Council comprised of citizens, that voluntarily assist in the development process. • The County plans with adjacent communities for areas near mutual boundaries, through Intergovernmental Agreements in the delivery of services, etc.
2.5 Natural & Historic Resources	• The county needs to preserve open space, farmland, and its critical environmental areas. • There is a lack of financing tools for land acquisition and protection. • The County's availability of green space is shrinking, due to increased development. • The flood plains are typically narrow and frequently flood during the winter and spring. • Non-point source pollution and stormwater runoff are major concerns.	• DeKalb County has a greenspace program that has expanded and added new parks. • Bond referendum approved for the acquisition and development of greenspace throughout DeKalb County. • The county and region has a mild climate. • The County is home to Stone Mountain and Arabia Mountain.

COMMUNITY ISSUES AND OPPORTUNITIES

Category	Issues	Opportunities
2.5 Natural & Historic Resources - Continued	• There are not enough incentives to preserve and coordinate with building trusts. • Lack of adaptable reuse of historic structures. • There are many small sites that need to be determined as what qualifies as historic site or not.	• There are current tools in place to preserve the County's historical districts. • The County maintains a historic resource database. • The County is dedicated to using Best management practices (BMP's) to reduce the impacts of stormwater runoff and non-point source pollution.
2.6 Facilities and Services	• There is a lack of maintenance in County parks. • Parks and recreation facilities are limited and do not meet demand • The hours of operation not long enough at libraries. • School construction is outpaced by residential development.	• The age, capacity function, safety, and maintenance needs of parks have been inventoried. • The aesthetic appearance of all libraries is distinguishable. • There is a variety of recreational opportunities.
2.7 Public Health	• The current septic tank policies, need additional review and planning. • The county needs community education of public health issues related to land-fills and other health risks. • Smart growth (with environmental health's involvement in the planning process) • Increased pollution, and smog are im-pacting public health. • Public transportation access for the workforce • Emergency preparedness planning for bioterrorism and large scale crisis. • There is a growing aging population.	• The Board of Health has created a plan of needs, and recommended strategies of health concerns, for the citizens of DeKalb County. • New warehouse space has been pro-vided (30,000 sq. ft.). • The Board of Health is in the process of implementing a new vision and mission as well as organizational structure changes.
2.8 Transportation	• Most high intensity uses are not located near public transportation facilities. • Traffic congestion is a major concern in the county. • There are few transportation options in DeKalb County. • There is no regulation requiring connec-tions between new developments on more than one road.	• There are numerous greenway trails in DeKalb County. • Most of the existing and planned trails are part of a regional system funded and planned by the PATH Foundation. • Sidewalk connections between schools (public), transit facilities, and neighborhoods have been prioritized.

COMMUNITY ISSUES AND OPPORTUNITIES

Category	Issues	Opportunities
2.8 Transportation - Continued	• The lack of an effective grid system at the neighborhood level results in increased congestion on the limited number of arterials • Many streets were not designed to reflect the neighborhood context through which they operate. • A parking management plan is need countywide. • There are limited road connections. • Construction costs are on the rise as well as the costs of infrastructure maintenance.	• Many of the older town centers have sufficient on-street parking. • Parking options are the greatest in town centers. • There is an existing Access Management plan . • Approx 62% of DeKalb's population live within 1/4 mile of a MARTA bus route or rail station. • GRTA currently operates an express commuter bus (coach) service with several pending. • The County has five major road arteries I-85, I-20, I-285 and I-675 as well as US 78. • DeKalb is home to the DeKalb-Peachtree Airport and is in close proximity to the Hartsfield Jackson International Airport. • There are several CSX rail lines which traverse the county.
2.9 Land Use / Sense of Place	• Changes to the Future Land Use Plan are too frequent. • A large amount of land has been dedicated to surface parking. • Major corridors have a high percentage of unattractive development. • Adjacent neighborhoods lack accessible neighborhood retail centers. • There is a lack of uses for art and cultural activities. • Older strip commercial centers are in decline or underutilized. • There is a lack of spaces for social gathering. • There is a lack of centers that combine commercial, civic, and recreational activities. • Many neighborhoods lack a sense of place or identity.	• The County has established Pedestrian Community Districts (PCD) to address the growing need for mixed use developments. • The County has completed and is completing several small area studies that encourage mixed use development, pedestrian connectivity and transit oriented development (TOD). • The declining and underutilized strip commercial centers provide an opportunity for redevelopment. • The location of old and abandoned shopping centers will allow for redevelopment along major corridors without intruding into established residential neighborhoods

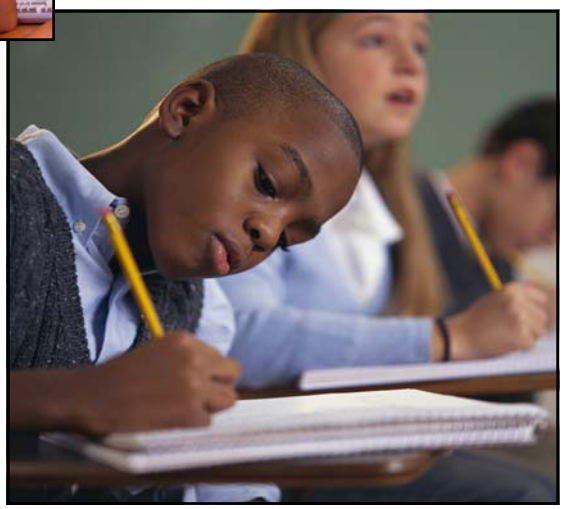
QUALITY OF LIFE











3. QUALITY OF LIFE

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

3.1 Population

Total Population

As one of the first areas of suburban growth in metropolitan Atlanta the population of DeKalb County has increased steadily over the last 20 years, similar to other counties in the region. The County experienced the greatest increase between 1990 and 2000, growing from 545,837 to 665,865, which is a 22% increase. This increase typically presents an abundance of issues and opportunities for the County's over-all quality of life.

Table 3-1:
POPULATION GROWTH: DEKALB COUNTY (1980-2005)

Year	Population	Change from Previous Census		Change Since 1980	
		Number	Percent	Number	Percent
1980	483,024				
1985	514,430				
1990	545,837	62,813	13.0%		
1995	585,400				
2000	665,865	120,028	22.0%	182,841	37.5%
2005	711,577				

Source: U.S. Bureau of the Census; DCA DataViews

The population in the County is expected to increase from 665,865 in 2000 to 848,706 in 2020, an increase of about 28 %. This growth is expected to continue mostly in the southeastern portions of the County, where most of the vacant land remains. The changes in population have important implications. A growing population tends to indicate a healthy economy. However, it also potentially indicates a need for more economic development, and especially for the availability of jobs and housing. Population growth may also require additional schools, public safety facilities, including fire and police and infrastructure expansions.

Table 3-2:
POPULATION PROJECTIONS: DEKALB COUNTY (2000-2025)

Year	Population	Change from Previous Census		Change Since 2000	
		Number	Percent	Number	Percent
2000	665,865				
2005	711,577				
2010	757,286	91,421	13.7%		
2015	802,996				
2020	848,706	91,420	12.1%	182,841	27.5%
2025	894,416				

Source: U.S. Bureau of the Census; DCA DataViews

Population by Race and Ethnicity

In 1990, 54% of the population was white compared to 36% in 2000. The majority population of DeKalb is African American, which increased between 1990 and 2000 from 42% to 54%. Large numbers of immigrants have contributed to the increases in the African American populous. Most of the immigrants are from Sub-Saharan African nations.

The Hispanic population is integrated with all the races listed, because they are classified in many categories. Currently the census regards the Hispanic identity not as a racial classification, but as a separate ethnic classification, which is why the category has been separated in the table. The Hispanic populous has become one of the fastest growing populations in the County, more than tripled in size between 1990 and 2000 from 15,619 to 52,542 an increase of 236 %. Persons classified under "other race" have also increased dramatically from 5,838 in 1990 to 37,638 in 2000 a more than 500% increase. The increasing racial and ethnic mix will create a need for additional programs and services that address cultural diversity. Table 3-3 depicts the racial and ethnic composition of the population by number, rate of change, and percentage of the overall population.

Table 3-3:
DeKalb County Population by Race and Ethnicity (1980-2005)

Race	1980	1985	1990	1995	2000	2005	Percent Change & (Number)		% of Population		
							1980-1990	1990-2000	1990	2000	2005
White	344,254	318,282	292,310	265,416	238,521	212,088	-15.1% (-51,944)	-18.4% (-53,789)	53.6%	35.8%	29.8
Black or African American	130,980	180,703	230,425	295,768	361,111	418,644	75.9% (99,445)	56.7% (130,686)	42.2%	54.2%	58.8
American Indian and Alaska Native	605	802	998	1,273	1,548	1,784	65% (393)	55.1% (550)	0.2%	0.2%	0.3
Asian or Pacific Islander	4,633	10,450	16,266	21,657	27,047	32,651	251% (11,633)	66.3% (10,781)	3.0%	4.1%	4.6
other race	2,552	4,195	5,838	21,738	37,638	46,410	128.8% (3,286)	544.7% (31,800)	1.1%	5.7%	6.5
Total	483,024	514,432	545,837	605,852	665,865	711,577	13% (62,813)	22% (120,028)	100 %	100 %	100 %
Hispanic Ethnic Population											
Hispanic Origin	7,470	11,545	15,619	34,081	52,542	63,810	109.1% (8,149)	236.4% (36,923)	2.9%	7.9%	9.0

Source: U.S. Census; Georgia DCA DataViews

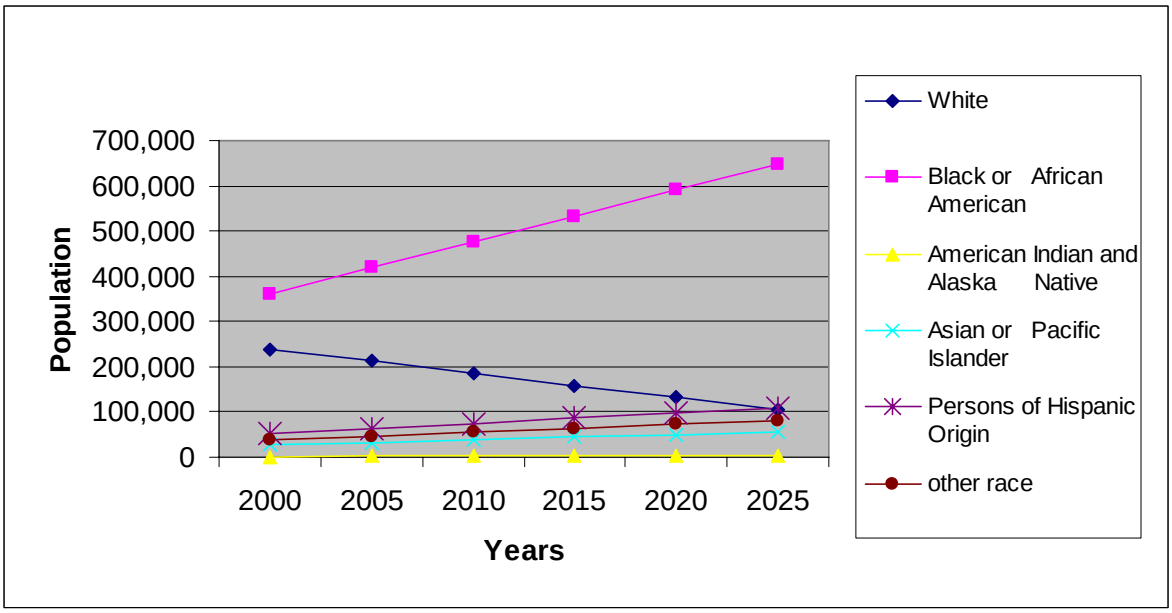
According to projections the Black or African American population will continue to grow as the majority population in DeKalb County. By 2025, more than 70% of the population will be Black or African American. During the same time frame less than 12% of the County population will be white and the Hispanic population will have increased to approximately 12% of the total population (Table 3-4). This information is also depicted in Figure 3-1. Such a diverse population will have implications in terms of schools, recreational facilities and the demand for bi-lingual employees and cultural diversity training. Although the projections cannot predict an exact future, they offer a good starting point and sound basis for the evaluation of the future needs in the County.

Table 3-4:
DeKalb County Population Projections by Race and Ethnicity (2000-2025)

Race	2000	2005	2010	2015	2020	2025	Number Change		Percent of Population		
							2000-2010	2010-2020	2010	2020	2025
White	238,521	212,088	185,655	159,221	132,788	106,355	-52,866	-52,867	24.5%	15.6%	11.9%
Black or African American	361,111	418,644	476,177	533,709	591,242	648,775	115,066	115,065	62.9%	69.7%	72.5%
American Indian and Alaska Native	1,548	1,784	2,020	2,255	2,491	2,727	472	471	0.3%	0.3%	0.3%
Asian or Pacific Islander	27,047	32,651	38,254	43,858	49,461	55,065	11,207	11,207	5.1%	5.8%	6.2%
other race	37,638	46,410	55,181	63,953	72,724	81,496	17,543	17,543	7.2%	8.6%	9.1%
Total	665,865	711,577	757,287	802,996	848,706	894,418	91,422	91,419	100%	100%	100%
Hispanic Ethnic Population											
Hispanic Origin	52,542	63,810	75,078	86,346	97,614	108,882	22,536	22,536	9.9%	11.5%	12.2%

Source: U.S. Census; Georgia DCA DataViews

Figure 3-1:
Race and Ethnicity (2000-2025)



Population by Age

In both 1990 and 2000, the majority of the population was between the ages of 25 – 34. However, there was a slight decrease from 20.9% in 1990 to 19.5 % of the total population in 2000, this has remain steady into 2005. The County also experienced an increase in the age groups of 5 – 13 since 1990. The 14-17 age group has been on the decline since 1980. In contrast the 5-13 and 18-20 age groups have increased.

The County has also seen its senior population increase. Seniors are an integral part of the citizenry of DeKalb County, Georgia. According to the County Action Plan for Senior Services 2003-2007, the County has the second largest population of seniors, 60 years of age and older, within the 10-county area of metropolitan Atlanta. The table below also depicts a rise in the County's senior population over the last 25 years. The 2000 and 2005 populations indicate an increase in all age groups over the 1990 population (Table 3-5). Age is a characteristic that can directly impact schools, medical care, housing, community services and transportation facilities in the County.

Table 3-5:
DeKalb County Population by Age (1980-2005)

Age	1980	1985	1990	1995	2000	2005	Change (Number)_		Percent of Population		
							1980-1990	1990-2000	1990	2000	2005
0 – 4	31,115	34,886	38,657	43,007	47,357	51,418	7,542	8,700	7.1%	7.1%	7.2%
5 – 13	67,331	68,554	69,777	80,444	91,111	97,056	2,446	21,334	12.8%	13.7%	13.6%
14 – 17	36,192	28,656	21,119	23,315	25,510	22,840	-15,073	4,391	3.9%	3.8%	3.2%
18 – 20	27,430	26,573	25,716	27,440	29,163	29,596	-1,714	3,447	4.7%	4.4%	4.2%
21 – 24	39,669	38,942	38,215	40,970	43,724	44,738	-1,454	5,509	7.0%	6.6%	6.3%
25 – 34	94,201	104,210	114,218	122,046	129,873	138,791	20,017	15,655	20.9%	19.5%	19.5%
35 – 44	63,741	78,797	93,852	104,212	114,571	127,279	30,111	20,719	17.2%	17.2%	17.9%
45 – 54	50,855	53,953	57,051	71,202	85,353	93,978	6,196	28,302	10.5%	12.8%	13.2%
55 – 64	38,507	39,642	40,776	43,378	45,979	47,847	2,269	5,203	7.5%	6.9%	6.7%
65 and over	33,983	40,220	46,456	49,840	53,224	58,034	12,473	6,768	8.5%	8.0%	8.2%
Total	483,024	514,433	545,837	605,854	665,865	711,577	62,813	120,028	100.0%	100.0%	100.0%

Source: US Census; DCA DataViews

According to the projections listed in Table 3-6 the overall population in DeKalb County will increase 35% between 2000 and 2025. The largest population increase will occur within the 35-44 age group (56%) while the 14-17 age group is expected to experience a substantial decrease (53%). The senior population 65 and older will grow significantly (45%). These figures and trends within these populations are significant to the consideration of services that will be required in the future, especially in relation to the construction of schools as well as housing and senior services.

Table 3-6:
DeKalb County Population Projections by Age (2000-2025)

Age	2000	2005	2010	2015	2020	2025	Change (Number) 2000-2025	Percent change 2000-2025
0 - 4	47,357	51,418	55,478	59,539	63,599	67,660	20,303	42.9%
5 – 13	91,111	97,056	103,001	108,946	114,891	120,836	29,725	32.6%
14 – 17	25,510	22,840	20,169	17,499	14,828	12,158	-13,352	-52.3%
18 – 20	29,163	29,596	30,030	30,463	30,896	31,329	2,166	7.4%
21 – 24	43,724	44,738	45,752	46,765	47,779	48,793	5,069	11.6%
25 – 34	129,873	138,791	147,709	156,627	165,545	174,463	44,590	34.3%
35 – 44	114,571	127,279	139,986	152,694	165,401	178,109	63,538	55.5%
45 – 54	85,353	93,978	102,602	111,227	119,851	128,476	43,123	50.5%
55 – 64	45,979	47,847	49,715	51,583	53,451	55,319	9,340	20.3%
65 and over	53,224	58,034	62,845	67,655	72,465	77,275	24,051	45.2%
Total	665,865	711,577	757,287	802,998	848,706	894,418	228,553	34.3%

Source: DCA DataViews

Population by Income

In 1989-1990 the majority of residents in DeKalb County had a household income of less than $10,000 with the smallest number of households making between $125,000 and $149,999. This disparity has since changed with the majority of households in 1999-2000 making between $75,000 and $99,999 and one of the smallest numbers of households are making between $10,000 and $14,999 (Table 3-7). Given the 2005 and 2010 estimates and projections this level of household income is expected to continue. This may be the result of increases in educational attainment and the affects of other market forces including the influx of large employers as well as rises in the cost of health and housing, which often result in higher incomes.

Table 3-7:
DeKalb County Household Income Distribution (1980-2010)

HOUSEHOLD INCOME	1989-1990	1999-2000	2005 (Estimate)	2010 (Projection)
Less than $10,000	20,291	16,129	16,685	16,931
$10,000 to $14,999	12,354	9,828	9,296	8,639
$15,000 to $19,999	16,518	11,831	10,967	9,550
$20,000 to $24,999	18,042	14,065	12,845	11,487
$25,000 to $29,999	17,902	15,028	13,091	12,344
$30,000 to $34,999	16,865	15,686	14,259	14,250
$35,000 to $39,999	15,526	15,665	14,961	11,440
$40,000 to $44,999	14,296	14,858	29,020	27,110
$45,000 to $49,999	12,294	13,706	——	——
$50,000 to $59,999	19,656	24,758	24,268	26,391
$60,000 to $74,999	19,108	29,511	30,718	27,919
$75,000 to $99,999	14,429	29,666	34,632	36,570
$100,000 to $124,999	5,324	15,890	20,567	25,843
$125,000 to $149,999	2,615	8,226	10,999	16,105
$150,000 or more	3,856	14,544	19,467	28,173
Total	**209,076**	**249,391**	**261,775**	**272,752**

Note: The category for $200,000 or more did not exist in 1990
Source: U.S. Census 2000, Summary File 3
Demographics Now for 2005 and 2010 estimates and projections

The median household income has been steadily increasing over the last twenty years. Between 1990 and 2000 the median household income increased by 37 %. When compared to the state, county incomes are quite higher on average and are about 15% more. This is likely attributed to the higher standard of living experienced in the Atlanta metropolitan area than other parts of the State overall. Incomes are expected to increase into the future at about the same rate (Table 3-8). Traditionally, higher income levels lead to better living conditions and overall quality of life.

Table 3-8:
Median Household Income (1980-2010)

JURISDICTION	Median Household Income				
	1980	1990	2000	2005 (Estimate)	2010 (Projection)
DeKalb County	$34,290	$35,721	$49,117	$53,560	$59,251
Georgia	$27,743	$29,021	$42,433	$49,502	$54,344

Source: U.S. Census 2000 Summary File 3, Demographics Now for 2005 and 2010 Estimates and Projections

3.2 Economic Development



Employment Trends

National trends have impacted DeKalb County resulting in job losses, which have often been the result of corporate downsizing and consolidations through mergers and acquisitions. The area of the county most recently affected by the shake-out in major big-box retailers has been Memorial Drive from around I-285 and beyond, where vacant buildings that once housed K-Mart/Office Max, Home Depot, Circuit City, and Pace Warehouse sit in silent testimony. In addition, several car dealerships along the far east of Memorial Drive (past Hairston Road), have also left the area.

Clearly, the major growth sector in the county continues to be white-collar professional and administrative offices, with the outstanding emphasis on medical and health sciences-related facilities. The Clifton Road corridor exemplifies this type of growth. The area has no apparent room for expansion except through density and height increases on existing properties within the corridor. Demand among private health-related companies and laboratories to be located near this internationally unique collection of institutions runs high and cannot be met within the area's physical boundaries. Transportation facilities do not adequately serve this area.

DeKalb's attraction for industrial and distribution facilities lies not so much in its own labor force, but in its accessibility to workers from many other parts of the region. Although forecasts by the Atlanta Regional Commission suggest a slight turn-around in future manufacturing employment, little activity among manufacturers has been occurring lately. This may happen in relation to the high-tech and research-related operations already in the county that will generate new products (especially in the biomedical area with the marketing and sale of medical appliances and devices).

Employment by Industry

In 2000, DeKalb County had an employment base of 347,410 jobs, an increase of 15 % since 1990 (Table 3-9). The top industries representing 40% of all employment include educational, health and social services (19%), professional, scientific, management, administrative, and waste management services (13%), and retail trade (10%). Current trends related to these industries include the following:

- ***Education, health and social services*** - service is one of the fastest sectors, with healthcare being the most dominant of the service sectors, the county has a large variety of health facilities and programs available to county residents. The biomedical activities represent one of the most vibrant growth industries, focused on the Clifton road Corridor. Many other service related industries include accommodations, education and food services.
- ***Professional, scientific, management, administrative, and waste management services*** - the county has a variety of professional related industries including construction, engineering and management. More than half of the Fortune 500 Industries with a presence in the Atlanta area have operations in DeKalb.
- ***Retail trade*** - the retail trade industry is quite lucrative in the county as there are several shopping centers including, Perimeter , Stone Crest, Northlake and North and South DeKalb Malls.

QUALITY OF LIFE

By 2020, the top three DeKalb County industries will include professional, scientific, management, administrative, and waste management services, educational, health and social services and arts, entertainment recreation, accommodation and food services (Table 3-9). The agricultural, forestry, fishing, hunting and mining industries will be non-existent .The County may feel the need to gear its economic and educational activities towards these sectors and/or others it desires to expand in the county. The following table illustrates the County's employment by industry through 2025.

Table 3-9
DeKalb County Employment by Industry (1980-2025)

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total Employed Civilian Population	248,204	274,028	299,852	323,631	347,410	372,212	397,013	421,815	446,616	471,418
Agriculture, Forestry, Fishing, hunting & mining	2,017	2,548	3,078	1,849	620	271	0	0	0	0
Construction	13,520	14,316	15,111	18,542	21,973	24,086	26,200	28,313	30,426	32,539
Manufacturing	33,710	32,399	31,087	29,513	27,939	26,496	25,054	23,611	22,168	20,725
Wholesale Trade	15,585	15,583	15,581	13,421	11,260	10,179	9,098	8,016	6,935	5,854
Retail Trade	42,362	45,716	49,070	42,117	35,164	33,365	31,565	29,766	27,966	26,167
Transportation, warehousing, and utilities	21,751	25,873	29,995	25,536	21,076	20,907	20,739	20,570	20,401	20,232
Information	NA	NA	NA	NA	21,992	NA	NA	NA	NA	NA
Finance, Insurance, & Real Estate	22,113	24,341	26,568	27,592	28,616	30,242	31,868	33,493	35,119	36,745
Professional, scientific, management, administrative, and waste management services	15,273	17,809	20,345	34,368	48,391	56,671	64,950	73,230	81,509	89,789
Educational, health and social services	39,355	44,682	50,009	58,088	66,167	72,870	79,573	86,276	92,979	99,682
Arts, entertainment, recreation, accommodation and food services	11,455	7,682	3,908	15,252	26,595	30,380	34,165	37,950	41,735	45,520
Other Services	15,066	25,842	36,617	27,154	17,691	18,347	19,004	19,660	20,316	20,972
Public Administration	15,997	17,240	18,483	19,205	19,926	20,908	21,891	22,873	23,855	24,837

Source: U.S. Census Bureau; Georgia DCA Plan builder; DeKalb County Planning Department

2.3 Housing

Housing Units

A significant portion of DeKalb County's housing stock was constructed over the last twenty years. In 1980, there were approximately 181,798 housing units in DeKalb County compared to 231,520 units in 1990. Since 1980, there has been an approximate 40% increase in total available housing in the County. The largest portion of this development (27.4%) occurred during the 1980s and the remaining 12.8% occurred during the 1990s. The majority of the housing units constructed over the last twenty years consists of single family detached structures and multiple unit structures between 3 and 19 units, which includes triplexes and small multi-family apartment buildings.

Table 3-10:
Total Housing Units by Year and Type DeKalb County (1980 - 2000)

Category	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Single Units (detached)	108,439	59.60%	129,626	56.00%	152,340	58.30%
Single Units *(attached)	5,774	3.20%	11,170	4.80%	13,056	5.00%
Double Units	4,849	2.70%	4,322	1.90%	4,630	1.80%
3 to 9 Units	29,274	16.10%	40,946	17.70%	44,905	17.20%
10 to 19 Units	20,185	11.10%	25,431	11.00%	22,427	8.60%
20 to 49 Units	6,065	3.30%	12,244	5.30%	8,830	3.40%
50 or more Units	6,541	3.60%	5,458	2.40%	14,094	5.40%
Mobile Home or Trailer	659	0.40%	595	0.30%	882	0.30%
All Other	12	0.00%	1,728	0.70%	67	0.00%
Total Housing Units	181,798	100.00%	231,520	100.00%	261,231	100.00%

Source: U.S. Department of Commerce, Bureau of the Census. DeKalb County Planning Department *Includes condominiums and townhomes.

QUALITY OF LIFE

In the past, DeKalb County has experienced significant increases in the number of multi-family homes. This type of development is expected to continue in the form of townhouses and cluster home developments. Although there are a large number of apartments in the County, it is the County's goal to encourage the development of single-family residential homes. The remaining undeveloped areas of DeKalb County should be developed to re-establish neighborhoods as the basic building blocks for the County. Mixed-use developments are encouraged due to dwindling developable land. Given the correlation between population and housing there will be a need for additional housing in the future. The total housing units are expected to increase by 28% between 2005 and 2025 to meet the population demands (Table 3-11).

Table 3-11:
Projected Housing Units by Year and Structure Type DeKalb County 2005 - 2025

Category	2005	2010	2015	2020	2025
Single Units (detached)	163,315	174,291	185,266	196,241	207,216
Single Units (attached)	14,877	16,697	18,518	20,338	22,159
Double Units	4,575	4,521	4,466	4,411	4,356
3 to 9 Units	48,813	52,721	56,628	60,536	64,444
10 to 19 Units	22,988	23,548	24,109	24,669	25,230
20 to 49 Units	9,521	10,213	10,904	11,595	12,286
50 or more Units	15,982	17,871	19,759	21,647	23,535
Mobile Home or Trailer	938	994	1,049	1,105	1,161
All Other	81	95	108	122	136
Total Housing Units	281,089	300,948	320,806	340,664	360,522

Source: U.S. Bureau of the Census, Department of Community Affairs DCA DataViews, DeKalb County Planning Department

Owner and Renter Occupied Units

Between 1980 and 2000, the total year-round owner-occupied units increased from 56.6% to 58.5% (Table 3-12). Similarly, renter-occupied units increased from 38.5% in 1980 to 41.5% in 2000. Altogether, there has been an increase of 33,343 renter-occupied units since 1980. Owner-occupied housing units increased by 42,979 since 1980. While vacancy rates were not available for 1980, the vacancy rates decreased dramatically between 1990 and 2000. The owner-occupied vacancy rate decreased from 3.1% to 1.6%. Rental vacancy rates decreased significantly from 13.7% to 4.7%.

Table 3-12:
DeKalb County Housing Tenure and Vacancies (1980 - 2010)

DeKalb County	Year Round		All	Estimated	Projected
	1980	1990	2000	2005	2010
Total Units	181,798	231,520	261,231	288,494	300,591
Total Occupied	172,922	208,690	249,339	261,775	272,752
Total Vacant	8,876	22,830	11,892	26,719	27,839
Vacancy Rate % of Total	4.90%	9.80%	4.60%	9.26%	9.26%
Owner Occupied	102,842	120,587	145,821	159,785	173,006
% of Total	56.60%	52.10%	55.80%	55.30%	57.56%
Owner Vacancy Rate	N/A	3.10%	1.60%		
Renter Occupied	70,080	88,103	103,518	101,990	99,746
% of Total	38.50%	38.10%	39.60%	35.4%	33.18%
Renter Vacancy Rate	N/A	13.70%	4.70%		

Source: U.S. Department of Commerce, Bureau of the Census (1980-2000). Demographics Now for 2005 and 2010.

The projected percentage of owner and renter occupied units are expected to decrease between the years of 2005 and 2010. As shown in Table 3-12 above, owner occupied units are projected to increase while renter occupied units are expected to decrease.



The County is approximately 80% built out, with 5% of vacant land that cannot be developed. Therefore, new construction on vacant land is expected to decline, leading to increases in infill development. New trends for the development of housing are starting to occur. Residential housing is starting to become more dense, and the development of townhouses, lofts, and mixed-use structures are meeting the need for the growing population and lack of developable land.

Jobs 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 should 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.

Table 3-13:
DeKalb County Jobs-Housing Balancing Measures

DeKalb County Data	Year 2000	Year 2005	Year 2010
Total Population	665,865	711,577	
Labor Force	519,626	524,324	529,299
Housing Units	265,093	288,494	300,591
Total Occupied Units	249,339	261,795	272,752
Resident Workers in DeKalb	149,919	N/A	N/A
Households	261,231	261,775	272,752

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

As shown in Table 3-14, elements have been determined to calculate jobs-housing balance. 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 varied 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 improving the economy as less money would be spent outside of the county were wages are paid.

Table 3-14
DeKalb County Housing Balances Ratios

Jobs-Housing Elements	2000 Ratio
Jobs-Housing Units	2:1
Jobs-Occupied Units	2:1
Percentage of workers who reside locally	23%
Employment to population	0.78:1
Jobs to resident workers	3:1

Source: DeKalb County Planning Department

3.4 Intergovernmental Coordination

Intergovernmental Coordination 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 eight (8) municipalities within the county, and the City of Atlanta.

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. Eight cities are located within the County, and they are: Avondale Estates, Chamblee, Clarkston, Decatur, Doraville, Lithonia, Pine Lake, and Stone Mountain. The Service Delivery Strategy is designed to serve as a primary mechanism to coordinate services between DeKalb County and city governments.

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.

School Board
The DeKalb County Board of Education oversees the DeKalb County Public Schools, which serve the entire county and the majority of municipalities. It is the official policy-making body of the DeKalb School System. As of January 1, 2005, there are nine members elected from individual districts. Currently there is no consistent coordination mechanism between the Department of Planning and Development and the Board of Education. Due to the close relationship of development and school planning and impacts, a formalized and consistent coordination mechanism is needed.

Regional and State Entities

Atlanta Regional Commission

Metropolitan North Georgia Water Planning District

Georgia Department of Transportation

Georgia Department of Natural Resources

Georgia Department of Community Affairs

Private Entities

DeKalb County Chamber of Commerce: A non-profit membership organization, the DeKalb County Chamber of Commerce provides assistance to new businesses wishing to locate their establishments in the county. The agency's activities are focused in the areas of business recruitment and retention.

Georgia Power Company: Georgia Power is a utility company servicing customers throughout the State of Georgia. There is little coordination required between the County and Georgia Power except for issues related to electric utility hookups.

DeKalb County Greenspace Program: In 2001, voters in unincorporated DeKalb County approved more than $87 million for acquisition of parkland and greenspace. In addition, to further expand the greenspace program, the County has leveraged an additional $15 million from public and private grants. Since 2001, DeKalb has acquired more than 2,220 acres of land to enhance and make connections to existing parks, secure areas of natural beauty, safeguard water sources, preserve cultural and historical resources and create new parks and greenways.

3.5 Natural and Historic Resources

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.

Additionally, the Davidson-Arabia Mountain was designated a major resource park by DeKalb County in 1987 and has been recently designed a National Heritage area. The area is over 2000 acres in size featuring a 950-foot granite mountain with a lake and nature trails, and interpretive tours on the endangered species, wildflowers, and geology found on Arabia Mountain. Several federally protected, endangered and threatened submerged plant species grow in the vernal pools located on the mountain. Through December 2005, DeKalb County's Parks Bond and Greenspace program has added 1,250 acres to the Arabia Mountain Nature Preserve.

Wetlands

According to maps prepared by the U.S. Department of Interior, Fish and Wildlife Service there are various wetlands in DeKalb County. The majority of the wetlands are located in flood prone areas of perennial creeks. Wetlands are protected under Section 404 of the Federal Clean Water Act, which is administered by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency. Section 404 requires that any activity involving the deposition of dredged or fill material must receive a permit from the Corps of Engineers. Before development permits are issued, a careful field examination should be conducted to determine the magnitude and importance of each wetland and its role in the overall 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.

From 2005-2025 DeKalb plans to develop a greenway system with a result-oriented, comprehensive watershed approach. This plan will preserve ecologically significant natural corridors along our headwaters, streams, flood plains, wetlands, and creeks. Greenways will also serve to preserve recharge areas for ground water infiltration. The Georgia DNR requires that the county adopt, implement, and enforce an ordinance protecting "Significant Recharge Areas." DeKalb's ordinance must include limits on impervious surface areas accompanying development, infiltration of storm water, and regulation for the handling of hazardous materials. At present, DeKalb has no ordinance or designated recharge areas. By designating greenways within recharge areas, DeKalb can effectively address the need for ground water recharge without a regulatory approach.

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 below are several historic districts and structures located in the county:

National Register Historic Districts

1. Avondale Estates Historic District
2. Brookhaven Historic District
3. Cameron Court Historic District
4. Candler Park Historic District
5. Druid Hills Historic District
6. Emory University District
7. Oglethorpe University Historic District
8. South Candler Street-Agnes Scott College Historic District
9. Emory Grove Historic District
10. Inman Park-Moreland Historic District
11. Stone Mountain Historic District
12. University Park-Emory Highlands-Emory Estates Historic District
13. Winnona Park Historic District

National Register Historic Structures

1. Briarcliff House (Asa G. Candler, Jr. Home)
2. Callanwolde
3. Mary Gay House
4. William T. Gentry House
5. Cora Beck Hampton Schoolhouse and House/Holleyman School
6. Agnes Lee, Chapter House of the United Daughters of the Confederacy
7. Old DeKalb County Courthouse
8. Free and Accepted Masons, Pythagoras Lodge No. 41
9. Scottish Rite Hospital for Crippled Children
10. The Seminary/Malone House
11. The Smit-Benning House
12. Steele-Cobb House

13. Stone Mountain Covered Bridge
14. Swanton House
15. Check-Spruill House
16. Farmer, Neville, and Helen, Lustron House
17. Kirkwood School
18. Pines, Russell, and Nelle, Lustron House
19. United States Post Office-Decatur, Georgia
20. Zuber-Jarrell House

National Register Historic Sites

1. DeKalb Avenue-Clifton Road Archeological Site
2. Soapstone Ridge-Southwestern DeKalb
3. Decatur Cemetery

3.6 Facilities and Services

Water and Sewer
Since 1980, DeKalb County has passed seven separate bond issues to provide for capital facilities improvements. These bond issues included roads (1983), fire (1983), libraries (1986), parks (1987), jail (1990-1991), health facilities (1993), and Water & Sewer (1997, 1999, 2000, 2003). Overall, DeKalb County has been successful in achieving its goal of providing adequate facilities in a wide array of areas. The County's water system serves approximately 285,500 customers and is the second largest system in the state of Georgia. The water system provides service to the entire county with the exception of some 33,000 residents that live within the City of Atlanta-in-DeKalb.

In total, there are approximately 254,000 sewer customers in DeKalb County. These customers are served by 2,000 miles of sewer pipeline. Because the county's drainage patterns rarely conform to political boundaries, the county has established a number of shared facilities and joint use agreements with adjacent municipalities and counties.

Storm Water
The citizens of DeKalb County are facing an increasingly acute and complex set of stormwater infrastructure challenges as the County continues to develop. An effective stormwater management and infrastructure system is required to protect properties from flooding, to preserve and enhance the environmental quality of area watersheds, and to comply with National Pollutant Discharge Elimination System (NPDES) requirements. (NPDES is part of the Clean Water Act enforced by the Georgia Environmental Protection Department).
During a rainfall event, the possibility of flooding is always present.

Police

The Police Department provides a wide range of activities directed toward the maintenance of safety and security for the individual citizen and the DeKalb community as a whole. Primary activities include: programs for the prevention, detection and suppression of crime; identification and apprehension of criminal offenders; enforcement of state criminal laws, traffic laws and applicable county ordinances; and specialized and support services. The Police Department is comprised of three (3) primary Divisions; Uniform, Criminal Investigation, and Special Services. To meet the growing needs of the DeKalb County population, the Police Department has plans to expand the current precinct boundaries.

Fire and Emergency Management Systems

The DeKalb County Fire Department serves all of unincorporated DeKalb County and provides primary service to the cities of Avondale Estates, Chamblee, Clarkston, Doraville, Lithonia, Pine Lake, and Stone Mountain. The DeKalb County Fire Department also provides back up service to the cities of Decatur and Atlanta. The DeKalb County Fire and Rescue Department is headed by a Fire Chief, Assistant Director, and Assistant Chief of Operations. Other divisions comprising the DeKalb Fire and Rescue are Fire Marshal, Fire and Rescue Academy, Administration Services, Operations Division, Community Relations, and Specialty Teams. During the next five years (2005-2009), the county will need to add 20,668 square feet of fire/EMS facility space to met service area population growth during that time period at the level of service standard (existing 2004 level of service). By 2030, the county will need to add 60,829 square feet of facilities.

Parks and Recreation

DeKalb County provides recreational opportunities to its citizens through a number of facilities. Over 100 parks, tennis courts, and athletic fields, in addition to a variety of swimming pools, recreation centers, picnic shelters, and golf courses make up the DeKalb County Parks and Recreation experience. The Parks and Recreation Department is responsible for all operation and maintenance of ballparks, soccer fields, and greenspace. The Department also operates special programs for youth activities such as swimming lessons and summer camps. Senior citizens can take advantage of programs that offer therapeutic benefits for healthy living. Table 3-16 details the inventory of the DeKalb County Parks and Recreation system.

Table 3-15:
DeKalb County Park and Recreational Facilities (2005)

Facility	Number
Parks	120
Recreation centers	11
Picnic shelters	87
Golf courses	2
Athletic fields	158
Tennis courts	105
Swimming pools	12
Total Facilities	**495**

Source: DeKalb County Parks and Recreation

As a result of the DeKalb County Parks and Recreation Strategic Plan, completed in September 2000, it was found that the supply of the County park and recreational system does not meet the demand of the county residents. Residents want new, better, and more modern facilities. They want new ball fields and athletic centers. They place a high priority on having walking trails in the parks, especially in neighborhood parks.

The new acquisitions, whether used as active parkland or passive greenspace, will be a tremendous resource for DeKalb citizens fro both a recreational and environmental standpoint and will foster a quality of life that helps to stimulate quality economic development. Funding for the program was increased in 2005 with the passage of another bond referendum allocation an additional $28 million for land acquisition through the county greenspace program.

Libraries

DeKalb County provides educational, informational, recreational and cultural opportunities to its citizens through twenty-four (24) existing public library facilities and a public information network that provides home and office access to electronic library resources. Twenty (20) library branches and two (2) homework centers are operated directly by county library personnel, and one branch (Doraville) is operated by Doraville city personnel, providing county library service through an inter-local service agreement. The county library system also operates a library processing center which provides support services to the branches.

The DeKalb County Public Library's recognized service area is the entire county. The Library System's existing level of service in key areas is as follows:

- Collection: 1.23 library material items per capita (books and media)
- Staffing: 1 FTE employee per 3,135 residents
- Facilities: .38 square feet per capita

In July 2005, the DeKalb County Public Library Board of Trustees approved a 2006-2025 Library Facilities Plan which was based upon the following target service levels:

- Collection: 2 library material items per capita (books and media)
- Staffing: 1 FTE employee per 2,250 residents
- Facilities: .6 square feet per capita

These goals are based upon recognized minimum standards and demands by county residents for improved access to public library services, in terms of more and larger facilities, improved resources, and hours open. The 2006-2025 Library Facilities plan includes twenty-one (21) library building projects to be completed over the next twenty years. In November 2005, DeKalb County voters approved a $54,540,000 bond referendum to implement the 13 highest priority projects in the Library Facilities Plan, leaving the remaining projects to be addressed in future years.

3.7 Public Health

DeKalb County Board of Health



The DeKalb County Board of Health's vision is *"to promote, protect and improve the health of the people who live, work and play in the county"*. The Board of Health's mission is to promote wellness through care, education and example; empower communities to develop and implement their own wellness strategies; collaborate with community partners to provide access to quality, affordable and culturally competent healthcare and education; create centers of excellence to improve the status of health; and build and maintain a committed and well-trained workforce that provides superior customer service. The FY2007 organizational change supports our initiatives with the integration of personal health services and population based services.

DeKalb County Board of Health's Organization

The agency's major divisions include: the Office of the Director, which includes Emergency Preparedness, the Marketing and Business Development Division, the Environmental Health, the Division of Administration and the Division of Community Health and Prevention Services (CHAPS).

The **Office of the Director,** under the oversight of the District Health Director, oversees the fiscal, administrative, programmatic and clinical services of the DeKalb County Board of Health. The Director establishes the vision, mission and strategic direction of the organization. The Director recommends policies that promote and protect the health of residents, as well as provides periodic assessments of the status of health of people, who live in DeKalb County.

The Office of the Director includes the **Emergency Preparedness Department** that is a resource in the area of bioterrorism preparedness. This department coordinates and develops bioterrorism response plans, exercises and refines local preparedness plans and facilitates public health training for social service, faith based institutions, clinicians, first responders, students and others. This department also coordinates activities of the Center for Public Health Preparedness (CPHP), the National Association of Cities and Counties Health Organization (NACCHO), and also funded the advanced practice center that develops best practices and tools for emergency preparedness efforts.

The **Marketing and Business Development Division** provides marketing, media, community relations, graphic design, risk communication, website and business development services.

Administration Division is the central business, fiscal and administrative arm of the Board of Health. The Division oversees finance, human resources, facility management, contracts, information technology, and telecommunications. The Office of Vital Records is also under the Administration Division. This department maintains birth certificates for children born in DeKalb County and death certificates of county residents.

The **Environmental Health Services Division** promotes courteous, quality service dedicated to a healthy DeKalb County. Its programs are organized into the following main areas:

Food Protection Services

The goal of the Food Protection program is to prevent food borne illness in the population served by food service establishments in DeKalb County. To accomplish this objective, the food protection program engages in the following activities: year-round, risk-based inspections of food service establishments, plan review and approval for new food service establishments and establishments that undergo changes or upgrades, pre-operational and compliance risk assessments for food service establishments, consultation, education, and ongoing certified food safety manager training. The Food Protection program also manages food borne illness outbreaks in coordination with epidemiologists, investigates general complaints and initiates enforcement actions as necessary to ensure code compliance, sanitation and illness prevention.

