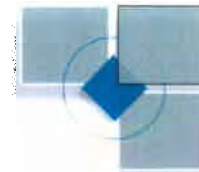




DeKalb County Planning & Development Department

Burrell Ellis
Chief Executive Officer

Patrick Ejike
Director



September 24, 2009

Dan Reuter, AICP
Land Use Division Chief
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Dear Mr. Reuter:

Attached is a copy of a proposed land use amendment to the DeKalb County 2025 Comprehensive Plan. The location is along the north side of Buford Highway and the south side of Curtis Drive. This proposed amendment has been prepared in accordance with the Georgia Planning Act. Which that, require major amendments that alter the basic tenets of the overall plan or a significant portion of the land, or have the potential to affect another local government to be submitted to the Atlanta Regional Commission for review.

Find attached a DeKalb County Major Land Use Report, which includes a staff land use plan analysis, DeKalb County Agenda Item, maps, and an executed Transmittal Resolution for the proposed amendment. The impetus of this amendment originates from developer interest in developing a mixed use project (Symphony Park) on Buford Highway. This proposal was approved as a DRI on 8/05/08. Based on staffs' preliminary analysis, we see the feasibility of preparing a major land use amendment for a greater area than the developer's proposal. This major land use amendment is currently in the County's September 2009 cycle for land use amendments. *DeKalb County only conducts hearings for new land use amendments twice a year (March and September).* Staff recommendation is for deferral, until we have received ARC's final review of this proposal. We are aware your review process takes up to 60 days to complete, so we expect this application will be ready for the January 2010 cycle.

Please forward your comments to our office once your review is completed, so we may conclude our public petition process. Should you have any questions, feel free to contact me or Cedric Hudson.

Sincerely,

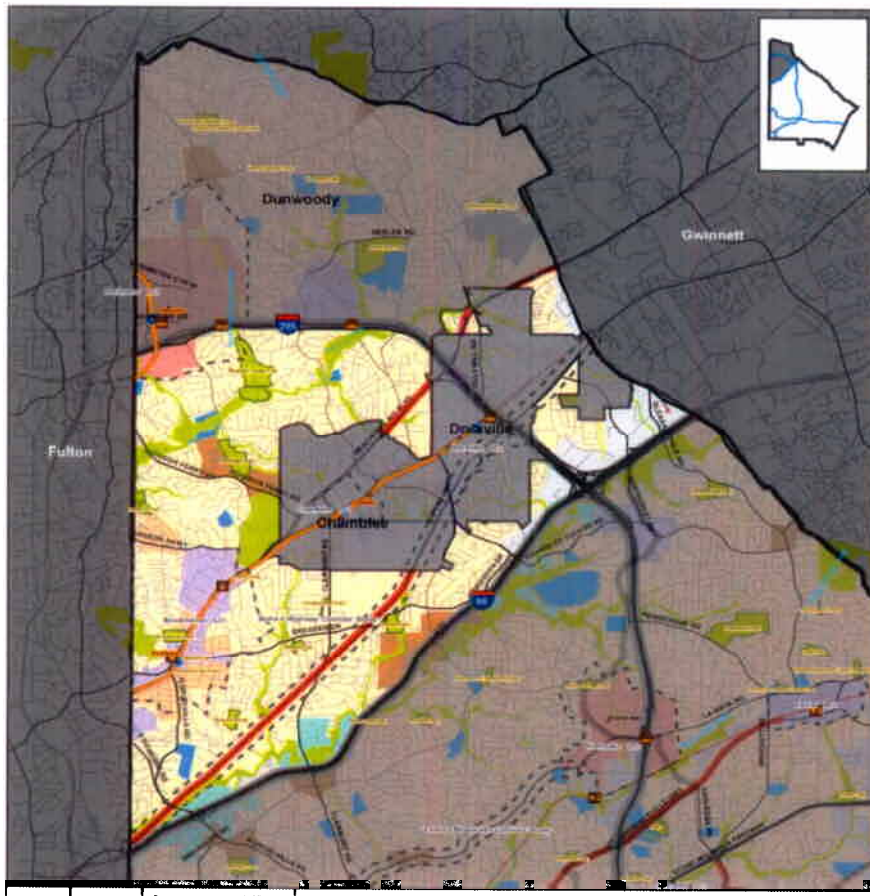
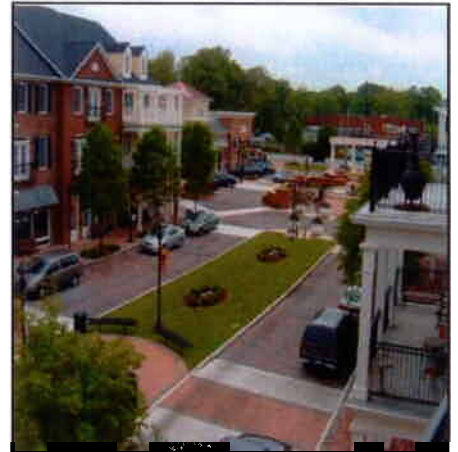
Andrew Baker, AICP
Associate Director of Planning

cc: Patrick Ejike – Director of Planning and Development
Kevin Hunter – Zoning Administrator
Arthur Duncan – Strategic Planning Administrator
Cedric Hudson - Planning Manager



Major Land Use Report for Amendments to the 2025 Comprehensive Plan

Buford / I-85 Town Center



DeKalb County Strategic Planning Division
Department of Planning and Development



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TRANSMITTAL RESOLUTION

REV. 10/02

DEKALB COUNTY

ITEM NO. G14

BOARD OF COMMISSIONERS

HEARING TYPE

Preliminary

BUSINESS AGENDA / MINUTES

MEETING DATE: March 24, 2009

ACTION TYPE

Resolution

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

DEPARTMENT: Planning and Development

PUBLIC HEARING: ☐ YES ☒ NOATTACHMENT: ☒ YES ☐ NoINFORMATION CONTACT: Patrick Ejike
Andrew Baker

PAGES: 33

PHONE NUMBER: 404-371-2155

PURPOSE:

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

NEED/IMPACT:

The impetus for this major amendment was from Courtland Partners, LLC C/O Smith, Gambrell & Russell, LLP, who has filed a land use application (LP-08-14432) to request amending the DeKalb County Comprehensive Future Development Map from Commercial Redevelopment Corridor (CRC) to Town Center (TC).

When analyzing any proposed land use amendment, staff evaluates areas surrounding the subject project to determine the feasibility. The larger areas include the character area designations surrounding the subject property, and will usually initiate a 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 areas are designated as Highway Corridor (HC), Commercial Redevelopment Corridor (CRC), and Office Park (OP).

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 Town Center (TC) designation is a high density residential, commercial and mixed-use designation. TC is typically a focal point of several neighborhoods with a concentration of residential, commercial, office and institutional activities. The intent of TC is to concentrate high intensity development and promote more mixed-use development. The maximum allowable density is 60 dwelling units per acre.

RECOMMENDATION(S):

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



TRANSMITTAL RESOLUTION

ADOPTED: MAR 24 2009
(DATE)[Signature]
PRESIDING OFFICER
DEKALB COUNTY BOARD OF COMMISSIONERSCERTIFIED: MAR 24 2009
(DATE)[Signature] CCC
CLERK,
DEKALB COUNTY BOARD
OF COMMISSIONERS

FOR USE BY CHIEF EXECUTIVE OFFICER ONLY

APPROVED: APR 07 2009
(DATE)[Signature]
CHIEF EXECUTIVE OFFICER
DEKALB COUNTYVETOED: _____
(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>	_____	_____	_____



DCA STANDARDS AND PROCEDURES

**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	X	RR		Changes of 10% or greater in the population (increase or decrease) on which the plan is based	X	Major Amendment
	SUB		SUB				
	TN		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						
X	INS		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	X	Changes to the Future Development Map that only have an affect on DeKalb County and no other jurisdiction		
	IND	IND					
	LIND	LIND		Requires a new land use category for DeKalb County			
	SC	SC					
X	CRC	CRC					
X	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

Project Name and Case Number:	Buford Highway / Interstate 85 LP-09-15425	Commission District: 2 / Super District: 6		
Location:	Frontage along Interstate 85, North Druid Hills to the West; Briarwood to the East	Land Use Companion: LP-08-14432		
Parcel ID:	18-155, 156, 157, 196, 197, 198, 201 & 202	Planning Area: North		
Applicant:	DeKalb County Board of Commissioners			
Proposal Request:	<p>The catalyst for this major land use amendment was from an application (LP-08-14432) that was first introduced by Courtland Partners in the September 23, 2008 BOC agenda. The application was to amend the Comprehensive Plan from Commercial Redevelopment Corridor to Town Center. The case was deferred and will continue to be deferred until it has completed the Atlanta Regional Commission major land use amendment process. The applicant proposes a mixed-use live-work development containing 65,000 sq.' of retail, 40,000 sq.' of office uses, 1,216 multi-family units, and 54 live-work units.</p> <p>This major land use request is to amend the Comprehensive Land Use Plan from Office Professional (OP), Highway Corridor (HC), and Commercial Redevelopment Corridor (CRC), to accommodate a more appropriate designation to appropriately accommodate anticipated growth along this corridor.</p>			
Proposed Land Use:	Town Center (TC) allowing up to 60 du/ac			
Existing Land Use:	Highway Corridor (HC) allowing up to 30 du/ac, Commercial Redevelopment Corridor (CRC) up to 18 du/ac, and Office Professional (OP). Interstate 85 and Buford Highway are the major thoroughfares in the area. ARC designates I-85 as a Mega Corridor on their Unified Growth Map, and it allows up to 80 du/ac and 50 stories in height.			
DRI:	A DRI was approved (8/05/09) for a proposed project (LP-08-14432) within the amendment area. It is known as "DRI 1717 Symphony Park – Buford Highway".			
Adjacent Land Use:	North: SUB	South: TC	East: SUB	West: HC
	North-East: CRC	North-West: SUB	South-East: NC	South-West: SUB

