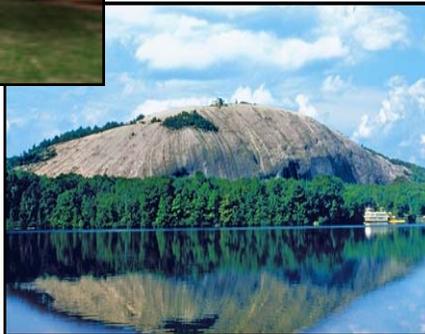
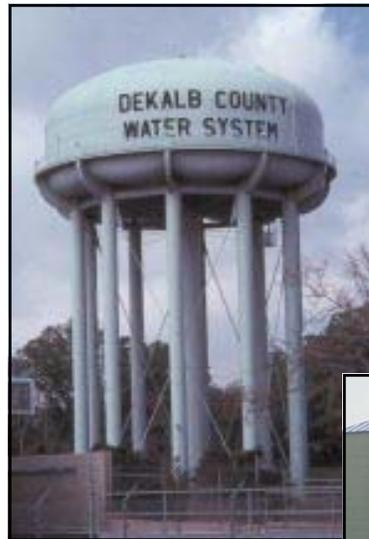




DeKalb County Comprehensive Plan 2005-2025

Community Assessment

May 2007



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DeKalb County Strategic Planning Division
Department of Planning and Development



**DeKalb County Comprehensive Plan
2005 - 2025**

Community Assessment

May 2007

Project Team:

DeKalb Planning and Development Department
Strategic Planning Division





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1. INTRODUCTION

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

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

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

The Community Assessment

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

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

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



2. ISSUES AND OPPORTUNITIES

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

Natural Resources Issues and Opportunities

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



Historic and Cultural Resources Issues and Opportunities

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





ISSUES AND OPPORTUNITIES

Historic and Cultural Resources Issues and Opportunities (continued)

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

Population Issues and Opportunities

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



Housing Issues and Opportunities

- There is a growing trend in the development of housing mix in the County.
- Need to improve building standards.
- There is increased overcrowding in various parts of the county.
- Need more affordable housing for seniors.
- Rehabilitation of existing homes is needed, by qualified builders.
- The growing trend of abandoned homes in more established single family neighborhoods.
- There is a lack of mixed use affordable housing throughout “high-end” neighborhoods in the County.
- Gentrification is taking place in declining, older single family communities.
- Gentrification is forcing seniors out of their homes.
- Higher density affordable housing is acceptable in appropriate areas of land use.
- Affordable housing is not located close to where most citizens work.
- Some DeKalb neighborhoods are in need of revitalization or upgrade.



ISSUES AND OPPORTUNITIES

Economic Development Issues and Opportunities

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





ISSUES AND OPPORTUNITIES

Economic Development Issues and Opportunities (continued)

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

Community Facilities Issues and Opportunities

Water and Sewer:

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

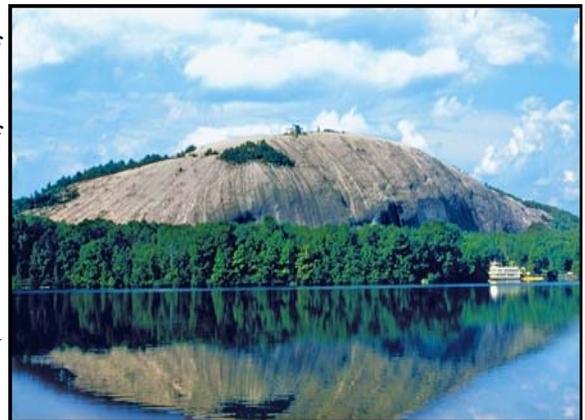


Police:

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

Fire and Emergency Management System (EMS)

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



Parks and Recreation:

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



ISSUES AND OPPORTUNITIES

Community Facilities Issues and Opportunities (continued)

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

Public Health:

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



Libraries:

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

Transportation Issues and Opportunities

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





ISSUES AND OPPORTUNITIES

Transportation Issues and Opportunities (continued)

- DeKalb County’s policy is to provide sidewalks on all collectors and arterials, but not local roads. Sidewalk connections between schools (public), transit facilities, and neighborhoods have been prioritized.
- There is no regulation requiring connections between new developments on more than one road. This has resulted in developments being constructed with multiple access points to the same road, but no effective grid system.
- The lack of an effective grid system at the neighborhood level results in increased congestion on the limited number of arterials.
- In some neighborhoods, streets widths are wider than the neighborhood context can bear. This results in an inevitable conflict between automobiles and neighborhood pedestrian activity. Specific neighborhood access plans could be designed to balance the need for congestion relief and internal neighborhood pedestrian activity. Consider permitting on street parking on wide neighborhood streets (slow down traffic/parking).
- Many streets were not designed to reflect the cultural or neighborhood context through which they operate.
- Parking is adequate at most busy activity centers, but poorly positioned relative to the development footprint. Shared parking facilities and an access management plan (enforced) are needed to make the existing parking facilities function adequately. There is an existing access management plan detailed in Section 14-200 of the DeKalb County Code.
- Carefully planned on-street parking should be implemented in all town centers throughout the County. Many of the older town centers already have sufficient on-street parking. However, as new mixed-use developments are planned, on-street parking should be a requisite component.
- Parking options are greatest in town centers; however, a parking management plan is needed for the County as a whole.



Land Use Issues and Opportunities

- A large amount of land is dedicated to surface parking and other paved areas.
- New subdivisions are developed in a uniform manner that is unattractive or redundant.
- Major corridors and roadways have a high percentage of unattractive development such as strip commercial centers and other developments that are typical results of suburban sprawl.
- Retail and other commercial services are not accessible with-in neighborhoods by pedestrian or short automobile trips.
- Adjacent neighborhoods lack accessible neighborhood retail centers.
- Many neighborhoods lack a sense of place or identity.





ISSUES AND OPPORTUNITIES

- There is a lack of places for art and cultural activities.
- Older town centers are in decline or underutilized.
- There is a lack of public spaces for social gathering or interaction.
- There is a lack of centers that combine, commercial, civic and recreational activities.
- The county needs to identify new opportunities for infill development.

