



**Interim Chief Executive Officer**  
Lee May

**Board of Commissioners**

District 1  
Nancy Jester

District 2  
Jeff Rader

District 3  
Larry Johnson

District 4  
Sharon Barnes Sutton

District 5  
Mereda Davis Johnson

District 6  
Kathie Gannon

District 7  
VACANT

September 28, 2016

Doug Hooker, Executive Director  
Atlanta Regional Commission  
40 Courtland Avenue  
Atlanta, GA 30303

Dear Mr. Hooker,

DeKalb County is pleased to submit the 2016 Comprehensive Plan Update, along with the 2012-2017 Community Work Program (CWP) for ARC and DCA review. We have submitted the document via the DCA shared data site and attached a CD.

DeKalb County certifies that the required public meetings were held on April 28, 2016 and September 27, 2016. In addition, staff set up booths at various community meetings and posted a link on our website to ensure that members of the public had a more extensive opportunity for community involvement. The DeKalb County Comprehensive Plan is an update of the currently adopted plan and leverages the many assets of the county and its dynamics resources.

The County also certifies that the appropriate staff and decision-makers have reviewed both the Regional Water Plans covering our area, as well as the Rules for Environmental Planning Criteria (O.C.G.A. 12-2-8). Both have been taken into consideration in developing the 2016 Comprehensive Plan Update.

Feel free to contact our Director, Andrew Baker (404) 687-7154 or Cedric Hudson at (404)371-2789 for any questions or concerns regarding this document.

Sincerely,

Lee May, Interim CEO  
DeKalb County, Georgia

Cc: Zach Williams, DeKalb County Executive Assistant  
Luz Borrero, DeKalb County Deputy Chief Operating Officer  
Andrew Baker, AICP, DeKalb County Director of Planning and Sustainability  
Cedric Hudson, DeKalb County Planning Administrator

# DeKalb County

## 2035 Comprehensive Plan (Draft)



*On behalf of the DeKalb County Department of Planning and Sustainability, staff would like to thank all those who participated in this effort to contribute to DeKalb County's development well into the future.*

### DeKalb County Office of CEO

Lee May	Interim CEO
Zachary Williams	Executive Assistant
Luz Borrero	Deputy Chief Operating Officer for Development

### Board of Commissioners

Nancy Jester	District 1
Jeff Rader	District 2
Larry Johnson	District 3
Sharon Barnes-Sutton	District 4
Mereda Davis Johnson	District 5
Kathie Gannon	Super District 6
Vacant	Super District 7

### Planning Commissioners

Anne Lerner	District 1
Jon West	District 2
Vivian Moore	District 3
LaSonya D Osler	District 4
Markus J. Butts	District 5
Jana Johnson	Super District 6
Tommy Phillips III	Super District 7
Tess Snipes	Chief Executive Officer

### DeKalb County Planning and Sustainability, Long Range Division

Andrew Baker, AICP	Director
Philip Etiwe	Associate Director
Cedric Hudson	Planning Administrator
Larry Washington	Senior Planner
Brian Brewer	Planner
Mekonnen Gessesse	Research / Policy Analyst
Sylvia Smith	Transportation Engineering Manager

### Atlanta Regional Commission

### Contributing Staff/Departments/ Stakeholders

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

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# Introduction

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

DeKalb County was known as a bedroom community to the City of Atlanta. However, over the years, DeKalb County has transitioned from a suburban community to a more urban community. DeKalb County is the State of Georgia's fourth largest county and is home to such entities as Emory University, Mercer University, Georgia Perimeter College (now Georgia State University), the Center for Disease Control, Georgia Bureau of Investigation, North DeKalb Mall, and Stonecrest Mall. The County's major employment centers are Northlake, Stonecrest Mall, Emory/CDC, and Litho-

nia Industrial District. There are also numerous Fortune 500 companies with office and headquarter locations in DeKalb County.

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



## Purpose

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

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

The Atlanta Metropolitan Area including DeKalb County has experienced significant growth over the last twenty years. Although not as significant in DeKalb, a growth trend is expected to continue well into the next planning horizon of 2025. Overall, the population of DeKalb County increased 40% from 1980 to 2000 (483,024 to 665,865). The population is expected to increase to 848,706 in 2020. With changes in population, there is an increase in the demand for housing, goods and ser-

vices, traffic congestion, and an increased pressure on infrastructure. The goal of this plan is to prepare a road map of short-term and long-term critical planning actions for the county. The plan will help guide the allowable uses, density/intensity and design character for future development.

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

Another purpose of the Comprehensive Plan is that it provides a road map for the county's future. It has been developed through a public process involving the public, community leaders, and stakeholders with the goal of making key decisions about the future of the county. The Comprehensive Plan is a vital plan, as it includes the community's vision for the future, key issues and opportunities, and an implementation program for achieving the vision and addressing the identified issues



and opportunities. The Comprehensive Plan is intended to direct the coordinated, efficient, and orderly development of DeKalb County and its environs based on an analysis of present and future needs, to best promote the public health, safety, morals, and general welfare.

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

DRAFT



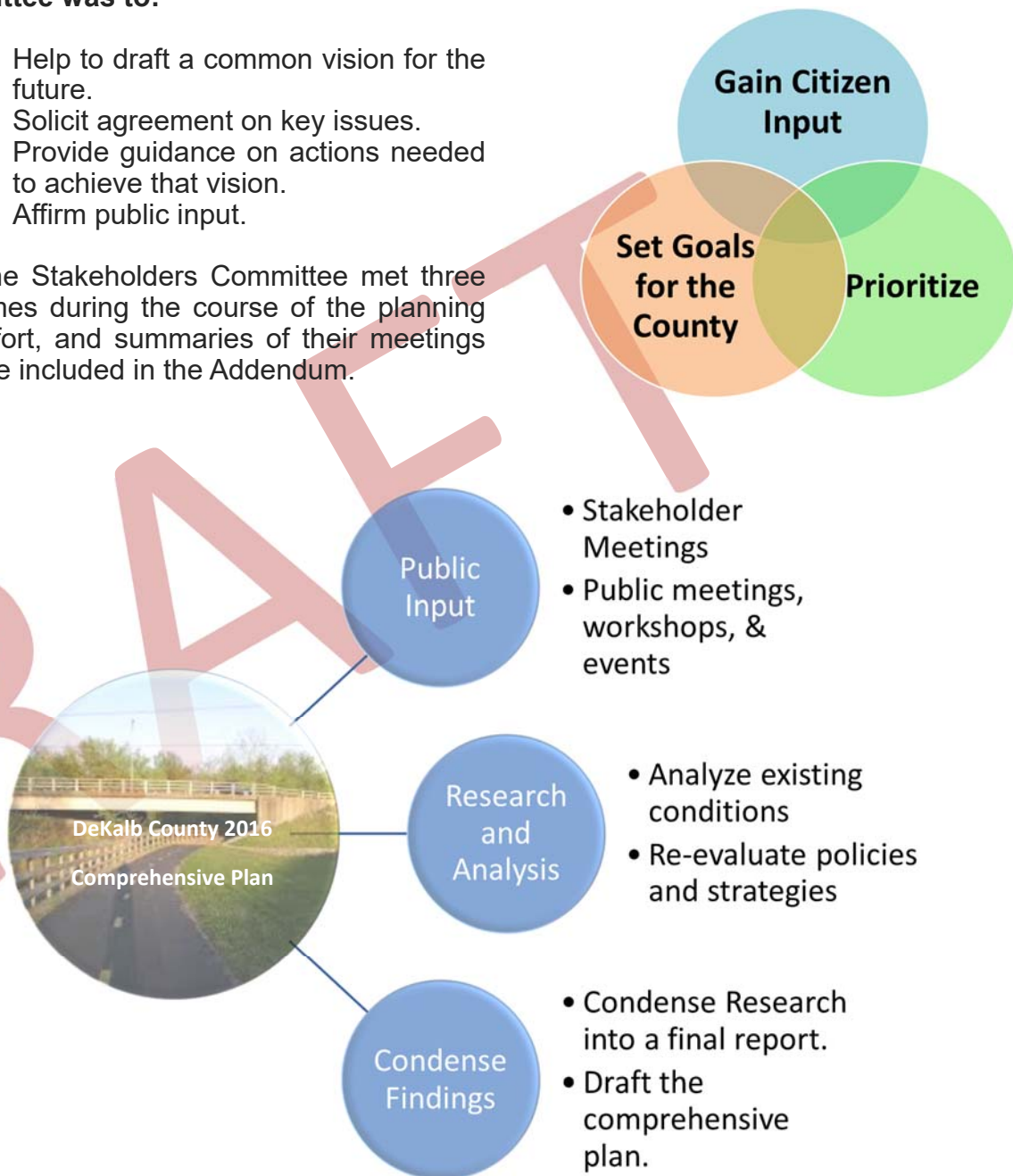
## PLAN METHODOLOGY

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

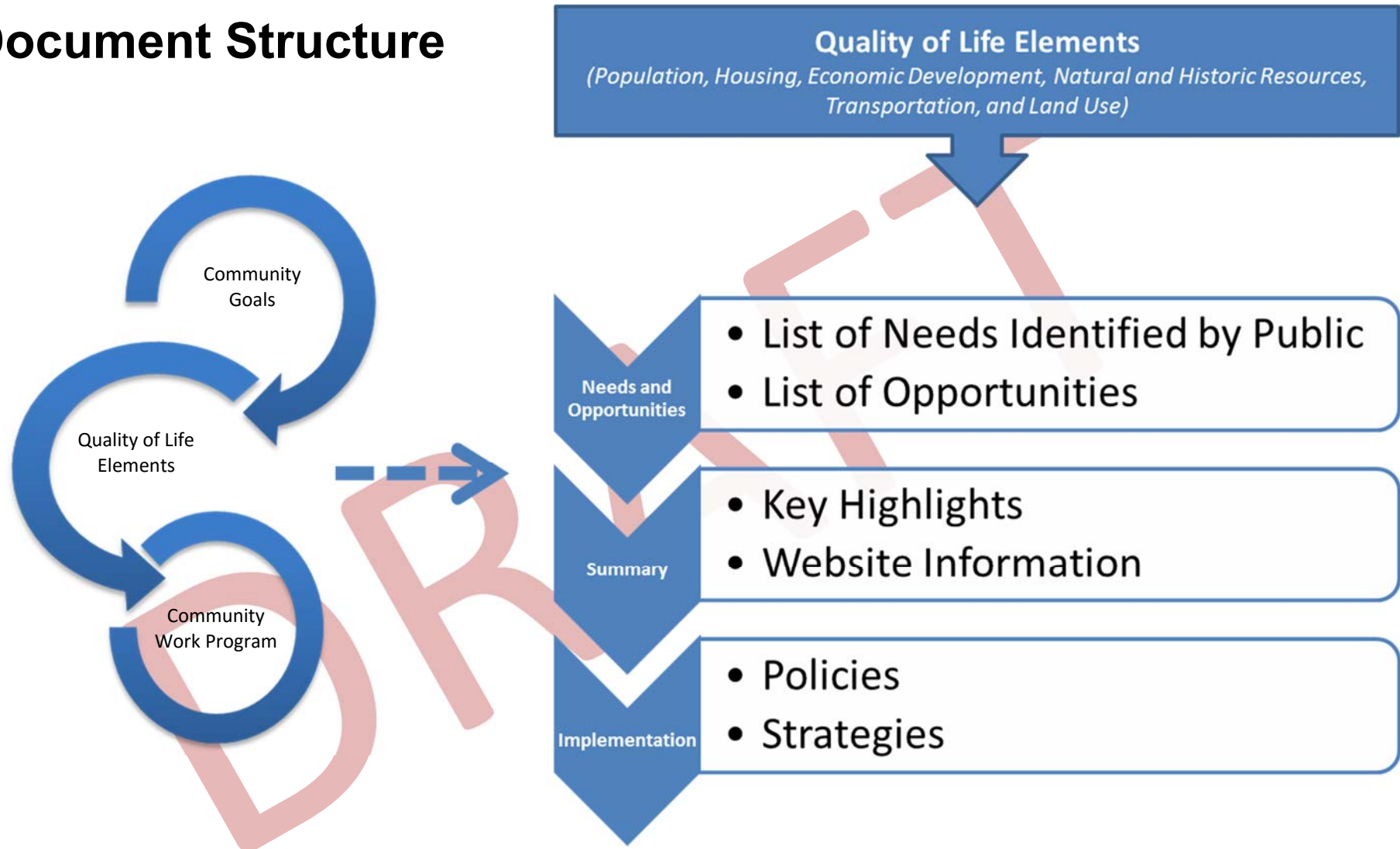
### The goals of the Stakeholders Committee was to:

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

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



# Document Structure



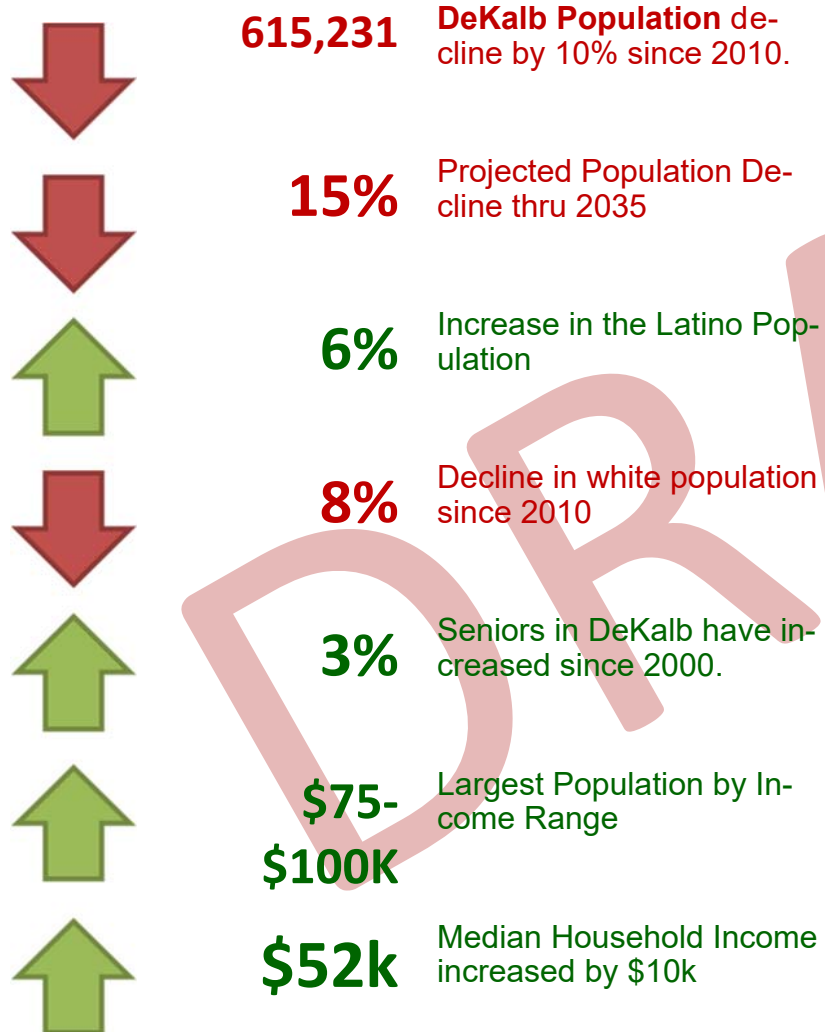


## Quality of Life Elements



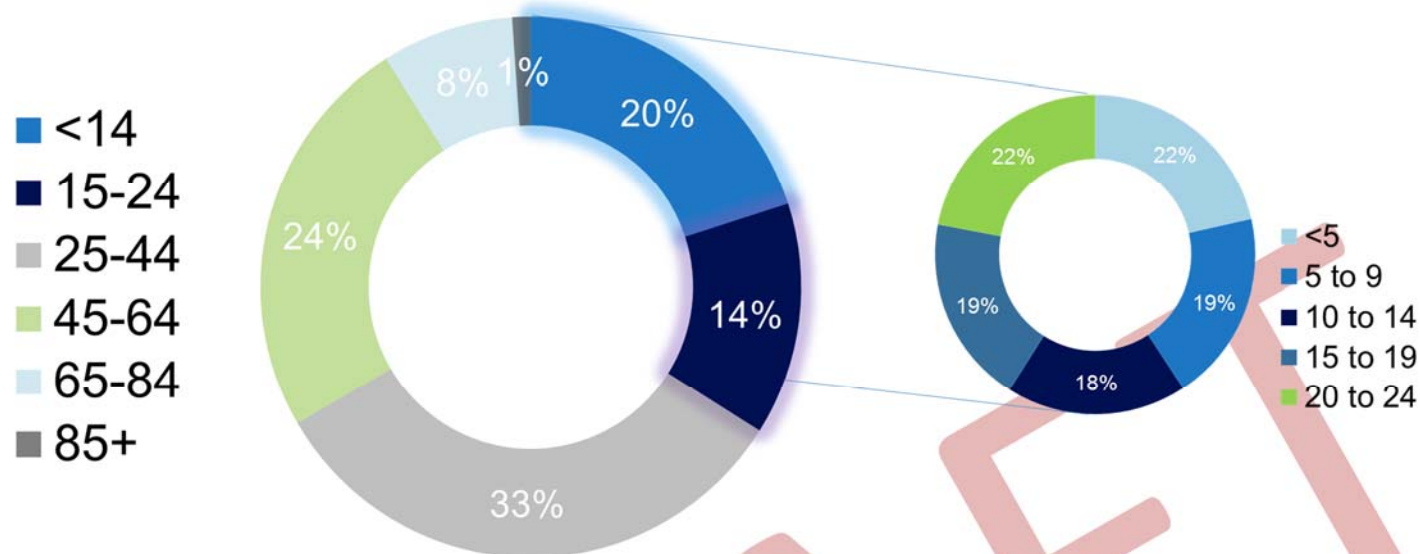
This section is based on the socio-economic conditions in DeKalb County. It discusses variables that include population demographics, economic conditions, housing and public health. This chapter will help provide the foundation for the issues, opportunities, policies, and strategies to be discussed later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

## Population





### Age Distribution of School Aged Children:



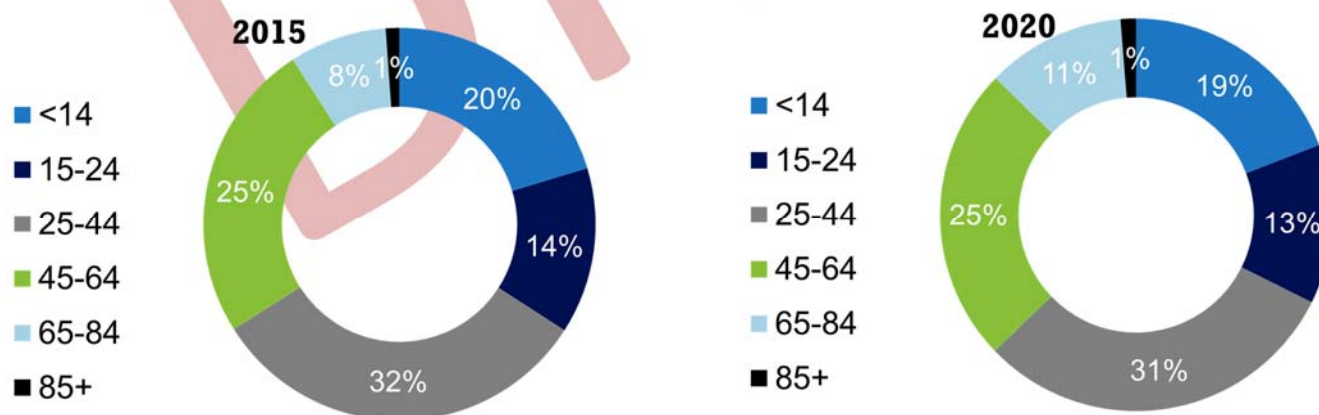
Children and young adults under 24 make up 34% of the total population. There is an equal proportion of young children (those under the age of 9) and older children in DeKalb County.

### Age Distribution 2010:

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

### Age Distribution Projections:

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



Data Source: 2010 & 2014; American Communities Survey; 2020: ESRI business analyst

## 2010 Race Distribution

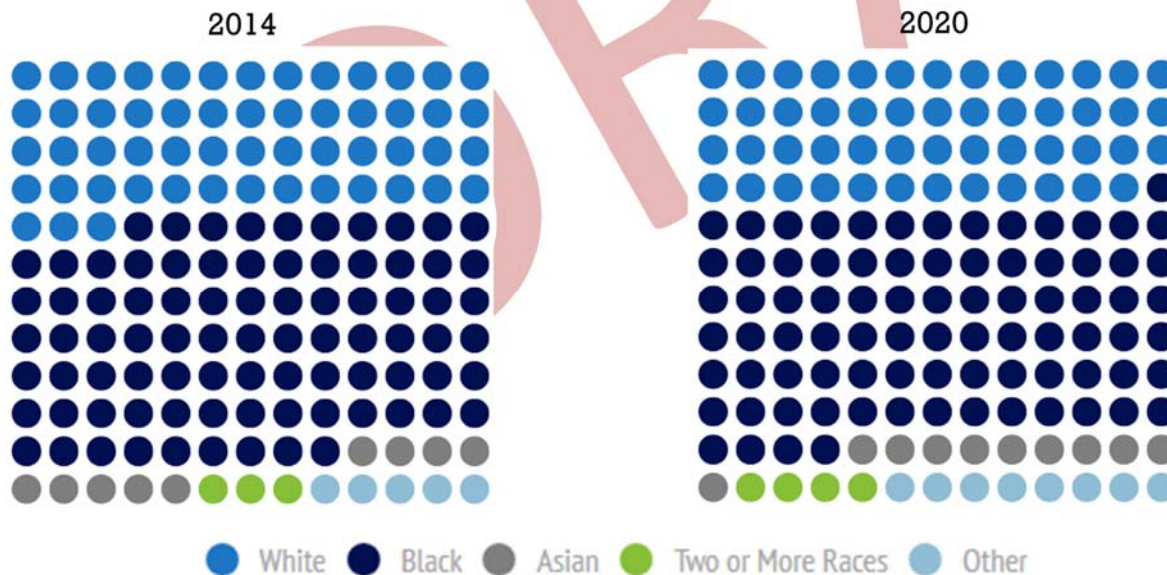
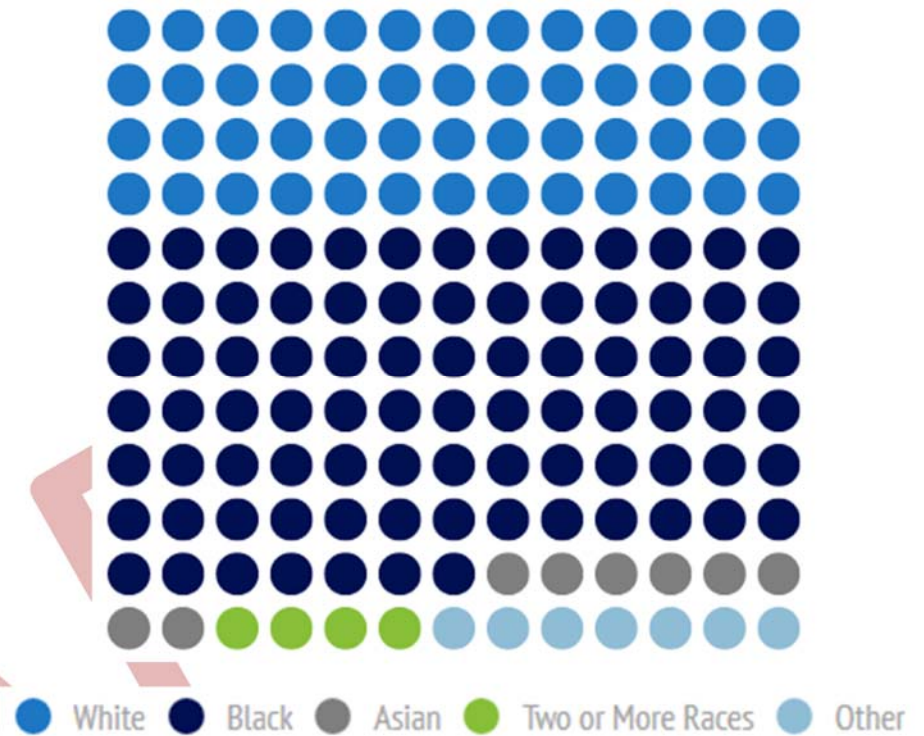
White people make up 72.1% of the racial distribution in Decatur as of 2010. Black/African American people make up 22.9%, Asian people are 2.1% of the population, those of Hispanic origin are 3.9% of the population.

Source: 2010 American Communities Survey

## Race Distribution Projection

Proportions of White residents and Black residents decreased between 2010 and 2014 while Asian residents and residents of two or more races increased. The proportion of Black residents is expected to continue to decline while White residents is predicted to increase into 2020.

Source: 2014 American Communities Survey; 2020 ArcGIS Business Analyst Online Community Profile



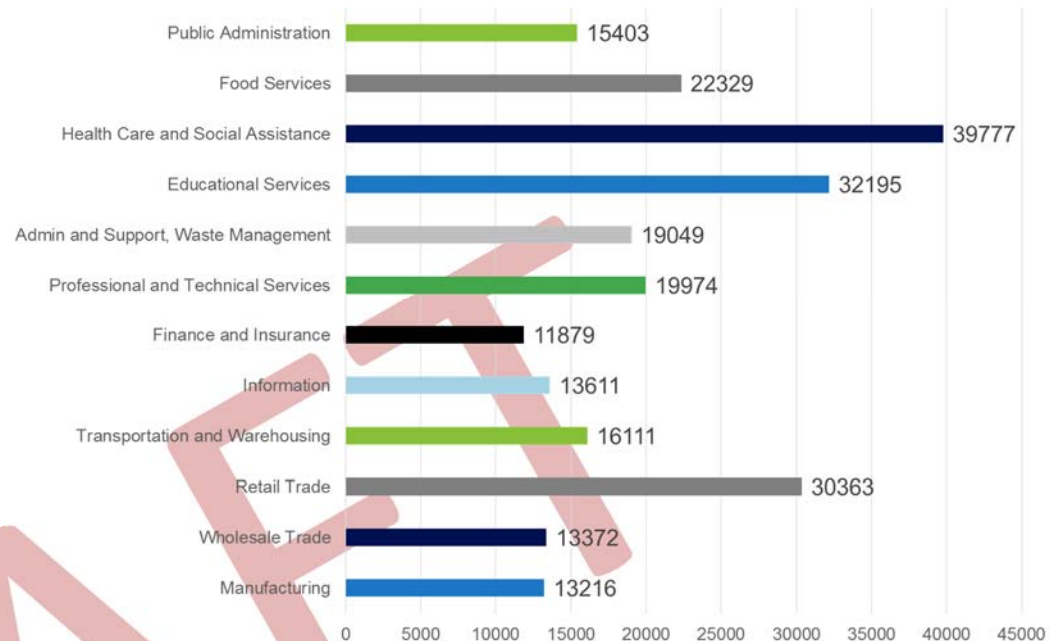
## Economics

### Workplace Area Characteristics 2014:

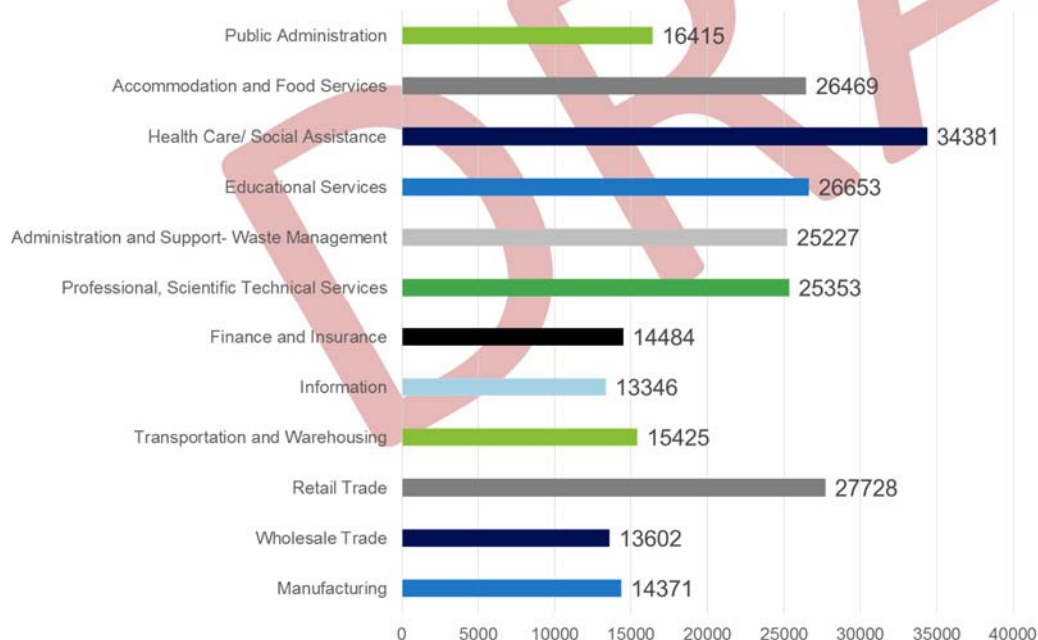
Workplace Area Characteristics (WAC) describe the jobs that are available within a given study area. Most jobs available in DeKalb are in the field of Health Care and Social Assistance.

Data Source: US Census Bureau, Census on the Map Workplace Area Profile Analysis

What Jobs Exist in DeKalb County



What Jobs do DeKalb Residents Do?

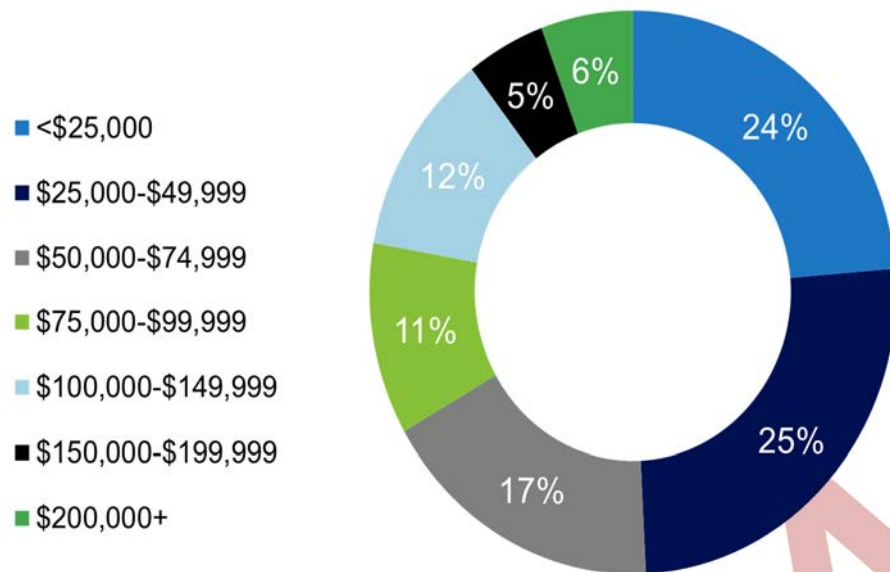


### Resident Area Characteristics 2014:

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

Data Source: US Census Bureau, Census on the Map Workplace Area Profile Analysis





### 2014 Income Distribution

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

Data Source: US Census American Communities Survey



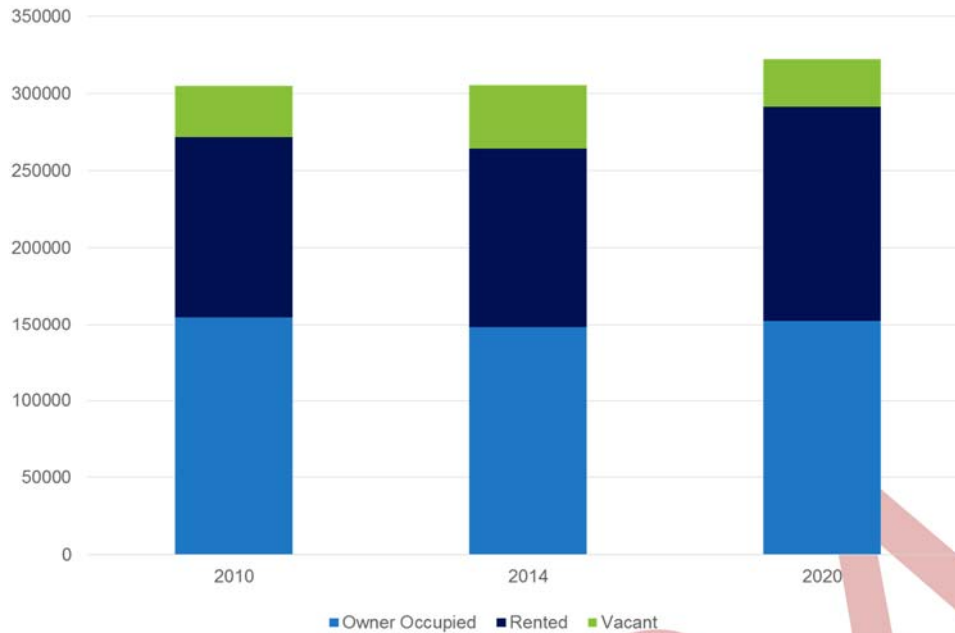
### Median Household Income

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

Data Source: US Census American Communities Survey



## Housing



### Housing Trends:

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

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

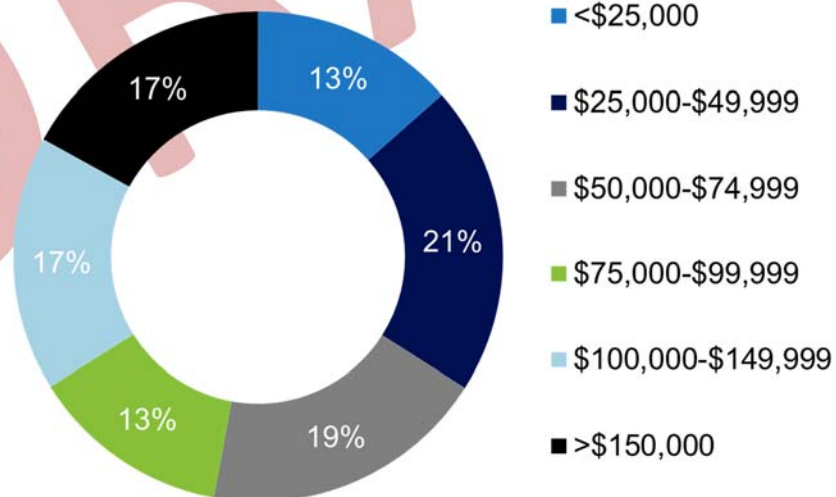
### Household Income

#### Distribution:

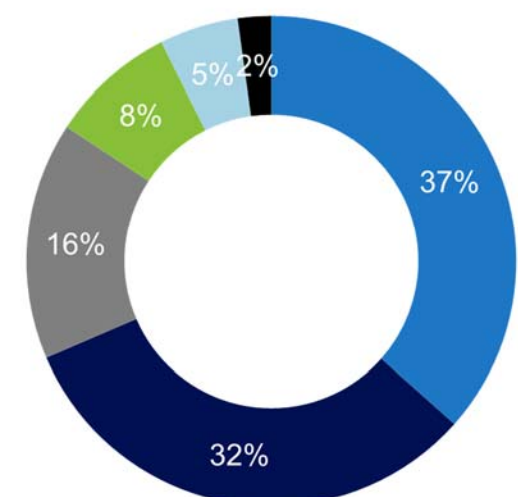
Renters have significantly lower incomes than homeowners in DeKalb County. 69% of DeKalb's renters make less than \$50,000 a year, while 34% of homeowners make more than \$100,000 annually.

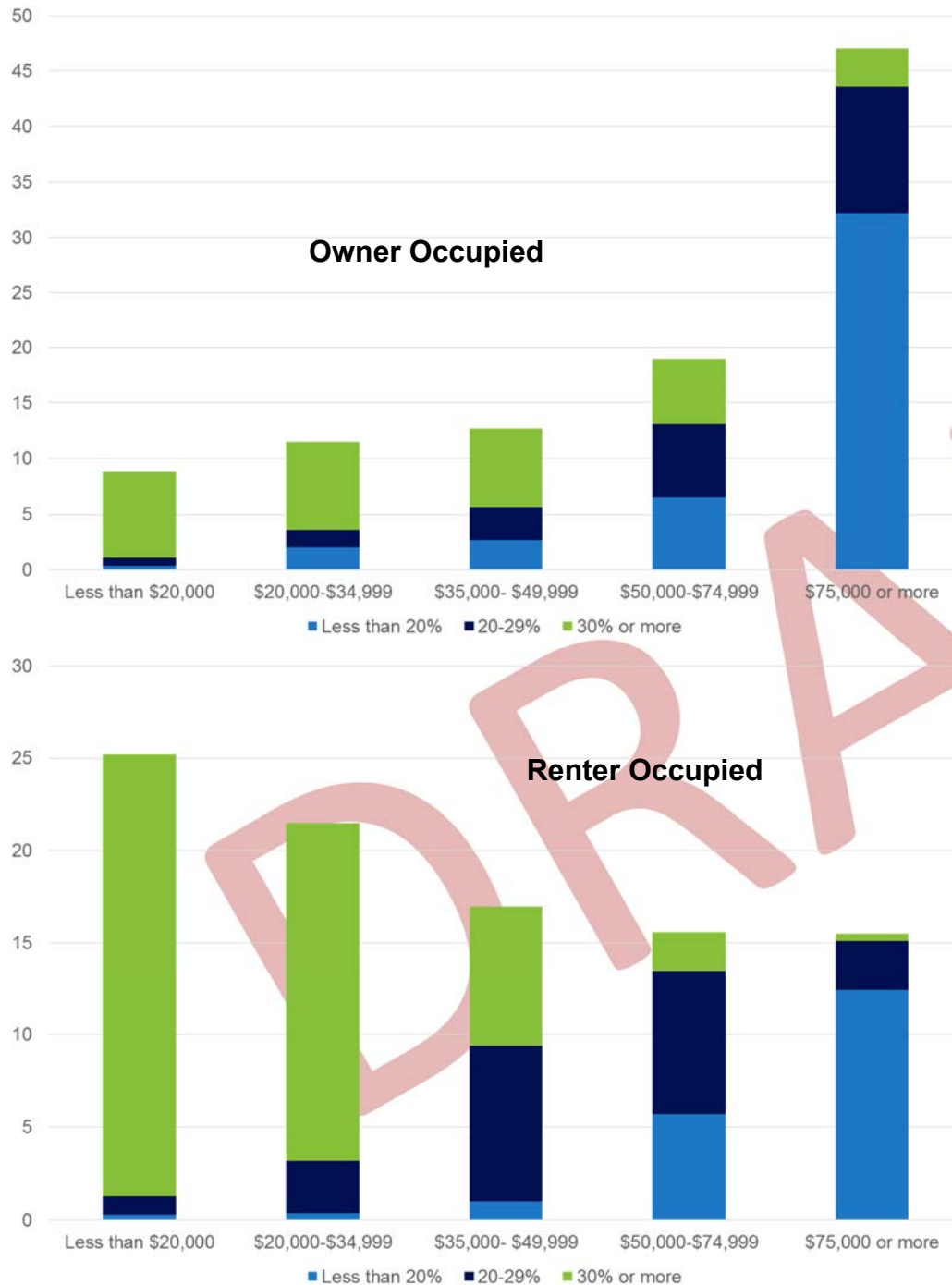
Data Source: 2014- American Communities Survey- Financial Characteristics

#### Owner Occupied



#### Renter Occupied





### Cost as a Percentage of Income—

#### Owner Occupied

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

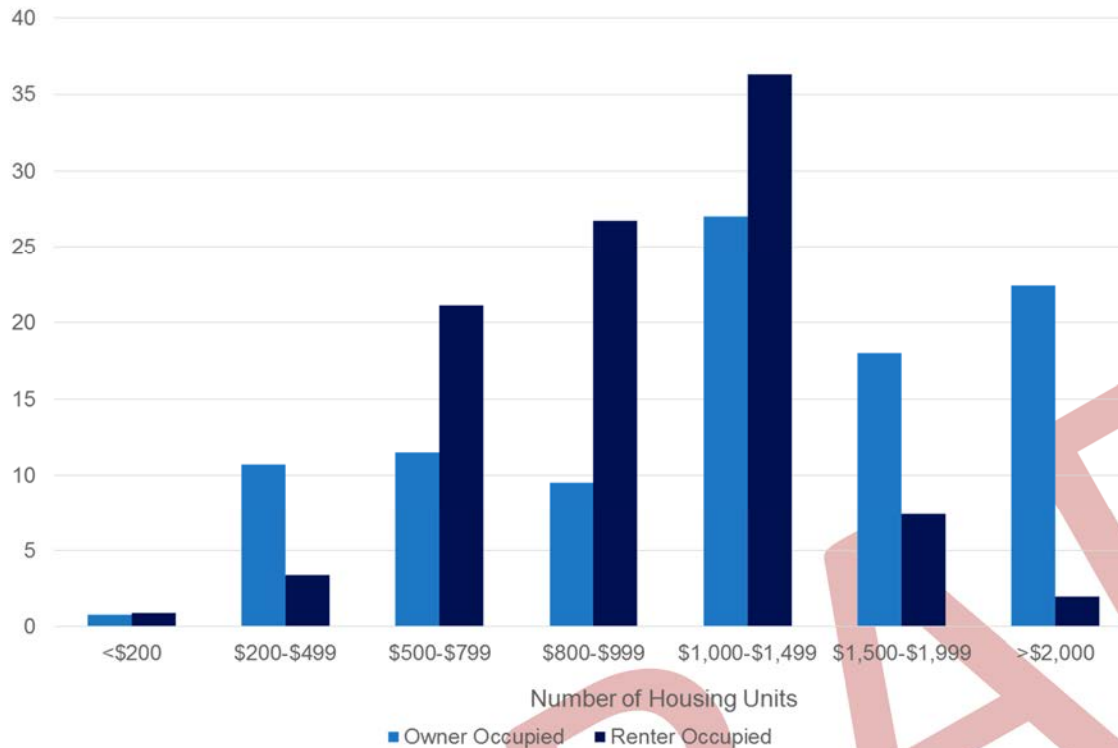
Data Source: 2014- American Communities Survey - Financial Characteristics

### Cost as a Percentage of Income—

#### Renter Occupied

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

Data Source: 2014- American Communities Survey - Financial Characteristics



### 2014 Median Home Value Estimates

\$163,600

2014 American Community Survey

\$146,900

Zillow Feb. 2014

\$275,548

ESRI BAO 2015 Estimate

## Jobs Housing Balance

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

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

### Table: DeKalb Housing-Jobs Balancing

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

Data Source:

<sup>1</sup> U.S. Census Bureau, ACS 2005 Estimates

<sup>2</sup> U.S. Census Bureau 2010 Census Data

<sup>3</sup> U.S. Census Bureau ACS 2015 Estimates

\* Estimation is calculated by using the 2010 Resident Workers percentage

### Table: DeKalb Housing Balance Ratios

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

Source: U.S. Census Bureau 2010 Decennial Census

Compiled by DeKalb County Planning and Sustainability Department

<sup>1</sup> 2010 total employment

<sup>4</sup> 2010 Total Labor Force (Pop Age 16 – 64)

<sup>2</sup> 2010 Housing Units

<sup>5</sup> 2010 Total Population

<sup>3</sup> 2010 Occupied Housing Units

<sup>6</sup> 2010 Resident Workers



## Intergovernmental Coordination

This is of the utmost importance for service delivery without service duplication. It is the goal of DeKalb County to ensure that there is no service duplication, overlap, and competition. The purpose of this section is to inventory the existing intergovernmental mechanisms and processes between DeKalb County, the eight (8) municipalities within the county, and the City of Atlanta.