Is the proposed change consistent with the intent of the Comprehensive Plan? ☒ 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 ☒ No

LAND USE SUMMARY

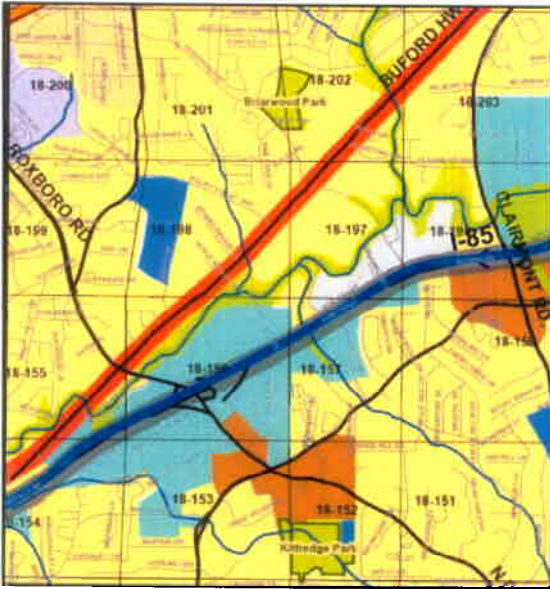
The impetus was from a submitted land use amendment application (attached) that proposed a 22.54 acre mixed use project. The applicant proposed an amendment from Commercial Redevelopment Corridor to Town Center. The existing land use consists of three (3) multi-family apartment complexes at an overall density of 15.35 units per acre. Surrounding properties in that area include single family residential uses along Bramblewood Drive, Woodward Elementary School, and multifamily uses.

When analyzing any proposed land use amendment, staff looks at the larger area surrounding the subject project to determine the feasibility. The larger areas include the character area designations surrounding the subject property, and will usually 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 areas are designated as Highway Corridor (HC), Commercial Redevelopment Corridor (CRC), and Office Park (OP).



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 Area 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. There are also a total of 10 Commercial Redevelopment corridors in the County.

The existing character areas for this project include Suburban, Commercial Redevelopment Corridor, Highway Corridor, and Light Industrial. The proposed amendment is to change the aforementioned designations to Town Center (TC), which allows a maximum density of 60 dwelling units per acre. This section will explain in detail the definition and proposed uses of these areas.

Existing 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





LAND USE ANALYSIS

Existing Highway Corridor

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 their local and regional commuter dependence. Due to the counties development patterns many of these corridors are abutted by intense commercial, office, industrial and residential development.

Primary Land Uses

- Commercial
- Industrial
- Warehouse/Distribution
- Offices
- High Density Residential
- Mixed Use



High density residential and retail uses along I-20.

Existing Light Industrial

The intent of the **Light Industrial** Character Area is to identify 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 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



Proposed Town Center (TC)

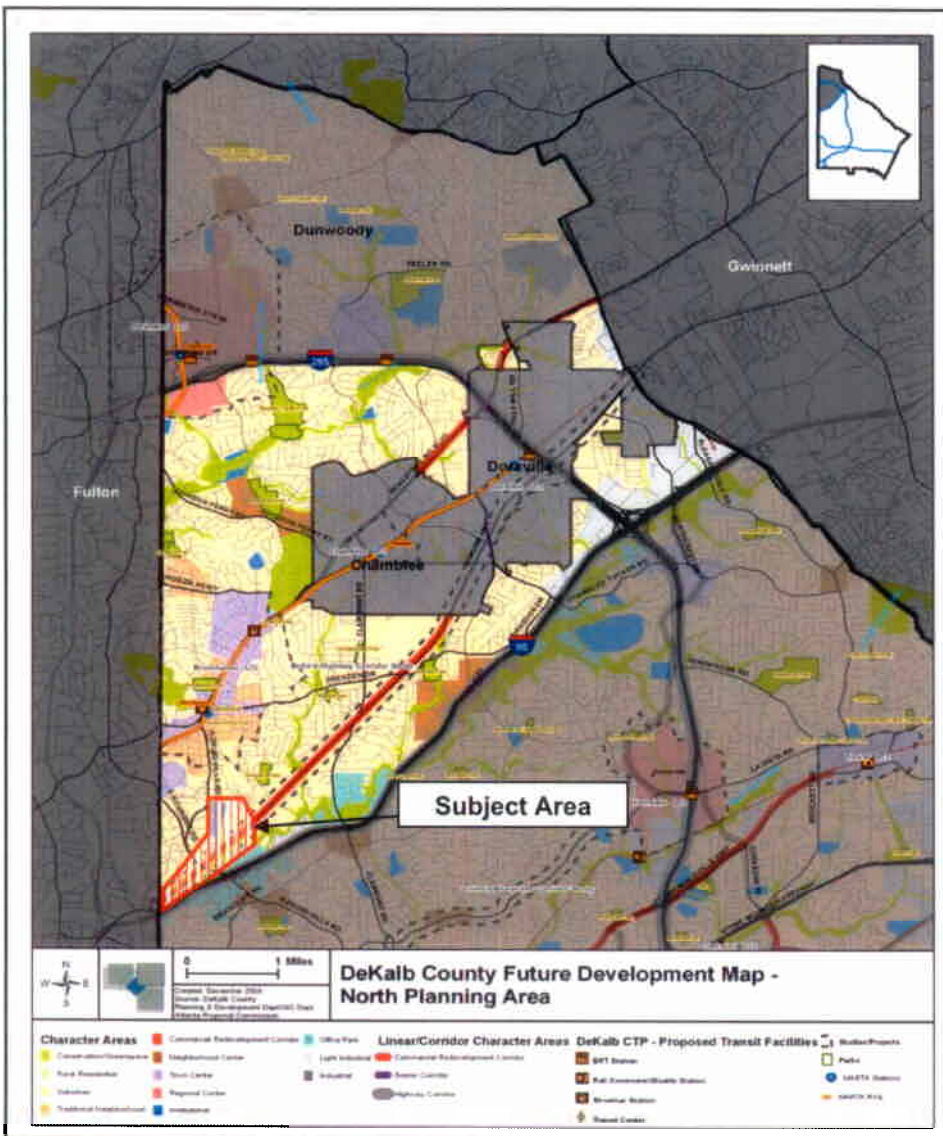
The intent of the Town Center Character Area is to promote the concentration of residential and commercial structures, which serve many communities in order to reduce automobile travel, promote walkability and increased transit usage. The areas consist of a focal point for several neighborhoods with 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 allows up to 60 dwelling units per acre. The corridor will be disseminated into sub-areas that will define appropriate densities within the corridor. The sub-area plan will be sensitive to residential neighborhoods, by creating staggered heights and lower densities towards the periphery. The sub-area plan concept will be explained more in detail later in this report. This amendment will allow the opportunity to redevelop dated multi-family to attract a more appropriate scale of mixed-use sustainable development to the community.

General Design Guidelines

- **Setbacks** - Greater setbacks will be required when adjacent to lower density single family residential uses and transitional buffers may be required.
- **Buffers** - Development shall incorporate enhanced transitional 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.

**SUBJECT AREA****DeKalb 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 southern boundary follows along Interstate 85.

**Neighborhood Centers**

1. Ashford Dunwoody & Johnson Ferry Road
2. Clairmont Road & I-85

Town Centers

1. 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 Supplemental Plans section.
2. Lenox Park Area along Roxboro Road at the county line.

Regional Centers

Perimeter Center area shown on the map along Ashford Dunwoody Road just south of I-285 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 Parks

Office Parks along I-85 including:

- Century Center at Clairmont Road
- North Druid Hills Road

Industrial - Scott Candler Water Treatment Plant

Traditional Neighborhoods

1. Lynwood Park—off Windsor Parkway
2. Brookhaven—neighborhoods north and south of Town Center



SUBJECT AREA

Activity Centers in Close Proximity

The proposed area is within the North Planning Area of the county. The Toco Hills, Lennox Park and Brookhaven Town Centers (TC) are closest to the proposed amendment. There is also a new Town Center that was approved by the DeKalb Board of Commissioners on 3/12/09, located within the Executive Park office complex, located south of Interstate 85. These Town Centers are located within a two to three 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 closest to the City of Atlanta to the east. The Cities of Chamblee and Doraville are located approximately three (3) miles to the northeast. The population of the City of Chamblee is 11,040 (*city-data.com, July 2007*) and this is an increase of 14% since 2000. The population of Doraville is 10,352 (*city-data.com, 2007*), and is an increase of 5% since 2000.

