



Major Land Use Report for Amendments to the 2025 Comprehensive Plan

DeKalb Industrial Way / North Decatur Office Park and Neighborhood Center

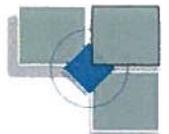
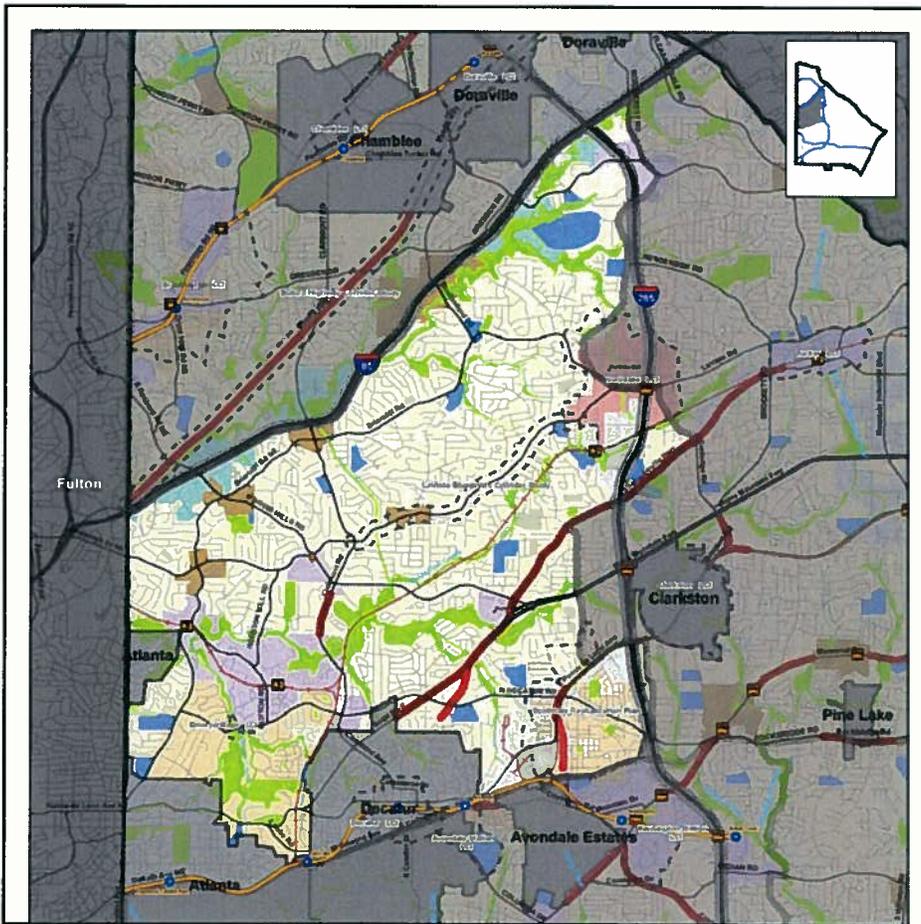




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TRANSMITTAL RESOLUTION

REV. 10/02

DEKALB COUNTY

ITEM NO. G15

BOARD OF COMMISSIONERS

HEARING TYPE
Preliminary

BUSINESS AGENDA / MINUTES

ACTION TYPE
Resolution

MEETING DATE: March 24, 2009

SUBJECT: Authorize a transmittal resolution to Atlanta Regional Commission (ARC) for a major land use amendment (Suburban to Commercial Redevelopment Corridor and Neighborhood Center) of the 2025 Comprehensive Plan Future Development Map.

DEPARTMENT: Planning and Development

PUBLIC HEARING: YES NO

ATTACHMENT: YES No

INFORMATION CONTACT: Patrick Ejike
Andrew Baker

PAGES: 19

PHONE NUMBER: 404-371-2155

PURPOSE:

To consider authorizing a transmittal resolution to accept and forward the major land use amendment (Suburban to Commercial Redevelopment Corridor and Neighborhood Center) to the Atlanta Regional Commission (ARC) for their required review.

NEED/IMPACT:

The impetus for this major amendment was from DeVry Inc, who has filed a land use application (LP-09-15368) to request amending the DeKalb County Comprehensive Future Development Map from Suburban (SUB) to Neighborhood Center (NC). Due to DeVry University relocating to downtown Decatur, the building and 21 acre site is currently vacant.

When analyzing any proposed land use amendment, staff evaluates the larger areas surrounding the subject project to determine the feasibility. The larger areas include an analysis of the character area designations surrounding the subject property, current development trends, current zoning districts, and major land use amendment. Other factors that initiate a major land use amendment include projects that qualify for Development of Regional Impact (DRI), or any project that satisfies DCA criteria for major land use amendments. The proposed major amendment area is designated as Suburban (SUB).

The Georgia Planning Act 110-12-1-.08-(3) (a) requires that major amendments that alter the basic tenet of the overall plan or a significant portion of the plan or if they have the potential to affect another local government be submitted to the Atlanta Regional Commission for review. The same chapter also provides changes that would typically qualify as major amendments include: Changes of 10% or greater in the population; Changes that propose more intense or dense uses that are located adjacent or close to another local government; A cumulative increase in the total land area greater than 100 acres; and changes in the planned site of new or improved water, sewer, or transportation facilities to "new" areas not previously projected to receive such facilities or improvements.

The requested 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. The maximum density allowed is 18 units per acre.

The requested 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. The maximum density allowed is 24 units per acre.

RECOMMENDATION (S):

To authorize a transmittal resolution to accept and forward the major land use amendment (Suburban to Commercial Redevelopment Corridor and Neighborhood Center) to the Atlanta Regional Commission (ARC) for their required review.



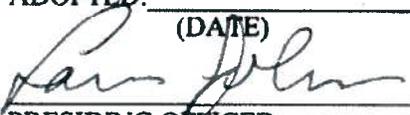
TRANSMITTAL RESOLUTION

FOR USE BY COMMISSION OFFICE/CLERK ONLY

ACTION: G15

MOTION was made by Commissioner Rader, seconded by Commissioner Gannon and passed 7-0-0-0 to authorize a transmittal resolution to accept and forward the major land use amendment (Suburban to Commercial Redevelopment Corridor and Neighborhood Center) to the Atlanta Regional Commission (ARC) for their required review.

ADOPTED: MAR 24 2009
(DATE)



PRESIDING OFFICER
DEKALB COUNTY BOARD OF COMMISSIONERS

CERTIFIED: MAR 24 2009
(DATE)



CLERK,
DEKALB COUNTY BOARD
OF COMMISSIONERS

FOR USE BY CHIEF EXECUTIVE OFFICER ONLY

APPROVED: APR 07 2009
(DATE)



CHIEF EXECUTIVE OFFICER
DEKALB COUNTY

VETOED: _____
(DATE)

CHIEF EXECUTIVE OFFICER
DEKALB COUNTY

VETO STATEMENT ATTACHED: _____

MINUTES:

	FOR	AGAINST	ABSTAIN	ABSENT
DISTRICT 1 - ELAINE BOYER	<u>X</u>	_____	_____	_____
DISTRICT 2 - JEFF RADER	<u>X</u>	_____	_____	_____
DISTRICT 3 - LARRY JOHNSON	<u>X</u>	_____	_____	_____
DISTRICT 4 - SHARON BARNES SUTTON	<u>X</u>	_____	_____	_____
DISTRICT 5 - LEE MAY	<u>X</u>	_____	_____	_____
DISTRICT 6 - KATHIE GANNON	<u>X</u>	_____	_____	_____
DISTRICT 7 - CONNIE STOKES	<u>X</u>	_____	_____	_____



**Georgia Department of Community Affairs
Justification for Major / Minor Amendment Analysis**

According to the Standards and Procedures for The Georgia Department of Community Affairs Comprehensive Planning Requirements effective May 1, 2005 and established by the Georgia Planning Act of 1989. Section 110-12-1-08(3) Maintaining the Comprehensive Plan (a) Plan Amendments, **this amendment qualifies as a major amendment.** Changes to an adopted comprehensive plan shall be considered major amendments if they alter the basic tenets of the overall plan or a significant portion of the plan or if they have the potential to affect another local government. Changes to a local comprehensive plan that are purely local in nature and do not qualify as major amendments shall be considered minor amendments. The following table lists the changes that qualify this project as major amendments:

County Action				DCA Justification Criteria		Decision		
From	To							
X	RR		RR		Changes of 10% or greater in the population (increase or decrease) on which the plan is based	X	Major Amendment	
	SUB		SUB					
	TN	X	TN	X	Changes to the Future Development that propose more intense or dense uses that are located adjacent to or in close proximity to another local government		Minor Amendment	
	NC		NC					
	TC		TC					
	RC		RC	X	A cumulative increase in the total land area of a local government jurisdiction of greater than 100 acres		Other	
	TCU		TCU					
	INS	X	INS		Changes in the planned site of new or improved water, sewer, or transportation facilities to "new" areas not previously projected to receive such facilities or improvements.			
	OP		OP					
	COS		COS					
	IND		IND					
	LIND		LIND		Changes to the Future Development Map that only have an affect on DeKalb County and no other jurisdiction			
	SC		SC					
X	CRC		CRC			Requires a new land use category for DeKalb County		
	HC		HC					

County Action Key:

RR – Rural Residential	NC – Neighborhood Center	TCU- Transportation /Communication/ Utilities	COS – Conservation Open Space	SC – Scenic Corridor
SUB – Suburban	TC – Town Center	INS – Institution	IND – Industrial	CRC – Commercial Redevelopment Corridor
TN – Traditional Neighborhood	RC – Regional Center	OP – Office Park	LIND – Light Industrial	HC – Highway Corridor



Preliminary Analysis

Table with 3 columns: Field Name, Value, and Additional Info. Fields include Project Name, Location, Parcel ID, Applicant, Proposal Request, Proposed Land Use, Existing Land Use, and DRI.