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

1. DeKalb County
2. City of Atlanta
3. City of Avondale Estates
4. City of Brookhaven
5. City of Chamblee
6. City of Clarkston
7. City of Decatur
8. City of Doraville
9. City of Dunwoody
10. City of Lithonia
11. City of Pine Lake
12. City of Stone Mountain
13. City of Tucker

## Adjacent Local Governments

DeKalb County is one of ten counties in the Atlanta region, and the most dense county in the state, by population. The County is bordered by Fulton, Gwinnett, Rockdale, Clayton, and Henry Counties, and the City of Atlanta. Eight cities are located within the County, and they are: Avondale Estates, Chamblee, Clarkston, Decatur, Doraville, Lithonia, Pine Lake, and Stone Mountain. The Service Delivery Strategy is designed to serve as a primary mechanism to coordinate services between DeKalb County and city governments. For more information about the service delivery strategy process visit <https://www.dca.ga.gov/development/PlanningQualityGrowth/PAGES/Regional/SDS.asp>.

## Planning Coordination

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

the opportunity to coordinate on regional issues and studies, but does not provide a formal coordination process with adjacent local governments.

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

## Summary of Services

The Service Delivery Matrix is a quick-reference guide, that is designed to show the level of service provided by DeKalb County to it's municipalities and the City of Atlanta. Below is a graph-

ic illustration of the matrix, and a more legible version is located within the SDS document, on the Department's website.

DeKalb County Service Delivery Strategy 2016											
Summary of Services in DeKalb County Cities											
General Services	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Finance	D	D	D	D	D	D	D	D	D	D	D
Purchasing	D	D	D	D	D	D	D	D	D	D	D
Information Technologies	D	D	D	D	D	D	D	D	D	D	D
GIS	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Parcel Creation	D	D	D	D	DC	DC	DC	D	DC	DC	DC
Parcel Maintenance	D	D	D	D	DC	DC	DC	D	DC	DC	DC
Elections	DC	DC	IG-DC	DC	DC	DC	DC	DC	DC	DC	D/DC
Personnel	D	D	D	D	D	D	D	D	D	D	D
Property Tax Collections/ Tax Billing	DC	DC	DC	DC	DC	D	DC	DC	DC	DC	D
Legal/Judicial Services	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Public Defender	D	D	D	D	D	D	D	D	D	D	D
Solicitor	D	D	D	D	D	D	D	D	D	D	D
Local Government Attorney	D	D	D	D	D	D	D	D	D	D	D
Public Safety	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Police (Basic)	D	D	D	D	D/DC	D	D	D	D/DC	D/DC	D
Police (Non-Basic)	D	DC	D	DC	DC	DC	D	DC	DC	DC	D
Animal Control	DC	DC	DC	D	DC	D	D	DC	DC	DC	D
Medical Examiner	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
Emergency Management	DC	DC	DC	DC	DC	DC	DC	DC	DC	D/DC	DC
Fire Services	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Fire & Rescue	D	DC	DC	DC	DC	D	DC	DC	DC	DC	D
Fire Inspections	D	D/DC	D/DC	DC	D/DC	D	DC	D	D/DC	DC	D
Fire Prevention/ Marshall	D	D/DC	D/DC	DC	DC	D	DC	D	DC	DC	D
EMS	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
General	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Sheriff / Jail & Evictions	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
Marshall/ Real Estate & Warrants	DC	D/DC	DC	DC	DC	D/DC	DC	DC	DC	D/DC	DC
911	D	DC	A	D	DC	D	D	A	DC	DC	D
Dispatch	D	DC	A	D	D	D	D	A	DC	DC	D
Medical Examiner	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
Emergency Management	DC	DC	DC	DC	DC	D/DC	DC	DC	DC	D/DC	DC
Radio System	D	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
Planning / Development	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Structural Inspections / Permits	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Plans Review	D	D	D	D	D	D	D	D	D	D	D
Electrical Inspection	D	D	D	D	D	D	D	D	D	D	D
Building Inspection	D	D	D	D	D	D	D	D	D	D	D
Plumbing Inspection	D	D	D	D	D	D	D	D	D	D	D
HVAC Inspection	D	D	D	D	D	D	D	D	D	D	D
Land Development	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Plan Review Coordination	D	D	D	D	D	D	D	D	D	D	D
Land Development Plan Review	D	D	D	D	D	D	D	D	D	D	D
Land Development Inspection	D	D	D	D	D	D	D	D	D	D	D
Final Plat Processing	D	D	D	D	D	D	D	D	D	D	D
Permits and Zoning	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Building Permits	D	D	D	D	D	D	D	D	D	D	D
Plans Review	D	D	D	D	D	D	D	D	D	D	D

DeKalb County Service Delivery Strategy 2016											
Summary of Services in DeKalb County Cities											
Zoning Review	D	D	D	D	D	D	D	D	D	D	D
Trade Permits	D	D	D	D	D	D	D	D	D	D	D
Certificate of Occupancy	D	D	D	D	D	D	D	D	D	D	D
Planning & Related	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Planning / Zoning	D	D	D	D	D	D	D	D	D	D	D
Business & Alcohol License	D	D	D	D	D	D	D	D	D	D	D
Community Development - CDBG	D	D	DC	DC	DC	DC	DC	D	DC	N/A	DC
Economic Development	D	D	D	D	D	D	D	D	D	N/A	A
Code Enforcement/Beautification	D	D	D	D	D	D	D	D	D	N/A	D
Public Housing	A	N/A	N/A	A	A	A	A	A	A	N/A	A
Public Works	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Water Treatment / Water Distribution	DC	These services are provided by DeKalb County as an enterprise fund paid for by users fees. There is no fee differential between customers living in incorporated cities and unincorporated DeKalb County.									D
Wastewater Collection & Treatment	DC										D
Sanitation	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Refuse Collection	D	D	DC	D	D	D	D	DC	DC	D	D
Landfill	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
Recycling Programs	D	D	DC	D	D	D	D	DC	D/DC	D	D
Roads & Drainage	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Street Construction	D	D	D	D	D	D	D	D	D	D	D
Street Maintenance	D	D	D	D	D	D	D	D	D	D	D
Street Cleaning	D	D	D	D	D	D	D	D	D	D	D
Traffic Signaling	D	DC	DC	D	DC	DC	DC	DC	DC	DC	D
Street Signage	D	DC	D	D	DC	D	DC	D	DC	DC	D
Storm Water	D	D/DC	D	D	DC	D	D	D	D/DC	D	D
Cemetery	N/A	DC	N/A	DC	DC	N/A	DC	DC	N/A	N/A	D
Transportation	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Development Permit Reviews	D	DC	D	D	DC	D	DC	D	DC	DC	D
Utility Encroachment Permitting	D	DC	D	D	DC	D	DC	D	DC	DC	D
Traffic Calming Program	D	DC	D	D	DC	D	DC	D	DC	DC	D
Airport	D	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
Leisure Services	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Parks	D	D	D	D	D	D	D	D	D/DC	D	D
Recreation Programs	D	D	D	D	D	D	D	D	DC	D	D
Libraries	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	D
Health and Social Services	Atlanta	Avondale Estates	Brookhaven	Chamblee	Clarkston	Decatur	Doraville	Dunwoody	Lithonia	Pine Lake	Stone Mountain
Physical Health / Environmental Health	N/A										D
Hospital	N/A										D
Mental Health / Substance Abuse	N/A	These services are provided by DeKalb County and paid for by general funds. There is no fee differential between customers living in incorporated cities and unincorporated DeKalb County.									D
Welfare	N/A										D
Senior Services	N/A										D

D: Direct (Jurisdiction provides its own service)

DC: DeKalb County (The County is the sole provider of service)

A: Authority (DeKalb County)

## Impact of Incorporation

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

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

According to 2014 ACS estimates, Unincorporated DeKalb's total population is 67% of total DeKalb County while incorporated DeKalb County overall has about 33% of the total population. The incorporated cities (Dunwoody, Brookhaven and Tucker) together account for 20% of the total DeKalb County population.

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

Geographic Area	2014 Population	%
Incorporated DeKalb, including recent incorporations	236,045	33.4%
Recent Incorporations Only	141,258	20.0%
Unincorporated DeKalb	471,140	66.6%

Geographic Area	Rank by Racial & Ethnic %			
	White	Black	Hispanic	Asian
Atlanta Portion	6th	5th	8th	10th
Avondale Estates	1st	12th	11th	8th
Brookhaven	5th	10th	3rd	6th
Chamblee	8th	8th	2nd	4th
Clarkston	11th	3rd	12th	1st
Decatur	3rd	6th	10th	7th
Doraville	9th	7th	1st	3rd
Dunwoody	4th	9th	5th	2nd
Lithonia	12th	1st	7th	12th
Pine Lake	2nd	11th	4th	11th
Stone Mountain	10th	2nd	9th	9th
Tucker	7th	4th	6th	5th





## Historic Resources

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

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



Druid Hills Home with ivy grown façade.

### National Register Listed Districts

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

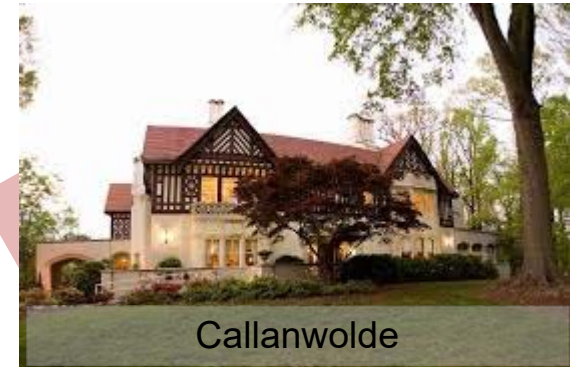
### National Heritage Area

Arabia Mountain National Heritage Area	October 12, 2006
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## National Register - Listed Historic Properties

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



Callanwolde



Swanton House



Soapstone Ridge

## Geological Features

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

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

away exposing the solid granite mountain which stands over 700 feet above the surrounding landscape. Smaller granite outcroppings are scattered throughout the eastern portion of DeKalb County comprising a total of 2,045 acres.

## Wetlands

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

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





DeKalb County, Georgia • June 2015

AIA Community

## County and Local Plans

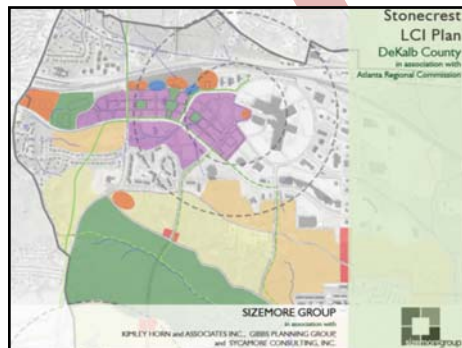
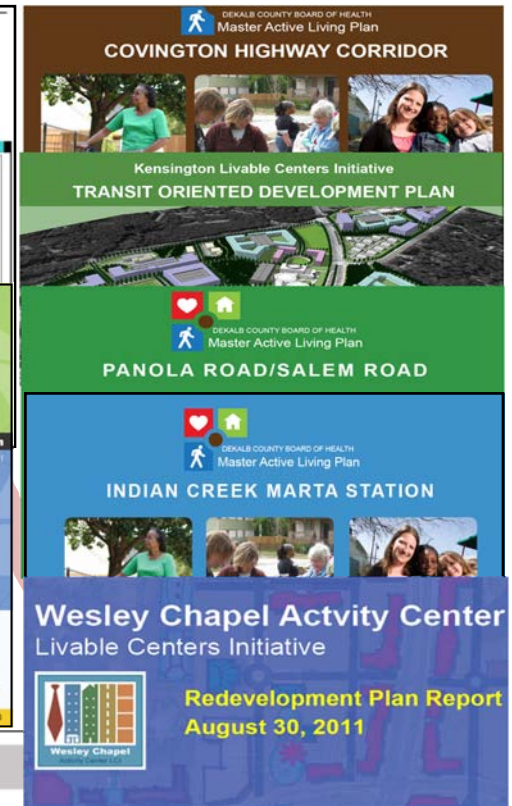
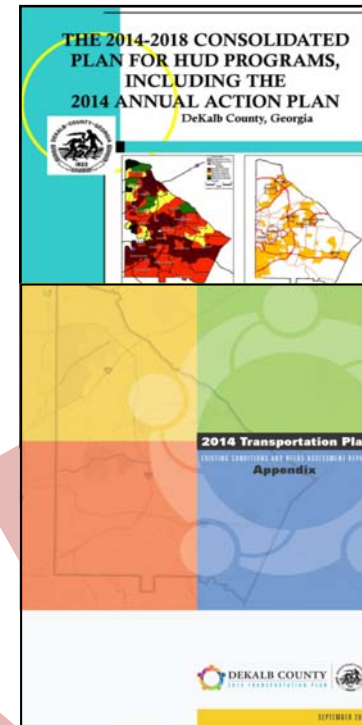


## County & Supplemental Plans

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

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

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





## County Plans

### 2014 - 2018 Consolidated Plan

DeKalb County has adopted the 2014-18 Consolidated Plan for HUD Programs, including the 2015 Annual Action Plan. The Plan identifies how the County will allocate the resources it expects to receive from HUD for programs annually.

Highlights of the Consolidated Plan include;

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

Objectives and outcomes of the Plan:

- Decent Housing
- Suitable Living Environment
- Economic Opportunity

#### Workforce Housing

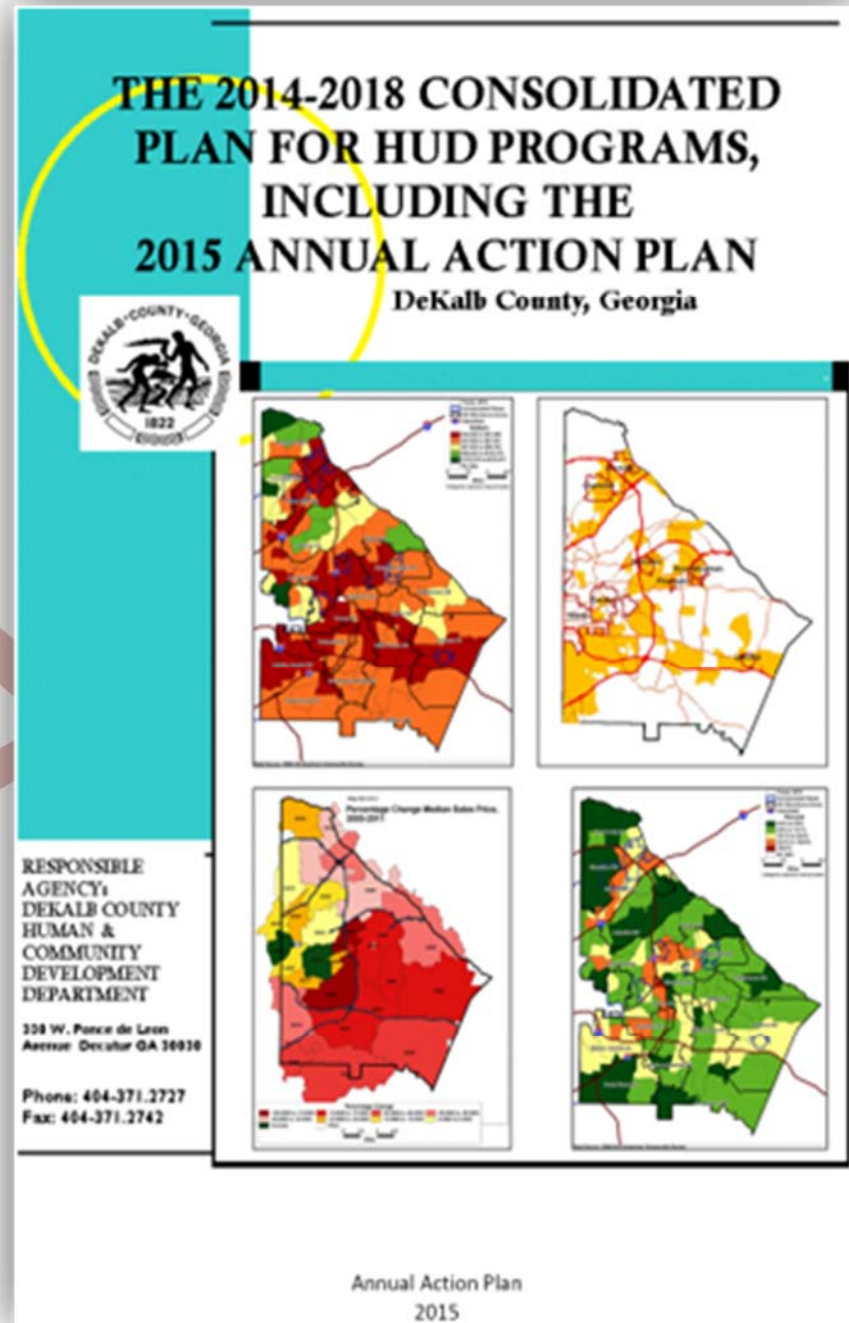
[www.workforcehousing.com](http://www.workforcehousing.com)

#### Vacant Housing

[www.vacanthousing.com](http://www.vacanthousing.com)

#### Foreclosures

[www.foreclosures.com](http://www.foreclosures.com)



## The Economic Development Strategic Plan

DeKalb County developed its Strategic Economic Development Plan in 2014, in partnership with the consultation of Angelou Economics and key stakeholders. This Strategic Recommendations report is the fourth and final phase of an economic development strategic plan project for DeKalb County, Ga. The goal of the five-year strategic plan is to help the county diversify and grow its economy, becoming a leading force in attracting regional, national, and international firms and entrepreneurs. DeKalb County also strives to support the expansion and success of existing businesses.

The purpose of this and two previous reports, the Market Analysis and the Target Industries Report, is to provide a valid understanding of the present economic situation and to identify the primary challenges and opportunities that are impacting or could impact the local economy in order to forge a new economic development strategy for DeKalb County.

### Strategic Direction Framework

The following Strategic Recommendations detail key steps needed to leverage DeKalb's assets and overcome obstacles to achieve healthy economic growth. Implementation will not be easy and will

require cooperation between state and county governments, businesses, and, most of all, the people who call the county home. Though difficult, this plan can bring about vital changes needed for an improved business climate, economic prosperity, a better overall quality of life and a bright future for all of DeKalb County's citizens.

This comprehensive economic development strategy is designed to redefine and provide a fresh start for the local economy. Towards this end, it can be seen in terms of three broad objectives that will encompass many of the needed changes. These objectives are:

1. **Improve Business Climate**
2. **Revitalize Commercial Corridors and Embrace New Employment Centers**
3. **Enhance Quality of Place**

### Economic Development Policies

The policies identified in this section support what has been previously addressed in activity centers, and also provide guidance for character areas in the county that are outside of activity centers. Many of these policies are derived from the DeKalb County Economic Development Strategic Plan with a particular emphasis on the Strategic Objectives and Action Plans that are tied to The Comprehensive Plan.

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

### Objective 1 - Improve Business Climate

### Objective 2 - Revitalize Commercial Corridors and Embrace New Employment Centers

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

1. strategic location
2. existing commercial activity
3. land availability, and
4. potential development

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

## Action Plan

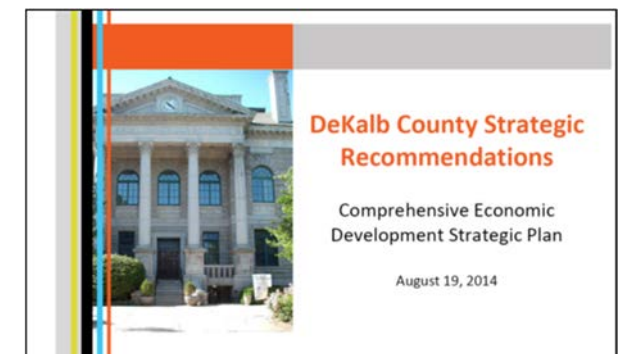
1. **Incentivize redevelopment and build public/private partnerships** - To ensure economic relevance, DeKalb County must encourage redevelopment.
2. **Secure appropriate zoning** - The future economic prosperity of the county and its commercial development opportunities will depend on the future zoning decisions made by elected and appointed officials.
3. **Develop appropriate marketing and branding for employment centers and target industries**
4. **Create employment centers throughout the region** - These employment centers should be created at strategic, historically underutilized intersections or sites. The establishment of employment centers represents an opportunity to strengthen target industries. The new employment centers can use incentives and prime locations to support existing industry clusters and to create new ones. It is important to remember that employment centers should not focus solely on the target industries but should also provide opportunities for supporting mixed-use development that includes housing and retail.
5. **Encourage clustering through target industry support programs.**

## Objective 3 - Enhance Quality of Place

### Action Plan

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

\*More detailed steps and recommendations from this report will be included in the Land Use and Policy sections.



## DeKalb County 2014 Transportation Plan

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

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

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





## DeKalb County Parks and Recreation Master Plan

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

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

The Plan recommends the following facility standards for DeKalb County:

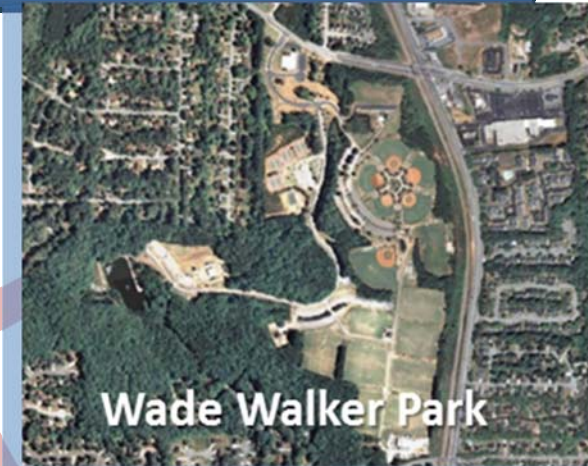
- Recreation Facilities – 1 recreation center per 70,000 people, with each center being a minimum of 50,000 SF
- Aquatic Facilities – 1 pool/20,000 people
- Athletic Fields – 1 ball field/5,000 people
- Tennis Courts – 1 court/5,400 people
- Basketball Courts – 1 court/10,000 people
- Golf Courses – 1 course/200,000 people
- Playgrounds - 1 / Neighborhood Park

- Off Leash Dog Parks – 1 / 40,000 people
- Skate Parks – 1 per 350,000 people

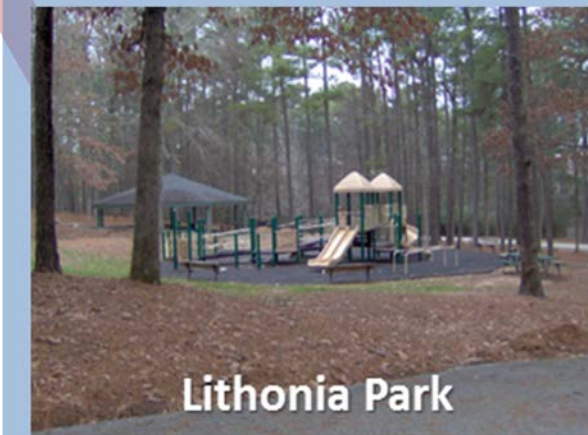
It was also recommended that DeKalb County implement the following park acreage standards:

- ◇ Total Park Acreage - 18 acres/1,000 people
- ◇ Mini Parks - .1 acres/1,000 people
- ◇ Neighborhood Parks - 1 acre/1,000 people
- ◇ Community Parks - 5 acres/1,000 people
- ◇ Regional Parks - 5 acres/1,000 people
- ◇ Greenway "Nature" Parks - 4 acres/1,000 people
- ◇ Special Purpose Parks - 3 acres/1,000 people, but emphasis is more on facilities provided than the amount of acreage

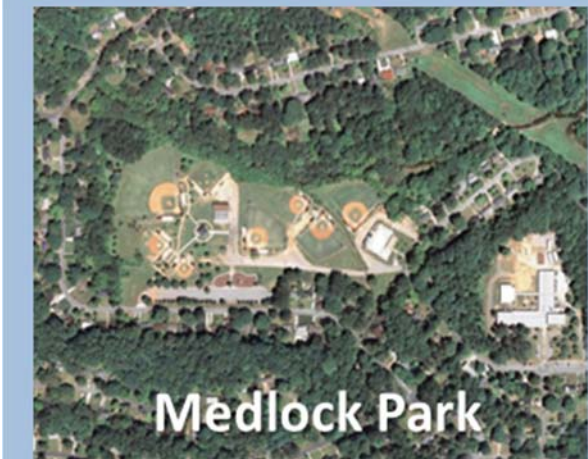
The Plan also proposes a variety of improvements, acquisitions, and expansions. These recommendations include park recommendations; facility analysis recommendations; and planning and implementation strategies.



Wade Walker Park



Lithonia Park



Medlock Park

## Supplemental Plans

### Livable Centers Initiative (LCI)

The Livable Centers Initiative (LCI) is a program offered by the Atlanta Regional Commission that encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies.

Planning grants are awarded on a competitive basis to local governments and non-profit organizations to prepare plans for the enhancement of existing centers and corridors, taking advantage of the infrastructure and private investments committed in these communities and achieving more balanced regional development, reducing vehicle miles traveled and improving air quality. The primary goals of the program are to:

- Encourage a diversity of mixed-income residential neighborhoods, employment, shopping and recreation choices at the activity center, town center, and corridor level;
- Provide access to a range of travel modes including transit, roadways, walking and biking to enable access to all uses within the study area; and
- Develop an outreach process that promotes the involvement of all stakeholders.

The LCI program is open for funding to government jurisdictions and non-profit organizations in the 18-county Atlanta Metropolitan Planning Organization (MPO) boundaries (includes all of 13 counties and portions of 5

additional counties). The program utilizes federal transportation program Q-23 funds administered through ARC. In order for a jurisdiction to be considered for an LCI award, it must maintain its Qualified Local Government (QLG) status, or show progress toward reinstating QLG status through the Georgia Department of Community Affairs (DCA).

LCI study areas must be one of the following :

1. Town Center
2. Activity Center
3. Corridor
4. Emerging Regional Center or Corridor

DeKalb County currently has been awarded ten (13) LCI grants, which are in varying stages of progression. Some have been adopted, and others have studies pending completion. The County has lost four (4) due to the incorporation of new cities. To date, these LCI's are:

1. Kensington Station
2. Perimeter (now in Dunwoody)
3. Northlake (now in Tucker)
4. Brookhaven (now in Brookhaven)
5. Emory
6. Candler Road / Flat Shoals
7. Tucker (now in Tucker)
8. South Moreland Avenue
9. North Druid Hills
10. Wesley Chapel
11. Stonecrest
12. Medline
13. Tucker-Northlake (CID) LCI\*

\*Because the combination of the Tucker-

Northlake CID, the group had a Master Plan created with the understanding that it would be grandfathered as an LCI as well as replace both the Tucker and the Northlake LCI's.

For more information, see the website for the Atlanta Regional Commission (ARC) [www.atlantaregional.com](http://www.atlantaregional.com)

### Community Plans

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

Community planning may seek to address a variety of issues including preserving neighborhood character, promoting affordable housing, facilitating new development and/or encouraging local employment. These goals may be pursued through land use and zoning changes, code enforcement, capital improvements, economic development, and other efforts, etc.

DeKalb County has assisted in the development of several community plans, including neighborhood plans, revitalization plans, and overlay studies, among others. Many have

been adopted and others accepted by the Board of Commissioners, while others are in the process of completion. The status of the plans can be found on page 180 of this document. The community plans developed for DeKalb County are as follows:

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

The **community planning process** often includes the following elements:

- **Needs Assessment** - identifying the needs and assets of the community or neighborhood and the particular concerns and disparities;
- **Plan Development** - clarifying vision, goal, and directives, establishing decision making processes and criteria, fostering sustainability, and ensuring that resources are being appropriately used;
- **Public Involvement** - determining and engaging the support of key stakeholders and decision makers;
- **Plan Implementation** - executing multi-faceted activities to achieve desired outcomes; and
- **Evaluation** - ongoing assessment and evaluation of community efforts.

### Corridor Plans

These are plans that generally occur along a stretch of road within the County. The ac-

ceptance or adoption is executed through the Board of Commissioners. Corridor Plans in DeKalb County are:

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

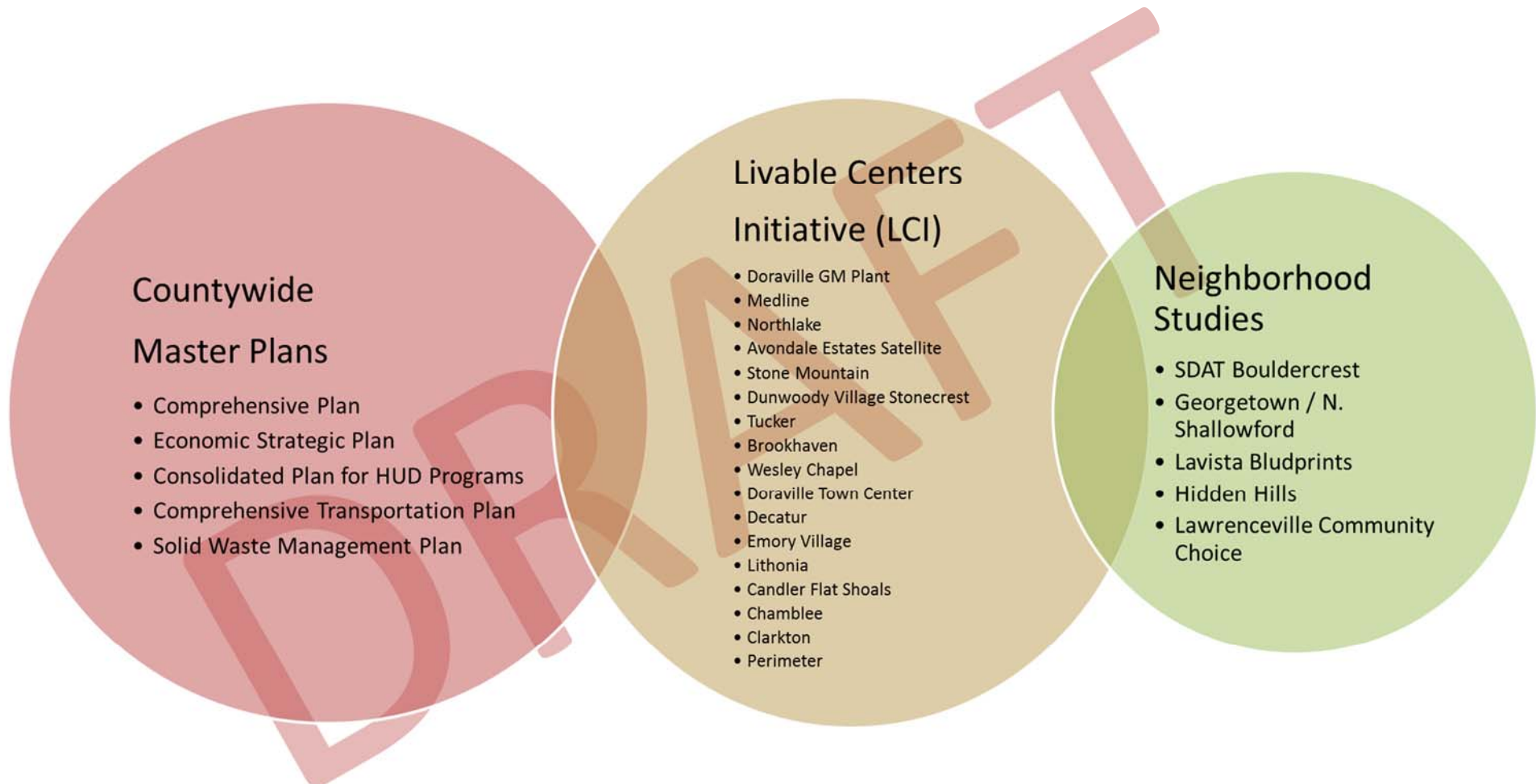
### County-wide Plans

The policies and strategies contained in these plans support the many elements mentioned in the previous chapters of the Comprehensive Plan.

- DeKalb Comprehensive Transportation Plan
- Solid Waste Management Plan
- PDK Airport Master Plan
- Parks and Recreation Master Plan
- The DeKalb County Consolidated Plan



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







## Public Participation

## Public Involvement

Obtaining information from the public was one of the primary methods used for developing the Comprehensive Plan Update needs. Residents and stakeholders in the area present an important source of information for where the system can be improved. Many opportunities for public input were leveraged, including two (2) open houses, including two(2) working sessions, email correspondences. A technical stakeholders committee was established serving as a sounding board for analyses, public participation and documentation as well. This final report document also is being posted for a 30-day public review period in which anyone can download the document and submit comments. At the conclusion of the 30-day review period, there will also be a public meeting at a Board of Commissioners meeting where adoption will be discussed.



#	MEETING TYPE/ FOCUS	LOCATON	DATE 2016	STAFF Lead
1	Kick-off Public Information	Maloof Audi- torim	April	ARC
2	Public Information	Northlake & Stonecrest Mall	June	ARC/ DeKalb
3	Steering Committee	Stonecrest Mall	June thru August	ARC/ DeKalb
4	Workshop – Land Use	Maloof Audi- torium	June thru July	ARC
6	Final – Draft	Maloof Audi- torium	July/August	ARC
7	PED	Legislative Conference Rm	August	DeKalb only
8	COW	Maloof	August	DeKalb
9- 13	Community Council (5)	Libraries (see CC schedule)	August	DeKalb
14	Planning Commission	Maloof	September	DeKalb
15	Board of Commission- ers Hearing	Maloof	September	DeKalb/ ARC
16- 21	Commissioner Meetings (6)	Commission- ers Choice	May/June	DeKalb
22	Public Information – Seniors	Lou Walker Center	June	DeKalb
	DeKalb Departments	N/A	May/June	DeKalb



## The Steering Committee

The purpose of the Steering Committee is to provide valuable input into the development of a 25 year comprehensive plan for DeKalb County based on each individual's expertise. Also, they will be an advocate for the goals of the plan so that information is spread among a larger group of DeKalb County residents. This group has met on two occasions, and have extensively communicated via email throughout the process. They were an integral part of the comprehensive planning process by providing challenging feedback, creative ideas, and guidance for planned public meetings. A list of the participating committee is listed in the following table.



DeKalb Agency, Business, Group, etc.	POC
Commissioners Office Rep Office of the CEO Rep	Davis Fox Chris Hayward
Atlanta Regional Commission	Jared Lombard
ONE DeKalb	MaLika Hakeem
DeKalb County Community Council	District 1- Bruce Penn District 2- Ted Daniel District 3- Charles Peagler District 4- Joe Arrington District 5- George Turner
DeKalb County Transportation	Patrece Keeter
DeKalb Historic Preservation Commission Chair	Lydia Atubeh
DeKalb ZBOA Member	Nadine Johnson
Arabia Mountain National Heritage Area	Mera Cardenas
DeKalb County Public Schools	Mathew Williams
Watershed Management	Scott Towler
Stonecrest Business Alliance	Bernard Knight (SBA vice chair)
Decide DeKalb (Economic Development)	Rolanda Daniels



## **Issues & Opportunities**






## Issues & Opportunities

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



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Categories	Issues	Opportunities
<p><b>Land Use / Sense of Place</b></p> 	<ul style="list-style-type: none"> <li>Some major corridors have a high percentage older retail strip commercial centers are in decline or underutilized.</li> <li>Many residents feel that some corridors and retail centers have uses that do not meet the needs of nearby residential neighborhoods.</li> <li>Many older multi-family developments are suffering from physical deterioration and are often concentrated in areas with higher poverty rates.</li> <li>Many neighborhoods lack a sense of place or identity.</li> <li>Some high intensity uses are not adequately served by public transportation.</li> <li>Pedestrian and/or bike connectivity is lacking, along major corridors, between new developments, neighborhoods, retail centers, parks and institutional attractions.</li> <li>Areas with high levels of development have raised density and traffic concerns amongst existing residents.</li> <li>Traffic congestion and commute times, especially around high growth areas, could impact future development and zoning decisions.</li> <li>Single-family residents in some parts of the county have raised concerns over stormwater run-off and sewer capacity problems as more intense development has increased around their neighborhoods.</li> </ul>	<ul style="list-style-type: none"> <li>Declining and underutilized strip commercial centers provide an opportunity for redevelopment and mixed use.</li> <li>The location of underutilized strip commercial centers will allow for redevelopment along major corridors without intruding into established residential neighborhoods.</li> <li>A new zoning code has recently been adopted that should begin to address density and design concerns.</li> <li>Many new re-developments have taken place on or near underutilized commercial corridors.</li> <li>Many new re-developments have added density and a diversity of housing types and options.</li> <li>DeKalb has significantly increased the amount of parks and its trail network around and between existing neighborhoods.</li> <li>The increased acceptance and demand for Transit Oriented Development (TOD) has increased redevelopment opportunities around existing MARTA stations.</li> </ul>

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



Categories	Issues	Opportunities
<b>Intergovernmental Coordination</b> 	<ul style="list-style-type: none"> <li>• There is a lack of communication between DeKalb County government and the Department of Education.</li> <li>• There is a lack of coordination between DeKalb County and its municipalities.</li> <li>• Incorporations and annexations have impacted DeKalb's service delivery</li> </ul>	<ul style="list-style-type: none"> <li>• Land use and development coordination has improved between DeKalb County government and the Department of Education.</li> <li>• Service Delivery coordination and participation has increased in the past few years.</li> <li>• County staff have started to analyze the impact of incorporations and annexations across departments and with existing municipalities.</li> </ul>
<b>Natural and Historic Resources</b> 	<ul style="list-style-type: none"> <li>• The county needs to preserve open space and its critical environmental areas.</li> <li>• The County's availability of green space is shrinking, due to increased development.</li> <li>• Non-point source pollution and stormwater runoff are major concerns.</li> <li>• There are many sites that need to be evaluated for historic designation.</li> <li>• Some neighborhoods desire more small and local park/greenspace options.</li> </ul>	<ul style="list-style-type: none"> <li>• DeKalb County has a greenspace program that has expanded and added new parks.</li> <li>• There are current tools in place to preserve the County's historical districts.</li> <li>• The County is dedicated to using Best management practices (BMP's) to reduce the impacts of stormwater runoff and non-point source pollution.</li> </ul>



## Community Goals

## Community Goals

The Community Goals section will provide the long-term vision and policies for DeKalb County's future growth. The foundation of this section is are updated goals from the 20215 Comprehensive Plan. The process included community input, assessment of current needs and opportunities, and adjustments based on the updated Department of Community Affairs Minimum Standards and Procedures For Local Comprehensive Planning.