Major Businesses/Employment Centers

The Northeast Plaza is a shopping center located along Buford Highway. This plaza is the neighborhood focal point which consist of a concentration of activities such as general retail, commercial, and minimal office space. The Latin American Association is also located to the far east section of the proposed amendment area. The Latin American Association assist Latino families academically, and with social and economic advancement. They offer services through direct programs and integrated community partnerships that focus on you academic achievements, education and prevention, and services to families with urgent needs. The Corporate Square office park is located within the proposed amendment and the Executive Park office park (approved for mixed-use redevelopment) is located just south of the proposed amendment across I-85.

Supplemental Plans / Overlays in the area

The **Brookhaven LCI** was adopted in 2006, and it includes the neighborhoods of Ashford Park, Brookhaven Heights, Brookhaven Fields, and the Brookhaven Club to name a few. LCIs encourage 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.



The **Buford Highway Corridor Study** was completed in September 2006, and is part of the Atlanta Regional Commission's (ARC) 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. 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.

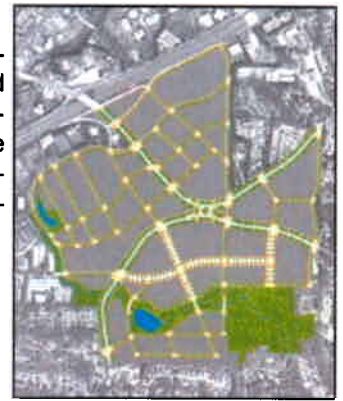




A New Public Realm for DeKalb County, by Alex Garvin and Associates, Inc., was completed in 2007 and focused on the Briarcliff-North Druid Hills area just south of the proposed amendment. The study made recommendations on improvements to the areas public facilities (Public Realm) including streets, sidewalks, and parks to serve as a guide for future redevelopment. The *Public Realm* recommended by the study is centered around the establishment a grid street network with connections to public open space. The study also established development guidelines pertaining to building heights, bulk and land uses.

Other studies in proximity to the proposed area include:

- The **Buckhead LCI** - completed in 2001
- The North Druid Hills Road LCI Corridor Study—awarded in 2009, but not started.



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 on page 20.) The recommended change will include Office Park, a portion of the I-85 Highway Corridor, and Buford Highway, to include as a Highway Corridor. The Interstate 85 Highway Corridor will be slightly extended to cover a portion of Buford Highway, and the proposal also includes increasing the allowable density from 30 dwelling units per acre (du/ac) to 60 du/ac. A sub-area plan with height and density controls will detail the pattern of development. A DRI has been approved for a proposed project within the amendment area. The aforementioned designations collectively create the impetus to support the amendment for the overall area. Rather than a piece-meal approach, it is recommended that Town Center (with sub-area plan and increased density) 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 and 5 of the Community Agenda Document have been identified in the following:

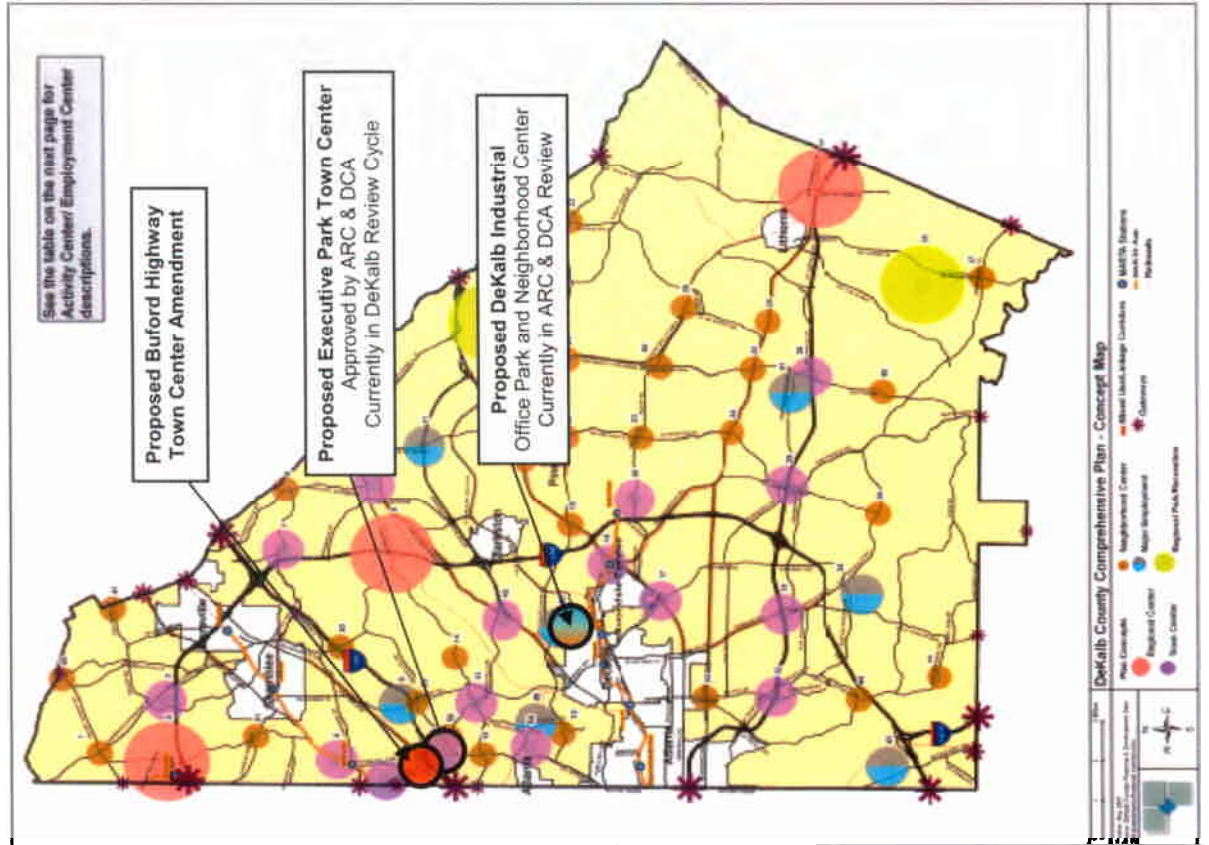
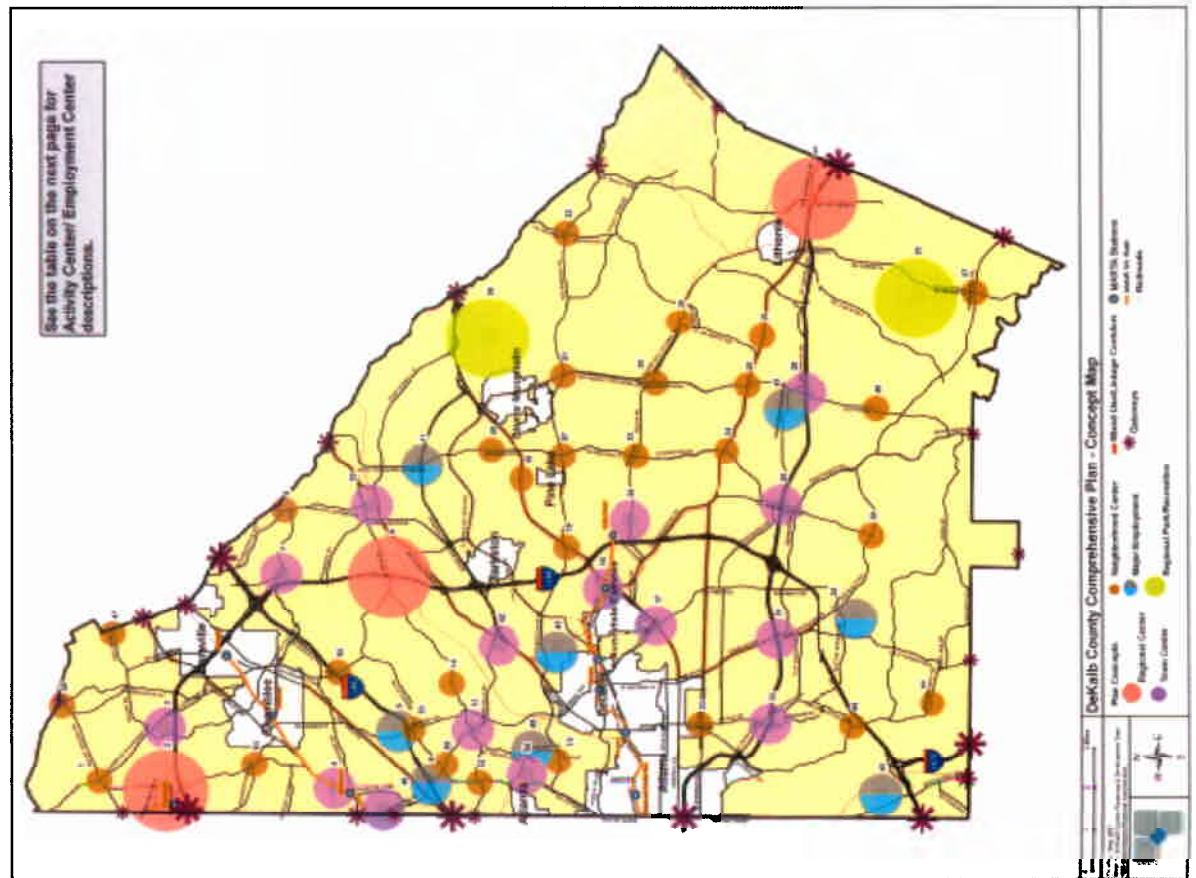
- Map 4-1 DeKalb County Concept Map
- Map 4-4 DeKalb County Future Development Map
- Table 5.3 Implementation Conversion Table Non-Residential
- Table 5.4A Implementation Conversion Table Residential
- Table 5.4B Implementation Conversion Table Residential
- Table 5.6 Land Use Terms and Definitions