Table with 5 columns: Adjacent Land Use, North, South, East, West. Values include SUB, IND, and combinations like North-East, North-West, etc.

Is the proposed change consistent with the intent of the Comprehensive Plan? [X] Yes No

Is there an alternative land use recommendation other than the existing or proposed that would more effectively address this property on the Comprehensive Plan? Yes [X] No

LAND USE SUMMARY

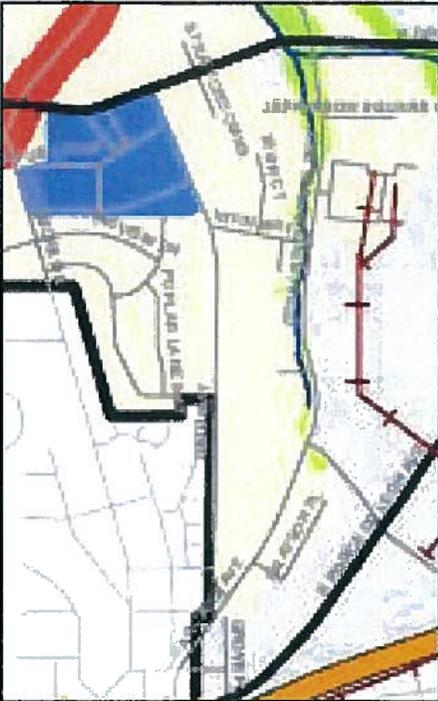
The impetus was from a submitted land use amendment application (attached) that proposed a 21 acre mixed use project. The applicant proposed an amendment from Suburban to Neighborhood Center. The existing land use consists of an institutional use, DeVry University. Due to DeVry University relocating to downtown Decatur, the building and 21 acre site is currently vacant. Surrounding properties in that area include medical offices along Winn Way and assisted living facilities to the north, single family development to the west and south. Along N. Arcadia Avenue/DeKalb Industrial Way, multi-family development and commercial uses to the north; commercial and multi-family uses to the east; and industrial uses to the south.

When analyzing any proposed land use amendment, staff evaluates the larger areas surrounding the subject project to determine the amendment feasibility. The larger areas include and analysis of the character area designations surrounding the subject property, and could possibly initiate a major land use amendment. Other factors that initiate a major land use amendment include projects that qualify for Developments of Regional Impact (DRI), or any project that satisfies DCA criteria for major land use amendments. The proposed major amendment area for this project is designated as Office Park (OP) and Neighborhood Center (NC).



LAND USE ANALYSIS

If this amendment moves forward, it shall be prepared according to the Standards and Procedures for The Georgia Department of Community Affairs Comprehensive Planning Requirements effective May 1, 2005 and established by the Georgia Planning Act of 1989. According to Section 110-12-1-08(3) Maintaining the Comprehensive Plan (a) Plan Amendments, this amendment qualifies as a major amendment. All major plan amendments, updates and annual or five-year STWP updates must be submitted to the regional development center for review and shall follow the submittal and review procedures outlined in section 110-12-1-.08(2). Major amendments to the plan must be submitted for review within six months from the date the local government experiences or decides to pursue a change that would qualify as a major amendment. Minor amendments to the plan are not required to be submitted for review.



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 50 Activity Centers countywide. In addition, the Future Development Plan includes residential designations: Rural, Suburban, and Traditional.

This project involves the existing character areas to amended include Suburban, Commercial Redevelopment Corridor, and Industrial. The proposed character areas are Office Park and Neighborhood Center. This section will explain in detail the definition and proposed uses of these areas.

Neighborhood Center

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 maximum density allowed is 24 units per acre.**



Primary Uses

- Townhomes
- Condominiums
- Apartments
- Retail and Commercial
- Office
- Parks and Recreational Facilities
- Public and Civic Facilities
- Institutional Uses

General 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.



LAND USE ANALYSIS

Suburban

The **Suburban (SUB)** designation is a primarily a residential designation that includes typical suburban development patterns. The intent is to protect existing single-family neighborhoods while allowing limited commercial and institutional uses and more traditional neighborhood development in appropriate locations. **The maximum density allowed is 8 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



Office Park

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



Commercial Redevelopment Corridor

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

Primary Land Uses

- Commercial and Retail
- Offices
- Condominiums
- Townhomes
- Mixed Use
- Institutional Uses

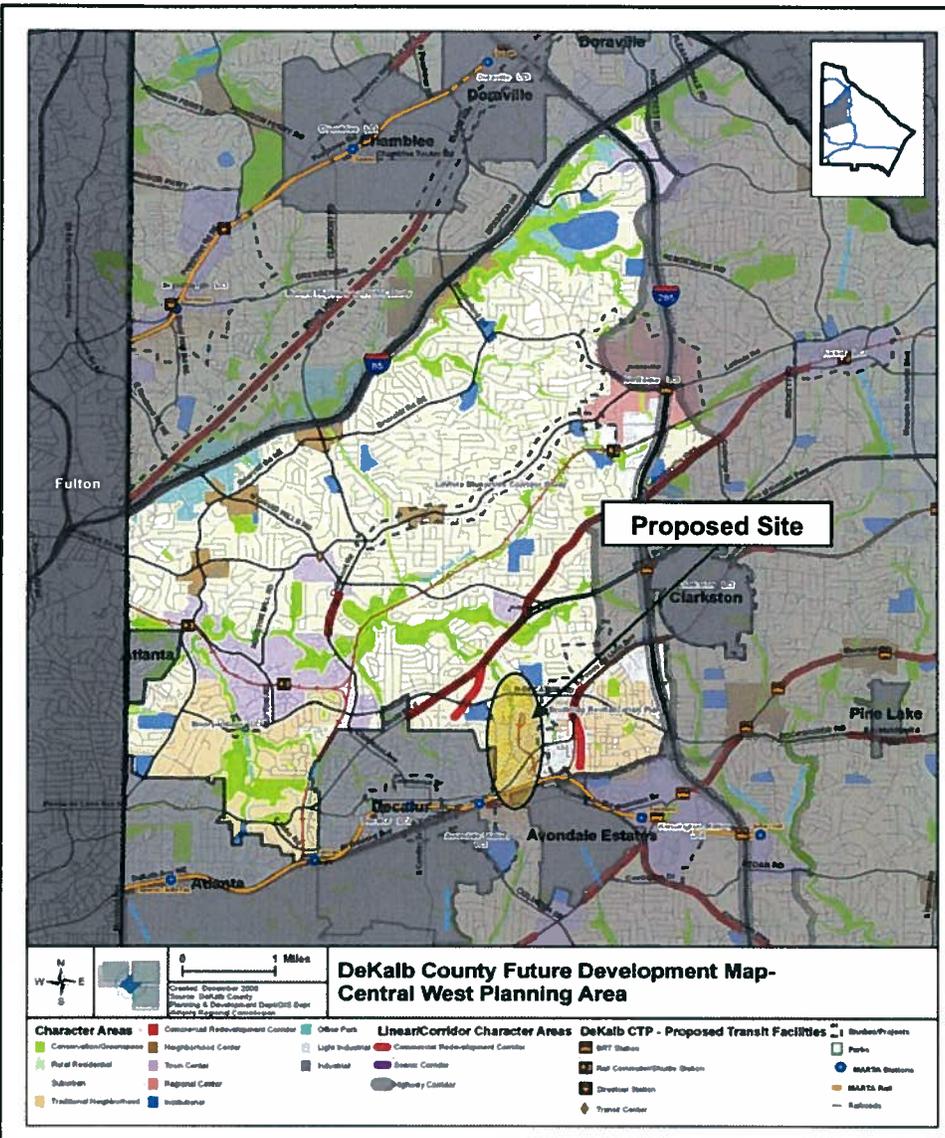




SUBJECT AREA

DeKalb Planning Area

The subject area is located in the **Central West Planning Area** and runs 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. This area also includes the Northlake Livable Centers Initiative small area study that is noted within the Supplemental Plans section of the DeKalb County 2025 Comprehensive Plan.