Specific implementation policies are tied to each goal and are listed in the Community Work Plan section.

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## Natural Resources Policies

1. **Environmental Sensitivity** - Protect environmentally-sensitive areas including wetlands, floodplains, water supply watersheds and stream corridors.
  2. **Develop more Neighborhood Parks** - Increase the amount of parks within neighborhoods that are easily accessible to nearby residents.
  3. **Trails Networks** - Continue to expand the existing network of trails and greenways. Look for opportunities for new trail networks .
  4. **Environmental Preservation** - Preserve trees and other natural resources to protect the environment and aesthetically enhance communities.
  5. **Historical Preservation** - Preserve and protect historic character of the County including historic and culturally significant sites.
  6. **Open Space Preservation** - Encourage the preservation of open space, farmland, natural and critical environmental areas.
  7. **Acquisition of Open Space** - Continue coordination with Recreation, Parks & Cultural Affairs to facilitate open-space acquisition and expansion
  8. **Zoning** - Implement zoning tools that preserve open space, natural resources and the environment.
  9. **Private Partnerships** - Partner with nongovernmental organizations to acquire and protect land.
  10. **Stormwater Management** - Encourage techniques to reduce storm water runoff and other drainage issues as part of development activities.
  11. **Development Guidelines** - Enact guidelines and structural controls to minimize the affects of stormwater runoff.
  12. **Preservation** - Encourage the preservation of open space, farmland, natural and critical environmental areas.
1. **Preservation** - Encourage the preservation and adaptive reuse of rural and historic structures to promote a sense of place related to the heritage and rural character of communities.
  2. **Development** - Maintain the atmosphere of historic areas while accommodating new residential development.
  3. **Zoning** - Establish new and enforce ordinances to protect historic areas.
  4. **Preservation** - Continue the preservation of Historic and Architectural Districts, structures and sites.
  5. **Analysis** - Complete a County-wide Historic Resource Survey
  6. **Historical Sites** - Identify additional historically significant sites and institute "formal protection" through historic preservation designation.
  7. **Urban Design** - Enforce urban design criteria for historic preservation districts.

## Historic Preservation Policies

## Housing Policies

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

## Economic Development Policies

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

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

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

### Objective

- 1. Revitalize Commercial Corridors and Embrace New Employment Centers** - During the development of the EDSP, analysis was completed to identify locations to focus job creation and overall economic growth. This analysis included consideration of the corridors and activity centers within the previous 2025 Comprehensive Plan as well as additional locations that based on the following criteria:
  - strategic location
  - existing commercial activity
  - land availability, and

- potential development

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

### Policies

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

### Objective

#### 1. Enhance Quality of Place

### Policies

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



## Transportation Policies

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

1. **Asset Management** - Provide system maintenance such as road resurfacing, signal timing, and bridge repair.
  - A. **Roadways** - Maintain the existing roadway system to sustain the success and growth of DeKalb County.
  - B. **Bridges** - Maintain, repair, and replace bridges that are necessary for the public's safe travel.
  - C. **Signal Systems** - Maintain signal systems and Advanced Traffic Management Systems (ATMS) infrastructure in the County to provide efficient and safe flow of traffic.
2. **Roadway Functional Classification** - Provide a system of categories include at a minimum arterials, collectors, and local roads. Access and mobility are the two key factors.
  - A. **Arterials** - provide greater mobility (meaning higher speeds over greater distances) while providing very little access to adjacent land uses through driveways and inter-connecting roadways.
  - B. **Local Streets** - Provide less mobility (typically meaning lower speeds) but better local access to adjacent destinations because of more driveways and intersections.
- C. **DeKalb County Functional Classification Map** - DeKalb County has adopted a functional classification that is based on baselines provided by GDOT. (See Map 1 on page 33 of the 2014 Transportation Plan)
3. **Freight and Air Travel** -
  - A. **Truck Route Designation** - Routes where heavy vehicles can operate legally for the purpose of general travel throughout the County.
  - B. **Truck Route Design Considerations** - Need to be balanced with concerns for other modes as well, particularly in areas where there are higher instances of bicycles and pedestrians.
  - C. **Rail Lines and Crossings** - Two locations have been identified for improvements: 1) North Clarendon adjacent to East Ponce de Leon Avenue (upgrade traffic signal) and, 2) Goldsmith Road adjacent to East Ponce de Leon Avenue (upgrade traffic signal).
  - D. **Airport** - Guide future development former GM plant to coordinate with the DeKalb-Peachtree Airport.
  - E. **DeKalb County Recommended Truck Network** - See Map 2 on page 35 of the 2014 Transportation Plan.
4. **Access management** - Balance the need to access major thoroughfares through intersecting driveways and streets with the need to preserve speed and safety for travelers using those thoroughfares. Involves the control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway.
  - A. **Approach** - Allow the existing roadway corridor to be preserved while maintaining traffic flow by improving the ability to access destinations.
  - B. **Strategy** - Use the access management toolkit in the Appendix of the 2014 Transportation Plan.
5. **Complete Streets** - Design and construct roadway corridors to accommodate users of all ages, abilities, and modes.
  - A. **Construction** - Consider installing bicycle, pedestrian, and transit facilities along any roadways that are newly constructed or largely modified.
  - B. **Strategy** - Refer to the Appendix of the 2014 Transportation Plan for more detail on the installation of Complete Streets in the County.
5. **Human Service Transportation** - Provide and improve non-emergency transportation access to transportation disadvantaged populations. Strategies include:
  - A. **LCI Areas** - Continue to implement projects within LCI study areas
  - B. **Infill Development** - Continue to focus on infill development around existing and planned transit infrastructure.
  - C. **Sidewalks** - Continue to install sidewalks and improve crossings.
  - D. **TOD** - Continue working with MARTA and developers to create more transit-oriented development around existing and planned

transit stations.

- E. **ARC** - Continue to partner with ARC to improve Human Services Transportation. Refer to ARC's Human Services Transportation Plan 2013 Limited Update and Lifelong Communities Handbook.
  - F. **Funding** - Bolter programs currently being offered through the Human Development Department.
6. **Bicycle and Pedestrian Levels of Service** - Use this method for evaluating bicycle and pedestrian accommodations on roadways. Strategies include, but are not limited to the following:
- A. Investigate the potential for making new bicycle and pedestrian connections between streets that terminate to one another, but do not physically connect.
  - B. *Bicycle and Pedestrian Level of Service Goals* - Refer to Map 3 of the 2014 Transportation Plan on page 43.
7. **Bicycle Priority Network** - All roadway projects will be evaluated as candidates for possible bicycle and pedestrian improvements.
8. **Transportation Demand Management (TDM)** - Promote the reduction of single-occupancy vehicle (SOV) commute trips, through strategic programs such as carpooling, vanpooling, teleworking, and establishing flexible work arrangements.
9. **Transit and Land Use** - Pair transit investment with complementary transit-oriented development patterns.
10. **Coordination with MARTA** - Use the concepts involving rail stations, bus systems, and other related sources in efforts to continue strengthening coordination between DeKalb County and MARTA.
11. **Schools** - Recommendations include
- setting priority transportation projects that affect schools; consider future study of other school transportation priorities; and, prioritize school siting considerations. (see the 2014 Transportation Plan Recommendations for more detail, on pages 64-65).
12. **Major Regional Projects** - Encourage the implementation of projects that require the coordination and resources beyond the County's control, that include: Managed Lanes, Collector-Distribution Systems, Interchange Improvements, and Transit Expansion. *Note: More details are found in the 2014 Transportation Plan, on pages 66-69.*
13. **Priority Projects for DeKalb County and DeKalb Cities** - As funding becomes available, implement projects within Tier 1, Tier 2A, 2B, & 2C, and Tier 3. *Note: More details on specific projects, funding, tables and maps are found in the 2014 Transportation Plan Recommendations, on pages 70-139.*
14. **Project Fact Sheets** - This is a portion of the 2014 Transportation Plan that prioritizes projects within unincorporated DeKalb County and each of its cities. They contain relevant information that include:
- Project Name and Tier
  - Description and Details
  - Probable Costs
  - Implementation Detail
  - Funding Considerations
  - Project Map



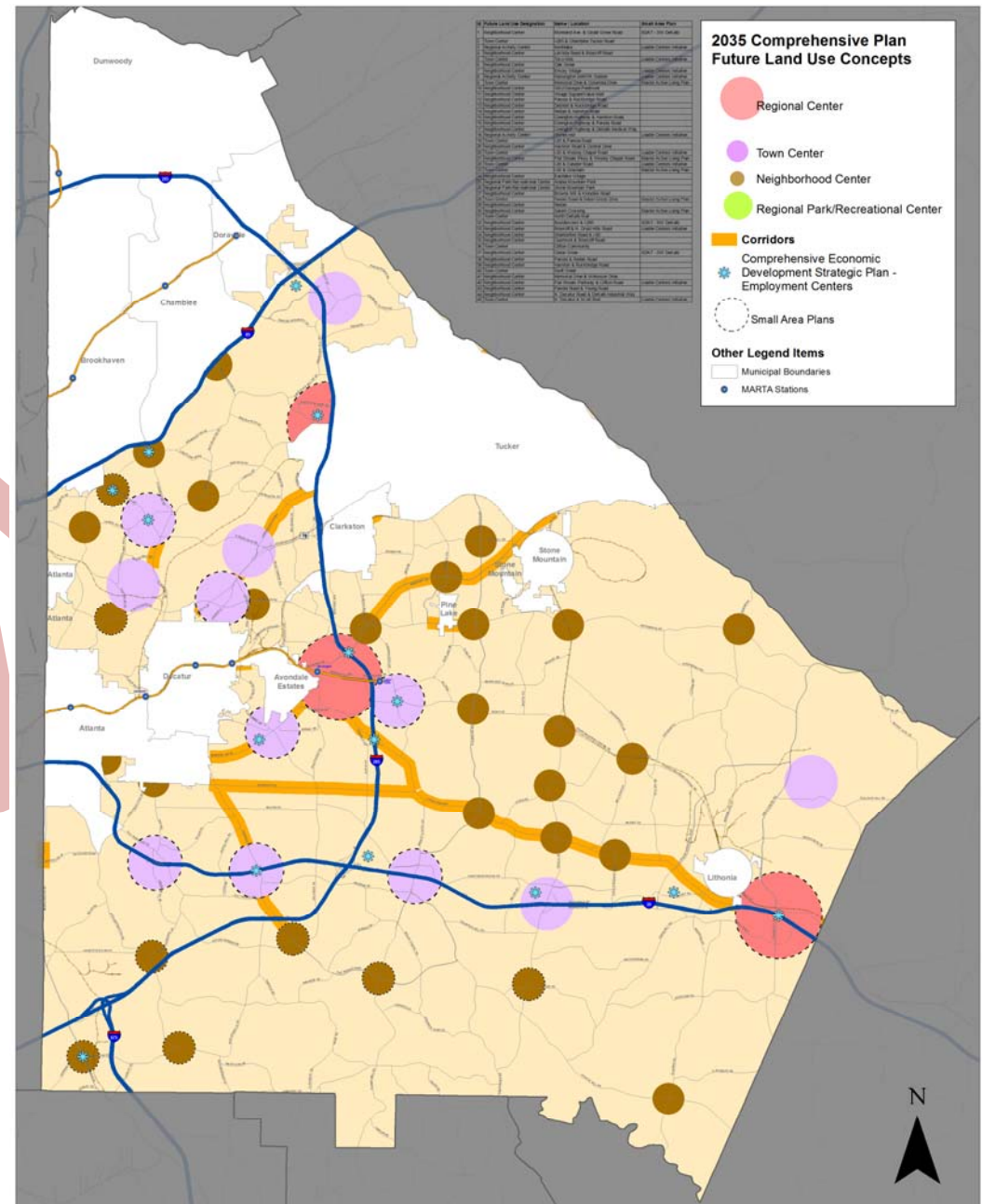


## Land Use



**The Development Plan Concept.** The Future Land Use Map provides specific and detailed future development patterns for the County. This Future Land Use Plan and Map consists primarily of the Activity Centers which emerged from the concept map. There are three types of Activity Centers: Neighborhood Centers, Town Centers and Regional Centers, which have emerged and included as a part of the Future Development Plan. There are a total of 45 Activity Centers countywide. In addition, the Future Development Plan includes residential designations: Rural, Suburban, and Traditional.

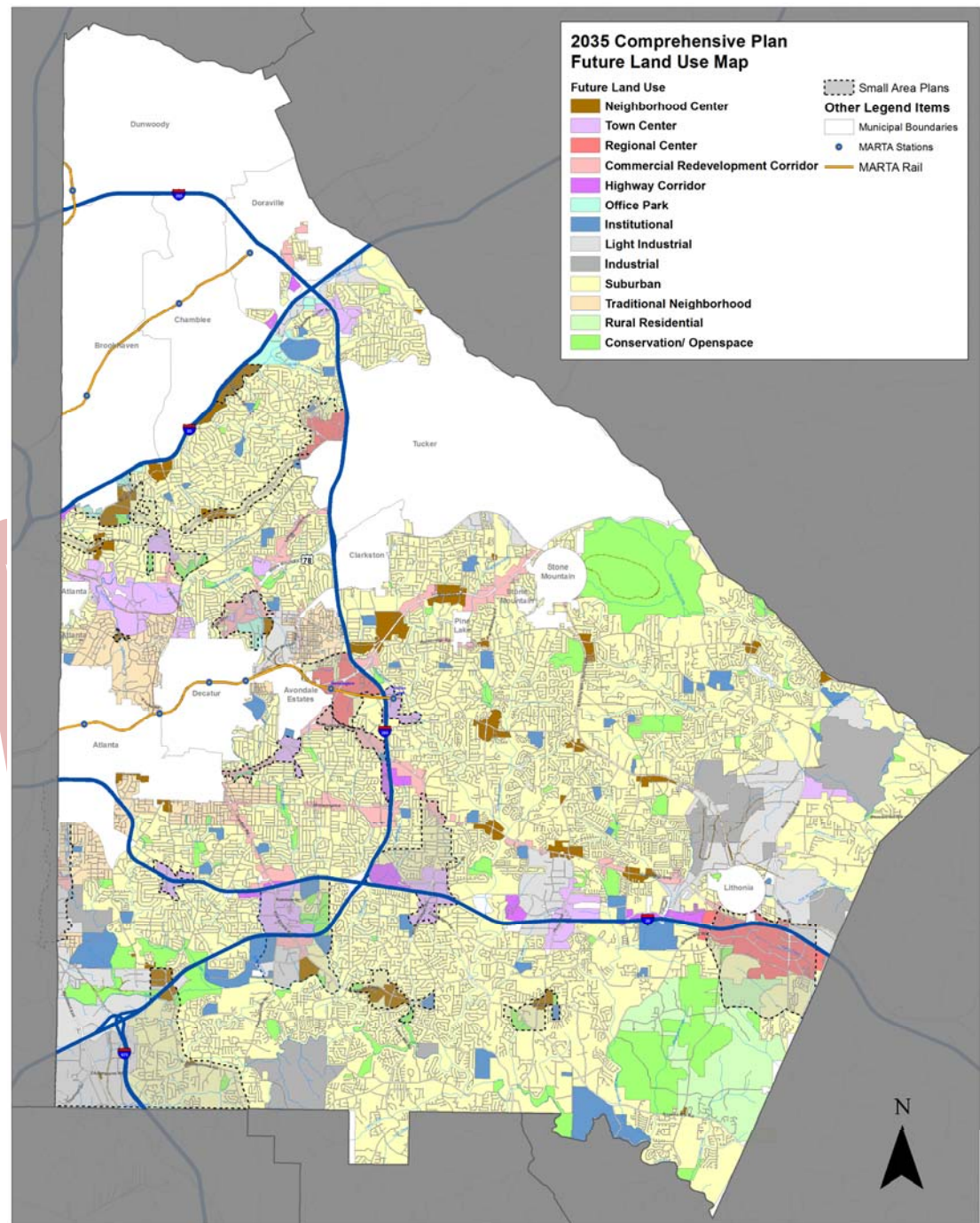
Id	Future Land Use Designation	Name / Location	Small Area Plan
1	Neighborhood Center	Moreland Ave. & Cedar Grove Road	SDAT - SW DeKalb
2	Town Center	I-285 & Chamblee Tucker Road	
3	Regional Activity Center	Northlake	Livable Centers Initiative
4	Neighborhood Center	LaVista Road & Briarcliff Road	
5	Town Center	Toco Hills	Livable Centers Initiative
6	Neighborhood Center	Oak Grove	
7	Neighborhood Center	Emory Village	Livable Centers Initiative
8	Regional Activity Center	Kensington MARTA Station	Livable Centers Initiative
9	Town Center	Memorial Drive & Columbia Drive	Master Active Living Plan
10	Neighborhood Center	GSU/Georgia Piedmont	
11	Neighborhood Center	Village Square/Value Mall	
12	Neighborhood Center	Panola & Rockbridge Road	
13	Neighborhood Center	Deshon & Rockbridge Road	
14	Neighborhood Center	Redan & Hairston Road	
15	Neighborhood Center	Covington Highway & Hairston Road	
16	Neighborhood Center	Covington Highway & Panola Road	
17	Neighborhood Center	Covington Highway & DeKalb Medical Way	
18	Regional Activity Center	Stonecrest	Livable Centers Initiative
19	Town Center	I-20 & Panola Road	
20	Neighborhood Center	Hairston Road & Central Drive	
20	Town Center	I-20 & Wesley Chapel Road	Livable Centers Initiative
21	Neighborhood Center	Flat Shoals Pkwy & Wesley Chapel Road	Master Active Living Plan
22	Town Center	I-20 & Candler Road	Livable Centers Initiative
23	Town Center	I-20 & Gresham	Master Active Living Plan
24	Neighborhood Center	Eastlake Village	
25	Regional Park/Recreational Center	Arabia Mountain Park	
26	Regional Park/Recreational Center	Stone Mountain Park	
27	Neighborhood Center	Browns Mill & Klondike Road	
28	Town Center	Redan Road & Indian Creek Drive	Master Active Living Plan
29	Neighborhood Center	Redan	
30	Neighborhood Center	Salem Crossing	Master Active Living Plan
31	Town Center	North DeKalb Mall	
32	Neighborhood Center	Bouldercrest & I-285	SDAT - SW DeKalb
33	Neighborhood Center	Briarcliff & N. Druid Hills Road	Livable Centers Initiative
34	Neighborhood Center	Shallowford Road & I-85	
35	Neighborhood Center	Clairmont & Briarcliff Road	
36	Town Center	Clifton Community	
37	Neighborhood Center	Cedar Grove	SDAT - SW DeKalb
38	Neighborhood Center	Panola & Redan Road	
39	Neighborhood Center	Hairston & Rockbridge Road	
40	Town Center	Swift Creek	
41	Neighborhood Center	Memorial Drive & Wilkinson Drive	
42	Neighborhood Center	Flat Shoals Parkway & Clifton Road	Livable Centers Initiative
43	Neighborhood Center	Panola Road & Young Road	
44	Neighborhood Center	N. Decatur Road & DeKalb Industrial Way	
45	Town Center	N. Decatur & Scott Blvd	Livable Centers Initiative



**The Future Development Map** was created by delineating the boundaries of each of the character areas, based on the concept map as well as the countywide small area studies and existing and proposed transit stops, which were instrumental in the location of the Activity Centers. The 45 Activity Centers have also been mapped and placed in the appendices section of this document. Each parcel of land in the County is identified with a future land use designation.

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

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



### Land Use Trends in DeKalb

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

- Conservation/Greenspace
- Rural Residential
- Regional Center

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

**DeKalb County Land Use Amendments (2007-2016)**

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



## Character Area Summary

Character Area	Density Max (du/ac)	Stories Max	Primary Uses	Permitted Zoning	Small Area Plans (SAP) <small>(Refer to study master plan and SAP policies in this plan. Densities &amp; building heights may vary)</small>
<b>Regional Center</b>	70+	None	Townhomes; Condominiums; Apartments; Retail and commercial; Office; Park & Rec; Institutional; Civic; Entertainment & Cultural; Health Care, Technology Centers	MU-5, MU-4, MU-3, MU-2, MR-1, MR-2, C-1, OI, HR-1, HR-2, HR-3	Stonecrest LCI; Kensington LCI
<b>Town Center</b>	Up to 60	6	Townhomes; Condominiums; Apartments; Retail and commercial; Office; Park & Rec; Institutional; Civic; Entertainment & Cultural; Health Care, Technology Centers	MU-5, MU-4, MU-3, MU-2, MU-1, MR-1, MR-2, C-1, OI, HR-1, HR-2, RSM,	Candler Road LCI; Emory Village LCI; N. Druid Hills LCI; Wesley Chapel LCI, Medline LCI
<b>Neighborhood Center</b>	Up to 24	3	Townhomes; Condominiums; Apartments; Retail and commercial; Office; Park & Rec; Institutional; Civic;	MU-3, MU-2, MU-1, MR-1, MR-2, NS, C-1, OI, NSRSM,	Portion of N. Druid Hills (Mason Mill Node)
<b>Commercial Redevelopment Corridor</b>	18	3	Commercial and Retail; Office; Condominiums; Townhomes; Mixed Use; Apartments; Institutional	MU-3, MU-2, MU-1,, MR-1, MR-2, OI, OD, RSM	Covington MALP
<b>Traditional Neighborhood</b>	12	2	Traditional SF homes; Apartments; Assisted living; Neighborhood Retail; Schools; Institutional	MU-2, MU-1,, MR-1, C-1, OI, NS, RSM	None
<b>Highway Corridor</b>	30	2	Commercial and Retail; Office; Condominiums; Townhomes; Mixed Use; Apartments; Institutional	MU-2, MU-1,, MR-1, C-1, OI, NS, RSM	None
<b>Suburban</b>	Up to 8	2	SF detached; Townhomes; Assisted Living facilities; Neighborhood Retail; Schools; Libraries; Parks and Related; Health Care; Civic	MU-1,C-1, OI, NS, RSM, RE, RLG, R-100, R-85, R-75, R-60, MHP, RNC	Hidden Hills
<b>Rural Residential</b>	Up to 4	1	Low-density single family detached; Agricultural related; Cultural & Historic; Institutional	NS, RE, RLG	None
<b>Conservation / Open Space</b>	N/A	1	Passive parks; Nature trails; Flood plains, wetlands, watersheds; Golf Courses; Athletic Fields, Amphitheaters	All zoning classifications	Arabia Mountain Heritage Area Plan
<b>Light Industrial</b>	Up to 120	2	Warehouse Distribution; Wholesale/Trade; Automotive; Entertainment;	OD, C-2, M-1, HR-1, HR-2, HR-3	None
<b>Heavy Industrial</b>		2	Manufacturing; Warehouse Distribution; Wholesale/Trade; Automotive; Entertainment;	OD, C-2, M and M-2	None

## Notes:

\* Office Park has been omitted. Primary uses of office, business education/training, apartments, technology centers, apartments and condominiums are allowed in Regional and Town Centers. The allowed density/acre was 18-30.



## Land Use Policies

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

- A. **Locational Criteria** - The most intense development should occur in the center of the node or at the major intersections within the defined area. Higher density residential is encouraged within the defined area (stand alone or as a vertical mixed use development). Office uses are encouraged within the node but can also be used as a buffer/transition between existing commercial uses and residential uses. **Density** should be increased to support urban lifestyles within mixed uses. Bonuses shall be granted for workforce and senior housing.
- B. **Land Use Compatibility** - Development intensity should transition from the most dense toward the edge/periphery of the activity center. Smaller scale professional services and residential developments may serve as transitions to existing neighborhoods. Staggered heights, greater setbacks, increased screening/buffers can help mitigate compatibility issues.
- C. **Neighborhood Compatibility** - Commercial and office uses that would have a negative or blighting influence on adjacent residential neighborhoods or individual residence should not be permitted.
- D. **Services/Facilities** - Proposed developments shall not degrade the level of service on roadways, capacity of water/sewer, or

cause drainage problems. The developer must provide evidence to the contrary that is acceptable to staff, make on or off site improvements, and/or provide funding to mitigate impact on public facilities and services. All new development will be subject to review of its proposed impact on existing services and infrastructure. Developers will be required to submit additional plans, which will mitigate any negative impacts.

- E. **Environmental** - The proposed development shall be allowed only in areas where it can be demonstrated that environmental damage will not occur and mitigation measures must be approved by EPD and local stream buffer standards.
- F. **Policies** - The policies and strategies will be used to make recommendations for zoning and land use decisions.
- G. **Mandatory Pre-Application meeting** - shall occur prior to zoning and land use application submittal to guide the applicant with development standards and maintaining an acceptable quality of life.

## Policies

1. **Infill** - Identify and encourage the development of priority areas for new infill or redevelopment.
2. **Mixed Use** - Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
3. **Density** - Allow increased density to encourage urban lifestyles that support mixed use in activity centers.
4. **Existing Residential** - Ensure that new development and redevelopment is compatible with existing residential areas.
5. **Parking** - Decrease the amount of land used for surface parking.
6. **Corridor Aesthetics** - Improve the aes-

thetic appearance of developments along major corridors.

7. **Context Design** - Support context sensitive design as a way to mitigate the impact of areas in transition to higher densities and intensities.
8. **Land Development** - Enforce the Land Development Chapter (14) of the County Code to improve development within the County.
9. **Zoning (Commercial)** - Strictly regulate existing commercial uses not recognized by the Future Development Map and considered non-conforming by Zoning Chapter 27 of the County Code.
10. **Development Standards** - Provide standards of development for retail, office and neighborhood serving commercial uses to protect the appeal and character of neighborhoods.
11. **Transportation** - Encourage development within and near principal transportation corridors and activity centers.
12. **Clustering** - Encourage the clustering of neighborhood and community shopping and office facilities in nodes with defined boundaries which are convenient to population concentrations, and major transportation facilities.
13. **TOD** - Encourage Transit Oriented Development (TOD) in appropriate locations.
14. **Brownfield/Greyfields** - Promote the reclamation and re-use of Brownfield and Greyfield development sites.
15. **New Developments** - Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options and provide an appropriate mix of uses and housing types.
16. **Buffers** - Encourage the use of buffers by large scale office, commercial, industrial, institutional and high density residential de-

velopment to reduce noise and air pollution in residential neighborhoods.

17. **Design Guidelines** - Utilize design guidelines such as site planning, landscaping, hardscaping and architectural features to exhibit and enhance local character.
18. **Neighborhood Plans** - Create small area studies to address specific land uses issues where needed.
19. **Connectivity** - Establish inter-parcel connectivity in residential and commercial areas.
20. **Councils, Commissions and Boards** - Promote the appropriate training and guidance for the Community Council, Planning Commission and Board of Commissioners to ensure objective and consistent zoning standards are applied.
21. **GIS** - Implement GIS based planning efforts to improve visual awareness and planning analysis.
22. **Graphic Enhancements** - Illustrate complex concepts with photos, renderings and other imagery.
23. **Developers and Community Engagement** - Encourage developers to work extensively with surrounding neighborhood residents to resolve community concerns prior to formalizing development plans.

## Regional Center (RC)

The intent of the Regional Activity Center is to promote the concentration of regional serving activities to a centralized location that allow for a variety of uses while reducing automobile travel, promoting walkability and increased transit usage. These areas consist of a high intensity of regional commercial, office, employment areas and higher-education facilities.. These areas are characterized by high vehicular traffic, and high transit use, including stops, shelters and transfer points. The areas also have on-site parking, high floor-area-ratios, large tracts of land, and campus or unified development. The proposed density for areas of this type allows up to 120 dwelling units per acre, with a preferable minimum of 10 stories, no maximum.



Stonecrest Mall and surrounding retail.



Kensington MARTA Station

Primary Land Uses	Permitted Zoning
<ul style="list-style-type: none"> <li>• Townhomes</li> <li>• Condominiums</li> <li>• Apartments</li> <li>• Health Care Facilities</li> <li>• Retail and Commercial</li> <li>• Office</li> <li>• Institutional Uses</li> <li>• Entertainment and Cultural Facilities</li> <li>• Park and Recreational Facilities</li> <li>• Public and Civic Facilities</li> </ul>	<ul style="list-style-type: none"> <li>• MU-5</li> <li>• MU-4</li> <li>• MU-3</li> <li>• MU-2</li> <li>• MR-1</li> <li>• MR-2</li> <li>• C-1</li> <li>• OI</li> <li>• HR-1</li> <li>• HR-2</li> <li>• HR-3</li> </ul>

### Kensington Station Development Concept Vision





## Preferred Intensity

Intermediate Ring - Up to 120 du/ac

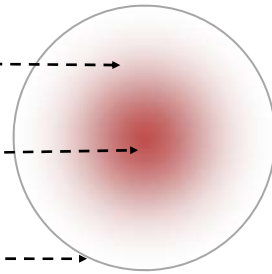
Max Height - 12 Stories

Core Density - Up to 80du/ac

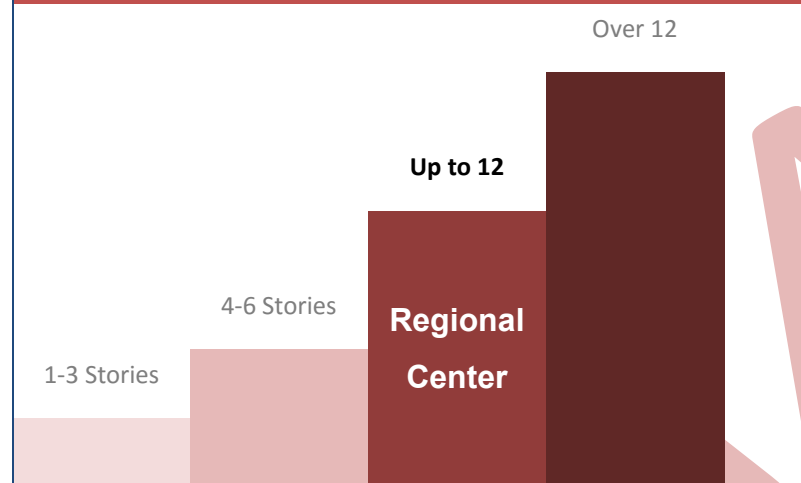
Max Height - 6 Stories

Outer Ring - Up to 60 du/ac

Max Height - 4 stories

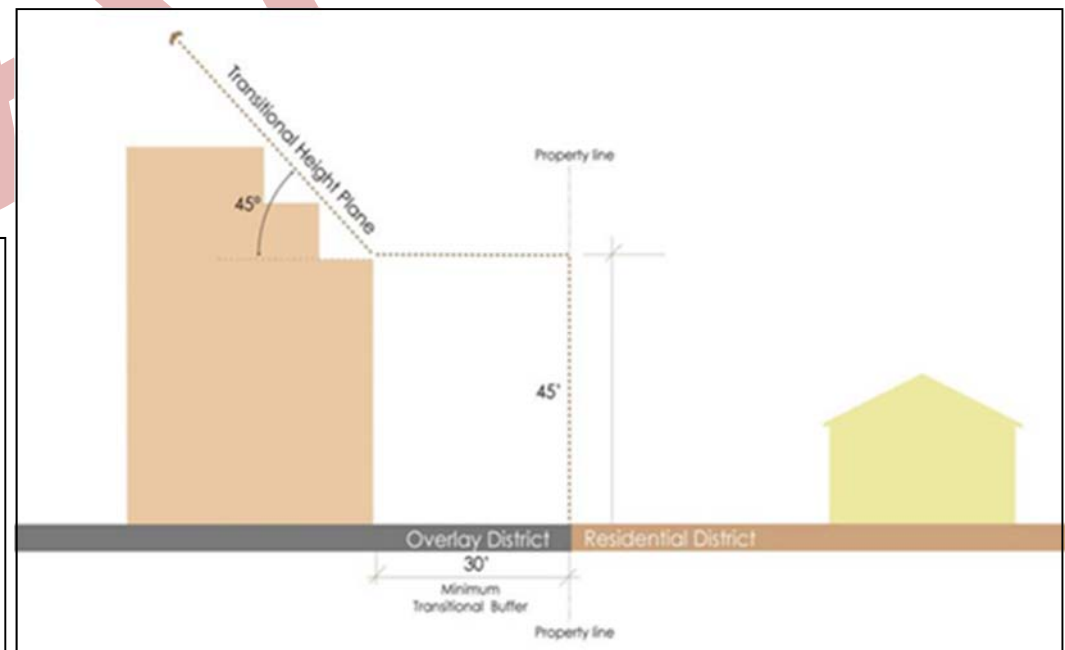
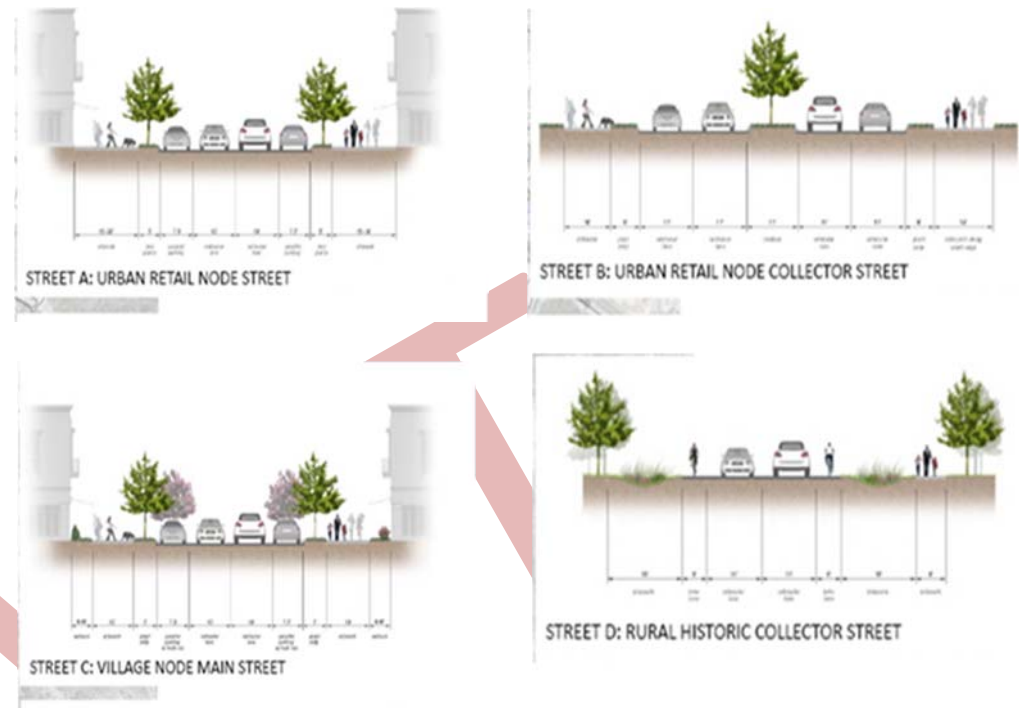


## Preferred Building Height for Regional Center



## Design Guidelines

1. Setbacks - Greater setbacks will be required when adjacent to lower density residential uses and transitional buffers may be required.
2. Buffers - Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.
3. Heights - Proposed development shall consider and implement staggered heights when adjacent to single family residential neighborhoods.





## Regional Center Character Area Policies

1. **Protect Single Family Neighborhoods** - Preserve and enhance the integrity and quality of existing residential neighborhoods.
2. **Retrofitting** - Foster retrofitting for conformity with traditional neighborhood principles.
3. **Pedestrian Scale Development** - Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
4. **Mixed Use Development** - Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
5. **Transitional Buffers** - Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
6. **Enhanced Buffers** - Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.
7. **Staggered Heights** - Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
8. **Streetscaping** - Improve street character with consistent signage, lighting, landscaping and other design features.
9. **Pocket Parks** - Create focal points through the use of existing pocket parks and squares for community activities.
10. **Cultural Diversity** - Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
11. **Infill Development** - Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.
12. **Parking** - Clearly define road edges by locating buildings near the roadside with parking in the rear.
13. **Open Space and linkages** - Encourage that all development and redevelopment in activity centers provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design guidelines.
14. **Healthy Neighborhoods** - Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity. Implement the recommendations of the Master Active Living Plans (MALP).
15. **High Density Residential** - Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels.
16. **Pedestrian Enhancements** - Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities.
17. **Traffic Calming** - Organize circulation patterns through traffic calming techniques and access management. Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walk-ability.
18. **Pedestrian Oriented Design** - Design for each center should be pedestrian-oriented with walkable connections between different uses.
19. **VMT** - Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).
20. **High Density Development** - Each Regional Center should include a very high-density mix of retail, office, services, and employment to serve several neighborhoods.