Proposed Changes to the DeKalb County 2025 Comprehensive Plan / Community Agenda

Current "as is" Version in the Comprehensive Plan Map 4-1 DeKalb County Concept Map

Proposed Amendment to the Comprehensive Plan





Proposed Changes to the DeKalb County 2025 Comprehensive Plan / Community Agenda

Table 4-1: Concept Map Key and Description (as is)

2	Regional Center	Perimeter - LCI
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	Town 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
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
58	Town Center	Elijah Mountain
59	Town Center	Swift Creek/Tritium
60	Neighborhood Center	Memorial Drive & Wilkinson Drive
61	Neighborhood Center	Flat Shoals Pkwy & Clifton Springs Road
62	Neighborhood Center	Panola Road & Young Road



Proposed Changes to the DeKalb County 2025 Comprehensive Plan / Community Agenda

Table 4-1: Concept Map Key and Description (*proposed*)

2	Regional Center	Perimeter - LCI
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	Town 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
48	Major Employment	Emory University/CDC
49	Town Center	Lenox Park
50	Town Center	Executive Park (<i>currently in DeKalb County review; approved by ARC/DCA</i>)
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
58	Town Center	Elijah Mountain
59	Town Center	Swift Creek/Tritium
60	Neighborhood Center	Memorial Drive & Wilkinson Drive
61	Neighborhood Center	Flat Shoals Pkwy & Clifton Springs Road
62	Neighborhood Center	Panola Road & Young Road
63	Neighborhood Center	DeKalb Industrial Way (<i>approved by ARC/DCA; DeKalb BOC pending</i>)
64	Town Center	Buford Highway (<i>proposed in this current application</i>)



North DeKalb Planning Area
Table 4-3:
Character Areas—North Planning Area (as is)

Character Areas	Planning Area Location / Description
Conservation / Greenspace	Refer to map.
Suburban	Most residential sections within planning area.
Traditional Neighborhood	<ol style="list-style-type: none">1. Lynwood Park – off Windsor Parkway2. Brookhaven – neighborhoods north and south of Town Center
Neighborhood Center	<ol style="list-style-type: none">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 Road4. Ashford Dunwoody & Johnson Ferry Road
Town Center	<ul style="list-style-type: none">• 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 Supplemental Plans section.• I-285 & Shallowford Road• Lenox Park 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: <ul style="list-style-type: none">• Century Center at Clairmont Road• North Druid Hills Road
Light Industrial	Light Industrial areas mixed in with warehouse and distribution uses along the I-85 corridor and around Doraville.
Industrial	Scott Candler Water Treatment Plant
Corridors	Refer to map
Institutional	Refer to map



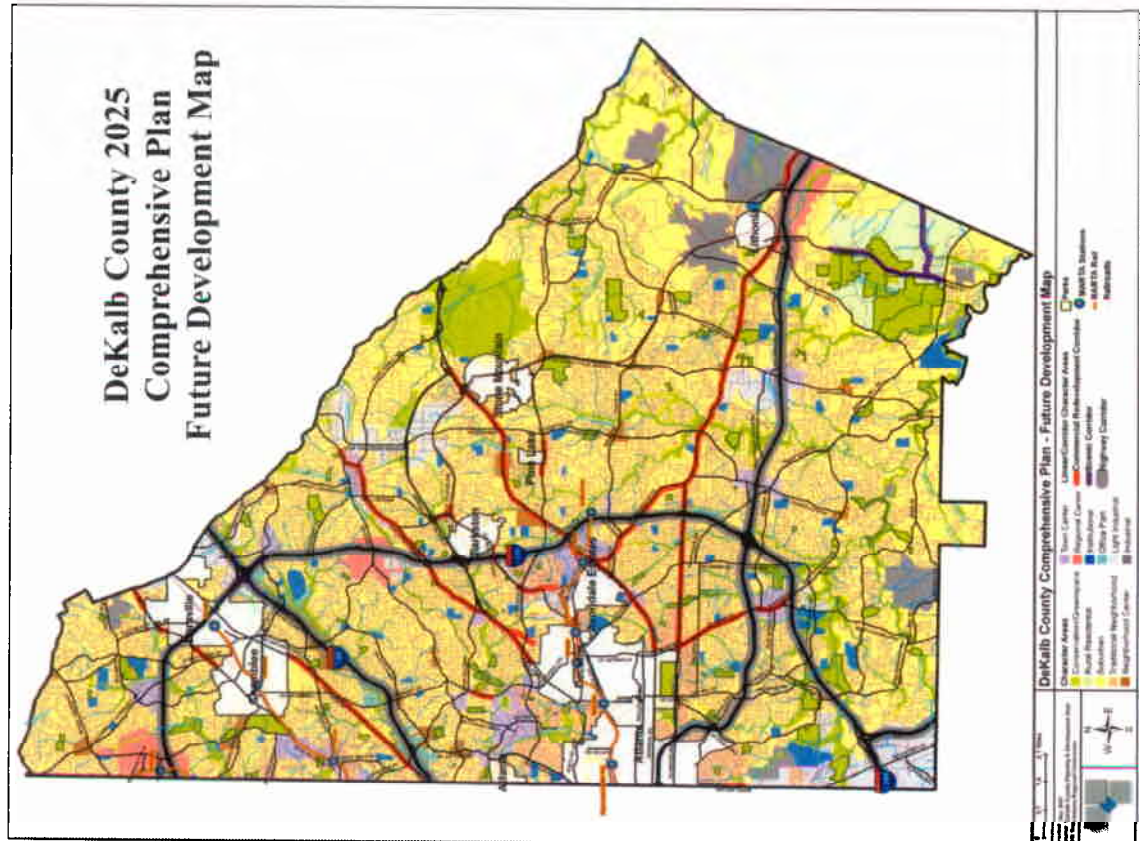
North DeKalb Planning Area
Table 4-3:
Character Areas—North Planning Area (*proposed*)

Character Areas	Planning Area Location / Description
Conservation / Greenspace	Refer to map.
Suburban	Most residential sections within planning area.
Traditional Neighborhood	<ol style="list-style-type: none"> 1. Lynwood Park – off Windsor Parkway 2. Brookhaven – neighborhoods north and south of Town Center
Neighborhood Center	<ol style="list-style-type: none"> 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	<ul style="list-style-type: none"> • 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 Supplemental Plans section. • I-285 & Shallowford Road • Lenox Park along Roxboro Road at the county line • <i>Executive Park (proposed addition; pending DeKalb BOC; approved by ARC/DCA)</i> • <i>Buford Highway (proposed addition)</i>
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: <ul style="list-style-type: none"> • Century Center at Clairmont Road • <i>North Druid Hills Road (proposed omission due to pending Executive Park TC)</i>
Light Industrial	Light Industrial areas mixed in with warehouse and distribution uses along the I-85 corridor and around Doraville.
Industrial	Scott Candler Water Treatment Plant
Corridors	Refer to map
Institutional	Refer to map