Tourist Accommodations

DeKalb County has over 100 tourist accommodation facilities. Some of the newer facilities have been built with extra facilities to allow for extended stays. However, about a quarter of these facilities have had many of the motel and hotel rooms converted to long term stay facilities without the enhanced facilities resulting in elevated safety and sanitation concerns. Initial discussions with the county Planning and Development Department have shown the need to upgrade the definitions of tourist accommodations to account for the changes in facilities and their use.

Technical Services

The Technical Services team conducts a variety of regulatory and educational activities, including swimming pool and spa inspections, plan reviews, permitting and complaint investigations. The Technical Services team also conducts elevated blood lead level investigations, lead based paint inspections and risk assessments, radon testing, nuisance investigations, sewage (non-septic tank) investigations, occupational death investigations, commercial trash compactor review and approval and health education regarding lead, radon, and pool safety.

Residential Services

The Residential Services program addresses health issues involving animals and insects. Several different services are provided, including controlling rodent populations through baiting and preventing the breeding of vermin through the elimination of unsanitary conditions such as animal enclosures, garbage, trash, debris and dead animals. The Residential Services Program prevents and controls West Nile virus, and other arboviruses, through monitoring, surveillance, education and intervention. The Residential Services team also provides rabies control by enforcing home quarantine for dogs and cats, locating persons exposed to rabid animals, and alerting the public to rabies outbreaks.

Land Use Services

The Land Use program regulates the operation of septic tanks throughout the county and provides well water testing. Services include reviewing and issuing permits for new and repaired septic systems, conducting on-site inspections, investigating complaints, inspecting repaired systems for compliance, reviewing and approving alternate septic systems, reviewing and inspecting commercial septic systems, inspecting and permitting sewage pump-out trucks, testing well water for safety and providing health education to the public about septic tanks and well water.

Special Projects

The Special Projects unit is responsible for creating new and innovative environmental public health programs designed to address various non-regulatory topics. This unit works closely with community stakeholders and government partners. The Special Projects unit is responsible for the indoor air quality program, hazardous waste and chemicals risk assessments, geographical information support, the built environment program and environmental epidemiology. This unit also developed and worked with the county to adopt a body crafting ordinance for the regulation of tattoo and body piercing facilities in DeKalb County. .



The **Community Health and Prevention Services (CHAPS) Division** merges clinical services and population based services to increase the Board of Health's efforts in meeting the health needs of the residents of DeKalb County through increased health education and clinical services. This Division provides clinical screening and treatment for a wide-array of health problems and monitors health status to identify community problems, diagnoses and investigates health problems in the community, informs, educates and empowers people about health issues, mobilizes community partnerships and actions to identify and solve health problems and develops policies and plans that support community health efforts.

The CHAPS division includes two (2) regional Community Administrators, Nursing and Clinical Services, Health Assessment and Promotion Department, Dental Services and Countywide Services. The five (5) health centers include Clifton Springs, North DeKalb, Kirkwood, East DeKalb, T.O. Vinson and the Richardson facility. An overview of some of the clinical programs and services are as follows:

The **WIC Program** provides food supplements for pregnant and postpartum women, infants and children who meet the federal guidelines for financial eligibility and nutritional risk. Clients are certified at the Board of Health centers by a nutritionist and vouchers are issued for the purchase of specified food supplements at local grocery stores. Clients may be on the program for a period of six months to a year, depending upon their status. Children at nutritional risk are eligible to remain on the WIC program up to their fifth birthday, if certified every six months.

The **Health Check Program** services children from birth through twenty years of age. The program consists of a comprehensive medical history, nutritional history, assessment of eligibility for WIC services, developmental assessment, TB screening, assessment for lead poisoning, review of immunization status, physical examination, appropriate laboratory testing and assessment of hearing and vision. Any problems that are detected that require additional evaluation or treatment are referred to an appropriate medical provider. The majority of the services are provided by public health nurses.

Primary Care Pediatric Services include the evaluation diagnoses and treatment of an array of primary care pediatric illness services are provided to newborns through the age of seventeen. Children who are diagnoses with illnesses that require additional evaluation are referred to specialist, as indicated.

Center for Torture and Trauma Survivors (CTTS) Program provides screening of torture and trauma survivors, case management for clients, medical, psychological and social services, referral for legal services and community education.

The **Refugee Health Clinic** provides screening services for newly-arrived refugees in the DeKalb County. The Board of Health facilitates referral, follow-up and treatment of medical issues detected during the screening process. The Board of Health administers required immunizations for change of Immigration status and provides education about the availability of health services, expectations, and appropriate.

Dental Screening and Treatment Services are available for children adolescents and pregnant women who meet established criteria. Limited services are available for senior citizens. The Board of Health currently has dental clinic services available at the North DeKalb, East, T. O. Vinson, Clifton Springs, and Kirkwood health centers. Preventive dental health education and dental screenings are provided at selected schools throughout DeKalb County.

In addition to the above clinical services, the **Health Assessment and Promotion** department provides the following programs and services:

The **Assessment, Surveillance and Epidemiology** unit monitors the health behaviors of DeKalb residents, conducts surveillance for notifiable diseases, investigates disease outbreaks, provides epidemiologic support to programs throughout the Board of Health and serves as a resource for the public about the status of health in the county.

Chronic Disease Programs encourages the adoption of policies that promote increased physical activity and improved nutrition in the DeKalb County public schools. It coordinates effective nutrition and physical activity programs in elementary schools and provides technical and financial support to community-based groups that promote improved nutrition and physical activity among youth.

The Center for Community Health Transformation goals are to demonstrate a grassroots process in the Clarkston community for improving health conditions and to share lessons learned with other communities. The center staff prepares individuals, organizations and communities to gain control over their own health, well-being and quality of life through health education trainings, workshops, youth projects, grant writing and other empowerment methods.

Live Healthy DeKalb is a community-based health improvement initiative under the direction of a volunteer steering council. The Live Healthy DeKalb Steering Council has identified three strategic priority areas: (1) physical activity and nutrition; (2) cultural competency and disparities; and (3) partnerships for health improvement. Plans for addressing each priority area are developed, implemented and evaluated by action groups comprised of steering council members and community volunteers.

Injury Prevention works with the community and other agencies to reduce the number of traffic-related injuries and fatalities. The number of motor vehicle crashes in DeKalb County is approximately 30,000 per year, resulting in approximately 3,000 injuries and 80 to 100 fatalities. Pedestrian safety is a high priority since DeKalb County has the highest pedestrian fatality rate in Georgia and one of the highest rates in the nation.

Small Grants Program (SGP) is one of the major activities of the Status of Health in DeKalb program. It promotes healthier communities through grassroots prevention efforts. The SGP is currently in its fifteenth round of grants. Since the inception of the program in 1993, $1,116,390 has been awarded to 259 recipients. These grants originally focused on cancer, HIV/AIDS, injury, teen pregnancy and substance abuse. In 1999 the focus changed to the behavioral factors of nutrition and physical activity.

Tobacco Use Prevention Program consists of the Board of Health staff working with the DeKalb Prevention Alliance on Tobacco and Health (PATCH) to implement its tobacco use prevention program. The four program goals are: (1) eliminate exposure to environmental tobacco smoke; (2) promote quitting among youth and adults; (3) prevent initiation among youth; and (4) identify and eliminate disparities among populations.

Health Impact Assessments (HIAs)

Health Impact Assessments are being used in other parts of the country to assess the impacts on public health from the proposed project or re-zoning. The Board of Health Environmental Health staff would like to receive training on the use of these tools for the purpose of beginning to apply the HIAs initially to large projects, such as new school locations, and ultimately to smaller and more general applications.

Community Emergencies

The Board of Health would like to see more emphasis placed on emergency planning and preparedness in this community. The recent emergencies involving water outages and raw sewage spills have shown the need for effective communication systems and training for all response officials and for warning systems for the public, including the special needs populations. We have also had natural disasters such as flooding and tornadoes in the county where compatible communication and mapping software systems would have greatly aided in the community response. The natural disasters affecting other areas of the country where mass evacuations have occurred should also be planned for within this document, especially as it relates to medical needs and special needs shelters. The specter of intentional biological, chemical and nuclear/radiological incidents must also be considered in the emergency planning context.

Water

Widespread development often covers large portions of urban area watersheds with hard surfaces such as pavements and rooftops. The storm water run off from these impervious surfaces is channeled directly into rivers and streams, carrying with it sediment, oil, brake dust, lawn chemicals, and other toxins that are the primary sources of water pollution today. The recent Clarkston Community Action for Renewed Environment (CARE) meeting cited a lake that is rapidly filling in with sediment from roads. The Board of Health would like to work with appropriate county agencies to begin addressing the impact of storm water run-off into the lakes, streams and rivers of DeKalb County.

Community Health Assessment Areas (CHAAs)

The Board of Health has divided the county into 13 geographic areas called Community Health Assessment Areas, (CHAAs), for the purposes of health planning. These areas are based on natural communities of the local DeKalb high schools. The demographic profile of the CHAAs is provided in Table 3-16. Since the Board of Health first began using CHAAs to display geographic differences in health status, there have been changes in the distribution of high schools in DeKalb County. Shamrock and Henderson high schools are now middle schools, and Martin Luther King, Jr. and Stephenson are new high schools. The original census tracts for the CHAAs, based on the 1995-96 school districts, continue to be used to compare health status trends by communities over time.

Table 3-16:
DeKalb County – Demographic Profile of Community Health Assessment Areas (2000)

Community Health Assessment Areas	2000 Population – DeKalb County, Georgia					
	Number	Percent	White Percent	Black Percent	Hispanic Percent	All Others Percent
Atlanta	28,282	4.2%	32.4%	64.4%	3.0%	3.2%
Avondale/Towers/ Columbia	70,634	10.6%	14.5%	80.8%	2.6%	4.7%
Chamblee/Cross Keys	85,562	12.8%	57.8%	14.6%	33.2%	27.6%
Clarkston	30,559	4.6%	17.3%	63.8%	3.8%	18.9%
Decatur	18,121	2.7%	65.6%	30.5%	1.7%	3.9%
Druid Hills/Lakeside	75,386	11.3%	80.8%	8.9%	4.9%	10.3%
Dunwoody	43,535	65%	75.3%	9.7%	11.5%	15.0%
Lithonia	63,157	9.5%	9.9%	87.2%	1.9%	2.9%
McNair/Cedar Grove	65,716	9.9%	5.2%	92.9%	1.4%	1.9%
Redan	51,081	7.7%	9.9%	85.5%	2.2%	4.6%
Southwest DeKalb/MLK Jr.	32,587	4.9%	4.7%	93.3%	1.0%	1.9%
Stone Mountain/ Stephenson	43,980	6.6%	17.8%	75.1%	4.8%	7.1%
Tucker	57,265	8.6%	60.5%	24.8%	9.7%	14.7%
Total	**665,865**	**100.0%**	**35.8%**	**54.2%**	**7.9%**	**9.9%**

Source: U.S. Census Bureau 2000; DeKalb County Board of Health

Public Health Trends, Programmatic and Community Facility Needs

The DeKalb County Board of Health anticipates that public health services will be impacted over the next five to ten years by the following trends.

1. Disparities between the north and south parts of the county in all issues related to chronic disease.
2. Limitations, reductions and other changes in health care financing.
3. Increased occupational health services needed for DeKalb County government employees.
4. Increased prevalence of obesity among African American and Latino populations.
5. Increasing oral health needs for school-aged children, pregnant women, HIV/AIDS clients and people with other chronic conditions.
6. Increased life spans leading to an older adult population with age-related health care needs.
7. Increased number of foreign-born residents and non-English speaking residents.
8. Increasing birth rate for Hispanic population.
9. Increasing HIV rates in African American women, men and teens, as well as growing STD rates.
10. Poorer air quality due to traffic congestion.
11. Age delays in conception by older women and increasing number of babies born with special needs.
12. Increased mental health and addictive disease related issues.
13. Decreasing number of college-educated adults in south DeKalb.
14. Increasing homicide rates among African American males.

Based on an increase in DeKalb's building, economic/business and or transportation growth over the next five to ten years, the DeKalb County Board of Health anticipates the following programmatic changes and needs.

1. More outreach and education and partnership development to engage all sectors of the community in improving health conditions and reducing health disparities.
2. Flexibility for emerging public health needs in the area of emergency preparedness.
3. More case management services for special populations.
4. More translation services and a more culturally diverse and trained public health workforce.
5. Increased environmental health service activity in all areas related to business, land use and transportation.
6. Increased injury prevention services including pedestrian safety, SAFE KIDS of DeKalb, traffic calming and violence prevention.
7. Extensive technology improvements such as electronic medical records, data systems, telecommuting capacity and communication.
8. More specialized staff training in the areas of cultural competence, language skills, emergency preparedness, etc.
9. Competitive salaries to attract and retain a skilled public health workforce.

Sprawl and Public Health

According to U.S. Census figures, one in two residents live in the Suburbs. This has lead to a heavy dependence on the automobile. Many who live in the Suburbs often travel long distances for employment and entertainment. In the Atlanta Metropolitan area the average commute distance is 34 miles one way. The increased auto dependency has resulted in serious health affects. These health affects are primarily related to air pollution and injuries resulting from automobile crashes.

Automobile emissions have been a leading source of air pollution. The increased use of the automobile has resulted in the release of particulate matter, carbon monoxide, and dioxide, nitrogen oxides and hydrocarbons. These pollutants mixed with the presence of sunlight, produce a damaging effect to the ozone level.

There are several known health hazards of air pollution. High ozone levels have been attributed to respiratory problems that are produced from airway irritants. Particulate matter also adds to increased respiratory problems. Carbon dioxide and monoxides account for a high proportion of auto emissions. Those increasingly susceptible to air pollutants are the very young, elderly and those with cardiopulmonary disease.

As aforementioned, automobile dependency has contributed to an increase in traffic accidents, as well as bicycle and pedestrian injuries and fatalities. However, studies have shown that walking has tremendous benefits to an individuals overall health. Walking not only improves the physical condition, but offers a healthy alternative to the automobile, which helps to decrease emissions and air pollutants and potential accidents associated with cyclists and pedestrians. Therefore, alternative modes of transportation including improvements to existing and new construction of walking and bicycle paths, should be researched more to determine the feasibility of improving the overall health of residents in the County.

2.8 Transportation

The Transportation section integrates and builds upon other County planning documents, such as the *DeKalb County Comprehensive Plan 1995-2015*, the *1978 Long Range Transportation and Thoroughfare Plan*, the *1968 Comprehensive Thoroughfare Plan* and the comprehensive plans for the Cities of Avondale, Atlanta, Chamblee, Clarkston, Decatur, Doraville, Lithonia, Pine Lake, and Stone Mountain. As one of the 13 counties included in the air quality non-attainment area for one-hour ozone (discussed later), DeKalb County participates in a regional transportation planning process which requires coordination with the Atlanta Regional Commission (ARC), the Metropolitan Atlanta Rapid Transit Authority (MARTA), the Georgia Regional Transportation Authority (GRTA), and the Georgia Department of Transportation (GDOT). Projects and programs defined as part of the regional transportation planning process are included in the CTP.

Road Network

There are 268 square miles contains almost 2,300 centerline miles of roadway in DeKalb County. The road network serves various land uses and a diverse population in one of the largest counties in Georgia. The overwhelming majority of roads have two lanes but due to the significant traffic volumes in and through DeKalb, major arterials have been widened to four lanes or more.

The county as well as the region's predominately decentralized suburban development pattern has put a strain on the counties roadways due to the inability to keep up with the pace of development and the design of the street network. Roadway improvements have not always taken place in close correlation to new development. The result has been new residential development the feeds onto small streets that were originally designed as rural roads. The common suburban residential design consist of curvilinear streets with many dead end cul-de-sacs that concentrates subdivision traffic to single or few exits leading onto to roadways that are often over capacity. The low densities and disconnected street networks make pedestrian and transit options impossible or highly inefficient.

Public Transit

MARTA

The Metropolitan Area Rapid Transit Authority (MARTA) system includes heavy rail, fixed route and paratransit services. There are 54 MARTA bus routes, over 14 miles of MARTA rail lines and ten transit stations in DeKalb County. The rail stations are Avondale Estates, Brookhaven, Chamblee, Decatur, Doraville, Dunwoody, East Lake, Edgewood-Candler Park, Indian Creek, and Kensington. Analysis of system accessibility indicates that approximately 410,000 people live within 1/4 mile of a bus route or transit station. Expanded use and improvement of the current MARTA system including express bus service routes, additional park and ride lots, and cross-town links is supported by the County.

Pedestrian and Bicycle Facilities

Sidewalks

To further the goal that pedestrians are a top priority, the county adopted code requirements (Section 14-383) for sidewalks in all new development. The county's objective is to the construction of sidewalks along all arterials and collectors, in new development, and within one mile of schools in coordination with the DeKalb County School Board. The CTP process will result in an updated sidewalk plan. Approximately 368 of the 1378 linear miles (27 percent) of roadway have sidewalks in high density land uses and within ¼ mile of hospitals, transit stations and schools.

Bicycle and Multi-use Trails

DeKalb County currently has almost 34 miles of multi-use trails or bike routes. Of these, 26 miles are located in the central quadrant and seven in the southeast quadrant. There are currently no bike trails in the north quadrant and less than a mile in the southwest quadrant. The ARC 2030 RTP/TIP includes almost 450 miles of new multi-use trails. Of these, 118 miles are planned for the central quadrant, over 83 miles for the north quadrant, almost 109 miles for the southeast quadrant, and close to 140 miles for the southwest quadrant.

Airports

DeKalb Peachtree Airport (PDK) is the second busiest airport in Georgia and is located in northeast DeKalb County on approximately 765 acres. PDK acts as a general aviation airport which helps to alleviate the operational capacity constraints at Hartsfield-Jackson Atlanta International Airport (HJAIA). PDK airport has averaged about 230,000 operations (takeoffs and landings) per year.

Freight

Railroad

Over 70 percent of the railroads in Georgia are owned and operated by CSX and Norfolk Southern. Both are Class I railroad freight carriers which are actively operating in DeKalb County. Active Norfolk Southern lines are located in the Northern quadrant and the extreme southwestern corner of the county. Active CSX lines are in the central and southeastern quadrants. CSX owns over 110 miles of railroad and Norfolk Southern owns 24 miles.

Truck Routes

GDOT administers the Surface Transportation Assistance Act of 1982 (STAA), a highway program that designates national routes for oversized trucks to move freight. Routes in DeKalb that are included in STAA are I-20, I-85, I-285, I-675, US 23, and a section of Panola Road between Covington Highway (US 278) and I-20. There are 332 miles of STAA routes that are local truck routes and over 67 miles that are state truck routes. Truck trips in DeKalb were estimated at approximately 220,653 per day in 2000 with an anticipated 30% increase to 285,797 in 2030.

COMMUNITY VISION







4. COMMUNTY VISION

The vision for DeKalb County was developed by means of a series of meetings throughout the County. The vision statement is the compilation of the input received at the various workshops, open houses, surveys, emails, and calls regarding the desired future direction for the County. DeKalb County included a variety of stakeholders in the public participation process. Stakeholders are persons with a vested interested in the future of DeKalb County and include: residents, business owners, community council members, civic associations and community groups, ministers, non-profit organizations, and elected officials. The participants were asked: *What do you want to see preserved? What do you want to see protected? What are the major assets in the County? What do you want to see changed?* The answers to these questions and other comments were used to create the following vision statement.

4.1 Vision Statement

By 2025, DeKalb County will consist of walkable communities connected to recreational and green space areas by trails and sidewalks. The County will develop with less sprawl and include a full range of affordable housing opportunities with neighborhoods protected and enhanced with compatible development. DeKalb County will have seen the redevelopment of declining neighborhoods with stable, established residential neighborhoods maintained at the densities upon which they were originally developed. The County will have a strong economic base, including job and training opportunities. DeKalb County will protect the environment, resulting in cleaner air and water; along with a good transportation system that results in less congestion and increased use of alternative modes of travel. Overall, the County will have strong citizen involvement, which fully participates in the planning and development process to improve the quality of life for all residents.





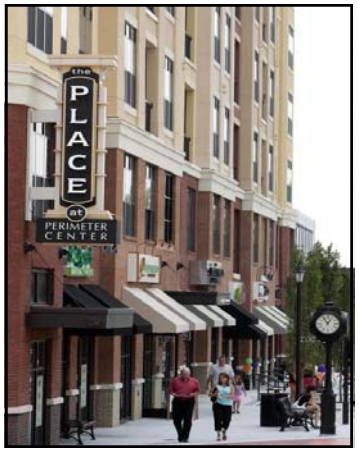








4.2 Concept Plan



The Concept Plan Map depicts the desired future development patterns for DeKalb County. The Concept Plan Map is taken from the results of the public participation program, the community vision, current development trends, and land use patterns in the County. This plan endorsees the concept of "node" or "activity center" development at designated nodes or centers; density increases and uses may vary.

The identified activity centers are not only commercial but can also focus around institutional uses and include colleges and universities, sports facilities, entertainment areas, large employment centers and recreational areas. The major activity centers will serve as attractors for both residents and visitors to DeKalb County. The goal is to take advantage of all transportation and infrastructure facilities that currently exist and encourage additional densities within and around the nodes. These nodes will encourage walkable communities internal to development.

This nodal development is exemplified through current developments such as Perimeter Center CID, Brookhaven, Emory University and DeKalb Medical Center. The concept map illustrates the current and future generalized development patterns in DeKalb County; see map 4-1 for more information. This generalized development concept was then applied to the guidelines provided by the State of Georgia.

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Character Areas

The Georgia Department of Community Affairs provided new statewide guideline for the development of comprehensive plans. DCA provided a list of recommended character areas to identify both exiting and potential character areas in the community. Character areas planning focuses on the way an area looks and how it functions. It apply development strategies to each character area in an effort to preserve existing areas such as traditional neighborhoods and help other function better and become more attractive such as neighborhood activity centers. DCA allows each community to create additional character areas or modify the recommended ones to fit the specific community vision.



The character areas were developed based on the specific development character for each other. A solid foundation was used to develop the character areas such as, current land use, current zoning, 1996 Future Land Plan, approved LCI's, Comprehensive Transportation Plan, existing Overlay Districts, MARTA routes and stations. The character area descriptions were used to create the future development plan.



4.3 Future Development Plan

The Future Development Plan has taken the Concept Map and Character Areas Map to develop the Future Development Map which provides specific and detailed future development patterns for the County. This Future Development 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 47 Activity Centers countywide. In addition, the Future Development Plan includes residential designations: Rural, Suburban, and Traditional.

The Future Development 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 47 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 Development 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 Development Map (map 4-2) 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 in conjunction with the countywide policies discussed further in this document when making development related decisions.

COMMUNITY VISION

Map 4-1 DeKalb County Concept Map

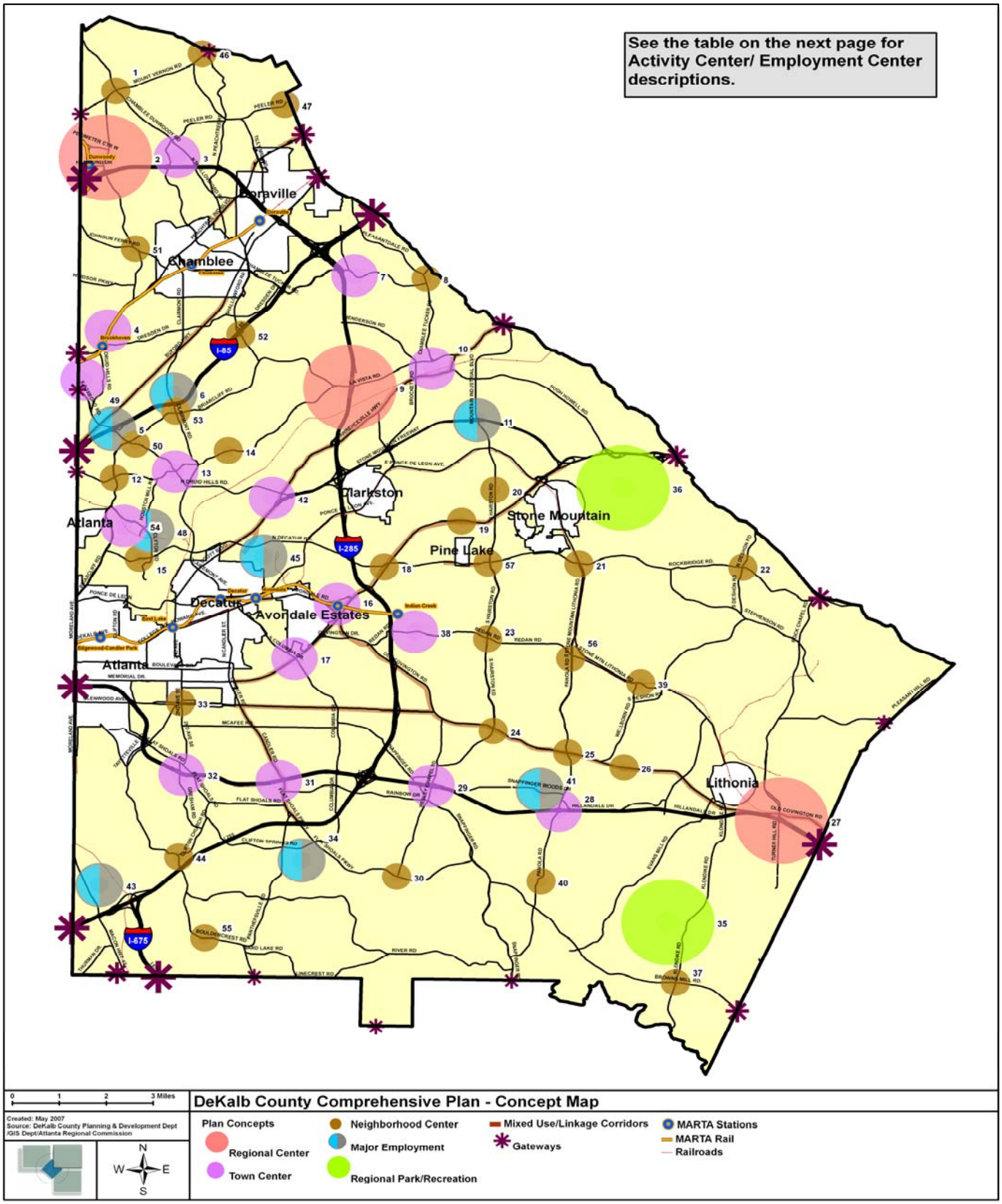
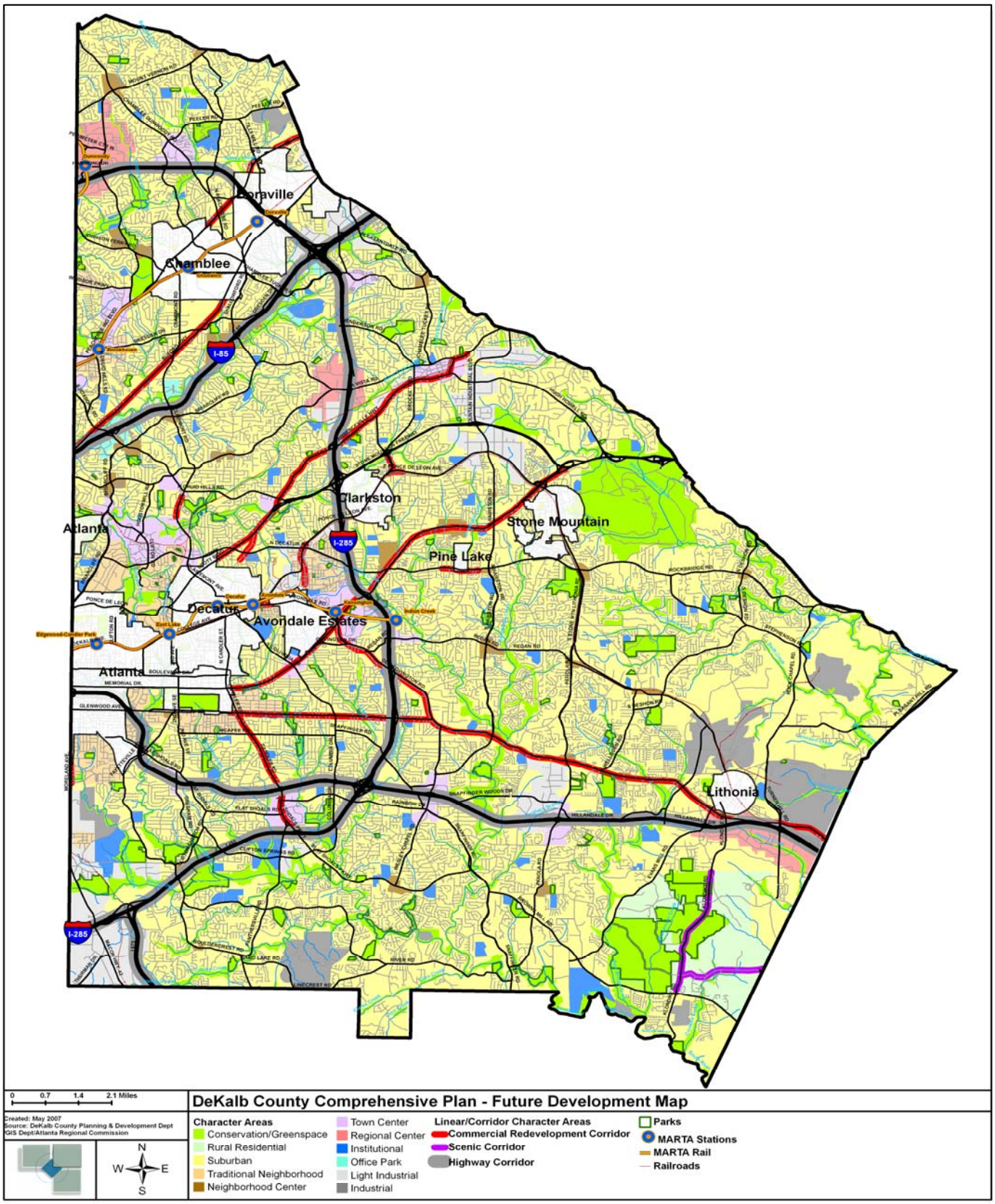


Table 4-1: Concept Map Key & Description

Map ID	Plan Concepts	Name/Location
1	Neighborhood Center	Dunwoody Village
2	Regional Center	Perimeter - LCI
3	Town Center	I-285 & Chamblee Dunwoody Road
4	Town Center	Brookhaven - LCI
5	Major Employment	Executive Park
6	Major Employment	Century Center
7	Town Center	I-285 & Chamblee Tucker Road
8	Neighborhood Center	Pleasantdale Road & Chamblee Tucker Road
9	Regional Center	Northlake - LCI
10	Town Center	Tucker - LCI
11	Major Employment	Stone Mountain Industrial Area
12	Neighborhood Center	LaVista Road & Briarcliff Road
13	Town Center	Toco Hills
14	Neighborhood Center	Oak Grove
15	Neighborhood Center	Emory Village - LCI
16	Town Center	Kensington MARTA Station - LCI
17	Town Center	Avondale Mall
18	Neighborhood Center	Perimeter College/Dekalb Tech
19	Neighborhood Center	Village Square/Value Mall
20	Neighborhood Center	Hairston Road & Central Drive
21	Neighborhood Center	Panola Road & Rockbridge Road
22	Neighborhood Center	Deshon Road & Rockbridge Road
23	Neighborhood Center	Redan Road & Harriston Road
24	Neighborhood Center	Covington Highway & Hairston Road
25	Neighborhood Center	Covington Highway & Panola Road
26	Neighborhood Center	Covington Highway & DeKalb Medical Way
27	Regional Center	Stonecrest
28	Town Center	I-20 & Panola Road
29	Town Center	I-20 & Wesley Chapel Road
30	Neighborhood Center	Flat Shoals Pkwy & Wesley Chapel Road
31	Town Center	I-20 & Candler Road - LCI
32	Neighborhood Center	I-20 & Gresham Road
33	Neighborhood Center	Eastlake Village
34	Major Employment	Panthersville Road & Clifton Spring Road
35	Regional Park/Recreation	Arabia Mountain Park
36	Regional Park/Recreation	Stone Mountain Park
37	Neighborhood Center	Browns Mill Road & Klondike Road
38	Town Center	Redan Road & Indian Creek Drive
39	Neighborhood Center	Redan
40	Neighborhood Center	Salem Crossing
41	Major Employment	Snapfingerwoods Industrial Park
42	Town Center	North Dekalb Mall
43	Major Employment	I-675/Moreland Avenue Corridor
44	Neighborhood Center	Bouldercrest Road & I-285
45	Major Employment	DeKalb Medical Center
46	Neighborhood Center	Mt Vernon Road & Dunwoody Club Drive
47	Neighborhood Center	Peeler Road& Winters Chapel Road
48	Major Employment	Emory University/CDC
49	Town Center	Lenox Park
50	Neighborhood Center	Briarcliff Road & North Druid Hills Road
51	Neighborhood Center	Ashford Dunwoody Road & Johnson Ferry Road
52	Neighborhood Center	Shallowford Road & I-85
53	Neighborhood Center	Clairmont Road & Briarcliff Road
54	Town Center	Clifton Community Town Center
55	Neighborhood Center	Cedar Grove
56	Neighborhood Center	Panola Road & Redan Road
57	Neighborhood Center	Hairston Road & Rockbridge Road

*As of 5/04/07

Map 4-2 DeKalb County Future Development Map



4.3 Defining Narrative of Character Areas

The term Character Area is used to define the visual and functional differences of communities, corridors and natural areas within DeKalb County. Based on current conditions and the *Areas Requiring Special Attention* identified in the Community Assessment, they will be used to formulate future development strategies that will result in specific policy, investment and regulatory recommendations discussed later in the document. The Character Area narratives on the following pages consist of descriptions, primary land uses, quality community objectives, and implementation measures. In addition, design guidelines have been added for the three (3) character area types that have also been identified as activity centers in the Future Development concept plan. Provided below is a table summarizing each of the Character Areas in the County.

Table 4-2 DeKalb County Character Areas

Character Area	Summary Description	*Applicable Land Use
Conservation and Open Space	Primarily undeveloped and environmentally sensitive lands not suitable for development and areas of protected open space that follow linear features for recreation, and conservation. It also includes lands used for active recreational purposes that provide a wide range of activities.	Public and Private Parks and Open Space
Rural Residential	Rural, undeveloped land likely to face development pressures for lower density residential development.	Agriculture, Low Density Residential
Suburban	Areas where typical types of suburban residential subdivision development have occurred and where pressures for the typical types of suburban residential subdivision development are greatest.	Low-Medium Density Residential
Traditional Neighborhood	Residential area in older parts of a community typically developed prior to WWII.	Medium Density Residential
Neighborhood Center	A neighborhood focal point with a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and appropriate public and open space.	Medium-High Density Residential, Low-Intensity Commercial
Town Center	A focal point for several neighborhoods with a concentration of activities such as retail, service commercial, professional office, higher-density housing, & open space.	High Density Residential, High Intensity Commercial
Regional Center	Concentration of regionally-marked commercial and retail centers, office and employment areas, higher-education facilities, recreational complexes and higher density housing.	Office Mixed Use, Very High Density Residential
Office Park	Typically campus-style development characterized by high degree of access by vehicular traffic, and transit if applicable.	Office Professional
Institutional	Large areas of land used for religious, civic, educational and governmental purposes.	Institutional
Light Industrial	Area used in low intensity manufacturing and distribution activities.	Industrial
Industrial	Land used in higher intensity manufacturing, assembly, processing activities.	Industrial
Scenic Corridor	Developed or undeveloped land paralleling the route of a major thoroughfare that has significant natural, historic, or cultural features, and scenic or pastoral views.	Low Density Residential
Commercial Redevelopment Corridor	Declining, unattractive vacant or underutilized strip shopping center; with high vehicular traffic and transit if applicable; on site parking; low degree of open space; moderate floor to area ratio; large tracks of land and campus or unified development.	Low and Intensity Commercial
Highway Corridor	Developed or undeveloped land on both sides of designated limited access highways.	High Density Residential, High-Intensity Commercial

***** Based on 1996 Comprehensive Plan

Conservation and Open Space Character Area

Description
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 undeveloped 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.

Primary Land Uses
- Passive Parks
- Nature Trails
- Flood Plains
- Wetlands
- Watersheds
- Natural and Conservation Areas
- Gold Courses
- Athletic Fields and Courts
- Bike and Pedestrian Paths
- Picnic Areas
- Playgrounds
- Amphitheatres

Quality Community Objectives
- Heritage Preservation
- Environmental Protection
- Growth Preparedness
- Regional Cooperation
- Transportation Alternatives
- Traditional Neighborhood
- Traditional Neighborhood
- Open Space Preservation

Implementation Measures
- Conservation Easements
- Development Regulations
- Environmental Impact Review
- Rural/Scenic Corridor Overlay Districts
- Sign Control for Rural Corridors (Billboard Control)



County wooded area.



Open space acquired through the Greenspace Program.



South River.

Conservation and Open Space Character Area

Implementation Measures

- Environmental Planning Criteria
- Transfer of Development Rights
- Rural/Scenic Corridor Overlay Districts
- Sign Control for Rural Corridors (Billboard Control)
- Eco Tourism
- Outdoor Classrooms
- Development Regulations
- Transfer of Development Rights
- Design Guidelines
- Traffic Calming
- Walkable Community Design



Historic Resource-Vernon Springs Well House.



Skyland Park.



Arabia Mountain Trail

Rural Residential Character Area

Description
The intent of the Rural Residential Character Area is to identify and preserve those areas of the county with rural characteristics. These areas consist of rural and undeveloped land that is likely to face development pressures for suburban type residential development. These areas will typically have low pedestrian orientation, very large lots, open space, pastoral views, high degree of building separation, and flag lot configurations. In addition, the rural residential character area includes single family, detached units residential development at a maximum net density of zero (0) to four (4.0) dwelling units per acres. This includes those areas of the county already developed in single family residential subdivisions.

Primary Land Uses
- Low-density Single Family Detached
- Agriculture Related Activities
- Cultural and Historic Sites
- Institutional Uses

Quality Community Objectives
- Heritage Preservation
- Regional Identity
- Open Space Preservation
- Environmental Protection
- Growth Preparedness
- Regional Cooperation

Implementation Measures
- Accessory Housing Units
- Agricultural Buffers (agricultural designation may not require working farms)
- Conservation Easements
- Transfer of Development Rights
- Rural/Scenic Corridor Overlay Districts
- Large Lot Zoning
- Maximum Setbacks
- Historic Preservation Ordinance
- Historic Resource Design Standards
- Design Guidelines
- Rural Cluster Zoning/Conservation Subdivisions



Rural home with traditional architecture in southeast DeKalb County



Rural Residential area in southeast DeKalb County with a free form development pattern.



Rural Residential area in southeast DeKalb County with large open space tracts.

Suburban Character Area

Description

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.

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

Quality Community Objectives

- Traditional Neighborhoods
- Transportation Alternatives
- Open Space Preservation
- Environmental Protection
- Growth Preparedness
- Heritage Preservation
- Housing Choices
- Regional Cooperation
- Regional Identity
- Infill Development
- Sense of Place

Implementation Measures

- Access Control Measures
- Alternative Street & Pedestrian System Standards
- Cluster Zoning



Existing suburban subdivision.



Suburban subdivision under construction with consistent lot pattern.



Suburban curvilinear development pattern.

COMMUNITY VISION

Suburban Character Area

Implementation Measures

- Compact Commercial Development
- Greenway/Trail Network
- Context Sensitive Creative Design
- Walkable Community Design
- Conservation Easements
- Conservation Subdivisions
- Right-of-way Improvements
- Traffic Calming
- Infill Development (appropriately planned)
- Performance Standards for Off-site Impacts
- Workforce Housing Incentives
- Inter-parcel Connectivity



Pocket Park— Open Space Preservation, Sense of Place.



Suburban planned development with Traditional Neighborhood principles.



Improved pedestrian connectivity.

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Traditional Neighborhood Character Area

Description

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.

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

Quality Community Objectives

- Traditional Neighborhoods
- Infill Development
- Sense of Place
- Transportation Alternatives
- Regional Identity
- Heritage Preservation
- Growth Preparedness
- Housing Choices

Implementation Measures

- Alternative Street/Pedestrian System
- Cluster Zoning
- Compact Development
- Conservation Easements
- Conservation Subdivisions



Scottdale neighborhood, Mill Village section.



Grid street pattern common in traditional neighborhoods.



New construction with traditional neighborhood character.

Traditional Neighborhood Character Area

Implementation Measures

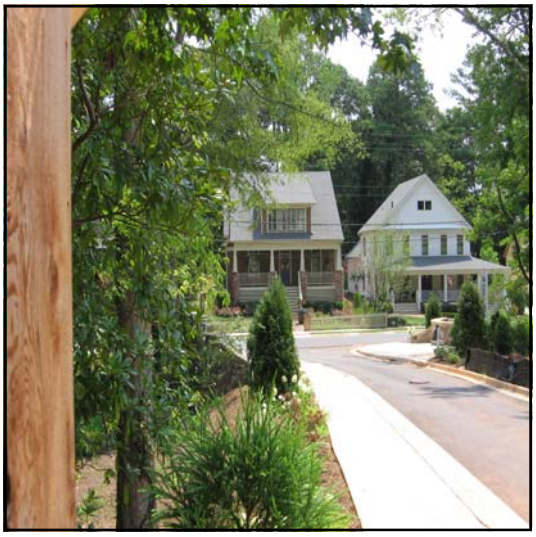
- On-Street Parking
- Greenway/Trail Network
- Context Sensitive Creative Design
- Density Bonuses
- Walkable Community Design
- Infill Development (appropriately planned)
- Mixed-Use Zoning
- Performance Standards for Off-site Impacts
- Planned Unit Developments (PUD)
- Right-of-way Improvements
- Traffic Calming
- Transit Oriented Development (TOD)
- Coordinate with Housing Authority
- Workforce Housing
- Historic
  - ◊ Preservation Ordinance
  - ◊ Resource Design Standards
- Flexible Parking Standards
- Rehabilitation/Redevelopment
- Grey Field and Brown Field Redevelopment



Pre-WWII home



Infill development



Narrow street with sidewalk.

COMMUNITY VISION

Neighborhood Center Character Area

Description

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 should complement the character of neighborhoods and the location of the commercial areas should 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.

Primary Uses

- Townhomes
- Condominiums
- Apartments
- Retail and Commercial
- Office
- Parks and Recreational Facilities
- Public and Civic Facilities
- Institutional Uses

Quality Community Objectives

- Infill Development
- Sense of Place
- Transportation Alternatives
- Regional Identity
- Heritage Preservation
- Open Space Preservation
- Environmental Protection
- Growth Preparedness
- Appropriate Business
- Housing Choices
- Regional Cooperation

Implementation Measures

- Access Controls
- Accessory Housing Units
- Compact Development
- Grey Field Redevelopment



Pedestrian friendly retail with wide sidewalks



Neighborhood scale retail with street furniture.


Higher density housing with retail on the ground floor.

COMMUNITY VISION

Neighborhood Center Character Area

Implementation Measures

- Economic Development Incentive Districts
- Greenway/Trail Network
- Encourage On-Street Parking
- Context Sensitive Creative Design
- Density Bonuses
- Walkable Community Design
- Infill Development (appropriately planned)
- Mixed-Use Zoning
- Planned Unit Developments
- Redesigning Off-Street Parking Facilities
- Right-of-way Improvements
- Flexible Parking Standards

Design Guidelines

- *Setbacks* - Greater setbacks will be required when adjacent to lower density residential uses and transitional buffers may 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.



Higher density housing oriented towards the street.



Neighborhood scale retail.



Public gathering area/ open space—public realm.

COMMUNITY VISION

Town Center Character Area

Description
The intent of the Town Center Character Area 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 proposed density for areas of this type is up to 60 dwelling units per acre.