### Planned Regional Character Areas

- Stonecrest
- Northlake
- Kensington Station

### Implementation Tools

- Stonecrest Overlay District
- Northlake Overlay District
- Kensington / Memorial District

## 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 for areas of this type is up to 70 dwelling units per acre.



### Primary Land Uses

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

### Permitted Zoning

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

### Planned Town Center Character Areas (small area plans)

- Toco Hills (NDHLCI)
- I-20 and Wesley Chapel LCI\*
- I-20 and Candler Road LCI\*
- Redan Road & Indian Creek Drive
- MALP
- Clifton Community (Emory LCI)
- Wesley Chapel LCI\*
- Candler Road LCI\*
- Medline LCI

### Town Center Character Areas

- Avondale Mall
- I-20 and Panola Road\*
- I-20 and Gresham Road\*
- North DeKalb Mall
- Elijah Mountain (consider NC)
- Swift Creek / Trituim

### Preferred Intensity

Intermediate Ring - Up to 60 du/ac

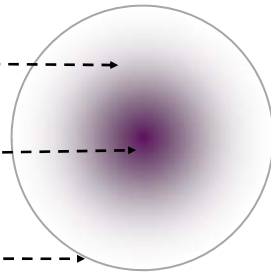
Max Height - 5 Stories

Core Density - Up to 45 du/ac

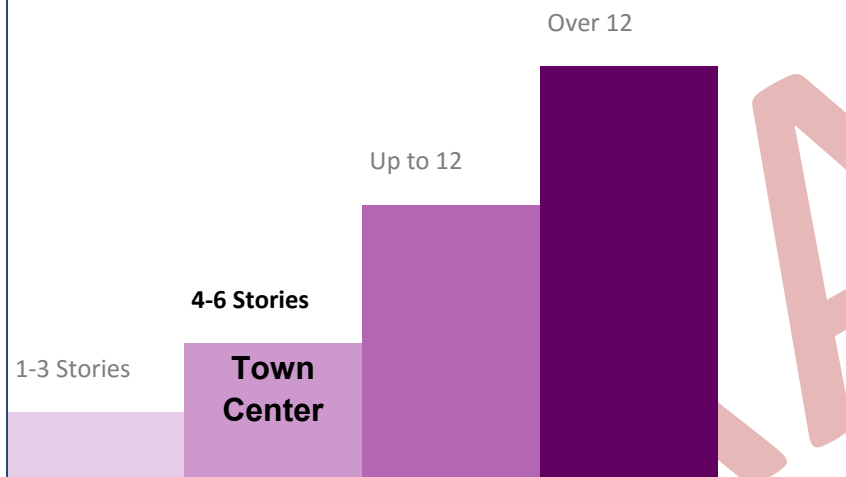
Max Height - 3-4 Stories

Outer Ring - Up to 12 du/ac

Max Height - 1 - 3 stories

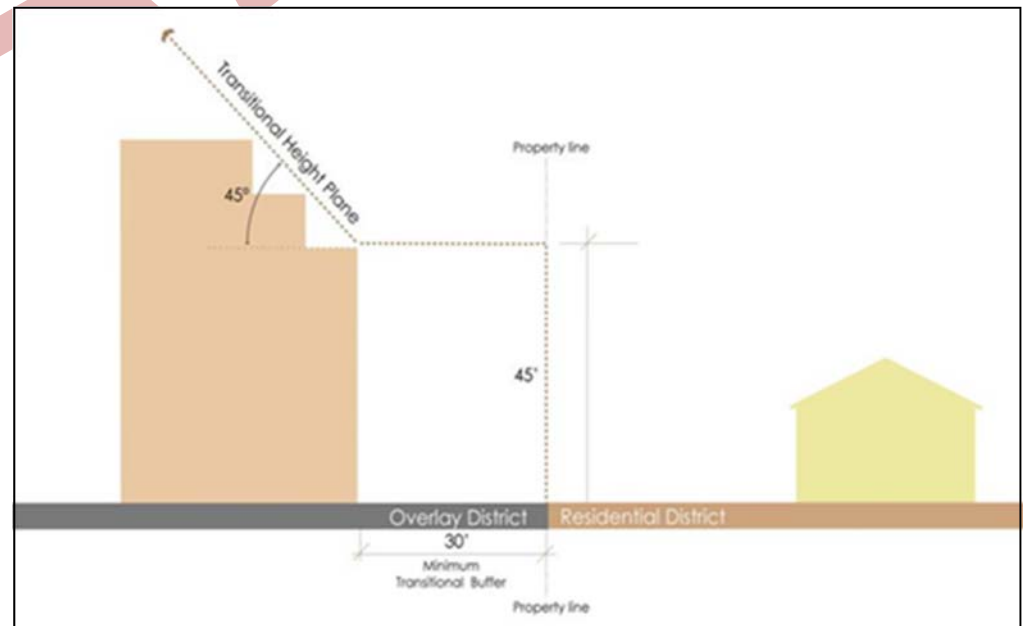


### Preferred Building Height for Town Center



### Design Guidelines

1. Setbacks - Greater setbacks will be required when adjacent to lower density residential uses and transitional buffers may be required.
2. Buffers - Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.
3. Heights - Proposed development shall consider and imple-



## Town Center Policies

These policies are primarily applicable to activity centers that do not have adopted studies. It is encouraged that studies are adopted for Town Centers, to provide more detailed guidelines and recommendations for land use, zoning, development, transportation, housing, economic development, and green space.

1. **Protect Single Family Neighborhoods** - Preserve and enhance the integrity and quality of existing residential neighborhoods.
2. **Retrofitting** - Foster retrofitting for conformity with traditional neighborhood principles.
3. **Pedestrian Scale Development** - Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
4. **Mixed Use Development** - Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
5. **Transitional Buffers** - Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
6. **Enhanced Buffers** - Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.
7. **Staggered Heights** - Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
8. **Streetscaping** - Improve street character with consistent signage, lighting, landscaping and other design features.
9. **Pocket Parks** - Create focal points through the use of existing pocket parks and squares for community activities.
10. **Cultural Diversity** - Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
11. **Infill Development** - Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.
12. **Parking** - Clearly define road edges by locating buildings near the roadside with parking in the rear.
13. **Open Space and linkages** - Encourage that all development and redevelopment in activity centers provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design guidelines.
14. **Healthy Neighborhoods** - Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity. Implement the recommendations of the Master Active Living Plans (MALP).
15. **High Density Residential** - Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels.
16. **Pedestrian Enhancements** - Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities.
17. **Traffic Calming** - Organize circulation patterns through traffic calming techniques and access management. Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walk-ability.
18. **Pedestrian Oriented Design** - Design for each center should be pedestrian-oriented with walkable connections between different uses.
19. **VMT** - Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).
20. **High Density Development** - Each center should include a very high-density mix of retail, office, services, and employment to serve several neighborhoods.

**Preferred Uses** - Each Town Center should include a high-density mix of retail, office, services, and employment to serve several neighborhoods.



## Neighborhood Center (NC)

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



Higher density housing oriented towards the street.



Neighborhood scale retail.

### Primary Land Uses

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

### Permitted Zoning

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

### Neighborhood Center Character Areas

- Oak Grove
- Perimeter College/DeKalb Tech
- Village Square/Value Mall
- Hairston Road & Central Drive
- Panola & Rockbridge Roads
- Deshon and Rockbridge Roads
- Covington Hwy & Hairston Road \*
- Covington Hwy & Panola Road
- Covington & DeKalb Medical Way
- Flat Shoals Pkwy & Wesley Chapel Road
- Eastlake Village
- Browns Mill and Klondike Roads
- Redan and Hairston Roads
- Salem and Panola Roads
- HairstMemorial and Wilkinson

### Drives

- Flat Shoals & Clifton Springs
- on & Rockbridge Roads

### Planned Neighborhood Center Character Areas (Small Area Plans)

- LaVista Road and Briarcliff Road
- Emory Village LCI
- Bouldercrest & I-285 (SDAT)
- Panola & Redan Roads \* (GHH)
- Panola & Young Roads \* (GHH)
- N. Decatur Road & DeKalb Industrial Way (Medline LCI)

## Preferred Intensity

Intermediate Ring - Up to 12 du/ac

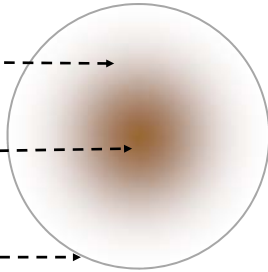
Max Height - 2 Stories

Core Density - Up to 24 du/ac

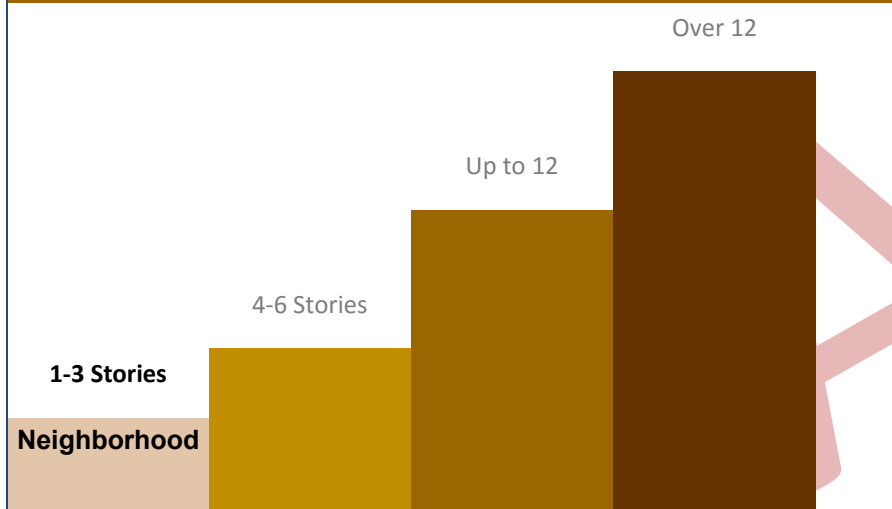
Max Height - 3 Stories

Outer Ring - Up to 8 du/ac

Max Height - 1 - 2 stories



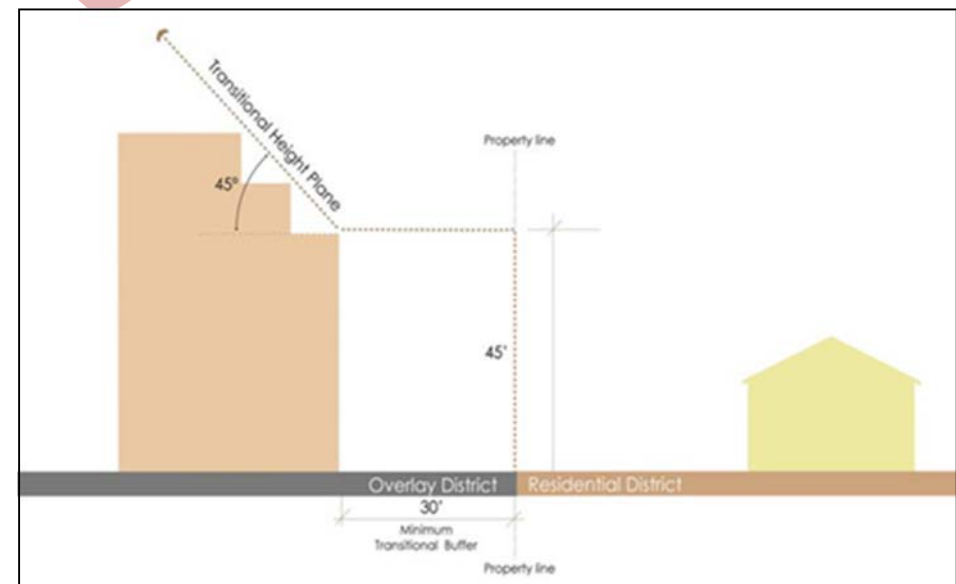
## Preferred Building Height for Neighborhood Center



Public gathering area/ open space—public realm.

## Design Guidelines

1. Setbacks - Greater setbacks will be required when adjacent to lower density residential uses and transitional buffers may be required.
2. Buffers - Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.
3. Heights - Proposed development shall consider and implement staggered heights when adjacent to single family residential neighborhoods.



## Neighborhood Center Character Area Policies

### 1. **Protect Single Family Neighborhoods**

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

### 2. **Retrofitting** - Foster retrofitting for conformity with traditional neighborhood principles.

### 3. **Pedestrian Scale Development** - Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.

### 4. **Mixed Use Development** - Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.

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

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

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

### 8. **Streetscaping** - Improve street character with consistent signage, lighting, landscaping and other design features.

### 9. **Pocket Parks** - Create focal points through the use of existing pocket parks and squares for community activities.

### 10. **Cultural Diversity** - Promote activities to highlight historic and cultural assets in the

community and provide opportunities for community interaction.

### 11. **Infill Development** - Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.

### 12. **Parking** - Clearly define road edges by locating buildings near the roadside with parking in the rear.

### 13. **Open Space and linkages** - Encourage that all development and redevelopment in activity centers provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design guidelines.

### 14. **Healthy Neighborhoods** - Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity. Implement the recommendations of the Master Active Living Plans (MALP).

### 15. **High Density Residential** - Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels.

### 16. **Pedestrian Enhancements** - Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities.

### 17. **Traffic Calming** - Organize circulation patterns through traffic calming techniques and access management. Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walk-ability.

### 18. **Pedestrian Oriented Design** - Design

for each center should be pedestrian-oriented with walkable connections between different uses.

### 19. **VMT** - Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).

### 20. **High Density Development** - Each center should include a very high-density mix of retail, office, services, and employment to serve several neighborhoods.

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



## Commercial Redevelopment Corridor (CRC)

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

Typical signage and setbacks along a DeKalb commercial corridor.



Large underutilized parking lot.



### Primary Land Uses

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

### Permitted Zoning

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

### List of Commercial Redevelopment Corridors

1. Covington Highway
2. Panola Road
3. Tuner Hill Road
4. Rock Chapel Road
5. Hairston Road
6. Lawrenceville Highway
7. Memorial Drive

### Redevelopment Concepts for Covington Highway (Covington Highway MALP)

Aerial view of MARTA Station area from southwest



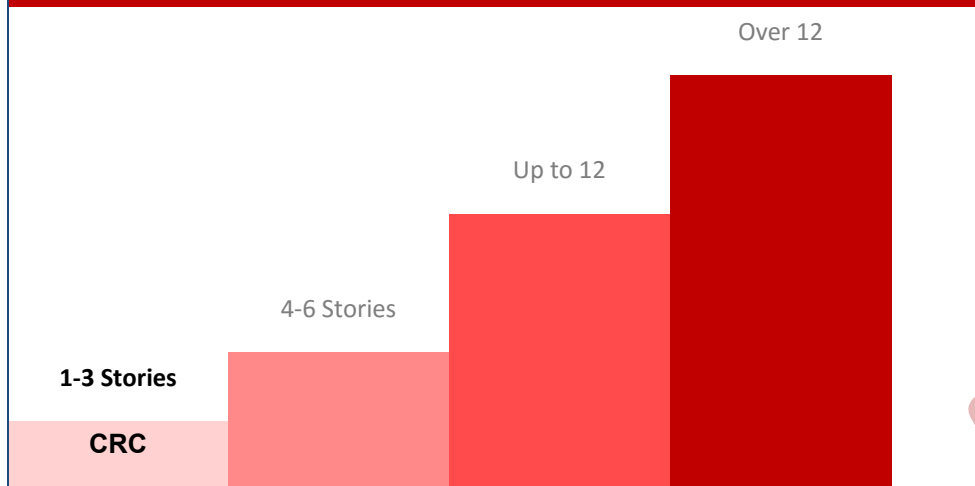
Before



After redevelopment



## Preferred Building Height for Commercial Redevelopment Corridor



## Potential Development Vision of Commercial Redevelopment Corridors



## Design Guidelines

1. **Setbacks** - Greater setbacks will be required when adjacent to lower density residential uses and transitional buffers may be required.
2. **Buffers** - Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.
3. **Heights** - Proposed development shall consider and implement staggered heights when adjacent to single family resi-

## Policies—Commercial Redevelopment Corridor Character Area

1. **Bike and Ped**—Provide safe and attractive facilities for bicyclists and pedestrians.
2. **Transportation**—Provide transportation alternatives to reduce automobile dependency.
3. **Mixed Use Redevelopment** — Redevelop older strip commercial centers in to viable mixed-use developments along the corridor.
4. **Streetscape**—Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscape improvements and people.
5. **Mixed Use Districts**—Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
6. **Density**—Cluster high density development at nodes & along major corridors outside of established residential areas.
7. **Landscaping**—Use landscaping and other buffers to protect pedestrians from heavy traffic.
8. **Aesthetics**—Create and implement performance and aesthetic standards to improve visual appearance.
9. **Signage**—Implement signage and billboard controls.
10. **Parking**—Require parking to the side or rear of buildings.
11. **Connectivity**—Promote parcel interconnectivity.
12. **TOD**—Promote transit oriented development.
13. **Bike Parking**—Provide safe and accessible areas for bicycle parking.
14. **Transit Incentives**—Provide incentives to encourage transit compatible development.
15. **Transportation**—Accommodate and encourage the development of multi-modal transportation centers, where appropriate.
16. **Access Management**—Create and implement driveway controls and access management standards.
17. **Tree Preservation**—Establish tree preservation and landscaping standards.
18. **Development**—Focus development on parcels that abut or have access to the designated Commercial Redevelopment Corridor.
19. **Redevelopment Concept**—In appropriate locations, build new commercial structures closer to street on existing under-utilized parking lots creating internal smaller or decked parking.
20. **Architectural Standards**—Upgrade the appearance of existing older, commercial buildings with façade improvements and architectural elements.



## Industrial (IND)

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

Primary Land Uses	Permitted Zoning
<ul style="list-style-type: none"> <li>Construction Businesses</li> <li>Heavy Manufacturing</li> <li>Retail Sales (with restrictions)</li> <li>Storage (including outdoor)</li> <li>Accessory Commercial</li> <li>Community Facilities</li> </ul>	M-1 M-2

Proposed conceptual logistics plan for industrial area at I-285 and I-675. Based on the SDAT (Statistical Design Assessment Team) Report for Southwest DeKalb.





## Policies—Industrial Character Area

1. **Infrastructure** - Provide appropriate infrastructure support for industrial development in designated industrial areas.
2. **Buffer** - Protect surrounding areas from the negative impacts of noise and light pollutants.
3. **Residential Protection** - Prohibit the encroachment of industrial uses into established residential areas.
4. **Environmental Compatibility** - Direct development to industrial districts located in areas with compatible soils drain age and other environmental characteristics.
5. **Zoning Compatibility** - Protect existing and zoned industrial land from unnecessary intrusion by conflicting land uses.
6. **Re-zoning** - Minimize the re-zoning of light industrial properties to residential uses..
7. **Future Designations** - Designate specific areas through the use of zoning and other land use tools for developments of this type.
8. **Retrofit** - Develop or, where possible, retrofit as part of planned industrial park having adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out.
9. **Location of Centers** - Locate industrial centers in areas with good access to highway areas.
10. **Landscaping** - Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.
11. **Regulations Compatibility** - Create and implement zoning and development regulations for industrial uses.
12. **Truck Routes** - Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.
13. **Access Management** - Provide access controls and management standards. in compliance with the DeKalb County Transportation Plan.
14. **Adaptable Reuse** - Residential conversions are encouraged for multi-family and/or live-work establishments.



Heavy industrial area, rock quarry north of Lithonia.



Industrial use along I-20.



Heavy industrial uses producing noise

## Light Industrial (LIND)

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



Typical office/distribution building.



Low intensity office/distribution building.

Primary Land Uses	Permitted Zoning
<ul style="list-style-type: none"> <li>• Light Industrial Uses</li> <li>• Manufacturing</li> <li>• Warehouse/Distribution</li> <li>• Wholesale/Trade</li> <li>• Automotive</li> <li>• Accessory Commercial</li> <li>• Educational Institutions</li> <li>• Community Facilities</li> </ul>	M-1

## Policies—Light Industrial Character Area

1. **Infrastructure** - Provide appropriate infrastructure support for industrial development in designated industrial areas.
2. **Buffer** - Protect surrounding areas from the negative impacts of noise and light pollutants.
3. **Residential Protection** - Prohibit the encroachment of industrial uses into established residential areas.
4. **Environmental Compatibility** - Direct development to industrial districts located in areas with compatible soils drain age and other environmental characteristics.
5. **Zoning Compatibility** - Protect existing and zoned industrial land from unnecessary intrusion by conflicting land uses.
6. **Re-zoning** - Minimize the re-zoning of light industrial properties to residential uses..
7. **Future Designations** - Designate specific areas through the use of zoning and other land use tools for developments of this type.
8. **Retrofit** - Develop or, where possible, retrofit as part of planned industrial park having adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out.
9. **Location of Centers** - Locate industrial centers in areas with good access to highway areas.
10. **Landscaping** - Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.
11. **Regulations Compatibility** - Create and implement zoning and development regulations for industrial uses.
12. **Truck Routes** - Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.
13. **Access Management** - Provide access controls and management standards. in compliance with the DeKalb County Transportation Plan.
14. **Adaptable Reuse** - Residential conversions are encouraged for multi-family and/or live-work establishments.



## Suburban (SUB)

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



Suburban curvilinear development pattern.



Existing suburban subdivision

Primary Land Uses	Permitted Zoning
<ul style="list-style-type: none"> <li>Single Family Detached Residential</li> <li>Townhomes</li> <li>Assisted Living Facilities</li> <li>Neighborhood Retail</li> <li>Schools</li> <li>Libraries</li> <li>Health Care Facilities</li> <li>Parks and Recreational Facilities</li> <li>Public and Civic Facilities</li> <li>Institutional Uses</li> </ul>	<ul style="list-style-type: none"> <li>RE</li> <li>RLG</li> <li>R-100</li> <li>R-85</li> <li>R-75</li> <li>R-60</li> <li>RNC</li> <li>MHP</li> <li>RSM</li> <li>MU-1</li> <li>NS</li> <li>C-1</li> <li>OIT</li> <li>OI</li> </ul>



Pocket Park— Open Space Preservation, Sense of Place.



Suburban planned development with Traditional Neighborhood principles.

## Suburban Character Area

### Policies

1. **Residential Protection** - Protect stable neighborhoods from incompatible development that could alter established residential development patterns and density. Protect stable neighborhoods adjacent Activity Centers from incompatible development that could alter established residential development patterns and density.
2. **Traditional Neighborhood Principles** - In appropriate locations encourage residential development to conform with traditional neighborhood development principles including a higher mix of uses, improved pedestrian vehicular activity and increased pedestrian access to retail and other activities.
3. **Non-Residential Development** - The non-residential development in suburban areas shall be limited to small-scale convenience goods/services to meet the needs of the surrounding residents. Small scale nonresidential development shall be limited to qualifying intersections (collector roadway and above).
4. **Density Increases** - This shall be evaluated for their impact on county facilities and shall not degrade the overall quality of service delivery and quality of life for the surrounding established neighborhood.
5. **Walkability** - Locate development and activities within easy walking distance of transportation facilities.
6. **Infill Development** - Enforce residential infill development regulations in efforts to preserve and stabilize existing neighborhoods.
7. **Infill Development** - Permit accessory housing units, or new well-designed, small-scale infill multifamily residences to increase neighborhood density and income diversity.
8. **Transitional Buffer** - In areas adjacent to Activity Centers, require the transition of higher densities/intensities to occur within Activity Center and abiding by the delineated Activity Center boundary.
9. **Greenspace** - Wherever possible, connect to a regional network of greenspace and trails, available to pedestrians.
10. **Connectivity** - Promote strong connectivity and continuity between existing and new developments.
11. **Street Design** - Promote street design that fosters traffic calming including narrower residential streets, on-street parking, and the addition of bicycle and pedestrian facilities.
12. **Bicycle and Pedestrian** - Encourage good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple site access points.
13. **Transportation Alternatives** - Provide a variety of transportation alternatives such as bicycle and pedestrian paths and greenway areas.
14. **Sense of Place** - Promote sense of place initiatives such as public art, fountains, plazas, signage and other design guidelines to improve the public realm.
15. **Density** - Promote moderate density, traditional neighborhood development style residential subdivisions, which may utilize alley ways and rear vehicular access. as well as automobile dependency.
16. **Nodes** - A) Create neighborhood focal points through the use of existing pockets parks and squares for community activities. B) Create neighborhood focal points by locating schools, community centers, or well-designed small commercial centers at suitable locations within walking distance of residences.
17. **Street Character** - Improve street character with consistent signage, lighting, landscaping and other design features.
18. **Architecture** - Encourage compatible architecture styles that maintain regional and neighborhood character.



## Traditional Neighborhood (TN)

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



### Primary Land Uses

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

### Permitted Zoning

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



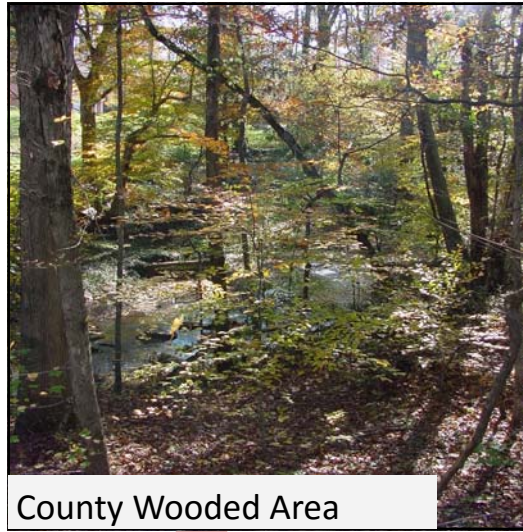


## Traditional Neighborhood Character Area Policies

1. **Residential Protection** - Protect stable neighborhoods from incompatible development that could alter established residential development patterns and density. Protect stable neighborhoods adjacent Activity Centers from incompatible development that could alter established residential development patterns and density.
2. **Traditional Neighborhood Principles** Encourage residential development to conform with existing traditional neighborhood development principles including, existing grid street patterns, a higher mix of uses, and increased pedestrian access to retail and other activities.
3. **Non-Residential Development** - The non-residential development in suburban areas shall be limited to small-scale convenience goods/services to meet the needs of the surrounding residents. Small scale nonresidential development shall be limited to qualifying intersections (collector roadway and above).
4. **Density Increases** - This shall be evaluated for their impact on county facilities and shall not degrade the overall quality of service delivery and quality of life for the surrounding established neighborhood.
5. **Walkability** - Locate development and activities within easy walking distance of transportation facilities.
6. **Infill Development** - Enforce residential infill development regulations in efforts to preserve and stabilize existing neighborhoods.
7. **Infill Development** - Permit accessory housing units, or new well-designed, small-scale infill multifamily residences to increase neighborhood density and income diversity.
8. **Transitional Buffer** - In areas adjacent to Activity Centers, require the transition of higher densities/intensities to occur within Activity Center and abiding by the delineated Activity Center boundary.
9. **Greenspace** - Wherever possible, connect to a regional network of greenspace and trails, available to pedestrians.
10. **Connectivity** - Connect new streets and minimize or prohibit cul-de-sacs to disperse traffic, shorten walking/biking trips.
11. **Street Design** - Promote street design that fosters traffic calming including narrower residential streets, on-street parking, and the addition of bicycle and pedestrian facilities.
12. **Bicycle and Pedestrian** - Encourage good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple site access points.
13. **Transportation Alternatives** - Provide a variety of transportation alternatives such as bicycle and pedestrian paths and greenway areas.
14. **Sense of Place** - Promote sense of place initiatives such as public art, fountains, plazas, signage and other design guidelines to improve the public realm.
15. **Density** - Promote moderate density, traditional neighborhood development style residential subdivisions, which may utilize alley ways and rear vehicular access.
16. **Nodes** - A) Create neighborhood focal points through the use of existing pockets parks and squares for community activities. B) Create neighborhood focal points by locating schools, community centers, or well-designed small commercial centers at suitable locations within walking distance of residences.
17. **Street Character** - Improve street character with consistent signage, lighting, landscaping and other design features.
18. **Architecture** - Encourage compatible architecture styles that maintain regional and neighborhood character.

## Conservation and Open Space (COS)

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



County Wooded Area



South River

### Primary Land Uses

### Permitted Zoning

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

All zoning



Sugar Creek Golf Club

## Conservation and Open Space Character Area Policies

1. **Preservation** - Preserve open space, natural and critical environmental areas throughout the County
2. **Environmental Sensitive Areas** - Protect environmentally-sensitive areas including wetlands, floodplains, water supply watersheds, and other water sources.
3. **Connectivity** - Increase the amount, quality, connectivity and accessibility of greenspace.
4. **Trails** - Create a network of safe and pleasant trails and greenways.
5. **Greenspace Databank** - Inventory the amount and quality of green spaces within the county.
6. **Partnerships** - Coordinate with non governmental agencies such as foundations, land trusts and other entities to acquire and protect land.
7. **Acquisition** - Execute innovative financing tools for conservation area preservation and greenspace space acquisition.
8. **Zoning Tools** - Design, implement and enforce land use and zoning tools that preserve conservation lands green space and water resources.
9. **Recreation Destinations** - Promote conservation and greenspace areas as passive use and recreation destinations.
10. **Statues** - Utilize environmental statues to protect conservation and green space areas. Coordinate environmental protection programs and statues with the appropriate agencies.
11. **Land Use Compatibility** - Limit land uses within and near established preservation areas to compatible activities.
12. **CTP** - Adopt/Implement the Comprehensive Transportation Plan pedestrian greenway projects.
13. **Set Asides** - Require that open space is set aside for all major developments.
14. **Connectivity** - Interconnect existing trails and recreation areas wherever possible.
15. **Right-of-way Acquisitions** - Identify areas such as right of ways and redevelopment areas to be used for trails and greenspace.
16. **Neighborhood Parks** - Promote the development of communities that feature greenspace and neighborhood parks.
17. **Way Finding** - Provide way finding/markers and appropriate signage along trail routes.
18. **Community Groups** - Provide a framework for community and voluntary groups to participate in green space acquisition and management.
19. **Pedestrian Access** - Construct safe and convenient pedestrian access on trails, walkways and parks in the urbanized areas.

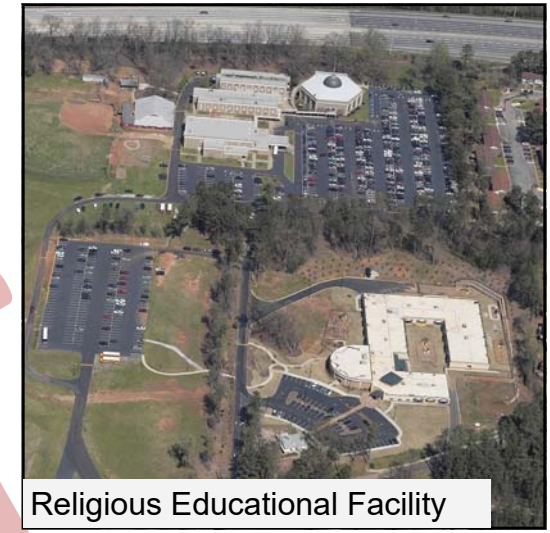


## Institutional (INS)

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



College Campus



Religious Educational Facility



Large Medical facility.

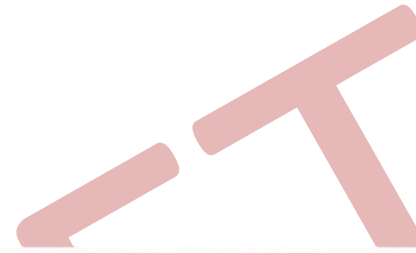
Primary Land Uses	Permitted Zoning
<ul style="list-style-type: none"> <li>Colleges and Universities</li> <li>Hospitals and Rehabilitation Centers</li> <li>Emergency Service Centers</li> <li>Churches and Religious Institutions</li> <li>Government Buildings</li> <li>Civic Facilities</li> <li>Cemeteries</li> </ul>	<ul style="list-style-type: none"> <li>R-100</li> <li>R-85</li> <li>R-75</li> <li>R-60</li> <li>RSM</li> <li>MR-1</li> <li>MR-2</li> <li>MU-1</li> <li>MU-2</li> <li>MU-3</li> <li>OI</li> <li>OIT</li> </ul>

## Institutional Character Area Policies

1. **Compatibility**—Ensure that institutional land is compatible with adjacent uses.
2. **Transportation**—Provide transportation alternatives to reduce automobile dependency.
3. **Infrastructure**—Locate developments in areas with direct access to existing infrastructure.
4. **Future Development**—Provide opportunities for the development of institutional uses within the County.
5. **Buffer**—Use landscaping and other buffering to separate developments from surrounding uses.
6. **Aesthetics**—Create and implement performance and aesthetic standards to protect adjacent properties.
7. **Access Management**—Create and implement driveway controls and access management standards.
8. **Commercial Uses**—Promote the location of accessory commercial uses to support worker activity.
9. **Connectivity**—Provide direct connections to nearby networks of greenspace or trails, available to pedestrians, and bicyclists.
10. **Traffic Calming**—Organize circulation patterns through traffic calming techniques and access management.
11. **Walkability**—Locate development and activities within easy walking distance of transportation facilities.



# Small Area Plans (SAP) Activity Center Policies



Stonecrest  
Activity Center

Kensington  
Activity Center

Northlake-Tucker  
Activity Center

Medline  
Activity Center

Wesley Chapel  
Activity Center

Candler Flat Shoals  
Activity Center

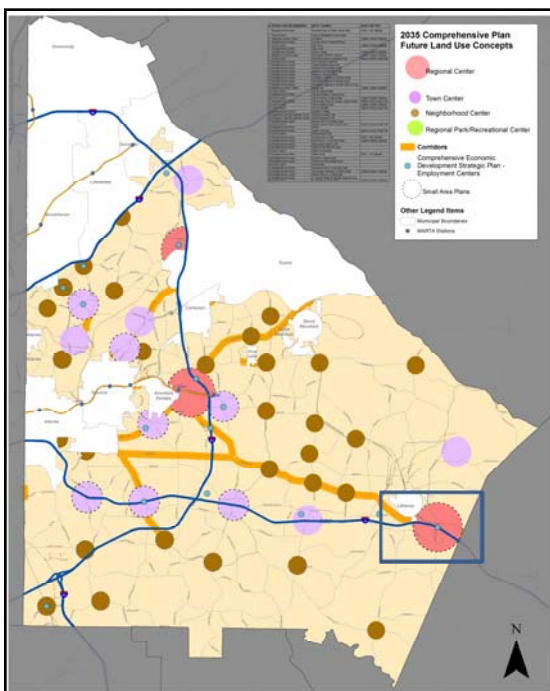
North Druid Hills  
Activity Center

Master Active Living  
Plans (MALP)



## Stonecrest Activity Center

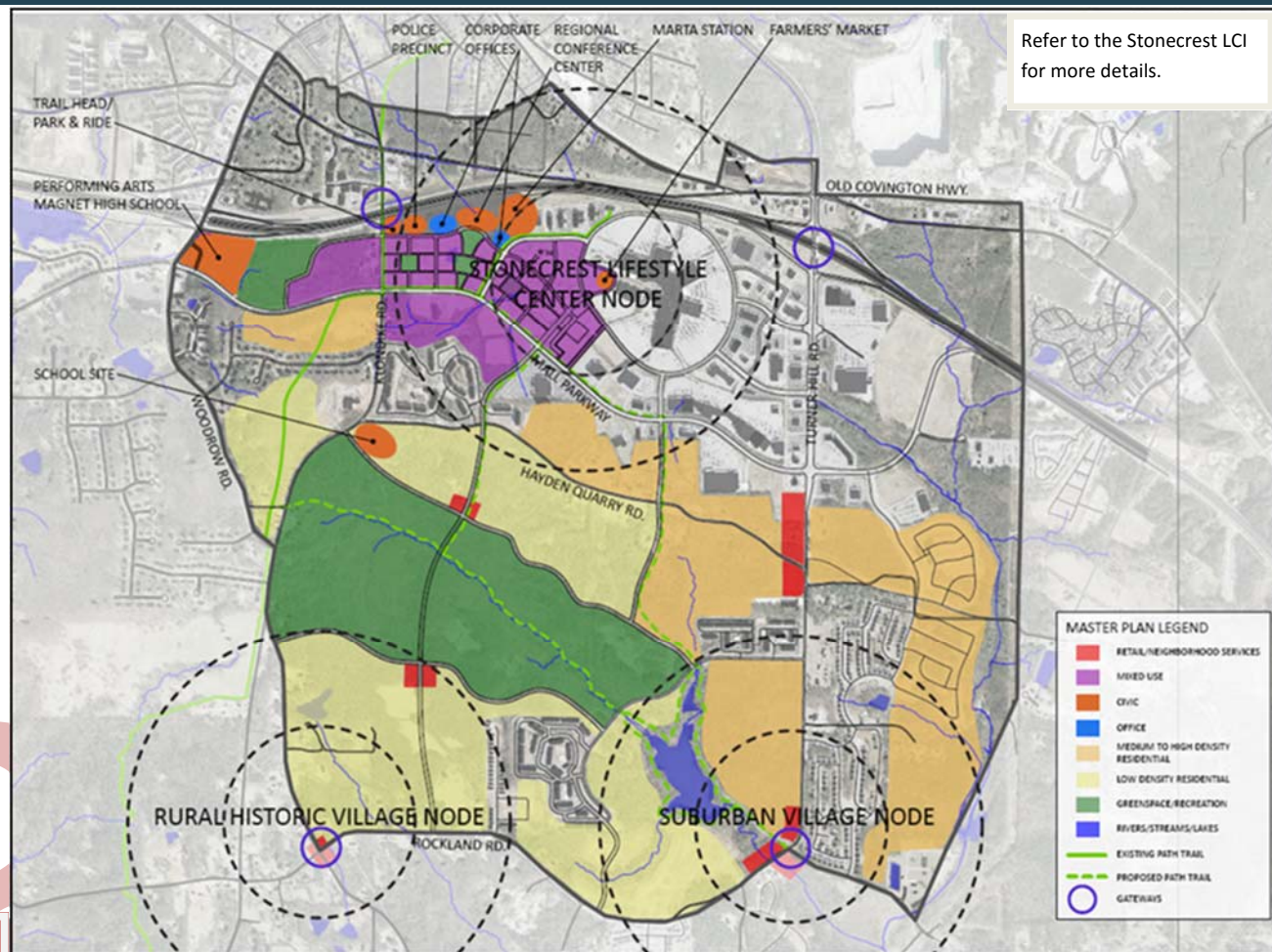
Location: South East portion of the county.  
Commission District 5  
Super District 7  
Small Area Plan (SAP): Stonecrest LCI Plan



The Stonecrest Activity Center derives from the Stonecrest Livable Centers Initiative (LCI) Study. The core of the study is the Stonecrest Mall. Some of the goals of the plan:

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

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



Refer to the Stonecrest LCI for more details.

### Land Use Development Guidelines

Land Use Node & Character	Primary Uses	Density	Building Height (max)	Lot Coverage
<b>Lifestyle Center</b> (Regional Center Core)	Mixed Use, Retail, Restaurants, Office, Civic Areas, Trails, Amphitheatre, Hotels	Core70+ Outer 45	Core: 8- 20+ Stories Intermediate: 4-7 Stories	70% Commercial/Office 20% Residential 10% Greenspace
<b>Suburban Village</b> (Neighborhood Center)	Single Family Residential, Small retail at intersections	Core - 8 du/ac Outer - 8 du/ac	Core: 2-3 stories Outer: 1 story	15% Commercial/Office 75% Residential 10% Greenspace
<b>Rural Village</b> (Rural Residential and Suburban)	Single Family Residential, Small 1-story retail, Parks, Recreation Facilities	Core (TN) - 12 Intermediate (SUB) - 8 Outer (RR/COS) - 4	Core: 1-2 stories Outer: 1 Story	5% Commercial/Office 10% Residential 85% Greenspace

## Stonecrest Activity Center Policies and Strategies

Policies for the Stonecrest Activity Center are derived from the Stonecrest Livable Centers Initiative (LCI), the Stonecrest Overlay District, and the Economic Strategy.

**I. Land Use Policies.** Promote and encourage the LCI recommendations for the following nodes :

**A. Lifestyles Center Entertainment Node.** This node provides the core of the Stonecrest Activity Center, and the highest level of density, shall be developed in this location.

**B. Suburban Village Node.** The core of this node is located at Turner Hill Road and Rockland Road. This node builds from the existing residential to include retail, neighborhood services and diverse housing types - such as live/work, town homes, senior living, condos and single family. This node shall provide neighborhood services and entertainment to the existing and future residential uses in the area. More dense housing options are encouraged near major road arteries and the center of the node, mixed with the retail and neighborhood services. Housing surrounding this node shall be \_\_\_ dwelling units per acre. Building heights should not exceed \_\_\_ stories. Housing types shall include 4-6 plex condos and small lot village homes, shall be encouraged for development in this node, in close proximity to the Lifestyle Center Node.

**C. Rural Historic Village Node.** The core of this node is located at Pluckett Road and Rockland Road. Low density

neighborhood retail and services shall accompany low density housing that respects the architectural character of the area. Density shall not exceed \_\_\_ dwelling units per acre. The maximum building height should not exceed \_\_\_ stories. Primary function of this node is to bring neighborhood services, retail, and entertainment options to the community living in walking distance to this node. Housing surrounding this node shall be low density, similar to existing character. Architectural styles should respect and utilize the rural and unique stone aesthetic of the area.

## II. Zoning Consistency and Compatibility to the Stonecrest Overlay District

- Provide support and guidance to the existing Stonecrest Overlay District, which provides a tiered density and building height program, ranging from various tiers:

- A. *Tier I - Lifestyle District.*
- B. *Tier II - Office and Medical.*
- C. *Tier III - Mixed Use Neighborhood Cluster.*
- D. *Tier IV - Industrial District.*
- E. *Tier V - Arabia Mountain Gateway.*

Design Guidelines: Supplementary to the Overlay District is the Design Guidelines for the Stonecrest Overlay District. The Design Guidelines provide design standards, focused on public space and exterior building appearance for the entire study area.

## III. Transportation Guidance

**A. Transportation Plan.** Promote the recommendations and policy within the DeKalb County Transportation Plan (June

2014).