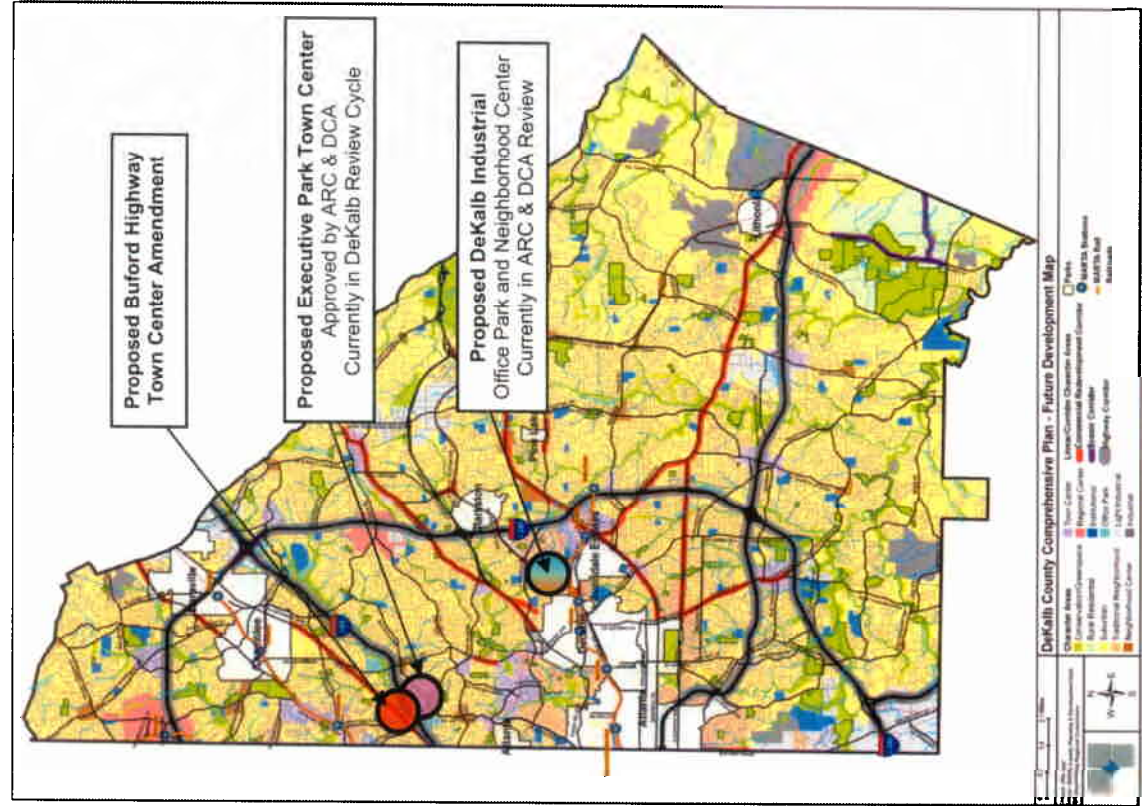


Changes to the DeKalb County 2025 Comprehensive Plan / Community Agenda

Current "as is" Version in the Comprehensive Plan
Map 4-2 DeKalb County Future Development Map



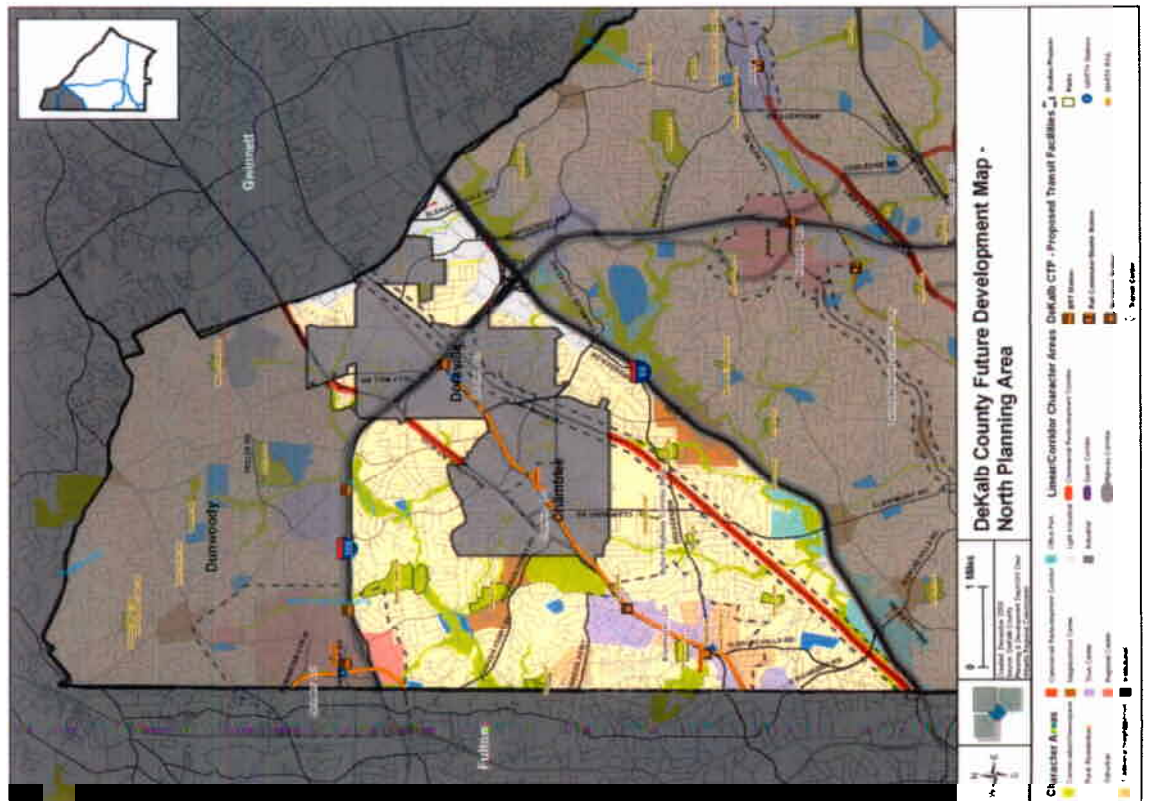
Proposed Amendment to the Comprehensive Plan



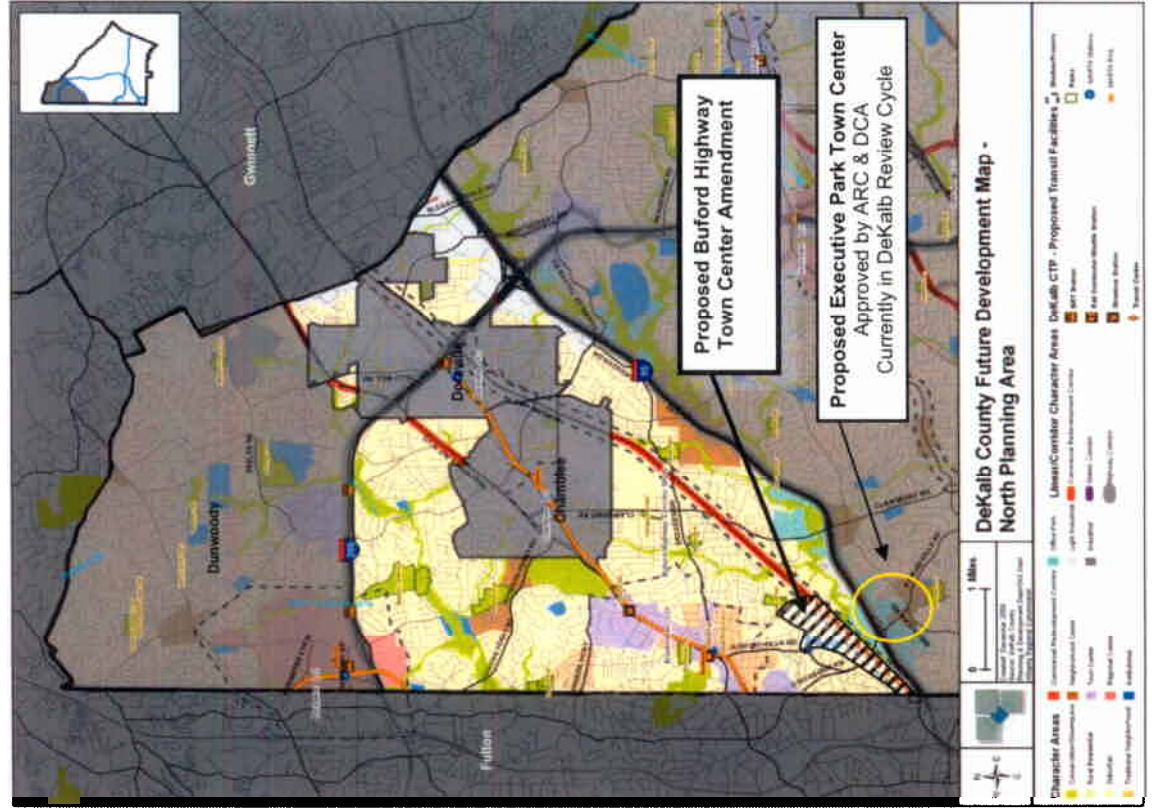


Changes to the DeKalb County 2025 Comprehensive Plan / Community Agenda

Current "as is" Version in the Comprehensive Plan
Map 4-4: Character Areas—North Planning Area