Primary Land 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

Quality Community Objectives
- Sense of Place
- Transportation Alternatives
- Regional Identity
- Heritage Preservation
- Environmental Protection
- Growth Preparedness
- Appropriate Business
- Housing Choices

Implementation Measures
- Access Controls
- Accessory Housing Units
- Compact Development
- Grey Field Redevelopment
- Economic Development Incentive Districts



High density housing with retail on the ground floor.



Landscaping median .



Mixed-use along major road with frontage road concept.

Town Center Character Area

Implementation Measures

- Transit Oriented Development
- Greenway/Trail Network
- Encourage On-Street Parking
- Context Sensitive Creative Design
- Density Bonuses
- Walkable Community Design
- Infill Development
- Mixed-Use Zoning
- Planned Unit Development
- Redesigning Off-Street Parking Facilities
- Right-of-way Improvements
- Flexible Parking Standards

Design Guidelines

- *Setbacks* - Greater setbacks will be required when adjacent to lower density residential uses and transitional buffers may 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.



Retail corridor with outdoor activity.



Mixed-use development centered around public/open space.



Four story mixed-use development with a greater setback.

Regional Center Character Area

Description
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 areas 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. The proposed density for areas of this type is up to 120 dwelling units per acre.

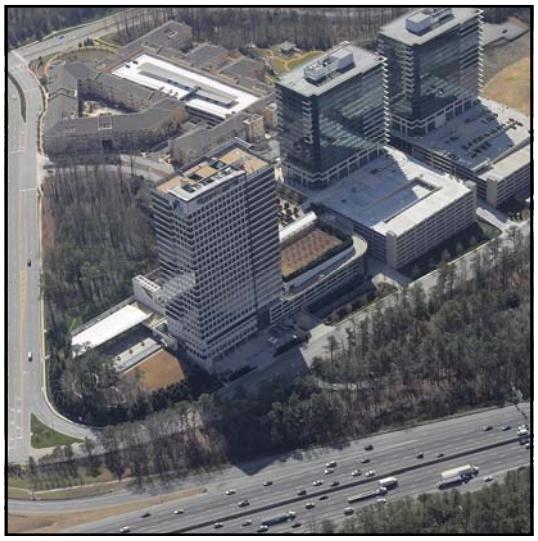
Primary Land Uses
- Townhomes
- Condominiums
- Apartments
- Health Care Facilities
- Retail and Commercial
- Office
- Institutional Uses
- Entertainment and Cultural Facilities
- Park and Recreational Facilities
- Public and Civic Facilities

Quality Community Objectives
- Transportation Alternatives
- Regional Identity
- Environmental Protection
- Growth Preparedness
- Appropriate Businesses
- Employment Options
- Educational Opportunities

Implementation Measures
- Access Controls
- Accessory Housing Units
- Compact Development
- Grey Field Redevelopment
- Economic Development Incentive Districts



Perimeter Mall , surrounding office, retail and Dunwoody MARTA Station.



Perimeter office park & high density residential development in the rear



Stonecrest Mall and surrounding retail.

Regional Center Character Area

Implementation Measures

- Transit Oriented Development
- Greenway/Trail Network
- Encourage On-Street Parking
- Context Sensitive Creative Design
- Density Bonuses
- Walkable Community Design
- Infill Development
- Mixed-Use Zoning
- Planned Unit Development
- Redesigning Off-Street Parking Facilities
- Right-of-way Improvements
- Flexible Parking Standards

Design Guidelines

- *Setbacks* - Greater setbacks will be required when adjacent to lower density residential uses and transitional buffers may 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.



Perimeter Mall area existing mixed use development.



Three story development with ground floor retail along the periphery of Regional Center.



Transit Oriented Development—Downtown Decatur

Office Park Character Area

Description
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.

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

Quality Community Objectives
- Sense of Place
- Transportation Alternatives
- Regional Identity
- Open Space Preservation
- Environmental Protection
- Growth Preparedness
- Appropriate Businesses
- Employment Options
- Educational Opportunities
- Regional Cooperation

Implementation Measures
- Flexible Parking Standards
- Access Controls
- Density Bonuses
- Walkable Community Design
- Mixed-Use Zoning
- Grey field Redevelopment
- Transit-Oriented development
- Landscaping and Buffering



Existing Office Park with campus style landscape.



Existing Office Park with connectivity opportunities.



Existing Office Park with openspace.

Institutional Character Area

Description
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 consider residential support uses.

Primary Land Uses
- Colleges and Universities
- Hospitals and Rehabilitation Centers
- Emergency Service Centers
- Churches and Religious Institutions
- Government Buildings
- Civic Facilities
- Cemeteries

Quality Community Objectives
- Employment Options
- Educational Opportunities
- Regional Identity
- Regional Cooperation
- Transportation Alternatives
- Sense of Place

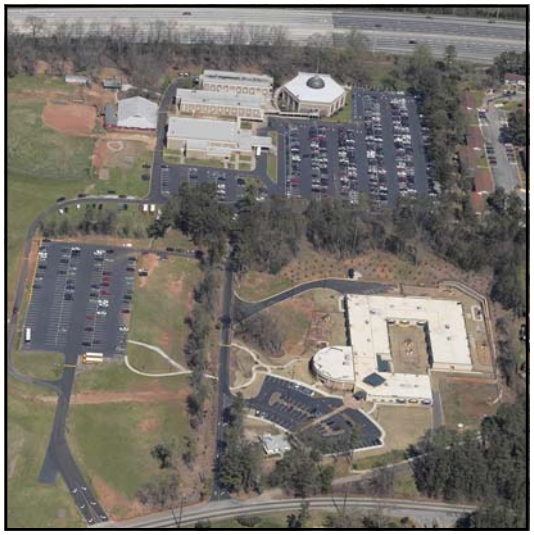
Implementation Measures
- Flexible Parking Standards
- Access Controls
- Density Bonuses
- Walkable Community Design
- Grey field Redevelopment
- Transit Oriented Development
- Landscaping and Buffering



Large Medical facility.



College Campus



Religious/Educational facility.

Light Industrial Character Area

Description
The intent of the Light Industrial Character Area is identity areas appropriate for industrial type uses. The location of these areas should 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.

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

Quality Community Objectives
- Regional Identity
- Environmental Protection
- Growth Preparedness
- Appropriate Businesses
- Employment Options

Implementation Measures
- Access Controls
- Adaptive re-use
- Landscaping and Buffers
- Flexible Parking
- Design Guidelines



Typical office/distribution building.



Low intensity office/distribution building.



Major distribution facility.

Industrial Character Area

Description
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 should 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.

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

Quality Community Objectives
- Regional Identity
- Environmental Protection
- Growth Preparedness
- Appropriate Businesses
- Employment Options

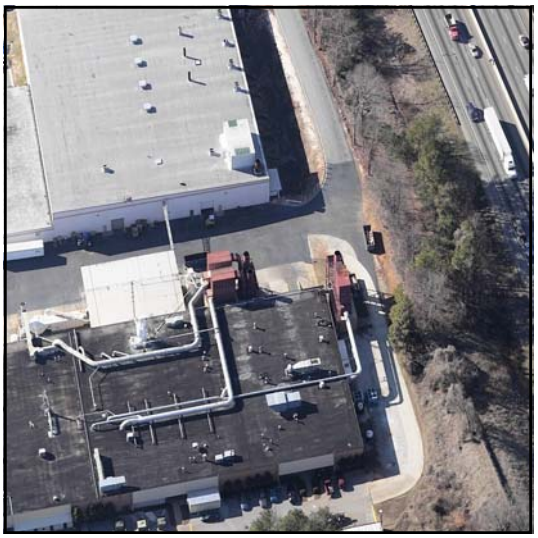
Implementation Measures
- Access Controls
- Adaptive re-use
- Landscaping and Buffers
- Flexible Parking
- Design Guidelines



Heavy industrial area, rock quarry north of Lithonia.



Heavy industrial uses producing noise, vibration and dust.



Industrial use along I-20.

Scenic Corridor Character Area

Description
The intent of the Scenic Corridor Character Area is to identify and conserve scenic areas from the negative effects of development. Current and future designations may consist of developed or undeveloped land paralleling the route of a major thoroughfare with significant natural, historic, cultural features, and scenic views.

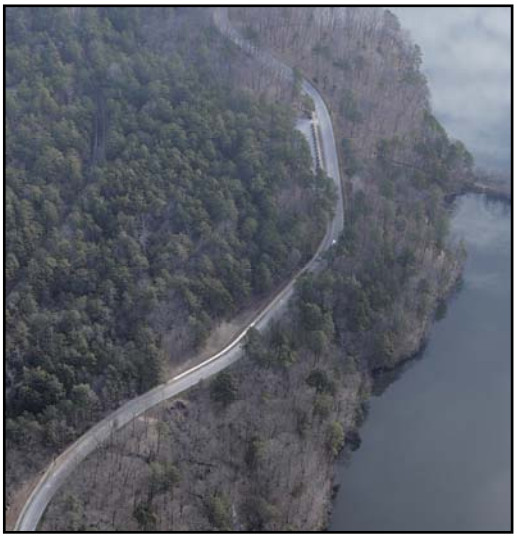
Primary Land Uses
- Traditional Single Family Residential
- Townhomes
- Apartments
- Low Density Residential
- Natural and Scenic Roadways
- Passive Parks
- Historic and Cultural Areas
- Mixed Use

Quality Community Objectives
- Sense of Place
- Environmental Protection
- Open Space Preservation
- Heritage Preservation
- Traditional Neighborhood
- Growth Preparedness
- Regional Identity

Implementation Measures
- Conservation Easements
- Environmental Impact Review
- Environmental Planning Criteria
- Transfer of Development Rights
- Rural Overlay Districts
- Sign Control (with Billboard Control)
- Cluster Development
- Conservation Subdivisions
- Historic Preservation Ordinance
- Traffic Calming
- Access Control Measures
- Greenway Trail Network
- Walkable Community Design
- Infill Development



Corridor in southeast DeKalb with rural, historic character.



Passive Park with scenic views.



Scenic Corridor with natural features.

COMMUNITY VISION

Commercial Redevelopment Corridor Character Area

Description

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.

Primary Land Uses

- Commercial and Retail
- Offices
- Condominiums
- Townhomes
- Mixed Use
- Institutional Uses

Quality Community Objectives

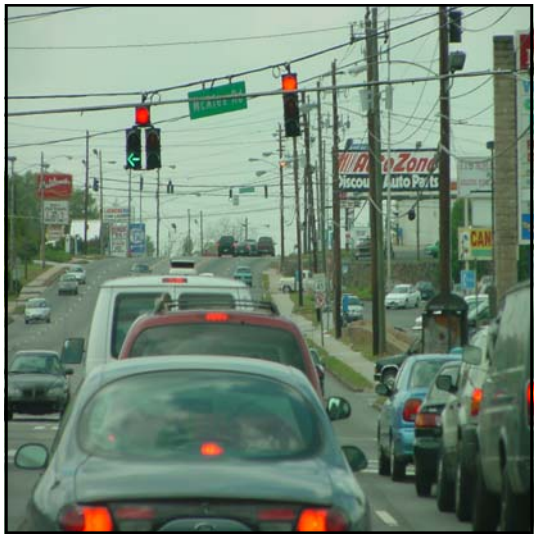
- Sense of Place
- Transportation Alternatives
- Regional Identity
- Heritage Preservation
- Environmental Protection
- Growth Preparedness
- Appropriate Business

Implementation Measures

- Development regulations
- Effective development review
- Environmental impact review
- Flexible parking standards
- Infill development
- Landscaping and buffers
- Mixed use zoning
- Right of way improvements
- Sign control
- Big Box/Grey Field Redevelopment
- Economic Development Incentive Districts



Typical signage and setbacks along a DeKalb commercial corridor.



Typical congestion along a DeKalb commercial corridor with surface utilities.



Large underutilized parking lot.

COMMUNITY VISION

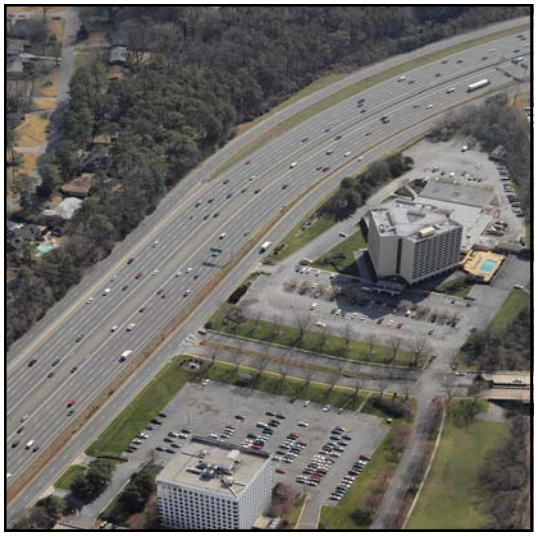
Highway Corridor Character Area

Description
The intent of the Highway Corridor Character Area is to designate corridors located adjacent to and/or nearby highways. These areas include developed or undeveloped land on both sides of designated limited access highways. These corridors experience high volumes of traffic and typically suffer from peak hour congestion due to there local and regional commuter dependence. Due to the counties development patterns many of theses corridors are abutted by intense commercial, office, industrial and residential development.

Primary Land Uses
- Commercial
- Industrial
- Warehouse/Distribution
- Offices
- High Density Residential
- Mixed Use

Quality Community Objectives
- Sense of Place
- Transportation Alternatives
- Regional Identity
- Environmental Protection
- Growth Preparedness
- Appropriate Business

Implementation Measures
- Transit Oriented Development
- Development Regulations
- Effective Development review
- Environmental Impact Review
- Landscaping and Buffers
- Mixed Use Zoning
- Right of Way Improvements
- Sign Control
- Grey Field Redevelopment
- Economic Development Incentive Districts



Office park & access road along I-85.



Office Park & access road along I-285.



High density residential and retail uses along I-20.

4.4 Planning Area Designations

Because of the enormous size of the county, we are using Planning Area designations. DeKalb County is separated into five (5) planning areas. This portion of the document will discuss the Areas Requiring Special Attention in detail, for each planning area. This section will also show the diversity of each planning area in the county. Listed below are the physical boundaries for each of the Planning Areas as depicted on Map 4-3.

North Planning Area

The North Planning Area encompasses the northernmost portions of DeKalb County, including the incorporated cities of Chamblee and Doraville. The boundary between the north area and the remainder of DeKalb County generally runs from the Brookhaven MARTA station to the Shallowford, Road/I-85 interchange. The boundary line traverses to the south and east to include the Mercer University area and adjacent residential areas. The boundary follows Henderson Road, to Tucker, then moves southeastward via Highway 78 to and including Stone Mountain Park.

Central West Planning Area

The Central West Planning Area is located along the central western edge of the County. Boundaries extend generally from Peachtree Road on the north; Briarcliff Road and Lawrenceville Highway on the east; City of Decatur southern city limits and the Seaboard Coastline railroad on the south; and the county line on the west. Interstate 85 cuts across the northern portion of the area. The City of Decatur and portions of the City of Atlanta are also included within the area.

South West Planning Area

The South West Planning Area occupies most of the southwestern corner of DeKalb County, adjoining Fulton County, including portions of the city of Atlanta. The Planning Area also extends between the cities of Decatur and Avondale Estates to encompass the area around Northlake Mall and parts of Tucker.

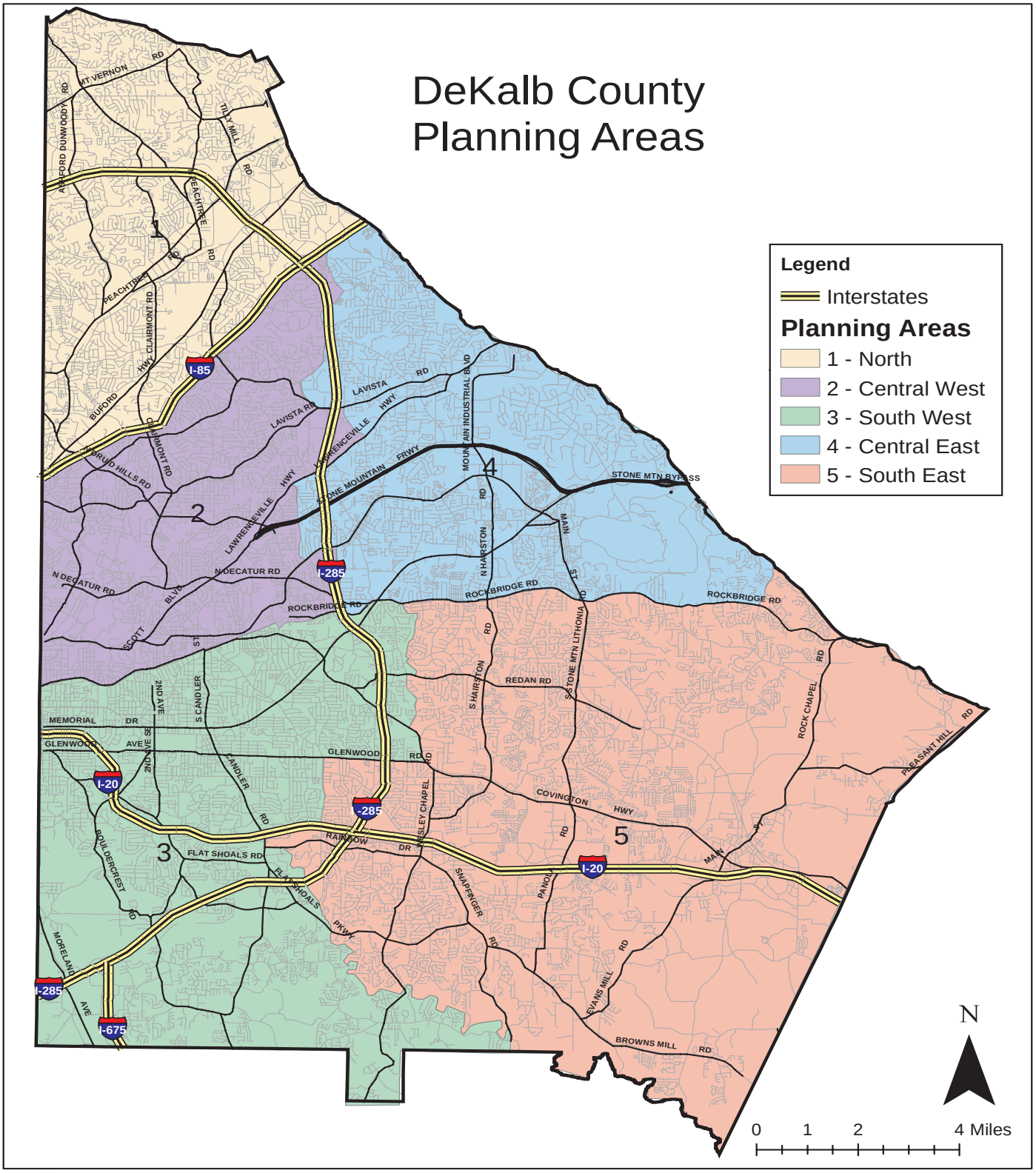
Central East Planning Area

The Central East Planning Area occupies the east-central part of the County. It adjoins Gwinnett County on its eastern boundary, and includes the incorporated areas of Stone Mountain, Clarkston, Avondale Estates, Pine Lake, and Lithonia.

South East Planning Area

The South East Area encompasses most of the southeastern portion of the county. It extends from the City of Pine Lake south, east and west to the Henry, Rockdale and Fulton County lines.

Map 4-3: DeKalb County Planning Areas



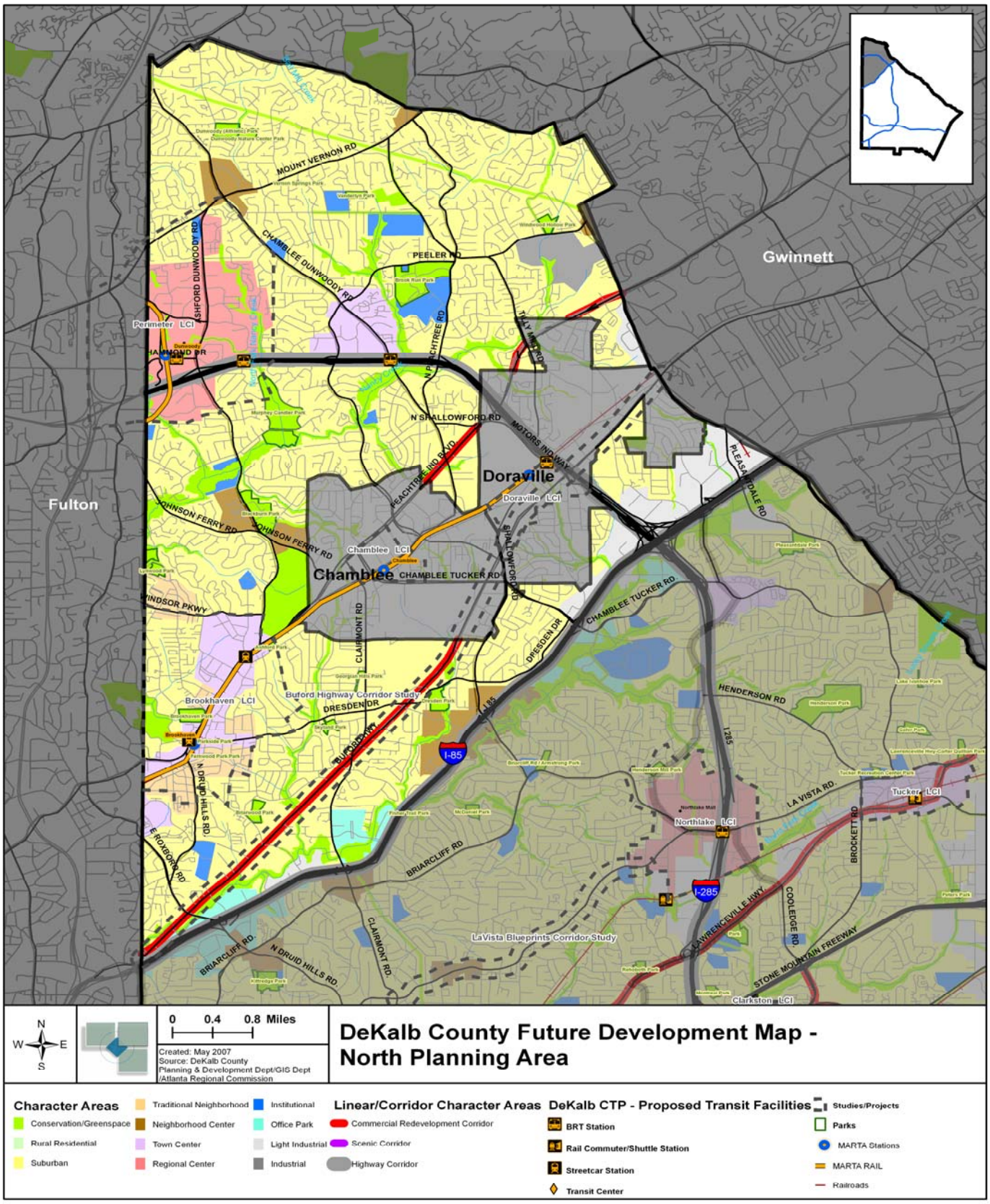
Created: 1/11/07
Source: DeKalb County
Planning & Development/GIS Dept.

North DeKalb Planning Area

Table 4-3:
Character Areas—North Planning Area

Character Areas	Planning Area Location/Description
Conservation/Greenspace	Refer to map
Suburban	Most residential sections within planning area
Traditional Neighborhood	1. Lynwood Park—off Windsor Parkway 2. Brookhaven—neighborhoods north and south of Town Center
Neighborhood Center	1. Dunwoody Village commercial district (intersection of Mt Vernon and Chamblee Dunwoody Road) 2. Mount Vernon Road & Dunwoody Club Drive 3. Peeler Road & Winters Chapel Road 4. Ashford Dunwoody & Johnson Ferry Road
Town Center	• Brookhaven Area around the MARTA Station and along Peach-tree and Dresden Drive in order to promote a higher mix of land uses and transit oriented development around the station. This recommendation also supports the Brookhaven Livable Center Initiative small area study. that will be discussed in further detail in the Supplemental Plans section. • I-285 & Shallowford Road • Lenox Park Area along Roxboro Road at the county line.
Regional Activity Center	Perimeter Center area shown on the map along Ashford Dunwoody Road around I-285 and further north in order to promote a higher mix of land uses and transit oriented development around the Perimeter MARTA station. This recommendation also supports the Perimeter Livable Center Initiative small area study that will be discussed in further detail in the Supplemental Plans section.
Office Park	Office Parks along I-85 including: • Century Center at Clairmont Road • North Druid Hills Road
Light Industrial	Light Industrial areas mixed in with warehouse and distribution uses along the I-84 corridor and around Doraville.
Industrial	Scott Candler Water Treatment Plant
Corridors	Refer to map
Institutional	Refer to map

Map 4-4: Character Areas - North Planning Area

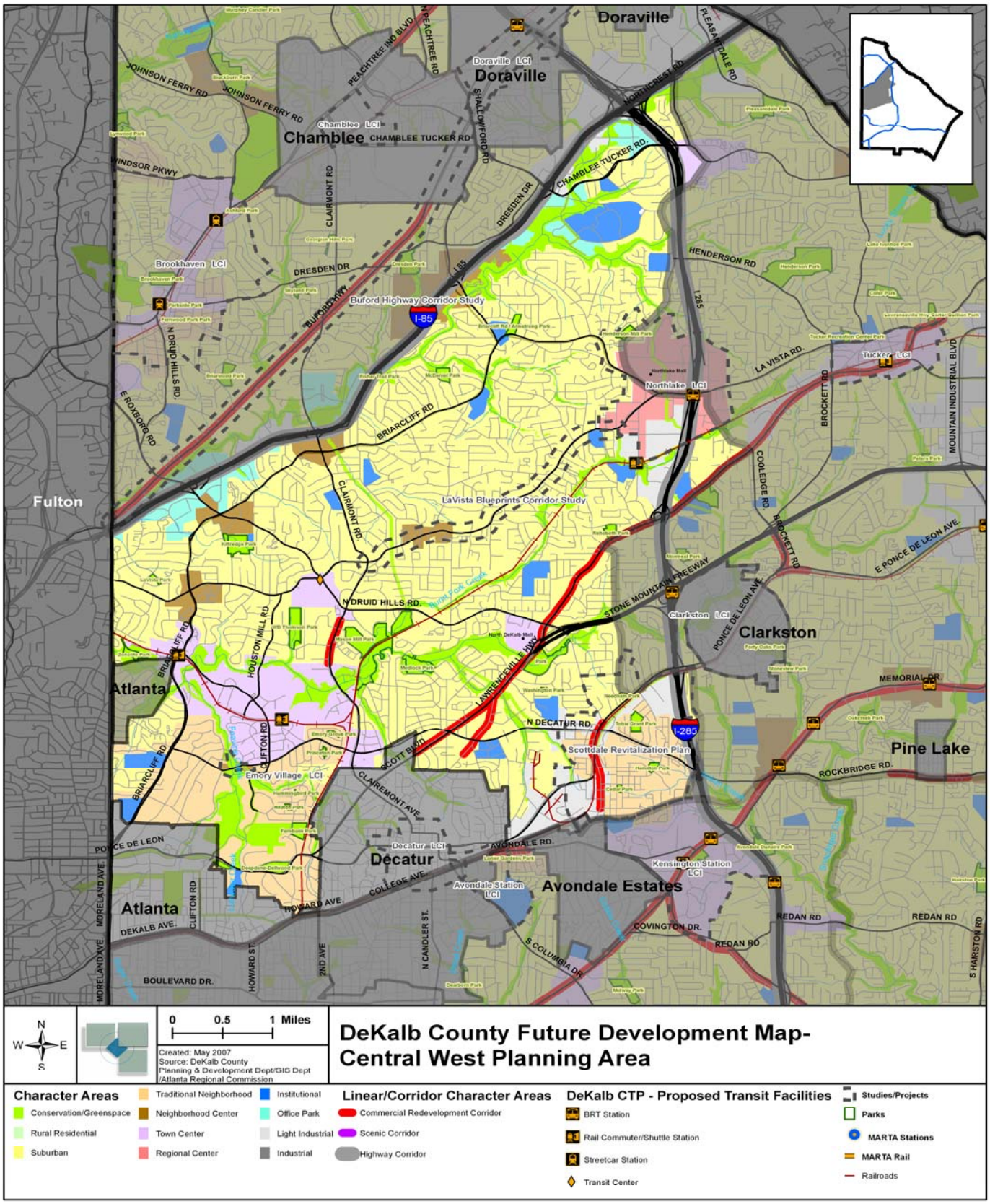


Central West DeKalb Planning Area

Table 4-4:
Character Areas - Central West Planning Area

Character Areas	Planning Area Location/Description
Conservation/Greenspace	Refer to map
Suburban	Most residential sections within planning area
Traditional Neighborhood	1. The Scottdale neighborhood 2. Druid Hills Historic District(s) between Emory University & Atlanta/Decatur
Neighborhood Center	1. Oak Grove Commercial Center (LaVista & Oak Grove Road) 2. Emory Village—This recommendation also supports the North-lake Livable Center Initiative small area study. 3. Briarcliff & North Druid Hills Road 4. Briarcliff & La Vista Road
Town Center	1. Chamblee Tucker & I-285 area 2. I-85 & Shallowford Road 3. Toco Hills (La Vista & North Druid Hills Road) 4. North DeKalb Mall– Druid Hill Road & Lawrenceville Highway 5. Clifton Community Corridor Includes the following: • Emory University/CDC/VA Hospital areas • Sage Hill Shopping Center & Zonolite Road industrial area where adaptive reuse of older industrial buildings is taking place. The area also is a potential stop for the proposed Atlanta to Athens Commuter Rail • Clairmont & North Decatur Roads
Regional Activity Center	Northlake Mall and surrounding area. This recommendation also supports the Northlake Livable Center Initiative small area study that will be discussed further in the Supplemental Plan section.
Office Park	1. Executive Park office park around I-85 and North Druid Hills Road 2. Office Parks near Mercer University at Chamblee Tucker & I-85 3. Presidential Plaza at I-85 & I-285
Light Industrial	Light Industrial areas mixed in with warehouse and distribution uses: 1. I-85/I285 2. South of the Northlake Mall Area along Montreal Road 3. Ponce De Leon Ave between Decatur and I-285 4. Briarcliff Road & Clifton Road—east of Briarcliff Road
Corridors	Refer to map
Institutional	Refer to map

Map 4-5 Character Areas - Central West Planning Area

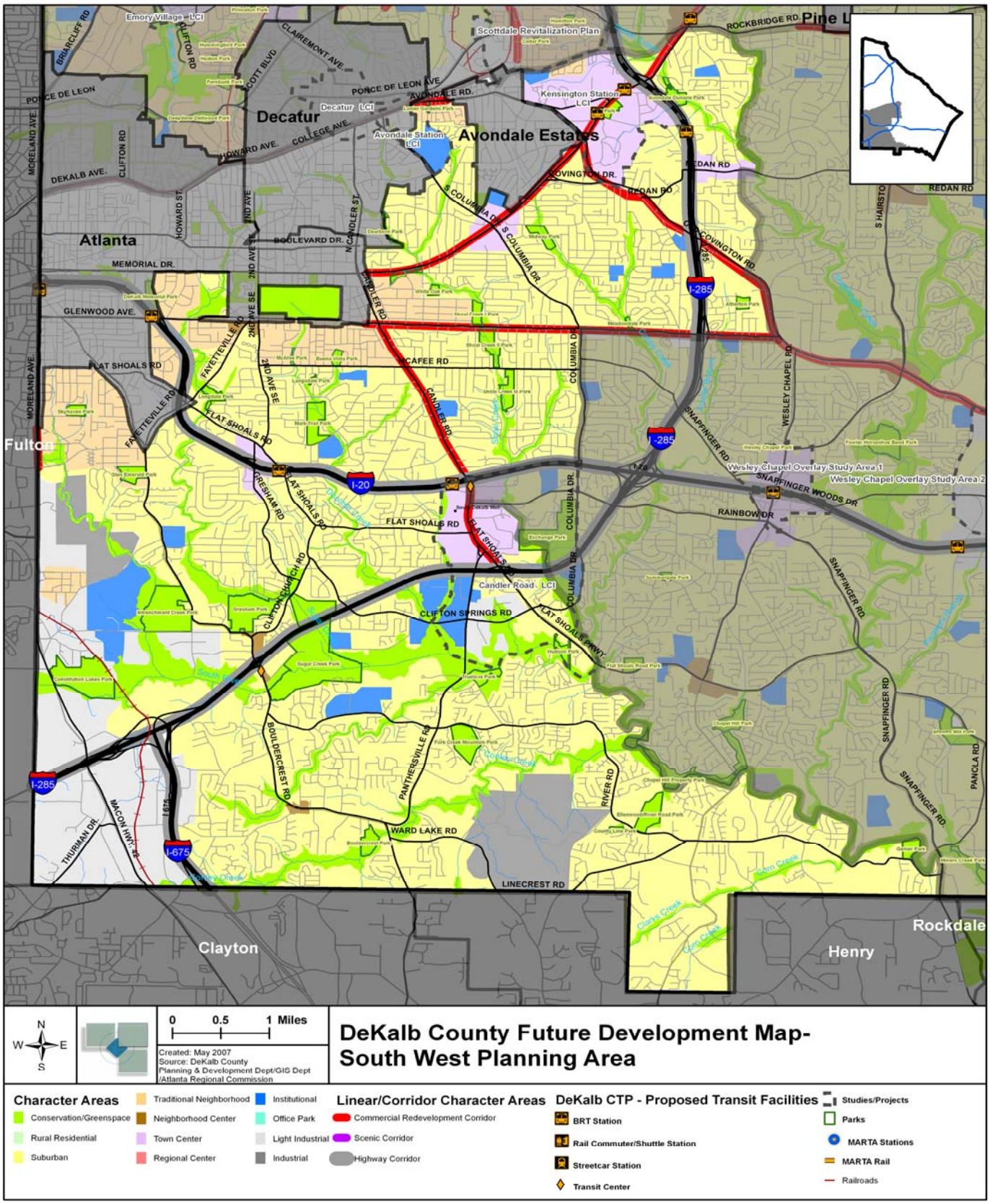


South West DeKalb Planning Area

Table 4-5:
Character Areas - South West Planning Area

Character Areas	Planning Area Location/Description
Conservation/Greenspace	Refer to map
Suburban	Most residential sections within planning area.
Traditional Neighborhood	1. Along Moreland Avenue west of Bouldercrest Road south to Custer/Eastland Road 2. Constitution Neighborhood off Moreland north of Constitution Rd 3. Neighborhoods off Glenwood Road including East Lake & White Oak Hills.
Neighborhood Center	1. Glenwood Ave & Fayetteville Road 2. I-285 & Bouldercrest Road 3. Cedar Grove— Bouldercrest Road & Cedar Grove Road
Town Center	1. Kensington MARTA Station area in order to promote a higher mix of land uses and transit oriented development around the station. 2. Redan Road & South Indian Creek Drive 3. I-20 & Gresham Road 4. South DeKalb Mall area between I-20 & I-285 • Both of these recommendations support Livable Center Initiative small area studies that will be discussed further in the Supplemental Plans section.
Office Park	• Georgia Perimeter College/Georgia Bureau of Investigation (GBI) - along Panthersville Road south of I-285
Light Industrial	Light Industrial areas mixed in with warehouse and distribution uses: 1. Moreland Avenue Corridor 2. Panthersville & Clifton Springs Road
Industrial	• Seminole Land Fill between Bouldercrest & River Road • Industrial uses along Moreland Avenue
Corridors	Refer to map
Institutional	Refer to map

Map 4-6: Character Areas - South West Planning Area

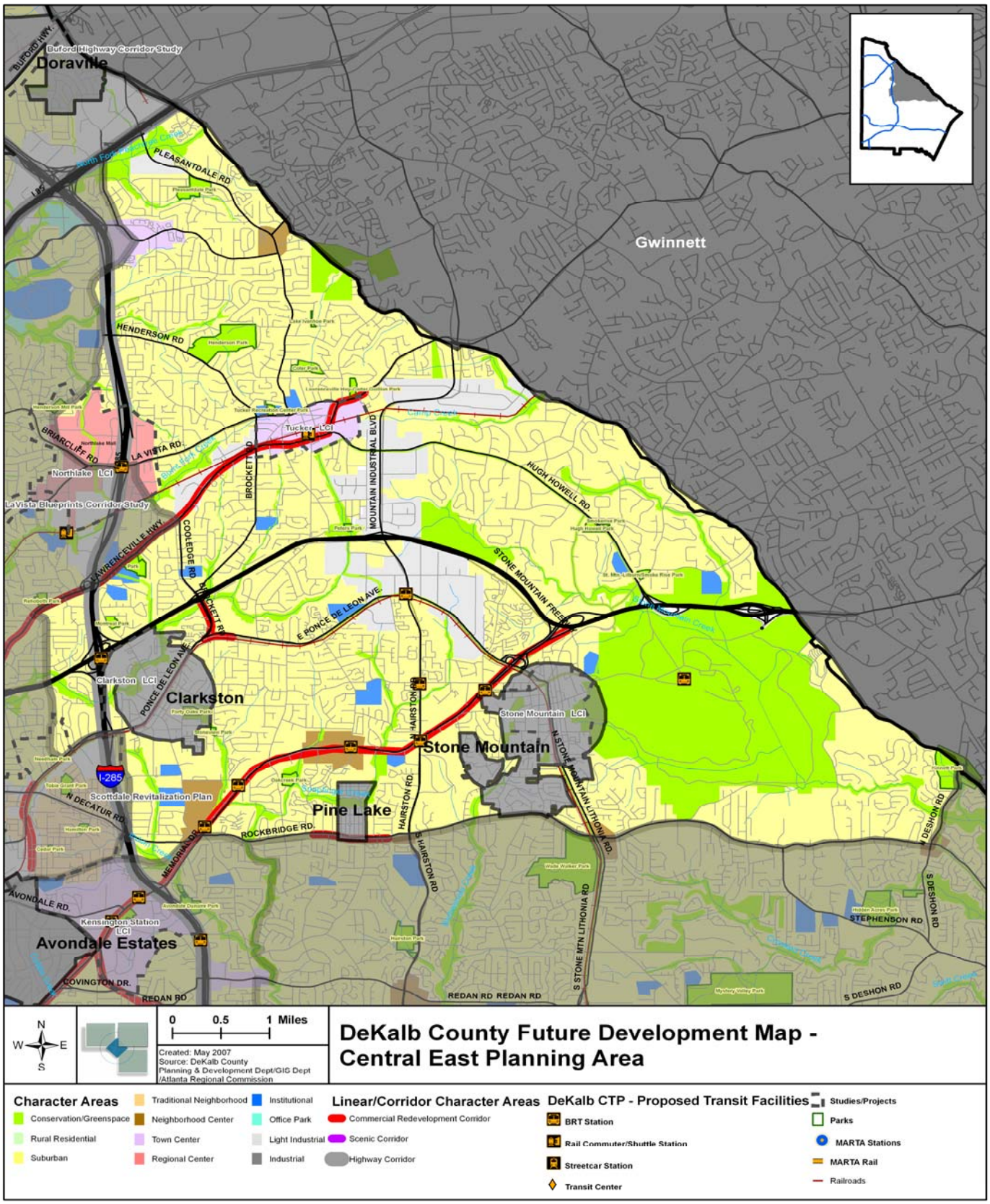


Central East DeKalb Planning Area

Table 4-6:
Character Areas - Central East Planning Area

Character Area	Central East Planning Area 4 Location/Description
Conservation/Greenspace	Refer to map
Suburban	Most residential sections within planning area
Neighborhood Center	1. Chamblee Tucker & Tucker Norcross Road 2. DeKalb Technical College Area (Memorial Drive & N Decatur Road), Village Square Shopping Center Area and Hairston Road & Central Drive • Supports proposed Bus Rapid Transit Station as part of the MARTA Memorial Drive BRT Study . • Supports Memorial Drive Economic Development Strategic Action Plan. 3. Rockbridge Road & Stone Mountain Lithonia Road
Town Center	1. The downtown Tucker area has been recommended for this designation in order to support the Tucker Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda. 2. Pleasantdale Road from Chamblee Tucker Road to Shadow Walk Lane due the proximity and concentration of commercial and higher density residential uses.
Regional Activity Center	Northlake Mall and surrounding area. This recommendation also supports the Northlake Livable Center Initiative small area study that will be discussed in further detail in the Supplemental Plans Section.
Office/Institutional	• DeKalb Technical College - Memorial Drive
Light Industrial	Light Industrial areas mixed in with warehouse and distribution uses: 1. Stone Mountain Industrial Park - along Mountain Industrial Boulevard 2. Intersection of I-85 & I-285 3. Lawrenceville Highway Corridor
Corridors	Refer to map
Institutional	Refer to map

Map 4-7: Character Areas - Central East Planning Area

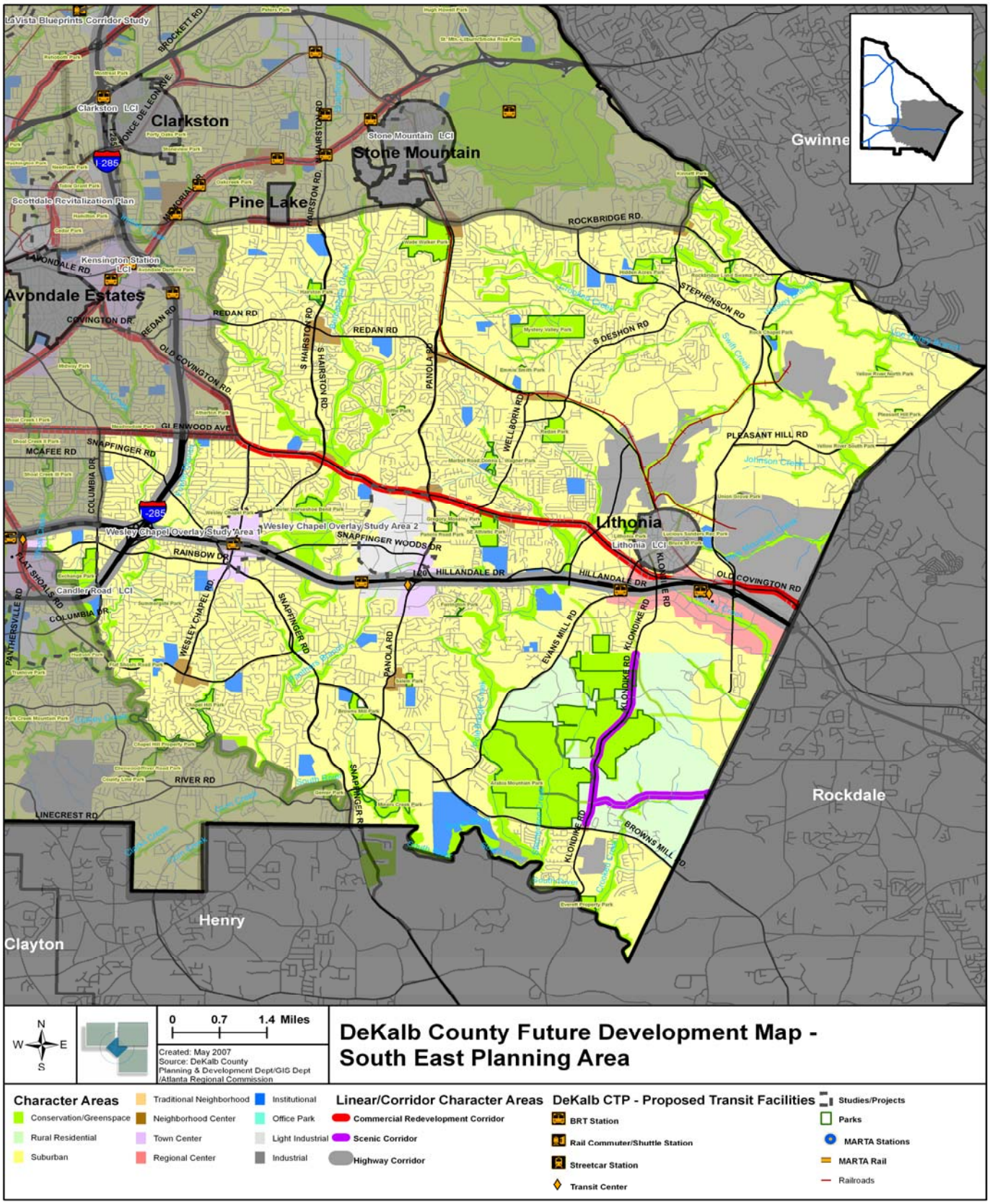


South East DeKalb Planning Area

Table 4-7:
Character Areas - South East Planning Area

Character Area	South East Planning Area Location/Description
Conservation/Greenspace Area	Refer to map
Suburban	Most residential sections of planning area.
Rural Residential	This area has been recommended for some of the remaining large areas of rural character found around Arabia Mountain Park. The development generated from Stonecrest Mall place pressures on these remaining rural areas.
Neighborhood Center	1. Rockbridge Road & the following intersections • Deshon Road • Stone Mountain Lithonia Road • Hairston Road 1. Redan & South Hairston Road 2. Stone Mountain Lithonia Road (Old Redan Area) 3. Covington Highway & the following intersections: • South Hairston Road • Panola Road • DeKalb Medical Parkway 6. Flat Shoals Parkway & Wesley Chapel Road/Flakes Mill Road 7. Salem Crossing Shopping Center (Panola Road & Salem Road) 8. The intersection of Klondike Road and Browns Mill Road in order to preserve and support the remaining commercial node of the historic Klondike Community and the surrounding residential growth along Browns Mill Road.
Town Center	1. Wesley Chapel Road & I-20—includes a proposed Bus Rapid Transit Station as part of the MARTA I-20 East Corridor Study and the Wesley Chapel Overlay Study 2. Panola Road & I-20 (Wal-Mart Super Center)
Regional Activity Center	The Stonecrest Mall Area is growing to become a regional center due to the level of retail, planned office development, and higher density residential development existing and planned for the surrounding area.
Light Industrial	Recommended for the industrial/distribution areas at Panola & I-20, including the Snap-finger Woods Industrial Park.
Industrial	• Quarry based business north and east of Lithonia. • Poolebridge Wastewater Treatment Plant south of Browns Mill Road • Snapfinger Creek Wastewater Treatment Plant below Chapel Hill Park • GA Power facility east of Klondike Road
Corridors	Refer to map
Institutional	Refer to map

Map 4-8: Character Areas - South East Planning Area



IMPLEMENTATION PROGRAM







5. IMPLEMENTATION PROGRAM

The Implementation Program was created to provide an overall strategy for achieving the vision of the community and to address the County-wide issues and opportunities. The following section discusses various measures the county intends to take to implement the plan. These measures include land use regulations and techniques for implementing plan policies. The County presently utilizes some of the implementation tools, which may only require review for plan consistency. Others may be pursued to further the implementation of the plan. These may include actions that expand on and develop policies that may be formally adopted later as part of the plan. The section also includes programs and other activities that related to the polices and strategies that are currently underway and others that may be implemented in the future. The implementation program consists of the following components:

- Transportation Projects;
- Short Term Work Program;
- Polices and Strategies;
- Overlay Districts; and
- Supplemental Plans

5.1 Transportation Projects

An extensive list of recommended transportation projects for the Community Agenda can be found within the body of the Comprehensive Transportation Plan (CTP).