**B. Stonecrest LCI Plan.** Promote the recommendations of the Stonecrest LCI Plan.

1. *Future Transit* -Future MARTA heavy-rail transit station
2. Superblock Redevelopment South of Hayden Quarry Road
3. Expand Trail System to better connect residents to the area amenities.
4. Streetscape Improvements and Character. The LCI Plan has more details and mapping to show recommended improvements (see pages 57-58)
5. Turner Hill Bridge improvements to the overpass are encouraged to enhance the visual appearance and create a sense of identity .

**IV. Green Strategies.** Promote the preservation of natural resources, and other recommendations of the Stonecrest LCI:

- A. Create Conservation Area buffering the river south of Hayden Quarry.
- B. Green Brand - Promote and develop a plan for Green Branding of the study area.
- C. Trail Access - Expansions of trails shall take advantage of the existing waterways and natural areas.
- D. Compact Village Nodal Development
- E. Renewable Energy and Energy and Energy Conservation.
- F. Low Impact Development

## V. Economic Development Guidance

**A. Economic Strategic Plan.** Encourage and support the policies and strategies of

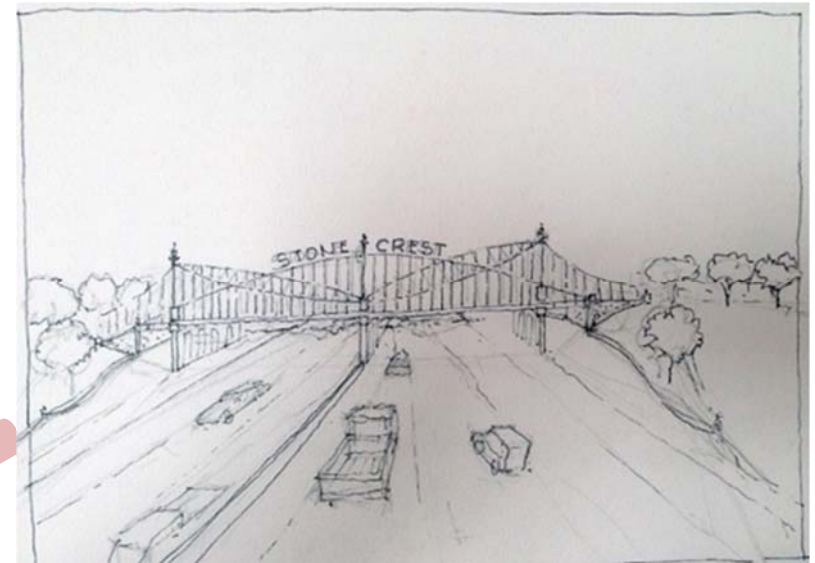
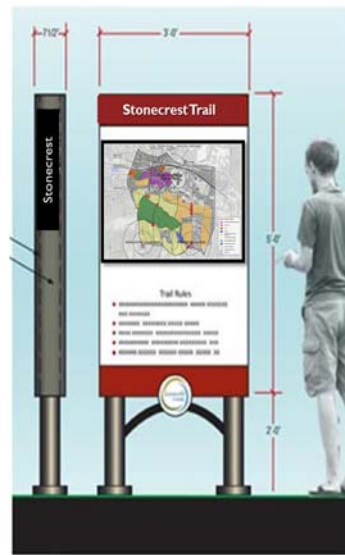


the DeKalb County Economic Strategic Plan.

B. **Stonecrest LCI Plan.** Promote the recommendations identified in the Economic Development section of the Stonecrest LCI Plan (pages 62/63). The following strategies are encouraged:

1. Lifestyle Center redevelopment
2. Trail head/park and ride development
3. Regional Conference Center and Amphitheater development
4. Community Improvement District (CID) creation
5. Tax Allocation District (TAD) implementation
6. Branding and Marketing campaign
7. Manufacturing and Light Industrial business retention and creation.

C. **Stonecrest Employment Center.** Stonecrest is identified as an employment center, according to the Economics Strategic Plan. Factors that support this designation are identified in the comprehensive plan recommendations of the Economic Strategic Plan.



### SAVANNAH MODEL: MIXED-USE PEDESTRIAN FRIENDLY STREET PATTERN





## Kensington Station Activity Center

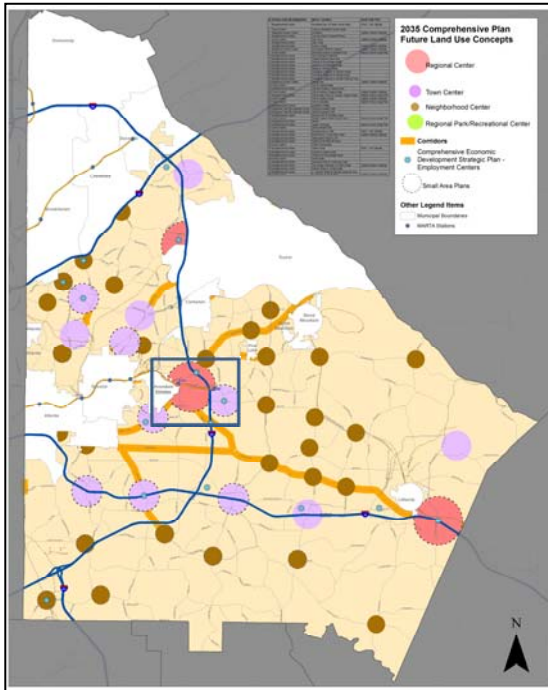
Location: Central portion of the county.

Commission Districts 4 & 5

Super District 6 & 7

Small Area Plan (SAP): Kensington LCI and Supplemental Plan

Implementation Tool: Memorial Drive Overlay District



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

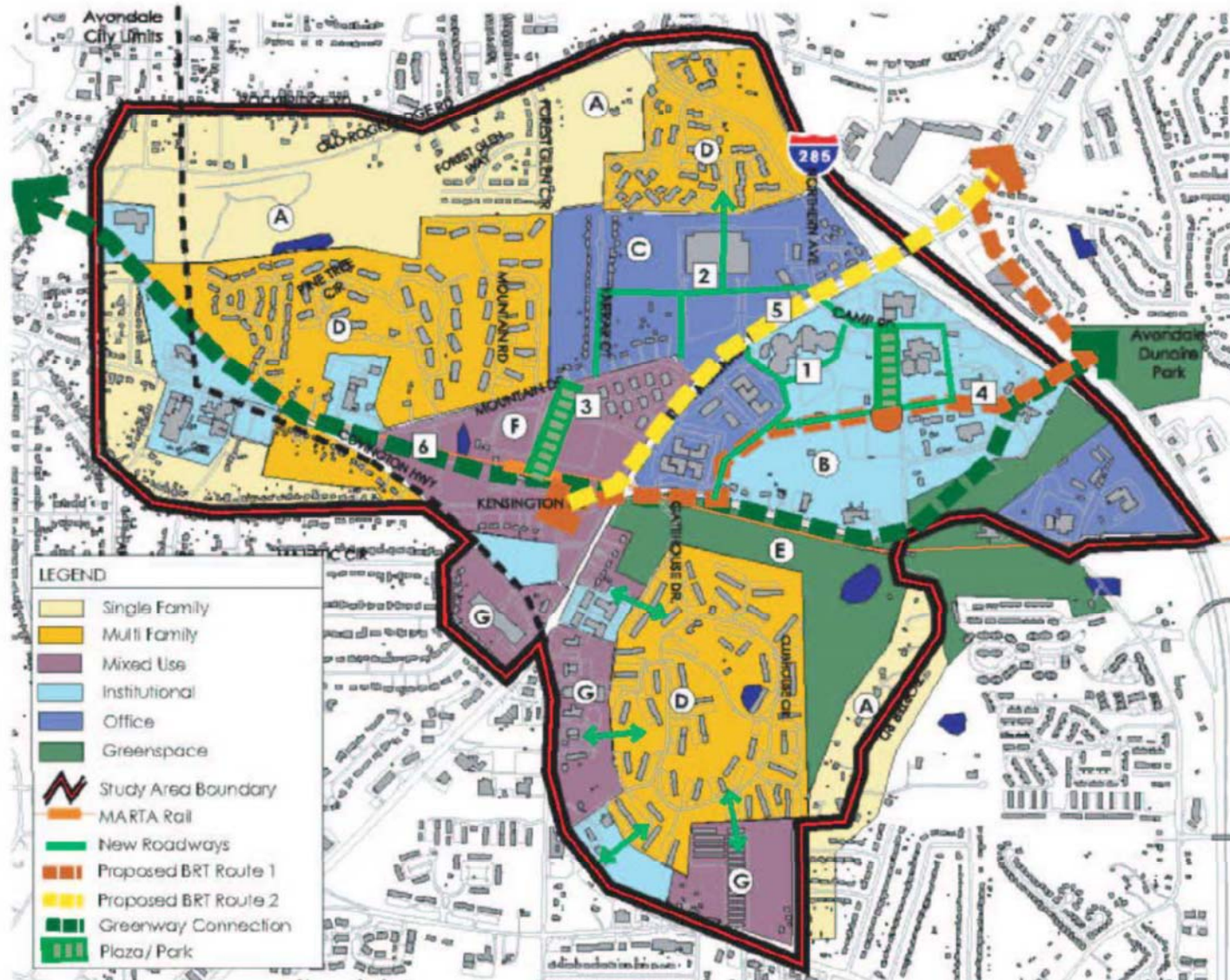
- **Encourage diversity** of mixed income neighborhoods, employment, and recreational choices
- Provide access to a wide range of **travel modes**, including transit, walking and biking.
- Develop an **outreach process** that promotes involvement of all stakeholders.

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

### Land Use Development Guidelines *(see map on next page)*

Sub-Areas (w/ Future Land Use Compatibility)	Preferred Uses	Density (du/ac)	Building Height	Lot Coverage
<b>A. Single Family Preservation</b> (Suburban)	Single Family Residential, Trails	8	2 Stories Maximum	---% Commercial ---% Residential ---% Greenspace
<b>B. DeKalb County Government Center</b> (Institutional)	Office, Retail, Restaurants, Civic, Amphitheaters,	N/A	10 Stories Maximum 5 Stories Minimum	15% Commercial 80% Institutional 0% Residential 5% Greenspace
<b>C. Regional Employment Center</b> (Office Professional)	Office, Restaurants, Retail,		30 Stories Maximum 10 Stories Minimum	85% Commercial 15% Residential
<b>D. Multi-family Redevelopment</b> (Town Center)	Multi-Family Residential, Recreation, Parks	60 (core) 45 24	3-5 Stories	---% Commercial ---% Residential ---% Greenspace
<b>E. Open Space Enhancements</b> (Conservation /Open	Parks, Trails, Recreation	N/A	N/A	0 % Commercial 0 % Residential 100% Greenspace
<b>F. Kensington MARTA Station</b> (Regional Center)	Office, Residential, Retail, Restaurants, Pocket Park	45	5 Stories	---% Commercial ---% Residential ---% Greenspace
<b>G. Mixed Use Redevelopment</b> (Town Center)	Office, Residential, Retail, Restaurants, Pocket Parks	60 45	Up to 5 Stories	---% Commercial ---% Residential ---% Greenspace

## Kensington Station Activity Center



## SUB - AREAS

## Future Land Use Policy

- A. **Single-Family Preservation** - Maintain new and established single-family core along Old Rockbridge, Porter Road, and in Avondale Estates.
- B. **DeKalb County Government Center Node**
  - 1. Consolidate and relocate existing uses scattered throughout the County.
  - 2. Build new government administrative facilities.
  - 3. Build new central open space quadrangle.
- C. **Regional Employment Center**
  - 1. Potential long term development site for high-density office development or conference center.
  - 2. Redevelop of single-family residential to compatible office development.
  - 3. Create pedestrian and vehicular connections and access.
- D. **Multi-Family Redevelopment** - Redevelop aging multi-family housing.
- E. **Open Space Enhancements** - Connect existing undeveloped land along MARTA rail alignment to the County's greenway system with trails and pedestrian improvements.
- F. **Kensington MARTA Station Mixed-Use Redevelopment** - Develop high-density housing/office/retail uses.
- G. **Mixed-Use Redevelopment (Scattered Sites)** - Redevelop aging neighborhood oriented retail along Memorial Drive and Covington Highway.

## Future Transportation and Circulation

See Kensington Supplemental LCI and the DeKalb 2014 Transportation Plan for more details on the following improvements:

- 1. Government Center Improvements
- 2. Employment Center Improvements
- 3. Kensington Station Plaza
- 4. Bus Rapid Transit Long-term Alternative 1
- 5. Bus Rapid Transit Short-term Alternative 2
- 6. Greenway Connection Improvements



## Kensington Memorial Activity Center Policies

**Future Land Use.** This activity center functions as a Regional Center character consisting as a focal point for several neighborhoods with a concentration of activities such as general retail, commercial, professional office, higher-density housing, and appropriate public and open space uses easily accessible by pedestrians. The primary land uses include: townhomes, condominiums, apartments, health care facilities, retail and commercial, office institutional, entertainment and cultural facilities, park and recreational facilities, and public and civic facilities at a density of up to 120 dwelling units per acre.

1. Preserve single family residential;
2. Consolidate DeKalb County facilities on existing site and establish a Government Center;
3. Develop a regional Employment Center on the Roberds site;
4. Anticipate long-term redevelopment of aging multi-family housing stock;
5. Preserve and expand greenspace;
6. Redevelop the Kensington MARTA Station area as a mixed-use community; and
7. Develop mixed-use along Memorial Drive and Covington Highway to create a 24-hour community.

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

### Kensington LCI Concept Plan

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

There are also several individual concept plans for the study area. These are as follows:

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

### Transportation and Circulation:



## Tucker/Northlake Activity Center

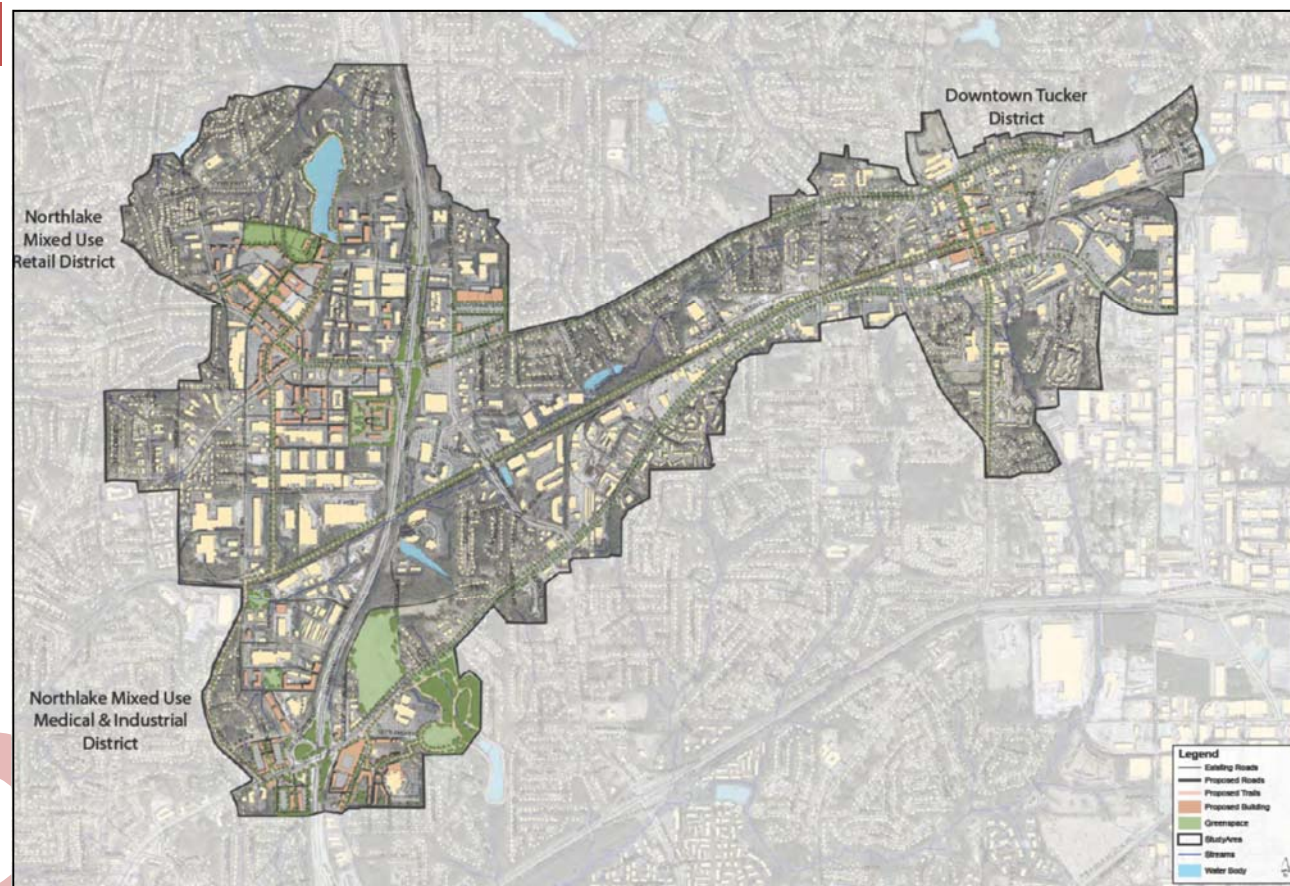
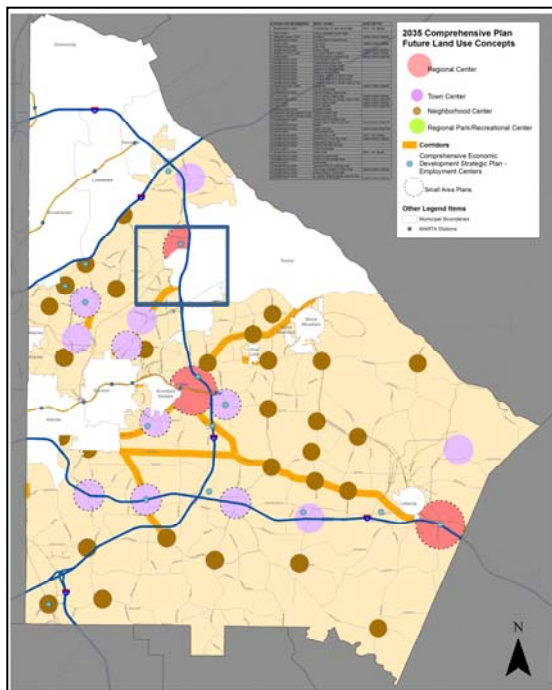
Location: Northern portion of the county.

Commission Districts 1 & 2

Super District 6 & 7

Small Area Plan (SAP): Tucker/Northlake CID Master Plan and Community Choice Report

Implementation Tool: Northlake and Tucker Overlay District



### Land Use Development Guidelines

The Tucker/Northlake Activity Center derives from the Tucker/Northlake CID Master Plan, which has been "grandfathered" by the Northlake LCI and Tucker LCI plans. The core of the study is the Northlake Mall and the Emory Clinic Hospital. Some of the goals of the plan:

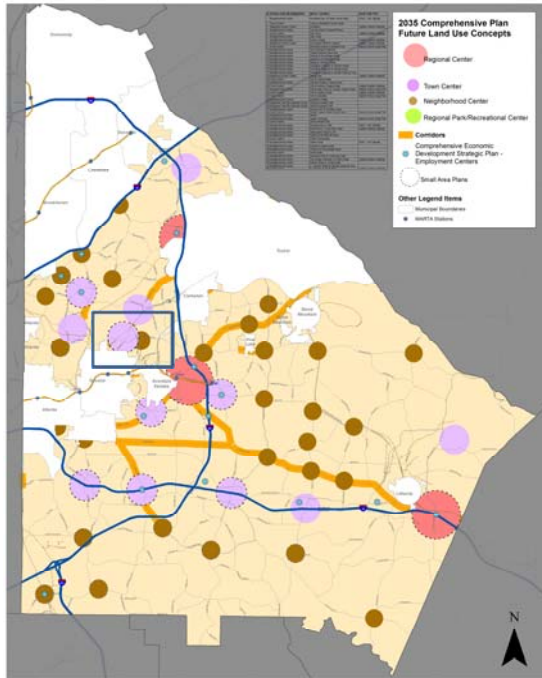
- **Encourage diversity** of mixed income
- Provide access to various **travel modes**
- Develop an effective **outreach process**

Land Use recommendations from the study are being used as policy guidelines in the comprehensive plan. The Downtown Tucker District has been incorporated into the City of Tucker.

Sub-Area Districts	Primary Land Use	Density (du/ac)	Stories (max)	Lot Coverage
Northlake Mixed Use Retail	Retail, restaurants, office, apartments, civic, recreation	60 dwelling units per acre	6-8 Stories	70% Comm/Office 25% Residential 5% Greenspace
Northlake Mixed Use Medical & Industrial	Health, office, restaurants, storage, office-distribution, trails	45 dwelling units per acre	3-5 Stories	80% Comm/Office 15% Residential 5% Greenspace
Downtown Tucker is no longer in DeKalb	N/A	N/A	N/A	N/A

## Medline Activity Center

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



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

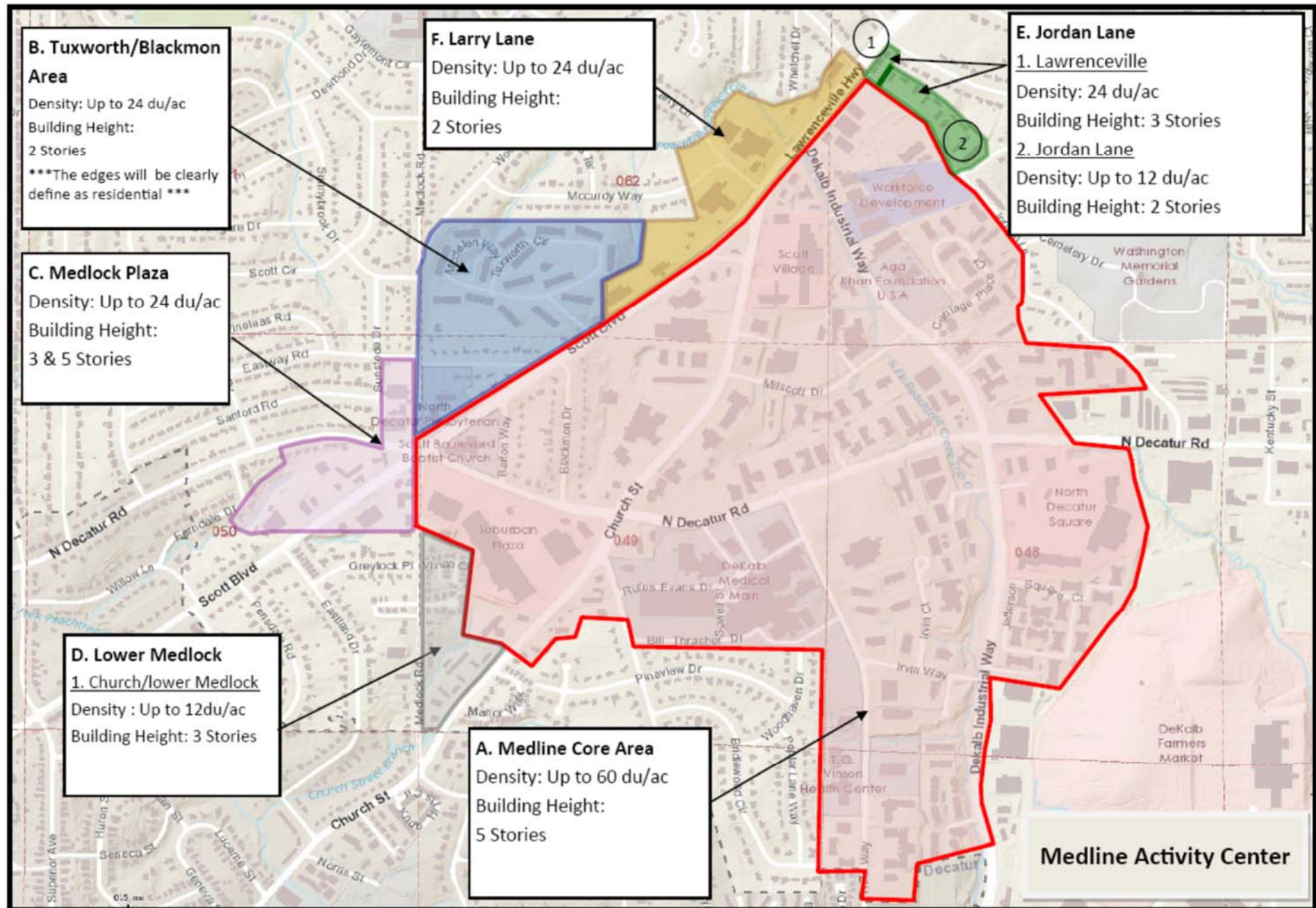
- **Encourage diversity** of mixed income neighborhoods, employment, and recreational choices
- Provide access to a wide range of **travel modes**, including transit, walking and biking.
- Develop an **outreach process** that promotes involvement of all stakeholders.

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

## Land Use Development Policy Guidelines

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







## Medline Activity Center Policies

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

### 1. Area A - Medline Core Area

- A. **Uses:** This is the largest and central portion of the Medline character area and should become a mix of high intensity office, medical services, multi-family residential and retail uses. In the future the Medline Core may be serviced by two rail stops. In a broad sense the Medline Core should become an employment center within a walkable community served by transit. Retail should be incorporated within mixed use buildings and developments. Single-use, stand-alone retail is discouraged. In addition the area is suitable for research and development facilities and high density senior facilities.
- B. **Density:** A density of 60 is permitted in the Medline Core Area. This is consistent with the Town Center character area of the comprehensive plan. High density senior buildings should be near medical offices, DeKalb General Hospital campus and shopping districts. Senior residential towers are

best suited in areas where they do not dominate the views of single family homes or create proportions that are out of scale with adjacent single-family homes.

- C. **Building Height:** Permitted height of new buildings within the Medline Core is 5-stories tall, 3-story minimum with the exception of research and development. Taller buildings are permitted if useful open space is provided and if buffers are provided to protect adjacent single-family homes. Any development along the western edge of Jordan Lane should not exceed three stories.

### 2. Area B - Tuxworth Blackmon

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

mon Area is 2 stories.

### 3. Area C - Medlock Plaza

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

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

- A. **Uses:** Mixture of low intensity health service, office, and Townhouse.
- B. **Density:** A maximum density of 12 dwelling units per acre is preferred in the

Church/lower Medlock Area.

- C. **Building Height:** A maximum of 3 stories is the preferred height of buildings, for the Church/lower Medlock Area.

**5. Area E – 1. Jordan Lane  
(along Lawrenceville Highway)**

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

**6. Area E – 2. Jordan Lane**

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

**7. Area F - Larry Lane**

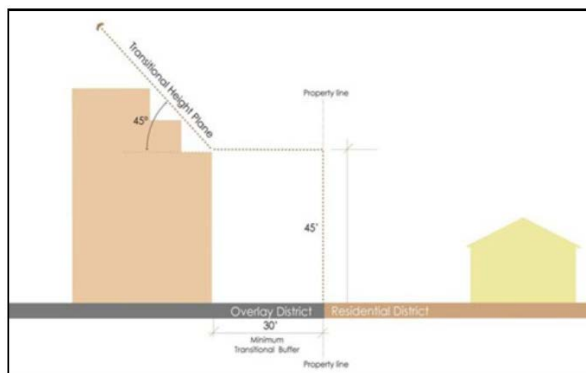
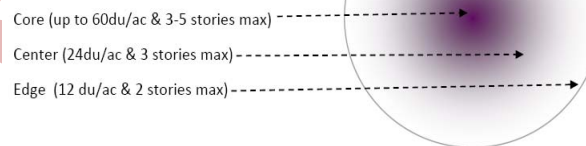
- A. **Uses:** This area should retain the commercial development on the northern side of Scott Boulevard in a high intensity traffic corridor. The frontage on Scott Boulevard is not particularly deep and it adjoins a

stable single family neighborhood that should remain intact. Therefore development in the area should be concentrated along Scott Boulevard and transition down in scale and intensity towards the adjacent residential community.

- B. **Density:** A maximum density of 24 dwelling units per acre is preferred in the Larry Lane Area.
- C. **Building Height:** A maximum of 2 stories is allowed.

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

Preferred Density Concept



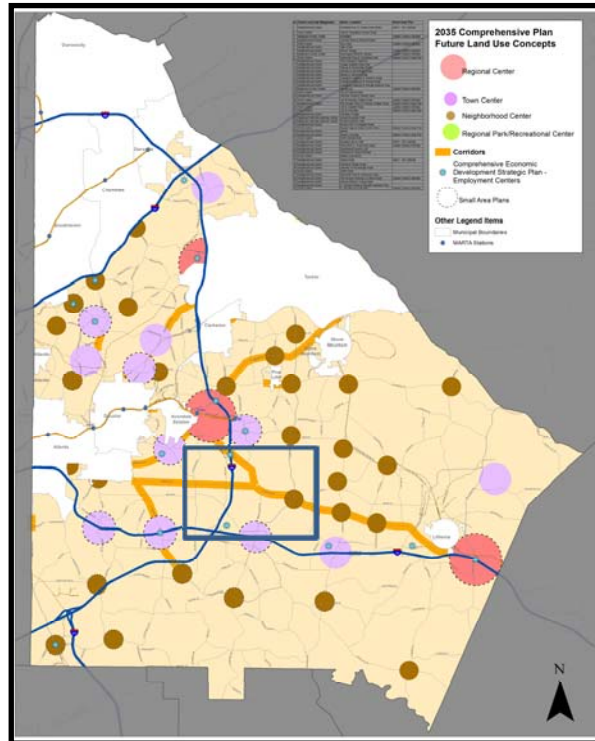
## DENSITY RINGS

This concept shall be encouraged for the Medline Activity Center. The purpose for density rings is to develop high intensity projects while protecting single family neighborhoods. The highest intensity of development is located at the core of the activity center. Intermediate densities are established at a lower intensity than the core. An additional edge or outer ring is established to provide the final transitional height and intensity of development, prior to reaching the single family residence.



## Wesley Chapel Activity Center

Location: Northern portion of the county.  
Commission Districts 3  
Super District 7  
Small Area Plan (SAP): Wesley Chapel LCI Plan  
Implementation Tool: I-20 Overlay District

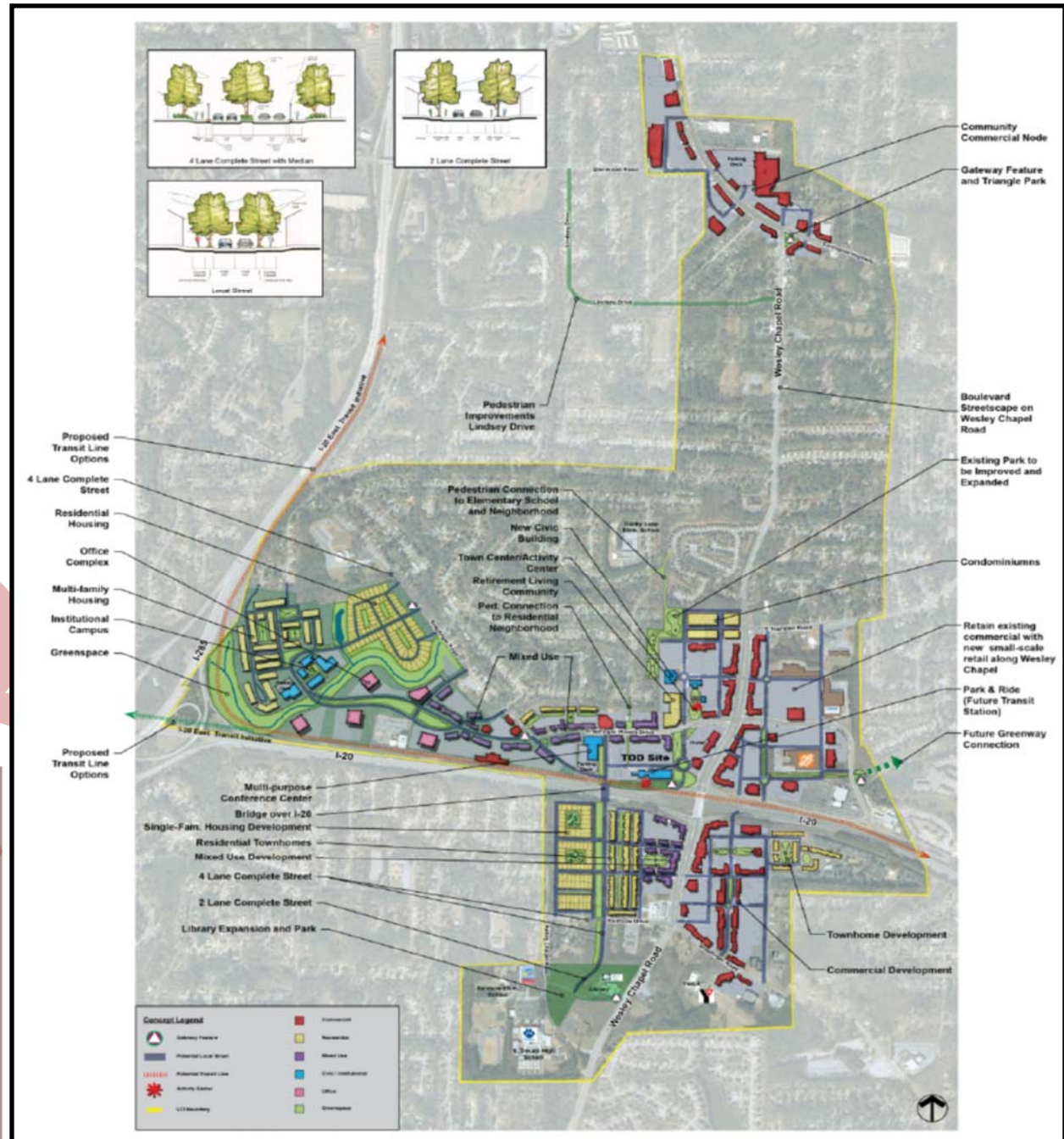


The Wesley Chapel Activity Center derives from the Wesley Chapel Livable Centers Initiative (LCI) Study. The core of the study is the nexus of Interstate 20 and Wesley Chapel Road. Some of the goals of the plan:

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

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

Refer to the Wesley Chapel LCI Plan for more details.



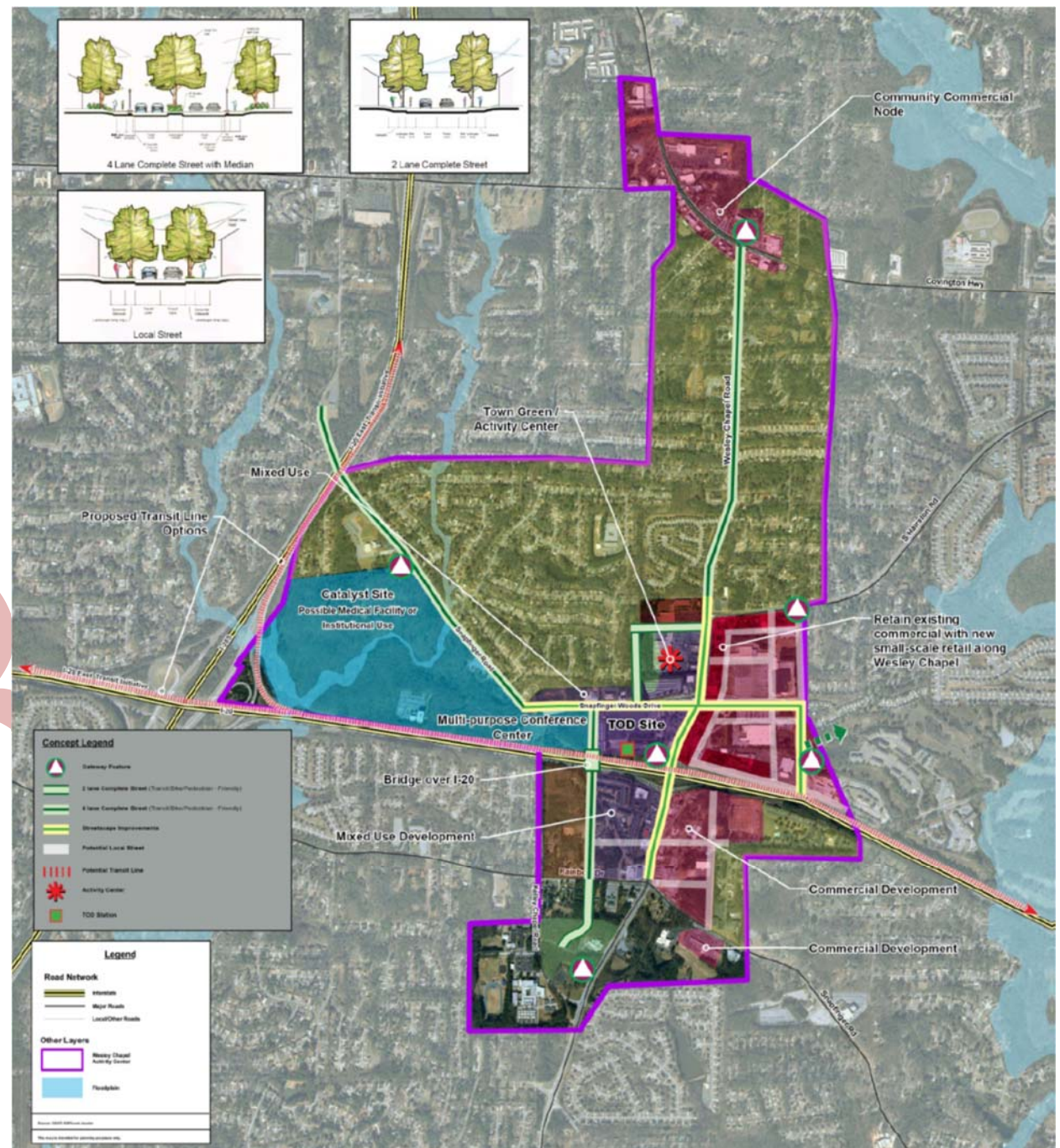


## Wesley Chapel Land Use Development Guidelines

Sub-Area Districts	Primary Land Use	Density (du/ac)	Building Height (max)
Community Commercial Node (Neighborhood Center)	Retail, Commercial, Office, Apartments	24 Dwelling Units/Acre	3 Stories
Town Center Activity Center	Mixed Use, Retail, Commercial, Civic, Education, Office, Apartments	60 Dwelling Units/Acre	6 Stories
Catalyst Site Node @ I-285 & I-20	Mixed Use, Retail, Commercial, Entertainment, Office, Civic, Athletics, Parks & Rec	8 Dwelling Units/Acre	8 Stories
Suburban (along Wesley Chapel)	Single Family Residential, Parks	8 Dwelling Units/Acre	2-3 Stories

### Wesley Chapel Activity Center Policies

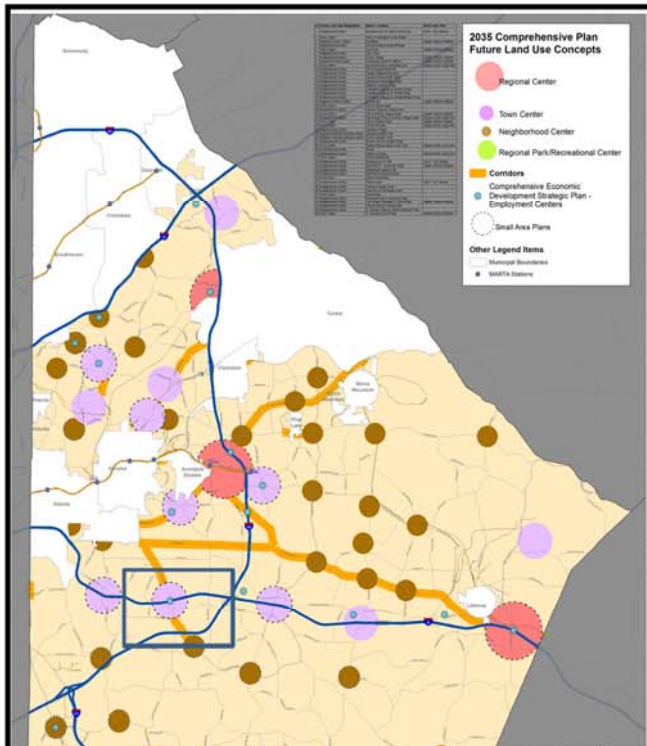
- I. **Lifelong Communities** – ensuring that design captures the needs of young, old, and everyone in between by promoting multimodal access, diverse housing options, and desirable community spaces.
- II. **Multimodal Transportation Investments** - Provide improvements for vehicle, pedestrian, and other ways of getting around.
- III. **Green Communities Standards** – reducing energy consumption through more efficient building design and land use choices, and pursuing new opportunities for energy production.
- IV. **Public Private Partnerships** – Encourage an air of collaboration between public and private partnerships.