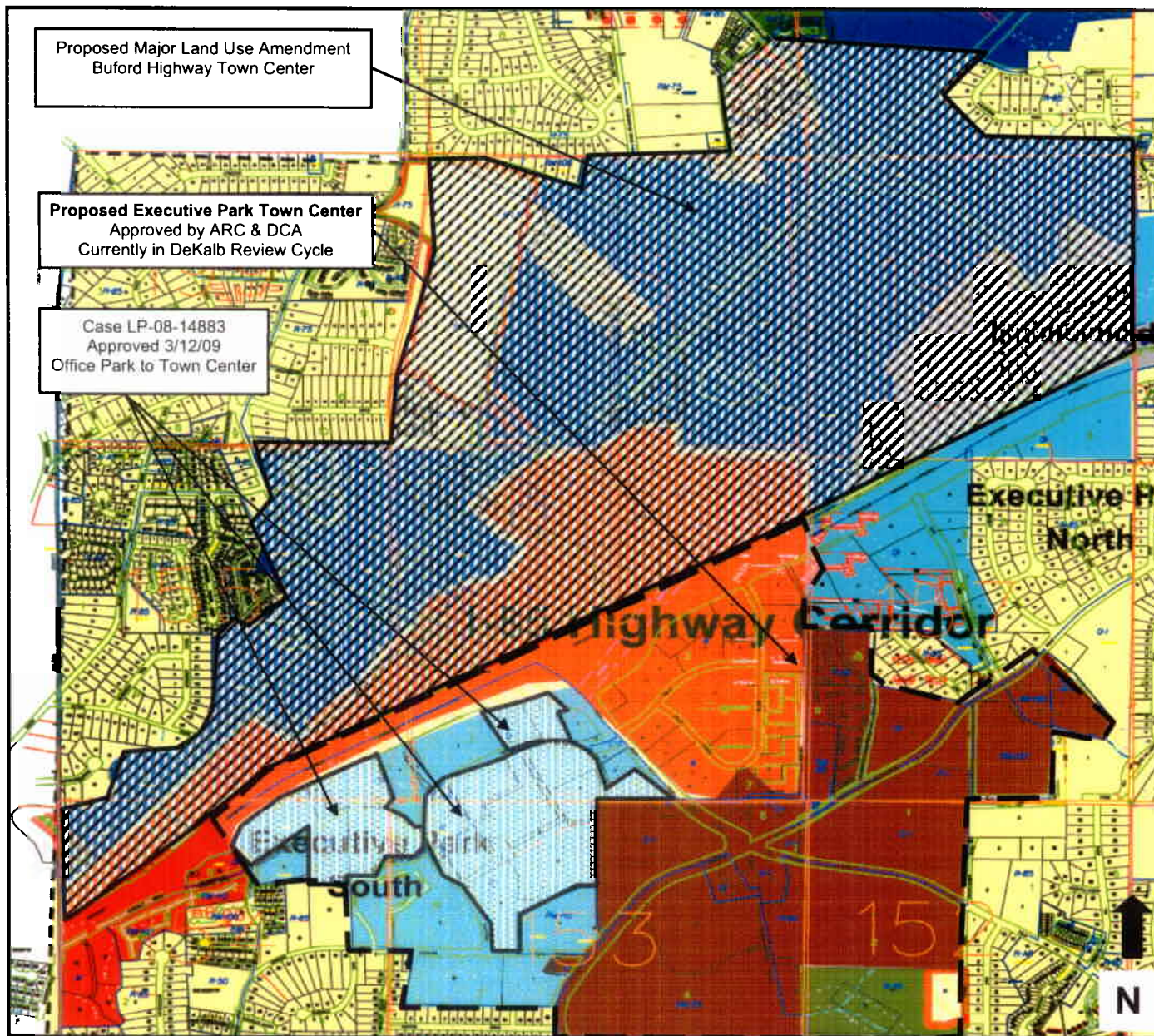


Proposed Amendment to the Comprehensive Plan





Changes to the DeKalb County 2025 Comprehensive Plan / Community Agenda



DeKalb County, GA
2025 Comprehensive Plan
Parcel Based Future Development Map
(Sheet 9)

This map is a graphic representation of the Future Development Map of the 2025 Comprehensive Plan. For complete information, contact the DeKalb County Planning and Development Department, 330 W. Ponce de Leon Avenue, Suite 500, Decatur, Georgia, 30030, (404) 371-2155.



LEGEND

- Neighborhood Center
- Industrial
- Institutional
- Office Park
- Conservation / Greenspace
- Suburban
- Commercial Redevelopment Corridor
- Highway Corridor
- Proposed Highway Corridor Amendment



DeKalb County 2025 Comprehensive Plan
Policies for Case Analysis of the Buford Highway Town Center
LP-09-15425

Recommended Town Center Policies

- TCCAP 1** Promote sense of place initiatives.
- TCCAP 2** Preserve and enhance the integrity and quality of existing residential neighborhoods.
- TCCAP 3** Foster retrofitting for conformity with traditional neighborhood principles.
- TCCAP 4** Create pedestrian scale communities that focus on the relationship between the street, buildings, street-scaping and people.
- TCCAP 5** Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
- TCCAP 6** Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
- TCCAP 7** Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.
- TCCAP 8** Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
- TCCAP 9** Create small area plans and overlays for activity centers as a way to further refine the countywide nodal/activity center concept.

Recommended Strategies for Town Center

- TCCAS 1** Improve street character with consistent signage, lighting, landscaping and other design features
- TCCAS 2** Create focal points through the use of existing pocket parks and squares for community activities.
- TCCAS 3** Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- TCCAS 4** Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.
- TCCAS 5** Clearly define road edges by locating buildings near the roadside with parking in the rear.
- TCCAS 7** 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.
- TCCAS 8** Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity.
- TCCAS 9** Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels.
- TCCAS 10** Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities.
- TCCAS 11** Use design guidelines and regulations for aesthetic enhancements.
- TCCAS 12** Create and implement zoning and land use tools to limit the expansion of incompatible uses.
- TCCAS 14** Make streetscape improvements to enhance thoroughfares
- TCCAS 15** Organize circulation patterns through traffic calming techniques and access management.
- TCCAS 16** Design for each center should be pedestrian-oriented with walkable connections between different uses.
- TCCAS 17** Create linkages to adjacent greenspace.
- TCCAS 18** Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walk-ability.
- TCCAS 19** Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).
- TCCAS 20** Each Town Center should include a high-density mix of retail, office, services,



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. Notwithstanding 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.



SUB AREA PLAN

Supplemental Policies to the 2025 Comprehensive Plan

This section will provide additional policy and strategy for implementation of future development within the proposed amendment. Areas of intensity, heights, and other design guideline criteria will be identified to help sculpt the center to provide sustainable development while protecting the surrounding single family neighborhoods. Maps will be attached to illustrate the implementation strategy.

Development Guidelines

The proposed project would form the major portion of the high intensity core of the major amendment area. In order to assure that the policies mentioned above are appropriately implemented, the proposed project should meet the following Development Guidelines:

- (a) Floor area ratios should not exceed 3.0, excluding parking decks.
- (b) Building height is limited to 15 stories or 200 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 25% 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 consist of public space, such as greenways, landscaped areas, trails, parks and plazas.