Intergovernmental Coordination

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



3. ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

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

3.1 Existing Land Use—Countywide

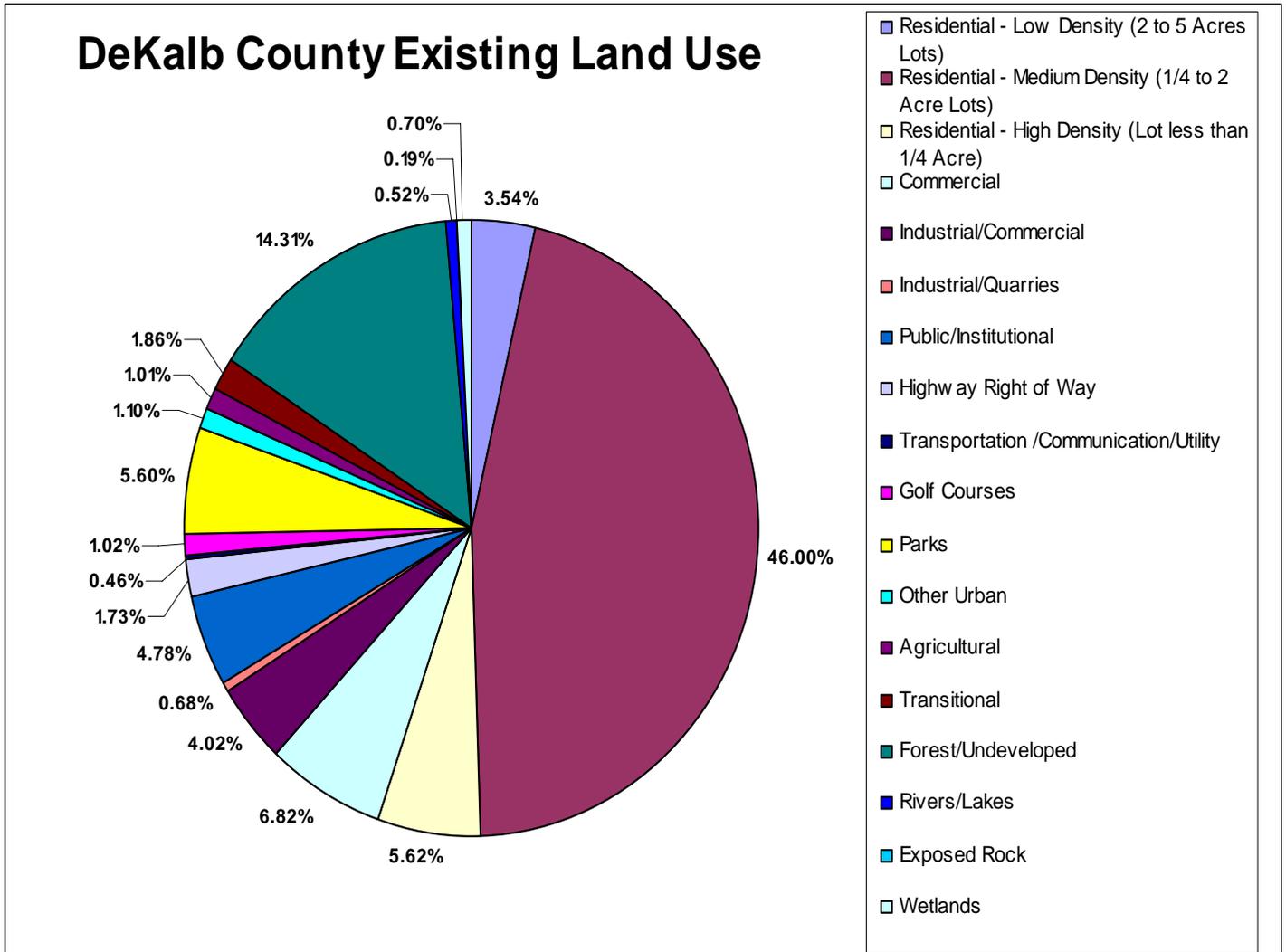
The existing land use serves as a description/representation of the counties land use based on what is actually on the ground at a certain point in time. The existing land use can differ from the counties official land use and zoning designation of a property. For example, a parcel can be zoned residential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

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

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



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS





ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Table 3-1: DeKalb County Existing Land Use 2003

Land Use Category	Acres	Percentage	Description
Residential - Low Density (2 to 5 Acres Lots)	5,628.36	3.54%	Very low density housing such as estates and rural housing often with mixes of rural or forested land.
Residential - Medium Density (1/4 to 2 Acre Lots)	73,054.96	46.00%	Typical single family residential use common to urban and suburban areas (includes townhomes).
Residential - High Density (Lot less than 1/4 Acre)	8,917.34	5.62%	Smaller single family residential uses and multi-family residential uses
Commercial	10,837.67	6.82%	Central business districts, shopping centers, commercial strips, office building and warehouses.
Industrial/Commercial	6,381.84	4.02%	Warehousing, distribution, some retail and most industrial parks.
Industrial/Quarries	1,082.18	0.68%	Light or heavy industrial uses such as manufacturing, processing, assembly and quarries.
Public/Institutional	7,597.09	4.78%	Large educational, religious, health, military and government uses.
Highway Right-of-Way	2,753.51	1.73%	Right-of-ways, interchanges and ramps associated with limited access highways.
Transportation / Communication/Utility (TCU)	735.27	0.46%	Large facilities and land used for transportation, communication and other utilities such as, gas, electrical and transportation. (does not include highway right-of ways)
Golf Courses	1,625.05	1.02%	Facilities and green space areas associated with golf courses.
Parks	8,892.40	5.60%	Lands dedicated to recreation, preservation and conservation.
Other Urban	1,745.95	1.10%	Open land without structures within developed areas such as landfills, and recreation areas not counted as parks.
Agricultural	1,597.55	1.01%	Land used for crop growth and animal pasture with a minimum size of 25 acres.
Transitional	2,955.05	1.86%	Land recently cleared/alterd for transition from one land use to another. Mostly includes lands cleared for new development.
Forest/Undeveloped	22,726.82	14.31%	Forested or natural land that has not been developed.
Rivers/Lakes	829.36	0.52%	Natural and manmade waterways.
Exposed Rock	300.47	0.19%	Natural areas with significant amounts of exposed bedrock.
Wetlands	1,111.09	0.70%	Undeveloped land where the water table is at or above the land surface for the majority of the time.



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

3.2 Areas Requiring Special Attention—Countywide Overview

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

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

Areas of Significant Natural or Cultural Resources

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

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

Areas of Rapid Development/Land Use Change

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

1. **Greenfield Development**—The conversion of large open tracts of undeveloped land into large subdivisions and commercial centers. This type of development is mostly found in the Southeast and Southwest Planning areas.
2. **Scale One Infill**—The development of smaller undeveloped tracts of land and/or the demolition of older homes within established neighborhoods with new homes/subdivisions often requiring the installation of new streets. This large scale infill development is found county wide with a lesser degree in the southeastern portion of the county where Greenfield Development is taking place.
3. **Scale Two Infill**—The replacement/demolition of existing residential structures with a single or several new structures often at a higher density than the surrounding structures. This form of development is most commonly referred to as infill development although scale 1 is also infill development, but at a larger scale. DeKalb County is facing this type of infill development in older neighborhoods mostly inside the perimeter within the Northern Central West and Southwest Planning areas.



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Areas where Development is Outpacing the Availability of Facilities/Services

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

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

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

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

Areas in Need of Redevelopment/Aesthetic Improvement

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

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

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

Areas with Large Abandoned Structures or Sites

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

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



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Areas with significant infill development opportunities

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

Benefits of infill development include:

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

Possible negative impacts include:

- Construction of homes that are out of character to the surrounding homes.
- Loss of open space within the older neighborhood.
- Gentrification due to increases in property values and taxes.