5.2 Short Term Work Program (STWP)

The purpose of this section is to identify specific implementation actions DeKalb County, and other entities, intend for first five-years of the planning period. This includes any ordinances, administrative systems (such as site plan review, design review, etc.), community improvements or investments, financing arrangements, and other programs or initiatives needed to implement the plan. The short term work program also consists of a Report of Accomplishments, which provided the status of projects reported on in the previous Short Term Work program, showing the progression of plan implementation.

The Report of accomplishments indicate whether the activity is:

- Completed;
- Underway;
- Postponed (the activity must be included in the new STWP); and
- Dropped (an explanation must be provided).

The Short Term Work Program includes the following information for each listed activity:

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

STWP Responsible Departments and Partners

- Atlanta Regional Commission
- DeKalb County Board of Commissioners
- DeKalb County Planning and Development Department
- DeKalb County Chamber of Commerce
- DeKalb County Finance Department
- DeKalb County Tax Assessors Office
- DeKalb County Office of Economic Development
- DeKalb Housing Authority
- DeKalb County Public Works Department
- DeKalb County Community Development Department
- DeKalb County Parks and Recreation Department
- DeKalb County Libraries
- Georgia Regional Transportation Authority
- The Cities of DeKalb County
- DeKalb County Board of Education
- DeKalb County Board of Health
- DeKalb Police
- DeKalb Fire and Rescue
- DeKalb County Sheriff
- Georgia Department of Transportation
- Metropolitan Atlanta Regional Transportation Authority
- Georgia Environmental Protection Division

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Plan Section	Project	Status	Explanation (if applicable)
I - Natural and Historic Resources	Establish a greenway/nature preserve trail along South Peachtree Creek as DeKalb's pilot greenway program. (includes goals and policies 1.3, 4.2, and 5.8).	Underway	**Underway** through the 2001 Park Bond Program and the 2005 Park Bond Program. The acquisitions of land for green space and green ways are on-going. Also, the Greenspace office utilizes funds from other sources such as the state, foundation grants, City of Atlanta Consent Decree Funds, federal and other county funds to acquire parcels for the green space program.
I - Natural and Historic Resources	Implement the DeKalb Community Greenspace Plan which in part seeks to develop a partnership to acquire and preserve flood plain areas which are suitable for park, recreational, and greenway use.	Underway	**Is currently underway**-and the efforts are on-going with no designated completion date,
I - Natural and Historic Resources	Develop a program to rebuild and maintain the Decatur-Stone Mountain bicycle trail as part of countywide bicycle trail plan. Provide park-like areas as rest and exercise stops.	On-going	On-going effort
I - Natural and Historic Resources	Hire a Planning Technician to assist the Historic Preservation Planner in the County Planning Department.	Dropped	Position has not been funded
I - Natural and Historic Resources	Develop and implement educational programs on the significance of cultural, natural, and historic properties within DeKalb County. (includes g/p 3.4)	Dropped	Staff has concentrated on higher priority projects
I - Natural and Historic Resources	Continue to develop Historic District Guidelines as new districts and properties are designated. (includes g/p1.20 and 4.11)	Dropped	No new districts or properties have been designated
I - Natural and Historic Resources	Designate historic districts and properties. (includes goals and policies 1.20, 3.1, 4.11, 6.16, 7.9, and 7.27)	On-going	On-going effort
I - Natural and Historic Resources	Establish an awards program to recognize exemplary preservation and community design projects. (includes g/p 3.4)	On-going	On-going effort

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I - Natural and Historic Resources	Review and revise the process to utilize volunteer maintenance of neighborhood parks.	Underway	**Currently underway and efforts are continual.** The Department of Parks and Recreation has established an "Adopt a Park" Program and a volunteer group dedicated to stream bank restoration and cleaning in the county's Park system.
I - Natural and Historic Resources	Continue to restore open areas of parks along Ponce de Leon in accordance with historic landscape preservation guidelines.	Underway	Is currently underway through the county's greenspace program. Acquiring parcels on Ponce De Leon is one of the aims of the Green Space efforts.
I - Natural and Historic Resources	Improve the "Adopt A Stream" program to maintain drainage ways.	Completed	
I - Natural and Historic Resources	Review and improve a program to monitor floodplains for dumping and non-permitted alterations.	On-going	On-going effort
I - Natural and Historic Resources	Implement the Peavine Creek Watershed Study and encourage other communities to initiate through DeKalb County to participate in watershed studies (06/00).	On-going	On-going effort
I - Natural and Historic Resources	Develop and adopt Natural Resources Ordinance and Plan to meet or exceed the Department of Natural Resources protection criteria. (includes goals and policies 1.19 thru 1.24)	Postponed	**Has been postponed indefinitely** because the Department of Parks and Recreation is in the developmental stages of defining the natural resources work program.
I - Natural and Historic Resources	Refine the county's greenway program, continue to apply for grant(s) from the Georgia Greenspace Trust Fund and complete all necessary steps to qualify for a grant. Ensure that all grants are properly spent in support of the county's greenway program.	On-going	On-going effort
I - Natural and Historic Resources	Prepare a timeline and require safety upgrades as needed for all county maintained dams.	Dropped	Lack of Interest
I - Natural and Historic Resources	Establish parks and open space standards based on equity of access, optimal level of service and cost effectiveness, and a positive and inviting image.	On-going	**Currently underway and on-going.** There are efforts by the Department of Parks and Recreation to change the signs in the parks to make them more appealing, and there are several master plans underway for several of our parks, and several parks have been

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I - Natural and Historic Resources	Develop 80 miles of greenways as connections to nature for people (8 miles per year).	On-going	**Currently underway and on-going**. The county has built tens of miles of new trails since 2001 and efforts are still underway to create more.
II - Population: Human and Social Development	Cooperate with the Board of Education to encourage and facilitate adult literacy programs between the county and the state to take advantage of all existing programs.	On-going	On-going effort
II - Population: Human and Social Development	Encourage the expansion of corporate business involvement in education such as "adopt a school" programs in concert with efforts of community groups, civic associations, and designated County Departments such as Economic Development.	On-going	
II - Population: Human and Social Development	Expand existing services for senior citizens. (also see g/p 4.20)	Underway	is currently underway, with an anticipated completion date of July 2007
II - Population: Human and Social Development	Encourage the development of an International Village Cultural Center in the Chamblee area.	On-going	On-going effort
II - Population: Human and Social Development	Encourage the development of a Cultural Center in Clarkston by assisting with architectural planning and other improvements as needed.	On-going	Scheduled for completion 12/31/2006
II - Population: Human and Social Development	Utilize CDBG funds for operational expenses for the year-round operations of the Scottdale Family Resource Center for 115 low-moderate income children in Scottdale.	Completed	CDBG Public Service funds have been provided for the activity.

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II - Population: Human and Social Development	Utilize CDBG funds to support youth related summer recreational, self-esteem, enrichment programs and activities to be administered and implemented by the County for approximately 550 County income-eligible youth.	On-going	On-going program since 1996.
III - Housing	Develop and implement design guidelines and establish defensible boundaries on a map for zoning districts in order to protect established single family residential neighborhoods from encroachment by incompatible development. (See also 3.6, 3.14, 6.17, 7.	On-going	On-going, consistent with Comprehensive plan adoption
III - Housing	To preserve the residential boundaries and residential character of Druid Hills. Survey service institutions in the Druid Hills area and obtain citizen input in order to determine the impact of existing and/or adding new institutions to the area. Develop standards regulations and guidelines for a growth management plan for service institutions (see 6.12) as outlined in VIII.3.3.	On-going	On-going effort
III - Housing	Continue developing the traffic calming program and guidelines for areas experiencing speeding and cut through traffic. (includes goals and policies 5.3 and 5.13)	On-going	On-going effort
III - Housing	Develop education courses for property owners who are in financial trouble or facing foreclosure by providing facilities for seminars workshops, and classes.	Completed	CDBG Funds are provided annually to four non-profit organizations that provide these services.
III - Housing	Survey and identify all apartment buildings which are substandard and deteriorating in order to market the properties for renovation.	Dropped	Lack of Funding
III - Housing	Enforce the housing code for apartment structures which are substandard and use the police power to upgrade and comply with the building code.	On-going	

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III - Housing	Develop educational programs which inform landlords and property managers of their responsibilities to the community, tenants and expectation of property owners.	On-going	
III - Housing	Establish a Public Housing Drug Elimination Program in all locations receiving public housing assistance. This program would include on site police officers, drug education, awareness programs, children and youth activities, job development and parent involvement and support activities.	Dropped	Loss in funding
III - Housing	Expand and improve renovation programs in public housing.	Underway	Housing Authority of DeKalb County - Phase I - Revitalization of Johnson Ferry East Apts; Phase II December 2007.
III - Housing	Develop resident associations and Neighborhood Watch Programs in apartment complexes and public housing which meet regularly with the police to determine problems and develop solutions. (includes g/p 1.13)	On-going	On-going efforts
III - Housing	Develop design guidelines, development regulations, and zoning regulations for residential development and encourage open space in established residential areas (see 3.1, 3.6, 6.17, 7.6, 7.9, 7.18, and 7.27) as set forth in the action strategies in VIII 3.	On-going	On-going effort
III - Housing	Revise Zoning Ordinance and Development Code to specify that all land use classifications referencing density shall refer to net density. (i.e. gross density less proposed streets, additional right of way, floodplains, wetlands, and easements).	Completed	
III - Housing	Prepare and adopt a Landscape Ordinance with incentive programs as outlined in the policy and action strategies in VIII. 3.17.	On-going	On-going effort

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III - Housing	Enact an interim development control ordinance governing the construction of multi-family housing until such time as the County has prepared a study and determined the impact of the construction of additional multi-family housing development in the County.	Dropped	Lack of Interest
III - Housing	Strengthen local building code to (see also 7.18) establish a quality control system (recommended by University of Georgia Institute of Government) to assure that all new construction meets minimum standards. Adopt administrative procedures as provided in OCGA 8-2-26(a)(1) for administrative enforcement, hearing, appeals from inspection decisions in order to enforce quality construction.	On-going	On-going efforts
III - Housing	Pass a resolution and implement a training program requiring all DeKalb building/trade inspectors to be certified by the Southern Building Code Congress with proficiency in the appropriate Georgia mandatory codes and permissive codes.	On-going	On-going efforts
III - Housing	Utilize HOME and CDBG funds to develop new affordable single family housing by partnering with local CHDOs, the DeKalb County Housing Authority, or other private developers.	Completed	15 New affordable single family housing units have been completed and sold.
III - Housing	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.	Completed	CDBG have been used to carry out emergency repair and accessibility for elderly household.
III - Housing	Continue the ongoing Down Payment program for first-time low and moderate income homebuyer payment grants.	On-going	On-going Program. Program has been redesigned in 2005. Since August that year, 57 household have been received assistance.
III - Housing	Provide CDBG funds to address the problems of foreclosure/predatory lending.	On-going	CDBG Public Service funds have been provided annually to education and legal assistance to victms and agencies that provide services.

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III - Housing	Continue the ongoing, single-family, owner-occupied housing rehabilitation of 75 units for low and moderate income persons.	On-going	Continue the ongoing, single-family, owner-occupied housing rehabilitation of 75 units for low and moderate income persons.
IV - Community Facilities	Acquire land for future park and community facility development in accordance with the Parks and Recreation Strategic Plan. (includes goals and policies 1.1, 1.5, and 1.6)	Underway	**Currently underway** through the County's Green Space Program. The Greenspace Office has acquired over 2300 acres of land dedicated for new parks and greenspace.
IV - Community Facilities	As part of a Comprehensive Transportation Plan, establish a sidewalk priority plan for DeKalb County. (includes g/p 1.3, 5.7, 5.8, and 5.15)	On-going	
IV - Community Facilities	Construct sidewalks as set forth in the Public Works Infrastructure C.I.P. plan.	On-going	The County has constructed more than 100 miles of new sidewalks in the last five years, primarily along arterial and collector streets, with priority give n to schools, parks and community center linkages.
IV - Community Facilities	Develop a pilot sidewalk/streetscape enhancement project at the intersection of North Decatur Road/Clairmont and Glenwood/Candler Road.	On-going	On-going effort
IV - Community Facilities	Prepare a site location analysis for a civic center for major events such as high school graduations, conventions, banquets, countywide gatherings, civic meetings, cultural and music performances.	Dropped	Lack of Interest
IV - Community Facilities	Increase number of volumes, and re-schedule hours of operation to provide increased evenings and weekend service at flagship and area libraries.	Completed	
IV - Community Facilities	Convert two neighborhood libraries to "learning libraries", allowing incorporation of a public training role in the areas of automated information technologies and literacy.	Dropped	Lack of Funding
IV - Community Facilities	Work with Fulton County to alleviate problems stemming from the Fulton/DeKalb sewer line interface.	Underway	Completion date 2nd quarter 2008

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IV - Community Facilities	Develop, adopt, and fund an annual curb installation and maintenance plan and schedule for regular maintenance of sidewalks, curbs, and crosswalks. Use the mobility planning policies set forth in Chapter 5 and Chapter 8, Section V. For Historic Districts and sites use materials as recommended by the Historic Preservation Commission.	On-going	Annual curb and sidewalk mainatenance, on a compliant basis, with priority give to locations in worst condition for scheduling.
IV - Community Facilities	Develop a program for regular maintenance and replacement of light bulbs in street lamps.	Completed	Contracted with Georgia Power
IV - Community Facilities	Survey existing stormwater drainage systems and develop with multiple public hearings a countywide drainage plan. Establish a process for implementation (includes g/p 1.17, 1.14, 1.18). Consider a stormwater utility.	On-going	
IV - Community Facilities	Replace aging water and sewer lines each year.	On-going	Relined and installed approximately 70,000 ft of water and sewer mains in 2005
IV - Community Facilities	Upgrade of Scott Candler Filter Plant to 150 MGD capacity.	Underway	Completion Date November 2006
IV - Community Facilities	Encourage the establishment of a revolving trust fund to purchase endangered cultural, natural, and historical properties.	On-going	On-going effort
IV - Community Facilities	Conduct and maintain a survey of the county's historic resources, and develop a plan for preservation under the direction of the Historic Preservation Commission. (includes g/p 1.7).	On-going	On-going effort
IV - Community Facilities	Prepare a cost-revenue analysis for the Sanitation Fees Rate Structure for the next five-years.	Dropped	Lack of Interest

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IV - Community Facilities	Develop a formalized recycling program that includes greater diversion of solid waste from the existing landfills, publicity and educational environmental awareness programs, and increase in recycling centers.	Completed	In August 2005, the County implemented a voluntary, subscription-based curbside recycling program, offered to all residential sanitation customers. As of September, 2006, over 10,000 of the residences have signed up, and more than 2375 tons of materials have been diverted from the landfill in the program's life-to-date.
IV - Community Facilities	Prepare a feasibility study for the application of resource recovery program for the utilization of a Methane Recovery and Reuse System at the Seminole Road Landfill.	Completed	The County signed a contract with Georgia Power to convert landfill gas to electricity. The project is on schedule for completion in October 2006, and Georgia Power is already signing up customers interested in this "Green Energy" source for their electricity demands.
IV - Community Facilities	Prepare a countywide policing plan. Improve and expand Community Policing and neighborhood law enforcement efforts.	On-going	On-going effort
IV - Community Facilities	Bolster drug treatment programs offered in the county.	On-going	On-going effort
IV - Community Facilities	Determine the need for additional police precincts (Tucker Precinct under construction) and/or mini-precincts in the Center Precinct (Toco Hills, funded and seeking site in FY 2000), North Precinct (Buford Hwy/Peachtree Road budget request FY 2001) and East precinct. Complete the 5 year Capital Improvement Plan.	On-going	On-going effort
IV - Community Facilities	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.	On-going	On-going- effort placed in 2007 budget request

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IV - Community Facilities	Identify neighborhoods lacking fire hydrants, and develop a schedule for installation.	On-going	On-going effort
IV - Community Facilities	Prepare a cost/benefit analysis for reducing the county construction/repair force and implementing a bidding process to contract for routine work projects.	Dropped	Lack of Interest
IV - Community Facilities	Transmit recommendations to nonprofit organizations regarding community outreach programs.	Completed	
IV - Community Facilities	Expand existing teen pregnancy prevention programs; encourage drop-out prevention programs.	Underway	Underway and ongoing program
IV - Community Facilities	Transmit recommendations to Board of Health.	Dropped	Lack of Interest
IV - Community Facilities	Study the needs of seniors (Glen Haven community).	Dropped	Lack of Funding
IV - Community Facilities	Improve maintenance of right of ways, increase trash pickup, enforce anti-littering laws and encourage community associations to beautify and maintain plantings bordering right of ways.	On-going	
IV - Community Facilities	Update and expand a minimum of five special facilities to generate revenue and provide destination parks.	On-going	**Currently underway and on-going.** The Department of Parks and Recreation plans to build five new facilities within the next 36 months: 2 recreation centers, a multi-purpose recreation center with an indoor pool, one new skate park, and one family aquatic facility. All of these projects are expected to generate revenue.
IV - Community Facilities	Using creative financing, create four new community parks that provide a balance of active and passive spaces.	On-going	**Currently underway** and on-going. There is no designated completion date on the horizon as these are now identified as long term goals of the department.

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IV - Community Facilities	Acquire 200 acres of open space per year to provide for active and passive parks, multi-dimensional recreation facilities, and trails.	Underway	**Currently underway** and on-going thru the County's Green Space Program. The county has acquired over 2300 acres of land since the inception of the program in 2001. Efforts are expected to continue for the foreseeable future.
IV - Community Facilities	Implement a Capital Improvements Plan to construct new facilities and rehabilitate existing parks.	On-going	**Currently underway and on-going**. To date, the program has expanded 23 existing parks and added 22 new parks, greenspace, or wilderness areas. In addition the Department of Parks and Recreation has plans for several new facilities in the next 36 month, and several of our parks have been renovated and rehabilitated with several more scheduled for master plans within the upcoming months.
IV - Community Facilities	Utilize CDBG funds to continue to improve ADA accessibility for the DeKalb-Atlanta Human Services Center, a facility housing several public and non-profit agencies that provide a wide-range of health and human services.	Completed	The project was completed in 2003.
IV - Community Facilities	Utilize CDBG funds to assist in expanding the existing Boys and Girls Club of Metro Atlanta in the Lithonia-Redan community.	On-going	
V - Transportation	Work with Federal Highway Administration, GRTA, Georgia Dept. of Community Affairs, Georgia Dept. of Transportation, ARC to refine and implement mobility planning policies and strategies set forth in Chapters 5 & 8.	Dropped	Lack of Interest
V - Transportation	As part of a Comprehensive Transportation Plan, establish minimum standards for MARTA Stops.	Dropped	Lack of Interest
V - Transportation	Develop a signage program for locating Indian Creek MARTA station which indicates which streets are not through streets to MARTA, specifically in the Dunaire neighborhood. Use the "cut-thru" program established by Roads and Drainage, if needed.	On-going	

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V - Transportation	As part of a Comprehensive Transportation Plan, identify land for bus park-ride lots at Northlake, on I-85, and in south DeKalb for express bus service to the Center for Disease Control, Emory University, Egleston Hospital, and throughout the rest of the County.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, expand public transit and express bus service and incentives from outlying neighborhoods and from bus park-ride lots to and between employment centers by analyzing demand, need and rider ship data for public transit. Develop express route service on I-20 and I-285 with stops at perimeter, Northlake, Indian Creek, South DeKalb Mall and Peachtree Industrial.	Dropped	Lack of Interest
V - Transportation	Develop and adopt a Transit Incentives Program (reduced fares, U-Pass, employer re-imbursement) for business employment nodes (Emory, Perimeter, Northlake, South DeKalb Mall); encourage Transportation Management Associations.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, investigate using funds from CMAQ, TMA, and TE to provide a variety of modes of transportation and to reduce vehicle dependence. Apply for funds.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, write and adopt a Transportation Demand Management Ordinance to reduce employment center congestion as set forth in Chapter 8, Subsection "Develop framework for Mobility Planning"; include transportation management zones.	Dropped	Lack of Interest
V - Transportation	As part of a Comprehensive Transportation Plan, re-write and adopt a new parking ordinance and new standards as set forth in subsection "Develop framework for mobility planning" Chapter 8, page VIII-33 and VIII-34.	Dropped	Lack of Interest

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V - Transportation	As part of a Comprehensive Transportation Plan, prepare destination/arrival models, and analysis and studies for eliminating congestion by using the mobility planning policy and strategies set forth in Chapter 5 and 8 (I-20 around I-285). Have public hearings in affected communities.	Dropped	Lack of Interest
V - Transportation	Develop a plan to reduce traffic congestion along Flakes Mill Road and Rainbow Drive from Candler Road to Wesley Chapel Road. Use the mobility planning policies and strategies set forth in Chapters 5 and 8. Have public hearings in the affected communities.	On-going	
V - Transportation	Develop a plan to improve traffic signalization and reduce congestion at Bouldercrest Road from I-285 to River Road.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, update and adopt a County truck route plan. Analyze truck impacts on residential streets, and develop a mitigation plan. Conduct at least two countywide public hearings, one to show preliminary plan, a second hearing to be held two weeks before adoption.	Dropped	Lack of Interest
V - Transportation	Proposed Wording: Develop a G.I.S. database to improve the DeKalb County transportation system.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, expand ongoing bicycle transportation planning; implement a 15 year plan for buildout (includes g/p 5.2, 5.3, 5.5, 5.10, 5.15, and 5.16) as set forth in Chapter 8, pages 33, 36, 37, subsections.	On-going	
V - Transportation	Develop a protected bicycle lane and sidewalk along Briarcliff and LaVista Roads with no vehicle capacity increase. Use the mobility planning policies and strategies set forth in Chapters 5 and 8. Conduct public hearings in the affected communities. Add to the 2003 RTP update.	Dropped	Lack of Funding

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V - Transportation	Expand existing L-van para-transit service for the wheelchair community and other disabled citizens to service residents in areas such as Glenwood and Line Streets.	Dropped	Funding issues and prioritization
V - Transportation	Maintain, mill, patch, and resurface county roadways rated above 28. (See pages VIII-38 and 39.)	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, develop a plan which gives priority to maintenance of roads and priority to development of alternative forms of transportation identified in the policies and strategies of Mobility Planning in Chapters 5 and 8. Road capacity and suto movement imporovements would have lower priority.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, create a plan for and implement intersection improvements countywide including but not limited to signalization, turn lanes, pedestrian safety upgrades, resurfacing, and signage.	On-going	
V - Transportation	Create a 15 year Bridge Renewal Fund to maintain and repair bridges suffering from rust, erosion, lead paint, and age such as those at Flat Shoals near Candler Road and Clifton Church, and the bridge where Montreal Road crosses Stone Mountain Freeway. Implement the plan.	On-going	
V - Transportation	As part of Comprehensive Transportation Plan, prepare a 10 year Railroad crossing plan to review and install signalization, crossing upgrades; gates, lights, and bells; signage, and approach paving, and to review the elimination of at grade crossings.	On-going	On- going efforts
V - Transportation	Prepare and implement a plan to install warranted traffic signals as part of the 5-year C.I.P. (See Chapter 5, Table V-19 and pages VIII 38 and 39.)	On-going	

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V - Transportation	Prepare a 15 year plan to upgrade, maintain, and repair corrigated metal drainage pipe and catchbasins. Implement the plan. (See pages VIII-38 and 39.)	Postponed	To start early 2007
V - Transportation	Improve Ashford Dunwoody Road and the interchange with I-285, using the mobility planning policies and strategies set forth in Chapters 5 and 8. Conduct public hearings in affected communities.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, designate appropriate sections of Briarcliff Road as a scenic urban roadway from Ponce de Leon to Northlake. Use federal scenic highways criteria. Conduct public hearing in the affected community.	On-going	
V - Transportation	Install caution lights and signage as new schools are being built.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, develop and adopt a Scenic Highways Plan as outlined in Chapter 8, action strategy entitled "Establish a Scenic Highways Program" on page VIII-35.	On-going	
V - Transportation	Hold public hearings in affected neighborhoods prior to any mobility/transportation project being submitted to ARC (administration, staff, committees) for inclusion on the TIP or RTP.	On-going	
V - Transportation	Hold advertised Transportation Planning meetings annually in each commission district to review proposed and current projects and obtain citizen input.	Completed	
V - Transportation	Develop a public process and adopt ordinances and regulations to "Protect Neighborhood Integrity, Character, and Property Values" as outlined in the action strategies on page VIII-34 and 35.	Completed	

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V - Transportation	As part of a Comprehensive Transportation Plan, develop and adopt a Mobility Plan for alternative forms and routes of transportation including traffic projected for routes deleted from October 10, 1995 resolution (see Appendix C) and street reclassification.	Dropped	Lack of Funding
V - Transportation	As part of a Comprehensive Transportation Plan, develop hazardous material routes and an emergency traffic plan for accidents involving radioactive and hazardous materials.	Dropped	Lack of Interest
V - Transportation	Prepare a new Thoroughfare Plan to show changes in functional classifications and to reflect scenic highways.	Completed	
V - Transportation	As part of a Development Code revision, develop and adopt a countywide landscape ordinance for road right-of-ways in commercial, office, industrial, multi-family, & institutional districts to place trees and other landscaping along public streets. Conduct public hearings.	On-going	
V - Transportation	Apply for and match TE Enhancement funds (Buford, Briarcliff Road, Glenwood Road, North Druid Hills Road) for commercial, office, multi-family, and institutional corridors, or for properties used for a public purpose which are historic or natural resources and for other locations.	Dropped	Buford and Glenwood have received funds from other sources. Briarcliff near Northlake has LCI funds. Briarcliff at LaVista near Northlake has a TIP project.
V - Transportation	As part of a Comprehensive Transportation Plan, create a countywide sidewalk and street enhancement plan and adopt development standards for each zoning district or historic district using Appendix E as an initial list of citizen identified sidewalk locations.	On-going	

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V - Transportation	As part of the above countywide sidewalk and street enhancement plan, identify qualifying locations, concept, management, and implementation budget for commercial, office, and multi-family, and institutional corridors (Memorial Drive, Buford Hwy., Candler Road, Wesley Chapel, Briarcliff Road, Glenwood Road, North Druid Hills Road or for properties used for a public purpose which are historic or natural resources and for other locations. Implement the plan.	On-going	
V - Transportation	Develop and implement a plan to bring county owned vehicles and equipment to standards which exceed the Clean Air Act. Determine the need for an Alternative Fuel Station and apply for TE, GDOT matching funds.	Dropped	Lack of Interest
V - Transportation	As part of a Comprehensive Transportation Plan, identify, quantify, and meet DeKalb's portion of the regional emissions budget (under Clean Air Act Amendment) requirement of 15% urban smog reduction and ARC air quality conformity	On-going	
V - Transportation	Revise development standards and adopt a Comprehensive Transportation Plan through a citizen participation process (similar to that employed to draft the Comprehensive Plan) to implement the mobility planning strategies set forth in Chapter 8, Goals and Objectives. Standards and regulations within historic districts would be established by the Historic Preservation Commission.	Completed	
V - Transportation	Continue the action plan, strategies, and initiatives to "Maximize the Positive Impacts of the PDK Airport while Minimizing the Negative" on page VII-34. Reduce noise from air traffic in residential areas.	Underway	Project is ongoing w/no expected completion date. It is an "open ended" project.
V - Transportation	Undertake a community visioning process in the affected community to develop a land use plan for land adjacent to and 2000' beyond the airport boundary.	On-going	

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VI - Economic Development	Develop and maintain close contacts with the network of economic development organizations active in DeKalb County (DeKalb Chamber of Commerce, Lithonia Chamber, Bouldercrest Business Association, South DeKalb Business Association, DeKalb Development Autholrity and provide quarterly reports to the BOC.	On-going	
VI - Economic Development	Build a computerized inventory linked to the County's GIS system and tax records of existing buildings and sites suitable for industrial and large-scaled commercial development according to the Comprehensive Land Use Plan text and map.	On-going	
VI - Economic Development	TEAM DEKALB is comprised of the DeKalb County CEO, Economic Development Department, DeKalb Chamber of Commerce, and DeKalb County Development Authority. This partnership should recommend to the Planning Department and or Board of Commissioners items for inclusion in the Comprehensive Plan during the amendment process.	On-going	
VI - Economic Development	Develop a GIS based Property Data Layer which corresponds to the GIS Base Map information. Link this Property Data Layer to tax assessment, land title, street addresses, county services, etc.	On-going	
VI - Economic Development	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.	On-going	On-going effort
VI - Economic Development	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.	On-going	On-going effort

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VI - Economic Development	Develop an Economic Development website with GIS capabilities. Also, develop printed materials (e.g. maps, brochures) for commercial and industrial inquires about DeKalb County. (Note: DeKalb County Development Authority is part owner of a professionally designed display	On-going	
VI - Economic Development	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 promote the county, build	On-going	
VI - Economic Development	Develop a collaborative relationship with educational institutions and public safety operations to develop a strategy for addressing education and crime issues in the county. Update this strategy annually.		
VI - Economic Development	Publish a regular communication (brief newsletter in water bill) for citizens and businesses that will enhance pride in the county while being informative on items related to economic development. 1996 examples of items include Memorial	On-going	
VI - Economic Development	Identify financial leaders to assist TEAM DEKALB in exploring financing options and opportunities for new construction and redevelopment of declining areas as guided by the Comprehensive Land Use Plan text and maps.	Postponed	Prioritization of projects
VI - Economic Development	Develop an inexpensive publication of economic development services available in DeKalb County. Update this publication annually.	On-going	
VI - Economic Development	Review the success record of lending institutions with regard to compliance with the Community Reinvestment Act while investigating measures for initiating loan programs via the requirements of the Act; make an annual report to the Board of Commissioners.	On-going	
VI - Economic Development	Train staff and members of TEAM DEKALB in successful techniques for marketing DeKalb County to new and existing businesses; report to Board of Commissioners during work session.	On-going	

Table 5-1:
2001-2006 STWP
Report of Accomplishments

VI - Economic Development	Establish a procedure for formally exchanging and displaying economic development related information at the county and at each of the respective Chambers of Commerce, as well as the Convention and Visitors Bureau.	On-going	
VI - Economic Development	Annually develop a letter of understanding approved by the Board of Commissioners as to the respective roles and relationships of the County's Economic Development Dept., the DeKalb County Chamber and the Atlanta Chamber in promoting business retention/expansion and attraction.	On-going	
VI - Economic Development	Develop a referral service for job training efforts through guidance to and coordination with the Workforce Development, while providing a venue for increased cooperation between the county's CDBG program, the Workforce Development programs, and the Cooperative Extension Service.	Underway	Project completion date 12/15/06
VI - Economic Development	Prepare a feasibility study for the redevelopment and reuse of the Mercer University area according to the Comprehensive Plan text & map. (See Chapter IX. 6.7)	On-going	
VI - Economic Development	Develop a program targeted to retaining and expanding existing businesses in the county, such as alternative ways of handling the impact of taxation on gross receipts or providing business expansion loans and small business management training.	Completed	
VI - Economic Development	Convene an annual developer's day session designed to market targeted areas of the County in order to promote business development in commercial, industrial, and under served retail markets.	On-going	

Table 5-1:
2001-2006 STWP
Report of Accomplishments

VI - Economic Development	Emphasize business promotion among the higher paying industry groups that can take advantage of DeKalb labor force and employee accessibility from other counties, such as Transportation, Communications and Utilities; Wholesale Trade; Finance, Insurance and Real Estate and Manufacturing.	On-going	
VI - Economic Development	Based on additional feasibility study, create a pilot project for a small business revolving loan fund, loan guarantee program or interest-rate write down supported in part by the financial community. Evaluate the pilot project after three years to determine whether the project should continue.	Completed	CDBG funded small business revolving loan fund has been in place since May 2000. SBA funded Micro Loan fund has existed since August 2003.
VI - Economic Development	Provide for a growth management plan, as guided by the Comprehensive Plan Map & Text, for hospitals, health sciences organizations, clinics and related institutions in the Clifton Road, Zonolite and Briarcliff Road, Clairmont Road, Emory, Decatur areas.	Dropped	Lack of Interest
VI - Economic Development	Develop promotional materials for marketing declining/blighted areas of the county that have strong economic potential but are currently underutilized with unoccupied buildings.	Dropped	Lack of Funding
VI - Economic Development	Develop a better working relationship with businesses in the Lithonia Industrial district. Assist with the marketing and redevelopment of vacant land and buildings in this area.	On-going	
VI - Economic Development	Study and adopt a Business Incentive Plan, which includes allowances for the establishment of Enterprise Zones and related programs to stimulate business development. Such programs are critical to success of initiatives such as the Candler Road and Memorial Drive.	Completed	

Table 5-1:
2001-2006 STWP
Report of Accomplishments

VI - Economic Development	Enhance the capabilities of the Chamber's Cost Benefit Analysis program to analyze business incentive scenarios.	On-going	
VI - Economic Development	Promote and utilize Georgia QuickStart program as an incentive to local industries which depend in part on apprenticeship programs to main a stable workforce.	On-going	
VI - Economic Development	Expand, improve and monitor job training and start-up assistance programs.	Ongoing	
VI - Economic Development	Increase buffer dimensions and establish landscape, foliage, and noise wall requirements in the County's zoning and development regulations between differing land uses, so that the buffers will provide complete visual screening and effective sound attenuation. Adopt a noise and landscaping ordinance that will enhance the aesthetic quality of commercial, institutional, industrial and office areas.	On-going	
VI - Economic Development	Create a process and standards for approving zoning district overlays in neighborhoods in order to maintain their character or any previous covenant protection. Eliminate incompatible infill developments within stable neighborhoods through code revisions.	Completed	
VI - Economic Development	Review the County's organizational structure and procedures for the review and permitting of development projects.	On-going	On-going effort
VI - Economic Development	Prepare a comprehensive land development guide for developers and citizens to easily understand procedures from rezoning, to permitting and construction inspection, to historic preservation, including application forms and personnel to contact.	On-going	On-going effort
VI - Economic Development	Create Business Councils as a subset of each Community Planning Council. Utilize Planning staff to facilitate the Community Planning Program and to foster, serve and support the Business Councils.	On-going	On-going effort

Table 5-1:
2001-2006 STWP
Report of Accomplishments

VI - Economic Development	Work closely with the South DeKalb Business Incubator and other related organizations in the establishment of non-traditional business incubators (e.g. manufacturing, high tech, etc.) to stimulate entrepreneurial growth throughout the county. Also, work to create a foreign trade zone in South DeKalb.	On-going	
VI - Economic Development	Continue to strengthen working relationships with the DeKalb Workforce Center and DeKalb Employer Committee to assist with developing strategies that address businesses' employment needs.	On-going	
VI - Economic Development	Prepare and adopt revitalization plans for deteriorating commercial areas in the county. Include the revitalization plan in Comprehensive Plan text during future amendment process.	On-going	
VI - Economic Development	As part of a Comprehensive Transportation Plan, encourage the establishment of a street tree program for road rights-of-way in office, institutional, multi-family, and in commercial areas to place trees and other landscaping along public streets or in easements dedicated by abutting owners, with the owners agreement for maintenance.	On-going	On-going effort
VI - Economic Development	Establish special zoning district overlays for declining industrial, multi-family, office, and commercial districts/corridors that will control signage, curb cuts, facade treatment, building massing and location, scale, or other urban design elements to express the unique character of the area and encourage development amenities.	On-going	Some have been completed others on-going effort
VI - Economic Development	Adopt and enforce a Housing Code to insure livable conditions in declining neighborhoods.	On-going	
VI - Economic Development	Promote the rehabilitation of deteriorated multifamily complexes while maintaining or reducing the density of units per acre.	On-going	On-going effort

Table 5-1:
2001-2006 STWP
Report of Accomplishments

VI - Economic Development	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.	Postponed	Prioritization of projects.
VI - Economic Development	Designate Memorial Drive as an economic development zone or C.I.D. and provide incentives for redevelopment. (see also g/p 6.1, 6.13, 6.27, 6.38) Include designation in Comprehensive Plan Text during future amendment process.	On-going	
VI - Economic Development	As a part of Team DeKalb establish a citizens council to work with the Economic Development Department, DeKalb Chamber of Commerce, Greater Lithonia Chamber of Commerce, and other county groups.	On-going	On-going effort
VI - Economic Development	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.	On-going	
VI - Economic Development	Obtain general enabling legislation for the creation of Community Improvement Special Tax Districts (CIDs) in business areas (Memorial Drive) for private financial support of public improvements, wherever appropriate. Identify CIDs in the Comprehensive text during the amendment process.	Completed	
VI - Economic Development	Offer assistance in establishing a Community Improvement District for the Stonecrest Mall area to assist in infrastructure financing by the property owners, similar to Lenox Park.	On-going	
VI - Economic Development	Utilize the power of special purpose tax districts for the funding of specific programs and improvements that serve the districts as identified in the Comprehensive Plan map & text.	On-going	
VI - Economic Development	Utilize CDBG funds for the phase I construction of the Candler Road Revitalization Project Initiative and streetscape project.	Underway	To be completed by 12/31/2006.