- #### Neighborhood Centers
1. Oak Grove Commercial Center (LaVista & Oak Grove Road)
 2. Emory Village—This recommendation also supports the Northlake Livable Center Initiative small area study.
 3. Briarcliff & North Druid Hills Road
 4. Briarcliff & La Vista Road

- #### Town Centers
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

- #### Office Parks
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

- #### Traditional Neighborhoods
1. The Scottdale neighborhood
 2. Druid Hills Historic District(s) between Emory University & Atlanta/Decatur

Regional Centers

Northlake Mall and surrounding area. This recommendation also supports the Northlake Livable Center Initiative small area study that will be discussed further in the



SUBJECT AREA

Activity Centers in Close Proximity

The proposed area is within the Central West Planning Area of the county. Kensington MARTA Station Town Center (TC) is the closest activity center in the area, and it is located in the South West Planning Area of the county. This TC is located within a two mile radius of the subject area. The goal of this (TC) is to promote a higher mix of land uses and transit oriented development around the station.

Municipalities in Close Proximity

The subject area is located in between the City of Decatur and the City of Avondale Estates. The population of the City of Decatur is 19,168 (*city-data.com, 2007*) and the population of Avondale Estates is 2,829 (*city-data.com, 2007*). The City of Decatur has taken interest in annexation to a portion of the proposed subject area, which is still pending decision.

Major Businesses

The “Kroger” shopping center (no official name) is located at the intersection of DeKalb Industrial Way and North Decatur Road. Other notable businesses at this location is DeKalb Medical, Walgreens, Tire Plus, two gas stations (Shell and DeKalb Gas), and a strip shopping center. The former DeVry Institute in the area has relocated to downtown Decatur.

Major thoroughfares and ARC Unified Growth Policy:

North Decatur Road and DeKalb Industrial Way are designated as major thoroughfares and Freight Areas on the Atlanta Region Unified Growth Policy Map. These areas serve freight transportation, freight development, and industrial uses.

Supplemental Plans / Overlays in the area: The Scottdale Overlay District is the only supplemental plan within close proximity of the proposed subject area.

Preliminary Staff Opinion:

Approval. Based on preliminary staff analysis and policies within the 2025 Comprehensive Plan, staff preliminary opinion is for approval. Preliminary analysis shows that the proposed amendment is consistent with Chapter 5.3 of the Plan (see Supporting Policies and Strategies section below). The recommended changes will include Chapters 5.4-2 Economic Development, Chapter 5.4-3 Housing, Chapter 5.4-7 Sense of Place, Chapter 5.4-13 Land Use, and other character area policies to support the land use. The aforementioned designations collectively create the impetuious to support the change to Office Park connected by two Neighborhood Centers for the overall area. Rather than a piece-meal approach, it is recommended the aforementioned strategy be applied comprehensively to the applicable properties.

Proposed Changes to the 2025 Comprehensive Plan (Community Agenda Document)

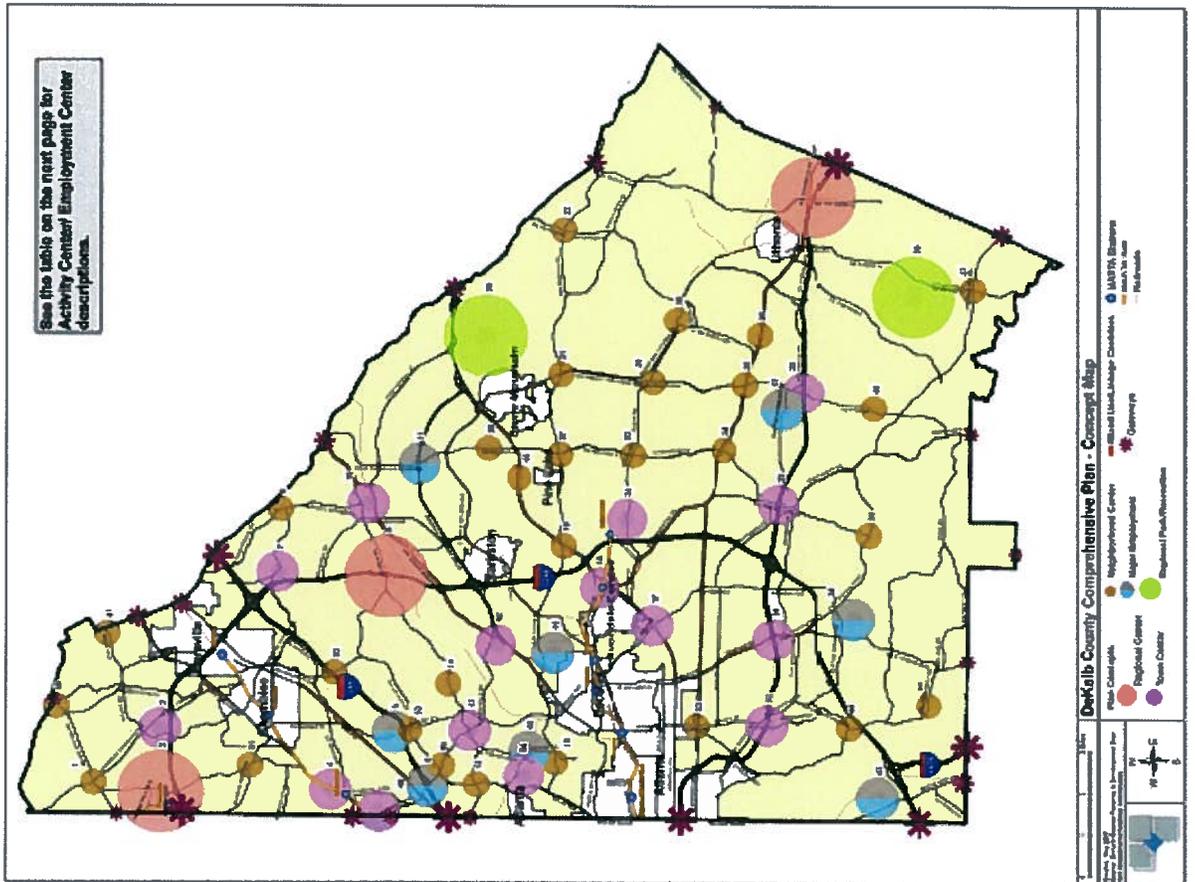
If this application is approved, the DeKalb County 2025 Comprehensive Plan must be amended to reflect all applicable chapters and sections that are affected. Applicable items from Chapter 4 of the Community Agenda Document have been identified in the following:

- Map 4-1 DeKalb County Concept Map
- Table 4-1 Concept Map Key & Description
- Map 4-2 DeKalb County Future Development Map
- Table 4-4 Character Areas-Central West Planning Area
- Map 4-5 Character Areas-Central West Planning Area