Strains on existing infrastructure/services that do not have the appropriate capacity include:

- Traffic
- Water/Sewer problems
- School overcrowding

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

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



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Areas of Significant Disinvestment, Poverty Levels or Unemployment

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

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

There are a few drawbacks to this data:

1. The poverty data is based on the 2000 Census. Significant population shifts could have taken place since that time that would change some of the percentages in certain areas.
2. Designated block groups can be misleading because the low-income population typically do not occupy the entire block group. An economically affluent community as well as a low-income community can often occupy the same block group.
3. The populated portions of the block groups are limited to the residential areas. Even if a block group is primarily non-residential, if the residential portion meets the percentage, the entire block group will still be designated.

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

3.3 Character Areas—Countywide

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

3.3 Recommended Character Areas for DeKalb County

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

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



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Character Area	Description	Development Strategy
Suburban Area (developing)	Area where pressures for the typical types of suburban residential subdivision development are greatest (due to availability of water and sewer service). Without intervention, this area is likely to evolve with low pedestrian orientation, little or no transit, high open space, high to moderate degree of building separation, predominantly residential with scattered civic buildings and varied street patterns, often curvilinear.	<p>Promote moderate density, traditional neighborhood development (TND) style residential subdivisions.</p> <ul style="list-style-type: none"> •New development should be a master-planned with mixed-uses, blending residential development with schools, parks, recreation, retail businesses and services, linked in a compact pattern that encourages walking and minimizes the need for auto trips within the subdivision. •There should be strong connectivity and continuity between each master planned development. •There should be good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple site access points. •Encourage compatible architecture styles that maintain the regional character, and do not include "franchise" or "corporate" architecture.
Suburban Areas (built out)	Area where typical types of suburban residential subdivision development have occurred. Characterized by low pedestrian orientation, little or no transit, high open space, high to moderate degree of building separation, predominantly residential with scattered civic buildings and varied street patterns, often curvilinear.	<p>Foster retrofitting of these areas to better conform with traditional neighborhood development (TND) principles.</p> <ul style="list-style-type: none"> •This includes creating neighborhood focal points by locating schools, community centers, or well-designed small commercial activity centers at suitable locations within walking distance of residences. •Add traffic calming improvements, sidewalks, and increased street interconnections to improve walk-ability within existing neighborhoods. •Permit accessory housing units, or new well-designed, small-scale infill multifamily residences to increase neighborhood density and income diversity.
Traditional Neighborhoods <ul style="list-style-type: none"> • Stable Neighborhood • Declining Neighborhood • Neighborhood Redevelopment Area 	Residential area in older part of the community typically developed prior to WWII. Characteristics include high pedestrian orientation, sidewalks, street trees, and street furniture; on-street parking; small, regular lots; limited open space; buildings close to or at the front property line; predominance of alleys; low degree of building separation; neighborhood-scale businesses scattered throughout the area.	<p>Already exhibiting many of the characteristics of traditional neighborhood development (TND), these older neighborhoods should be encouraged to maintain their original character, with only compatible infill development permitted. There are three types of traditional neighborhoods that each call for their own redevelopment strategies: stable, declining, and redevelopment.</p>



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Character Area	Description	Development Strategy
Traditional Neighborhood Stable	A neighborhood having relatively well-maintained housing, possess a distinct identity through architectural style, lot and street design, and has higher rates of home-ownership. Location near declining areas of town may also cause this neighborhood to decline over time.	<p>Focus on reinforcing stability by encouraging more homeownership and maintenance or upgrade of existing properties.</p> <ul style="list-style-type: none"> •Vacant properties in the neighborhood offer an opportunity for infill development of new, architecturally compatible housing. •Include well-designed new neighborhood activity center at appropriate location, which would provide a focal point for the neighborhood, while also providing a suitable location for a grocery store, hardware store, and similar appropriately-scaled retail establishments serving neighborhood residents. •Strong pedestrian and bicycle connections should also be provided to encourage these residents to walk/bike to work, shopping, or other destinations in the area.
Declining Neighborhood	An area that has most of its original housing stock in place, but housing conditions are worsening due to low rates of homeownership and neglect of property maintenance. There may be a lack of neighborhood identity and gradual invasion of different type and intensity of use that may not be compatible with the neighborhood residential use.	<p>Focus on strategic public investments to improve conditions, appropriate infill development on scattered vacant sites, and encouraging more homeownership and maintenance or upgrade of existing properties. Public assistance and investment should be focused where needed to ensure that the neighborhood becomes more stable, mixed-income community with a larger percentage of owner-occupied housing. Vacant properties in the neighborhood offer an opportunity for infill development of new, architecturally compatible housing. The neighborhood should, however, also include well-designed new neighborhood activity center at appropriate location, which would provide a focal point for the neighborhood, while also providing a suitable location for a grocery store, hardware store, and similar appropriately-scaled retail establishments serving neighborhood residents.</p>
Neighborhood Redevelopment Area	A neighborhood that has declined sufficiently that housing conditions are bad, there may be large areas of vacant land or deteriorating, unoccupied structures.	<p>The redevelopment strategy for the area should focus on preserving and rehabilitating what remains of the original housing stock, while rebuilding, on the remaining land, a new, attractive neighborhood following the principles of traditional neighborhood development. The neighborhood should include a well-designed new neighborhood activity center at appropriate location, which would provide a focal point for the neighborhood, while also providing a suitable location for a grocery store, hardware store, and similar appropriately-scaled retail establishments serving neighborhood residents. Strong pedestrian and bicycle connections should also be provided to encourage residents to walk/bike to work, shopping, or other destinations in the area. New streets should be connected (i.e. minimize or prohibit cul-de-sacs) to disperse traffic, shorten walking/biking trips. Design features that encourage safe, accessible streets should be employed—such as, narrower streets, on-street parking, sidewalks, street trees, and landscaped raised medians for minor collectors and wider streets.</p>
Neighborhood Centers	A neighborhood focal point with a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and appropriate public and open space uses easily accessible by pedestrians.	<p>Each Neighborhood Center should include a mix of retail, services, and offices to serve neighborhood residents day-to-day needs. Residential development should reinforce the center through locating higher density housing options adjacent to their center, targeted to a broad range of income levels, including multi-family town homes, apartments and condominiums. Design for each Center should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Include direct connections to the greenspace and trail networks. Enhance their pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities, such as libraries, neighborhood centers, health facilities, parks, schools,</p>