Table 5-1:
2001-2006 STWP
Report of Accomplishments

VI - Economic Development	Utilize CDBG funds for a Revolving Loan fund that will benefit business owners along the Candler Road Corridor.	Completed	The program has been established since May 2000 with priority consideration for business owners along Candler Road.
VII - Land Use	Organize Community Councils as outlined in Chapter VIII, 7.1, 7.8.	On-going	On-going effort
VII - Land Use	Rewrite and adopt the following ordinances: Sign Ordinance, Landscape Ordinance, Urban Design Standards Ordinance, Subdivision Ordinance, Noise Abatement Ordinance, Parking Ordinance, Transportation Management Ordinance, Pedestrian Safety and Sidewalk Ordinance Residential Infill ordinance, Environmental quality Standards for industrial Ordinance and Development Regulations. Incorporate the objectives, policies and action strategies identified in chapter VIII, Sections I,II,IV,V,VII; include Appendix C. All ordinances should include citizen participation process similar to that used in developing the Comprehensive Plan.	On-going	Some have been completed others on-going effort
VII - Land Use	Land Acquisition - RPZ & Noise Impacted Areas	Dropped	Lack of funding
VII - Land Use	Residential Soundproofing/ Sound Insulation Program.	Dropped	Lack of Funding
VII - Land Use	Develop signage for residential areas regarding reduction of noise.	Dropped	Lack of Funding
VII - Land Use	Work with DOT to plant evergreen trees and install sound barriers along Stone Mountain Freeway from Valley Brook Road through its intersection with I-285 and continuing to Mountain Industrial Blvd.	Dropped	Reprioritization of projects
VII - Land Use	Work with DOT to plant evergreen trees and install sound barriers along I-20 and I-285.	Dropped	Reprioritization of projects
VII - Land Use	Re-examine the implementation of impact fees as a way of mitigating development costs. (includes g/p 4.4)	Completed	

Table 5-1:
2001-2006 STWP
Report of Accomplishments

VII - Land Use	Prepare a Cost/Revenue Analysis to evaluate the financial impacts of different types of land use development on county revenues and budget. Specifically, evaluate the cost per unit of multi-family housing; use recent Cobb County studies on apartment developmemt as a guide.	On-going	
VII - Land Use	Investigate Transit Oriented Development to determine impacts on land use, and evaluate the relationship to zoning ordinance regulations.	On-going	

Table 5-2
Short Term Work Program
2007-2011

Project	Responsibility	Year of Implementation					Estimated Costs	Funding Source
Population		2007	2008	2009	2010	2011		
Expand existing services for senior citizens.	Board of Health, Human Development	X					None	County
Utilize CDBG funds to support youth related summer recreational, self-esteem, enrichment programs and activities to be administered and implemented by the County for approximately 550 County income-eligible youth.	Human Development, Community Development	X	X	X	X	X	$ 200,000.00	CDBG
Encourage the development of a Cultural Center in Clarkston by assisting with architectural planning and other improvements as needed.	Human Development, Community Development	X	X				$ 230,000.00	CDBG
Economic Developmenrt		2007	2008	2009	2010	2011		
Develop a GIS base Property Data Layer which corresponds to the GIS Base Map information. Link this Property Data Layer to tax assessment, land title, street addresses, county services, etc.	G.I.S.		X	X			Undetermined	County
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.	Economic Development	X	X	X	X	X	None	County
Build a computerized inventory linked to the County's GIS system and tax records of existing building and sites suitable for industrial and large-scale commercial development according to the Future Development Plan and map.	Economic Development Dept./ GIS/Planning and Development		X				Undetermined	County
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.	Planning & Development / Economic Development / Board of Commissioners		X	X			Undetermined	County

Table 5-2
Short Term Work Program
2007-2011

Expand, improve and monitor job training and start-up assistance programs.	Workforce Development	X	X	X	X	X	Undetermined	County
Increase buffer dimensions and establish landscape, foliage, and noise wall requirements in the County's zoning and development regulations between differing land uses, so that the buffers will provide complete visual screening and effective sound attenuation. Adopt a noise and landscaping ordinance that will enhance the aesthetic quality of commercial, institutional, industrial and office areas.	Planning and Development	X					None	County
Identify financial leaders to assist TEAM DEKALB in exploring financing options and opportunities for new construction and redevelopment of declining areas as guided by the Comprehensive Land Use Plan text and maps.	Economic Development	X					None	County
Continue to strengthen working relationships with the DeKalb Workforce Center and DeKalb Employer Committee to assist with developing strategies that address businesses' employment needs.	Planning and Economic Development	X	X	X	X	X	Undetermined	County
Establish special zoning district overlays for declining industrial, multi-family, office, and commercial districts/corridors that will control signage, curb cuts, facade treatment, building massing and location, scale, or other urban design elements to express the unique character of the area and encourage development amenities.	Planning and Economic Development	X	X				Undetermined	County
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.	Development Authority, Human Development, Community Development	X					Undetermined	County

Table 5-2
Short Term Work Program
2007-2011

Utilize CDBG funds for the phase I construction of the Candler Road Revitalization Project Initiative and streetscape project.	Public Works, Community Development and Human Development	X					Undetermined	CDBG
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.	Community Development and Human Development	X					Undetermined	CDBG
Develop a referral service for job training efforts through guidance to and coordination with the Workforce Development, while providing a venue for increased cooperation between the county's CDBG program, the Workforce Development programs, and the Cooperative Extension Service.	Workforce Development	X					Undetermined	CDBG
Update Zoning Ordinance to reflect the new type of mixed uses, and density as proposed for the Character Areas.	Planning and Development	X	X				None	County
Encourage the expansion of corporate business involvement in education such as "adopt a school" programs in concert with efforts of community groups, civic associations, and designated County Departments such as Economic Development.	Economic Development		X	X			Undetermined	County
Develop and maintain close contacts with the network of economic development organizations active in DeKalb County (DeKalb Chamber of Commerce, Lithonia Chamber, Bouldercrest Business Association, South DeKalb Business Association, DeKalb Development Auth	Economic Development	X	X				Undetermined	County
Build a computerized inventory linked to the County's GIS system and tax records of existing buildings and sites suitable for industrial and large-scaled commercial development according to the Comprehensive Land Use Plan text and map.	Economic Development	X	X				Undetermined	County

Table 5-2
Short Term Work Program
2007-2011

TEAM DEKALB is comprised of the DeKalb County CEO, Economic Development Department, DeKalb Chamber of Commerce, and DeKalb County Development Authority. This partnership should recommend to the Planning Department and or Board of Commissioners.	Economic Development	X	X	X			Undetermined	County
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.	Economic Development	X					Undetermined	County
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.	Economic Development	X	X	X	X	X	Undetermined	County
Develop an Economic Development website with GIS capabilities. Also, develop printed materials (e.g. maps, brochures) for commercial and industrial inquires about DeKalb County.	Economic Development	X					Undetermined	County
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.	Economic Development	X	X	X	X	X	Undetermined	County
Publish a regular communication (brief newsletter in water bill) for citizens and businesses that will enhance pride in the county while being informative on items related to economic development.	Economic Development	X	X	X	X	X	Undetermined	County
Develop an inexpensive publication of economic development services available in DeKalb County. Update this publication annually.	Economic Development	X	X	X	X	X	Undetermined	County

Table 5-2
Short Term Work Program
2007-2011

Review the success record of lending institutions with regard to compliance with the Community Reinvestment Act while investigating measures for initiating loan programs via the requirements of the Act; make an annual report to the Board of Commissioners.	Economic Development	X	X	X	X	X	Undetermined	County
Train staff and members of TEAM DEKALB in successful techniques for marketing DeKalb County to new and existing businesses; report to Board of Commissioners during work session.	Economic Development	X	X	X	X	X	Undetermined	County
Establish a procedure for formally exchanging and displaying economic development related information at the county and at each of the respective Chambers of Commerce, as well as the Convention and Visitors Bureau.	Economic Development	X					Undetermined	County
Annually develop a letter of understanding approved by the Board of Commissioners as to the respective roles and relationships of the County's Economic Development Dept., the DeKalb County Chamber and the Atlanta Chamber in promoting business retention/expansion	Economic Development	X	X	X	X	X	Undetermined	County
Prepare a feasibility study for the redevelopment and reuse of the Mercer University area according to the Comprehensive Plan text & map.	Economic Development	X					Undetermined	County
Convene an annual developer's day session designed to market targeted areas of the County in order to promote business development in commercial, industrial, and under served retail markets.	Economic Development	X	X	X	X	X	Undetermined	County

Table 5-2
Short Term Work Program
2007-2011

Emphasize business promotion among the higher paying industry groups that can take advantage of DeKalb labor force and employee accessibility from other counties, such as Transportation, Communications and Utilities; Wholesale Trade; Finance, and Insurance.	Economic Development	X					Undetermined	County
Develop promotional materials for marketing declining/blighted areas of the county that have strong economic potential but are currently underutilized with unoccupied buildings.	Economic Development		X				Undetermined	County
Housing		2007	2008	2009	2010	2011		
Develop and implement design guidelines and establish defensible boundaries on a map for land use and zoning districts in order to protect established single family residential neighborhoods from encroachment by incompatible development.	Planning and Community Development		X				None	County
Enforce the housing code for apartment structures which are substandard and use the police power to upgrade and comply with the building code.	Code Enforcement, Community Development	X	X	X	X	X	None	County
Develop educational programs which inform landlords and property managers of their responsibilities to the community, tenants, and expectation of property owners.	Community Development, Development Authority, Apartment owners and Managers Association	X	X	X	X	X	Undetermined	CDBG and Partners
Provide CDBG funds to address the problems of foreclosure/predatory lending.	Community Development	X	X	X	X	X	None	CDBG
Continue the ongoing Down Payment program for first-time low and moderate income homebuyer payment grants.	Community Development	X	X	X	X	X	None	CDBG

Table 5-2
Short Term Work Program
2007-2011

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.	Community Development		X				$ 89,740.00	CDBG
Continue the ongoing, single-family, owner-occupied housing rehabilitation of 75 units for low and moderate income persons.	Community Development			X			$ 673,382.00	CDBG
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.	Community Development			X			Undetermined	HOME & CDBG
Expand and improve renovation programs in public housing.	Dekalb Housing Authority	X	X	X	X	X	Undetermined	County and State
Develop design guidelines, development regulations, and zoning regulations for residential development and encourage open space in established residential areas.	Planning, Independent Consultant	X	X				$ 15,000.00	County
To preserve the residential boundaries and residential character of Druid Hills. Survey service institutions in the Druid Hills area and obtain citizen input in order to determine the impact of existing and/or adding new institutions to the area. Develop standards regulations and guidelines for a growth management plan for service institutions.	Planning	X	X	X			Undetermined	County
Expand and improve renovation programs in public housing.	Dekalb Housing Authority	X	X				Undetermined	State, County
Develop resident associations and Neighborhood Watch Programs in apartment complexes and public housing which meet regularly with the police to determine problems and develop solutions.	Public Safety Community Development	X	X	X	X	X	Undetermined	Undetermined
Develop design guidelines, development regulations, and zoning regulations for residential development and encourage open space in established residential areas.	Planning and Development	X					None	County

Table 5-2
Short Term Work Program
2007-2011

Prepare and adopt a Landscape Ordinance with incentive programs.	Planning and Development	X	X				None	County
Strengthen local building code to establish a quality control system (recommended by University of Georgia Institute of Government) to assure that all new construction meets minimum standards. Adopt administrative procedures as provided in OCGA 8-2-26(a)(1) for administrative enforcement, hearing, appeals from inspection decisions in order to enforce quality construction.	Planning and Development	X	X				None	County
Pass a resolution and implement a training program requiring all DeKalb building/trade inspectors to be certified by the Southern Building Code Congress with proficiency in the appropriate Georgia mandatory codes and permissive codes.	Planning and Development		X				Undetermined	County
Continue developing the traffic calming program and guidelines for areas experiencing speeding and cut through traffic.	Transportation Division	X	X	X	X	X	None	County
Intergovernmental Coordination		2007	2008	2009	2010	2011		
Continue to support Community Council with more structure.	Planning	X	X	X	X	X	None	County
Established more concise guidelines for Intergovernmental Agreements.	Planning	X	X	X	X	X	None	County
Planning Process		2007	2008	2009	2010	2011		
Use innovative participation and education techniques to increase public awareness.	Planning	X	X	X	X	X	None	County
Promote the creation of and support existing community and neighborhood organizations.	Planning	X	X	X	X	X	None	County

Table 5-2
Short Term Work Program
2007-2011

Work with the media to distribute planning materials and inform the public about planning related activities in the county.	Planning	X	X	X	X	X	None	County
Land Use		2007	2008	2009	2010	2011		
Develop design guidelines, development regulations, and zoning regulations for residential development and encourage open space in established residential areas, as set forth in the Defining Narratives of Character Areas, of the Community Vision Chapter.	Planning Dept. and Board of Commissioners		X				Undetermined	County
Prepare and adopt a Landscape Ordinance with incentive programs.	Planning & Development			X			None	County
Strengthen local building code to establish a quality control system to assure that all new construction meets minimum standards. Adopt administrative procedures for enforcement, hearings, appeals from inspection decisions in order to enforce quality construction.	Planning and Development / Public Works		X				None	County
Pass a resolution and implement a training program requiring all DeKalb building/trade inspectors to be certified by the Southern Building Code Congress with proficiency in the appropriate Georgia mandatory codes and permissive codes.	Planning & Development / Merit System	X					$ 25,000.00	County & State Grants
To preserve the residential boundaries and residential character of Druid Hills. Survey service institutions in the Druid Hills area and obtain citizen input in order to determine the impact of existing and/or adding new institutions to the area. Develop standards, regulation, and guidelines for a growth management plan for service institutions.	Planning & Development / Independent Consultant / Board of Commissioners		X				$ 15,000.00	County

Table 5-2
Short Term Work Program
2007-2011

Enact an interim development control ordinance governing the construciton of multi-family housing until such time as the County has prepared a study and determined the impact of construction of additional multi-family housing development on the County infrastructure.	Planning Dept. / Board of Commissioners / Law Dept.		X				None	County
Continue to organize and facilitate Community Councils.	Planning Dept./Board of Commissioners / Law Dept.	X	X	X	X	X	None	County
Upate the current Bylaws and procedures of the Community Councils.	Planning Dept./Board of Commissioners / Law Dept.		X				None	County
Implement Livable Centers Initiative projects.	Planning Division / Atlanta Regional Commission	X	X	X	X	X	Undetermined	City, County
Develop signage for residential areas regarding reduction of noise.	Planning Division / FAA		X				$ 10,000.00	Federal
Implement Pedestrian Community Districts and Transit Oriented Development.	Planning and Development Department		X				Undetermined	County
Develop an digit, parcel layer mapping base for the County.	Planning Division / GIS						Undetermined	County
Analyze, rewrite, and update the county's zoning ordinance.	Planning Division		X	X			Undetermined	County
Organize Community Councils .	Planning Division	X	X	X	X	X	None	County

Table 5-2
Short Term Work Program
2007-2011

Rewrite and adopt the following ordinances: Sign Ordinance, Landscape Ordinance, Urban Design Standards Ordinance, Subdivision Ordinance, Noise Abatement Ordinance, Parking Ordinance, Transportation Management Ordinance, Pedestrian Safety and Sidewalk Ordinance Residential Infill ordinance, Environmental quality Standards for industrial Ordinance and Development Regulations. All ordinances should include citizen participation process similar to that used in developing the Comprehensive Plan.	Planning and Development Department		X				None	County
Prepare a Cost/Revenue Analysis to evaluate the financial impacts of different types of land use development on county revenues and budget. Specifically, evaluate the cost per unit of multi-family housing; use recent Cobb County studies on apartment developmemt as a guide.	Planning and Development Department	X					Undetermined	County
Investigate Transit Oriented Development to determine impacts on land use, and evaluate the relationship to zoning ordinance regulations.	Planning and Development Department	X					None	County
Sense of Place		2007	2008	2009	2010	2011		
Improve street character with consistent signage, lighting, landscaping and other design features.	Planning and Development and Public Works	X	X	X	X	X	Undetermined	County
Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.	Planning	X	X	X	X	X	None	County
Create neighborhood focal points through the use of existing pockets parks and squares for community activities.	Planning and Development	X	X	X	X	X	None	County
Natural Resources		2007	2008	2009	2010	2011		

Table 5-2
Short Term Work Program
2007-2011

Implement the DeKalb Community Greenspace Plan which in part seeks to develop a partnership to acquire and preserve flood plain areas which are suitable for park, recreational, and greenway use.	Parks and Recreation	X	X	X	X	X	Undetermined	County
Establish a greenway/nature preserve trail along South Peachtree Creek as DeKalb's pilot greenway program.	Parks and Recreation		X				$ 900,000.00	ISTEA Grant, County & Private Donations
Continue to restore open areas of parks along Ponce de Leon in accordance with historic landscape preservation guidelines.	Parks and Recreation & Atlanta		X				Undetermined	Undetermined
Implement the Peavine Creek Watershed Study and encourage other communities to initiate through DeKalb County to participate in watershed studies.	Roads and Drainage	X	X	X	X	X	Undetermined	Undetermined
Establish parks and open space standards based on equity of access, optimal level of service and cost effectiveness, and a positive and inviting image.	Parks and Recreation	X	X	X	X	X	Undetermined	County
Refine the county’s greenway program, continue to apply for grant(s) from the Georgia Greenspace Trust Fund and complete all necessary steps to qualify for a grant. Ensure that all grants are properly spent in support of the county’s greenway program.	Parks and Recreation & Planning	X	X	X	X	X	Undetermined	Grants and Donations
Develop 80 miles of greenways as connections to nature for people (8 miles per year).	Parks and Recreation	X	X	X	X	X	Undetermined	County
Review and revise the process to utilize volunteer maintenance of neighborhood parks.	Parks and Recreation	X	X	X	X	X	None	Grants and Donations

Table 5-2
Short Term Work Program
2007-2011

Implement the Peavine Creek Watershed Study and encourage other communities to initiate through DeKalb County to participate in watershed studies.	Roads and Drainage		X				Undetermined	Undetermined
Review and improve a program to monitor floodplains for dumping and non-permitted alterations.	Development	X	X	X	X	X	Undetermined	County
Develop a program to rebuild and maintain the Decatur-Stone Mountain bicycle trail as part of countywide bicycle trail plan. Provide park-like areas as rest and exercise stops.	Parks and Recreation	X					$ 800,000.00	County, FHA and GA DOT
Historic Resources		2007	2008	2009	2010	2011		
Encourage the establishment of a revolving trust fund to purchase endangered cultural, natural, and historical properties.	Historic Preservation Commission	X	X				None	County and State
Designate historic districts and properties.	Historic Preservation Commission	X	X	X	X	X	Undetermined	County
Establish an awards program to recognize exemplary preservation and community design projects.	Historic Preservation Commission	X					$ 5,000.00	County
Conduct and maintain a survey of the county's historic resources, and develop a plan for preservation under the direction of the Historic Preservation Commission.	Historic Preservation Commission	X	X	X	X	X	$ 75,000.00	County and State
Facilities and Services		2007	2008	2009	2010	2011		
Acquire land for future park and community facility development in accordance with the Parks and Recreation Strategic Plan.	Parks and Recreation	X					$ 148,000.00	County, Parks Bond, State and Donations
Acquire 200 acres of open space per year to provide for active and passive parks, multi-dimensional recreation facilities, and trails.	Parks and Recreation	X	X	X	X	X	Undetermined	County, Parks Bond, State and Donations

Table 5-2
Short Term Work Program
2007-2011

Replace aging water and sewer lines each year.	Watershed Management	X	X	X	X	X	$ 2,000,000.00	County
Upgrade of Scott Candler Filter Plant to 150 MGD capacity.	Watershed Management	X					$ 245,000.00	County
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.	Fire and Rescue	X					Undetermined	County
Bolster drug treatment programs offered in the county.	Board of Health	X	X	X	X	X	Undetermined	County
Expand existing teen pregnancy prevention programs; encourage drop-out prevention programs.	Board of Health and Human Development	X	X	X	X	X	Undetermined	County
Construct sidewalks as set forth in the Public Works Infrastructure C.I.P. plan.	Roads and Drainage & Transportation	X	X	X	X	X	$25-75 per feet	County and State
Implement a Capital Improvements Plan to construct new facilities and rehabilitate existing parks.	Parks and Recreation	X	X	X	X	X	Undetermined	County, Parks Bond and Donations
Update and expand a minimum of five special facilities to generate revenue and provide destination parks.	Parks and Recreation	X	X	X			Undetermined	County, Parks Bond and Donations
Using creative financing, create four new community parks that provide a balance of active and passive spaces.	Parks and Recreation	X	X	X	X	X	Undetermined	County, Parks Bond and Donations

Table 5-2
Short Term Work Program
2007-2011

Utilize CDBG funds to assist in expanding the existing Boys and Girls Club of Metro Atlanta in the Lithonia-Redan community.	Human Development, Community Development	X	X				$ 500,000.00	CDBG
Work with Fulton County to alleviate problems stemming from the Fulton/DeKalb sewer line interface.	Watershed Management	X	X				Undetermined	County
Develop, adopt, and fund an annual curb installation and maintenance plan and schedule for regular maintenance of sidewalks, curbs, and crosswalks.	Roads and Drainage & Transportation Divsion	X	X	X	X	X	$ 1,000,000.00	County
Mothers Offering Resources and Education (MORE)- program developed to address infant mortality in South DeKalb.	Board of Health			X			$ 75,000.00	County
Expansion of Refugee Services program (additional physician, more interpreters) to address health disparities.	Board of Health		X				$ 300,000.00	County
Encourage the expansion of corporate business involvement in education such as "adopt a school" programs in concert with efforts of community groups, civic associations, and designated County Departments such as Economic Development.	DeKalb County Schools, Economic Development Department	X	X				None	County
Expand existing services for senior citizens.	Board of Health, Human Development, Community Development (Office of Senior Affairs)	X	X	X	X	X	None	County
Utilize CDBG funds to support youth related summer recreational, self-esteem, enrichment programs and activities to be administered and implemented by the County for approximately 550 County income-eligible youth.	Human Development, Community Development	X	X	X	X	X	$ 200,000.00	CDBG

Table 5-2
Short Term Work Program
2007-2011

Prepare a countywide policing plan. Improve and expand Community Policing and neighborhood law enforcement efforts.	Public Safety	X	X	X	X	X	Undetermined	County, State and Federal
Determine the need for additional police precincts (Tucker Precinct under construction) and/or mini-precincts in the Center Precinct (Toco Hills, funded and seeking site in FY 2000), North Precinct (Buford Hwy/Peachtree Road budget request FY 2001) and East precinct. Complete the 5 year Capital Improvement Plan.	Public Safety and Finance	X	X				Undetermined	County
Identify neighborhoods lacking fire hydrants, and develop a schedule for installation.	Public Works and Public Safety	X					None	County
Develop a pilot sidewalk/streetscape enhancement project at the intersection of North Decatur Road/Clairmont and Glenwood/Candler Road.	Transportation		X				$ 3,000,000.00	CDBG, Federal Transportation Funds and County
Improve maintenance of right of ways, increase trash pickup, enforce anti-littering laws and encourage community associations to beautify and maintain plantings bordering right of ways.	Pubic Works, GDOT, Code Enforcement, Dekalb Clean and Beautiful	X	X				Undetermined	County and Private funds
As part of a Comprehensive Transportation Plan, establish a sidewalk priority plan for DeKalb County.	Transportation and Planning		X				$ 2,000,000.00	County
Update and expand a minimum of five special facilities to generate revenue and provide destination parks.	Parks and Recreation	X	X				Undetermined	Parks Bonds, County, Partners
Using creative financing, create four new community parks that provide a balance of active and passive spaces.	Parks and Recreation		X				Undetermined	Parks Bonds, County, Partners

Table 5-2
Short Term Work Program
2007-2011

Survey existing stormwater drainage systems and develop with multiple public hearings a countywide drainage plan. Establish a process for implementation. Consider a stormwater utility.	Public Works and Public Safety		X	X			Undetermined	County and State
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 and Drainage, Planning, Historic Preservation and Transportation	X	X	X	X	X	$1,000,000 per year	County
Encourage the development of an International Village Cultural Center in the Chamblee area.	DeKalb County Chamber of Commerce, City of Chamblee	X	X				$ 3,000,000.00	Grants and Foundations
Public Health		2007	2008	2009	2010	2011		
Expansion of Board of Health's clinical service hours in South and East DeKalb to improve healthcare access to under- and uninsured County citizens.	Board of Health					X	$ 595,000.00	County
Expansion of existing immunization and school health programs for indigent, underinsured and uninsured children attending DeKalb County Public Schools.	Board of Health			X			$ 250,000.00	County
Transportation		2007	2008	2009	2010	2011		
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 and Drainage & Planning	X	X	X	X	X	Undetermined	County and State
Prepare a 15 year plan to upgrade, maintain, and repair corrigated metal drainage pipe and catchbasins.	Roads and Drainage	X	X	X	X	X	$500,000 per year	County

Table 5-2
Short Term Work Program
2007-2011

As part of the countywide sidewalk and street enhancement plan, identify qualifying locations, concept, management, and implementation budget for commercial, office, and multi-family, and institutional corridors or for properties used for a public purpose which are historic or natural resources and for other locations.	Planning, Transportation, Board of Commissioners	X	X				$ 2,000,000.00	County
As part of a Comprehensive Transportation Plan, create a countywide sidewalk and street enhancement plan and adopt development standards for each zoning district or historic district.	Planning, Transportation, Board of Commissioners	X	X				$ 150,000.00	County
As part of a Comprehensive Transportation Plan, identify, quantify, and meet DeKalb's portion of the regional emissions budget (under Clean Air Act Amendment) requirement of 15% urban smog reduction and ARC air quality conformity models through the allocation of funds to transportation modes other than improverd automotive transit.	Planning, Transportation, Board of Commissioners	X	X	X	X	X	$ 2,000,000.00	County
Develop a signage program for locating Indian Creek MARTA station which indicates which streets are not through streets to MARTA, specifically in the Dunaire neighborhood. Use the "cut-thru" program established by Roads and Drainage, if needed.	MARTA, Tranportation	X	X	X			None	County
Develop and adopt a Transit Incentives Program (reduced fares, U-Pass, employer re-imbursement) for business employment nodes (Emory, Perimeter, Northlake, South DeKalb Mall); encourage Transportation Management Associations.	MARTA, ARC	X	X	X			Undetermined	County and Privtae Sector
Undertake a community visioning process in the affected community to develop a land use plan for land adjacent to and 2000’ beyond the airport boundary.	Planning and affected community	X	X				$ 2,000.00	Affected community

Table 5-2
Short Term Work Program
2007-2011

Continue the action plan, strategies, and initiatives to "Maximize the Positive Impacts of the PDK Airport while Minimizing the Negative" on page VII-34. Reduce noise from air traffic in residential areas.	PDK Airport	X	X	X	X	X	$ 160,000.00	Airport
Maintain, mill, patch, and resurface county roadways rated above 28.	Roads and Drainage, Transportation	X	X	X	X	X	$50,000 average share per mile	County and State
As part of a Comprehensive Transportation Plan, develop a plan which gives priority to maintenance of roads and priority to development of alternative forms of transportation.	Planning and Transportation	X					Undetermined	County
As part of a Comprehensive Transportation Plan, create a plan for and implement intersection improvements countywide including but not limited to signalization, turn lanes, pedestrian safety upgrades, resurfacing, and signage.	Planning and Transportation	X					Undetermined	County
As part of Comprehensive Transportation Plan, prepare a 10 year Railroad crossing plan to review and install signalization, crossing upgrades; gates, lights, and bells; signage, and approach paving, and to review the elimination of at grade crossings.	Planning and Transportation	X	X	X	X	X	Undetermined	County
Prepare and implement a plan to install warranted traffic signals as part of the 5-year C.I.P.	Transportation						None	County
Improve Ashford Dunwoody Road and the interchange with I-285. Conduct public hearings in affected communities.	Planning and Transportation	X	X				Undetermined	County and state
As part of a Comprehensive Transportation Plan, designate appropriate sections of Briarcliff Road as a scenic urban roadway from Ponce de Leon to Northlake. Use federal scenic highways criteria. Conduct public hearing in the affected community.	Planning and Transportation	X	X	X	X		$ 2,000,000.00	County

Table 5-2
Short Term Work Program
2007-2011

Install caution lights and signage as new schools are being built.	Transportation	X	X	X	X	X	Undetermined	County
As part of a Comprehensive Transportation Plan, develop and adopt a Scenic Highways Plan.	Planning and Transportation	X	X				Undetermined	County
Hold public hearings in affected neighborhoods prior to any mobility/transportation project being submitted to ARC (administration, staff, committees) for inclusion on the TIP or RTP.	Planning and Transportation	X	X	X	X	X	Undetermined	County
As part of a Development Code revision, develop and adopt a countywide landscape ordinance for road right-of-ways in commercial, office, industrial, multi-family, & institutional districts to place trees and other landscaping along public streets. Conduct public hearings.	Planning and Transportation	X	X				Undetermined	County
As part of a Comprehensive Transportation Plan, create a countywide sidewalk and street enhancement plan and adopt development standards for each zoning district or historic district.	Planning and Transportation	X					Undetermined	County
As part of a Comprehensive Transportation Plan, identify, quantify, and meet DeKalb's portion of the regional emissions budget (under Clean Air Act Amendment) requirement of 15% urban smog reduction and ARC air quality conformity models through the allocation of funds to transportation modes other than improverd automotive transit.	Planning and Transportation	X	X				Undetermined	County
Undertake a community visioning process in the affected community to develop a land use plan for land adjacent to and 2000' beyond the airport boundary.	Planning and Transportation	X	X				Undetermined	County

5.3 Policies and Strategies Interim Guidelines (2007)

During the interim period, prior to the adoption of the revised Zoning Code, the Implementation Policies of the Community Agenda shall serve as a "guide" to be used by residents, staff, developers, contractors, and elected officials in making zoning decisions.

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 2025 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.

1) Locational Criteria - The most intense development should 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 should be increased to support urban lifestyles within mixed uses.
- Bonuses shall be granted for workforce and senior housing.

2) Land Use Compatibility - Development intensity should transition from the most dense 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.

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

4) 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.

5) 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.

6) Policies – The policies and strategies from the Community Agenda (Section 5.4) will be used to make recommendations for zoning and land use decisions.

7) 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.

5.4 Policies and Strategies

This section includes policies and strategies created to address the issues and opportunities presented in the document and to elaborate upon the implementation measures. The policies are used to further define the Character Areas in the Community Agenda document of the Comprehensive Plan. There are additional policies and strategies listed for the individual Character Areas under the Land Use section.

5.4 -1 Population (Aging and General)

Policies:

PP1: Develop and improve social programs to accommodate a range of age cohorts.
PP2: Create an age sensitive environment throughout the County to serve the needs of all residents.
PP3: Increase awareness among residents, being proactive about aging issues
PP4: Increase the percentage of older adults participating in a physical activity to prevent injury and promote health.
PP5: Improve the secondary educational attainment level in the county to meet or exceed that of the State
PP6: Provide an efficient governmental structure that is responsive to the needs of the population.

Strategies:

PS1: Develop a public relations/communications campaign for senior transportation.
PS2: Facilitate communication among experienced developers and seasoned senior resident managers.
PS3: Recommend policies and appropriate incentives that will increase the long-term availability of housing for all age groups.
PS4: Create cost-effective ways to renovate and modernize housing stock presently occupied by seniors.
PS5: Identify funding opportunities that support community health to help older adults and their families.
PS6: Develop model multipurpose facilities that offer affordable, comprehensive, intergenerational programs and services.
PS7: Identify opportunities to enhance and expand supportive services for all age cohorts.
PS8: Focus educational programs to meet the needs of all students including handicapped and special needs students.
PS9: Assess the educational system in the county to identify deficiencies and make improvements where needed.
PS10: Promote existing programs offered at area colleges and universities.
PS11: Encourage the development of social programs that will serve all ages.
PS12: Promote the training of County employees for ethnic and cultural sensitivity.
PS13: Create public/private partnerships to develop multi-purpose facilities.
PS14: Enhance the County website to identify services, policies and funding programs available to seniors.
PS15: Educate seniors about fraudulent activities to reduce crimes and opportunities for crimes against them.
PS16: Coordinate and enhance services provided by non-profit and faith-based organizations.
PS17: Improve human and social programs through funding, facilitation and implementation.
PS18: Work with the Division of Senior Services to implement the Community Action Plan for Senior Services, which also known as the “Bridge Builders” document.

IMPLEMENTATION PROGRAM

5.4 -2 Economic Development

Policies:

EDP1: Maintain the image of the County, reflecting its strengths as a place to live, work, play and do business.
EDP2: Coordinate the economic development plans for the county with those of surrounding jurisdictions.
EDP3: Target industries that pay high wages for attraction to DeKalb County.
EDP4: Attract new industrial growth that provides quality employment and economic opportunities and makes effective use of existing resources.
EDP5: Support the many elements of social and cultural diversity that exist in the county.
EDP6: Organize a contemporary approach to the redevelopment of business and industrial areas.
EDP7: Support and advance tourism efforts in the County.
EDP8: Improve job training and development opportunities.
EDP9: Increase the variety of restaurants available county-wide.
EDP10: Attract family oriented entertainment venues to locate to DeKalb County.
EDP11: Coordinate the economic development plans of the County with those of surrounding jurisdictions.
EDP12: Encourage area businesses to support and participate in economic development improvement efforts.

Strategies:

EDS1: Pursue the creation of additional Tax Allocation Districts.
EDS2: Partner with Georgia Department of Economic Development to improve economic conditions.
EDS3: Work more closely with the Department of Industry Trade and Tourism to attract more jobs to the County.
EDS4: Implement an aggressive urban redevelopment initiative.
EDS5: Target and protect job center through policy changes that involve planning, transportation, and development.
EDS6: Develop a media campaign for the County promoting its strengths and assets.
EDS7: Research and use national best practices to prepare “job ready” sites.
EDS8: Annually revise Enterprise Zones to improves areas in the county suffering from disinvestment, underdevelopment and economic decline .
EDS9: Pursue the development of more large scale family entertainment centers.
EDS10: Establish a Development Advisory Council.
EDS11: Increase resources to accelerate major nodal projects.
EDS12: Use tax incentives and other techniques to encourage dine in restaurants to locate in DeKalb.
EDS13: Work with General Motors and the City of Doraville in the re-development of the Doraville Plant.
EDS14: Work with the Department of Labor, and employment offices to disseminate opportunities for employment in DeKalb County.
EDS15: Involve the business community in the development of a unified approach to promote the strengths of the county.
EDS16: Focus promotional marketing activities to attract and retain employment generating businesses.
EDP17: Utilize existing agencies and organizations to further economic development goals.

5.4 -3 Housing

Policies:

HP1: Protect established single family residential neighborhoods from encroachment by incompatible development.

HP2: 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.

HP3: Enhance the county's existing supply of housing.

HP4: Improve the quality of apartment structures within DeKalb County.

HP5: Mixed use developments shall include a variety of home styles, densities and price ranges in locations that are accessible to jobs and services.

HP6: Alleviate barriers to homeownership.

HP7: Develop design guidelines for residential infill that is compatible with the surrounding area.

HP8: Prevent the occurrence of discrimination in housing on the basis of age, race, religion, sex, or national origin.

HP9: Reduce the foreclosure rate in the County.

HP10: Improve and develop healthy housing conditions in older housing.

HP11: Provide quality housing conditions.

HP12: Establish guidelines to incorporate workforce housing into residential developments. *(see Supplemental Policy Guidelines section 5.4-14.1).*

HP13: Develop design guidelines and other requirements to create quality construction projects.

HP14: Create cost effective ways to renovate housing occupied by seniors.

Strategies:

HS1: Encourage and improve the education of home ownership as an investment.

HS2: Create a set of parameters to guide the construction of new homes in established communities that enhances the choices of existing property owners to remain or renovate.

HS3: Promote infill development that respects the character and landscape of both the as-built and natural environment.

HS4: Establish infill guidelines that are clearly written, illustrated, and presented for predictability.

HS5: Create and promote initiatives to educate the public about healthy housing conditions to reduce home related health hazards.

HS6: Establish an inclusionary zoning policy to assist the need for affordable housing.

HS7: Create new and further support loss mitigation counseling, mortgage fraud prevention and awareness activities and other special initiatives with the lending community.

HS8: Implement workforce housing incentives to create additional housing opportunities.

HS9: Increase the availability of special needs housing to meet the growing population.

HS10: Encourage the addition of low income units to meet increasing needs.

HS11: Promote mixed use developments that allow for more affordable housing types in typical higher end developments.

HS12: Encourage the preservation and adaptive reuse of historic structures for residential uses.

HS13: Provide a variety of housing opportunities and choices to better accommodate the needs of residents.

HS 14: Reinforce neighborhood stability by encouraging home ownership and the maintenance of existing properties

HS15: Eliminate home related health hazards such as radon, mold, asbestos and lead based paint.

HS16: Promote moderate density, traditional neighborhood style residential subdivisions.

HP17: Encourage housing for the elderly that is well planned, soundly financed and located within a pedestrian friendly, residential community.
HP18: Improve the enforcement of building codes and standards to improve housing conditions.
HP19: Work to implement the policies of the County's Bridge Builders Plan to improve the quality of life for seniors.

5.4 -5 Intergovernmental Coordination

Policies:

ICP1: Expand intergovernmental coordination efforts with local governments within the County as well as neighboring counties.
ICP2: Maximize the support of the regional development center (ARC) in fostering relationships with other governmental entities.
ICP3: Cultivate relationships with other governmental agencies within the County.
ICP4: Establish and implement improvements to the Service Delivery Strategy process.
ICP5: Provide regional coordination between the county and surrounding jurisdictions to minimize impacts from development across jurisdictional boundaries.

Strategies:

ICS1: Continue to support the Community Council and improve the by-laws and meeting format.
ICS2: Established more concise guidelines for Intergovernmental Agreements.
ICS3: Consider the formation of county-wide coordination meetings to assist with intergovernmental issues.
ICS4: Establish annual meetings between the County and Board of Education to improve communication.
ICS5: Use third party groups to ensure coordination and cooperation amongst the county and other entities.
ICS6: Work to improve the relationship between elected officials within the intergovernmental coordination process.

5.4 -6 Planning Process

Policies:

PPP1: Actively involve the public in the planning process.
PPP2: Reduce the number of annual changes to the land use plan and maps.
PPP3: Actively work to update the Comprehensive Plan bi-annually.

Strategies:

PPS1: Use innovative participation and marketing techniques to increase public awareness.
PPS2: Promote the creation of and support existing community and neighborhood organizations.
PPS3: Work with the media to distribute planning materials and inform the public about planning related activities in the county.
PPS4: Hold public meetings at various venues throughout the county.
PPS5: Revise the re-zoning and land use designation process to reduce the number of changes.
PPS6: Establish a DeKalb County Community Planning Participation program.
PPS7: Create a Speakers Bureau to engage the public in the planning process.
PPS8: Provide adequate staffing, training and equipment for the effective delivery of planning and development services.

5.4 -7 Sense of Place

Policies:

SPP1: Develop and promote sense of place initiatives that will foster community interaction and pride.
SPP2: Create pedestrian scale communities that focus on the relationship between the street, buildings, and people.
SPP3: Encourage developments that are bicycle and pedestrian oriented with connections between different uses.
SPP4: Enhance existing and develop new gateways throughout the county.
SPP5: Implement design guidelines that create a sense of place.

Strategies:

SPS1: Improve street character with constant signage, lighting, landscaping and other design features.
SPS2: Create neighborhood focal points through the use of existing pockets parks and squares for community activities.
SPS3: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
SPS4: Encourage the use of buffers between incompatible uses.
SPS5: Develop and consider corridors and gateways that promote sense of place.
SPS6: Create landmarks and signage to provide a sense of arrival and orientation (County Gateways).

5.4 -8 Natural Resources

Policies:

NRP1: Protect environmentally-sensitive areas including wetlands, floodplains, water supply watersheds and stream corridors.
NRP2: Increase the amount, quality, connectivity and accessibility of greenspace.
NRP3: Create a network of safe and pleasant trails and greenways.
NRP4: Preserve trees and other natural resources to protect the environment and aesthetically enhance communities.
NRP5: Establish land development practices that require open space to be set aside within development sites.
NRP6: Preserve and protect historic character of the County including scenic views, and historic sites.

Strategies:

NRS1: Encourage the creation of a network of trails and greenspace.
NRS2: Encourage the use of innovative financing to facilitate open-space acquisition and preservation.
NRS3: Implement zoning tools that preserve open space, natural resources and the environment.
NRS4: Partner with nongovernmental organizations to acquire and protect land.
NRS5: Encourage the development of innovative programs, such as transfer development rights.
NRS6: Encourage techniques to reduce storm water runoff and other drainage issues as part of development activities.
NRS7: Implement an information-gathering program to produce documentation and educate the public.
NRS8: Enact guidelines and structural controls to minimize the affects of impervious surfaces.
NRS9: Amend the Storm Water Quality Management Ordinance.
NRS10: Encourage the preservation of open space, farmland, natural and critical environmental areas.
NRS11: Design and locate buildings, roads, parking and landscaping to conform with the natural terrain and retain natural features.

NRS12: Implement measures in the State Erosion and Sediment Control Act.
NRS13: Develop and protect nature preserves for significant ecosystems.
NRS14: Develop a natural resource ordinance to preserve existing areas and develop management guidelines.
NRS15: Encourage techniques to reduce storm water run-off and improve drainage as part of development activities.

5.4 -9 Historic Resources

Policies:

HRP1: 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.
HRP2: Maintain the atmosphere of historic areas while accommodating new residential development.
HRP3: Establish new and enforce ordinances to protect historic areas.

Strategies:

HRS1: Continue the preservation of Historic and Architectural Districts, structures and sites.
HRS2: Complete the County-wide Historic Resource Survey
HRS3: Identify additional historically significant sites and institute "formal protection" through historic preservation designation.
HRS4: Develop urban design criteria for historic preservation districts.
HRS5: Develop and implement educational programs on the significance and protection of historic properties.
HRS6: Identify historic sites that need protection.

5.4 -10 Facilities and Services

Policies:

FSP1: Encourage the identification and prioritization of community facility and service needs.
FSP2: Promote the allocation of resources to meet the growing need of recreational facilities and services.
FSP3: Address the impacts of new development on schools and other services.
FSP4: Work closely with the school board in decisions for school sitings based on the Comprehensive Plan.
FSP5: Provide well, designed and versatile recreational opportunities.
FSP6: Increase the amount of park and recreational facilities throughout the county.
FSP7: Ensure appropriate security and safety measures are available in all facilities.
FSP8: Strengthen pedestrian linkages between residential areas and MARTA stops and stations.
FSP9: Ensure the new developments provide an equitable share of the responsibility for the costs of new services and facilities.
FSP10: Develop additional parks for active and passive recreational uses with a development plan for linkage.
FSP11: Ensure that pubic facilities and services have the capacity to support new development.

Strategies:

FSS1: Improve and increase the maintenance of existing park and recreational facilities.
FSS2: Preserve existing facilities and develop additional facilities to meet the increasing demand.
FSS3: Expand the hours of operation at libraries for public use.
FSS4: Seek innovative funding sources to improve facilities and services in the county.
FSS5: Aggressively recruit qualified candidates for employment.
FSS6: Create and utilize tools that allow developers to share the costs of infrastructure improvements.
FSS7: Develop a detailed security plan for public facilities to improve safety.
FSS8: Attend meetings and develop a mutual relationship with the school board.
FSS9: Continue to map storm water facilities and report the status of County efforts to the EPD.
FSS10: Widen existing sidewalks and create new sidewalks in areas served by MARTA.
FSS11: Create adopt and implementation of an Impact Fee ordinance.
FSS12: Promote the intergovernmental coordination in the operation and expansion of community facilities and services.
FSS13: Promote the use of underground utilities in new development projects.
FSS14: Promote and maintain effective and professional public safety departments.

5.4-11 Public Health

Policies:

PHP1: Investigate the availability of health care services to all county residents.
PHP2: Develop innovative polices and programs to improve county health.
PHP3: Develop regional strategies to solving public health problems.
PHP4: Work to identify, raise awareness and advocate for public health.
PHP5: Develop and sustain an effective and efficient public health workforce in the County.
PHP6: Increase cultural awareness and sensitivity among county employees.
PHP7: Develop and encourage healthy workplaces and school environments.
PHP8: Increase physical activities and programs in schools.

Strategies:

PHS1**:** Expand existing clinics to meet the growing population
PHS2: Expand hours / flexible schedules for staff and the delivery of health programs.
PHS3: Provide non-traditional health care settings for teens and seniors.
PHS4: Create school-based clinics in collaboration with the DeKalb County School System
PHS5: Provide mobile health units as an additional public health resource.
PHS6: Improve handicapped access at health center facilities.
PHS7: Improve security for facilities to ensure the safety of residents.
PHS8: Provide translation services and train staff on cultural norms and potential issues.
PHS9: Partner with other heath care providers to implement weight control and disease management strategies.
PHS10: Provide healthy food options in public cafeterias.
PHS11: Promote the use of stairs and encourage time for physical fitness.
PHS12: Participate in partnerships with community and health groups.
PHS13: Incorporate health and wellness into all senior programs and activities.
PHS14: Increase case management services for special needs populations.
PHS15: Maintain competitive salaries and training to attract and retain a skilled work force.
PHS16: Translate brochures and other literature about public health into different languages.

5.4 -12 Transportation

Policies:

TP1: Maintain and enhance an efficient, safe and reliable transportation system.
TP2: Reduce cut-through traffic in residential neighborhoods.
TP3: Alleviate traffic congestion in the County.
TP5: Improve and provide parking, ensuring compatibility with community character.
TP6: Coordinate land use and transportation planning and implementation.
TP7: Support sustainable developments that are bicycle and pedestrian oriented with connections between different uses.
TP8: Minimize environmental impacts from building and using the transportation system.
TP9: Improve mobility by reducing congestion, enhancing system reliability and increasing available transportation choices.
TP10: Enhance connectivity among major activity centers and locations.
TP11: Enhance the safety of the transportation system.
TP12: Improve transportation planning through effective inter-governmental coordination.
TP13: Ensure that pedestrian safety is a top priority.
TP14: Improve the use and accessibility mass transit.
TP15: Development permits for rezoning, special use permits, variances and land disturbance permits must accompany a proposed truck route plan (for construction vehicles, the delivery and hauling of construction materials and equipment).
TP16: Utilize access management and other traffic calming measures to reduce traffic and increase safety.

Strategies:

TS1: Encourage the construction of sidewalks in new developments.
TS2: Develop and implement a Parking Demand Management Study for unincorporated DeKalb.
TS3: Continue to require developers to provide transportation improvements as needed for developments.
TS4: Continue to strengthen regulations ensuring “complete streets”, the concept of planning, designing and constructing roadway facilities that accommodate pedestrian and bicycle modes.
TS5: Work with GDOT to coordinate traffic signal timing along congested roadways to improve traffic flow.
TS6: Allocate funding for road re-surfacing and drainage among other improvements.
TS7: Develop park and ride lots where appropriate.
TS8: Increase coordination within county departments, GRTA and the GDOT in roadway planning and other transportation project programming.
TS9: Promote alternative forms of transportation such as transit, walking and cycling.
TS10: Promote mixed use and other land use patterns that reduce automobile usage.
TS11: Work with MARTA to extend service hours and service locations.
TS12: Work with MARTA to increase ridership and to incorporate improvements at rail stations with pedestrian improvements in the county and surrounding community.
TS13: Install crosswalks where pedestrian traffic is frequent.
TS14: Adopt/Implement and consistently update the Comprehensive Transportation Plan and its projects.
TS15: Identify areas such as right of ways and redevelopment areas to be used for trails and green space.
TS16: Locate new developments and activities within easy walking distance of transportation facilities.