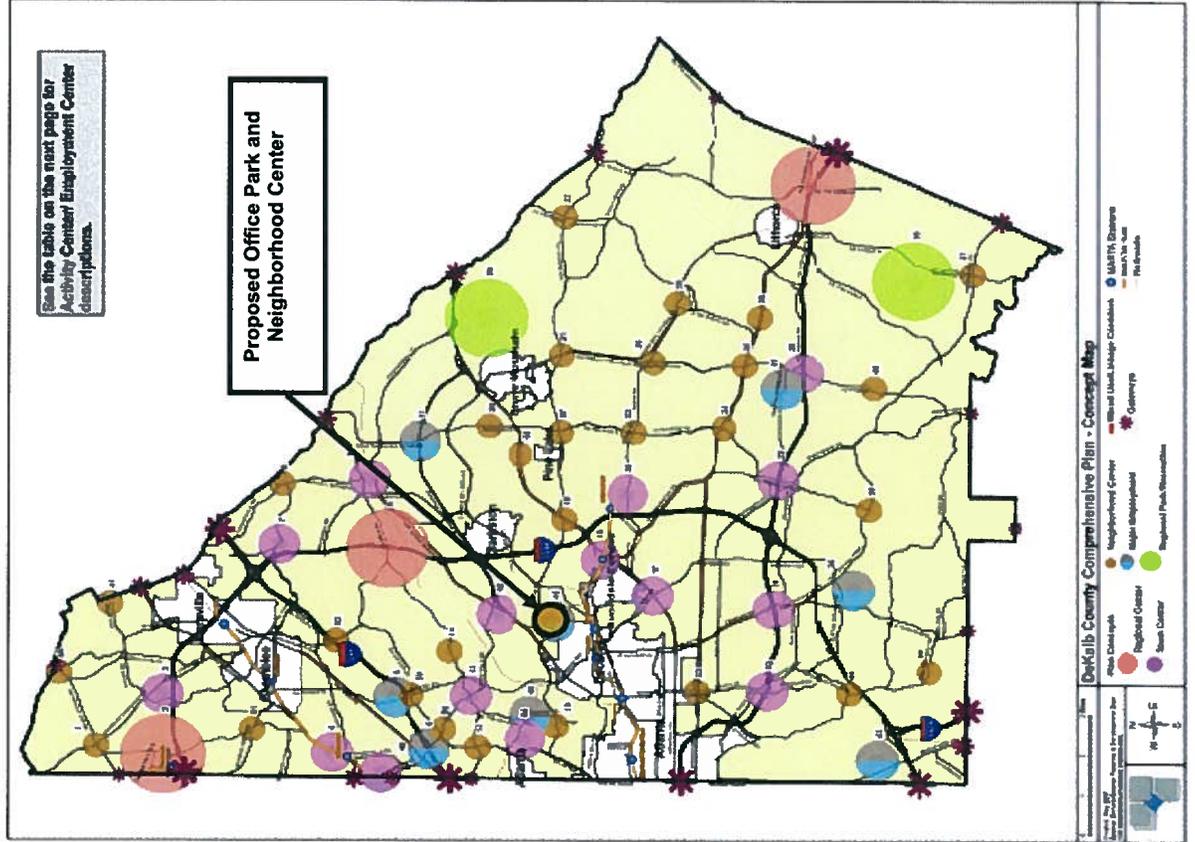


Changes to the DeKalb County 2025 Comprehensive Plan / Community Agenda

Current "as is" Version in the Comprehensive Plan



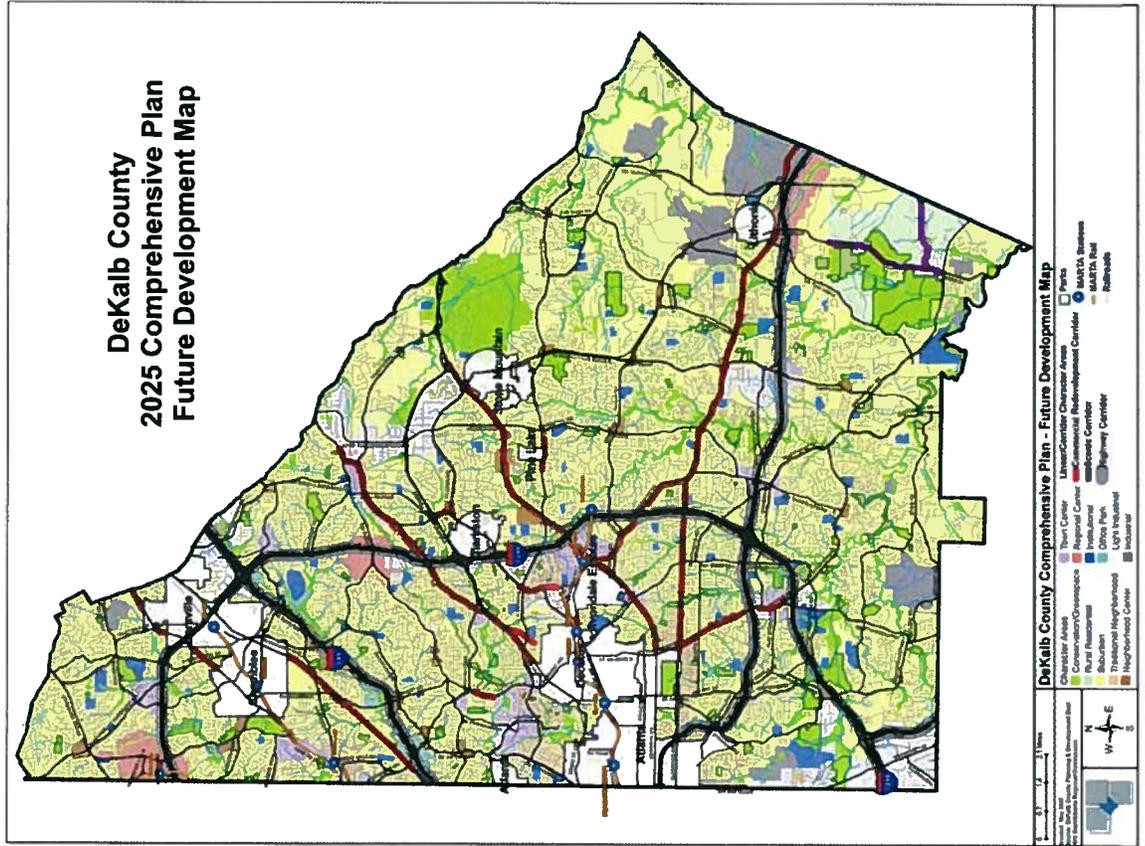
Proposed Amendment to the Comprehensive Plan