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Character Area	Description	Development Strategy
Town Centers	A focal point for several neighborhoods that has a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and appropriate public and open space uses easily accessible by pedestrians.	Each Town Center should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. Residential development should reinforce the town center through locating higher density housing options adjacent to the center, targeted to a broad range of income levels, including multi-family town homes, apartments and condominiums. Design for each Town Center should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Include direct connections to the greenspace and trail networks. Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations, such as libraries, neighborhood centers, health facilities, commercial clusters, parks,
Downtown / Municipality	The traditional central business district and immediately surrounding commercial, industrial, or mixed-use areas.	Downtown should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. Residential development should reinforce the traditional town center through a combination of rehabilitation of historic buildings in their downtown area and compatible new infill development targeted to a broad range of income levels, including multi-family town homes, apartments, lofts, and condominiums. Design should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations, such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc. New residential and commercial development should be concentrated in and around the downtown and adjacent
Regional Activity Center	Concentration of regionally-marketed commercial and retail centers, office and employment areas, higher-education facilities, sports and recreational complexes. These areas are characterized by high degree of access by vehicular traffic, and high transit use, including stops, shelters and transfer points; on-site parking; low degree of internal open space; high floor-area-ratio; large tracts of land, campus or unified development.	<p>Should include relatively high-density mix of retail, office, services, and employment to serve a regional market area. Also include a diverse mix of higher-density housing types, including multi-family town homes, apartments, lofts, and condominiums, including affordable and workforce housing. Design should be very pedestrian oriented, with strong, walkable connections between different uses. Include direct connections to nearby networks of greenspace or trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreation purposes. Road edges should be clearly defined by locating buildings at roadside with parking in the rear.</p> <ul style="list-style-type: none"> ● Provide bike lanes or wide curb lanes to encourage bicycling and provide additional safety, provide conveniently located, preferably sheltered, bicycle parking at retail and office destinations and in multi-family dwellings. Encourage compatible architecture styles that maintain the regional character, and should not include "franchise" or "corporate" architecture. <p>Acceptable uses:</p> <ul style="list-style-type: none"> ● Office, retail, and other typical commercial uses. ● Higher density multi-family and condominium residential uses. ● Major employers, such as educational institutions, industry, sports and recreational complexes, and back-office operations. ● "Big-box" retail should be limited to these areas, and designed to fit into mixed-use planned development with limited parking that is shared with surrounding uses. <p>Unacceptable uses:</p> <ul style="list-style-type: none"> ● Warehousing or other operations requiring heavy truck traffic should not be permitted in these areas. ● New billboards