TS17: Work with organizations such as PATH and PEDS for the coordination of bicycle and pedestrian connections and safe school route programs.

TS18: Continue to coordinate with ARC, GRTA and MARTA to ensure that the existing and future transit routes and stops are planned for and incorporated into both the regional transportation network and future land use plan.

TS19: Coordinate with the Atlanta Regional Freight Mobility Plan, Buford Highway Multi-modal Corridor Study, Clifton Corridor Transit Feasibility and Connectivity Study and the Regional Bicycle and Pedestrian Plan Update.

TS20: Require that Right-of-Ways (ROW) be set aside for future road widening or upgrades for all major developments.

TS21: Utilize the development of street "stub outs" to improve connectivity.

TS22: Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).

5.4 -13 Land Use

Policies:

LUP1: Identify and encourage the development of priority areas for new infill or redevelopment.

LUP2: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.

LUP3: Reinforce and promote existing and the new development of mixed use activity centers that serve a regional market.

LUP4: Allow increased density to encourage urban lifestyles that support mixed use in activity centers.

LUP5: Provide alternative modes of transportation to reduce automobile dependency.

LUP6: Ensure that new development and redevelopment is compatible with existing residential areas.

LUP7: Decrease the amount of land used for surface parking.

LUP8: Improve the aesthetic appearance of developments along major corridors.

LUP9: Provide clear and consistent standards in determining rezoning requests and land use amendments.

LUP10: Support context sensitive design as a way to mitigate the impact of areas in transition to higher densities and intensities.

LUP11: Limit the construction of non-residential development to discourage sprawl.

LUP12: Require mandatory meetings with developers and builders when proposed developments are located within activity centers.

LUP13: Enforce the Land Development Chapter (14) of the County Code to improve development within the County.

LUP14: Strictly regulate existing commercial uses not recognized by the Future Development Map and considered non-conforming by Zoning Chapter 27 of the County Code.

LUP15: Provide standards of development for retail, office and neighborhood serving commercial uses to protect the appeal and character of neighborhoods. *(see Supplemental Policy Guidelines section 5.4-14.2)*

IMPLEMENTATION PROGRAM

Strategies:

LUS1: Locate developments in areas with direct access to existing infrastructure.
LUS2: Ensure heavy vehicle access does not intrude on residential areas.
LUS3: Encourage development within and near principal transportation corridors and activity centers.
LUS4: 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.
LUS5: Encourage Master-Planned developments in the County.
LUS6: Encourage Transit Oriented Development (TOD) in appropriate locations.
LUS7: Promote the reclamation of Brownfield and Grey field development sites.
LUS8: Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options and provide an appropriate mix of uses and housing types.
LUS9: 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.
LUS10: Use urban design standards to improve the aesthetic appearance of the county.
LUS11: Utilize design guidelines such as site planning, landscaping, hardscaping and architectural features to exhibit and enhance local character.
LUS12: Encourage a variety of home styles, densities and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
LUS13: Create small area studies to address specific land uses issues where needed.
LUS14: Establish inter-parcel connectivity in residential and commercial areas.
LUS15: Promote the appropriate training and guidance for the Planning Commission and Board of Commissioners to ensure objective and consistent zoning standards are applied.
LUS16: Implement GIS based planning efforts to improve visual awareness and planning analysis.
LUS17: Illustrate complex concepts with photos, renderings and other imagery.
LUS18: Encourage developers to work extensively with surrounding neighborhood residents to resolve community concerns prior to formalizing development plans.

IMPLEMENTATION PROGRAM

5.4 -13.1 Land Use (*Character Area Policies and Strategies)*

Conservation and Open Space Character Area

Policies:

COCAP1: Preserve open space, natural and critical environmental areas throughout the County
COCAP2: Protect environmentally-sensitive areas including wetlands, floodplains, water supply watersheds, and other water sources.
COCAP3: Inform and educate the public of the benefits of protecting environmental areas.
COCAP4: Increase the amount, quality, connectivity and accessibility of greenspace.
COCAP5: Create a network of safe and pleasant trails and greenways.

Strategies:

COCAS1: Inventory the amount and quality of green spaces within the county.
COCAS2: Identify key properties or corridors for use as parks and greenways.
COCAS3: Partner with non governmental agencies such as foundations, land trusts and other entities to acquire and protect land.
COCAS4: Execute innovative financing tools for conservation area preservation and greenspace space acquisition.
COCAS5: Design, implement and enforce land use and zoning tools that preserve conservation lands green space and water resources.
COCAS6: Promote conservation and greenspace areas as passive use and recreation destinations.
COCAS7: Utilize environmental statues to protect conservation and green space areas.
COCAS8: Use development mechanisms such as transfers of development rights, and conservation easements among others to acquire conservation and greenspace lands.
COCAS9: Involve diverse stakeholders as partners in the preservation of our valuable resources.
COCAS10: Encourage the use of Best Management Practices, as a means of protection from the impacts of development.
COCAS11: Coordinate environmental protection programs and statues with the appropriate agencies.
COCAS12: Limit land uses within and near established preservation areas to compatible activities.
COCAS13: Adopt/Implement the Comprehensive Transportation Plan pedestrian greenway projects.
COCAS14: Require that open space is set aside for all major developments.
COCAS15: Interconnect existing trails and recreation areas wherever possible.
COCAS16: Identify areas such as right of ways and redevelopment areas to be used for trails and greenspace.
COCAS17: Promote the development of communities that feature greenspace and neighborhood parks.
COCAS18: Provide way finding/markers and appropriate signage along trail routes.
COCAS19: Provide a framework for community and voluntary groups to participate in green space acquisition and management.
COCAS20: Construct safe and convenient pedestrian access on trails, walkways and parks in the urbanized areas.

Rural Residential Character Area

Policies:

RRCAP1: Maintain the rural atmosphere while accommodating new residential development.

RRCAP2: Small scale nonresidential development shall be limited to qualifying intersections (collector roadway and above).

RRCAP3: The non-residential development in these areas shall be limited to small-scale convenience goods/services to meet the needs of the surrounding residents.

RRCAP4: In an effort to protect single family neighborhoods, non residential development is not guaranteed on each quadrant of an qualifying intersection.

RRCAP5: In an effort to prevent sprawl, the non residential development shall be limited to 400 feet of the intersection of a major road.

RRCAP6: Non residential development shall be limited to 15,000 square feet and the total square footage allowed at a given qualifying intersection shall be 50,000 square feet.

RRCAP7: Density increases 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.

Strategies:

RRCAS1: Encourage compatible architecture styles that maintain the regional rural character.

RRCAS2: Wherever possible, connect to a regional network of greenspace and trails for tourism and recreational purposes.

RRCAS3: Design new developments with increased pedestrian orientation and access.

RRCAS4: Design, implement and enforce land use and zoning tools that preserve the rural character.

RRCAS5: Preserve natural areas (to retain rural character) by maintaining very low density residential development

RRCAS6: Encourage rural clustering or conservation subdivision design that incorporate significant amounts of open space.

RRCAS7: Encourage creative design solutions and financing for the purchase of open space and the transfer of development rights.

RRCAS8: 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.

RRCAS9: Encourage the clustering of commercial development in rural areas to conserve the rural character of the community.

RRCAS10: Use development mechanisms such as transfer of development rights, and conservation easements among others to acquire conservation and greenspace land.

RRCAS11: Apply for National Register status where appropriate to protect historic structures and areas.

RRCAS12: Encourage the use of Best Management Practices, as a means of protection from the impacts of development.

RRCAS13: Limit land uses within and near established preservation areas to compatible activities.

RRCAS14: Partner with non governmental agencies such as foundations, land trusts and other entities to acquire and protect land.

RRCAS15: Execute innovative financing tools for conservation area preservation and greenspace space acquisition.

RRCAS16: Promote conservation and greenspace areas as passive use and recreation destinations.

RRCAS17: Utilize environmental statues to protect conservation and green space areas.

RRCAS18: Direct development to areas served by existing infrastructure.

RRCAS19: Encourage developers to work extensively with residents to resolve community concerns prior to formalizing development plans.

IMPLEMENTATION PROGRAM

Suburban Character Area

Policies:

SCAP1: Protect stable neighborhoods from incompatible development that could alter established residential development patterns and density.

SCAP2: Protect stable neighborhoods adjacent Activity Centers from incompatible development that could alter established residential development patterns and density.

SCAP3: Preserve and enhance the integrity and quality of existing residential neighborhoods.

SCAP4: In appropriate locations encourage residential development to conform with traditional neighborhood development principles including a higher mix if uses, improved pedestrian vehicular activity and increased pedestrian access to retail and other activities.

SCAP5: Actively involve the public in the planning process.

SCAP6: The non-residential development in suburban areas shall be limited to small-scale convenience goods/services to meet the needs of the surrounding residents.

SCAP7: Provide parking in commercial areas with improved vehicular access.

SCAP8: Small scale nonresidential development shall be limited to qualifying intersections (collector roadway and above).

SCAP9: Density increases 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.

SCAS10: Implement traffic calming measures to minimize traffic congestion and speeding in residential areas.

SCAS11: Locate development and activities within easy walking distance of transportation facilities.

Strategies:

SCAS1: Enforce residential infill development regulations in efforts to preserve and stabilize existing neighborhoods.

SCAS2: 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.

SCAS3: Add traffic calming improvements, sidewalks, and increased street interconnections to improve walk-ability within existing neighborhoods.

SCAS4: Wherever possible, connect to a regional network of greenspace and trails, available to pedestrians, and bicyclists for both tourism and recreational purposes.

SCAS5: Promote strong connectivity and continuity between existing and new developments.

SCAS6: Promote street design that fosters traffic calming including narrower residential streets, on-street parking, and the addition of bicycle and pedestrian facilities.

SCAS7: 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.

SCAS8: Provide a variety of transportation alternatives such as bicycle and pedestrian paths and greenway areas.

SCAS9: In planned residential developments, create small pedestrian oriented neighborhood commercial uses to reduce the travel time to obtain basic goods and services as well as automobile dependency.

SCAS10: Promote sense of place initiatives such as public art, fountains, plazas, signage and other design guidelines to improve the public realm.

SCAS11: Promote moderate density, traditional neighborhood development style residential subdivisions, which may utilize alley ways and rear vehicular access.

SCAS12: Encourage Master-Planned developments in the County that are self sustaining.
SCAS13: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity to other uses.
SCAS14: Locate commercial uses in established suburban areas on roadways classified as collectors and higher to allow for a more vehicular orientation with drive-troughs and more parking in the front.
SCAS15: Promote the protection single family neighborhoods by not guaranteeing non residential development on each quadrant of a qualifying intersection.
SCAS16: Where appropriate, promote mixed use developments to reduce the travel time to obtain basic goods and services as well as automobile dependency.
SCAS17: Create neighborhood focal points through the use of existing pockets parks and squares for community activities
SCAS18: Create neighborhood focal points by locating schools, community centers, or well-designed small commercial centers at suitable locations within walking distance of residences.
SCAS19: Improve street character with consistent signage, lighting, landscaping and other design features.
SCAS20: Encourage compatible architecture styles that maintain regional and neighborhood character.
SCAS21: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
SCAS22: Create a structure of lots, blocks, and streets that clearly define the public and private realm.
SCAS24: Permit accessory housing units, or new well-designed, small-scale infill multifamily residences to increase neighborhood density and income diversity.
SCAS25: Provide an appropriate mix of housing styles and choices, allowing citizens of different economic levels to reside together.
SCAS26: Encourage developers to work extensively with residents to resolve community concerns prior to formalizing development plans.

Traditional Neighborhood Character Area

Policies:

TNCAP1: Preserve and enhance the integrity and quality of existing residential neighborhoods.
TNCAP2: Protect stable neighborhoods from incompatible development that could alter established residential development patterns and density.
TNCAP3: Protect stable neighborhoods adjacent Activity Centers from incompatible development that could alter established residential development patterns and density.
TNCAP4: Create neighborhood shopping that is pedestrian oriented and located at intersections of roadways.
TNCAP5: The non-residential development in these areas shall be limited to small-scale convenience goods/services to meet the needs of the surrounding residents.
TNCAP6: Promote the protection single family neighborhoods by not guaranteeing non residential development on each quadrant of a qualifying intersection.
TNCAP7: Density increases 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.

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Strategies:

TNCAS1: Utilize vacant properties in the neighborhood as an opportunity for the infill development of compatible structures.

TNCAS2: Provide an appropriate mix of housing to allow citizens of different economic levels to reside together.

TNCAS3: Reinforce neighborhood stability by encouraging home ownership and the maintenance or upgrade of existing properties.

TNCAS4: Design, implement and enforce land use and zoning tools to limit land uses within and near established traditional neighborhood areas to compatible activities.

TNCAS5: Enforce existing residential infill development regulations in efforts to preserve and stabilize existing neighborhoods.

TNCAS6: 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.

TNCAS7: Implement traffic calming and access management measures to minimize traffic congestion and speeding in residential areas.

TNCAS8: Connect new streets and minimize or prohibit cul-de-sacs to disperse traffic, shorten walking/biking trips.

TNCAS9: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages walking, socialization biking and connectivity.

TNCAS10: Locate schools and other public facilities within walking distances of the neighborhood center to promote bicycle and pedestrian activities.

TNCAS11: Locate commercial structures near the street front, with parking to the side or rear of buildings, making neighborhoods more attractive and pedestrian friendly.

TNCAS12: Create neighborhood focal points through the use of existing pocket parks and squares for community activities.

TNCAS13: Encourage compatible architecture styles that maintain regional and neighborhood character.

TNCAS14: Promote sense of place initiatives such as public art, fountains, plazas, signage and other design guidelines to improve the public realm.

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Neighborhood Center Character Area

Policies:

NCCAP1: Promote sense of place initiatives.
NCCAP2: Preserve and enhance the integrity and quality of existing residential neighborhoods.
NCCAP3: Foster retrofitting for conformity with traditional neighborhood principles.
NCCAP4: Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
NCCAP5: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
NCCAP6: Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
NCCAP7: Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.
NCCAP8: Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
NCCAP9: Create small area plans and overlays for activity centers as a way to further refine the countywide nodal/activity center concept.

Strategies:

NCCAS1: Improve street character with consistent signage, lighting, landscaping and other design features
NCCAS2: Create neighborhood focal points through the use of existing pocket parks and squares for community activities.
NCCAS3: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
NCCAS4: Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.
NCCAS5: Clearly define road edges by locating buildings near the roadside with parking in the rear.
NCCAS6: Create neighborhood activity centers at appropriate locations, as focal points, while providing a suitable location for appropriate retail establishments.
NCCAS7: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
NCCAS8: 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 guidelines.
NCCAS9: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity.
NCCAS10: Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels.
NCCAS11: Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities.
NCCAS12: Use design guidelines and regulations for aesthetic enhancements.
NCCAS13: Create and implement zoning and land use tools to limit the expansion of incompatible uses.
NCCAS14: Design new developments for increased pedestrian orientation and access.
NCCAS15: Make streetscape improvements to enhance thoroughfares

NCCAS16: Organize circulation patterns through traffic calming techniques and access management.
NCCAS17: Design for each center should be pedestrian-oriented with walkable connections between different uses.
NCCAS18: Create linkages to adjacent greenspace.
NCCAS19: Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walk-ability.
NCCAS20: Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).
NCCAS21: Each Neighborhood Center should include a medium- high density mix of retail, office, services, and employment to serve neighborhoods.

Town Center Character Area

Policies:

TCCAP1: Promote sense of place initiatives.
TCCAP2: Preserve and enhance the integrity and quality of existing residential neighborhoods.
TCCAP3: Foster retrofitting for conformity with traditional neighborhood principles.
TCCAP4: Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
TCCAP5: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
TCCAP6: Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
TCCAP7: Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.
TCCAP8: Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
TCCAP9: Create small area plans and overlays for activity centers as a way to further refine the countywide nodal/activity center concept.

Strategies:

TCCAS1: Improve street character with consistent signage, lighting, landscaping and other design features
TCCAS2: Create focal points through the use of existing pocket parks and squares for community activities.
TCCAS3: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
TCCAS4: Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.
TCCAS5: Clearly define road edges by locating buildings near the roadside with parking in the rear.
TCCAS6: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
TCCAS7: 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 guidelines.
TCCAS8: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity.

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TCCAS9: Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels.

TCCAS10: Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities.

TCCAS11: Use design guidelines and regulations for aesthetic enhancements.

TCCAS12: Create and implement zoning and land use tools to limit the expansion of incompatible uses.

TCCAS13: Design new developments for increased pedestrian orientation and access.

TCCAS14: Make streetscape improvements to enhance thoroughfares

TCCAS15: Organize circulation patterns through traffic calming techniques and access management.

TCCAS16: Design for each center should be pedestrian-oriented with walkable connections between different uses.

TCCAS17: Create linkages to adjacent greenspace.

TCCAS18: Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walk-ability.

TCCAS19: Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).

TCCAS20: Each Town Center should include a high-density mix of retail, office, services, and employment to serve several neighborhoods.

Regional Center Character Area

Policies:

RCCAP1: Promote sense of place initiatives.
RCCAP2: Preserve and enhance the integrity and quality of existing residential neighborhoods.
RCCAP3: Foster retrofitting for conformity with traditional neighborhood principles.
RCCAP4: Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
RCCAP5: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
RCCAP6: Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
RCCAP7: Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.
RCCAP8: Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
RCCAP9: Create small area plans and overlays for activity centers as a way to further refine the countywide nodal/activity center concept.

Strategies:

RCCAS1: Improve street character with consistent signage, lighting, landscaping and other design features
RCCAS2: Create focal points through the use of existing pocket parks and squares for community activities.
RCCAS3: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
RCCAS4: Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.
RCCAS5: Clearly define road edges by locating buildings near the roadside with parking in the rear.
RCCAS6: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
RCCAS7: 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 guidelines.
RCCAS8: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity
RCCAS9: Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels.
RCCAS10: Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities.
RCCAS11: Use design guidelines and regulations for aesthetic enhancements.
RCCAS12: Create and implement zoning and land use tools to limit the expansion of incompatible uses.
RCCAS13: Design new developments for increased pedestrian orientation and access.
RCCAS14: Make streetscape improvements to enhance thoroughfares.
RCCAS15: Organize circulation patterns through traffic calming techniques and access management.
RCCAS16: Design for each center should be pedestrian-oriented with walkable connections between different uses.

RCCAS17: Create linkages to adjacent greenspace.
RCCAS18: Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walk-ability.
RCCAS19: Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).
RCCAS20: Each Regional Center should include a very high-density mix of retail, office, services, and employment to serve several neighborhoods.

Office Park Character Area

Policies:

OPCAP1: Implement techniques to reduce stormwater run-off and improve drainage.
OPCAP2: Promote the protection of adjacent structures and businesses from visual impacts.
OPCAP3: Provide transportation alternatives to reduce automobile dependency.
OPCAP4: Locate developments in areas with direct access to existing infrastructure.
OPCAP5: Provide mixed use developed that includes a variety of home densities and price ranges in locations that are accessible to jobs and services.
OPCAP6: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.

Strategies:

OPCAS1: Implement and enforce standards for impervious surfaces.
OPCAS2: Utilize Best Management Practices (BMP's) to reduce development impacts.
OPCAS3: Utilize and enforce environmental ordinances.
OPCAS4: Use landscaping and other buffers to separate developments from surrounding uses.
OPCAS5: Create and implement performance and aesthetic standards to protect adjacent properties.
OPCAS6: Create and implement driveway controls and access management standards.
OPCAS7: Promote ridesharing and telecommuting activities
OPCAS8: Connect developments with nearby greenspace and bicycle and pedestrian facilities.
OPCAS9: Promote transit oriented development in the areas.
OPCAS10: Provide safe and accessible areas for bicycle parking
OPCAS11 Provide incentives to encourage transit compatible development.
OPCAS12: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.
OPCAS13: Initiate recruiting efforts to attract desired businesses and employers.
OPCAS14: Designate specific areas through the use of zoning and other land use tools for developments of this type.
OPCAS15: Promote the location of accessory commercial uses to support worker activity.
OPCAS16: Promote residential development with higher density housing options adjacent to employment centers, targeted to a broad range of income levels.
OPCAS17: Promote the interconnectivity of office parks with adjacent residential and commercial areas

Institutional Character Area

Policies:

INSCAP1: Ensure that institutional land is compatible with adjacent uses.
INSCAP2: Protect adjacent structures from visual impacts.
INSCAP3: Provide transportation alternatives to reduce automobile dependency.
INSCAP4: Locate developments in areas with direct access to existing infrastructure.
INSCAP5: Provide opportunities for the development of institutional uses within the County.

Strategies:

INSCAS1: Use landscaping and other buffering to separate developments from surrounding uses.
INSCAS2: Create and implement performance and aesthetic standards to protect adjacent properties.
INSCAS3: Create and implement driveway controls and access management standards.
INSCAS4: Promote the location of accessory commercial uses to support worker activity.
INSCAS5: Provide direct connections to nearby networks of greenspace or trails, available to pedestrians, and bicyclists.
INSCAS6: Organize circulation patterns through traffic calming techniques and access management.
INSCAS7: Locate development and activities within easy walking distance of transportation facilities.
INSCAS8: Create and implement zoning and land use tools to limit the expansion of incompatible uses.

Light Industrial Character Area

Policies:

LICAP1: Provide appropriate infrastructure support for industrial development in designated industrial areas.
LICAP2: Protect surrounding areas from the negative impacts of noise and light pollutants.
LICAP3: Develop or retrofit appropriate facilities and infrastructure as part of a planned industrial park.
LICAP4: Prohibit the encroachment of industrial uses into established residential areas.
LICAP5: Direct development to industrial districts located in areas with compatible soils drainage and other environmental characteristics.
LICAP6: Protect existing and zoned industrial lands from unnecessary intrusion by conflicting land uses.
LICAP7: Minimize the re-zoning of light industrial properties to residential uses.

Strategies:

LICAS1: Encourage the use of buffering to reduce the noise and light pollution in residential areas.
LICAS2: Designate specific areas through the use of zoning and other land use tools for developments of this type.
LICAS3: Develop or, where possible, retrofit as part of planned industrial park having adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out.
LICAS4: Locate industrial centers in areas with good access to highway areas.
LICAS5: Promote heavy vehicle access roads in compatible areas.
LICAS6: Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.
LICAS7: Create and implement zoning and development regulations for industrial uses.
LICAS8: Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.

LICAS9: Provide access controls and management standards.
LICAS10: Create performance standards for visual and environmental impacts.
LICAS11: Incorporate aesthetic guidelines to enhance quality of development.

Industrial Character Area

Policies:

ICAP1: Provide appropriate infrastructure support for industrial development in designated industrial areas
ICAP2: Ensure heavy vehicle access does not intrude on residential areas.
ICAP3: Protect surrounding areas from the negative impacts of noise and air pollutants
ICAP4: Develop or retrofit appropriate facilities and infrastructure as part of a planned industrial park.
ICAP5: Prohibit the encroachment of industrial uses into established residential areas.
ICAP6: Direct development to industrial districts located in areas with compatible soils drainage and other environmental characteristics.
ICAP7: Protect existing and zoned industrial lands from unnecessary intrusion by conflicting land uses.
ICAP8: Minimize the re-zoning of industrial properties to residential uses.

Strategies:

ICAS1: Designate specific areas through the use of zoning and other land use tools for developments of this type.
ICAS2: Locate industrial centers in areas with good access to highway areas.
ICAS3: Promote heavy vehicle access roads in compatible areas.
ICAS4: Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.
ICAS5: Create and implement zoning and development regulations for industrial uses.
ICAS6: Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.
ICAS7: Provide access controls and management standards.
ICAS8: Create performance standards for visual and environmental impacts.
ICAS9: Incorporate signage and lighting guidelines to enhance quality of development.

Scenic Corridor Character Area

Policies:

SCCAP1: Maintain the natural and environmental features along and near corridors.
SCCAP2: Protect scenic views and historic features.
SCCAP3: Ensure that development is consistent with the surrounding area.
SCCAS4: Design, implement and enforce land use and zoning tools that preserve the character of the community.

Strategies:

SCCAS1: Partner with non governmental agencies such as foundations, land trusts and other entities to acquire and protect land.
SCCAS2: Execute innovative financing tools for preservation and land acquisition.
SCCAS3: Coordinate environmental protection programs and statues with the appropriate governmental agencies.
SCCAS4: Create and implement zoning and development regulations.
SCCAS5: Limit land uses within and near established preservation areas to compatible activities.
SCCAS6: Establish guidelines for development to protect characteristics deemed to have scenic or historic value.
SCCAS7: Enact guidelines for new development that enhances the scenic value of the corridor and addresses landscaping and architectural design.

Commercial Redevelopment Corridor Character Area

Policies:

CRCCAP1: Provide safe and attractive facilities for bicyclists and pedestrians.
CRCCAP2: Provide transportation alternatives to reduce automobile dependency.
CRCCAP3: Redevelop older strip commercial centers in to viable mixed-use developments along the corridor.
CRCCAP4: Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscape improvements and people.
CRCCAP5: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
CRCCAP6: Cluster high density development at nodes & along major corridors outside of established residential areas.
CRCCAP7: Enhance the visual appearance of commercial structures in a state of disinvestment, underdevelopment and decline.

Strategies:

CRCCAS1: Use landscaping and other buffers to protect pedestrians from heavy traffic.
CRCCAS2: Create and implement performance and aesthetic standards to improve visual appearance.
CRCCAS3: Implement signage and billboard controls.
CRCCAS4: Require parking to the side or rear of buildings.
CRCCAS5: Promote parcel interconnectivity.
CRCCAS6: Promote transit oriented development.
CRCCAS7: Provide safe and accessible areas for bicycle parking.
CRCCAS8: Provide incentives to encourage transit compatible development.
CRCCAS9: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.
CRCCAS10: Create and implement driveway controls and access management standards.
CRCCAS11: Establish tree preservation and landscaping standards.
CRCCAS12: Focus development on parcels that abut or have access to the designated Commercial Redevelopment Corridor.
CRCCAS13: In appropriate locations, build new commercial structures closer to street on existing under utilized parking lots creating internal smaller or decked parking.
CRCCAS14: Upgrade the appearance of existing older, commercial buildings with façade improvements and architectural elements.

CRCCAS15: Reinforce stability by encouraging the maintenance of or upgrade of existing properties.
CRCCAS16: Focus on strategic public investment to improve conditions, appropriate infill development on scattered vacant sites.

Highway Corridor Character Area

Policies:

HCCAP1: As corridors move away from nodal centers, focus on vehicular safety, traffic flow and corridor appearance.
HCCAP2: Maintain a natural vegetation buffer along corridors where appropriate.
HCCAP3: Provide transportation alternatives to reduce automobile dependency.
HCCAP4: Locate higher-intensity/density developments along corridors while protecting established residential neighborhoods from encroachment and maintaining traffic flow.
HCCAP5: Enhance the visual appearance of commercial structures in a state of disinvestment, underdevelopment and decline.

Strategies:

HCCAS1: Implement signage and billboard controls to improve the visual appearance of corridors
HCCAS2: Promote parcel interconnectivity for improved accessibility between uses.
HCCAS3: Promote transit oriented development in appropriate areas.
HCCAS4: Provide incentives to encourage transit compatible development.
HCCAS5: Cluster high density development along major corridors.
HCCAS6: Create and implement driveway controls and access management standards.
HCCAS7: Establish tree preservation and landscaping standards to enhance corridor appearance.
HCCAS8: Upgrade the appearance of existing older, commercial buildings with façade improvements and architectural elements.

5.4-14 Supplemental Policy Guidelines

5.4-14.1 Workforce Housing Density Bonus

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

1. 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. 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. 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. 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 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.
6. 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. 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. 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. 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.

5.4-14.2 Development Standards for Neighborhood Commercial Uses

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.

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 should 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.

5.5 Implementation Conversion Table (2007)

During the interim period, prior to the adoption of the revised Zoning Code, the Implementation Policies of the Community Agenda shall serve as a "guide" to be used by residents, staff, developers, contractors, and elected officials in making zoning decisions.

As a result, the Implementation Conversion Table (Tables 5-3 and 5-4) shall serve as a "guide" to be used by County residents, staff, developers, contractors, and elected officials in making land use and zoning decisions. The table is also supported by information provided in Tables 5-5 and 5-6, which provide Land Use Designations, Zoning Classifications and the Land Use Terms and Definitions.

The basic premise of the tables are to illustrate which zoning districts from the existing code and the existing ***DeKalb County Comprehensive Plan (1996)*** is consistent with each of the new future land use designations of the ***DeKalb County Comprehensive Plan (2025)***. Based on the tables, only zoning districts indicated with an (X) are permitted in the new Future Land Use designations. If there is no (X) indicated, the petitioner will have to initiate a plan amendment or change to a different Future Land Use designation that accommodates the proposed zoning district. **There is NO guarantee that the request will be approved.** Although some zoning districts may be consistent with the density of the Future Development Plan, the zoning classification may not be encouraged or supported when they contradict the spirit and intent of the Future Development Plan.

The following is a list of questions and answers that relate to land use amendments and re-zonings under the 2025 Comprehensive Plan:

When can I apply for a land use amendment or zoning change? - Future Land Use Map Amendments and Zoning Change applications will be accepted based on the Board of Commissioner (BOC) adopted Future Land Use/Zoning Calendar. The calendar indicates deadlines and specific months for each land use, zoning, and special land use applications.

What are the requirements for a zoning change? - In December 2006, the Planning and Development Department established a new checklist for future land use amendment and zoning change application submittals. The new process requires a pre-submittal meeting with staff, meeting with community groups, and a site plan. For more specific information, please pick up the Land Use Plan Amendment Application Checklist or Rezoning Application Checklist. *Note that the posting of the subject property will occur prior to the Community Council Meeting.

How will zoning decisions be made? - The staff will evaluate each application based on the adopted Community Agenda, specific policies within each Future Development Plan designation, bulk standards of the existing zoning district (Chapter 27 of County Code), compatibility with surrounding land uses, and impacts on public facilities. A staff recommendation will be made to the Planning Commission. The Planning Commission will make a recommendation which will be combined with staff recommendation to the BOC. The BOC will make the final decision. The same public notice requirements apply.

Are there are guidelines used by staff in making recommendations? - The Community Agenda is based on Nodes and Activity Centers. The guiding principle for future development is to concentrate higher intensities and densities in the activity centers identified on the Future Development Plan. Sensitivity along the periphery of a proposed development is encouraged as new development should "transition" to the existing adjacent neighborhoods.

IMPLEMENTATION PROGRAM

Table 5-3

Implementation Conversion Table

Non-Residential

Old 1996 Plan (Land Use Designations)	Zoning Classifications										New 2025 Plan (Land Use Designations)
	NS	C-1	O-I	C-2	OIT	OCR	OD	M	M-2	PCD*	
Agriculture (AGR)	x										Rural Residential (RR) 0-4 du/ac (10,890)
Low Intensity Commercial (LIC)	x	x	x								Suburban (SUB) 0-8 du/ac (5,445)
Low Intensity Commercial (LIC)	x	x	x								Traditional Neighborhood (TN) up to 12 du/ac (3,630)
Low Intensity Commercial (LIC)	x	x	x		x	x				x	Neighborhood Center (NC) up to 24 du/ac (2,420)
High Intensity Commercial (HIC)		x	x	x	x	x				x	Town Center (TC) up to 60 du/ac (1,452)
Office Mixed Use (OMX)		x	x	x	x	x				x	Regional Center (RC) up to 120 + du/ac (363)
Transportation Communication Utilities (TCU)											TCU (Allowed in all zoning districts)
Institutional (INS)			x		x						Institutional (INS) (Allowed in all zoning districts)
Office Professional (OP)	x	x	x	x	x	x	x			x	Office Park (OP) 18-30 du/ac
Public Private Parks and Open Space (POS)											Conservation and Open Space (COS) (Allowed in all zoning districts)
Low Intensity Commercial (LIC)	x	x	x	x	x	x	x	x	x	x	Scenic Corridor (SC) (Allowed in all zoning districts)
Industrial (IND)		x	x	x		x	x	x	x		Light Industrial and Industrial (IND) & (LIND)
Low Intensity Commercial (LIC)		x	x	x	x	x	x			x	Commercial Redevelopment Corridor (CRC) 0-18 du/ac
High Intensity Commercial (HIC)		x	x	x	x		x	x	x	x	Highway Corridor (HC) 18 to 30 du/ac

*PCD - This category consist of PCD -1, PCD -2 and PCD -3
The specific category allowed is based on Community Agenda policies, compatibilty with adjacent land use, and locational criteria.
*INS - Smaller institutional types (<15du/acre) allowed as special exception in all other districts.

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Table 5-4A

Implementation Conversion Table
Residential

Old 1996 Plan Min Lot Area/Width	Zoning Classifications											New 2025 Plan
	NS	R-200 1 acre/200	R-150 1 acre/150	R-30,000 85/30,000	R-20,000 85/20,000	R-100 100/15,000	R-85 85/12,000	R-75 75/10,000	R-60 60/8,000	TND	NCD	
Agriculture (AGR)	X	X								N/A	N/A	Rural Residential (RR) 0-4 du/ac (10,890)
Low Density Residential (LDR) 0-4 du/ac	X	X	X	X	X	X	X	X		N/A	N/A	Rural Residential (RR) 0-4 du/ac (10,890)
Low Medium Density Residential (LMR) up to 8 du/ac	X	X	X	X	X	X	X	X	X	N/A	N/A	Suburban (SUB) 0-8 du/ac (5,445)
Medium Density Residential (MDR) up to 12 du/ac	X	X	X	X	X	X	X	X	X	N/A	N/A	Traditional Neighborhood (TN) up to 12 du/ac (3,630)
Medium High Density Residential (MHR) 18 du/ac	X									N/A	N/A	Neighborhood Center (NC) up to 24 du/ac (2,420)
High Density Residential (HDR) 30 du/ac										N/A	N/A	Town Center (TC) up to 60 du/ac (1,452)
Very High Density Residential (VHR) 35+ du/ac										N/A	N/A	Regional Center (RC) up to 120 + du/ac (363)
Transportation Communication Utilities (TCU)										N/A	N/A	TCU (Allowed in all zoning districts)
Institutional (INS)										N/A	N/A	Institutional (INS) (Allowed in all zoning districts)
Office Profesional (OPR)										N/A	N/A	Office Park (OP) 18-30 du/ac
Public Private Parks and Open Space (POS)										N/A	N/A	Conservation and Open Space (COS) (Allowed in all zoning districts)
Low Density Residential (LDR) 0-4 du/ac	X	X	X	X	X	X	X	X	X	N/A	N/A	Scenic Corridor (SC) (Allowed in all zoning districts)
Low Intensity Commercial (LIC)		X	X	X	X	X	X	X	X	N/A	N/A	Commercial Redevelopment Corridor (CRC) 0-18 du/ac
High Intensity Commercial (HIC)										N/A	N/A	Highway Corridor (HC) up to 30 du/ac

* 25% Bonus for Workforce Housing

* Densities are gross units per acre. Developers will have to make accomodations for roadways, drainage, sidewalks, utilities, etc

*The 2025 Comprehensive Plan recognizes "existing" parcels zoned TND, RCH, and RCD as consistent. Development may take place on or modifications may be done to such properties, consistent with the codified regulations. However, future rezoning to these districts is prohibited.

IMPLEMENTATION PROGRAM

Table 5-4B

Implementation Conversion Table

Residential

Old 1996 Plan Min Lot Area/Width	Zoning Classifications												New 2025 Plan
	R-A5 6,000SF	R-50 6,000SF	RA-8 6,000SF	R-DT	MHP	RM-150 6du/ac	RM-100 12du/ac	RCH/ RCD	RM-85 14du/ac	RM-75 18du/ac	RMHD 30du/ac	PCD*	
Agriculture (AGR)					N/A			N/A					Rural Residential (RR) 0-4 du/ac (10,890)
Low Density Residential (LDR) 0-4 du/ac					N/A			N/A					Rural Residential (RR) 0-4 du/ac (10,890)
Low Medium Density Residential (LMR) up to 8 du/ac	X	X	X	X	N/A	X		N/A					Suburban (SUB) 0-8 du/ac (5,445)
Medium Density Residential (MDR) up to 12 du/ac	X	X	X	X	N/A	X	X	N/A				X	Traditional Neighborhood (TN) up to 12 du/ac (3,630)
Medium High Density Residential (MHR) 18 du/ac					N/A		X	N/A	X	X		X	Neighborhood Center (NC) up to 24 du/ac (2,420)
High Density Residential (HDR) 30 du/ac					N/A		X	N/A	X	X	X	X	Town Center (TC) up to 60 du/ac (1,452)
Very High Density Residential (VHR) 35+ du/ac					N/A		X	N/A	X	X	X	X	Regional Center (RC) up to 120 + du/ac (363)
Transportation Communication Utilities (TCU)					N/A			N/A					TCU (Allowed in all zoning districts)
Institutional (INS)					N/A			N/A					Institutional (INS) (Allowed in all zoning districts)
Office Professional (OPR)					N/A			N/A			X	X	Office Park (OP) 18-30 du/ac
Public Private Parks and Open Space (POS)					N/A			N/A					Conservation and Open Space (COS) (Allowed in all zoning districts)
Low Density Residential (LDR) 0-4 du/ac	X	X	X	X	N/A	X	X	N/A	X	X	X	X	Scenic Corridor (SC) Allowed in all designations
Low Intensity Commercial (LIC)	X	X	X	X	N/A	X	X	N/A	X	X		X	Commercial Redevelopment Corridor (CRC) 0-18 du/ac
High Intensity Commercial (HIC)					N/A			N/A			X	X	Highway Corridor (HC) up to 30 du/ac

*PCD - This category consists of PC-1 PC-2 and/or PC-3

* 25% Bonus for Workforce Housing

* Densities are gross units per acre. Developers will have to make accomodations for roadways, drainage, sidewalks, utilities, etc

*The 2025 Comprehensive Plan recognizes "existing" parcels zoned TND, RCH, and RCD as consistent. Development may take place on or modifications may be done to such properties, consistent with the codified regulations. However, future rezoning to these districts is prohibited.

Table 5-5
Land Use Categories and Zoning Classifications

Old 1996 Plan (Land Use/Zoning)	New 2025 Plan (Character Area/Zoning)
Low Density Residential (LDR) R-200; R-150; R-100; R-85; R-75; R30,000; R20,000; R-60; TND and NCD	**Rural Residential (RR)** NS; R-200; R-150; R-100; R-85; R-75; R30,000 R20,000 and; NCD
Low-Medium Density Residential (LMR) R-A5; RA-8; R-DT; R-60; R50; RM-150; MHP and all districts permitted in LDR	**Suburban (SUB)** NS; C-1; O-I; R-200; R-150;R-30,000, R-20,000, R-100; R-85; R-75; R-60; R-A5; R-50;R-A8; R-DT; and RM-150
Medium Density Residential (MDR) RM-100 and all districts permitted in LDR and LMR categories	**Traditional Neighborhood (TN)** NS; C-1; O-I; R-200; R-150;R-30,000, R-20,000, R-100; R-85; R-75; R-60; R-A5; R-50;R-A8; R-DT; RM-150; RM-100 and PCD
Medium-High Density Residential (MHR) RM-75; RM-85 and all districts permitted in LDR; LMR and MDR	**Neighborhood Center (NC)** NS, C-1; O-I; O-I-T; OCR; RM-100; RM-85;RM-75 and PCD
High Density Residential (HDR) RM-HD and high rises in O-I and all districts permitted in LDR; LMR; MDR and MHR	**Town Center (TC)** C-1; O-I; C-2; O-I-T; OCR; RM-100; RM-85; RM-75; RMHD; and PCD
Very High Density Residential (VHR) High rises in O-I and all districts permitted in LDR; LMR; MDR; MHR and HDR	**Regional Center (RC)** C-1; O-I; C-2; O-I-T; OCR; RM-100; RM-85; RM-75; RMHD; and PCD
Low Intensity Commercial (LIC) NS; C-1; C-2; O-I and O-I-T, where buildings do not exceed two stories	**Neighborhood Center (NC)** NS, C-1; O-I; O-I-T; OCR; RM-100; RM-85;RM-75 and PCD
High Intensity Commercial (HIC) NS; C-1; C-2; O-I and O-I-T	**Town Center (TC)** C-1; O-I; C-2; O-I-T; OCR; RM-100; RM-85; RM-75; RMHD; and PCD
Office/Professional (OPR) O-I; OCR; and office professional uses permitted in RM-HD; O-D; C-1; C-2 and O-I-T	**Office Park (OP)** NS; C-1; O-I; C-2; OIT; OCR; OD; PCD; and RM-HD
Office/Mixed-Use (OMX) O-I; O-D; OCR and OIT	**Regional Center (RC)** C-1; O-I; C-2; O-I-T; OCR; RM-100; RM-85; RM-75; RMHD; and PCD
Industrial (IND) M; M-2; OD and industrial uses permitted in C-2	**Industrial and Light Industrial (IND & LIND)** C-1;C-2; OCR; OD; M; and M-2
Transportation/Communications/Utilities (TCU) M; M-2 and uses permitted by special exception and special land use permits	**All Land Use Designations** All Zoning Classifications
Institutional (INS) O-I; O-I-T and uses permitted by special exception and special land use permits	**Institutional (INS)** O-I; O-I-T and all residential classifications
Agriculture (AGR) R-200	**Rural Residential (RR)** NS;R-200; R-150; R-100; R-85; R-75; R30,000 R20,000 and; NCD

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Old 1996 Plan (Land Use/Zoning)	New 2025 Plan (Character Area/Zoning)
Vacant and Undeveloped (VAC) All districts	**N/A**
High Intensity Commercial (HIC) NS; C-1; C-2; O-I and O-I-T	**Commercial Redevelopment Corridor (CRC)** C-1; O-I; C-2; OIT; OCR; OD; R-200; R-150; R-30,000; R-20,000; R-100; R-85; R-75; R-60; R-A5; R50; R-A8; R-DT; RM-150; RM-100; RM-85; RM-75; and PCD
Low Density Residential (LDR) R-200; R-150; R-100; R-85; R-75; R30,000; R20,000; R-60; TND and NCD	**Scenic Corridor (SC)** All Zoning Classifications
High Intensity Commercial (HIC) NS; C-1; C-2; O-I and O-I-T	**Highway Corridor (HC)** C-1; O-I; C-2; OIT; OD; M; M-2; RMHD; and PCD
Public and Private Parks and Open Space (POS) R-200	**Conservation and Open Space (COS)** All Zoning Classifications

Table 5-6
Land Use Terms and Definitions

Old 1996 Plan	New 2025 Plan
Low Density Residential (LDR) The Low Density Residential (LDR) land use category includes single family, detached-unit residential development at a maximum net density of zero (0) to four (4.0) dwelling units per acre. This land use category includes large areas of the County which are already developed in single family residential subdivi-sions at a net density of two to three and a half units per acre, and it includes those areas which are likely to develop in a similar manner over the next twenty years. Also, some churches, cemeteries, and other institutions are designated as LDR where the county intends those properties to remain as similar institutions or revert to LDR when the respective church, cemetery, or institutional use is discontinued.	**Rural Residential (RR)** Rural Residential (RR) -- The rural residential character areas consist of rural, undeveloped land that is likely to face development pressures for lower density residential devel-opment. These areas will typically have low pedestrian ori-entation and access, very large lots, open space, pastoral views and high degree of building separation. In addition, the rural residential character area includes single family, detached units residential development at a maximum net density of zero (0) to four (4.0) dwelling units per acres. This includes those areas of the county already developed in single family residential subdivisions. The primary land uses include: Low Density Single Family detached, agriculture related activities and cultural and his-toric sites with a density of 0 to 4 dwelling units per acre.
Low-Medium Density Residential (LMR) The Low-Medium Density Residential (LMR) land use category includes single family detached, single family attached, duplex, triplex, townhouse, and condominium types of development at a maximum net density of zero (0) up to eight (8.0) dwelling units per acre. Also, some churches, cemeteries, and other institutions are designated as LMR where the county intends these properties to remain as similar institutions or revert to LMR when the respective church, cemetery, or institutional use is discontinued.	**Suburban (SUB)** The Suburban (SUB) Character Areas include those areas that have developed in traditional suburban land use patterns and are 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 primary Land uses include: Single Family Detached Residential, Townhomes, Apartments, Assisted Living Facilities, Neighborhood retail, Schools, Libraries, Health Care Facilities, Parks and Recreational Facilities, Public and Civic Facilities, and Religious Institutions with a density of 0 to 8 dwelling units per acre.
Medium Density Residential (MDR) The Medium Density Residential (MDR) land use category includes single family detached, single family attached, duplex, triplex, townhouse, and condominiums at a net density of zero (0) up to an upper limit of twelve (12.0) dwelling units per acre.	**Traditional Neighborhood (TN)** The Traditional Neighborhood (TN) character areas consist 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 primary land uses include: Traditional, Single Family Residential Homes, Assisted Living Facilities, Neighborhood Retail, Schools, Libraries, Health Care Facilities, Parks and Recreational Facilities and Religious Institutions at a density of up to 12 dwelling units per acre.