## Candler Activity Center

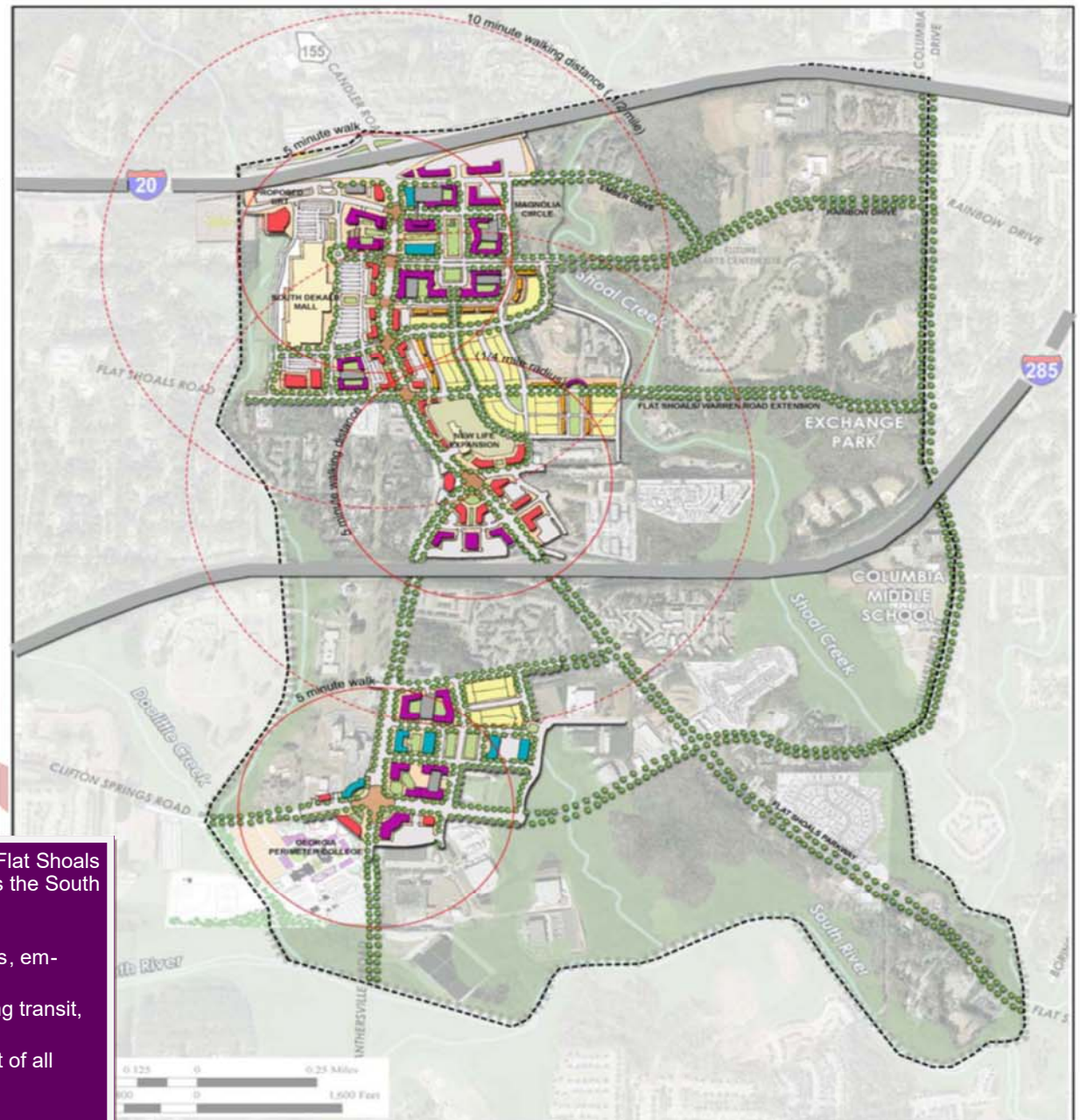
Location: Northern portion of the county.  
 Commission Districts 3  
 Super District 7  
 Small Area Plan (SAP): Candler Road Flat Shoals LCI Plan  
 Implementation Tool: I-20 Overlay District



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

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

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

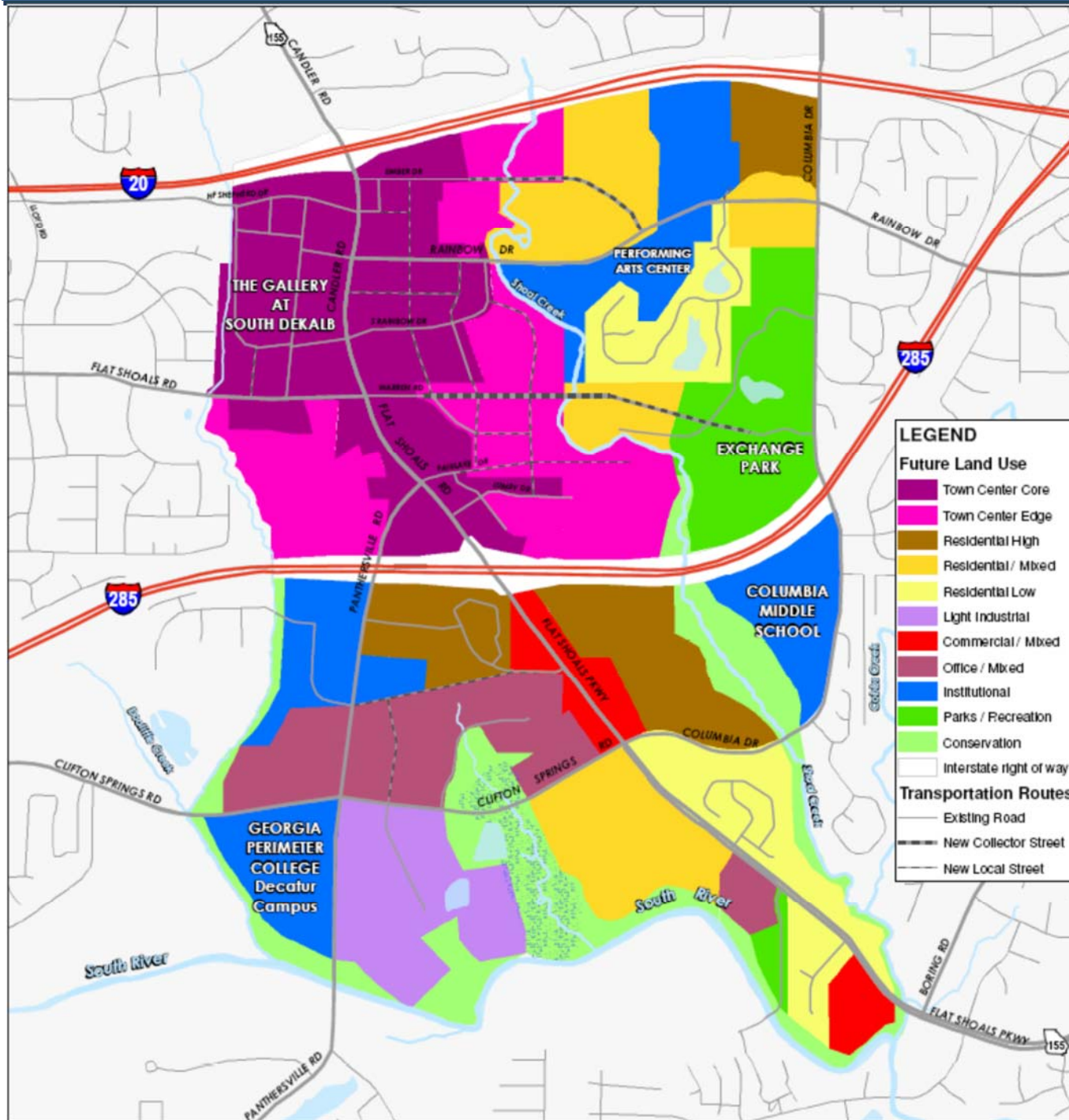


SPACES/ PARKS	MIXED USE	DECKS
PLAZAS	RETAIL/ COMMERCIAL	MULTI FAMILY - T HOMES
	OFFICE	SINGLE FAMILY

### TOWN CENTER MASTER PLAN

CANDLER ROAD FLAT SHOALS PARKWAY LCI





## Sub-Area Policy Guidelines

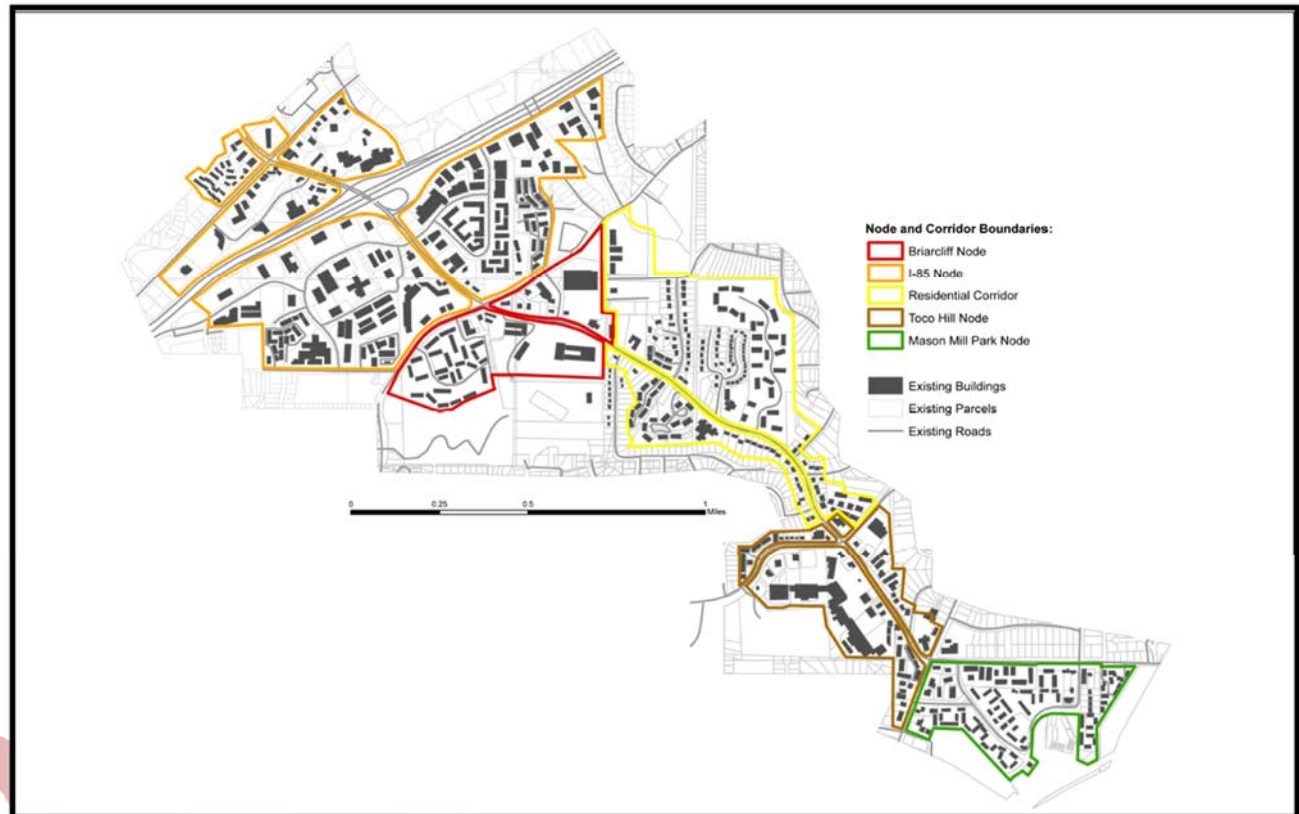
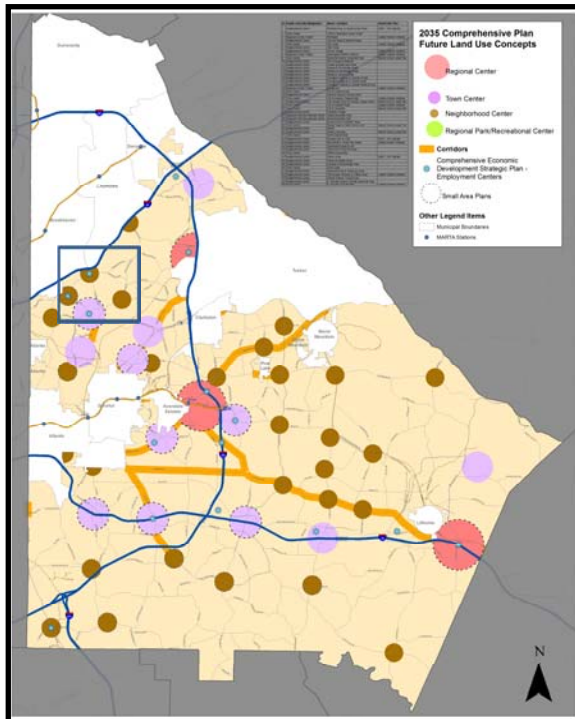
<b>Town Center Core</b>	Use: Compact high density mixed use Density Max: 60 dwelling units/acre Building Heights: 4-6 Stories 80% Commercial/ Office; 20% Residential
<b>Town Center Edge</b>	Use: Compact high density mixed use Density Max: 45 dwelling units/acre Building Height: 3-5 Stories 70% Commercial/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

Candler Road Flat Shoals Parkway LCI



## North Druid Hills Activity Center

Location: Northern portion of the county.  
Commission District 2  
Super District 6  
Small Area Plan (SAP): North Druid Hills LCI Plan



### Land Use Development Policy Guidelines

Land Use Node	Primary Uses	Density	Building Height (max)	Lot Coverage
<b>Briarcliff Node</b>	Residential, Office, Commercial, Institutional, Civic, Lodging	24 Dwelling Units/Acre	4 Stories	70% Commercial/Office 20% Residential 10% Greenspace
<b>I-85 Node</b>	Residential, Office, Commercial, Institutional, Civic, Lodging	60 Dwelling Units/Acre	8 Stories	15% Commercial/Office 75% Residential 10% Greenspace
<b>Toco Hills Node</b>	Residential, Office, Commercial, Institutional, Civic, Boutique Lodging	45 Dwelling Units/Acre	4 Stories	5% Commercial/Office 10% Residential 85% Greenspace
<b>Mason Mill Node</b>	Residential, Office, Commercial, Institutional, Civic, Lodging	24 Dwelling Units/Acre	4 Stories	
<b>Residential Corridor</b>	Single-Family Residential	8 Dwelling Units/Acre	2 Stories Max	100% Residential

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

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

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

ILLUSTRATIVE MASTER PLAN MAP (BRIARCLIFF NODE)



ILLUSTRATIVE MASTER PLAN MAP (TOCO HILL NODE)



ILLUSTRATIVE MASTER PLAN MAP (INTERSTATE 85 NODE)



ILLUSTRATIVE MASTER PLAN MAP (MASON MILL PARK NODE)





## Belvedere Activity Center

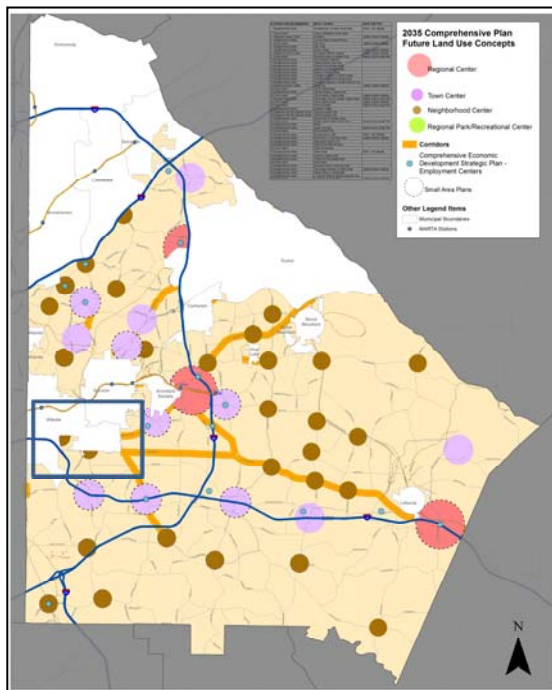
Location: West Central portion of the county.

Commission District: 3

Super District 6 & 7

Small Area Plan (SAP): Belvedere Master Active Living Plan (MALP)

Implementation Tool: Stonecrest Overlay District

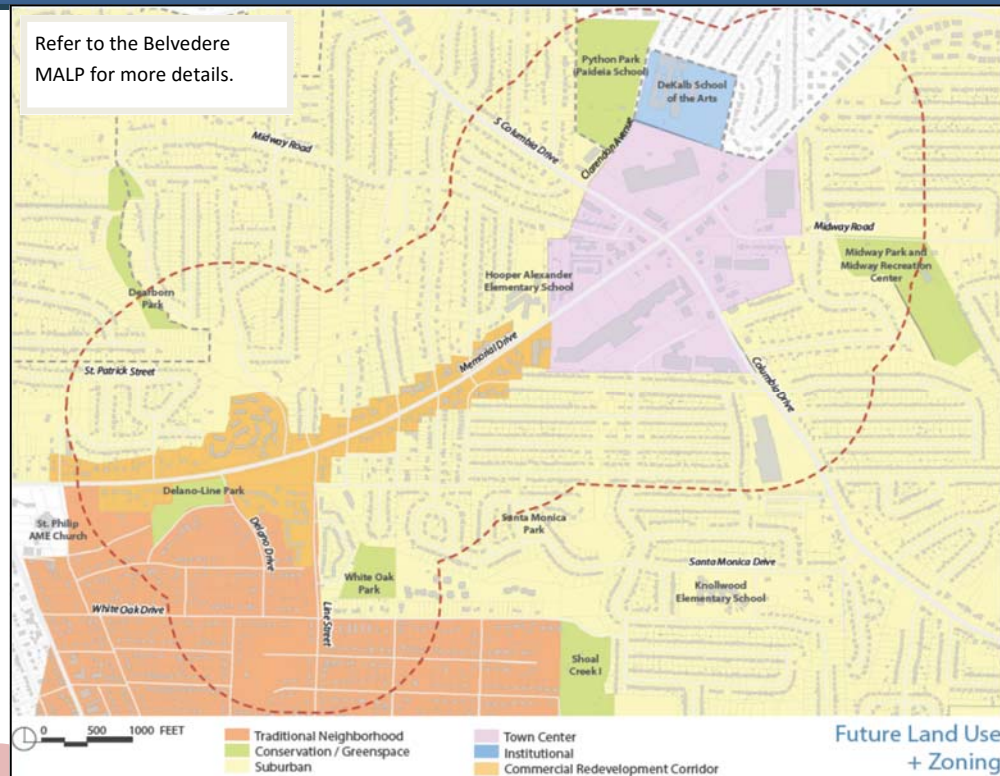


**The Plan:** The Belvedere Activity Center derives from the Belvedere Master Active Living Plan (MALP). The goal of the MALP process is to improve the integration of physical activity into the daily routines of DeKalb County residents.

**Recommendations:** This plan identifies 17 projects that can help the community overcome physical barriers and encourage active lifestyles. Three major initiatives can guide the way: the creation of a multi-use trail connecting the study area's parks, improvements to the walkability of Columbia Drive, and the redevelopment of Belvedere Plaza. By creating a more walkable, pedestrian-oriented environment, DeKalb County can position the Belvedere Study Area for desirable future redevelopment.

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

Refer to the Belvedere MALP for more details.



## Columbia Drive



*The redevelopment of the Belvedere Plaza Shopping Center has the potential to begin a transformation of the walkability and character of the area's streets and corridors.*

## Land Use Development Guidelines

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



# Belvedere Activity Center Policies

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

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

## 2. Connectivity

- a) **Block Faces** - limit to a maximum of 600 linear feet.
- b) **Bike Parking** - Require off-street bicycle parking at a minimum of 1 bicycle parking space for every 10 vehicular spaces provided.
- c) **Bike Parking Location** - Bicycle parking is to be provided in a safe, accessible and convenient location in relation to the pedestrian entrances of the uses that the parking is provided for.
- d) **Curb Cuts** - Prohibit from being located within 100 feet from any other curb cut.
- e) **Pedestrian Walkways** - A minimum width of 5 feet connecting parking lots or parking decks to the adjacent sidewalks, open spaces and building entrances is required.
- f) **Public Sidewalks and Landscaped Zones** - Locations are required to be along both sides of all streets.
- g) **Utilities** - All utilities are to be developed underground.
- h) **Pedestrian Access** - Access to all sidewalk

level uses and business establishments with public or private street frontage are required to be directly accessible and visible from the sidewalk adjacent to such street and shall remain unlocked during business hour for non-residential uses.

- i) **Pedestrian Entrances** - See *Belvedere MALP for details*.
- j) Prohibit **cul-de-sacs**.
- k) **Gated Entry** - Prohibit gates and security arms from crossing any public street or sidewalk.
- l) **Allowed Density Bonus** - I) providing new streets and new on-street parking; II) developments with smaller block sizes; III) development with transit or bus station areas.
- m) **Driveways** - See Belvedere MALP for more details.
- n) **Curb Cuts** - Require curb cuts and driveways intersecting with arterials and collectors to be designed as public streets.
- o) **Sidewalk Paving** - Paving - See MALP
- p) **Pedestrian Ways** - Allow pedestrian ways to be used to satisfy block connectivity or block area regulations.
- q) **Pedestrian Bridges** - Prohibit pedestrian bridges and tunnels when located above or below public streets.
- r) **Façade** - Require all buildings to have their primary façade directly fronting and facing a public or private street.
- s) **Driveway Curb Cuts** - Widths are required to be a maximum of 24 feet for -way entrances and 12 feet for 1-way entrances.

## 3. Open Space

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

## 4. Building Design

- a) **LEED** - Analysis required for developments 50,000 square feet or larger.
- b) **Showering Facilities** - Office buildings containing over 50,000 square feet of gross office space is required to provide showing facilities for tenants and employees.
- c) **Façades** - Building façades greater than 100 continuous feet in horizontal length are required to include a variety in façade treatment such as materials, textures, colors and/or window and door patterns.

5. **Parking** - Refer to the Belvedere MALP.

## 6. Urban Agriculture

- a) Definition - Permitted use that occupies less than 1 acre for the production of food or horticultural crops to be harvested, sold, or donated.
- b) General Uses - Includes, but not limited to, home, kitchen, and roof gardens.
- c) Farm Uses - Include and not limited to community gardens, community-supported agriculture, market gardens, and private farms.
- d) May be principal or accessory use.
- e) Limited sales and donation of fresh food and/or horticultural products grown on site may occur on site, whether vacant or improved, but sales may not occur within a dwelling unit.
- f) Sale of food and/or horticultural products from the use may occur between the hours of 6a.m. and 8p.m.
- g) Sales, pick-ups, and donations of fresh food and horticultural products grown on-site are permitted.

## 7. Inclusionary Zoning -

- a) Permit mixed income housing developments through a voluntary, incentive-based density bonus throughout various zoning districts in

the county.

- b) A percentage of the dwelling units are targeted to income levels at or below 80% of Area Median Income (AMI) and developed according to an approved preliminary site plan.
  - c) Participation is voluntary and not required.
  - d) Permit bonus densities for participation.
  - e) Set-aside of affordable units exceeding 25% of the total number of units in the development.
8. **Complete Streets** - See the *Belvedere MALP Study and the DeKalb County Transportation Plan*.
9. **Compatibility to MR, HR, & MU Zoning** - Refer to the details in the Belvedere MALP Study.

## Redevelopment Guidelines

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

### 1. Lot Layout + Building Placement

- a) Buildings should be sited close to streets with active ground floor uses and pedestrian amenities that will help strengthen pedestrian connections.
- b) Primary driveway entrances or street connections should have building frontage “built-to-street” with parking located behind the building to create pedestrian-oriented streets.
- c) Outparcels should be located to front along primary driveways at intersections with adjacent corridors.

- d) Buildings should be oriented with windows and main entrances facing streets. Loading areas and other facilities should be screened from view of the main vehicular and pedestrian connections.

### 2. Mixed Use Development

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

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



Belvedere Plaza - Phase 1: Partial Redevelopment



Belvedere Plaza - Phase 2: Adjacent Redevelopment





## Covington Highway Activity Center

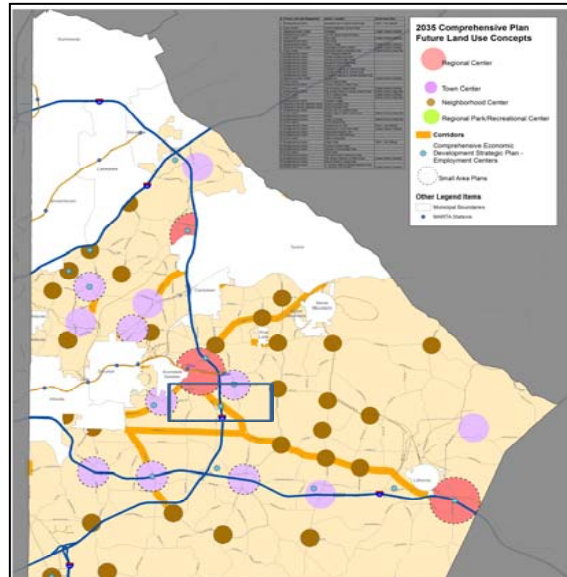
Location: Central portion of the county.

Commission District: 3, 4, and 5

Super District 6 & 7

Small Area Plan (SAP): Covington Highway Master Active Living Plan (MALP)

Implementation Tool: Stonecrest Overlay District



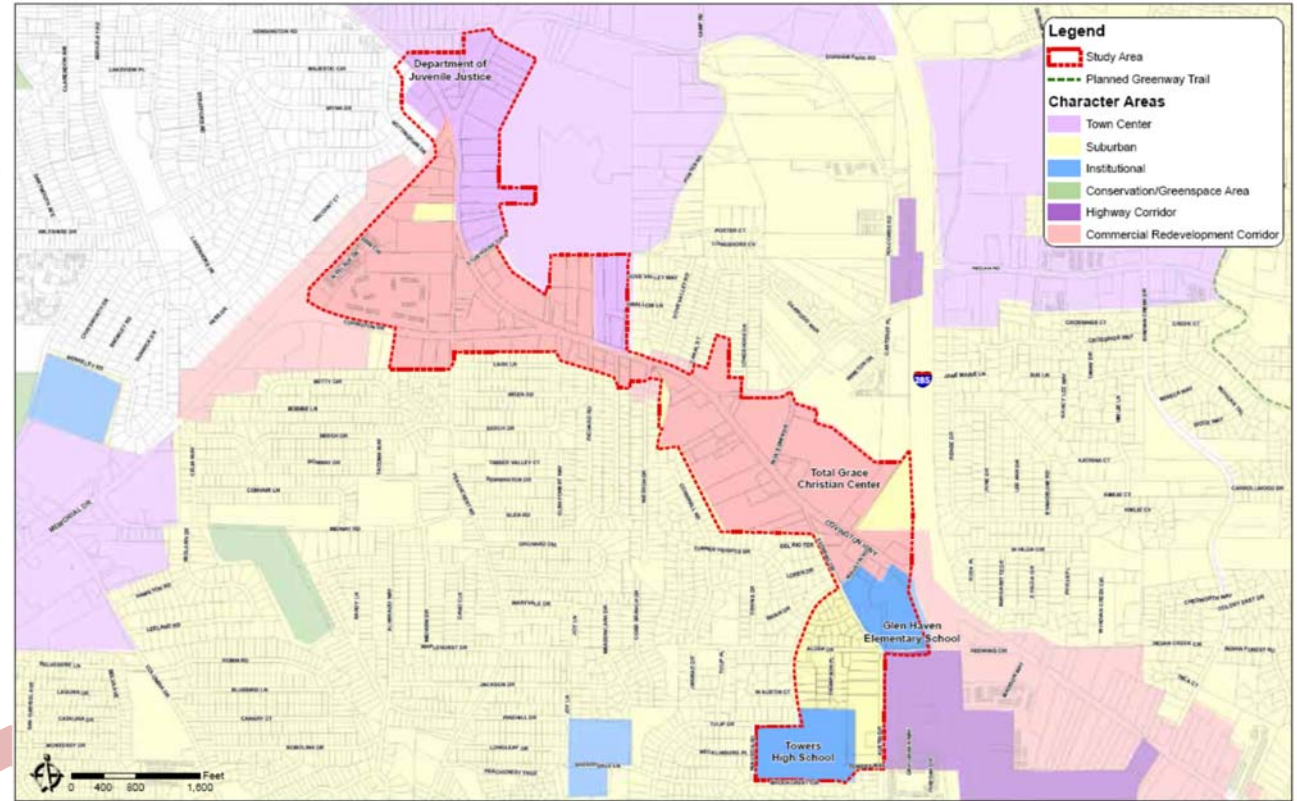
**The Plan:** The Covington Highway Activity Center derives from the Covington Highway Corridor Master Active Living Plan (MALP). The goal of the MALP process is to improve the integration of physical activity into the daily routines of DeKalb County residents.

**Recommendations:** This master plan is intended to be a proactive, community-based vision and blueprint for the Covington study area that will improve public health by achieving the following goals:

- Improving bike/pedestrian connections
- Encouraging mixed use development

These goals, along with community-specific aspirations that emerged from the public outreach process, have been instrumental in guiding the plan for the Covington study area.

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



### Land Use Development Guidelines

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



# Covington Highway Activity Center Policies

## A. Visioning Concept

Specifically, the land use vision calls for directing growth into walkable centers that can serve as focal points for nearby areas. Due to its large size, it is not feasible to expect the study area to have a single identity. However, by establishing different centers based on access, environmental factors, and location, it is possible to create a framework that can accommodate the range of development patterns desired by stakeholders. Envisioned activity centers along the corridor include:

- The **southern center**, which is the area between Redan Road and I-285. This area focuses on redevelopment of large underutilized commercial properties and old apartment complexes into a higher-density, mixed-use village center.
- The **middle center**, which is the area around Covington Drive and Midway Road. It is envisioned as a neighborhood center with neighborhood serving commercial and mixed residential.
- The **northern center**, which is the area around the Memorial Drive/Covington Hwy intersection that close to the Kensington MARTA station. It redeveloped, this area should feature transit-oriented development with a variety of uses.

These centers will be connected by an improved multi-modal Covington Hwy and a better connected transportation system around it.

### 1. **Encourage redevelopment of vacant and underutilized commercial properties**

In areas with vacant lots, dilapidated structures, parking lots, or otherwise underutilized properties, infill development should be constructed to follow the land use and urban design principles recommended by this study.

### 2. **Create public parks/open spaces with active uses in new development and potential**

## public improvement projects

Parks or open space could include but not be limited to:

- Playground
- Community garden
- Walking trails
- Sport courts
- Rest area

### 3. **Provide appropriate transitions between higher-density development and existing single-family neighborhood**

#### B. Urban Design Recommendations

#### 1. **Require good urban design standards that promote health**

Basic elements of urbanism should be required for all new developments to facilitate pedestrian activity. These include:

- a) Buildings built close to the street.
- b) Buildings face the sidewalks with doors, windows, and active uses.
- c) Areas between the building and the street should be used for pedestrian purposes, such as outdoor dining, merchandise display, plazas, or landscaping.
- d) Inter-parcel connectivity with alleys, streets and paths should exist in a way that promotes walkability both for access and exercise
- e) Parking to the side or rear of the building.
- f) Pedestrian scaled signs.
- g) Do not build gated communities surrounded by fencing, or private streets that do not connect to surrounding streets.

#### 2. **Architectural Standards** - Support architectural standards that allow a variety of styles, but require good design

#### 3. **Public Safety** - Incorporate Crime Prevention through Environmental Design (CPTED) Principles

#### 4. **Parks and Open Space** - Incorporate parks and open spaces into existing areas and new development.

#### 5. **Parks and Development** - Encourage an appropriate relationship between parks and adjacent development.

- a) New development adjacent to public spaces should front them with doors, windows, and walkways.
- b) Parking, loading zones, dumpsters, or similar uses should be minimized and hidden from view in these areas.
- c) New, publicly-accessible streets should be created to separate parks from new development where feasible.

#### 6. **Recreation Facilities** - In the design of parks and open spaces provide facilities like paths, running tracks, playgrounds, sports courts, and drinking fountains

#### 7. **Farmers Market** - Provide a location for "Saturday morning" farmer's market.

#### 8. **Stormwater** - Encourage the creation of shared stormwater facilities and those integrated into parks.

#### 9. **Social Services** - Encourage child care centers, adult day care centers and in-home nursing care providers.

#### 10. **Community Facilities** - Promote the creation of community facilities, including health services, that are pedestrian and/or transit accessible.

New community facilities should be located in areas where they are accessible

- a) to people without cars. Placing them in areas served by transit and quality pedestrian access will maximize their use.
- b) Plant shade trees along sidewalks and pedestrian walkways

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



Higher-density, mixed land uses must be well designed to have a positive impact on Covington Hwy corridor



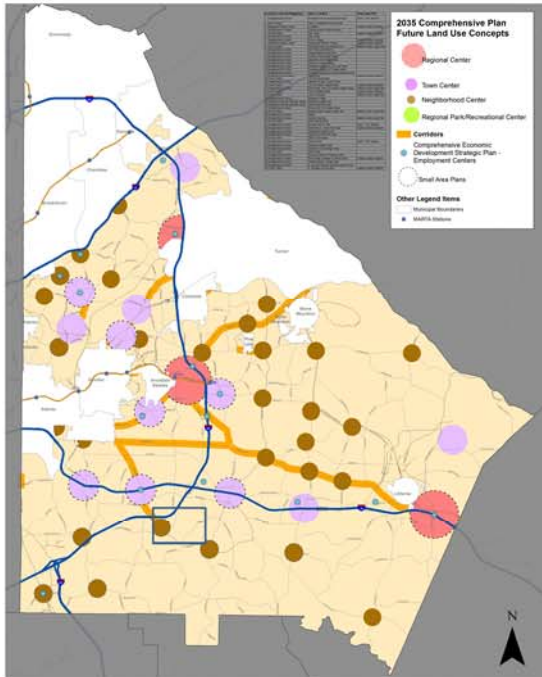
## Flat Shoals Activity Center

Location: South portion of the county.

Commission District: 3

Super District 7

Small Area Plan (SAP): Flat Shoals Parkway Master Active Living Plan (MALP)

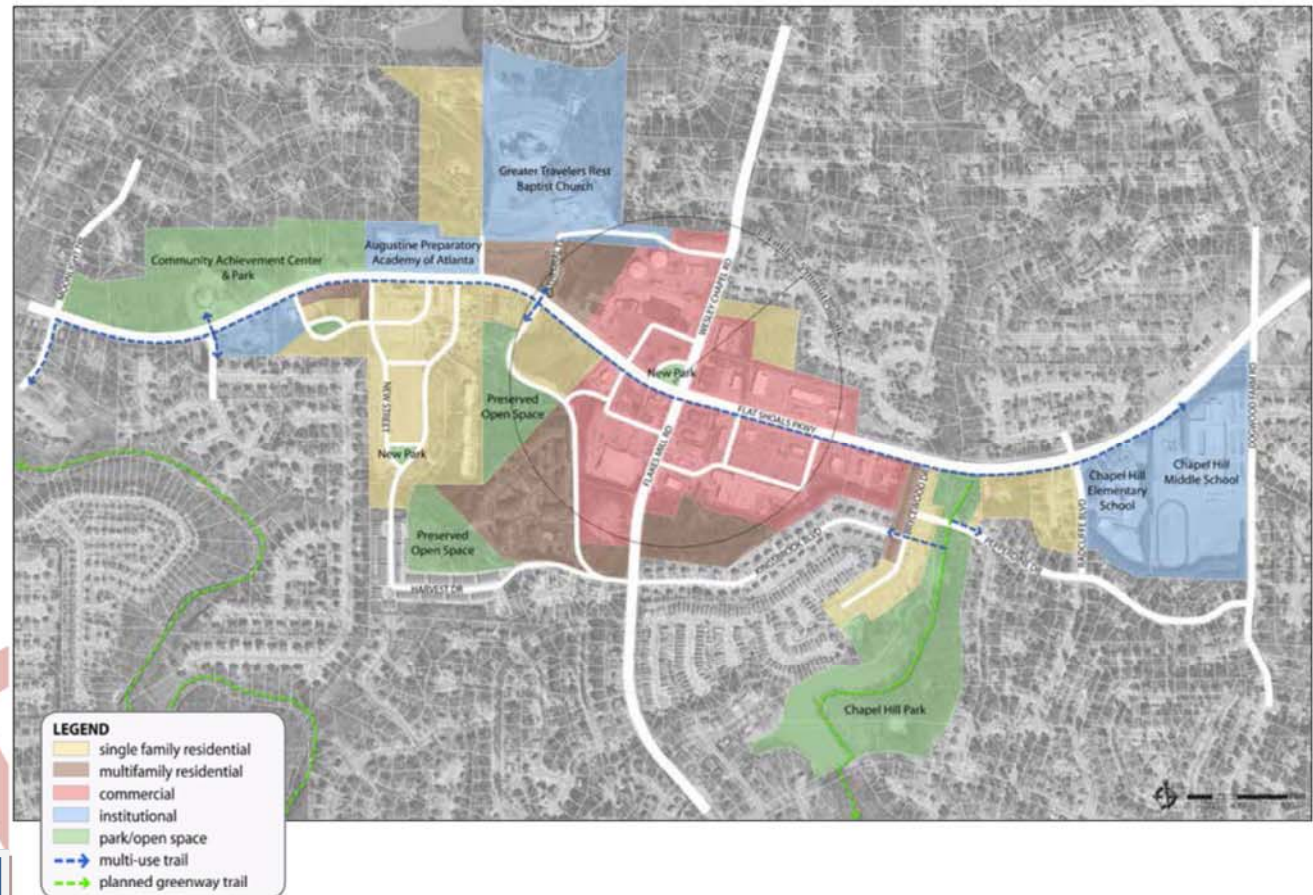


**The Plan:** The Belvedere Activity Center derives from the Belvedere Master Active Living Plan (MALP). The goal of the MALP process is to improve the integration of physical activity into the daily routines of DeKalb County residents.