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

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

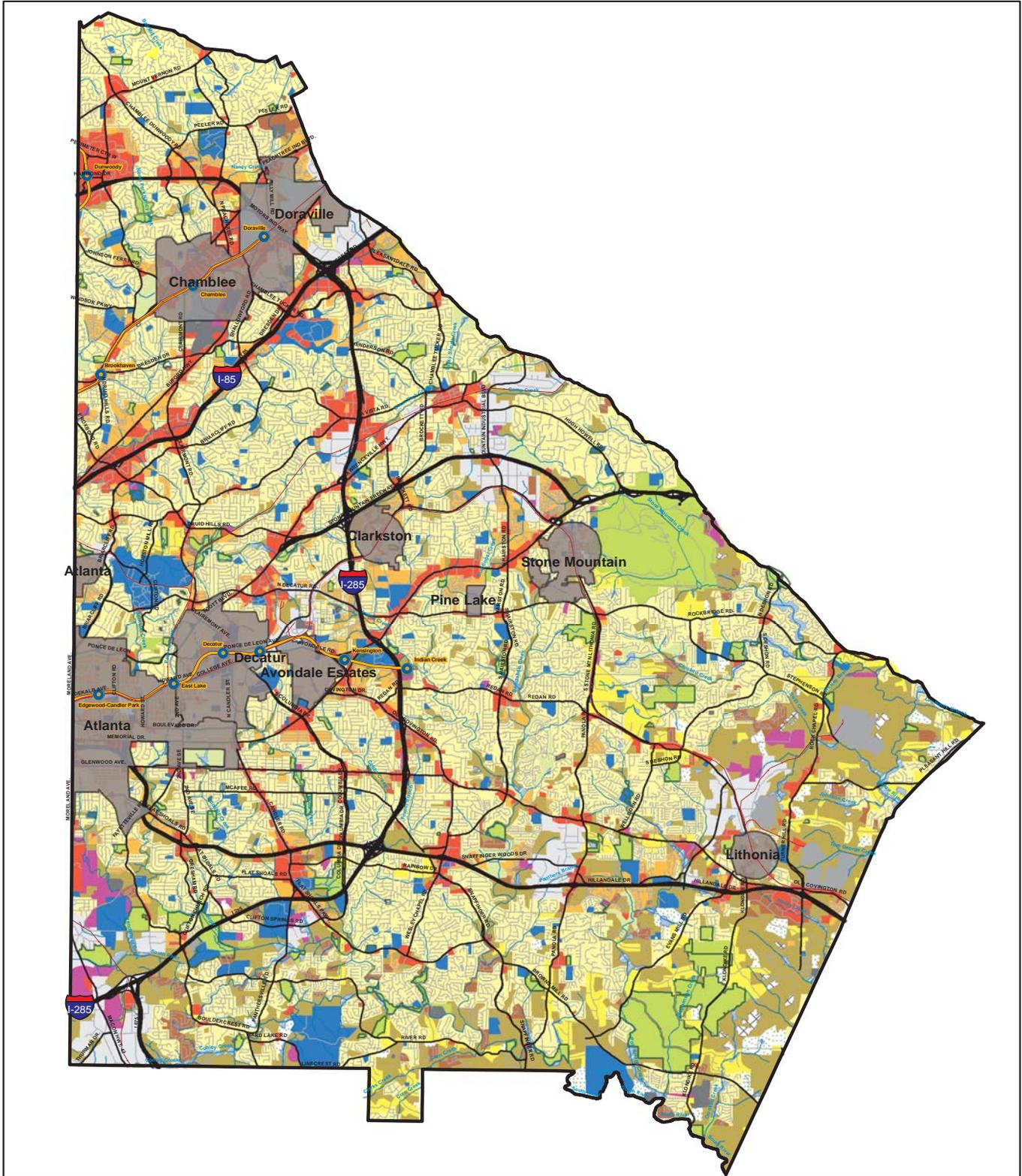


ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Character Area	Description	Development Strategy
Commercial Redevelopment Area/Corridor	Declining, unattractive, vacant or under-utilized strip shopping center. Characterized by high degree of access by vehicular traffic and transit if applicable; on-site parking; low degree of open space; moderate floor-area-ratio; large tracts of land, campus or unified development.	<p>Older commercial center may be retro-fitted to be more aesthetically appealing and, therefore, perhaps also more marketable to prospective tenants by:</p> <ul style="list-style-type: none"> ● Building new commercial structures at the street front, taking up a portion of the oversize parking lot and creating a shopping "square" around a smaller internal parking lot. ● Upgrading the appearance of existing older commercial buildings with facade improvement, new architectural elements, or awnings. ● Reconfiguring the parking lot and circulation routes for automobiles. ● Providing pedestrian and bicycling amenities, including covered walkways, benches, lighting and bike racks. ● Adding landscaping and other appearance enhancements, trees in parking lots to provide
Employment Center / Office Park	Typically campus-style development characterized by high degree of access by vehicular traffic, and transit if applicable; on-site parking; low degree of open space; moderate floor-area ratio.	Focus upon encouraging pervious paving and screening of cars and other unattractive aspects of businesses as well as buffers to separate from adjacent uses. Encourage greater mix of uses (such as retail and services to serve office employees) to reduce automobile reliance/use on site.
Light Industrial Area	Area used in low intensity manufacturing, wholesale trade, and distribution activities that do not generate excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics.	Develop or, where possible, retrofit as part of planned industrial park having adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out. Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc. Incorporate signage and lighting guidelines to enhance quality of development. Encourage greater mix of uses (such as retail and services to serve industry employees) to reduce automobile reliance/use on site.
Industrial Area	Land used in higher intensity manufacturing, assembly, processing activities where noise, particulate matter, vibration, smoke, dust, gas fumes odors, radiation, or other nuisance characteristics are not contained on-site.	Develop or, where possible, retrofit as part of planned industrial park having adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out. Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc. Incorporate signage and lighting guidelines to enhance quality image of development. Also incorporate measures to mitigate impacts of external impacts on the adjacent built or natural environments. Encourage greater mix of uses (such as retail and services to serve industry employees) to reduce automobile reliance/use on site.
Historic Area	Historic district or area containing features, landmarks, civic or cultural uses of historic interest. Characteristics may vary based on size, location and history of the community.	Protect historic properties from demolition and encourage rehabilitation with appropriate incentives, including National Register of Historic Places designation, which enables eligibility for tax incentive programs. Historic properties should be maintained or rehabilitated/restored according to the Secretary of the Interior's Standards for Rehabilitation. New development in the area should be of scale and architectural design to fit well into the historic fabric of that area. Pedestrian access and open space should be provided to enhance citizen enjoyment of the area. Linkages to regional greenspace/trail system should be encouraged as well.