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Old 1996 Plan	New 2025 Plan
Medium-High Density Residential (MHR) The Medium-High Density Residential (MHR) land use category includes single family detached, single family attached, duplex, triplex, townhouses, condominiums, and multi-family apartment types of development at a net density of zero (0) up to an upper limit of eighteen (18.0) dwelling units per acre.	**Neighborhood Center (NC)** The Neighborhood Center (NC) character 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 Primary Land uses include: Townhomes, Condominiums, Apartments, Retail and Commercial, Office, Parks and Recreational Facilities, Public and Civic Facilities, and Institutional Uses at a density of up to 24 dwelling units per acre.
High Density Residential (HDR) The High Density Residential (HDR) land use category includes single family detached, single family attached, duplex, triplex, townhouses, condominiums, and multi-family apartments at a net density of eighteen point one (18.1) to an upper limit of thirty (30) units per acre.	**Town Center (TC)** The Town Center (TC) character areas consist of 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 that are easily accessible by pedestrians. This character area is similar to the neighborhood center, but at a larger scale. 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 60 dwelling units per acre.
Very High Density Residential (VHR) The Very High Density Residential (VHR) land use category includes multi-family apartments and high rise apartment types of development at a net density of greater than thirty (30) dwelling units per acre. Buildings in this category will likely exceed five stories in height and will occur as part of larger intensively developed mixed-use centers.	**Regional Center (RC)** The Regional Center (RC) character areas consist of a concentration of regional commercial and retail centers, office and employment areas, higher education facilities, and sports and recreational complexes. 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, a low degree of internal open space, high floor-area-ratio, large tracts of land, and campus or unified development. 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.

IMPLEMENTATION PROGRAM

Old 1996 Plan	New 2025 Plan
Low Intensity Commercial (LIC) The Low Intensity Commercial land use category identifies the more traditional suburban neighborhood and community oriented stores and shopping centers located throughout the county. Properties identified as Low Intensity Commercial tend to be single-use oriented, have less intensive employee/acre ratios and rarely exceed two stories.	**Neighborhood Center (NC)** The Neighborhood Center (NC) character 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 Primary Land uses include: Townhomes, Condominiums, Apartments, Retail and Commercial, Office, Parks and Recreational Facilities, Public and Civic Facilities, and Institutional Uses at a density of up to 24 dwelling units per acre.
High Intensity Commercial (HIC) The High Intensity Commercial land use classification identifies regional commercial centers and other intensively developed centers where commercial land uses predominate. Retail Commercial uses are anticipated to represent approximately fifty (50) percent, or more, of the land in this category. The Perimeter Center and Northlake Malls are considered to be High Intensity commercial centers.	**Town Center (TC)** The Town Center (TC) character areas consist of 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 that are easily accessible by pedestrians. This character area is similar to the neighborhood center, but at a larger scale. 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 60 dwelling units per acre.
Office/Professional (OPR) The Office/Professional (OPR) land use category identifies the less intensive office and professional center land uses including low-rise office parks, single free standing office buildings, depository facilities such as banks, and residential structures converted to office use. Office land uses tend to be single-use oriented and have less intensive employee/acre ratios.	**Office Park (OP)** The Office Park (OP) character 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. The Primary Land Uses include: Office Development, Business Services, Educational Institutions, High-rise housing, Accessory Commercial, Technology Centers, and Medical and Training Facilities at a density of 18 to 30 dwelling units per acre.
Office/Mixed-Use (OMX) The Office/Mixed Use (OMX) land use category designates intensively developed office lands and mixed-use centers where office uses represent fifty percent or more of the land uses. However, mixed commercial, entertainment, recreation and residential land uses may be found in variable lesser amounts within the Office/Mixed-Use land use areas. The office developments around Perimeter Center and Northlake Malls and at Century Center and Executive Park serve as examples of this land use category.	**Regional Center (RC)** The Regional Center (RC) character areas consist of a concentration of regional commercial and retail centers, office and employment areas, higher education facilities, and sports and recreational complexes. 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, a low degree of internal open space, high floor-area-ratio, large tracts of land, and campus or unified development. The primary Land Uses include: Townhomes, Condominiums, Apartments, Health Care Facilities, Retail and Commercial, Office, Institutional, Entertainment Cultural Facilities, Park, Recreational Facilities and Public and Civic Facilities at a density of up to 120 + dwelling units per acre.

IMPLEMENTATION PROGRAM

Old 1996 Plan	New 2025 Plan
Transportation/Communication/Utilities (TCU) The Transportation/Communications/Utilities (TCU) land use classification identifies public, semi-public and private land uses which provide transportation, communi-cations or utility land uses. These uses may include road and railroad rights-of-way, oil, gas and water, electric power and tele-phone, transmission lines, radio stations, raw water res-ervoirs and treatment facilities, and wastewater treatment plants.	**Transportation/Communication/Utilities (TCU)** The Transportation/Communications/Utilities (TCU) land use classification identifies public, semi-public and private land uses which provide transportation, communi-cations or utility land uses. These uses may include road and railroad rights-of-way, oil, gas and water, electric power and telephone, transmission lines, radio stations, raw water reservoirs and treatment facilities, and wastewater treatment plants. ***All Designations allow TCU type uses**
Industrial (IND) The Industrial (IND) land use classification identifies light and heavy distribution, warehouse, assembly, manufacturing, quarry and truck terminal land uses throughout DeKalb County. This land use classification also includes the County's landfills.	**Industrial and Light Industrial (IND & LIND)** The light industrial and industrial, character 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 as well as of land used in higher intensity manufacturing, assembly, processing activities where noise, vibration and air pollution or other nuisance characteristics not contained on-site. The primary land uses for light industrial include: Light Industrial Uses, Manufacturing, Warehouse/ Distribution, Wholesale/Trade, Automotive, Accessory Commercial, Educational Institutions and Community Facilities. The primary land uses for industrial include: Construction Businesses, Heavy Manufacturing Retail Sales (with restrictions), Storage (including outdoor), Accessory Commercial and Community Facilities.
Institutional (INS) Institutional (INS) land uses identify community facilities and institutions which are anticipated to remain in public use throughout the planning period. These lands include: government-owned administration buildings and offices, fire stations, public hospitals and health care facilities, day care centers, public schools, colleges and educational research lands. Cemeteries, churches, and other religious facilities not designated in Low Density Residential or Low Medium Density Residential are included in this land use category. The plan anticipates that institutional uses in residential areas will continue as the current use. If an institutional use vacates property in residential areas then the property should be redeveloped as a low density residential use.	**Institutional (INS)** The institutional character areas consist of areas used for institutional and public purposes with a land mass of 10 acres or greater. The Primary Land Uses include: colleges and universities, hospitals, health care and rehabilitation centers, churches, government buildings, civic facilities, emergency service centers and post offices. ***All Designations allow INS type uses**

IMPLEMENTATION PROGRAM

Old 1996 Plan	New 2025 Plan
Public and Private Parks and Open Space (POS) The Public and Private Parks and Open Space (POS) land use classification includes parks, golf courses, reservations, state forests, and floodplains. These areas may be either publicly or privately owned and may include playgrounds, nature preserves, wildlife management areas, recreation center and similar uses.	**Conservation and Open Space (COS)** The conservation and open space character areas consist of undeveloped natural lands and 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 and amenities. The Primary Land Uses include: Passive Parks, Nature Trails, Flood Plains, Wetlands, Watersheds, Natural and Conservation Areas, Golf Courses, Athletic Fields and Courts, Bike and Pedestrian Paths, Picnic Areas, Playgrounds and Amphitheatres ***All Designations allow COS type uses**
Agriculture (AGR) The Agricultural (AGR) land use classification includes such uses as orchards, sod-farms, pasture land, croplands and attendant farm residences and outbuildings.	**Rural Residential (RR)** The rural residential character areas consist of rural, undeveloped land that is likely to face development pressures for lower density residential development. These areas will typically have low pedestrian orientation and access, very large lots, open space, pastoral views and high degree of building separation. The primary land uses include: Low-Density Single Family Detached, Agriculture Related Activities, and Cultural and Historic Sites with a density of 0 to 4 dwelling units per acre.
Vacant and Undeveloped (VAC) The Vacant and Undeveloped (VAC) land use classification includes forested areas, undeveloped lands, and land not used for any other identified purposes.	**N/A** This is not a character area. All lands are identified in the future land use plan.
Low Intensity Commercial (LIC) The Low Intensity Commercial land use category identifies the more traditional suburban neighborhood and community oriented stores and shopping centers located throughout the county. Properties identified as Low Intensity Commercial tend to be single-use oriented, have less intensive employee/ acre ratios and rarely exceed two stories.	**Commercial Redevelopment Corridor (CRC)** The commercial redevelopment corridor character areas consist of declining, unattractive, vacant or underutilized strip-style shopping centers. They are often characterized by a high degree of vehicular traffic and transit (if applicable), on site parking, a low degree of open space, moderate floor to area ratio, large tracks of land and campus or unified development. The Primary Land Uses include: Commercial and Retail, Offices, Condominiums, Townhomes, Mixed Use and Institutional at a density of up to 18 dwelling units per acre.

IMPLEMENTATION PROGRAM

Old 1996 Plan	New 2025 Plan
Low Density Residential (LDR) The Low Density Residential (LDR) land use category includes single family, detached-unit residential development at a maximum net density of zero (0) to four (4.0) dwelling units per acre. This land use category includes large areas of the County which are already developed in single family residential subdivi-sions at a net density of two to three and a half units per acre, and it includes those areas which are likely to develop in a similar manner over the next twenty years. Also, some churches, cemeteries, and other institutions are designated as LDR where the county intends those properties to remain as similar institutions or revert to LDR when the respective church, cemetery, or institutional use is discontinued.	**Scenic Corridor (SC)** The scenic corridor character areas consist of scenic areas that have been identified for protection from the negative effects of development. Current and future designations may consist of developed or undeveloped land paralleling the route of a major thoroughfare with significant natural, historic, cultural features, and scenic views. The Primary Land Uses include: Traditional Single Family Residential, Townhomes, Apartments, Low Density Residential, Natural and scenic roadways, Passive Parks and Historic and Cultural Areas and mixed use.
High Intensity Commercial (HIC) The High Intensity Commercial land use classification identifies regional commercial centers and other intensively developed centers where commercial land uses predominate. Retail Commercial uses are anticipated to represent approximately fifty (50) percent, or more, of the land in this category. The Perimeter Center and Northlake Malls are considered to be High Intensity commercial centers.	**Highway Corridor (HC)** The Highway Corridor character areas include developed or undeveloped land on both sides of designated limited access highways. These corridors experience high volumes of traffic and typically suffer from peak hour congestion due to there local and regional commuter dependence. Due to the counties development patterns many of theses corridors are abutted by intense commercial, office, industrial and residential development. The Primary Land Uses include: Commercial, Industrial, Warehouse/Distribution, Offices, High Density Residential, and Mixed Use at a density of up to 30 dwelling units per acre.

5.6 Overlays

The Overlay District is a planning tool used to supplement current zoning classifications. Overlay districts have their own standards and criteria that must be followed in addition to the existing zoning requirements.

There are several development and architectural controls, that assist in the regulation of overlay districts. These include: Floor Area Ratio (FAR), setbacks, including minimum and maximum building setbacks, entry doors to face directly onto the street, walkways from public sidewalk to entry doors required, height limitations, parking and loading regulations, shared parking, signage, etc.

The Overlay Districts in DeKalb County are as follows:

Residential Infill Overlays - These contain specific maximum height and related regulations intended to ensure that new and remodeled single family dwellings related accessory uses and structures are compatible with height, size and level of forestation of the existing dwellings and lots. These districts include:

1. Meadow Cliff
2. Diamond Head
3. Leafmore Creek Park Hills
4. The Ponderosa II
5. Sagamore Hills
6. Riderwood
7. Oakgrove Acres
8. Fair Oaks
9. Fama Pine
10. Lively Trail

Urban Design Overlay Districts - These are designed for low density, single use areas to encourage mixed-use or higher density development. These districts include:

1. Dunwoody Village
2. Chandler Road
3. Stonecrest

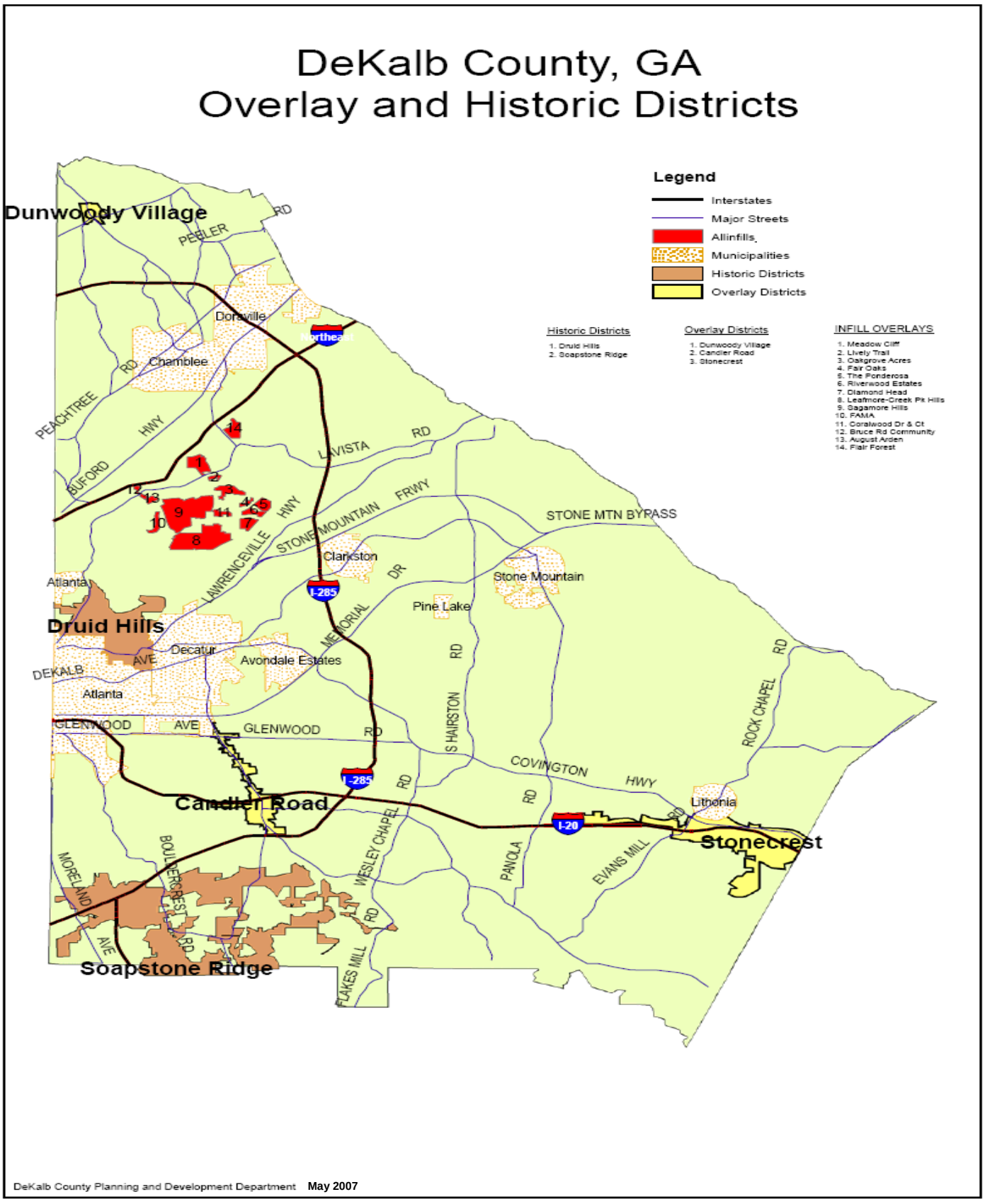
Historic Overlay Districts— These are designed to protect historic areas within the county. These districts include:

1. Druid Hills
2. Soapstone Ridge

Preservation and other Overlays—These are designed for the preservation natural and environmentally sensitive areas as well as areas within the boundaries of airfields. These districts include:

1. Environmentally Sensitive Land
2. Arabia Mountain Natural Resource Protection Overlay
3. Airport Compatible Use

Map 5-1: County Overlays and Historic Districts



5.7 Supplemental Plans

The purpose of this section is to reference all supplemental plans that focus on special areas, situations, or issues of importance to DeKalb County. These plans include and are not limited to redevelopment plans, neighborhood plans, corridor plans, or plans for conservation management.

Table 5-7:
Summary of DeKalb County Supplemental Plans

Project Name	Location / Planning Area	Plan Type	Status as of March 2007
Kensington Station LCI	Central West	Livable Centers Initiative	Adopted
Perimeter Focus LCI	North DeKalb	Livable Centers Initiative	Adopted
Northlake LCI	Central East	Livable Centers Initiative	Adopted
Tucker LCI	Central East	Livable Centers Initiative	Adopted
Brookhaven-Peachtree LCI	North	Livable Centers Initiative	In Progress
Candler Road / Flat Shoals Parkway LCI	South West	Livable Centers Initiative	In Progress
Memorial Drive Strategic Action Plan	Central East/Central West	Corridor Study	Complete
Clifton Corridor Transit Feasibility and Connectivity Study	Central West	Corridor Study	In Progress
Buford Highway Corridor Study	North	Corridor Study	In Progress
Tucker Strategic Neighborhood Plan	Central East	Community Plan	Adopted
Emory Village Revitalization Plan	North	Community Plan	In Progress
La Vista Blueprints Program	Central East	Community Plan	In Progress
Scottdale Revitalization Plan	Central East	Community Plan	In Progress
Solid Waste Management Plan	County-wide	Service Management Plan	Adopted
PDK Airport Master Plan	North	Airport Facilities & Strategic Plan	In Progress
Comprehensive Transportation Plan	County-Wide	Transportation Plan	Complete

IMPLEMENTATION PROGRAM

Livable Centers Initiative (LCI)

This 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.

Planning grants are awarded on a competitive basis to local governments and non-profit organizations to prepare plans for the enhancement of existing centers and corridors, taking advantage of the infrastructure and private investments committed in these communities and achieving more balanced regional development, reducing vehicle miles traveled and improving air quality. The primary goals of the program are to:

1. Encourage a diversity of mixed-income residential neighborhoods, employment, shopping and recreation choices at the activity center, town center, and corridor level;
2. Provide access to a range of travel modes including transit, roadways, walking and biking to enable access to all uses within the study area; and
3. Develop an outreach process that promotes the involvement of all stakeholders.

The Livable Centers Initiative program is open for funding to government jurisdictions and non-profit organizations in the 18-county Atlanta Metropolitan Planning Organization (MPO) boundaries (includes all of 13 counties and portions of 5 additional counties). The LCI program utilizes federal transportation program Q-23 funds administered through ARC. In order for a jurisdiction to be considered for an LCI award, it must maintain Qualified Local Government (QLG) status, or show progress toward reinstating QLG status through the Georgia Department of Community Affairs (DCA).

LCI study areas must be one of the following four:

1. Town Center
2. Activity Center
3. Corridor
4. “Emerging” Regional Center or Corridor

DeKalb County currently has seven (7) LCI’s that are in varying stages of progression. Some have been adopted, and others have applications pending. To date, these LCI’s are:

1. Kensington Station
2. Perimeter
3. Northlake
4. Brookhaven
5. Emory
6. Candler Road / Flat Shoals
7. Tucker

For more information, see the website for the Atlanta Regional Commission (ARC) www.atlantaregional.com

Kensington Station LCI

Overview

In an effort to revitalize the Memorial Drive corridor, DeKalb County was awarded one of ten Atlanta Regional Commission (ARC) Livable Centers Initiative (LCI) planning grants. Through urban design and market analysis, the area surrounding the Kensington MARTA Station was selected as the mixed use activity center. The area has the greatest opportunity for redevelopment due to its location, market opportunities, and property ownership development interest.



Implementation Strategies

The implementation or "action plan" identifies a series of tasks, viable mechanisms, and responsible parties to help assure that planned revitalization becomes a physical reality. Through the planning process, we have been able to gain the support of the community and local government. This support, combined with cooperation and the leadership of public partners such as DeKalb County and the Metropolitan Atlanta Rapid Transit Authority (MARTA), can attract and encourage private investment.

Successful redevelopment of the Kensington Station LCI area, conceived herein as a partnership between the County, MARTA and to-be-identified private developers, must operate on the following principles:

- Time is of the essence. The County has 12 months to establish the guidelines and to identify districts eligible for Tax Allocation District (TAD) designation and benefits. Similarly, other pre-development activities are likely to be time-sensitive, affected by economic and business cycles, subject to funding cycles, and highly competitive.
- A collaborative approach among the primary public entities, DeKalb County, MARTA and ARC can increase the probability of success.
- Internal coordination at the County level, and leadership to insure cooperation and coordination, are essential elements of the implementation plan. At minimum, "Team DeKalb" should include the CEO's Office, Office of Economic Development, Office of Community Development, and the following key departments: public works, facilities management, planning and zoning, public safety and code enforcement, and transportation. Staffing requirements and budget issues for the project implementation should be high on the agenda of Team DeKalb.

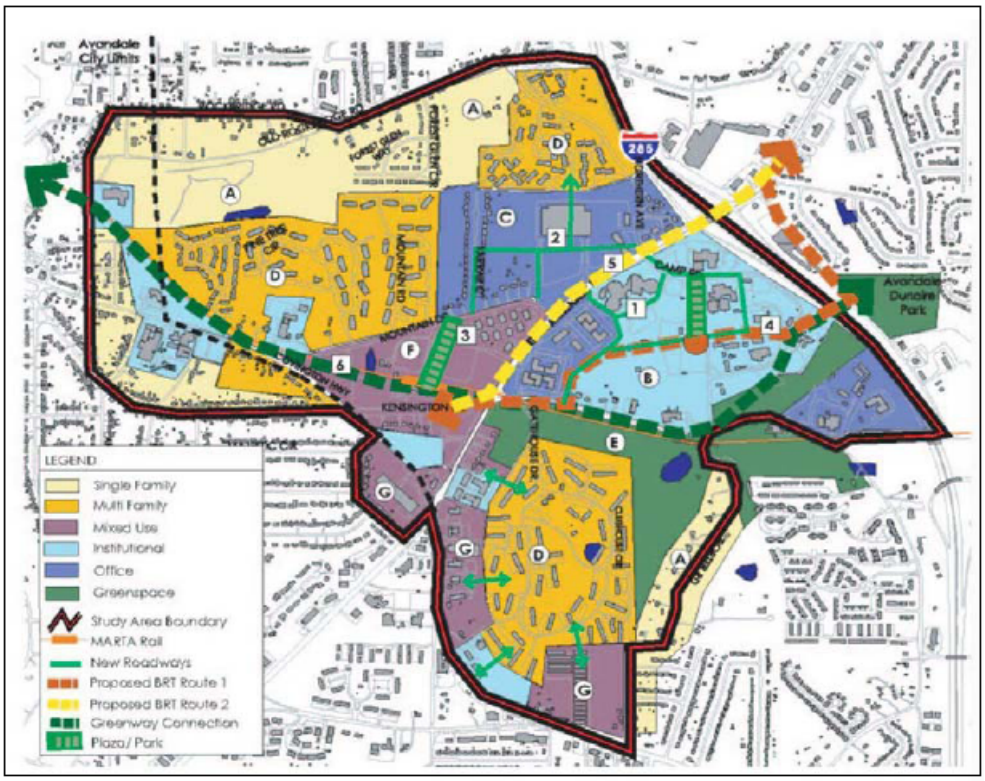
Development Strategies

Future Land Use Plan:

- Preserve single family residential
- Consolidate DeKalb County facilities on existing site and establish a Government Center
- Develop a regional Employment Center on the Roberds site
- Anticipate long-term redevelopment of aging multi-family housing stock
- Preserve and expand greenspace
- Redevelop Kensington MARTA Station area as a mixed-use community.
- Develop mixed-use along Memorial Drive and Covington Hwy. to create a 24-hour community.

IMPLEMENTATION PROGRAM

Kensington Station Conceptual Plans



Kensington LCI Concept Plan

The 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 and enhancements. In general, they encourage increased density in the heart of the study area surrounding the Kensington MARTA Station, and reduced densities of development moving to towards the periphery and the surrounding single family residential areas.

Kensington MARTA Station Plan

The area immediately surrounding the Kensington MARTA station is targeted as a T.O.D., or Transit-Oriented Development. The fact that the surrounding land is, in large part, owned by MARTA and is relatively open makes the area very amenable to redevelopment. The overall goal is to create a high-density, mixed-use development that provides a central transit "village", offering all the elements of a complete live/work/play environment. In addition, the development would strengthen connections between MARTA and outlying parcels. Pedestrian paths would be developed and a BRT, or Bus Rapid Transit, system would be implemented.



IMPLEMENTATION PROGRAM

Perimeter Focus



Overview

"Perimeter Focus" is jointly sponsored by the Perimeter Community Improvement District (PCID), Atlanta Regional Commission (ARC), and DeKalb and Fulton Counties. This project is funded through ARC's Livable Centers Initiative (LCI) program and is focused on developing comprehensive recommendations for transportation enhancements, future land use, zoning, development standards and urban design features. Following a four-phase planning process that began in July 2001 and ended in December 2001, Perimeter Focus resulted in a strategic action plan for implementation. The plan identifies opportunities, projects and partnerships that increase mobility for all modes of transportation and improve the public infrastructure to enhance pedestrian accessibility and safety through-out the area. In addition, the plan identifies important connections between land use and transportation allowing for the creation of a future transit-oriented development in the vicinity of the Dunwoody MARTA Station.

Implementation Strategies

- Create a single implementation entity to implement the vision.
- Provide financial incentives to encourage quality development.
- Revise zoning regulations to encourage housing and mixed-uses.
- Identify a catalytic demonstration project

Implementation Partners

Perimeter Community Improvement District (PCID) – established in 1998, the PCID is a self-taxing district that is focused on traffic operations, maintenance and transportation improvements.

DeKalb County – DeKalb County, particularly the Department of Planning, the Department of Transportation and several Commission members, have been actively involved in crafting projects and programs as part of the LCI process.

Fulton County – Fulton County, most notably its Department of Planning, has also been actively involved as a member of the Client Team.

Perimeter Transportation Coalition (PTC) – this transportation management association (TMA) has effectively served to promote comprehensive and balanced transportation improvements.

Development Strategies

Efficiency/Feasibility of Land Uses:

- Diverse, sustainable mix of land uses including residential, retail, office, entertainment, cultural, and open space.
- Emphasis on creating a "24-hour." balanced urban environment maximizing existing MARTA access and complementing Perimeter's strong office and retail markets.
- Future revision of DeKalb and Fulton County's land use and zoning regulations to encourage mixed-use development and additional housing.

Mixed-Income Housing, Job/Housing Match:

- Several possible incentives including density bonuses, tax allocation districts, and other development assistance.

Continuity of Local Streets:

- Underdeveloped surface parking areas will be encouraged to redevelop to include new local streets through block interiors to provide more local options for vehicular circulation.

Need/Identification of Future Transit Systems:

- Local circulator/shuttle system.
- Possible east-west I-285 Light Rail Transit line along Hammond Drive.

IMPLEMENTATION PROGRAM

Livable Corridor Concept

Fundamentally, the Livable Corridor Concept is envisioned as a catalytic opportunity to enhance the redevelopment of vacant and underutilized land on the west side of Perimeter Mall. This would be accomplished by optimizing the relationship between future land use along Perimeter Center Parkway and the significant transportation investment already made by MARTA at the Dunwoody MARTA Station. The result would be the creation of a walkable urban street flanked by mixed-use development and a community focal point in the form of a linear park and greenway carved out of the un-buildable areas immediately adjacent to and underneath the MARTA rail line.





IMPLEMENTATION PROGRAM

Northlake Livable Centers Initiative

The Northlake Study was completed as part of the Atlanta Regional Commission's Livable Centers Initiative (LCI). LCI is an unique program designed to support innovative land use and transportation planning within activity and town centers around the metropolitan Atlanta region. The Northlake Community Alliance, Inc. (NCA) was awarded an LCI grant in 2001 to complete a study of the area around Northlake mall in cooperation with the DeKalb County Planning Department and a consulting team. NCA was the only nonprofit, all volunteer organization to receive LCI funding.

Problem statement

The Northlake activity center differs from typical towns or cities. Unlike a proper town, Northlake has no official public function or space, such as a courthouse or town green. The absence of an easily accessible public space limits opportunities for residents and users to participate in a meaningful public life. Study participants have expressed a desire for sidewalks, parks, and pedestrian plazas, and seek a stronger voice in the development decision-making process. The task of the Livable Centers Initiative is to devise a pragmatic plan that addresses these issues while balancing the demands of existing commercial interests.

Existing conditions

The Northlake LCI Study Area lies northeast of Atlanta in unincorporated DeKalb County, along the edge of Interstate-285 near its interchange with LaVista Road. The Study Area covers approximately 1,000 acres and is dominated by commercial and industrial uses. Private automobiles are the primary means of transportation for the majority of the population.

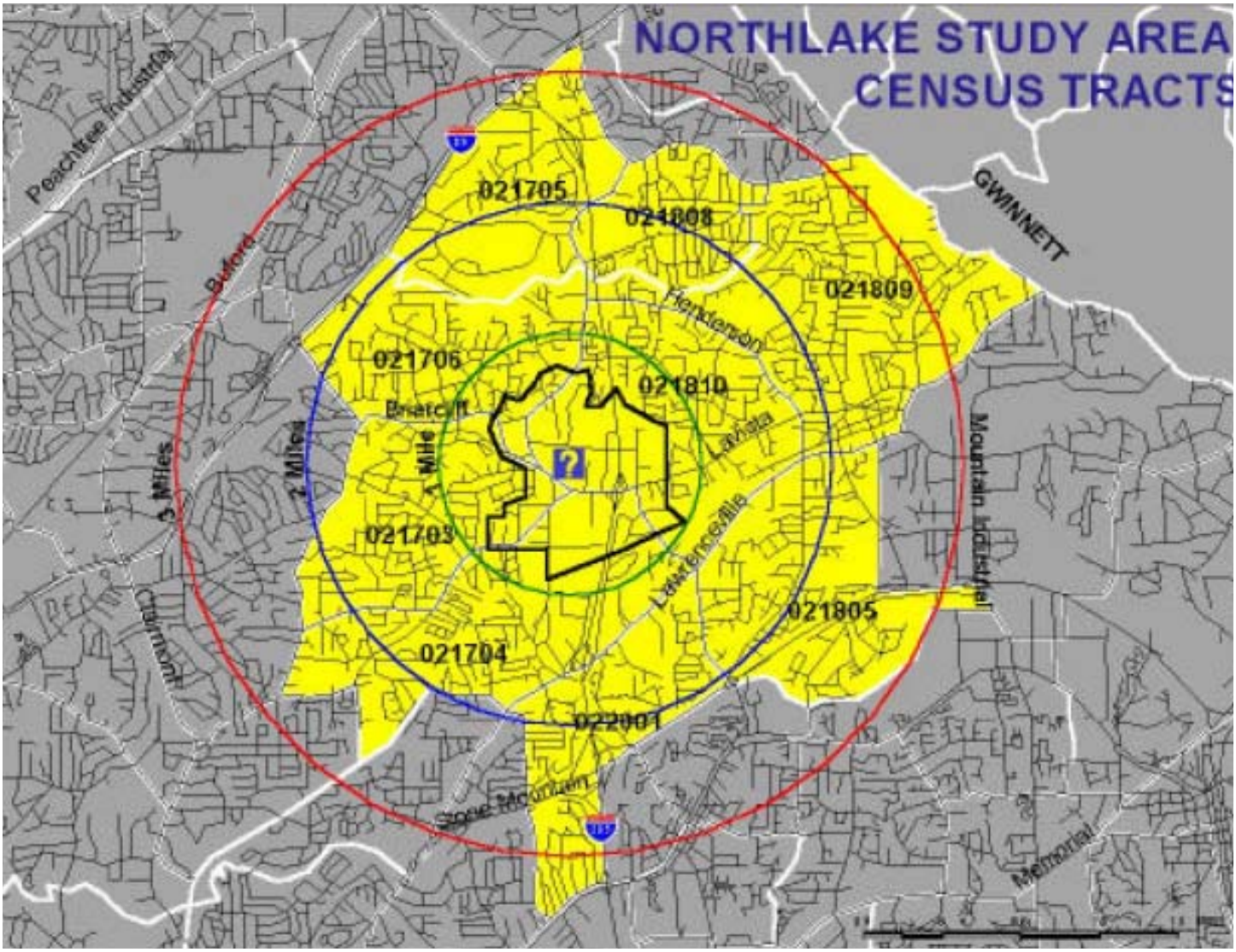
Organizational Recommendations

Based on input from participating stakeholders, the perception of "place character" appears to be connected to the content and quality of the built environment. This has been expressed as a desire for sidewalks, parks, and pedestrian plazas, and for a stronger voice in the development decision-making process. Thus, recommendations for improving conditions in the Study Area center around the perceived absence of public function and space in the built environment and the local public's chance for equitable participation in the development process. The ideas presented here are suggestions for opening communication channels between stockholding individuals, groups, and organizations.

IMPLEMENTATION PROGRAM

Study Area Geography

The Northlake LCI Study Area lies northeast of Atlanta, along the edge of Interstate-285 just south of its intersection with Interstate-85. The Study Area covers approximately 1000 acres and is dominated by commercial and industrial uses. Though private automobiles are the only means of transportation for the majority of the population, five MARTA bus routes link the area to rail transit stations. A single freight railroad (operated by CSX) cuts an east-west path across the southern edge of the Study Area.



IMPLEMENTATION PROGRAM

Brookhaven—Peachtree LCI



The Brookhaven-Peachtree LCI Study Area includes the Peachtree Road corridor from the Fulton County line to Ashford-Dunwoody Road. East of Peachtree Road, the Study Area extends south along North Druid Hills Road to Briarwood Road and Colonial Drive and east along Dresden Drive to Conasauga Avenue and Ashford Road. The Study Area extends north on Ashford Dunwoody to Windsor Parkway and west to the DeKalb/Fulton County line. The area includes numerous residential neighborhoods including Ashford Park, Brookhaven Heights, Brookhaven Fields, Hermance, Fernwood Park, Brookhaven Club, and Village Park. Landmarks within the Study Area include Oglethorpe University, the Brookhaven/ Oglethorpe University MARTA Station, Solomon Goodwin House and Harris Goodwin Cemetery, several local institutions (including the Brookhaven Branch of the DeKalb County Public Library) and several multi-family apartment complexes (including three Post Apartment complexes).

Priority Development Projects

MARTA/DeKalb County Partnership for MARTA Station Redevelopment

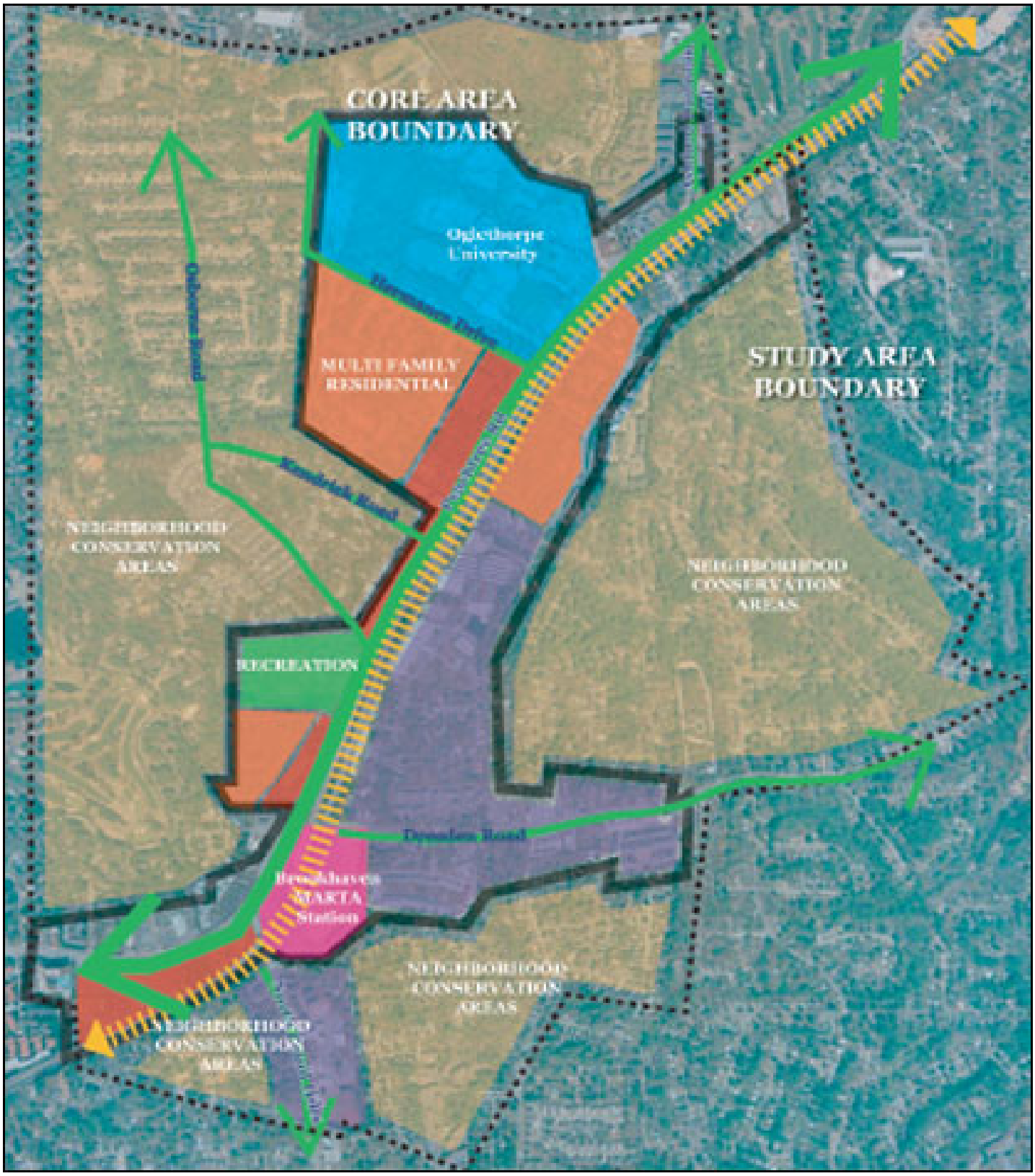
The concept plan for the MARTA Station included in this plan is based upon market demand, community input and potential land costs. Without additional public or private funding for the parking garages and/or infrastructure improvements or reduction of land costs (lease rate or purchase price) additional density may be necessary. Thus, the partnership between MARTA and the County must carefully understand (or seek assistance in outlining and understanding) the financial considerations of the project.

Longer term projects include Peachtree Road retail and residential improvements at:

- Cherokee Plaza,
- West side of Peachtree Road between Osborne Road and Cross Keys Drive,
- Redevelopment of the industrial/manufacturing site.

These developments are also likely to be triggered by private investment. However, due to complications including existing tenant leases, the need for property assembly or environmental concerns, these areas are likely longer term propositions (beyond 5 years).

Brookhaven Study Area



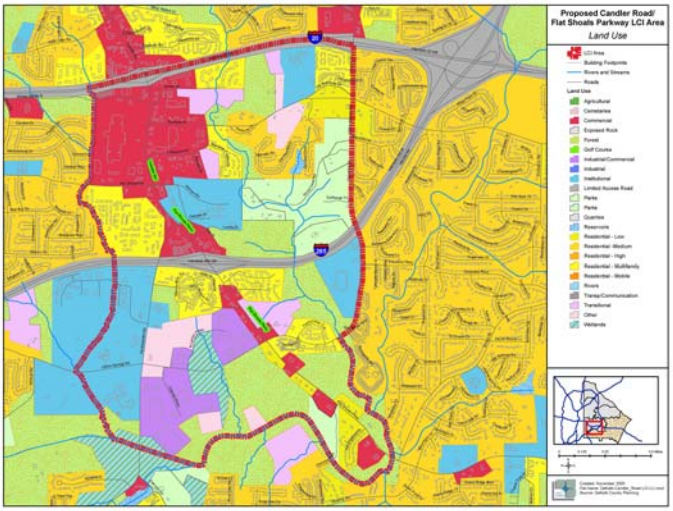
IMPLEMENTATION PROGRAM

Candler Road / Flat Shoals LCI

Goals

- Public Involvement and Participation
- Revitalization of Commercial Strips
- Revitalization of Activity Centers
- Transit Oriented Development / Access to BRT
- Mixed-use Neighborhoods
- Improve Pedestrian Circulation and Bike Paths
- Improve Housing Opportunities
- Urban Design Improvements





Scope of Work

Public Involvement

- Identify/Contact Stakeholders
- Stakeholder Interviews
- Town-hall meetings
- Design Charettes

Existing Conditions

- Land use analysis
- Transportation analysis
- Housing analysis
- Analysis of market conditions
- Urban design analysis

Master Development Plan

- Description of study process / methodology
- Land use element
- Transportation element
- Housing element
- Urban design recommendations

Implementation Framework

- Five-year implementation schedule
- Time frame and cost estimates
- Implementation responsibilities

IMPLEMENTATION PROGRAM



The Tucker Area Livable Centers Initiative (LCI) study focuses on the revitalization of the Tucker downtown area. The study addresses the possibility of incorporating high density development in the downtown Tucker area- providing a mix of commercial, office, recreation, and housing options- as well as improving mobility on the major corridors. Utilizing a 6-month community outreach process and a steering committee of key stakeholders, the study will help the community implement a more pedestrian friendly and interconnected town center, encouraging walking and other modes of transportation.

The study addresses land use, transportation, economic development, and urban design, and was community driven. Recommendations for future actions, programs and implementation strategies are included in the study, and are guided by the area's future goals, as determined during the community outreach process.

The study process was a collaboration of information gathering, analysis and community participation to ensure that the final plan and recommendations are comprehensive, reflecting the interests and desires of the entire Tucker community.