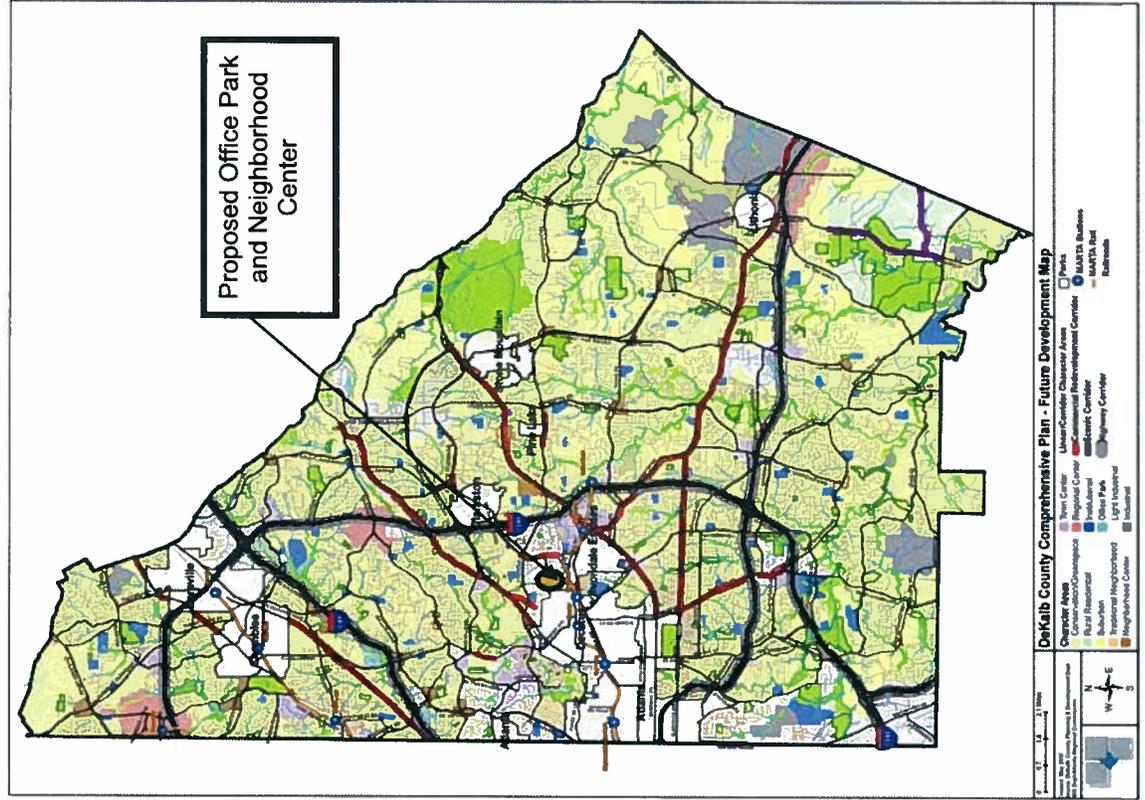


Changes to the DeKalb County 2025 Comprehensive Plan / Community Agenda

Current "as is" Version in the Comprehensive Plan

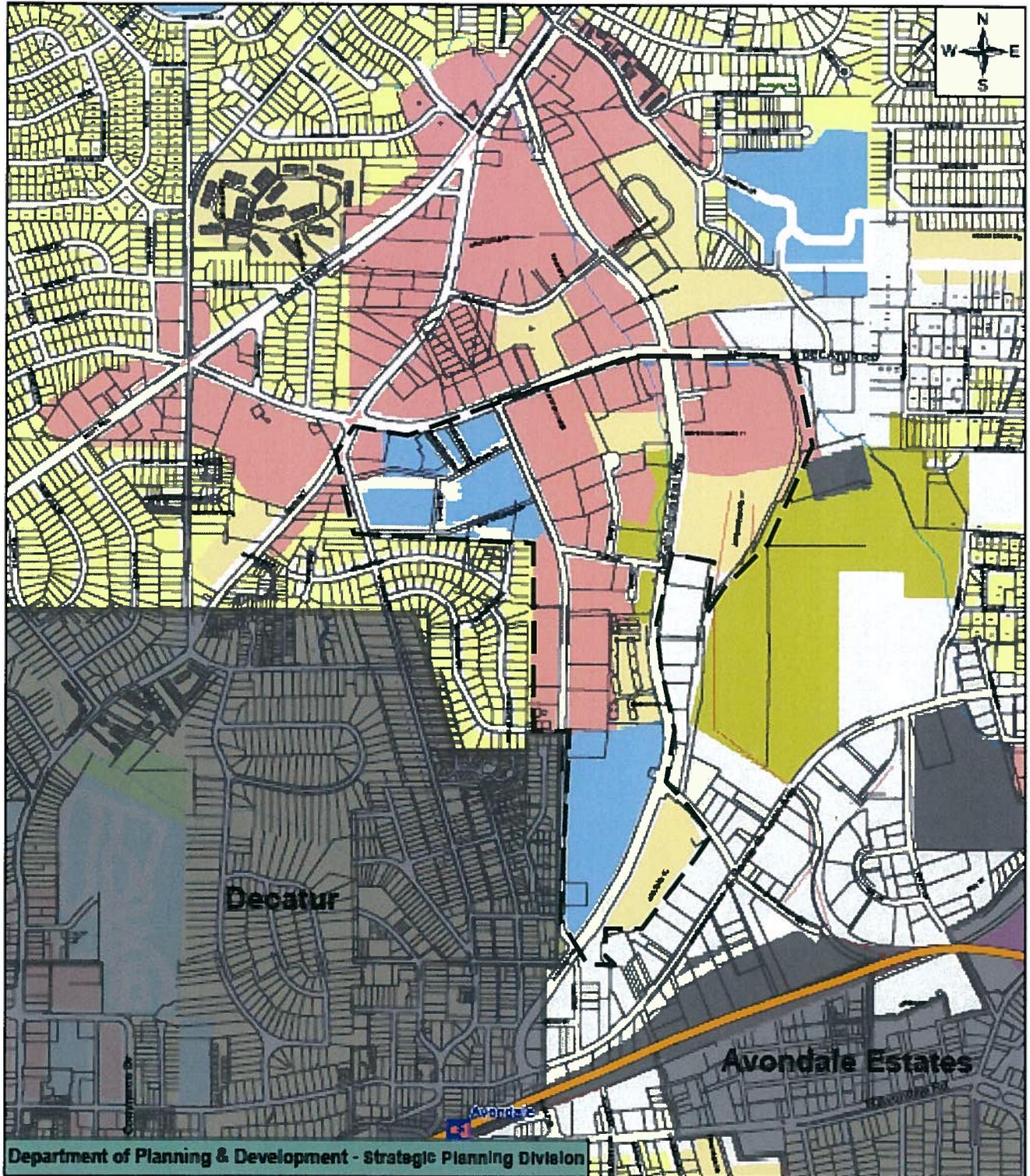


Proposed Amendment to the Comprehensive Plan





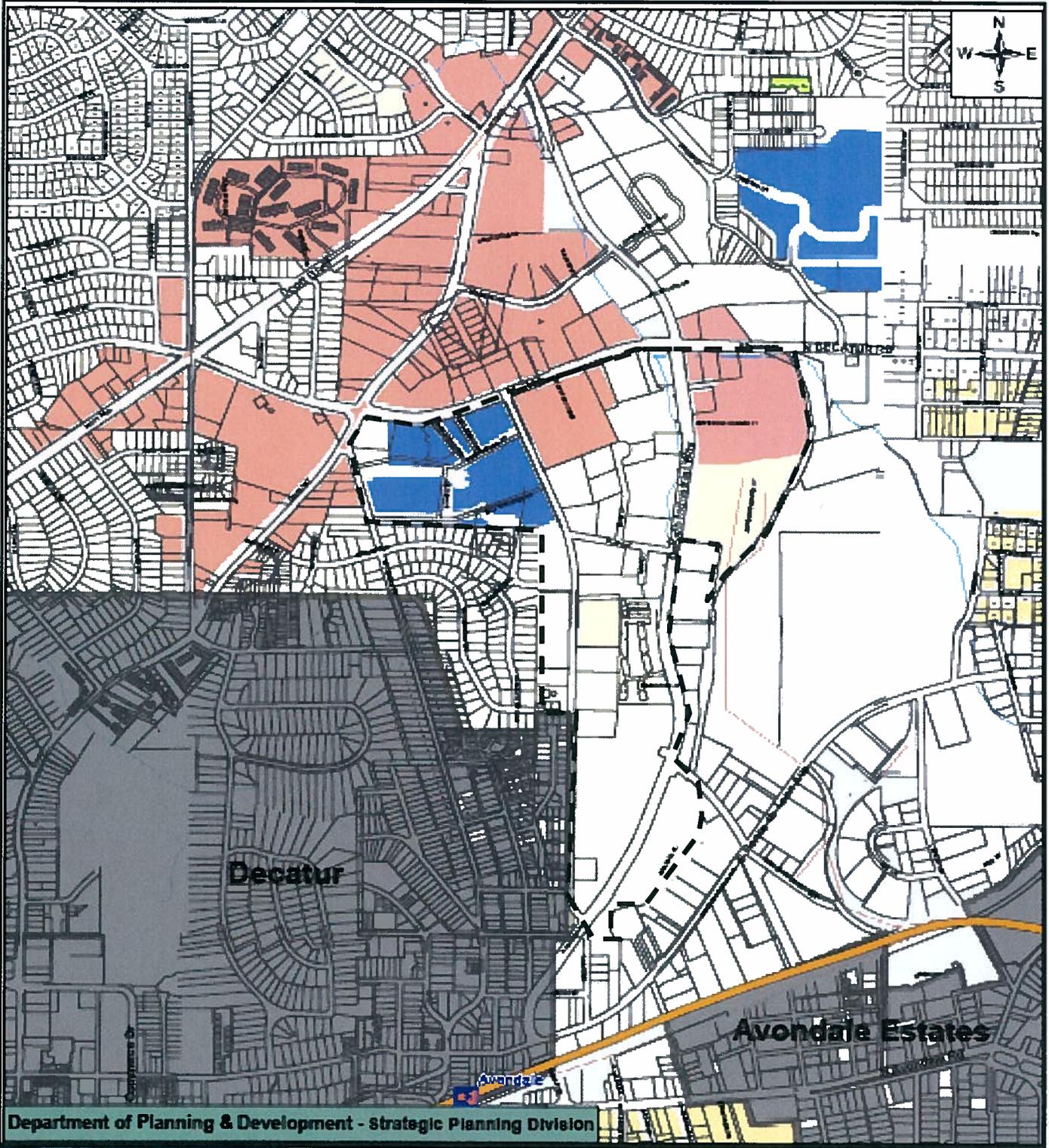
DeKalb County 2025 Comprehensive Plan / Community Assessment
Existing Land Use



Department of Planning & Development - Strategic Planning Division

<p>0 0.25 Miles</p>		<p>DeKalb Industrial Corridor 2007 Existing Land Use Map</p>	
<p>Legend</p> <ul style="list-style-type: none"> Land Use Classification Residential - Single Family (R-1 to R-4) Residential - Medium Density (RM-1 to RM-4) Residential - High Density (RH-1 to RH-4) Community Other 	<ul style="list-style-type: none"> Water Highway Right-of-Way Transportation Other 	<ul style="list-style-type: none"> Park Other Urban Agriculture Industrial Port/Industrial Park 	<ul style="list-style-type: none"> Water Wetlands Impervious Road Other