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

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

## Framework Plan



Land Use	Primary Use	Max. Bldg. Height
Single-family Residential	Single-family	3 floors
Multifamily Residential	Multifamily, townhouses	5 floors
Commercial	Retail, offices, hotels	1 to 2 floors
Mixed Use	Housing, offices, hotels, retail	5 floors
Park/Open Space	Public/private parks or open spaces	-



# Flat Shoals Activity Center Policies

## A. Land Use

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

## B. Urban Design

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

## C. Transportation

1. Ensure that the transportation system is bal-

anced between vehicular and non-vehicular access and circulation opportunities

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

## D. Housing & Economic Development

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



*Parks should be designed to be open and active*



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



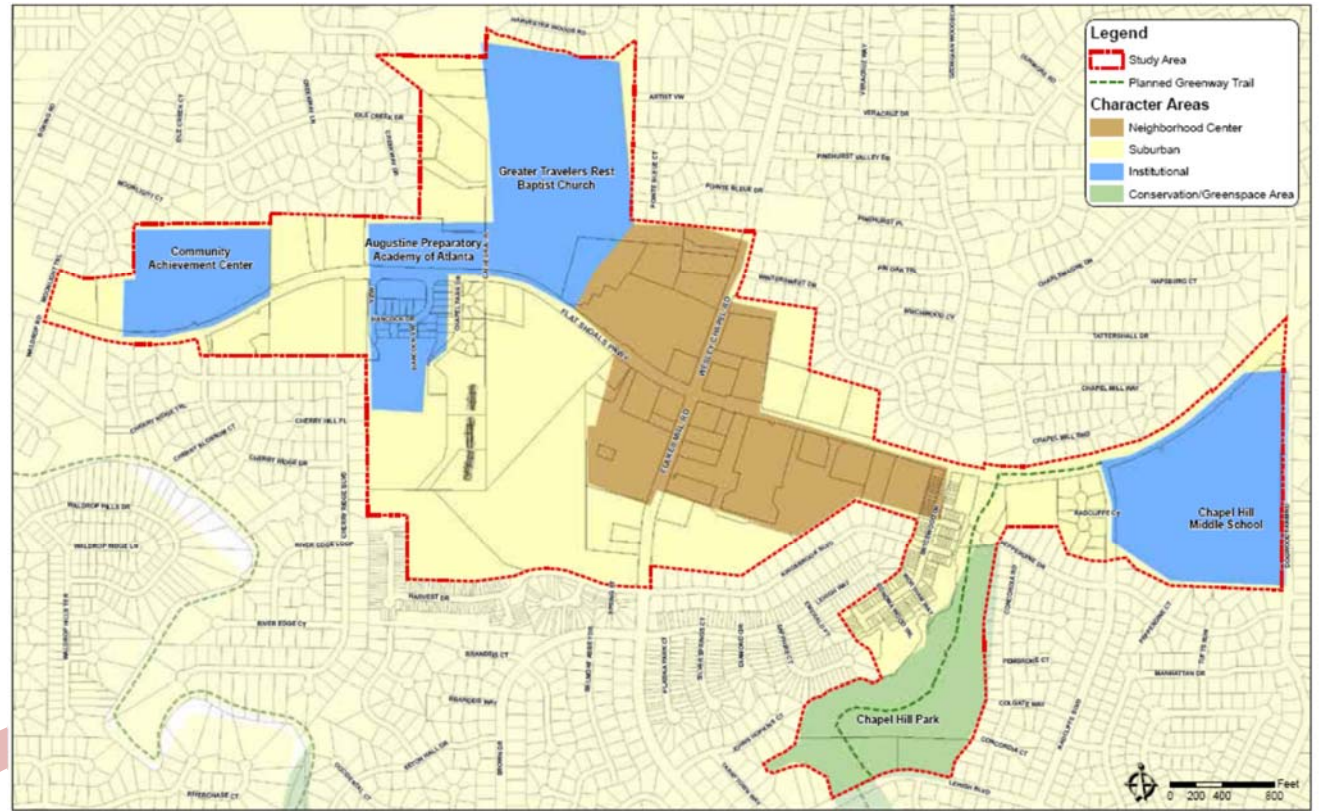
Alley



Height transitions



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



## Land Use Development Guidelines

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



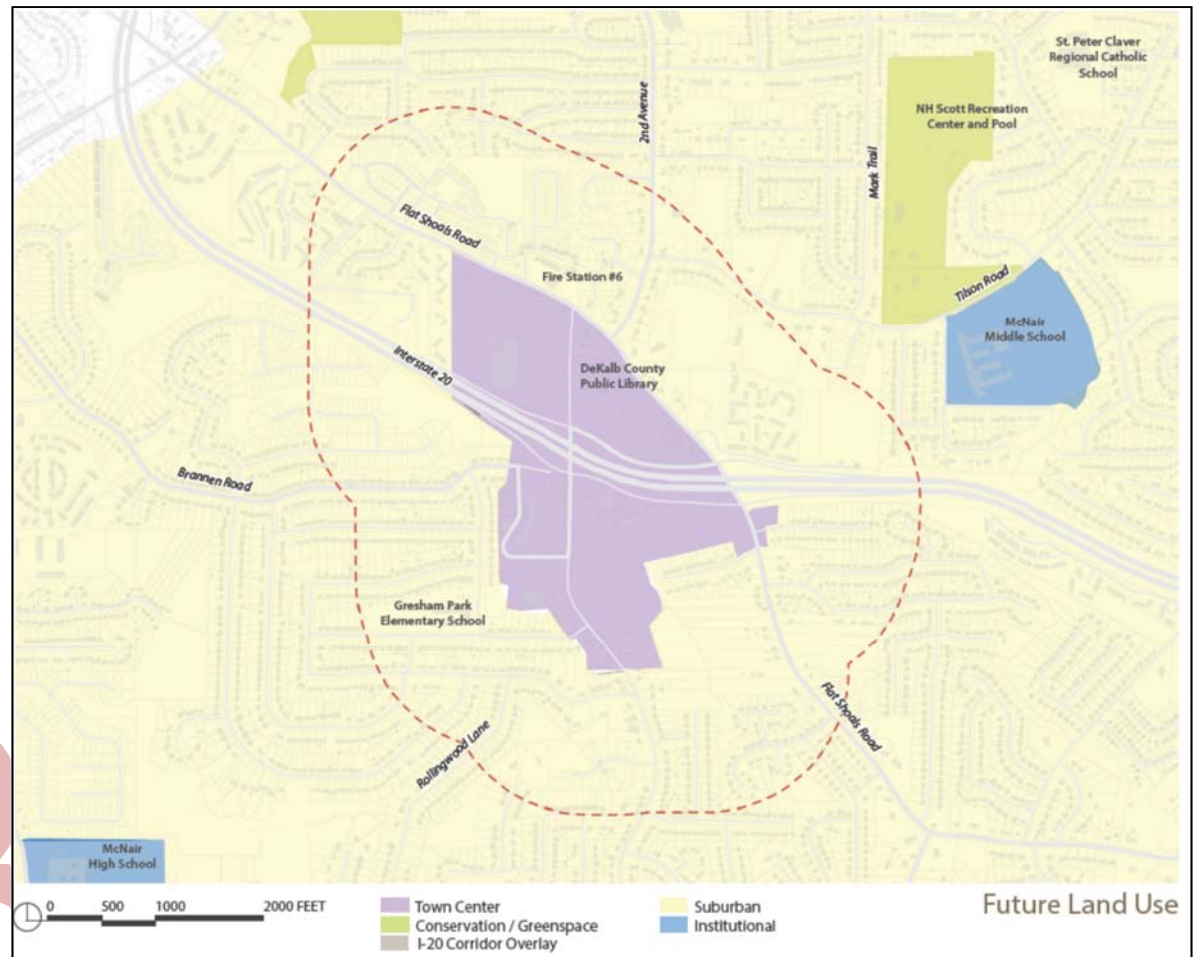
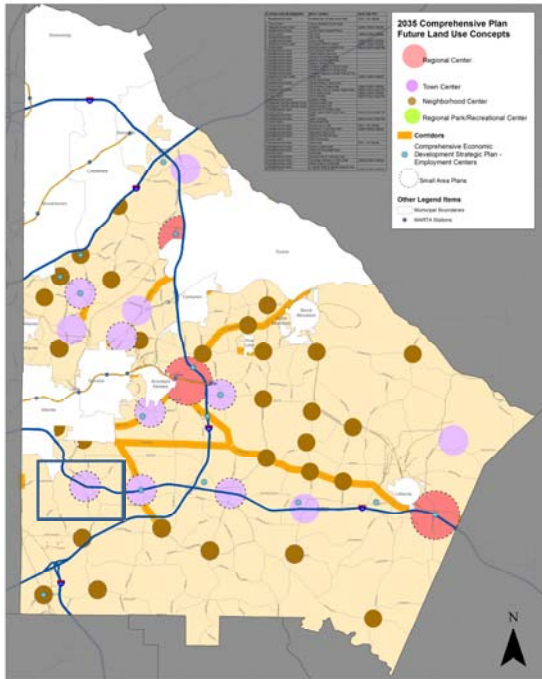
## Gresham Activity Center

Location: South West portion of the county.

Commission District: 3

Super District 6

Small Area Plan (SAP): Gresham Road Master Active Living Plan (MALP)



### Design Guidelines (see Gresham MALP)

- **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 Development Guidelines

Land Use Node & Character	Primary Uses (abbreviated)	Density	Building Height	Lot Coverage
Town Center	Mixed Use, Retail, Restaurants, Office, Civic Areas, Trails, Amphitheatre, Hotels	Core 60 du/ac Outer 24 du/ac	Core: 3- 5 Stories Outer: 1-2 Stories	70% Commercial/Office 20% Residential
Conservation / Greenspace	Pocket Parks, Nature Trails, Golf Courses, Playground,	N/A	1 story for park and recreational facilities	
Suburban	Single Family detached, Townhomes, Senior Facilities, Institutional Uses.	8 du/ac	Single Family: 1-2 stories Townhomes: 2-3 stories	



# Gresham Activity Center Policies

## I. Gresham Development Concept: North

### A. Wal-Mart Outparcels

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

### B. Potential BRT Station

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

### C. Flat Shoals and I-20

1. Extend new east-west street from Flat Shoals Road to Tilson Road, creating multi-modal connectivity between McNair Middle School/ Mark Trail Park and the Gresham Road area.
2. Potential new greenway and open space along existing creek to provide a place for multi-use trail and public recreational areas.
3. Development to include a mix of housing transitioning from multifamily near Flat Shoals Road and the future BRT Station, to single-family to the east.

## II. Gresham Development Concept: South Gresham Redevelopment (West)

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

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

## III. Gresham Redevelopment (East)

A. **Connectivity** - Extend new east-west streets between Gresham Road and Flat Shoals Road to increase overall connectivity.

B. **New Streets** - Encourage the extension of new street south from BRT interchange to maximize north-south access across I-20.

C. **Open Space** - Protect green space along stream corridors and extend trail access along them.

D. **Planned Street Connections** - Provide inter-connectivity between developments in the form of the planned street connections stubbed out for future connectivity

## Redevelopment Guidelines

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

## 1. Lot Layout + Building Placement

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

## 2. Mixed Use Development

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

## Connectivity and Block Structure Illustration



Gresham Development Concept: North



Gresham Development Concept: South



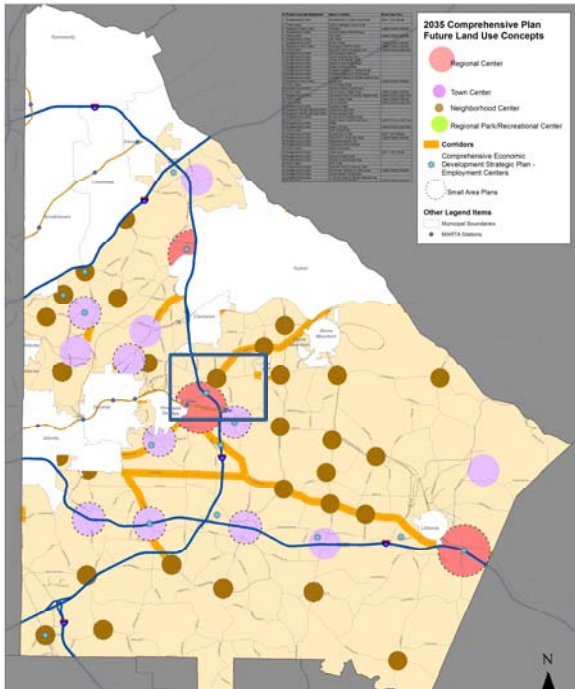
## Indian Creek Activity Center

Location: South East portion of the county.

Commission District: 3

Super District 6 & 7

Small Area Plan (SAP): Indian Creek MARTA Station Master Active Living Plan (MALP)

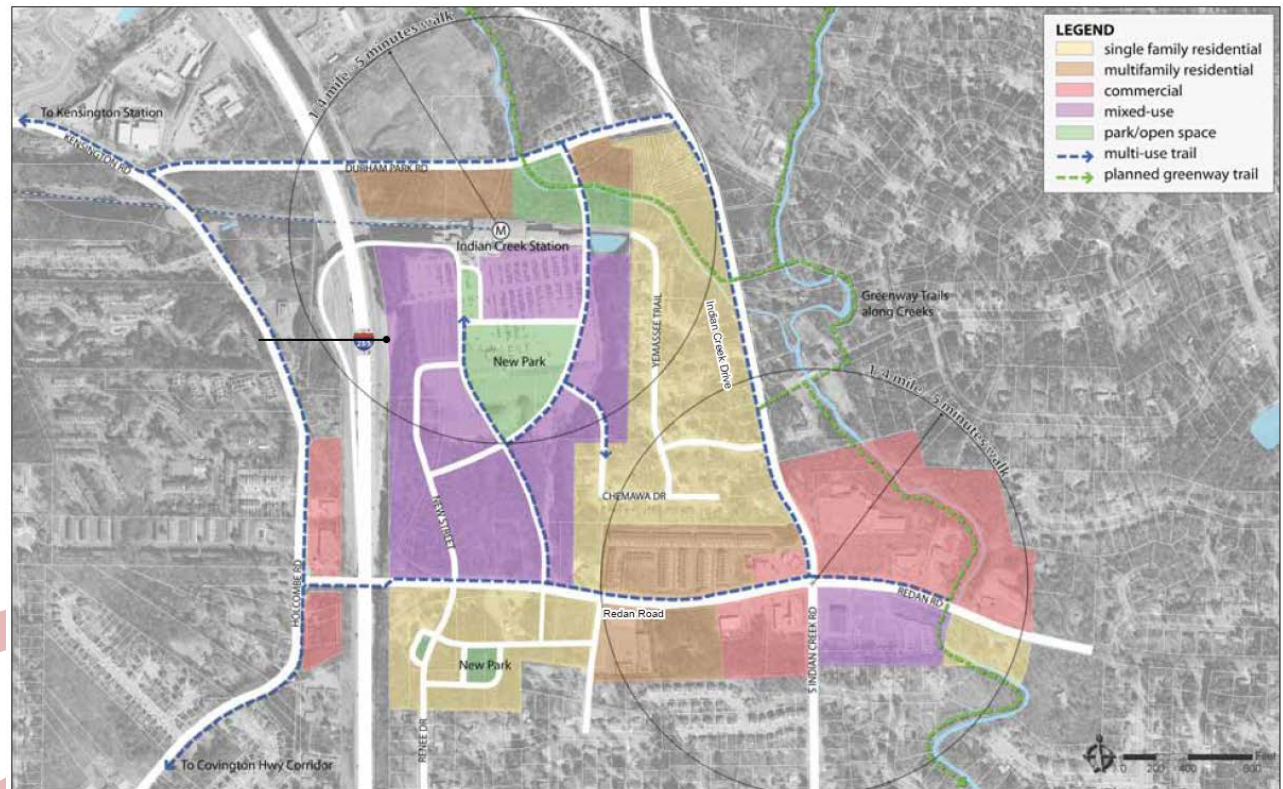


The Plan: The Indian Creek Activity Center derives from the Indian Creek MARTA Station Master Active Living Plan (MALP). The goal of the MALP process is to improve the integration of physical activity into the daily routines of DeKalb County residents. The Indian Creek MARTA station, is the core of the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

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

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

## Indian Creek Framework Plan



### Land Use Development Guidelines

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



# Indian Creek Activity Center Policies

## A. Land Use

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

## B. Urban Design

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

## C. Transportation

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

## D. Housing & Economic Development

1. Encourage a mix of housing types and price points.

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

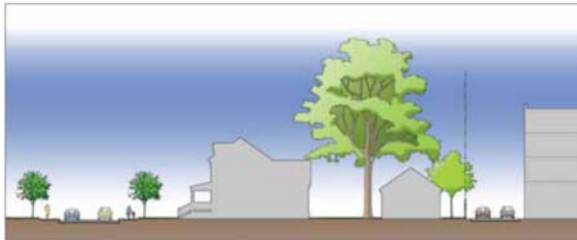


*An inclusive one story house with zero-step entrance at front*

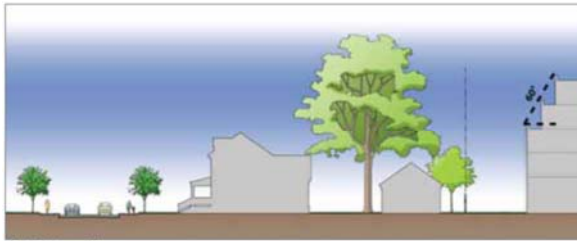


*An example of mixed housing types in a healthy community*

Study Area Concept Plan



Alley

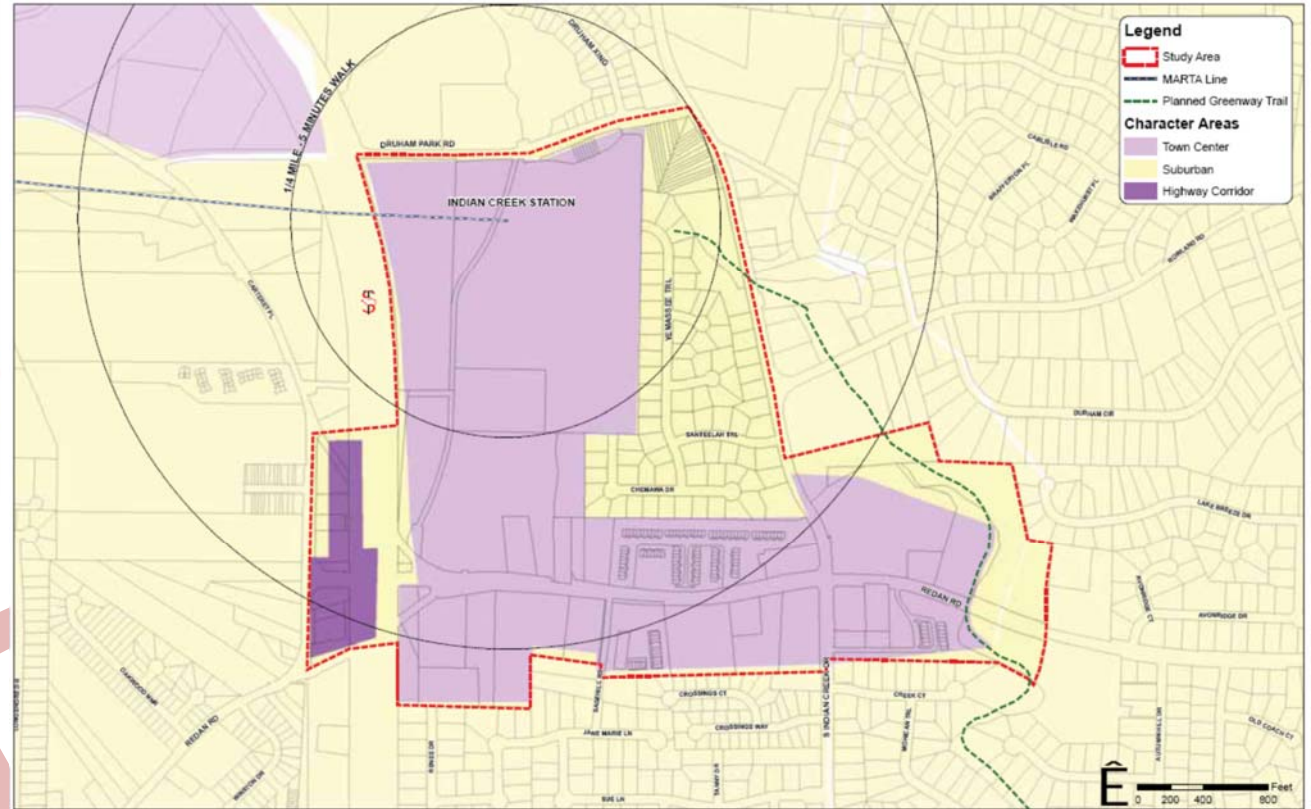


Height transitions



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

## Future Land Use / Character Areas



### Land Use Development Guidelines

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



## Panola/Salem Activity Center

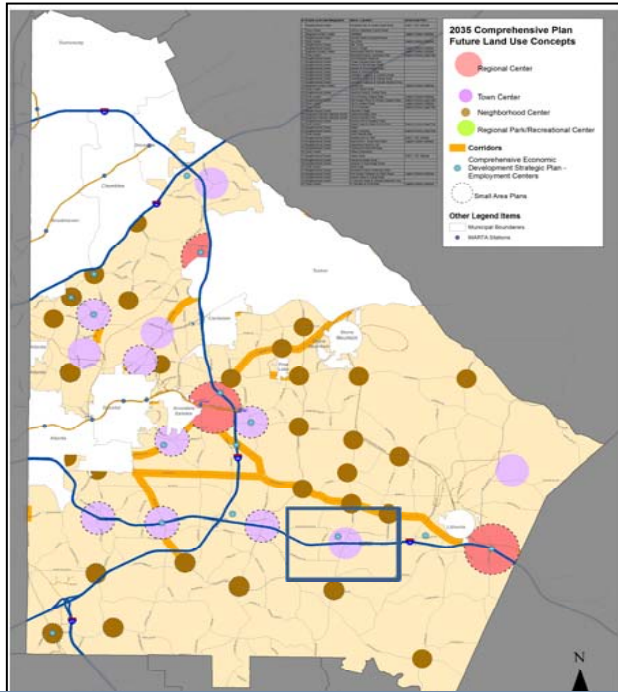
Location: South East portion of the county.

Commission District: 5

Super District 7

Small Area Plan (SAP): Panola / Salem Road Master Active Living Plan (MALP)

Implementation Tool: Stonecrest Overlay District



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

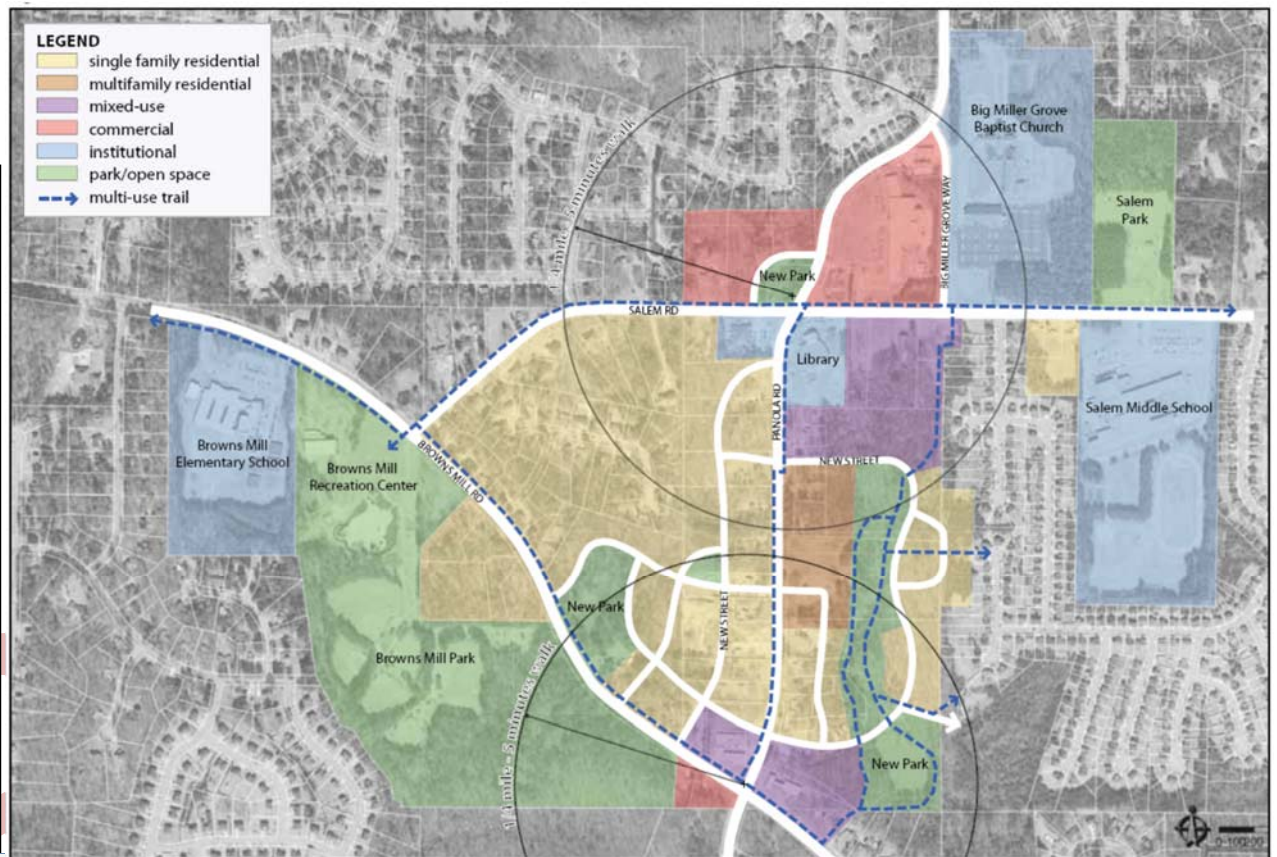
**Recommendations:** This master plan is intended to be a proactive, community-based vision and blueprint for the Covington study area that will improve public health by achieving the following goals:

- Improving bike/pedestrian connections
- Encouraging mixed use development

These goals, along with community-specific aspirations that emerged from the public outreach process, have been instrumental in guiding the plan for the Covington study area.

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

## Panola/Salem Framework Plan



Land Use	Primary Use	Max. Bldg. Height
Single-family Residential	Single-family	3 floors
Multifamily Residential	Multifamily, townhouses	3 floors
Commercial	Retail, offices, hotels	1 to 2 floors
Mixed Use	Housing, offices, hotels, retail	3 floors
Park/Open Space	Public/private parks or open spaces	-



# Panola/Salem Activity Center Policies

The plan envisions a mixed-use node at the intersection of Salem Road and Panola Road. The node includes a green space that could have a performance space and a farmers market that serves as a gathering space for the community. The area surrounding the green should have restaurants, medical facilities, and exercise facilities that promote a healthy lifestyle. The Food Depot site is shown redeveloped with commercial buildings lining the streets to create a walkable environment. All of the following policies are derived from the recommendations of the Panola/Salem Road Master Active Living Plan (MALP).

## A. Land Use

1. Implement the vision in the Framework Plan
2. Provide appropriate transitions between new development and existing neighborhoods.
3. Increase housing options, including senior and affordable units.
4. Encourage the creation of a multi-purpose open spaces.

## B. Urban Design

1. Good urban design standards should promote health
2. Architectural standards should allow a variety of styles, but require good design
3. Incorporate Crime Prevention through Environmental Design (CPTED) Principles (see the Panola/Salem Road MALP for details).
4. Incorporate parks and open spaces into existing areas and new development.
5. Encourage an appropriate relationship between parks and adjacent development.
6. In the design of parks and open spaces, provide facilities like paths, running tracks, playgrounds, exercise equipment, sports courts, and drinking fountains.
7. Encourage the creation of shared stormwater

- facilities and those integrated into parks.
8. Encourage child care centers, adult day care centers and in-home nursing care providers
9. Promote the creation of community facilities, including health services, that are pedestrian accessible.
10. Plant shade trees along sidewalks and pedestrian walkways of new development.
11. Encourage the relocation of overhead utilities to underground wherever feasible.

## C. Transportation

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

## D. Housing & Economic Development

1. Encourage a mix of housing types and price

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



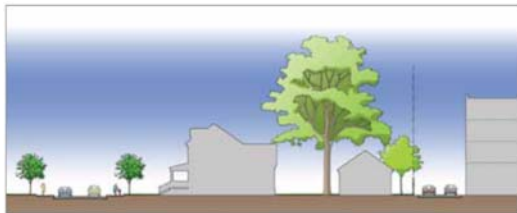
*A farmer's market could be established within a new park, or even an existing parking lot*



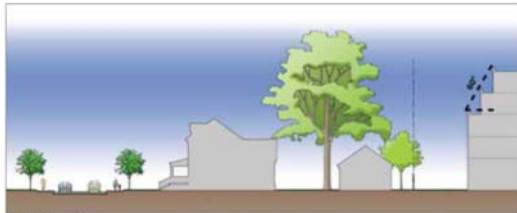
*Minimizing dead-end streets provides pedestrian connectivity and supports multi modal travel.*

## Future Land Use / Character Areas

Study Area Concept Plan



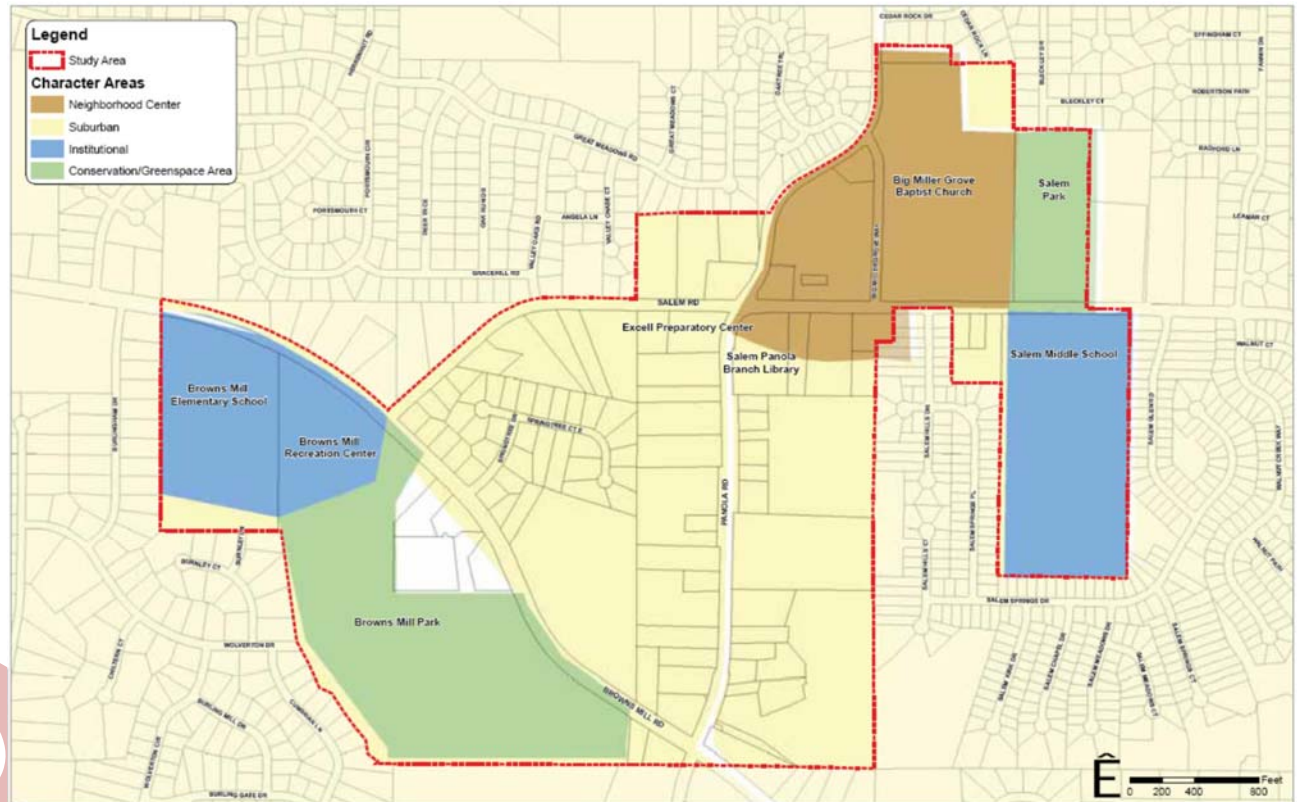
Alley



Height transitions



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



## Land Use Development Guidelines

Land Use Node & Character	Primary Uses (abbreviated)	Density	Building Height (max)	Lot Coverage
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Conservation / Greenspace	Pocket Parks, Nature Trails, Golf Courses, Playground, Bike & Ped Paths, Golf	N/A	1 story for park and recreational facilities	
Suburban	Single Family detached, Townhomes, Senior Facilities, Institutional Uses.	8 du/ac	Single Family: 1-2 stories Townhomes: 2-3 stories Senior Facilities: 2-3 stories	





## Implementation



### Planning Process Policies

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

### Planning Process Strategies

1. **Outreach Techniques**—Use innovative participation and marketing techniques to increase public awareness.
2. **Support Neighborhoods**—Promote the creation of and support existing community and neighborhood organizations.
3. **Media**—Work with the media to distribute planning materials and inform the public about planning related activities in the county.
4. **Public Meetings**—Hold public meetings at various venues throughout the county, to support cases as needed.
5. **Frequency of Amendments**—Revise the re-zoning and land use designation process to reduce the number of changes.
6. **Programs**—Establish a DeKalb County Community Planning Participation program.
7. **Speakers Bureau**—Create a Speakers Bureau to engage the public in the planning process.
8. **Staff Resources and Development**—Provide adequate staffing, training and equipment for the effective delivery of planning and development services.

#### Land Use Amendment (LUA) Process

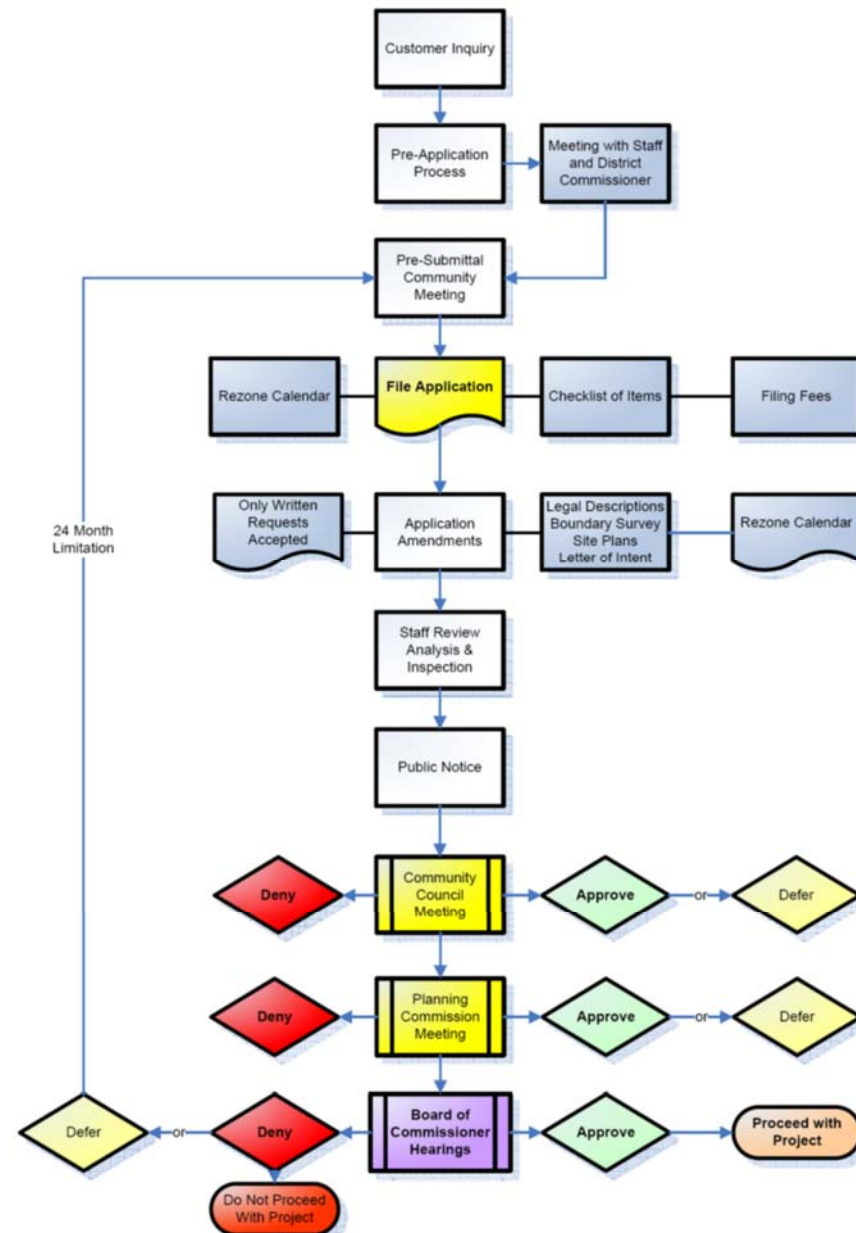
1. Purpose for LUA
2. Rezone Calendar
3. Pre-Application Meeting
4. File Application / Intake
5. Preliminary Analysis and Public Notice
6. Community Council
7. Planning Commission
8. Board of Commissioner Hearing



## DeKalb County Planning and Development Department



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



## Supplemental Policy Guidelines

### Workforce Housing Density Bonus

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

1. **Density Bonus** - In projects using the Workforce Housing Density Bonus, at least 20% of the total dwelling units (rounded up) must be reserved for households between 61% to 105% of median income for the Atlanta metropolitan area.
2. **Reserved Units** - The reserved units must be of compatible quality and appearance to the other units in the development. In large developments, every effort shall be made to mix the designated workforce housing units among the remaining units to avoid economic segregation.
3. **Rental Housing** - When supplying rental housing, the applicant must, through a restrictive covenant, deed restriction, bylaws of the subdivision association, mortgage or property deed clause, or other method acceptable to the County, satisfactorily guarantee that designated affordable rental housing units, permitted under this density bonus, remain reserved for eligible households for a period of at least 12 years, or for some other time period as determined by the County.
4. **Homeownership Units** - All reserved dwelling units which are intended for home ownership shall be sold only to qualified workforce wage (moderate income) buyers. No further restrictions shall apply to the future sale of such homes unless required by the provisions of associated subsidized financing programs.
5. **Proof of Guarantees** - Proof of such guarantees must be submitted and /or recorded for all units (both rental and home ownership) prior to the permitting of any additional units in excess of that permitted by the underlying land use category.
6. **Qualifying Households** - Definitions of qualifying households (moderate income households) shall be determined by the U.S. Department of Housing and Urban Development and shall be adjusted annually or as appropriate.
7. **Water and Sewer** - 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. **Compatibility** - Any density increase shall be compatible with existing, proposed, or planned surrounding development. Compatible densities need not be interpreted as "comparable" or "the same as" surrounding developments, if adequate provisions for transitioning to higher densities is required and met by, but not limited to, such means as buffering, setbacks, coordinated architectural devices and graduated height

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.

## Supplemental Policy Guidelines

### Development Standards for Neighborhood Commercial Uses

**A. Standards** - The following standards which will apply to all retail, office and other neighborhood serving commercial uses are:

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

**B. Location** - The location of neighborhood serving commercial uses shall be limited to appropriate intersections as defined, so as to facilitate the determination of areas within which neighborhood

serving commercial uses may, and may not, be expected to develop in the future, and to maintain the vehicular capacity of public roads by discouraging linear ("strip") neighborhood serving commercial development and the multiple access points which accompany such linear neighborhood serving commercial development. Neighborhood Commercial uses shall be:

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

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



## Community Work Program (CWP)

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

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

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

## Report of Accomplishments

### Key to Terminology:

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

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

Items that are **Postponed** are still priorities for the community, and have been carried over into the new

5-Year reporting period for this Comprehensive Plan Update.

Items that are **Cancelled / Not Accomplished** will not be carried over into the new 5-Year reporting period for this

Comprehensive Plan Update. Generally, these are items that are broad policy statements or routine city operations, and they have been identified appropriately as such.

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Bolster drug treatment programs offered in the county.		X			
2. Expand existing teen pregnancy prevention programs; encourage drop-out prevention programs.		X			
3. Develop a Mothers Offering Resources and Education (MORE) - program to address infant mortality in South DeKalb.	X				
4. Expand a Refugee Services program (additional physician, more interpreters) to address health disparities.	X				
5. Expansion of Board of Health's clinical service hours in South and East DeKalb to improve healthcare access to under- and uninsured County citizens.	X				
6. Expansion of existing immunization and school health programs for indigent, underinsured and uninsured children attending DeKalb County Public Schools.	X				
7. Conduct small area studies to help fight against obesity, under the Board of Health's Master Active Living Plan		X			
8. Expand existing services for senior citizens.					