Fig. 1-4: Residence in Bancroft Circle neighborhood (ECOS)

Tucker LCI



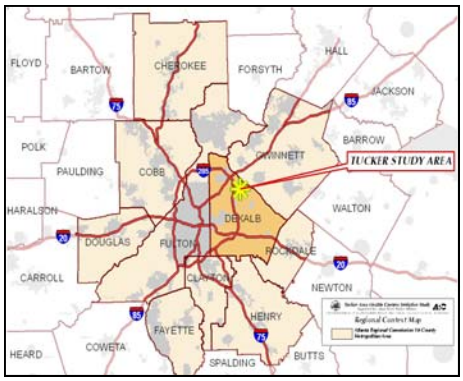
Fig. 1-5: Tucker Bicycle at corner of Main Street and Lawrenceville Highway (ECOS)

IMPLEMENTATION PROGRAM



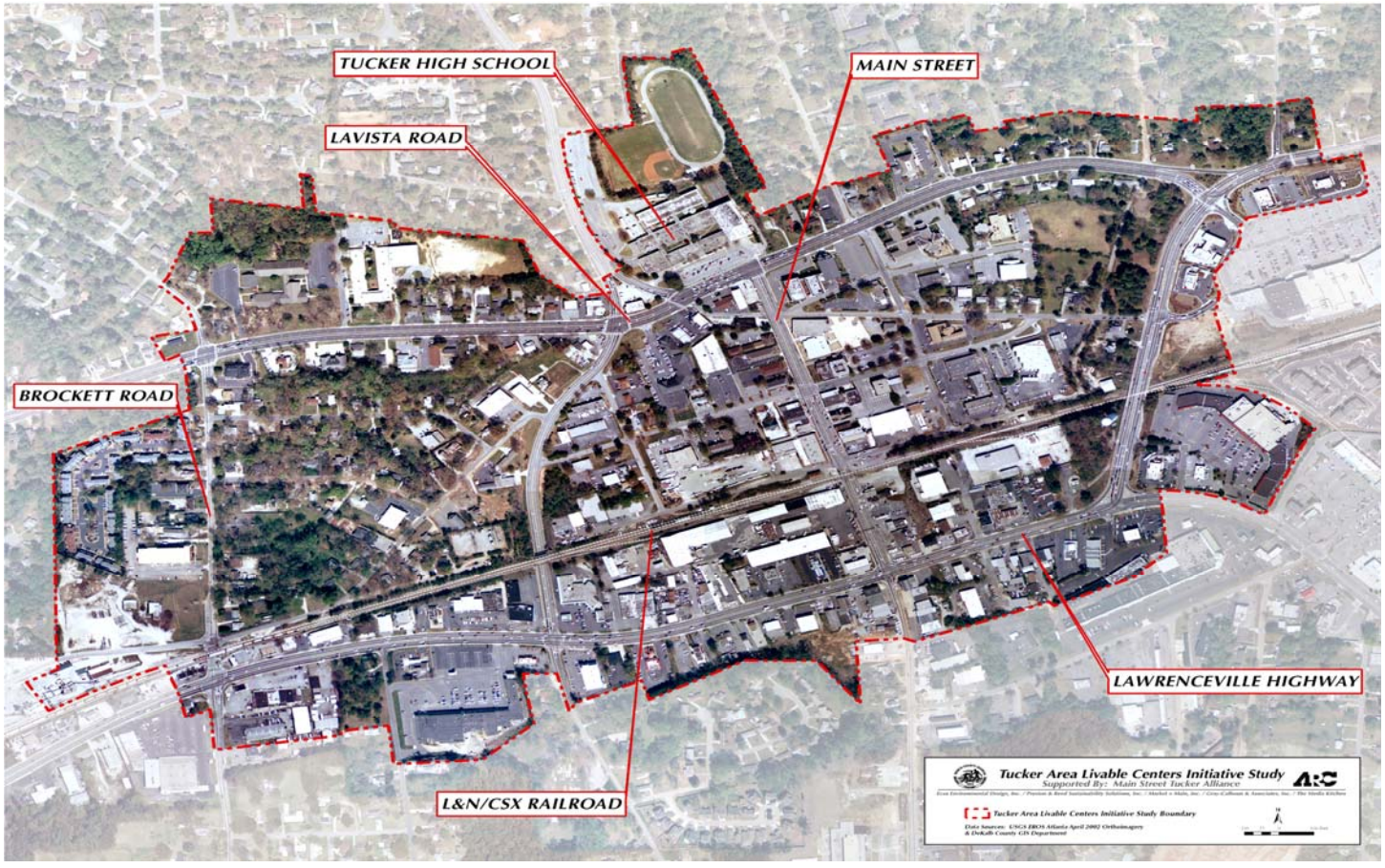
CONTEXT / STUDY AREA

2005 LIVABLE CENTERS INITIATIVE



ARC 10 County Regional Context Map

The half square mile study area for the tucker LCI Project, known as the downtown Tucker Core is bounded by Brockett Road on the west, LaVista Road on the North and Lawrenceville Highway on the south and east. While the major east-west connectors of LaVista and Lawrenceville provide regional access, the historic business district along Main Street bisects the heart of the study area going from LaVista on the north to Lawrenceville on the South. Tucker is not an incorporated city, but the downtown core has a historic and geographic position as the recognizable town center of a Community of 35,000 residents in northeastern DeKalb County. The CSX-L&N Railroad crosses east to west through the study area and is a section of the future Atlanta to Athens commuter rail system. The Tucker community is also served by the MARTA bus system. The downtown Tucker Core has close proximity North DeKalb Mall and is only 17.5 miles from downtown Atlanta and 6.5 miles from Stone Mountain. The study area, totaling more approximately 317 acres, is approximately half mile to north-south and one mile to east-west.



IMPLEMENTATION PROGRAM

The elements of the plan concept defined below will redevelop Tucker's core by implementing the seven elements of a great place in a manner that builds upon the existing characteristics of street pattern, civic uses and small town character. The elements promote pedestrian scale, land use diversity, access to alternative methods of transportation, and enhanced public space.

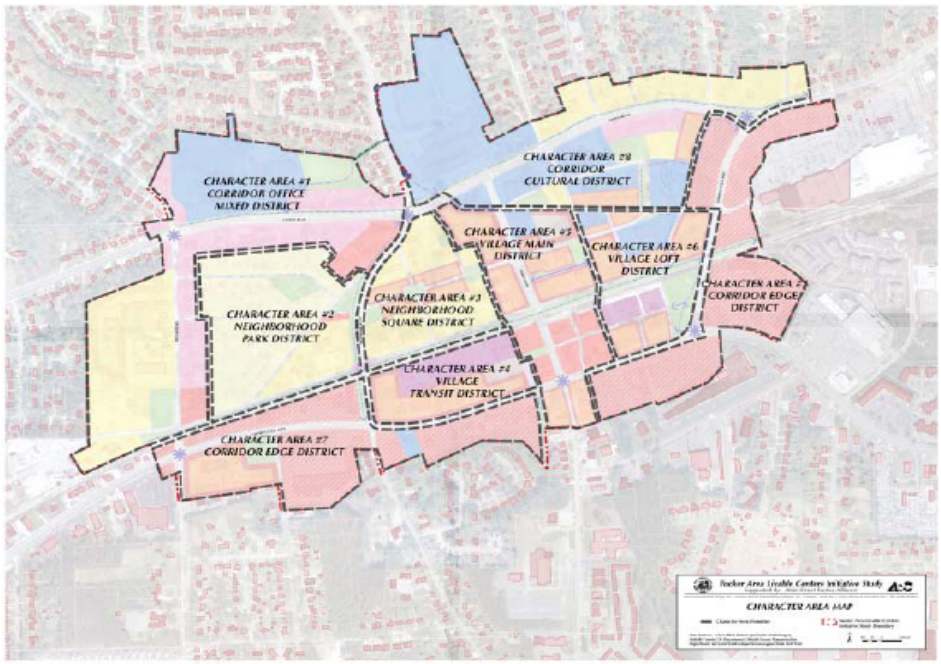


Fig. 3-4: Character Area Map

3.1 PLAN ELEMENTS

3.1.1 Character Areas

Character Areas are defined as areas of the community that have achieved a unique, recognizable, character that is different from neighboring areas. These differences may be the result of the location, quantity or relationship of different elements, such as:

- Topography
- Age
- Style of Housing
- Built Environment
- Land Use Patterns
- Landscaping
- Street Patterns
- Open Space
- Streetscapes


Fig. 3-5: Residential Office (Photo by others)

Through the Core Team Charrette, eight distinct character areas evolved for the Study Area:

Corridor Office Mixed District

This district combines office, retail, civic, and residential uses at a corridor scale, providing for different types of housing options among day-to-day services. Buildings that front both LaVista and Brockett roads should retain a residential character. While this district is beyond the concentrated urban core of the Study Area, the intent is to allow townhomes, condominiums and employment services at a small, pedestrian oriented scale with buildings close to the street & parking in the rear.


Fig. 3-6: San Francisco neighborhood

Neighborhood Park District

Dominated by residences, this district promotes the continuation of compact housing surrounded by small, neighborhood parks and greenspaces. Small, day-to-day retail services are permitted at key locations between Fellowship and Bancroft roads to promote walkability & create a vibrant neighborhood. Roadways have been altered to facilitate pedestrian and bicycle circulation and the inclusion of park space, which promotes social interaction and provides passive recreation opportunities.

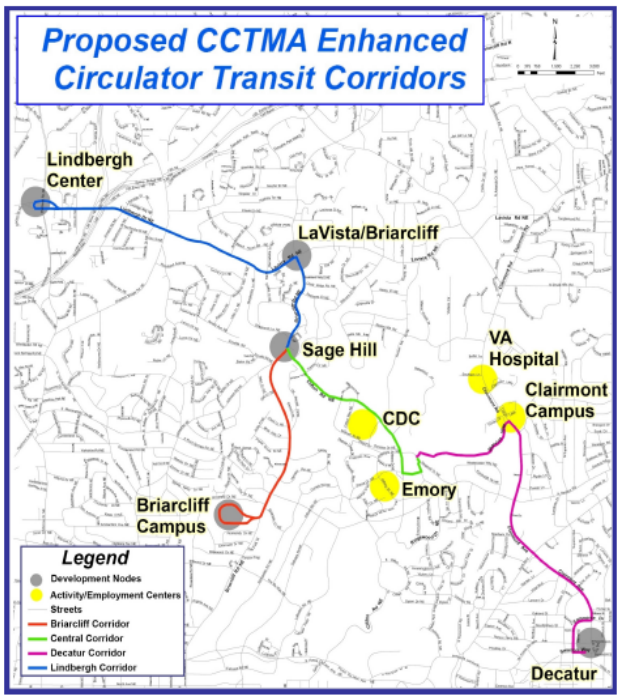
IMPLEMENTATION PROGRAM

	Clifton Corridor Transit Feasibility and Connectivity Study
Clifton Corridor Transportation Management Association	   

The Clifton Corridor Transportation Management Association (CCTMA) is nearing conclusion of its Transit Feasibility and Connectivity Study. The study has focused on examining two distinct services: (1) an enhanced circulator system would provide frequent local circulation within and among activity centers most notably, Lindbergh Center, the Clifton Corridor, and downtown Decatur; and (2) a rail shuttle system which is expected to enhance connectivity in the region by providing peak period, midday, and weekend passenger rail service to destinations within the Clifton Corridor as well as offering connections to MARTA and CCTMA transit services. The study has examined the current and future conditions, assessed possible technologies for the two systems, developed initial operating characteristics, and analyzed their potential ridership, and costs.



The study has concluded that all five (5) corridors are feasible for enhanced transit over the next twenty years. The study will recommend that the two systems be advanced through an Alternatives Analysis. The following five corridors were examined for their suitability.



Central Corridor: Sage Hill to Emory Campus.
Decatur Corridor: Emory Campus/VA Hospital Complex to Decatur MARTA Station.
Lindbergh Corridor: Sage Hill to Lindbergh MARTA Station.
Briarcliff Corridor: Sage Hill to Briarcliff Campus.
CSX/NS Rail Corridor: Downtown Lawrenceville to Downtown Atlanta.

The next phase of work will involve further development of the corridors as part of a 18-month process called an Alternative Analysis (AA). During the AA, the CCTMA will assess in detail the effects of alternative solutions to the corridor's transportation problems. Information on the impacts, costs, benefits, and financing of each alternative will be developed. At the conclusion of AA, the CCTMA will select a locally preferred alternative to advance into the environmental process.

IMPLEMENTATION PROGRAM

Buford Highway Corridor Study

Background

The Buford Highway Corridor Study is part of the Atlanta Regional Commission's (ARC) Regional Multi-Modal Corridor Planning Program, which is to study critical regional corridors and identify program and policy recommendations for inclusion in the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). ARC initiated the program to examine how the future transportation system investments would accommodate future corridor travel for workers and local residents, within the context of anticipated residential, employment, and development changes.

Purpose

The purpose of the Buford Highway Corridor Study is to:

- Identify long range transportation needs in the Buford Highway corridor;
- Assess the benefits and costs for alternative, multimodal transportation strategies; and
- Select a preferred alternative program of policies and projects.

Study Area

The focus of the corridor study is Buford Highway, also known as US 23 and SR 13. The study corridor extends 18.4 miles, from Sidney Marcus Boulevard in Atlanta (Fulton County) to SR 120 in Duluth (Gwinnett County). The study area boundary extends from the roadway centerline to one-quarter mile on both sides of the roadway, as shown in the map below. The limits of the study area link Fulton, DeKalb, and Gwinnett Counties as well as the cities of Chamblee, Doraville, Norcross, Berkley Lake, and Duluth.



Tasks

The study is comprised of seven major tasks.

1. Project Management Plan and Stakeholder and Public Involvement Plan
2. Data Collection and Inventory of Existing and Future Conditions
3. Needs Assessment Report
4. Goals and Objectives Development
5. Alternative Strategies
6. Interim Recommendations
7. Final Report

For more information about the Buford Highway Corridor Study, please visit the Atlanta Regional Commission website www.atlantaregional.com/MMCS/9.htm

IMPLEMENTATION PROGRAM

Memorial Drive Strategic Action Plan

Memorial Drive, which runs between the state Capitol in downtown Atlanta and Stone Mountain in DeKalb County, is in need of economic revitalization. The DeKalb County Economic Development Office retained a team of consultants (2002) to create an economic-based, implementation-oriented action plan to guide the County's revitalization efforts along eight miles of Memorial Drive, form Candler Road in the west to Stone Mountain Memorial Drive in the east. The county would like to revive the drive with an appropriate mix of housing, businesses, government offices and cultural, educational and entertainment facilities, along with streetscape improvements and transportation enhancements.

Efforts will be focused on identifying key locational opportunities, or activity centers, in which revitalization can be targeted. These impacts are to occur in mixed-use activity centers strategically located in the corridor to either take advantage of existing centers of activity, or spur redevelopment in locations determined to be most economically viable in the long-term.

Activity centers created in the corridor should:

- Be pedestrian-oriented;
- Feature a mix of land uses;
- Be strongly connected to surrounding residential areas;
- Provide open space or a central focal point; and
- Create a development or center of activity that is sustainable, creating long-term value and a sense of location.

Process Framework

The conceptual framework, or strategy used to approach the Memorial Drive corridor is a 12-step process originally proposed by ULI, the Urban Land Institute, and further expanded by the consultant team, that aims to transform "suburban strips" into viable activity centers. See the following list of steps:

1. Ignite the public leadership;
2. Know the market;
3. Anticipate market evolution;
4. "Prune" the retail-zoned land;
5. "Pulse" the development;
6. Tame traffic;
7. Enhance connectivity;
8. Eradicate blight;
9. Create a sense of place;
10. Diversify the character of development;
11. Support policy with funding; and
12. Facilitate partnerships for implementation.

IMPLEMENTATION PROGRAM

Emory Village Revitalization Plan

Emory Village is the historic commercial center of the Emory University and Druid Hills neighborhoods located at the intersection of North Decatur Road, Oxford Road and Dowman Drive in DeKalb County, northeast of Atlanta. It emerged in the early 20th century to serve the newly relocated University and the surrounding homes of Druid Hills. As the university and the city grew, the neighborhood commercial center used by the students, faculty, and residents strained to adjust to the pressures from this growth and the fast-changing conditions of the city.



Opportunity Assessment

Emory Village revitalization will depend upon how well the repair of problematic features of the Village, the enhancement of existing positive traits, and the creation of new facilities within the Village is accomplished.

The following evaluation of existing conditions are listed in full in the Emory Village Revitalization Plan. Recommendations are listed and not limited to the following:

- Improve pedestrian and vehicular traffic flow at North Decatur, Oxford, and Dowman intersection
- Improve the continuity of the street wall through the addition of new infill buildings
- Enhance awareness of the Village's natural surrounding through preservation and expansion of scenic views, restoration of Peavine Creek banks, and addition of new views towards the golf course
- Continue the tradition of progressive design through new development that embraces environmentally-friendly building technology and progressive design.

Recommendations

- Priority to preserve existing historic buildings
- Improve sidewalks, and add important pedestrian amenities
- Reorganize parking for the area
- Consider identification markers for significant features
- Develop conscientious guidelines for new signs in the village area

IMPLEMENTATION PROGRAM

Emory Village Revitalization Plan



IMPLEMENTATION PROGRAM

La Vista Blueprints

Livable La Vista



The Georgia Conservancy, working in partnership with the Alliance for a Livable LaVista (ALL) , will provide technical assistance to the residents of the neighborhoods, businesses, and institutions surrounding the "main street" of LaVista Road between its intersections with Clairmont Road and Briarlake Road in DeKalb County. The residents of this area have been addressing multiple issues of planning, design, and quality of life for a number of years. Most recently, ALL developed a "wish list" of issues critical to the neighborhoods. They have also been dealing directly with re-zonings and the design of infill housing, both on LaVista and within their neighborhoods.

Through the Blueprints program, ALL can focus on one aspect of planning which overarches many issues on its "wish list": connections to and from destinations within the planning area. Specifically, Blueprints will work with ALL to conduct a process that could lead to recommendations for:

- Improved automobile, pedestrian, and bicycle mobility along LaVista, particularly at major intersections;
- Improved pedestrian and bicycle access to institutions (churches, schools, library, etc.), open spaces, and commercial areas, including connected trails and paths within all neighborhoods;
- Designated open spaces, existing and proposed, including both passive and active green spaces;
- Future land uses and design parameters in critical locations, particularly at major intersections; and
- General design recommendations for infill development along LaVista, particularly with respect to height, scale, orientation, and access.

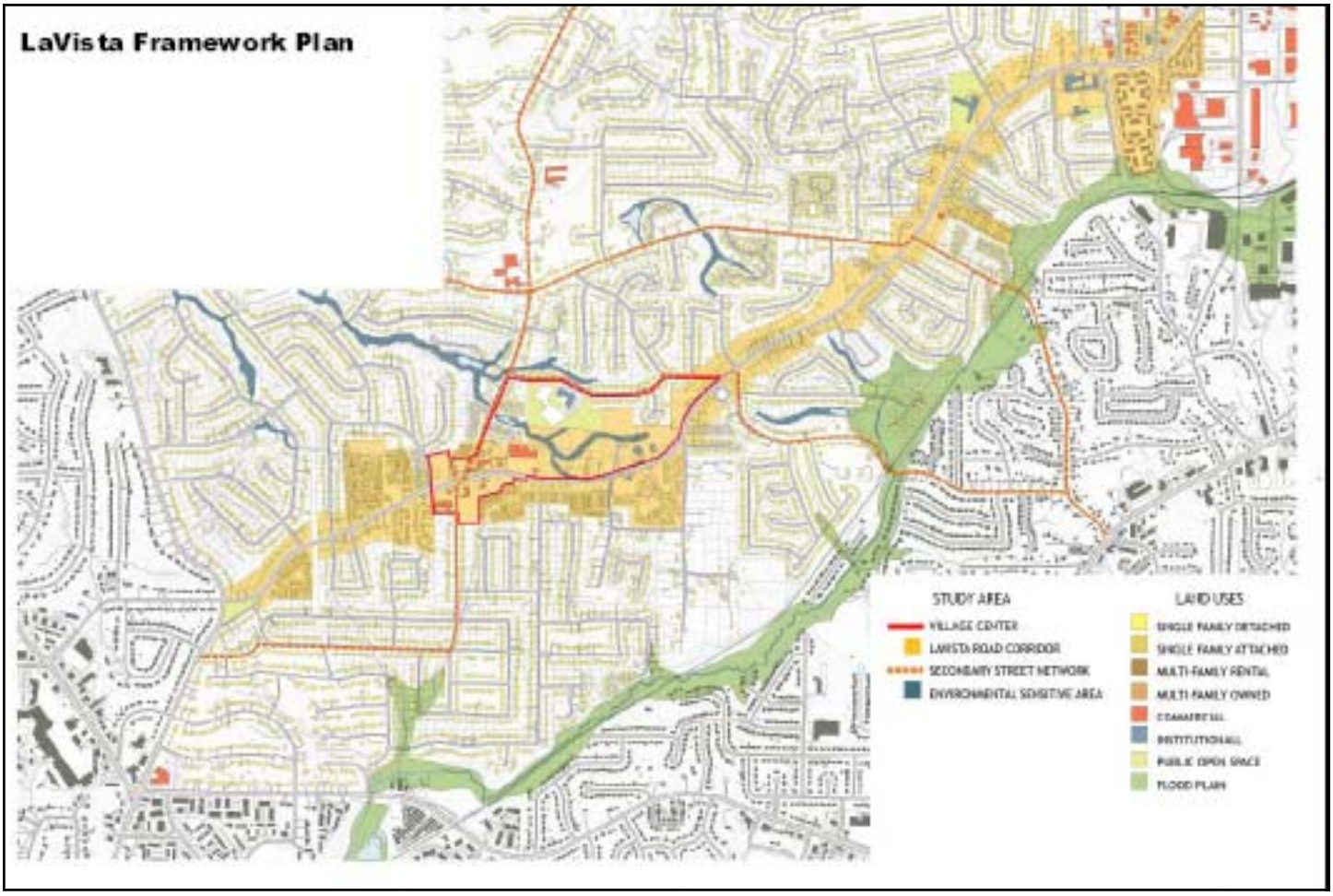
Strategic Actions and Implementation

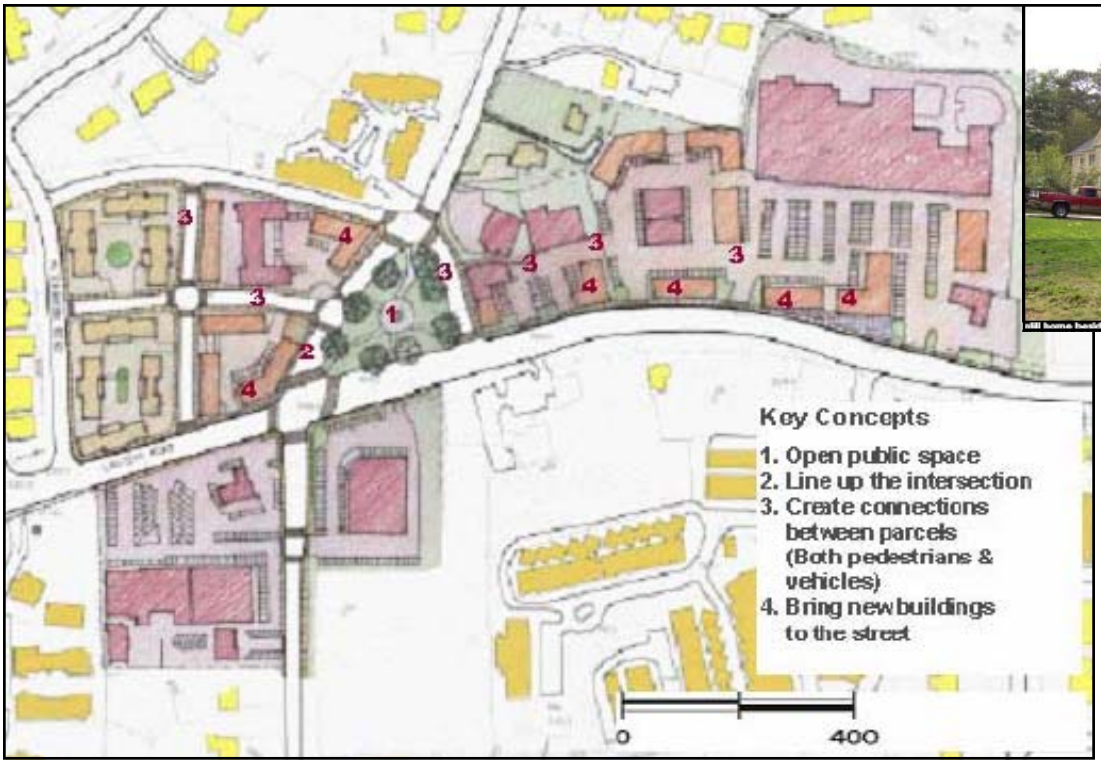
The LaVista Road neighborhoods within the study area can help guide their future by taking strategic actions to respond to the challenges and opportunities of the area. Specifically, the Alliance for a Livable LaVista can play a role in the redevelopment of the neighborhood and its surroundings, work to improve connectivity and traffic conditions, and identify and support the development of appropriate greenspace.

- Participate in the **DeKalb County Comprehensive Transportation Plan (CTP)** process to recommend the creation of a "context sensitive" plan for LaVista with roadway, storm drainage, bike/pedestrian facilities, and lighting and signage.
- Participate in the **DeKalb County Comprehensive Plan** revision process, to communicate the community's vision for land use, zoning, and quality of life improvements.
- Consider an application for **Livable Centers Initiative** status and funding through the Atlanta Regional Commission.

For more information: www.gaconservancy.org/smartgrowth

IMPLEMENTATION PROGRAM







old home beside on-addition mock-style home on LaVista Road



LaVista & Oak Grove intersection

IMPLEMENTATION PROGRAM

Scottdale Revitalization Plan



Scottdale is a historic community in DeKalb County that for many years has been able to preserve its history, character and livability; however, has experienced from a lack of investment. Conveniently located to many destinations in DeKalb County, Scottdale is bordered by the Cities of Decatur, Avondale and Clarkston, and has understandably been experiencing development pressure that has threatened the important characteristics of the community. Concerned about new development and other matters, citizens approached the county in 2005 with the hopes of creating an Infill Overlay Zone for Scottdale.

While overlay zones can be beneficial for communities, they can also stifle positive development if not crafted properly. To ensure the overlay would preserve the existing community and create suitable new development, discussions began between stakeholders regarding the appropriate process that would help reach a community consensus for the future vision of Scottdale. This vision would then act as guide for the overlay zone regulations and other community initiatives. During these discussions, the revitalization of Scottdale was a primary objective.

Land Use and Zoning Conditions

Land use patterns of a community have a major influence on transportation, energy consumption, property taxes, compatible or conflicting adjacent land uses, and possibilities for future growth. Before a community can determine the best strategy for future development, there are three major components that should be reviewed. These include zoning classifications for the area, existing land use plans and future land use plans as dictated in the Comprehensive Plan. The DeKalb County Planning and Development Department is currently developing new future land use policy for the entire County. As an alternative, this process will examine the Character Area Map in the Draft DeKalb County Comprehensive Plan Update.

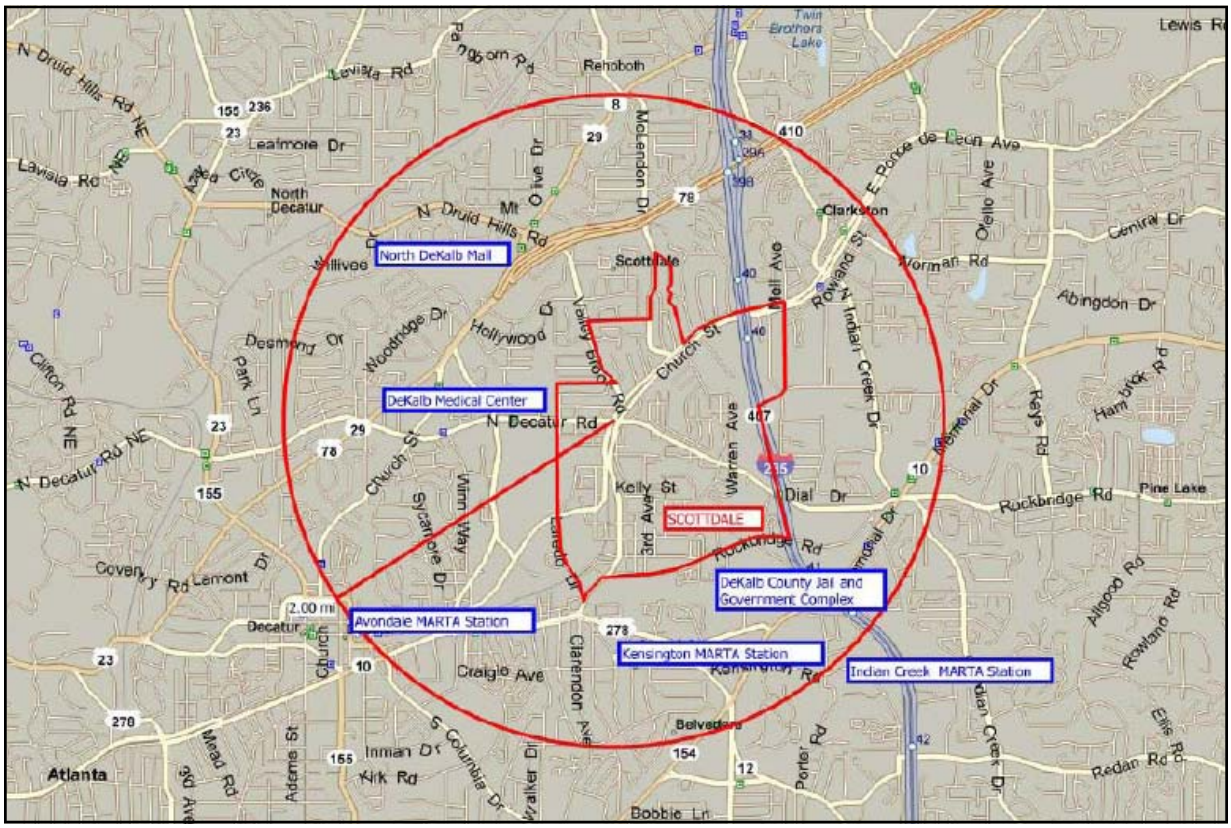
Public Improvement Strategy Report Summary

The Scottdale Community, like many historic communities, has dealt with rapid change and a wide variety of challenges. In the late 1990's, after listening to the comments and concerns of residents, DeKalb County determined that portions of the Scottdale Community's aging infrastructure might best be addressed through the development of a comprehensive improvements strategy. A study was undertaken in the year 2000 and resulted in the Scottdale Public Improvement Strategy. It recommended near-term improvements and was designed to facilitate a thoughtful and efficient distribution of public funds and community resources in light of probable future development.

The Pubic Improvement Strategy was concentrated to address three primary areas of immediate concern: Site Drainage and Hydrology, Pedestrian and Vehicle Circulation, and Human Services and Recreation Facilities.

IMPLEMENTATION PROGRAM

Scottdale Study Area



Strategic Action Plan

The Scottdale Revitalization Plan process was conducted over several months and during that time, community members and stakeholders contributed their time and efforts to examine the issues and opportunities in Scottdale. Many activities took place that allowed the community to express their desires for Scottdale's future and from this input the community vision was created. To implement the community vision created by the Revitalization Plan process, recommendations were made by the consultants and reviewed by the Steering Committee for approval. Recommendations in six areas have been outlined in this chapter. These recommendations comprise a strategy for the community revitalization. These six areas include:

- Land Use
- Housing
- Economic Development
- Community Facilities
- Historic Preservation
- Community Organization

Due to the participation of many stakeholders from the DeKalb County Government and the community, efforts can be made simultaneously to implement the recommended strategies. While some plans dictate short-term and long-term strategies, the recommendations outlined in this plan are meant to be implemented concurrently and to begin shortly after adoption of this plan. Some recommendations will be completed within a year; however, some require ongoing efforts. The collaboration of many stakeholders is sure to make the implementation of this plan a success.

IMPLEMENTATION PROGRAM

Tucker Neighborhood Strategic Plan

Vision

Tucker is a diverse community made up of many unique neighborhoods separated by major roadways. Tucker is an area which is not separate from, but totally integral with the entire Atlanta area.
The key to Tucker's long-term health as a defined community is to honor and support the integrity of each neighborhood and to develop a system of connectivity so mutual issues are addressed with a "small town" attitude. The overall vision is thus one of unique parts/segments communally connected with overall integrity, which celebrates the essence of family, local education opportunities for all ages and the local presence of religious and spiritual activity.

The physical and social attributes will include:

A) Well-defined areas of single-family dwellings, apartments, attached town houses, commercial development, and multi-use projects coordinated in a vibrant, interactive mix where residents and commercial uses prosper harmoniously
B) Continually increasing pedestrian/bicycle interconnectivity throughout by requiring developers to provide both sidewalks and bikeways and encouraging DeKalb County until seamless access becomes a reality
C) Multi-model transportation alternatives that mesh well with regional highway, bus, MARTA and train systems
D) Cost effective water, waste water and storm water systems that protect water quality
E) Electrical and communication utilities that serve the community from underground or with as little visual impact as possible
F) Continuity of community character through uniform street-scaping standards which will not only improve appearance but increase green space
G) A destination downtown that serves diverse needs and populations centered on a revitalized Main Street which establishes a "sense of place" for the Tucker Community
H) Strategies to enhance public safety combining neighborhood crime watch activities with appropriate support from DeKalb County safety-related agencies

Recommendations

- Maintain land use breaks from commercial to residential along major corridors at the edge of downtown Tucker: LaVista, Lawrenceville Highway, Chamblee-Tucker, Idlewood, Brockett, Fellowship, etc. to prevent extension of commercial corridors.
- Contain minor commercial nodes at residential edges: Pittsburgh area, Brockett and Cooledge, Indian Trail Drive and Lawrenceville Highway (near the County line), Hugh Howell Road and Lilburn Stone Mountain Road, etc.
- Encourage Northlake area office development to develop westward from LaVista Circle toward I-285 and not intrude further into residential areas in Tucker.
- Maintain existing boundaries of Mountain Industrial area and consider allowance of transitional uses from industrial to residential such as institutional (INS: churches, etc.).
- Light intensity commercial (LIC) is not appropriate as a transitional use.

IMPLEMENTATION PROGRAM

DeKalb County Solid Waste Management Plan (2005-2014)

The Solid Waste Management Plan (SWMP) for DeKalb County, Georgia, was prepared in response to the State of Georgia's Solid Waste Management Act of 1990. It is DeKalb County's statement of intent in response to this act. This act requires that all cities and counties in Georgia attempt to reduce the weight of waste being disposed of in landfills (or incinerators) by 25% in 1996. This 25% reduction is strongly encouraged by the regulations and will be the goal of the DeKalb County governing authority. DeKalb County has adopted a joint **Solid Waste Management Plan**, which includes seven (7) municipalities. These municipalities include:

- Avondale Estates
- Chamblee
- Clarkston
- Decatur
- Doraville
- Lithonia
- Pine Lake



This SWMP has been developed as a result of coordinated effort by the DeKalb County Planning Department, Public Works, Department, and Sanitation Division and considering comments made from the general public. The DeKalb County SWMP planning area consists of unincorporated DeKalb County and the cities of Avondale Estates, Chamblee, Clarkston, Decatur, Doraville, Lithonia, and Pine Lake. Elements of the SWMP include:



- Waste Disposal
- Waste Reduction
- Collection
- Disposal
- Land Limitation
- Education & Public Involvement



Note: For more information on the SWMP, a complete document may be obtained in the Strategic Planning Division of the Planning and Development Department, or the DeKalb County Sanitation Department.



IMPLEMENTATION PROGRAM

PDK Airport Master Plan

The Master Plan is the County's vision of what the airport will be like at the end of the 20-year planning period. This Master Plan process for PDK will include a number of stakeholders whose ideas and concerns will be heard in the development of the master plan and will allow the airport and community to explore questions together and develop alternatives. This community involvement helps ensure that all citizen needs and concerns are voiced, and are considered during the master plan development.

Policies to Guide the Master Planning Process:

1. Maintain a high standard of airport safety, security and efficiency of operations.
2. Assure sensitivity to environmental issues, with special attention to noise and other adverse impacts, in policy development, planning and implementation.
3. Build a cooperative partnership with the communities in the airport environs and beyond, as PDK strives to be a good neighbor in planning and implementing airport policy and programs.
4. Effectively serve, in a financially self-sufficient manner, the broad economic interests of the County and surrounding communities, as a direct and indirect economic generator.
5. Remain a general aviation/CII airport, while improving operations that are consistent with the airport's mission.
6. Continue to improve facilities and customer services to accommodate the evolving needs of all customers, including, general aviation users, vendors, tenants, employees, and the general public.
7. Develop an effective institutional framework to ensure coordination, communication and cooperation among county departments, the Board of Commissioners and its appointees and other airport decision-makers.
8. Provide for mechanisms that accomplish the airport's mission in a manner that is consistent with adopted policies, goals and plans of the Board of Commissioners, including the County's Comprehensive Plan and applicable federal and state laws.
9. Determine and maintain the current boundaries except for required open space, safety areas or noise abatement with no expansion of runways and taxiways.
10. Continue to take steps to implement new and innovative approach and departure procedures and to continue to work with the FAA to make more precise those departure and arrival procedures already implemented.

The master plan process began by conducting over 100 stakeholder interviews to determine the issues and concerns the master plan should focus on. These issues and concerns were also used to develop guiding policies for the master plan and a public participation plan. The next step was the kick-off meeting held March 29, 2006. The purpose of the meeting was for consultants, airport staff, and members of the Board of Commissioners to listen to the public. In addition to the kick-off meeting there will be other public meetings and facilitated workshops held as the process continues. There will also be two master plan steering committees made up of representatives from many stakeholder groups. The committees will review the technical information presented and offer their comments and guidance during the process. Following the kick-off meeting and the selection of committee members the technical work will begin.

IMPLEMENTATION PROGRAM

The first step is to identify the existing facilities (runways, taxiways, navigation aids, hangars, parking places) at the airport. Data will also be gathered on the number of takeoffs and landings and based aircraft currently at the airport. Next aviation demand forecasts are prepared. These forecasts estimate the number of takeoffs and landings and based aircraft that could be expected at the airport over the 20-year planning period. Following the forecast, the facility requirements step will determine if additional hangars, aircraft parking spaces, auto parking spaces or navigational aids will be needed to serve the forecasted demand. The master plan will not consider runway extensions or other changes that would allow the airport to serve aircraft larger than those using the airport today. Next, concepts or alternatives are developed to show graphically how additional facilities might be arranged. Many alternatives will be considered -- from meeting none of the forecasted demand (the no-build alternative) to meeting some or all of the demand. The master plan also includes an airspace and environment study that will look at the airspace system and determine if changes in flight tracks or procedures could decrease the noise to the surrounding neighborhoods. There will be many opportunities for public involvement throughout the entire master plan process.

Master Plan Update – December 2006

Technical work that is currently underway:

- Existing conditions inventory – The inventory task includes the collection and review of current and historical operational data as well as information related to the size, location, and use of existing airport facilities.
- Aerial photogrammetry – New aerial photogrammetry will serve as the base map for report figures and graphics and the airport layout plan drawing set. The aerial photogrammetry also documents the height of trees, towers, poles, buildings, and other structures that might obstruct runway approach surfaces.
- Obstruction analysis - Based on the new aerial photogrammetry, the obstruction analysis shows--in plan and profile views--the runway approach surfaces and any structure or tree that penetrates the surface.
- Boundary survey – The boundary survey will verify the current airport property line.
- Economic impact analysis – The economic impact analysis seeks to quantify the economic impact of the Airport on DeKalb County and the surrounding regional economy.

Future steps in the master plan process require resolution of the fleet mix:

• Departure Procedures Environmental Assessment fleet mix and forecast – The master plan intended to use the existing fleet mix and forecast of future takeoffs and landings previously prepared for the Departure Procedures Environmental Assessment. Preparation of a new fleet mix and forecast was not included in the master plan scope of work. The Federal Aviation Administration (FAA) is still reviewing the Departure Procedures Environmental Assessment and has not yet issued a finding on the study. The master plan team is awaiting resolution of this issue before moving forward with a master plan forecast.

Next steps following resolution of the fleet mix and forecast issues:

- Complete master plan forecast
- Conduct master plan committee meeting

IMPLEMENTATION PROGRAM

DeKalb County Comprehensive Transportation Plan

The DeKalb Comprehensive Transportation Plan (CTP) is the end result of an extensive, iterative, and comprehensive process incorporating community involvement, technical analysis, and institutional oversight in determining the appropriate transportation system for DeKalb County. The process balanced technical analysis with attention to community desires for the County's transportation system.

Throughout development of the CTP, significant efforts were made to engage the public in the planning process. At the beginning of the CTP, a public involvement plan was prepared in cooperation and coordination with the public to guide participation and ensure adequate opportunity for involvement by all members of the County. A survey was implemented to assess citizens concerns and requests related to transportation in DeKalb County and to gain a sense of what the citizens of the County think are important issues in transportation. A stakeholder database including broad based representation from each quadrant of the County, as well as commercial, educational, business, retail, religious, ethnic, healthcare, elderly, disabled, and cultural attraction communities was established to maintain communication with the citizens most likely impacted by the study. This ensured a level of continuous involvement for all groups in reviewing information and providing input for consideration by the study team. At key milestones in the development of the CTP, public involvement meetings were held throughout the County to inform the public of the plan's progress and to solicit feedback and dialogue on aspects of plan development. Formal public meetings were supplemented by outreach opportunities to civic organizations, business and community groups, and through information booths at retail and recreational venues.

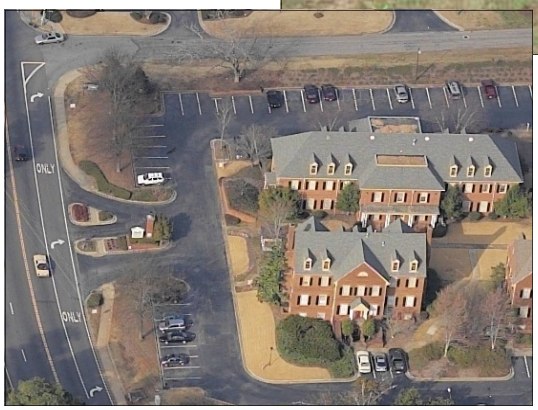
Policy recommendations were the result of extensive technical analysis that considered the impact of transportation demand to the year 2030 and anticipated land use developments. The County follows a solid base of policies and strategic directions when making decisions regarding transportation and land use. The CTP update evaluated these policies in the context of current and future needs, current funding resources and directions for the transportation program provided during the update.

The CTP recommends a menu of funding strategies that can be considered by DeKalb County to address the funding of local and aspirations projects. This leaves the decision of whether to adopt increased levels of funding or to reassess the need at some future date. Information and recommendations provided throughout the CTP process provide the data upon which future transportation decisions can be made.

Note: For more information on the CTP, a complete document may be obtained in the Strategic Planning Division of the Planning and Development Department 404-371-2155.

DEFINITIONS GLOSSARY




6. DEFINITIONS GLOSSARY

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, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility, or usefulness, and unsanitary or unsafe conditions, among others.

BRT Bus Rapid Transit- BRT is a high speed bus system operated within an exclusive right-of-way. BRT incorporates exclusive transit ways, modern stations, on-board fare collection, high-tech vehicles and frequent service.

Buffer - an area of land, including landscaping, berms, walls, fences, and building setbacks, that is located between land uses of different character and is intended to
mitigate negative impacts of the more intense use on a residential or vacant parcel.

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 States governing water pollution. The act established the symbolic goals of eliminating releases to water of toxic amounts of toxic substances, eliminating additional water pollution and ensuring that surface waters would meet standards necessary for human sports and recreation.

Community – a sub area of a local government (city, county, town) consisting of residential, institutional, and commercial uses sharing a common identity.

Community Agenda – the portion of the Comprehensive plan that provides guidance for future decision making about the community.

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 know 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 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.

Greenspace is an area of largely undeveloped wild or agricultural land surrounding or neighboring an urban area; applied to certain urban areas, including parks, preserves and public or private lands.

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.

Neighborhood - an area of a community with characteristics that distinguish it from other community areas and that may include schools, or social clubs, or boundaries defined by physical barriers, such as major highways and railroads, or natural features, such as rivers.

Non-Conforming Use - A use which lawfully occupied a building or land at the time the zoning or land use code became effective, which has been lawfully continued and which does not now conform to the current use regulations.

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.