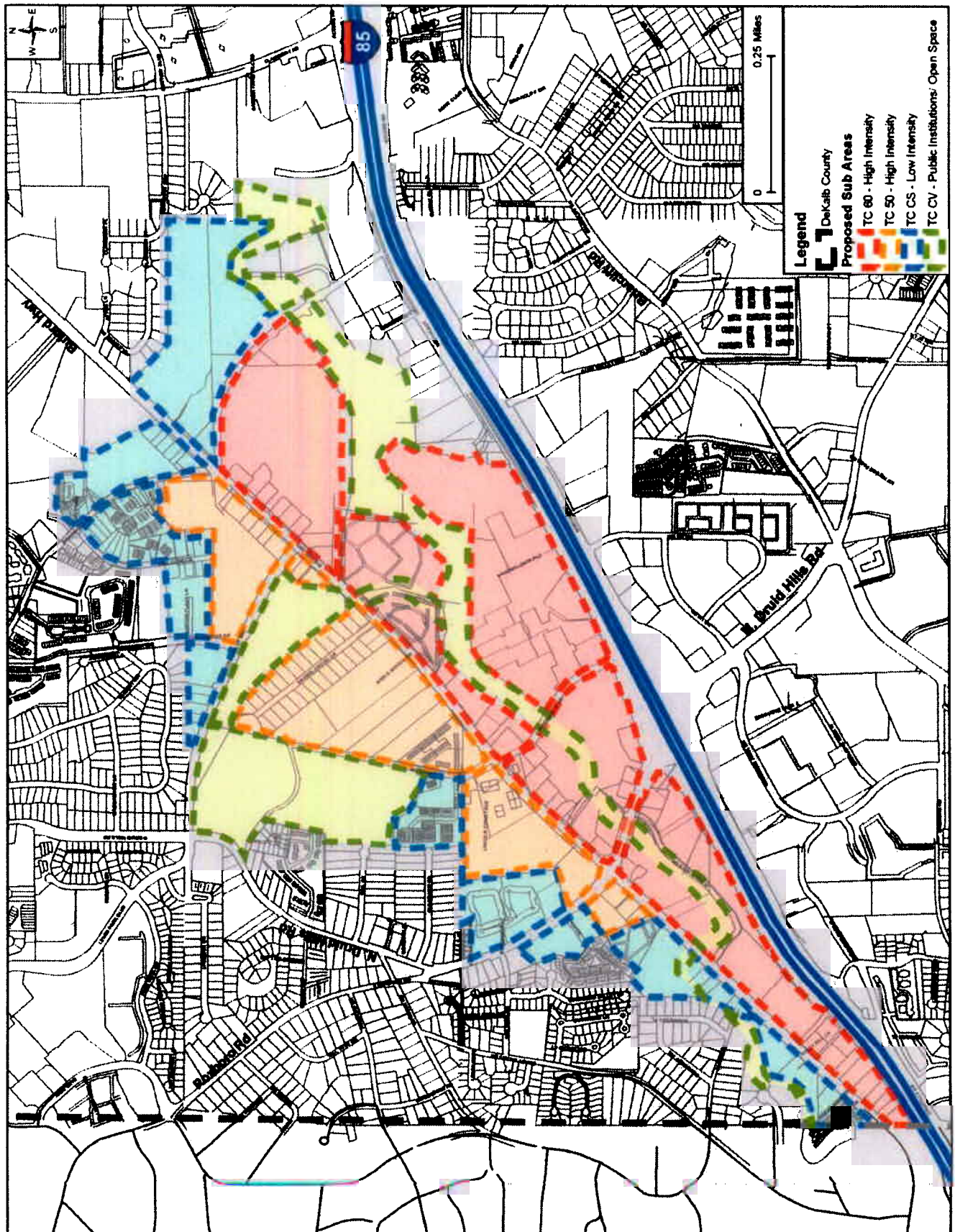
Recommended Transportation Improvements

The proposed major amendment currently in preparation by Planning & Development staff (LP-09-15392) would also recommend the incorporation of a Thoroughfare/Circulation Plan that would utilize a network of new and improved streets. These streets would create a grid and loop street network to improve the distribution of traffic throughout the area. In order to facilitate the implementation of this network, the proposed project should incorporate the following transportation improvements:

- (a) Implement the intersection improvements and new traffic signals listed with the GRTA DRI Notice of Decision Conditions dated 11/18/2009 and as shown on the site plan dated 11/17/08.
- (b) Include pedestrian signals and pronounced crosswalks at all intersections.
- (c) Include sidewalks on both sides of all streets (five feet wide on local streets, 10 ft. wide on arterials).
- (d) on-street parking on many local streets, with bulb outs at intersections.
- (e) Trees should line all streets
- (f) A landscaped median in the reconstructed Executive Park Drive as this road would serve as a major portion of the anticipated loop road that will serve as the primary connector throughout the major amendment area.
- (g) Ensure that all Future Road Connections shown on the site plan dated 11/17/08 are implemented as future development permits.

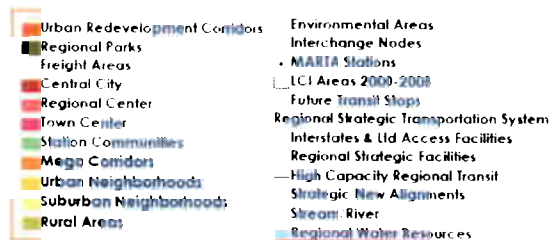
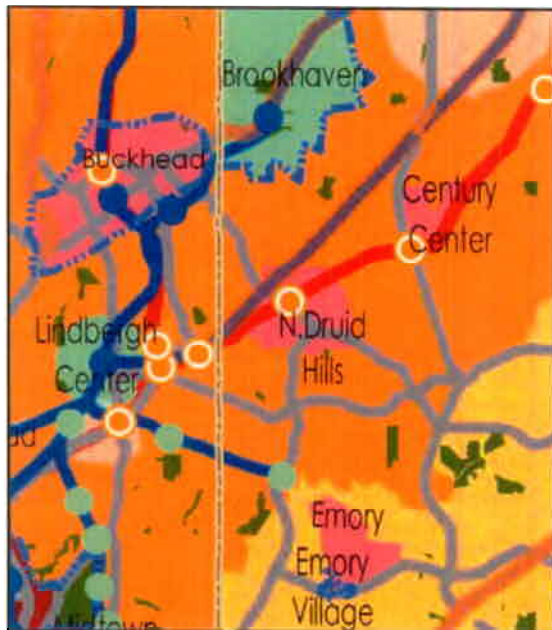


SUB-AREA ANALYSIS





REGIONAL CONSIDERATIONS



ARC Atlanta Region Unified Growth Policy Map

According to the Version 3.0 ARC Atlanta Region Unified Growth Policy Map, the proposed amendment falls within the Mega Corridor that follows I-85. The I-85 & North Druid Hills Interchange is designated as an interchange node and the surrounding area, including the central portion of the proposed amendment, is designated as a Regional Center*. Mega Corridors are the radial corridors, mostly aligning the interstates, where the ARC anticipates the regions most intense development. Regional Centers are described as areas of intense retail, office and residential uses. According to the Envision 6 Regional Development Types Matrix (see below), the ARC strongly recommends that Regional Centers contain mixed use and high density residential development of up to 80 units per acre.

*The ARC Regional Center designation is separate from the DeKalb County 2025 Regional Center designation

Key
For Envision 6
Regional Develop-
ment Matrix

Strongly Recommended

Recommended development for Regional Places

Conditionally Recommended

Recommended if appropriate contextual development is proposed

Envision 6 Regional Development Types Matrix

	Mixed Use				Single Use Employment			Parks
	City Center	High Residential Mixed Use	Activity Center Mixed Use	Town Center Mixed Use	General Commercial	Office Park	Industrial	Regional Parks
Residential Density per acre	40	80	30	15				N/A
Job Density per acre	180	25	70	13	13	40	9	
Average Height	8 to 50	8 to 50	5 to 40	2 to 5	1 to 4	2 to 4	1	
Regional Places								
Central City								
Regional Centers								
Town Centers								
Station Communities								
Interchange Nodes								
Interstates & Limited Access Facilities								
Freight Corridors								
Urban Redevelopment Corridors								
Regional Strategic Facilities								
Urban Neighborhoods								
Mega Corridors								
Suburban Neighborhoods								
Rural Areas								
Regional Environmental Protection Areas								
Regional Parks								



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 North Quadrant which consist of the following areas:

- Dunwoody/Doraville
- Brookhaven/Nancy Creek
- Chamblee/Doraville
- Embry Hills/Pleasantdale

Bicycle Facility Needs for the Chamblee Doraville 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 facilities 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.

Skyland Trail:

- Connect Chamblee
- Chamblee MARTA Station
- Perimeter Trail
- North Fork Peachtree Creek Trail and Buford Highway Corridor

Source: *DeKalb's Greenways Trails Plan*

Roadway Needs for the North 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.

North Quadrant	V/C > 1.0 (Miles)	Percent of the Quadrant
Dunwoody / Doraville	38.8	13.1
Embry Hills / Pleasantdale	29.4	10.0
Chamblee / Doraville	28.8	9.7
Brookhaven / Nancy Creek	31.3	10.6
Quadrant Total	128.3	43.4



COMPREHENSIVE TRANSPORTATION PLAN ANALYSIS

Functional Classification System Plan

Northern Quadrant

North Atlanta/Chamblee

This sub-quadrant is characterized by its three parallel arteries, I-85, Buford Highway, and Peachtree Rd./Peachtree Industrial Blvd, all high-volume, high-capacity roadways oriented from the Southwest to the Northeast. The linkages between them tend to be smaller roads that adhere roughly to a North-South grid, contributing to difficult intersection geometries, congestion, and safety issues. Arterial road segments where volume exceeded capacity ($V/C > 1$) in the 2030 E+C model:

- Buford Hwy. from I-285 to Longmire Way
- North Druid Hills Rd. from Roxboro Rd. to Peachtree Industrial Rd.
- Peachtree Rd. from Dresden Rd. to Ashford Dunwoody Rd.
- Briarcliff Rd. from Briarlake Rd. to Henderson Mill Rd.
- Chamblee Dunwoody Rd. from Peachtree Rd. to Buford Hwy.
- Chamblee Tucker Rd. from Embury Cir to I-285
- Clairmont Ave from Airport Drive to Buford Hwy.
- Flowers Rd. from I-85 to Henderson Mill
- Henderson Mill Rd. from Flowers Rd. to Henderson Rd.
- Roxboro Rd. from N Druid Hills Rd. to Fulton Co. Line
- Shallowford Rd. from I-85 to Briarcliff

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

- Chamblee Tucker Rd. from W. Hospital Dr. to Buford Hwy.
- Dresden Rd. from Peachtree Industrial Rd. to Shallowford Rd.

Recommended Functional Classification for the Northern Quadrant (Major Roads Related to this Amendment)

Roadway	GDOT Functional Classification	Current Thoroughfare Plan Classification	Volume	Recommended Functional Classification
Buford Highway	Urban Principal Arterial	Major	31,614	Urban Principal Arterial
Interstate 85	Interstate Principal Arterial	Expressway	216,830	Interstate
North Druid Hills Road	Urban Minor Arterial	Major	11,940	Urban Minor Arterial

Note: Explanation of functional classifications are found on the next page.