DeKalb County 2025 Comprehensive Plan / Community Agenda
Future Development Map



Department of Planning & Development - Strategic Planning Division

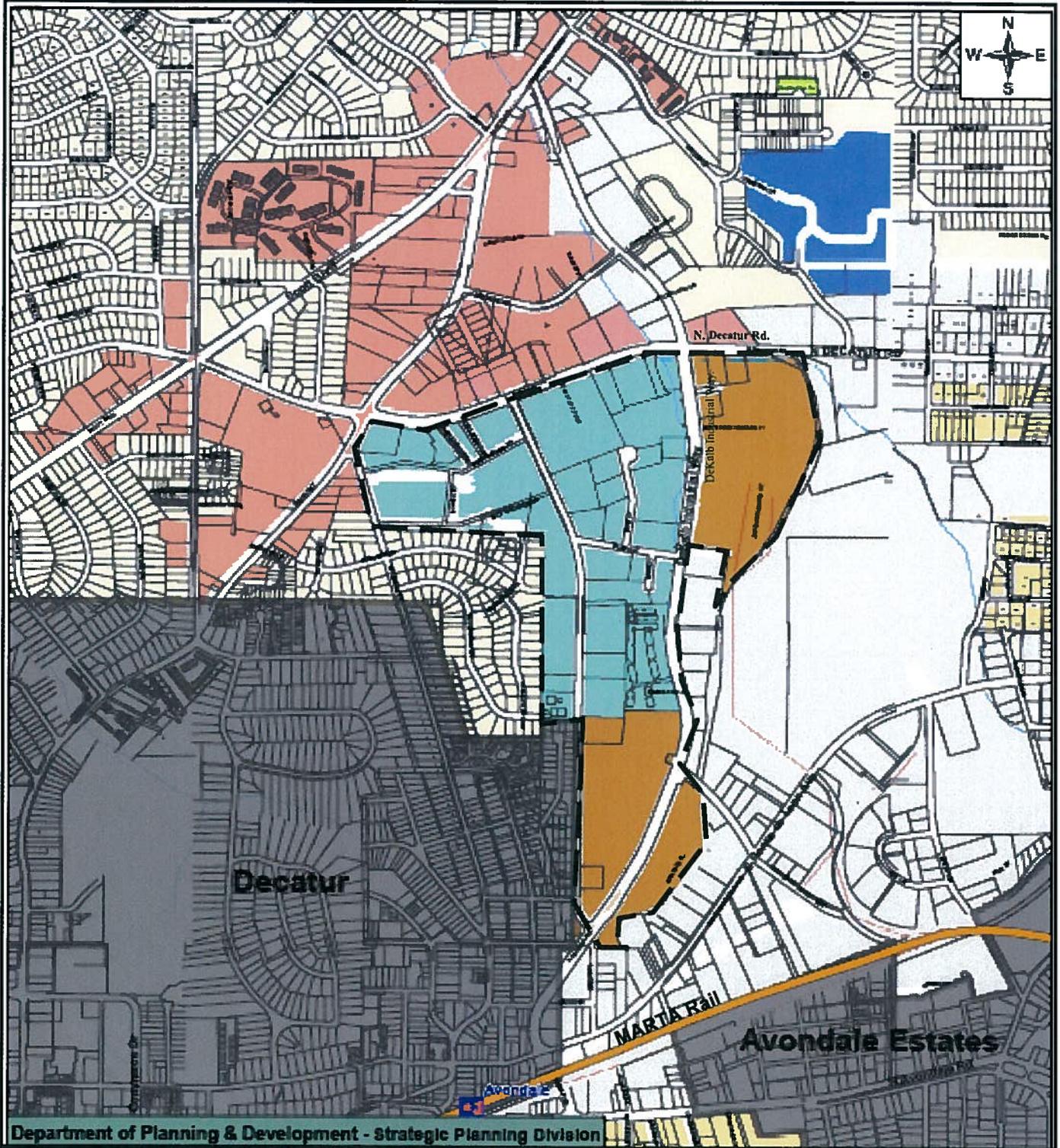
**Current Future
Development Map**

Character Areas

- | | | |
|--------------------------|-----------------------------------|----------------|
| Traditional Neighborhood | Commercial Redevelopment Corridor | Industrial |
| Suburban | Neighborhood Center | Municipalities |
| Conservation/Greenspace | Institutional | |



DeKalb County 2025 Comprehensive Plan / Community Agenda
Future Development Change



Department of Planning & Development - Strategic Planning Division

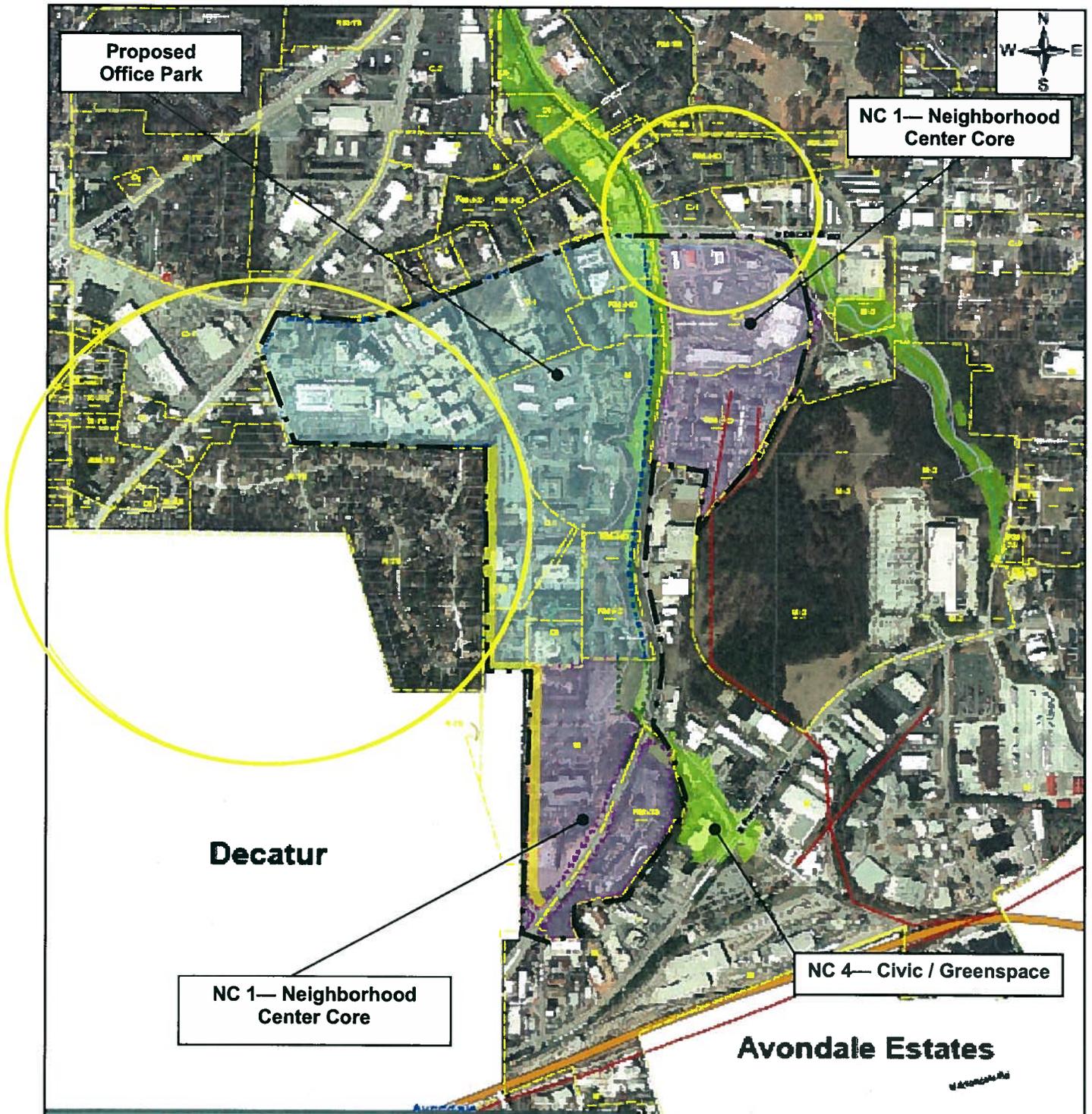
Proposed Future Development Map

Character Areas

- | | | |
|--------------------------|-----------------------------------|----------------|
| Traditional Neighborhood | Commercial Redevelopment Corridor | Industrial |
| Suburban | Neighborhood Center | Municipalities |
| Conservation/Greenspace | Institutional | Office Park |



DeKalb County 2025 Comprehensive Plan / Community Agenda Sub-Area Proposed Future Land Use Map



Department of Planning & Development - Strategic Planning Division

0 0.25 Miles

Comments for Map:
 Prepared by Strategic Planning Division
 1. Land Use Districts and MLD, MLD Land Use Districts
 Community map prepared as a result of the 2007
 comprehensive plan.

DeKalb Industrial Corridor 2007 Existing Land Use Map

<p>NC Sub Areas</p> <ul style="list-style-type: none"> NC 1 - NC Core/Community Scale NC 2 - NC Community Scale NC 4 - NC Civic / Greenspace 	<p>Character Areas</p> <ul style="list-style-type: none"> Proposed Office Park CA Residential Height Buffer Proposed Flood Plain Governance 	<ul style="list-style-type: none"> Floodplains Rivers/Streams MARTA Stations MARTA Red Railroads
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SUB AREA PLAN NARRATIVE

This proposed amendment to the DeKalb County 2025 Comprehensive Plan would re-designate about 320 acres in the Central West Planning Area from Suburban (SUB), Light Industrial (LIND) and Commercial Redevelopment Corridor (CRC) to Neighborhood Center (NC) and Office Park (OP). The proposed area is south of the intersection of N. Decatur Road and DeKalb Industrial Way and continues south along DeKalb Industrial Way/ N. Arcadia Ave. The proposed OP area would include the DeKalb Medical Center site and the surrounding medical/medical office uses that are adjacent to the center along Winn Way. The first Neighborhood Center is proposed for the former DeVry Campus located at the southern end of Winn Way and the Archstone Apartments across N. Arcadia Drive the DeVry Site. The second Neighborhood Center includes the Kroger shopping center and the adjacent Jefferson Square apartments at the south-east corner of N. Decatur Road and DeKalb Industrial Way.