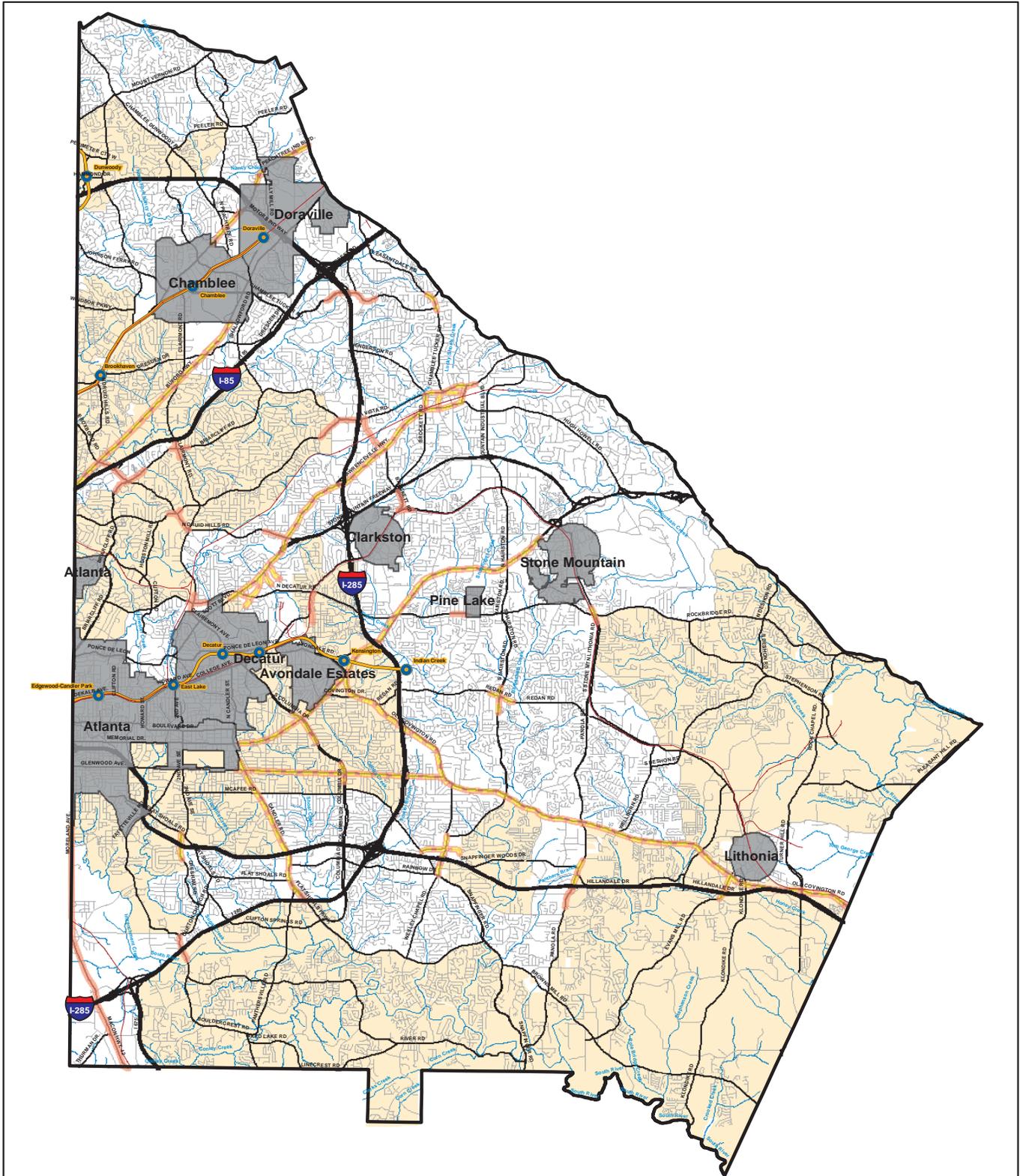


ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

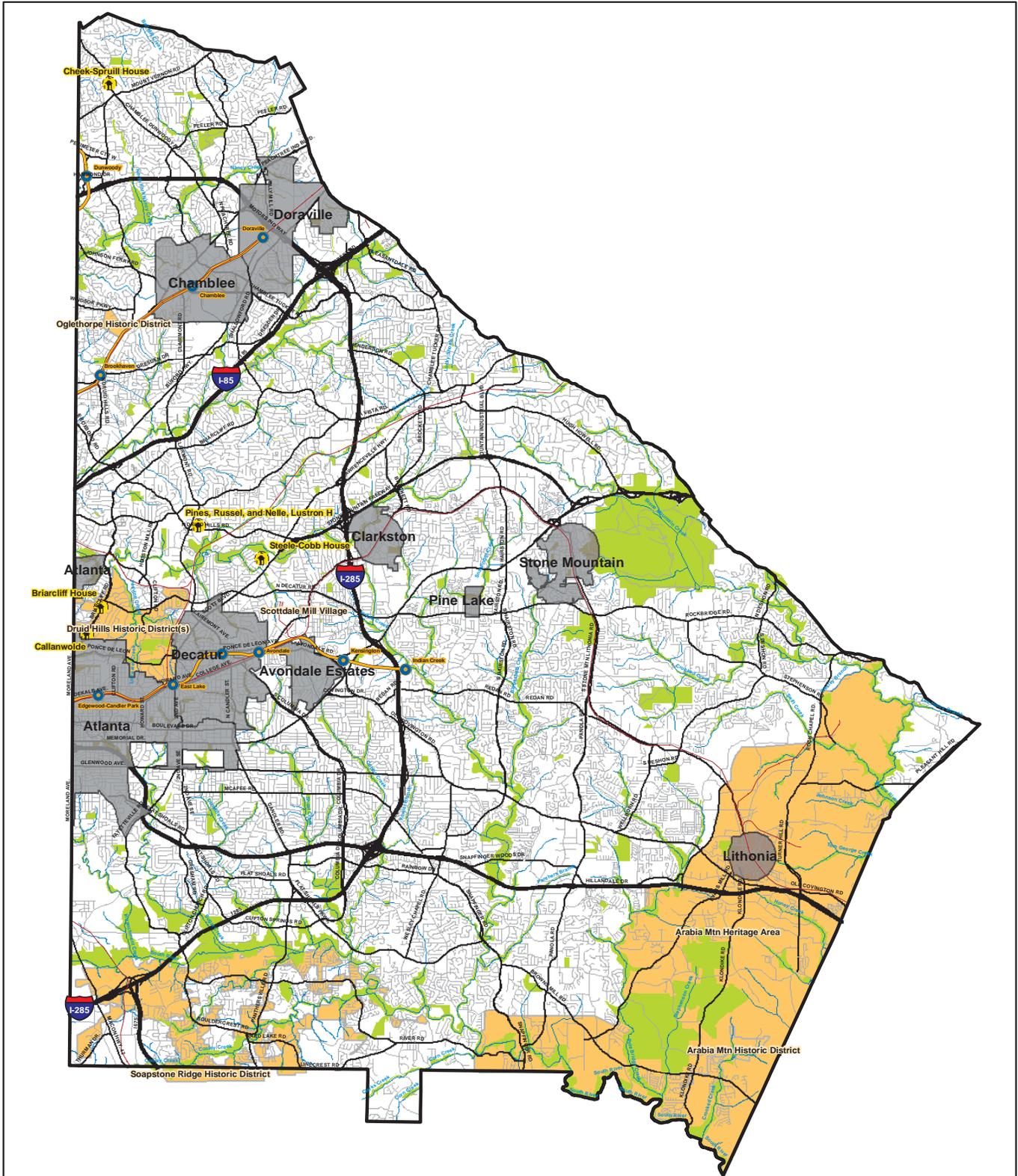


<p>0 1 2 3 Miles</p> <p>Created: 1/16/07 Source: DeKalb County Planning & Development Dept GIS Dept/Atlanta Regional Commission</p>		<p>DeKalb County Comprehensive Plan - Existing Land Use</p>	
<p>Land Use Classification</p> <ul style="list-style-type: none"> Residential - High Density (Lot<1/4 Acre) Residential - Medium Density (1/4 to 2 Acre Lots) Residential - Low Density (2 to 5 Acre Lots) Commercial 		<ul style="list-style-type: none"> Industrial/Commercial Industrial/Quarries Institutional Transportation/Communication/Utility Golf Courses Parks Other Urban Agricultural Transitional Forest/Undeveloped 	
		<ul style="list-style-type: none"> Rivers/Lakes Wetlands Exposed Rock Parks MARTA Stations Railroads MARTA Rail 	

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



	DeKalb County Comprehensive Plan - Area Requiring Special Attention	
<small>Created: 11/07/06 Source: DeKalb County Planning & Development Dept GIS Dept/Atlanta Regional Commission</small>	<ul style="list-style-type: none"> Rapid Development/Land Use Change Areas Requiring Special Attention Infill Development Opportunities (commercial corridors) Aesthetics/Redevelopment (commercial corridors) 	<ul style="list-style-type: none"> MARTA Stations MARTA Rail Railroads



0 0.8 1.6 2.4 Miles

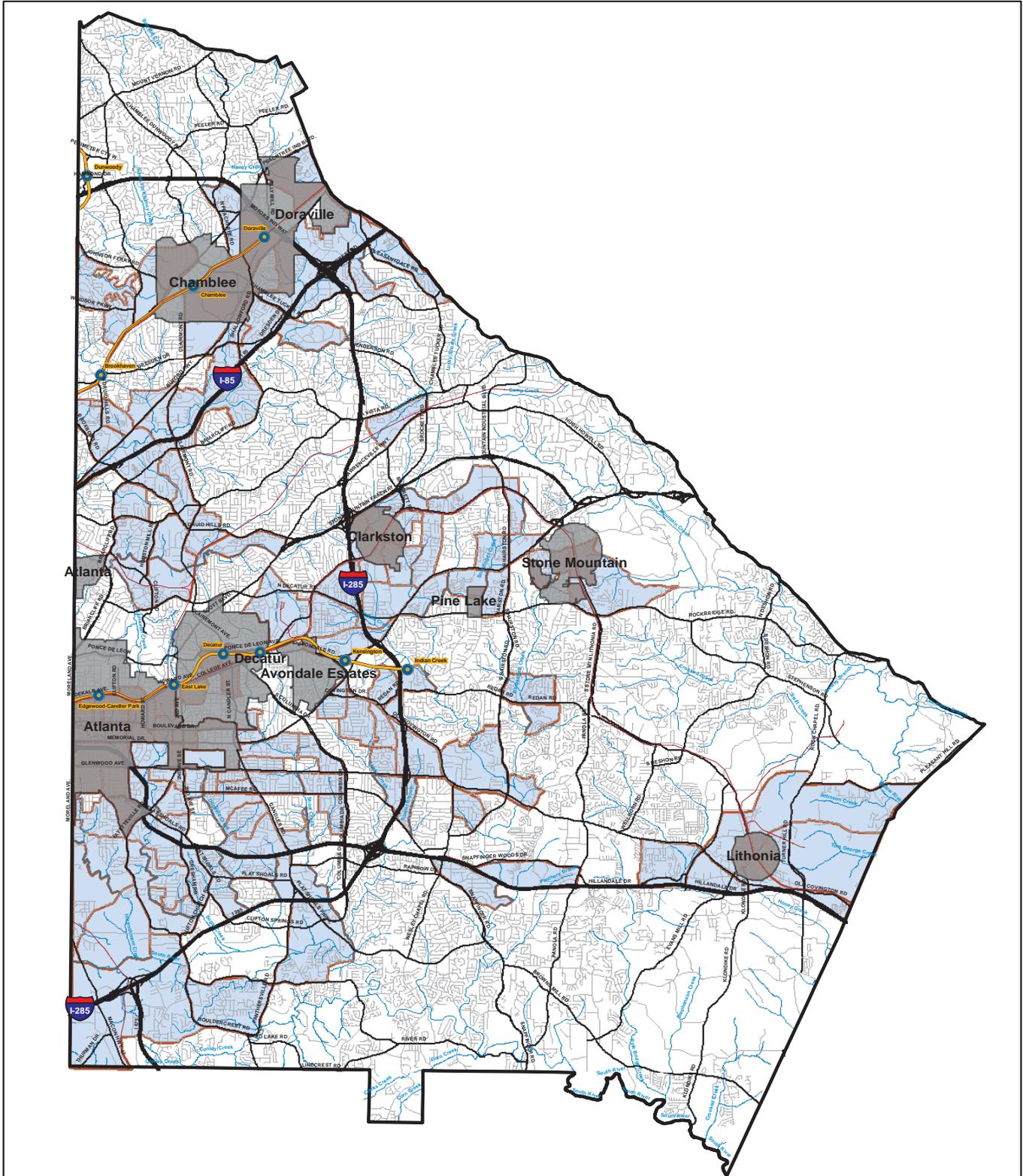
DeKalb County Comprehensive Plan - Area Requiring Special Attention