**COMPREHENSIVE TRANSPORTATION PLAN ANALYSIS****Functional Classification Criteria**

Classification	Function	Recommended ROW/Lanes	Access and Pkg	Typical Speed	Volume and Target LOS	Traffic Control of major movement	Other
Interstate	Transport people and goods over long distances at high speeds with minimum friction from entering and exiting traffic.	Minimum 200' up to 400' 4-10 lanes. To be determined and approved by GDOT and FHWA	Only at interchanges. No bicycle or pedestrian access. No pkg.	High (55 mph or greater)	60,000+ LOS E or better	Grade separated.	Sound control and land use regulations. Bus lanes, rail lines, HOV lanes where possible.
Freeway/ Expressway	Higher speed facility for commute traffic between freeways and suburban areas.	120'-150' 4-6 lanes.	"Not entirely controlled". More frequent than freeway. No pkg.	High (55 mph or greater)	25,000-50,000 LOS E or better	Signal only	Generally median divided. Cross traffic is sometimes handled using under/overpasses.
Urban Principal Arterial	Cross town and cross county access.	110' minimum 4-6 lanes	Frequent driveways. Sidewalks for pedestrian access.	Moderate (40 mph or greater)	20,000+ LOS D or better	Mixture of signal and stop control	Abuts commercial or office and/or medium and/or high density residential land uses.
Urban Minor Arterial	To move traffic from neighborhood collectors to major/ principal arterials and freeways.	110' minimum 32' of pavement 2-4 lanes	Frequent intersections and driveways. Pedestrian and bicycle treatments. Sidewalks for pedestrian access.	Moderate (35 mph or greater)	10,000-25,000 LOS D or better	Mixture of signal and stop control	Abuts commercial or office and/or residential land uses.
Collector	Collect traffic from subdivisions and residential neighborhoods, and smaller retail, office and industrial properties and transport it to the arterial system	70' with 32' of pavement. Two lanes typical.	Frequent intersections and driveways. Priority for pedestrian and bicycle modes. Sidewalks for pedestrian access.	Low speed (35 mph or less)	2,000-15,000 LOS B or better	Mixture of signal and stop control.	Exceed one mile in length. Predominantly residential with commercial/ retail at some intersections
Local Streets	Roadways that are not classified as interstate, freeway, expressway, urban principal arterial, urban minor arterial, or collector.	55' for underground utilities with 24' of pavement. Two lanes or less-no striping.	Frequent intersections and driveways. Priority for pedestrian and bicycle modes. On-street pkg predominates.	Very low speed (30 mph or less)	2,000 or less LOS A	Generally stop controlled at cross street.	Residential land uses. Generally eligible for traffic calming treatment.

Source: DeKalb County Comprehensive Transportation Plan



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 [gray] 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. The North Quadrant covers the proposed project at hand.

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

Employment with Minimal Transit Service

Time Period	North	Central Quadrant	Southwest Quadrant	Southeast Quadrant	County Av- erage
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 within the project area include Buford Highway and Interstate 85.

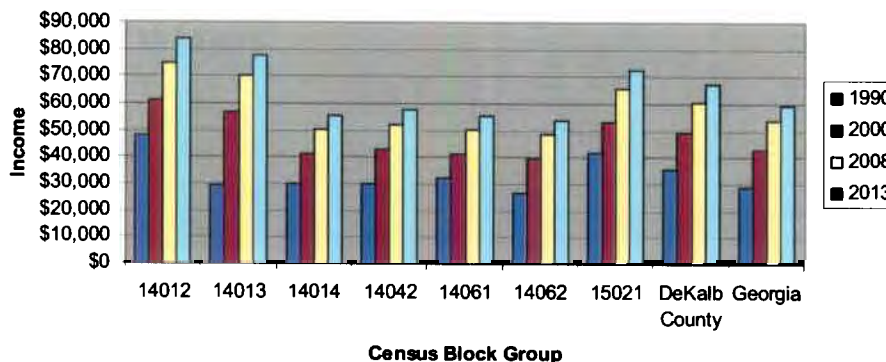


DEMOGRAPHICS

This demographic analysis was performed over the following census block groups with the use of **DemographicsNow**: 130890214012, 130890214013, 130890214014, 130890214042, 130890214061, 130890214062, & 130890215021. This analysis will focus on Household Median Income and its transition from past figures to current and future projections. The area of focus for this proposed Major Land Use Amendment has, much like the whole of DeKalb County, experienced steady growth since 1990. Between 1990 and 2000, DeKalb County experienced its largest growth and this area was no exception. Though the growth boom of the previous decennial census period is not as large, this area has enjoyed steady growth since. This is important when planning the developmental direction for an area.

Median Household Income									
Year	14012	14013	14014	14042	14061	14062	15021	DeKalb County	Georgia
1990	\$48,179	\$29,660	\$30,131	\$29,795	\$32,436	\$26,634	\$41,968	\$35,728	\$29,074
2000	\$61,028	\$56,726	\$41,360	\$43,001	\$41,265	\$39,855	\$53,257	\$49,209	\$42,783
2008	\$74,529	\$69,968	\$50,398	\$52,211	\$50,436	\$48,647	\$65,538	\$60,667	\$53,589
2013	\$83,901	\$77,629	\$55,687	\$57,467	\$55,628	\$53,784	\$72,523	\$67,353	\$59,560

Median Household Income

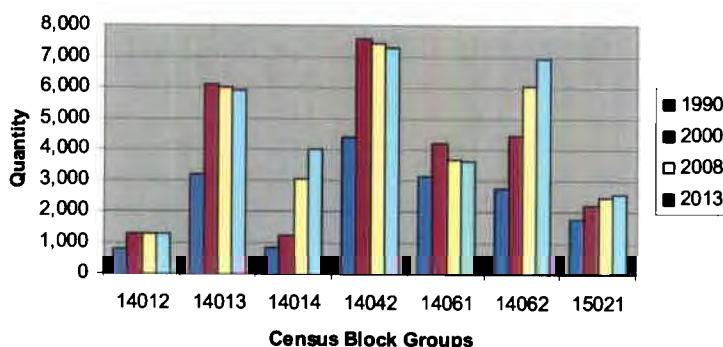


As indicated in this chart, all of the census block groups in this study area have experienced steady growth. Three of them have seen higher median growth than the whole of DeKalb County as well as the state of Georgia. Projections for growth in these census block groups indicate that median household income will continue.

Source: DemographicsNow

Total Population									
	14012	14013	14014	14042	14061	14062	15021	DeKalb County	Georgia
1990	784	3,148	807	4,409	3,122	2,719	1,774	545,840	6,478,221
2000	1,251	6,079	1,224	7,546	4,196	4,427	2,193	665,865	8,186,453
2008	1,280	6,015	3,020	7,399	3,673	6,033	2,427	739,825	9,727,131
2013	1,291	5,882	3,989	7,284	3,590	6,927	2,552	784,096	10,662,269

Population



Population shifts have varied among census block groups in this area. Some of these areas showed moderate growth between 1990 and 2000. While other areas showed nearly a 100% increase between the same time period. (See population table and chart) Population projections in the area also vary. While a majority of the study area projections show population growth, a significant portion of the census block groups show a leveling off or even a tapering of population.

Source: DemographicsNow



EDUCATION

Cross Keys High School

Cross Keys High School opened in 1958 and is located in Northeast DeKalb County, with most of the students coming from Doraville and Chamblee. Some students also come to Cross Keys through the optional transfer program to enjoy its unique atmosphere. Cross Keys has a staff of 123, including 84 certified personnel of whom 40% have earned a Master's Degree or above. Aside from regular course offerings, Cross Keys offers two English as a Second Language (ESOL) Programs which serve approximately 340 of our students. Students at Cross Keys are involved in numerous athletic, academic, service, and volunteer programs. Cross Keys was selected as a Georgia School of Excellence in 1996 as a result of our unique student diversity and creative academic program. Cross Keys is the most culturally diverse high school in the state of Georgia with students from 65 countries who speak 75 different languages.

Sequoya Middle School

The initial mission of Sequoyah Middle School was to make adequate yearly progress for two consecutive years so that the school would no longer be considered as Needs Improvement. The school demonstrated Adequate Yearly Progress for the 2005-2006 and the 2006-2007 school years, thus completing its mission. Sequoyah Middle School's mission for the 2007-2008 school year was to demonstrate Adequately Yearly Progress for a third consecutive year, and this mission was met as well. Its current mission is to demonstrate Adequate Yearly Progress for a fourth consecutive year and be recognized as a Blue Ribbon School of Excellence. Sequoyah's unique multicultural student body has spoken as many as 22 languages during a single school year, and at times, up to 74% of our students are born outside of the United States.

Elementary School

Woodward is located in a densely populated apartment neighborhood along the Buford Highway Corridor and as a result has a richly diverse student population. Woodward is a 2001-05 "America's Choice -- Georgia's Choice" school. The large percentage of children who come to Woodward with limited or no ability to speak English is a challenge to the staff and administration. However, the international population creates an opportunity for unusually rich cultural experiences for all who attend. Children from all over the world learn that harmony and co-operation are possible in any situation as long as respect for each individual is exhibited.

Capacity and Enrollment

Criteria	High School	Middle School	Elementary School
Name of School	Cross Keys	Sequoya	Woodward
Recommended Capacity	1310	1009	755
Latest Enrollments	832	790	654

School System: DeKalb County