Development Guidelines

NC 1 – Neighborhood Center Core

The proposed project would form the major portion of the medium high intensity core of the major amendment area. In order to assure that the Neighborhood Center policies of the DeKalb County 2025 Comprehensive Plan are appropriately implemented, the proposed project should meet the following Development Guidelines:

- (a) Floor area ratios should not exceed 2.5, excluding parking decks.
- (b) Building height is limited to 6 stories or 100 feet, whichever is less.
- (c) The primary facade/ front setback should be a maximum of 15 feet.
- (d) The mix of uses within the proposed project shall be a minimum of 40% for residential.
- (e) Buildings should be oriented to the street with active street level uses on the ground floor.
- (f) At least 15 percent of the combined land area within the proposed project should consists of public space, such as greenways, landscaped areas, trails, parks and plazas.

NC 2 – Community Scale

Even though the proposed project does not include an NC 2, there is still a possibility that further staff analysis may find this a more feasible designation than the NC 1. The proposed designation would form an additional major portion of the medium/low intensity core of the major amendment area. In order to assure that the Neighborhood Center policies of the DeKalb County 2025 Comprehensive Plan are appropriately implemented, the proposed project should meet the following Development Guidelines:

- (a) Floor area ratios should not exceed 1.5, excluding parking decks.
- (b) Building height is limited to 5 stories or 100 feet, whichever is less.
- (c) Building height is limited to 3 stores within 75 ft of single-family residential uses
- (d) The primary facade/ front setback should be a maximum of 15 feet.
- (e) The mix of uses within the proposed project shall be a minimum of 60% for residential.
- (f) Buildings should be oriented to the street with active street level uses on the ground floor.
- (g) At least 15 percent of the combined land area within the proposed project should consists of public space, such as greenways, landscaped areas, trails, parks and plazas.



SUB AREA PLAN TABLE

Criteria	NC 1 - NC Core	NC 2 – Community Scale	NC 3- Core/Community
Intent	Medium High Intensity Mixed Use	Low Intensity Mixed Use	Medium/Low Intensity Mixed Use
Permitted Uses	Office Retail Service Restaurants Entertainment Institutional/Civic Residential	Office Retail Service Institutional/Civic Residential	Office Retail Service Restaurants Entertainment Institutional/Civic Residential
Mix of Uses	Minimum 40% Res	Minimum 60% Res	Minimum 60% Res
	Minimum 15% Public/Open Space	Minimum 10% Public/Open Space	Minimum 15% Public/Open space
FAR	2.0 or 2.5 maximum	1.5 maximum	2.0 or 2.5 maximum
Height - Stories	6 stories	5 stories	6 Stories
		3 stories (within 75ft of SF Res)	3 stories (within 75ft of SF Residential)
Height – Feet (ft.)	100 ft	75ft	100 ft
		50 ft (within 75 ft of SF Residential)	50 ft (within 75 ft of SF Residential)
Front Setback	15 ft maximum	15 ft maximum	15 ft maximum



DeKalb County 2025 Comprehensive Plan
Policies for Case Analysis of the DeKalb Industrial Way / N. Decatur (DeVry) Project
(case # undetermined at this time)

5.4-2 Economic Development Policies

- EDP 1** Maintain the image of the County, reflecting its strengths as a place to live, work, play and do business.
- EDP 2** Coordinate the economic development plans for the county with those of surrounding jurisdictions.
- EDP 3** Target industries that pay high wages for attraction to DeKalb County.
- EDP 4** Attract new industrial growth that provides quality employment and economic opportunities and makes effective use of existing resources.
- EDP 5** Support the many elements of social and cultural diversity that exist in the county.

5.4-3 Housing Policies

- HP 1** Protect established single family residential neighborhoods from encroachment by incompatible development.
- HP 5** Mixed use developments shall include a variety of home styles, densities and price ranges in locations that are accessible to jobs and services.
- HP 7** Develop design guidelines for residential infill that is compatible with the surrounding area.
- HP 8** Prevent the occurrence of discrimination in housing on the basis of age, race, religion, sex, or national origin.
- HP 9** Reduce the foreclosure rate in the County.
- HP 10** Improve and develop healthy housing conditions in older housing.
- HP 11** Provide quality housing conditions.
- HP 12** Establish guidelines to incorporate workforce housing into residential developments. (see Supplemental Policy Guidelines section 5.4-14.1).
- HP 13** Develop design guidelines and other requirements to create quality construction projects.

5.4-7 Sense of Place Policies

- SPP 1** Develop and promote sense of place initiatives that will foster community interaction and pride.
- SPP 2** Create pedestrian scale communities that focus on the relationship between the street, buildings, and people.
- SPP 3** Encourage developments that are bicycle and pedestrian oriented, with connections between different uses.
- SPP 5** Implement design guidelines that create a sense of place.

5.4 -13 Land Use Policies

- LUP 1** Identify and encourage the development of priority areas for new infill or redevelopment.
- LUP 2** Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
- LUP 3** Reinforce and promote existing and the new development of mixed use activity centers that serve a regional market.
- LUP 4** Allow increased density to encourage urban lifestyles that support mixed use in activity centers.
- LUP 6** Ensure that new development and redevelopment is compatible with existing residential areas.
- LUP 7** Decrease the amount of land used for surface parking.
- LUP 8** Improve the aesthetic appearance of developments along major corridors.
- LUP 9** Provide clear and consistent standards in determining rezoning requests and land use amendments.
- LUP 10** Support context sensitive design as a way to mitigate the impact of areas in transition to higher densities and intensities.
- LUP 12** Require mandatory meetings with developers and builders when proposed developments are located within activity centers.
- LUP 13** Enforce the Land Development Chapter (14) of the County Code to improve development within the County.



5.4 -13 Land Use Policies (continued)

- LUP 14** Strictly regulate existing commercial uses not recognized by the Future Development Map and considered non-conforming by Zoning Chapter 27 of the County Code.
- LUP 15** 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)

Neighborhood Center Character Area Policies

- NCCAP 2** Preserve and enhance the integrity and quality of existing residential neighborhoods.
- NCCAP 3** Foster retrofitting for conformity with traditional neighborhood principles.
- NCCAP 4** Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
- NCCAP 5** Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
- NCCAP 6** Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
- NCCAP 7** Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.
- NCCAP 8** Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
- NCCAP 9** Create small area plans and overlays for activity centers as a way to further refine the countywide nodal/activity center concept.

Office Park Character Area Policies

- OPCAP 1** Implement techniques to reduce stormwater run-off and improve drainage.
- OPCAP 2** Promote the protection of adjacent structures and businesses from visual impacts.
- OPCAP 3** Provide transportation alternatives to reduce automobile dependency.
- OPCAP 4** Locate developments in areas with direct access to existing infrastructure.
- OPCAP 5** Provide mixed use developed that includes a variety of home densities and price ranges in locations that are accessible to jobs and services.
- OPCAP 6** Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.

Transportation Policies

- TP 1** Maintain and enhance an efficient, safe and reliable transportation system
- TP 4** Improve and provide parking, ensuring compatibility with community character
- TP 5** Coordinate land use and transportation planning and implementation
- TP 9** Enhance connectivity among major activity centers and locations.
- TP 13** Improve the use and accessibility of mass transit
- TP 15** Utilize access management and other traffic calming measures to reduce traffic and increase safety



COMPREHENSIVE TRANSPORTATION PLAN ANALYSIS

Quadrant and Subquadrant Analysis

Based on the Comprehensive Transportation Plan (CTP) (2006 draft), DeKalb County consists of quadrants and sub-quadrants. The County's size and the complexity of its diverse development required the CTP analysis to use a quadrant / subquadrants structure for considering transportation needs. Using this approach, the transportation plan analysis was able to consider the unique development, population, and economic profile of areas within the County. The County's transportation system, land use and socio-economic data was organized for analysis into the North, Central, Southwest, and Southeast quadrants. Each quadrant was then divided into subquadrants divisions used for the CTP analysis.

This proposed amendment is located within the Central Quadrant (Decatur) which consist of the following areas:

- **Decatur / Emory**
- Tucker
- Clarkston / Stone Mountain
- South Decatur

Bicycle Facility Needs for the Decatur / Emory Central Quadrant

On a countywide basis, over 85 percent of the roadway centerline miles in DeKalb County are fully suitable for bicycle travel in their current state, and an additional three percent require no ore than a pavement overlay to meet the bicycle suitability guidelines. Local roadways are assumed to be suitable for bicycle usage. Collector roads are the next most likely roadway classification to be suitable, with about 55 percent of these facilites fully suitable and an additional 20 percent moderately suitable. About 30 percent of minor arterial roadways and 40 percent of principal arterial roadways are fully suitable. Applicable bicycle roadway needs that are applicable to the proposed amendment, are listed below.