Created: 11/07/06
Source: DeKalb County Planning & Development Dept
GIS Dept/Atlanta Regional Commission

- Areas Requiring Special Attention
- Natural/Cultural Resources
- Historic Districts/Areas
- Nationally & Locally Registered Historic Sites
- MARTA Rail
- Railroads
- MARTA Stations



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



<p>0 0.75 1.5 2.25 Miles</p>	<p>DeKalb County Comprehensive Plan - Area Requiring Special Attention</p>	
<p>Created: 11/07/06 Source: DeKalb County Planning & Development Dept GIS Dept/Atlanta Regional Commission</p> 	<p>Areas Requiring Special Attention</p> <ul style="list-style-type: none"> Low-Income Block Groups (CTP Environmental Justice Low Income Pop) 	<ul style="list-style-type: none"> MARTA Rail Railroads MARTA Stations



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

3.4 Planning Area Analysis

Because of the enormous size of the county, we are using Planning Area designations. DeKalb County is separated into five (5) planning areas. This portion of the document will discuss areas requiring special attention in detail, for each planning area. This section will also show the diversity of each planning area in the county. Listed below are the physical boundaries for each of the Character Areas as depicted on Map 3-1.

North Planning Area

The North Planning Area encompasses the northernmost portions of DeKalb County, including the incorporated cities of Chamblee and Doraville. The boundary between the north area and the remainder of DeKalb County generally runs from the Brookhaven MARTA station to the Shallowford, Road/I-85 interchange. The boundary line traverses to the south and east to include the Mercer University area and adjacent residential areas. The boundary follows Henderson Road, to Tucker, then moves southeastward via Highway 78 to and including Stone Mountain Park.

Central West Planning Area

The Central West Planning Area is located along the central western edge of the County. Boundaries extend generally from Peachtree Road on the north; Briarcliff Road and Lawrenceville Highway on the east; City of Decatur southern city limits and the Seaboard Coastline railroad on the south; and the county line on the west. Interstate 85 cuts across the northern portion of the area. The City of Decatur and portions of the City of Atlanta are also included within the area.

South West Planning Area

The South West Planning Area occupies most of the southwestern corner of DeKalb County, adjoining Fulton County, including portions of the city of Atlanta. The Planning Area also extends between the cities of Decatur and Avondale Estates to encompass the area around Northlake Mall and parts of Tucker.

Central East Planning Area

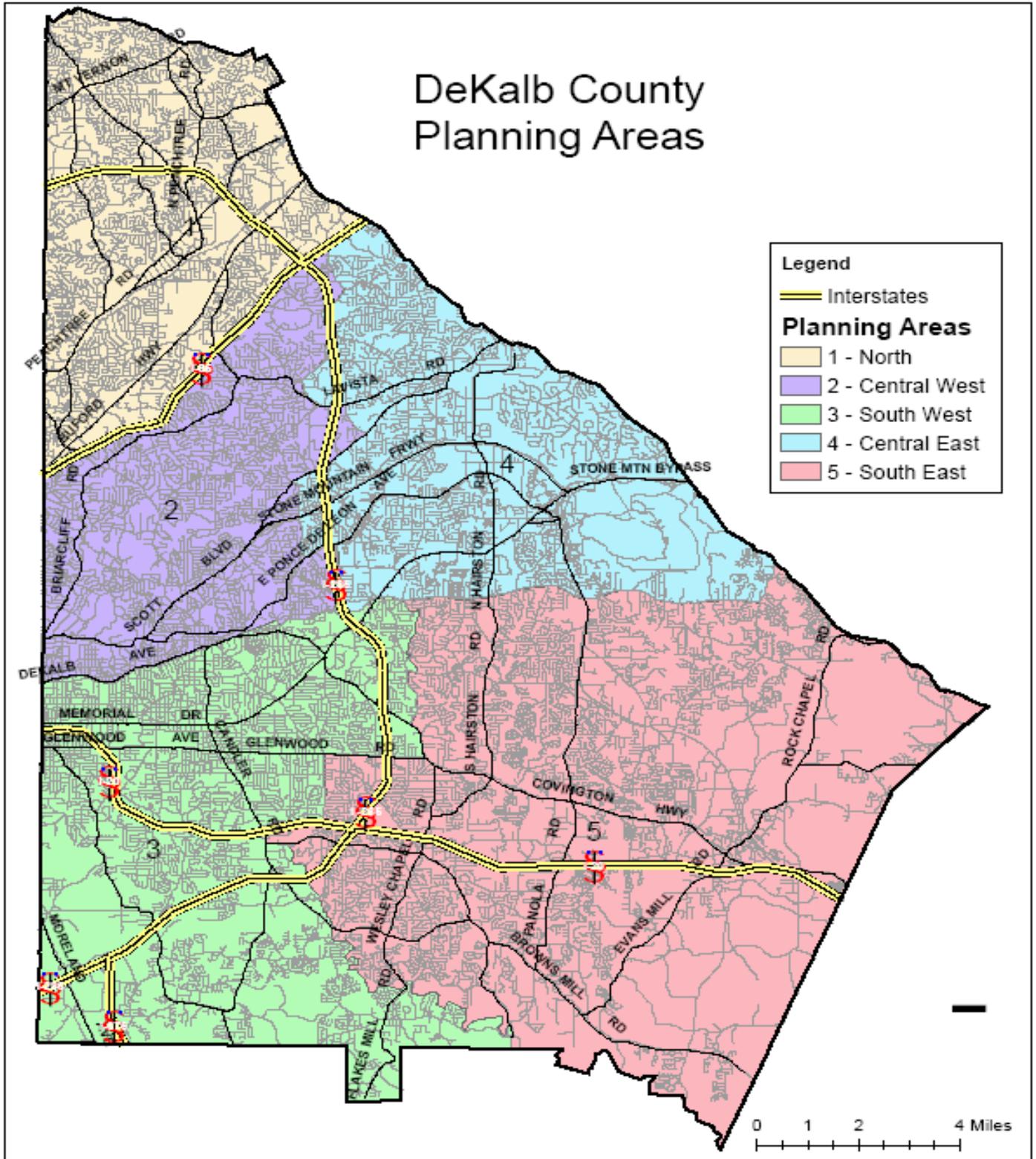
The Central East Planning Area occupies the east-central part of the County. It adjoins Gwinnett County on its eastern boundary, and includes the incorporated areas of Stone Mountain, Clarkston, Avondale Estates, Pine Lake, and Lithonia.