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2017	2018	2019	2020	2021		
1. Bolster drug treatment programs offered in the county.	Board of Health					X	Undetermined	County
2. Expand existing teen pregnancy prevention programs; encourage drop-out prevention programs.	Board of Health					X	Undetermined	County
3. Conduct small area studies to help fight against obesity, under the Board of Health's Master Active Living Plan	Board of Health					X	2.66 Million	CDC



Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Develop, adopt, and fund an annual curb installation and maintenance plan and schedule for regular maintenance of sidewalks, curbs, and crosswalks. For Historic Districts and sites use materials as recommended by the Historic Preservation Commission.		X			
2. Prepare a 15 year plan to upgrade, maintain, and repair corrugated metal drainage pipe and catch basins.		X			
3. Create a 15 year Bridge Renewal Fund to maintain and repair bridges suffering from rust, erosion, lead paint, and age such as those at Flat Shoals near Candler Road and Clifton Church, and the bridge where Montreal Road crosses Stone Mountain Freeway.		X			
4. Maintain, mill, patch, and resurface county roadways rated above 32		X			
5. Construct sidewalks as set forth in the Public Works Infrastructure C.I.P. plan.		X			

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2017	2018	2019	2020	2021		
1. Develop, adopt, and fund an annual curb installation and maintenance plan and schedule for regular maintenance of sidewalks, curbs, and crosswalks. For Historic Districts and sites use materials as recommended by the Historic Preservation Commission.	Roads & Drainage					X	1,000,000	County
2. Maintain, mill, patch, and resurface county roadways rated above 32	Roads & Drainage					X	Undetermined	County
3. Prepare a 15 year plan to upgrade, maintain, and repair corrugated metal drainage pipe and catch basins.	Roads & Drainage					X	Unspecified Amount	Water /Sewer CIP

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Implement the Peavine Creek Watershed Study and encourage other communities to initiate through DeKalb County to participate in watershed studies.		X			Implementation being conducted under the existing Consent Decree Program
2. Replace aging water and sewer lines each year.		X			Being accomplished via Operations & maintenance program
3. Upgrade of Scott Candler Filter	X				
4. Replacement of Snapfinger		X			Expected completion: December 2020
5. Work with Fulton County to alleviate problems stemming from the Ful-		X			



Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2017	2018	2019	2020	2021		
1. Water Meter Replacement Program	DWM-Operations				X		\$11,999,049	Bond Funded Project
2. Waterline Replacement, Groups 2 and 3 (Flakes Mill)	DWM-CIP (Mellonee Rheams)	X					\$5,643,225	Bond Funded Project
3. Sanitary Sewer Television – Sonar Inspections General Areas	DWM-CIP (Darren Eastall)		X				\$3,154,925	Bond Funded Project
4. Scott Candler Water Treatment Clearwell & PS Improvement Project	DWM-CIP (Lauren Hart)		X				\$1,874,526	Bond Funded Project
5. Stonecrest Sanitary Sewer System Improvements Lithonia No. 1 Pump Station Project	DWM-CIP (Darren Eastall, Lauren Hart)		X				\$15,500,000	Bond Funded Project
6. PASARP Sewer Assessment for Sewer Group No. 1	DWM-CIP (Darren Eastall)		X				\$4,980,160	Bond Funded Project
7. PASARP Sewer Assessment for Sewer Group No. 2	DWM-CIP (Darren Eastall)		X				\$4,650,472	Bond Funded Project
8. PASARP Sewer Assessment for Sewer Group No. 3	DWM-CIP (Darren Eastall)		X				\$5,639,018	Bond Funded Project
9. Redan and Wesley Chapel Ground Tank Painting	DWM-CIP (Arjen Bootsma)			X			\$ 1,456,025	Bond Funded Project
10. Consent Decree Program Management Services	DWM-CIP (Darren Eastall, Lauren Hart)			X			\$ 14,865,616	Bond Funded Project
11. Snapfinger Advanced Wastewater Treatment Facilities Expansion – PH II	DWM-CIP (Wendell Brown)					X	\$187,869,380	Bond Funded Project
12. New Electrical Substation for Snapfinger Plant	DWM-CIP (Wendell Brown)					X	\$ 4,214,602	Bond Funded Project
13. Snapfinger – 12KV MV Main Switchgear Project	DWM-CIP (Wendell Brown)					X	\$ 1,951,456	Bond Funded Project
14. City of Atlanta – RM Clayton/UV System Replacement	DWM-CIP & Atlanta DWM	TBD					\$111,394,560	Bond Funded Project

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. As part of a Comprehensive Transportation Plan, establish a sidewalk priority plan for DeKalb County.		X			An ongoing priority sidewalk list has been compiled and maintained by Transportation.
2. Continue developing the traffic calming program and Guidelines for areas experiencing speeding and cut through traffic.	X				
3. As part of a Comprehensive Transportation Plan, create a plan for and implement intersection Improvements County wide including but not limited to signalization, turn lanes, pedestrian safety upgrades, resurfacing, and signage.	X				The Transportation Plan was completed and approved by the Board of Commissioners May 2014. Please see the list of projects located within the CTP.

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2017	2018	2019	2020	2021		
1. 2014 Transportation projects. Three tiers of unincorporated DeKalb County projects were created. Please refer to list of projects in the recommendations report located in the Transportation plan. <a href="http://www.dekalbtransportationplan2014.com">www.dekalbtransportationplan2014.com</a>	Transportation/Planning					X	Undetermined	DeKalb County State Federal
2. North Druid Hills Bridge Replacement (scoping phase)	Transportation					X	\$80,000	STP Urban Local
3. SR 42 (Moreland Avenue) Scoping Study	Transportation					X	\$200,000	STP Urban Local
4. Covington Trails & Kensington MARTA Station Road Diet Scoping Study	Transportation					X	\$100,000	STP Urban Local
5. SR 8 (Lawrenceville Highway) Pedestrian and Bicycle Alternatives Study	Transportation					X	\$150,000	STP Urban Local
6. South River Trail – Phase V – ROW Phase	Transportation					X	\$550,00	TAP Urban Local
7. South River Trail – Phase V – Construction Phase	Transportation					X	\$1,400,000	TAP Urban Local
8. South River Multiuse Trail – Scoping Phase	Transportation					X	\$65,000	TAP Urban Local
9. Clifton Corridor Bicycle and Pedestrian Study	Transportation					X	\$125,000	TAP Urban Local
10. Develop a strategic plan for Transit-Oriented Development in the I-20 East Corridor	Planning & Sustainability					X	\$1,600,000	FTA MARTA Local



Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Develop resident associations and Neighborhood Watch Programs in apartment complexes and public housing which meet regularly with the police to determine problems and develop solutions.	X				Each precinct has a Public Education Specialist that facilitates interaction between PD and communities.
2. Prepare a countywide policing plan. Improve and expand Community Policing and neighborhood law enforcement efforts.	X				The department utilizes a community-oriented approach along with intelligence-led policing analysis to achieve a cohesive strategy in crime reduction efforts.
3. Determine the need for additional police precincts (Tucker Precinct under construction) and/or mini-precincts in the Center Precinct (Toco Hills, funded and seeking site in FY 2000), North Precinct (Buford Hwy/Peachtree Road budget request FY 2001) and East precinct.				X	North Precinct cancelled due to incorporation. A new East Precinct is currently in the planning phase with a private business partner.

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Sources
		2017	2018	2019	2020	2021		
Initiate LPR program	Police	X					\$800,000	Forfeiture, General
Purchase Enhanced 911 software	Police	X	X					Forfeiture, General, 911 user fees
Construct Property Room	Police				X		\$3.1 million	General/CIP/ SPLOST/Forfeiture
Construct Special Operations facility and hangar	Police				X		\$3.5 million	General/CIP/ SPLOST/Forfeiture
Build new Training Academy	Police					X	\$25 million	General/CIP/ SPLOST/Forfeiture
Build new East Precinct	Police			X				

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Fire Station 10 renovation	<b>X</b>				
2. Complete the implementation of DeKalb Fire Service's five-year Capital Improvement Program that began June 1996. Station #3, Clarendon Avenue, is scheduled for replacement. Six stations require major renovations/remodeling. Develop and implement a revised plan to include CIP's for fire stations, apparatus and existing facility renovations.		<b>X</b>			
3. Determine the need for additional fire stations.		<b>X</b>			
4. Update and revise Mutual/Automatic Aid agreements with all neighboring jurisdictions.		<b>X</b>			



Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2017	2018	2019	2020	2021		
1.Fire Station #3 1776 Derrill Drive, Decatur GA, reconstruction and relocation.	Facilities/ Community Development/ Fire Rescue	X					3,500,000	HUD/CDBG Capital funding
2.Determine need for additional stations through development of strategic plan with capital improvement program	Fire Rescue	X					Undetermined	Fire Rescue
3.Develop mutual/automatic aid agreements to serve at risk areas	Fire Rescue	X					Undetermined	Fire Rescue

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Develop educational programs which inform landlords and property managers of their responsibilities to the community, tenants, and expectation of property owners.	X				
2. Provide CDBG funds to address the problems of foreclosure/predatory lending.	X				
3. Continue the ongoing Down Payment program for first-time low and moderate income homebuyer payment grants. <sup>1</sup>	X				
4. Utilize CDBG funds to contract with an agency that will undertake emergency repairs, minor home repairs, installation of safety equipment, and heavy property maintenance to 50 elderly heads of households.		X			
5. Continue the ongoing, single-family, owner-occupied housing rehabilitation of 75 units for low and moderate income persons.				X	This program was discontinued due to the requirement to bring houses up to County code which made the program cost prohibited and limited the number of homes that could be completed with the available funding
6. Utilize HOME and CDBG funds to develop new affordable single family housing by partnering with local CHDOs, the DeKalb Housing Authority, or other private developers.	X				

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
7.Continue the ongoing, single-family, owner-occupied housing rehabilitation of 75 units for low and moderate income persons.	X				
8.Utilize NSP funds to purchase and rehabilitate foreclosure homes within targeted neighborhood to stabilize community.	X				
9.Utilize CDBG funds to support youth related summer recreational, self-esteem, enrichment programs and activities to be administered and implemented by the County for approximately 550 County income-eligible youth.	X				
10. Encourage the development of a Cultural Center in Clarkston by assisting with architectural planning and other improvements as needed.				X	The first phase of the Clarkston Community Center was completed in 2007. But the proposed expansion of the facility was not completed due to lack of available funding
11. Identify county-owned surplus and/or tax delinquent properties for redevelopment opportunities according to policies set forth in Comprehensive Plan Text. Prior to marketing these properties, provide bi-annual reports to Board of Commissioners during a work session.		X			
12. Utilize CDBG funds to assist in expanding the existing Boys and Girls Club of Metro Atlanta in the Lithonia-Redan community.				X	This project was not completed due to lack of additional funding by the agency



Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
13. Expand existing services for senior citizens by building three additional neighborhood senior/community centers.	X				
14. Utilize CDBG funds to assist in building a new Fire Station 3 in the downtown Avondale served adjacent low and moderate communities.	X				
15. Utilize the CDBG program's Section 108 Loan Program to facilitate major industrial development projects that will create jobs for low and moderate income workers.		X			
16. Enforce the housing code for apartment structures which are substandard and use the police power to upgrade and comply with the building code.		X			
17. Develop resident associations and Neighborhood Watch Programs in apartment complexes and public housing which meet regularly with the police to determine problems and develop solutions.		X			
18. Coordinate with the State Dept. of Education, DSS, to ensure there is a plan in place to serve children with disabilities and special needs		X			

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source (s)
		2017	2018	2019	2020	2021		
1. Utilize HOME and CDBG funds to develop new affordable single family housing by partnering with local CHDOs, the DeKalb Housing Authority, or other private developers.	Community Development	X					\$250,000	HOME and CDBG
2. Utilize NSP funds to purchase and rehabilitate foreclosure homes within targeted neighborhood to stabilize community.	Community Development	X					\$250,000	NSP funds
3. Utilize CDBG funds to contract with an agency that will undertake emergency repairs, minor home repairs, installation of safety equipment, and heavy property maintenance to 50 elderly heads of households.	Community Development	X					\$100,000	CDBG funds
4. Continue the ongoing Down Payment program for first-time low and moderate income homebuyer payment grants.	Community Development	X					\$500,000	HOME funds
5. Provide CDBG funds to address the problems of foreclosure/predatory lending.	Community Development	X					\$200,000	CDBG funds
6. Utilize CDBG funds to support youth related summer recreational, self-esteem, enrichment programs and activities to be administered and implemented by the County for approximately 300 County income-eligible youth.	Community Development	X					\$100,000	CDBG Funds

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source (s)
		2017	2018	2019	2020	2021		
7. Provide CDBG funds to encourage services for small business micro-enterprise training and entrepreneur development.	Community Development	X					\$75,000	CDBG funds
8. Utilize CDBG funds to build or renovate a Senior Center in Southeast or Central DeKalb County	Community Development	X					\$ 3million	CDBG and County General funds
9. Utilize CDBG funds to assist in building a new Fire Station# 7 in the Glenwood Road /Candler-McAfee community.	Community Development		X				\$3 million	CDBG and County General funds
10. Provide CDBG funds for a Small Business Revolving Loan Fund Program to lend funds from \$10,000-\$35,000 for business in DeKalb County. For every \$35,000 in funds loaded (1) fulltime equivalent job must be created.	Community Development	X					\$250,000	CDBG funds



Project / Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
<b>1. Buffers</b> - Increase buffer dimensions and establish landscape, foliage, and noise wall requirements in the County's zoning and development regulations between differing land uses, so that the buffers will provide complete visual screening and effective sound attenuation.	X				
<b>2. Overlay Districts</b> - Establish special zoning district overlays for declining industrial, multi-family, office, and commercial districts/corridors that will control signage, curb cuts, facade treatment, building massing and location, scale, or other urban design elements.	X				
<b>3. Zoning Code Update</b> - Update Zoning Ordinance to reflect the new type of mixed uses, and density as proposed for the Character Areas.	X				
<b>4. Defensible Boundaries</b> - Develop and implement design guidelines and establish defensible boundaries on a map for land use and zoning districts in order to protect established single family residential neighborhoods from encroachment by incompatible development.	X				
<b>5. Open Space Regulations</b> - Develop design guidelines, development regulations, and zoning regulations for residential development and encourage open space in established residential areas.	X				
<b>6. Building Code Improvements</b> - Strengthen local building code to establish a quality control system (recommended by University of Georgia Institute of Government) to assure that all new construction meets minimum standards. Adopt administrative procedures as provided in OCGA 8-2-26(a)	X				

Project / Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
<b>7. IGA Guidelines</b> - Established more concise guidelines for Intergovernmental Agreements.	X				
<b>8. Public Awareness</b> - Use innovative participation and education techniques to increase public awareness.	X				
<b>9. DeKalb Neighborhoods</b> - Promote the creation of and support existing community and neighborhood organizations.	X				
<b>10. Marketing</b> - Work with the media to distribute planning materials and inform the public about planning related activities in the county.	X				
<b>11. Community Vision/Open Space</b> - Develop design guidelines, development regulations, and zoning regulations for residential development and encourage open space in established residential areas, as set forth in the Defining Narratives of Character Areas, of the Community Vision Chapter.	X				
<b>12. Community Councils</b> - Continue to organize and facilitate Community Councils.	X				
<b>13. LCI Implementation</b> - Implement Livable Centers Initiative projects.					
<b>14. Zoning Code Update</b> - Analyze, rewrite, and update the county's zoning ordinance.	X				
<b>15. Cost Revenue Analysis</b> - Prepare a Cost/Revenue Analysis to evaluate the financial impacts of different types of land use development on county revenues and budget. Specifically, evaluate the cost per unit of multi-family housing; use recent Cobb County studies on apartment developments.				X	No longer a priority.
<b>16. TOD/Land Use</b> - Investigate Transit Oriented Development to determine impacts on land use, and evaluate the relationship to zoning ordinance regulations.	X				

Project / Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
<b>17. Street Character</b> - Improve street character with consistent signage, lighting, landscaping and other design features	X				
<b>18. Pocket Parks</b> - Create neighborhood focal points through the use of existing pockets parks and squares for community activities.	X				
<b>19. Trust Fund</b> - Encourage the establishment of a revolving trust fund to purchase endangered cultural, natural, and historical properties.				X	No action taken or anticipated. No longer a goal.
<b>20. Historic Districts</b> - Designate historic districts and properties.		X			Ongoing part of the work program for staff and the Historic Preservation Commission. No need to carry over to 2017-2022 CWP.
<b>21. Awards Program</b> - Establish an awards program to recognize exemplary preservation and community design projects.				X	No action taken or anticipated. No longer a goal.
<b>22. Historic Survey</b> - Conduct and maintain a survey of the county's historic resources, and develop a plan for preservation under the direction of the Historic Preservation Commission.		X			Carry over goal for at least 20 years. No survey has been done since the 1970s, due to a low level of priority. Consideration to apply to state for survey grant, and move as a priority for 2017-2022 CWP.
<b>23. Small Area Studies</b> - Conduct small area studies to help fight against obesity, under the Board of Health's Master Active Living Plan (MALP).	X				
<b>24. New MF Character Area</b> - Determine the feasibility of creating a Multi-Family Character Area designation for the Future Development Plan.				X	Initial analysis started and presented to elected officials. Decision was not to move forward with more MF developments.
<b>25. Density Analysis</b> - Assessment of Character Area densities to solve the issue of gaps between the Neighborhood and Town Center.			X		The goal is to introduce this into the 2016 comprehensive plan updated.
<b>26. New Character Area Densities</b> - Assessment of character area corridor densities to determine the feasibility of creating new categories.			X		Carry over to 2017-2022 CWP.



Project / Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
<b>27. Annual Plan Update of Future Development Plan.</b> This depends on the number of applications that comes through, and staff is prepared to complete land use amendments annually.	X				
<b>28. Parcel Project</b> - Complete Parcel Project to quality analyze the delineation of character areas and land use, as a result of the parcel map based project.	X				
<b>29. Amendment Process</b> - Evaluate amending Chapter 4 of the Comprehensive Plan to include the process for an applicant making major and/or minor land use (future development) amendment			X		Will include in 2016 Comprehensive Plan Update.
<b>30. Small Plan Adoptions</b> - Accept and / or adopt small area plans through Comprehensive Plan text amendments, in Chapter 5.7 Supplemental Plans Section.	X				
<b>31. Small Plan Criteria</b> - Develop small area plan criteria within Chapter 5.7 Supplemental Plans Section that clearly defines the guidelines for plans to be consistent with the Comprehensive Plan, and to be adopted.	X				
<b>32. LCI Adoptions</b> - Adopt Livable Center Initiative studies through Comprehensive Plan text amendments, in Chapter 5.7 Supplemental Plans Section.	X				
<b>33. Inspector Training</b> - Pass a resolution and implement a training program requiring all DeKalb building/trade inspectors to be certified by the Southern Building Code Congress with proficiency in the appropriate Georgia mandatory codes and permissive codes.	X				

Project / Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
34. To preserve the residential boundaries and residential character of Druid Hills. Survey service institutions in the Druid Hills area and obtain citizen input in order to determine the impact of existing and/or adding new institutions to the area.	X				
35. Prepare and adopt a Landscape Ordinance with incentive programs.	X				
36. Enact an interim development control ordinance governing the construction of multi-family housing until such time as the County has prepared a study and determined the impact of construction of additional multi-family housing development on the County infrastructure.			X		Lack of staff resources to undertake this project.
37. Update the current Bylaws and procedures of the Community Councils.	X				
38. Implement Pedestrian Community Districts and Transit Oriented Development.	X				
39. Rewrite and adopt the following ordinances: Sign Ordinance, Landscape Ordinance, Urban Design Standards Ordinance, Subdivision Ordinance, Noise Abatement Ordinance, Parking Ordinance, Transportation Management Ordinance, Pedestrian Safety and Sidewalk Ordinance.	X				
40. As part of the countywide sidewalk and street enhancement plan, identify qualifying locations, concept, management, and implementation budget for commercial, office, and multi-family, and institutional corridors or for properties used for a public purpose				X	Budget restraints. This will be addressed in the forthcoming CTP update.
41. Undertake a community visioning process in the affected community to develop a land use plan for land adjacent to and 2000' beyond the airport boundary.				X	The department chose to go in a different direction. No longer a priority project.

Project / Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
42. As part of a Comprehensive Transportation Plan, identify, quantify, and meet DeKalb's portion of the regional emissions budget (under Clean Air Act Amendment) requirement of 15% urban smog reduction and ARC air quality conformity models through the allocation of funds to transportation modes other than improved automotive transit.			X		Remove from STWP
43. As part of a Comprehensive Transportation Plan, create a countywide sidewalk and street enhancement plan and adopt development standards for each zoning district or historic district.		X			The County is in the process of updating the CTP project, that is now being managed by transportation. This task will be re-evaluated during the CTP analysis process.



Planning Projects	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2017	2018	2019	2020	2021		
<b>1. Land Use Policy</b> - Work with ARC to implement Floor Area Ratio (FAR) into land use policy.	Planning		X				Staff Time	DeKalb County ARC
<b>2. Small Area Plans</b> - Provide more community level plans for Panola Road Town Center.	Planning					X	Staff Time	DeKalb County
<b>3. Impact Fees</b> – Secure funds to Initiate a study to evaluate the feasibility for Impact Fees in DeKalb	Planning		X				N/A	Undetermined
<b>4. LCI Update</b> - Candler Road LCI	Planning						Staff Time	DeKalb County
<b>5. LCI Update</b> - N. Druid Hills LCI	Planning			X			Staff Time	DeKalb County
<b>6. LCI Update</b> - Wesley Chapel LCI	Planning				X		Staff Time	DeKalb County
<b>7. LCI Update</b> - Stonecrest LCI	Planning		X				Staff Time	DeKalb County
<b>8. New Overlay District</b> - Creation of Memorial Drive Overlay District	Planning	X					Staff Time	DeKalb County
<b>9. Overlay District Amendment</b> – Stonecrest OVD	Planning	X					Staff Time	DeKalb County
<b>10. Land Use Amends</b> – Establish core intensities for all activity center character areas.	Planning			X			Staff Time	DeKalb County

Planning Projects	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2017	2018	2019	2020	2021		
<b>11. Land Use Policy</b> - Consider changes/additions to the Future Land Use Map / Character Area designations to better reflect recent development patterns and densities.	Planning			X			Staff Time	DeKalb County ARC
<b>12. Departmental Coordination</b> - Establish regular staff-level meetings with the following departments to share data, new plans/policies and new projects: <ul style="list-style-type: none"> <li>Decide DeKalb</li> <li>Community Development</li> <li>Watershed</li> <li>Transportation/Public Works</li> <li>Parks &amp; Recreation</li> </ul>	Planning	X					Staff Time	DeKalb County
<b>13. Land Use Policy / Departmental Coordination</b> - Work with the Watershed Department to investigate sewer issues that could impact future land use/ development decisions and determine any needed land use policy changes.	Planning			X			Staff Time	DeKalb County
<b>14. Land Use Policy / Departmental Coordination</b> - Work with the Watershed Department to investigate stormwater run-off issues in neighborhoods where complaints have increased due to new development. Determine if any land use policy changes are needed.	Planning			X			Staff Time	DeKalb County

Planning Projects	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2017	2018	2019	2020	2021		
<b>15. Economic Development / Departmental Coordination</b> - Work with the newly formed Decide DeKalb to explore ways to encourage more economic growth within South and Central DeKalb County .	Planning			X			Staff Time	DeKalb County ARC
<b>16. Economic Development / Departmental Coordination</b> - Work with the newly formed Decide DeKalb to explore new programs/policies to redevelop, rehab or re-use declining commercial corridors.	Planning			X			Staff Time	DeKalb County
<b>17. Land Use Policy/ Departmental Coordination</b> - Work with the Decide DeKalb, Community Development and the Multi-family Task Force members to explore new programs/policies to redevelop or rehab declining/troubled multi-family developments.	Planning		X				Staff Time	DeKalb County
<b>18. Land Use Policy</b> - Utilize findings from #17 as well as outside research to explore ways to inform county citizens of the need for multi-family housing and propose policies to assure that multi-family developments can have a positive impact within existing neighborhoods.	Planning		X				Staff Time	DeKalb County



Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Develop a GIS base Property Data Layer which corresponds to the GIS Base Map information. Link this Property Data Layer to tax assessment, land title, street addresses, county services, etc.	X				
2. Build a computerized inventory linked to the County's GIS system and tax records of existing building and sites suitable for industrial and large-scale commercial development according to the Future Development Plan and map.	X				
3. Develop and digitize, parcel layer mapping base for the County.	X				

\*\*\* Geographic Information System—Currently have no continuing project to carry over for the community work program 2017-2021

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

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Project	Responsibility Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2017	2018	2019	2020	2021		
1. Code Enforcement will take a block-by-block strategic approach in delivering its inspection and enforcement services throughout the county. In addition to normal code enforcement activities, special operation teams will be deployed to conduct sweeps within commercial zones as identified in the Economic Development Strategic Plan. The commercial zone targeted sweeps will occur along commercial corridor and intersections utilizing a multi-departmental approach to blight reduction.	Code Enforcement Division					X		
2. With a focus on prevention, a comprehensive educational strategy is part of the Code Enforcement approach to blight reduction. An effective educational outreach campaign will raise awareness of property maintenance standards. The campaign will include grassroots community outreach, technology access, and community resources.	Code Enforcement Division					X		
3. Code Enforcement will coordinate with the Office of Neighborhood Empowerment to conduct capacity building training within impacted by blight. Capacity building training will help to empower residents to maintain and enhance neighborhoods to sustain a safe and aesthetically attractive environment. Code Enforcement will partner with Keep DeKalb Beautiful to focus cleanup efforts along commercial zones and to create more synergy through partnerships with neighborhood groups, businesses, and not-for-profit agencies.	Code Enforcement Division					X		
4. To qualify for abatement/demolition, properties must be structurally unsound, vacant and unsecured, have high weeds and grass, and/or have open storage of trash and debris. The properties are inspected and adjudicated resulting in a court order allowing the county to abate the nuisance.	Code Enforcement Division					X	\$1,000,000	



Planning Projects	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2017	2018	2019	2020	2021		
4. Door-to-door exterior inspection of residential homes and properties will take place in neighborhoods within commercial zones. The neighborhood sweeps are collaborative efforts that will include Code Enforcement, Police, Keep DeKalb Beautiful, and Animal Control Services.	Code Enforcement Division					X		
5. A multi-agency collaborative effort targeting hotels and motels with the highest levels of crime, and health, life safety and building violations. The project includes coordinated sweeps, policy changes, and relocation of extended stay residents.	Code Enforcement Division					X		
6. Focuses on the exterior of apartment complexes with specialized emphasis on housing conditions and the quality of life of the residents in multi-family dwellings. Coordinated sweeps of apartment complexes in the unincorporated area of DeKalb County are collaborative efforts that often include Code Enforcement, Police, Fire, and the Health Department.	Code Enforcement Division					X		
7. Continued effort to hold owners of foreclosed and vacant property(s) responsible for maintenance and security of the properties. Property owners are required to register the property with the county, pay a fee of \$100 or face fines up to \$1000.	Code Enforcement Division					X		

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished	
1. Implement the DeKalb Community Greenspace Plan which in part seeks to develop a partnership to acquire and preserve flood plain areas which are suitable for park, recreational, and greenway use.		X			
2. Establish a greenway/nature preserve trail along South Peachtree Creek as DeKalb's pilot greenway program.		X			
3. Continue to restore open areas of parks along Ponce de Leon in accordance with historic landscape preservation guidelines. Establish parks and open space standards based on equity of access, optimal level of service and cost effectiveness, and a positive and inviting image.		X			
4. Refine the county's greenway program, continue to apply for grant(s) from the Georgia Greenspace Trust Fund and complete all necessary steps to qualify for a grant. Ensure that all grants are properly spent in support of the county's greenway program.		X			
5. Develop 80 miles of greenways as connections to nature for people (8 miles per year).		X			

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished	
6. Review and revise the process to utilize volunteer maintenance of neighborhood parks.	X				
7. Acquire land for future park and community facility development in accordance with the Parks and Recreation Strategic Plan.		X			
8. Acquire 200 acres of open space per year to provide for active and passive parks, multi-dimensional recreation facilities, and trails.		X			
9. Implement a Capital Improvements Plan to construct new facilities and rehabilitate existing parks.		X			
10. Update and expand a minimum of five special facilities to generate revenue and provide destination parks.		X			
11. Using creative financing, create four new community parks that provide a balance of active and passive spaces.			X		Budget Restraints
12. Develop a program to rebuild and maintain the Decatur-Stone Mountain bicycle trail as part of countywide bicycle trail plan. Provide park-like areas as rest and exercise stops.		X			



Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished	
13. Implement a Capital Improvements Plan to construct new facilities and rehabilitate existing parks.		X			
14. Update and expand a minimum of five special facilities to generate revenue and provide destination parks.		X			
15. Using creative financing, create four new community parks that provide a balance of active and passive spaces.		X			

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2017	2018	2019	2020	2021		
1. Acquire land for future park and community facility development in accordance with the Parks and Recreation Strategic Plan.	Parks and Recreation					X	Undetermined	Undetermined
2. Implement a Capital Improvements Plan to construct new facilities and rehabilitate existing parks	Parks and Recreation					X	Undetermined	Undetermined
3. Using creative financing, create four new community parks that provide a balance of active and passive spaces.	Parks and Recreation					X	Undetermined	Undetermined
4. Establish a greenway/nature preserve trail along South Peachtree Creek as DeKalb's pilot greenway program.	Parks and Recreation					X	Undetermined	Undetermined

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
1. Develop and maintain close contacts with the network of economic development organizations active in DeKalb County and provide quarterly reports to the Board of Commissioners.		X			
2. Study and adopt a Business Incentive Plan, which includes allowances for the establishment of Enterprise Zones and related programs to stimulate business development. Such programs are critical to the success of initiatives such as the Candler Road and Memorial Drive revitalization projects.		X			
3. Identify financial leaders to assist TEAM DEKALB in exploring financing options and opportunities for new construction and redevelopment of declining areas as guided by the Comprehensive Land Use Plan text and maps.	X				
4. Continue to strengthen working relationships with the DeKalb Workforce Center and DeKalb Employer Committee to assist with developing strategies that address businesses' employment needs.		X			
5. Establish a TEAM DEKALB Action Group whose members are taken from the whole to respond quickly to issues of redevelopment, job creation, job retention, employment, and accessibility.		X			



Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
6. Conduct on an annual basis an Economic Progress Summit of TEAM DEKALB to review and update the goals and objectives of the economic development plan with submission to the Board of Commissioners for amendment or adoption and inclusion in DeKalb's Comprehensive Plan.		X			
7. Develop an Economic Development website with GIS capabilities. Also, develop printed materials (e.g. maps, brochures) for commercial and industrial inquires about DeKalb County.		X			
8. Use economic development/real estate groups (DeKalb County Staff, Georgia Industry, Trade & Tourism, Georgia Power, the Chambers of Commerce, Atlanta Gas & Light Company, major commercial and industrial real estate firms, financial institutions, etc.) to improve economic conditions in the county.		X			
9. Develop an inexpensive publication of economic development services available in DeKalb County. Update this publication annually.		X			

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
10. Review the success record of lending institutions with regard to compliance with the Community Reinvestment Act while investigating measures for initiating loan programs via the requirements of the Act; create an annual report for the Board of Commissioners.				X	Need to re-evaluate goal and determine strategy
11. Train staff and members of TEAM DEKALB in successful techniques for marketing DeKalb County to new and existing businesses; report this to Board of Commissioners during work session.			X		Funding/Budget Constraints
12. Prepare a feasibility study for the re-development and reuse of the Mercer University area according to the Comprehensive Plan text & map.			X		Budget Constraints
13. Convene an annual developer's day session designed to market targeted areas of the County in order to promote business development in commercial, industrial, and underserved retail markets.			X		Funding/Budget Constraints
14. Proposed Economic Development Organization (EDO) is comprised of the DeKalb County CEO, Economic Development Department, DeKalb Chamber of Commerce, Development Authority of DeKalb County and corporate partners. This partnership will recommend an economic development strategic plan to local officials and administrators.		X			

Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
15. Develop promotional materials for marketing declining/blighted areas of the county that have strong economic potential but are currently underutilized with unoccupied buildings.		X			
16. Publish a regular E-Newsletter for citizens and businesses providing informative economic development information.		X			
17. Exchange economic development marketing information with the DeKalb Chamber of Commerce and the DeKalb Convention & Visitors Bureau.		X			
18. Participate in Industry Associations for high tech and high wage industries to promote business growth in DeKalb County.		X			
19. Promote the growth of small business in DeKalb County by providing information to help businesses have access to capital, identify public and private resources, opportunities for networking, so businesses can aid one another.		X			
20. Market DeKalb County as a preferred business location for international firms to generate private job creation and investment, with special emphasis on China.		X			



Project/Activity	Status				Explanation (if postponed or not accomplished)
	Completed	Underway	Postponed	Not Accomplished (Discontinued)	
21. Promote job creation in the life science industry by continuing to implement the DeKalb Life Sciences Strategy.		X			
22. Encourage the development of an International Village Cultural Center in the Chamblee area.				X	Defunct.
23. Implement the DeKalb Film Commission in partnership with external and internal partners to promote job creation in the television and film industry.		X			
24. Annually develop a letter of understanding approved by the Board of Commissioners as to the respective roles and relationships of the County's Economic Development Dept., the DeKalb County Chamber and the Atlanta Chamber in promoting business retention/ex				X	Not a practiced procedure unless mutual project/client .
25. Establish an Economic Development Marketing Plan	X				
26. Train staff through professional development courses in Successful Economic Development Techniques for marketing DeKalb County to new & existing businesses.			X		Funding/ Budget Constraints
27. Encourage the expansion of corporate business involvement in education such as "adopt a school" programs in concert with efforts of community groups, civic associations, and designated County Departments such as Economic Development.			X		Funding /Budget Constraints

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

Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2017	2018	2019	2020	2021		
1. Develop promotional materials for marketing declining/blighted areas of the county that have strong economic potential but are currently underutilized with unoccupied buildings.	Economic Development					X	Undetermined	Annual Budget
2. Promote the growth of small business in DeKalb County by providing information to help businesses have access to capital, identify public and private resources, opportunities for networking, so businesses can aid one another.	Economic Development					X	Undetermined	Annual Budget
3. Market DeKalb County as a preferred business location for international firms to generate private job creation and investment, with special emphasis on China.	Economic Development					X	Undetermined	Annual Budget
4. Convene an annual developer's day session designed to market targeted areas of the County in order to promote business development in commercial, industrial, and underserved retail markets.	Economic Development					X	Undetermined	Annual Budget



Project	Responsibility (Department)	Year of Implementation					Estimated Costs	Funding Source(s)
		2017	2018	2019	2020	2021		
5. Study and adopt a Business Incentive Plan, which includes allowances for the establishment of Enterprise Zones and related programs to stimulate business development. Such programs are critical to the success of initiatives such as the Candler Road and Memorial Drive revitalization projects.	Economic Development					X	Undetermined	Annual Budget
6. Develop an Economic Development website with GIS capabilities. Also, develop printed materials (e.g. maps, brochures) for commercial and industrial inquires about DeKalb County.	Economic Development					X	Undetermined	Annual Budget
7. Develop an inexpensive publication of economic development services available in DeKalb County. Update this publication annually.	Economic Development					X	Undetermined	Annual Budget
8. Train staff and members of TEAM DEKALB in successful techniques for marketing DeKalb County to new and existing businesses; report this to Board of Commissioners during work session.	Economic Development					X	Undetermined	Annual Budget

## Definitions

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

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

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

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

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

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

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

defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility, or usefulness, and unsanitary or unsafe conditions, among others.

**BRT Bus Rapid Transit**- BRT is a high speed bus system operated within an exclusive right-of-way. BRT incorporates exclusive transit ways, modern stations, on-board fare collection, high-tech vehicles and frequent service.

**Buffer** - an area of land, including landscaping, berms, walls, fences, and building setbacks, that is located between land uses of different character and is intended to mitigate negative impacts of the more intense use on a residential or vacant parcel.

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

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

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

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

environmental health, health promotion and education activities.

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

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

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

**Clean Water Act (CWA)** - the primary federal law in the United States governing water pollution. The act established the symbolic goals of eliminating releases to water of toxic amounts of toxic substances, eliminating additional water pollution and ensuring that surface waters would meet standards necessary for human sports and recreation.

**Community** – a sub area of a local government (city, county, town) consisting of residential, institutional, and commercial uses sharing a common identity.

**Community Agenda** – the portion of the Comprehensive plan that provides guidance for future decision making about the community.

**Community Assessment** – the portion of the Comprehensive plan that is an objective and pro-

fessional assessment of data and information about a community.

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

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

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

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

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

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

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

**Developer** – commonly referred to as a real-estate developer, one who clears and builds on land or changes and enhances the use of an existing building for some new purpose or to better effect. **Development of Regional Impact (DRI)** - A very large project that will have impacts affecting significant portions of a region. Any development that, because of its character, magnitude, or location, would have substantial effect upon the health, safety, welfare, or environment or more than one unit of local government.

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

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

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

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

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

space now and in the future.

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

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

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

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

**Greenspace** is an area of largely undeveloped wild or agricultural land surrounding or neighboring an urban area; applied to certain urban areas, including parks, preserves and public or private lands.

**Greenway**- it is a corridor of repurposed land running through an urban or suburban area. They are often converted into a long-distance paths or



trails for cyclists and walkers; these corridors are often multipurpose, vegetated and linear routes.

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

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

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

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

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

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

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

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

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

**National Pollutant Discharge Elimination System (NPDES)** - it is the system for granting and regulating discharge permits, which regulates sources that discharge pollutants into waters.

**Neighborhood** - an area of a community with characteristics that distinguish it from other community areas and that may include schools, or social clubs, or boundaries defined by physical barriers, such as major highways and railroads, or natural features, such as rivers.

**Non-Conforming Use** - A use which lawfully occupied a building or land at the time the zoning or land use code became effective, which has been lawfully continued and which does not now conform to the current use regulations.

**Land Rehabilitation** - is the process of returning the land in a given area to some degree of its former self, after some process (business, industry, natural disaster, etc.) has damaged it.

**Livable Centers Initiative (LCI)** - is a program offered by the Atlanta Regional Commission that encourages local jurisdictions to plan and im-

plement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies.

**Overlay District** - a district provided for particular neighborhoods or communities in order to protect the aesthetic appeal and character of the area from the impacts of development while accommodating compatible new development.

**Pedestrian Community District (PCD)** A plan designation or implementing land-use regulations, such as an overlay zone, that establish requirements to provide a safe and convenient pedestrian environment in an area planned for a mix of uses likely to support a relatively high level of pedestrian activity.

**Planning Commission** - a board of the local government consisting of elected and/or appointed members whose functions include advisory or aspects of planning and may also include such other powers and duties as may be assigned to it by the legislative body.

**Policies** - guidelines intended to direct the present and future physical, social, and economic development

**Quality of Life** - attributes or amenities that combine to make an area a good place to live. Examples include the availability of political, educational, and social support systems; good relations among constituent groups; a healthy physical environment; and economic opportunities for both individuals and businesses.

**Regional Transportation Plan (RTP)** - The long-range, multi-modal plan documenting policies, initiatives, and projects designed to meet the surface transportation needs of the region over a minimally specified planning horizon.

**Sense of Place** - The characteristics of a location that make it readily recognizable as being unique and different from its surroundings and that provides a feeling of belonging to or being identified with that particular place.

**Smart Growth** - is an urban planning and transportation theory that concentrates growth in pre-determined areas (i.e. city centers) to avoid sprawl; and advocates compact, transit-oriented, walkable, bicycle-friendly land use, including mixed-use development with a range of housing choices.

**Stakeholder** – people who are (or might be) affected by any action taken by an organization or group. Examples are parents, children, customers, owners, employees, associates, partners, contractors and others that are related or located near by.

**Statistics** – it is a mathematical science pertaining to the collection, analysis, interpretation or explanation, and presentation of data and other information.

**Stormwater Management** - any storm water management technique, apparatus, or facility that controls or manages the path, storage, or rate of release of storm water runoff.

**Streetscape** - the visual image of a street, including the combination of buildings, parking, signs, and other hardscaping and street furniture.

**Traffic calming** - a concept fundamentally concerned with reducing the adverse impact of motor vehicles on built-up areas. Usually involves reducing vehicle speeds, providing more space for pedestrians and cyclists, and improving the local environment.

**Transfer of Development Rights (TDR)** - a legal covenant that protects the subject land in per-

petuity from development beyond any development rights reserved subject to the underlying zone at the time the covenant is signed and grants enforcement of the covenant to the county.

**Truck Routes** - auxiliary routes of a U.S. or State Highway system that is the preferred (or sometimes mandatory) route for commercial truck traffic.

**U.S. Census Bureau** - the census bureau is the government agency mandated in collecting statistics about the nation, its people, and economy. The first census taken was in 1790.

**Wetland** - Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

**Zoning** - A police power measure in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards.

*Complete the table below annually, as land use and comprehensive text amendments have been approved by the DeKalb County Board of Commissioners.*

Name	Type (i.e. Land Use/Text)	Section	Date	Comments