Emory / Clifton Area

- North Decatur Road from Briarcliff Road to Clairmont Road
- Briarcliff Road from North Decatur Road to Clifton Road
- Clarimont Road from North Decatur Road to Lavista Road
- Lavista Road from Briarcliff Road to Clairmont Road
- Clifton Road from Briarcliff Road to North Decatur Road

Roadway Needs for the Decatur / Emory Central Quadrant

The refined regional model revealed that a significant percentage of the DeKalb roadway network is forecast to be congested in 2030. A measure of congestion, volume to capacity ratio, was compute for roadways in the refined model network. The table below depicts the percentage of the network exceeding capacity (higher than 1.0 volume to capacity ratio) by quadrant and subquadrant.

Central Quadrant	V/C > 1.0 (Miles)	Percent of the Quadrant
Decatur/Emory	70.9	15.3%
Tucker	33.9	7.3%
Clarkston/Stone Mountain	27.8	6.0%
South Decatur	18.7	4.1%
Quadrant Total	151.3	32.7%



COMPREHENSIVE TRANSPORTATION PLAN ANALYSIS

Functional Classification System Plan

Central Quadrant

North Decatur/Scottdale

North Decatur/Scottdale is a complex subquadrant due particularly to the Clifton Corridor/Emory/CDC area and Downtown Decatur, both very large employment centers and traffic generators. While the southern half or the subquadrant is well served by roadways, the northern half lacks east-west linkages. The three-mile cross-section of the subquadrant north of Ponce de Leon has only three east-west linkages, two of which are two-lane roads. The primary north-south linkages, Briarcliff Rd. and Clairmont Rd, are similarly problematic, although to a lesser degree. Arterial road segments where volume exceeded capacity ($V/C > 1$) in the 2030 E+C model:

- Stone Mountain Fwy. from Lawrenceville Hwy. to I-285
- East Ponce De Leon from Fulton Co. Line to Scott Blvd.
- LaVista Rd. between Henderson Mill Rd. and I-285, between Fulton Co. Line and N Druid Hills Rd, and between Clairmont Rd. and Oak Grove Rd.
- Lawrenceville Hwy. from Church St to N Druid Hills Rd.
- Moreland Ave from Ponce de Leon Ave to McClendon Ave
- North Druid Hills Rd. from I-85 to Scott Blvd.
- Scott Blvd. from Coventry Rd. to N Decatur Rd.
- Briarcliff Rd. between Ponce de Leon Ave and Druid Hills Rd. and between Henderson Mill Rd. and La Vista Rd.
- Candler Rd. from DeKalb Ave to McDonough St
- Clairmont Rd. from I-85 to Scott Blvd.
- Commerce Dr. from College Ave to Barry Ave
- North Decatur Rd. from Clifton Rd. to Clairmont Rd.

Collector road segments where volume exceeded capacity ($V/C > 1$) in the 2030 E+C model:

- Briarlake Rd. from Briarcliff Rd. to La Vista Rd.
- DeKalb Industrial Blvd. from Covington Highway to W. Ponce De Leon Ave.
- Euclid Ave from Moreland Ave to Whitefoord
- Frazier Rd. from Pangborn Rd. to Lawrenceville Hwy.
- Lullwater from Ponce de Leon Ave. to N Decatur St
- McDonough St from Candler Rd. to Howard Ave.
- Montreal Rd. from Lawrenceville Hwy. to Hudson Rd.

Recommended Functional Classification for the Decatur Central Quadrant

Roadway	GDOT Functional Classification	Current Thoroughfare Plan Classification	Volume	Recommended Functional Classification
N. Decatur Road	Ur Min Art	Major	22,790	Ur Min Art
DeKalb Industrial Way	Collector Street	Major	18,852	Ur Min Art
Arcadia Avenue	NA	Major	NA	Local
Winn Way	NA	NA	NA	NA



COMPREHENSIVE TRANSPORTATION PLAN ANALYSIS

Transit Needs

Transit needs in DeKalb County are based upon results from the transit mobility and transit accessibility assessments. Transit needs are identified for quadrants and subquadrants where the availability of transit service met minimum LOS thresholds, and the feasibility of using that transit service for established origin-destination pairs differs from countywide averages. Transit mobility and accessibility are defined in detail in other sections of the report.

Transit mobility needs are identified in the tables below for population and employment.

Percent of Population with Minimal Transit Service

Time Period	North Quadrant	Central Quadrant	Southwest Quadrant	Southeast Quadrant	County Average
Weekday - Peak	25%	73%	59%	38%	52%
Weekday - Mid-Day	71%	79%	65%	40%	67%
Weekday - Evening	52%	49%	36%	8%	40%
Saturday	92%	87%	69%	40%	76%
Sunday	21%	31%	41%	13%	28%

Note: Highlighted cells represent a transit need (the availability of transit service meeting minimum LOS thresholds, and the feasibility of using that transit service for established origin-destination pairs differs from countywide averages) for the indicated time period.

Source: DeKalb County Travel Demand Model and Cambridge Systematics, Inc.

Employment with Minimal Transit Service

Time Period	North Quadrant	Central Quadrant	Southwest Quadrant	Southeast Quadrant	County Average
Weekday - Peak	35%	79%	51%	59%	57%
Weekday - Mid-Day	68%	85%	54%	60%	74%
Weekday - Evening	52%	67%	29%	18%	55%
Saturday	95%	91%	58%	60%	88%
Sunday	30%	21%	32%	33%	26%

In the Central Quadrant, more extensive and frequent transit service is needed on Sundays for both residential and employment sites. Residents of the Tucker subquadrant lack feasible transit options for most work commute trips.



COMPREHENSIVE TRANSPORTATION PLAN ANALYSIS

DeKalb County Truck Route Plan

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.

To facilitate traffic flow, separate truck traffic from other vehicles, and to offer economic development incentives, restrictions on truck use of public roadways are often designated. Industrial sites important to the economic well-being of a community are served by appropriate roadways designed, constructed, and designated for truck use. Connectivity to Interstate highways and other regional arterials is essential to attract industrial users. In addition, large trucks may hinder the operation and maintenance of local roads built for use by automobiles and light trucks.

Geographic Area	Centerline Miles of Local Truck Routes	Centerline Miles of STAA Truck Routes
North Quadrant	86.8	20.2
Central Quadrant	120.6	8.5
Southwest Quadrant	79.7	29.1
Southeast Quadrant	45.5	9.5
DeKalb County	332.6	67.3

Existing designated truck routes for the Decatur Subquadrant include:

- DeKalb Industrial Way between East Ponce de Leon Avenue and Lawrenceville Highway
- LaVista Road between Fulton County and Lawrenceville Highway
- North Decatur Road between Clairmont Road and North Indian Creek Drive



Demographics

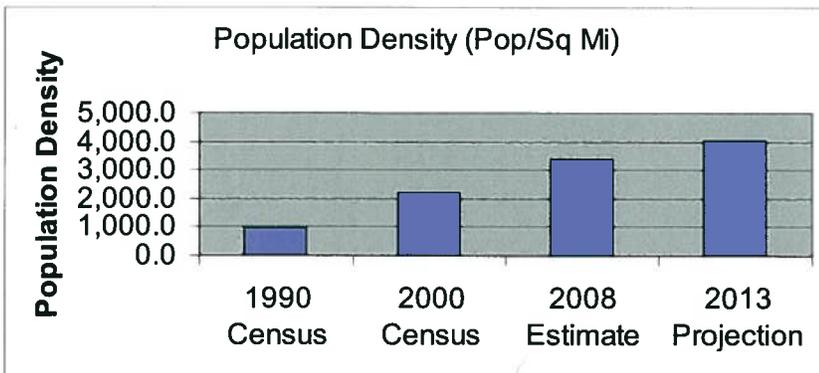
The proposed amendment area (DeKalb Industrial Corridor) is identified as census tract 222.00, block group 4 (1300890222004). The population in this census block group, has grown consistently in the last 20 years. It experienced the greatest growth between 1990 and 2000 where the population more than doubled. While not as impressive as the growth recorded in the last decennial census, population growth has remained strong in this area. Since 2000, this block group has experienced consistent growth and the population has increased by more than a projected 50%. Though the population boom may have reached its peak, projections show that this area can expect to see steady population growth that should net in excess of 19% over the next five years (Population Demographics Table).



The population projections in this block group are very critical because they will have an impact on its overall economic strength as well as on the future development policy for the DeKalb Industrial Area.

Population Demographics						
Criteria	Census				Percent Change	
	1990	2000	2008 Estimate	2013 Projection	1990 to 2000	2008 to 2013
Total Population	1,242	2,917	4,438	5,288	134.9%	19.2%
Population Density (Pop/Sq Mi)	946.4	2,222.7	3,381.6	4,029.3	134.9%	19.2%
Total Households	625	1,415	2,172	2,580	126.4%	18.8%

Source: Demographics Now



Along with the population increase, this block group has proportionate increases in the number of households as well as population density per square mile (see charts and table above). This data is important because it will drive the demand for housing and services for residents and businesses.