South East Planning Area

The South East Area encompasses most of the southeastern portion of the county. It extends from the City of Pine Lake south, east and west to the Henry, Rockdale and Fulton County lines.

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Map 3-1: DeKalb County Planning Areas



Created: May 4, 2005
File Name: Planning Areas
Source: DeKalb County Planning/GIS Dept.



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

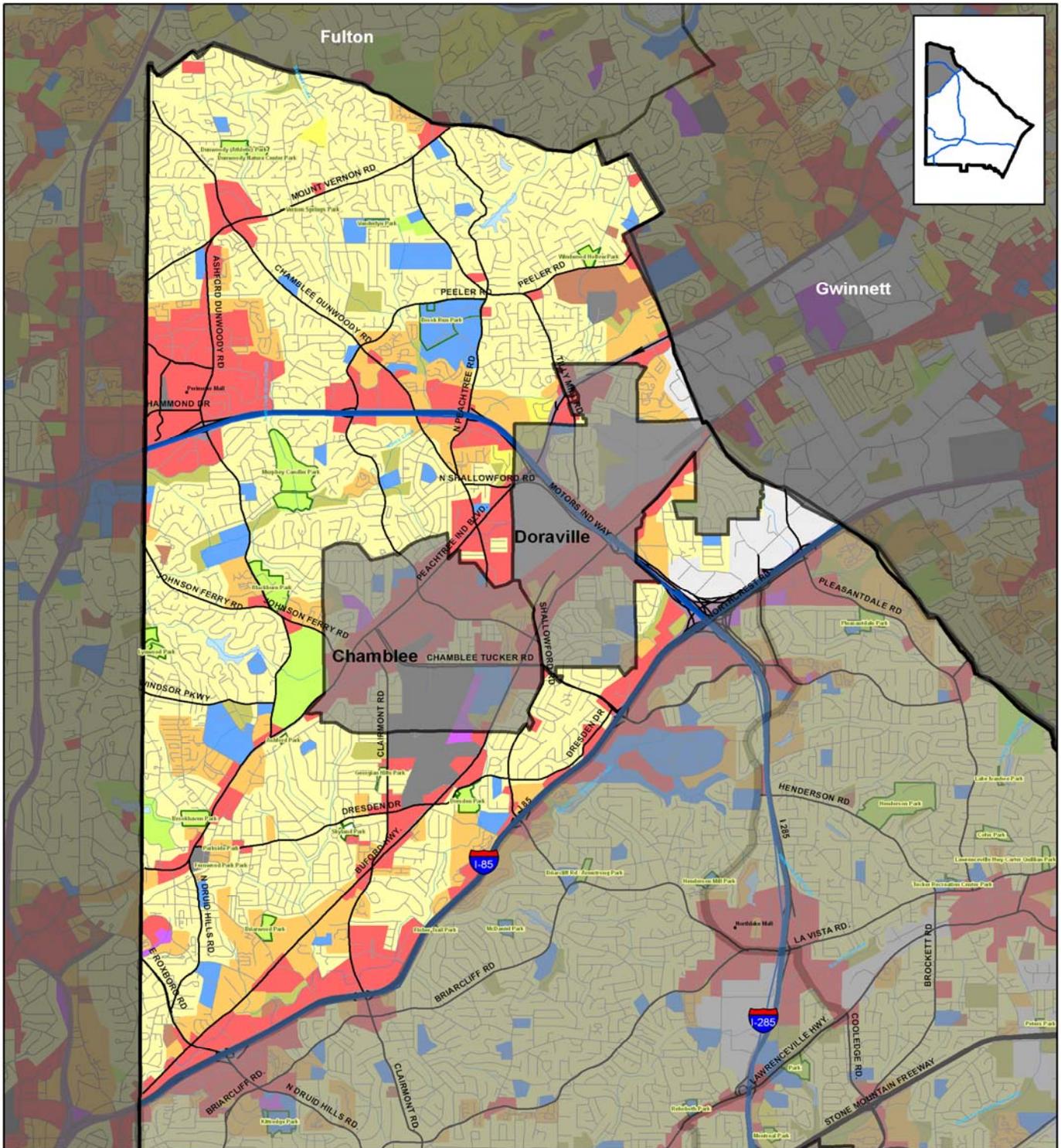
Area of Consideration	Relevance to North Planning Area
Significant Natural or Cultural Resources	<ul style="list-style-type: none"> • Includes all parks, floodplains, wetlands and other environmentally sensitive areas. • Greenspace and Park Bond Acquisitions <ul style="list-style-type: none"> ◊ These areas include parks, greenspace, environmental resources and cultural resources • Registered & Proposed Historic Districts/Areas <ul style="list-style-type: none"> ◊ Oglethorpe University Historic District—Registered • Historic Districts are shown on the map, and listed in the Data Analysis Chapter
Rapid Development/Land Use Change	<p>Perimeter Mall Area (Ashford Dunwoody Road from 285 to Mt. Vernon):</p> <ul style="list-style-type: none"> • Substantial increase in residential, commercial and mixed use <p>Brookhaven Area south to Buford Highway:</p> <ul style="list-style-type: none"> • New, mostly infill, residential development. Some of the concerns are as follows: <ul style="list-style-type: none"> ◊ Density and scale concerns due to its impact on existing communities. ◊ The economic effects of gentrification ◊ Lynwood Park -located along Windsor Parkway.
Development has/will Outpace Facilities/ Transportation	Refer to Congested Corridor Map
Improvement to Aesthetics / Attractiveness / Re-development	<p>Older, aesthetically unattractive, underutilized or vacant strip commercial centers:</p> <ul style="list-style-type: none"> • Peachtree Industrial Boulevard north of Chamblee • Buford Highway
Large Abandoned Structures	<p>Older/Underutilized Strip Commercial Centers</p> <ul style="list-style-type: none"> • Centers Identified in Improvements to Aesthetics/Attractiveness/ Redevelopment • Common especially when a major retailer leaves due to market conditions
Significant Infill Development Opportunities	<p>Commercial/Residential Infill Development</p> <ul style="list-style-type: none"> • Centers Identified in Improvements to Aesthetics/Attractiveness/ Redevelopment & Large Abandoned Structures that contain substantially under utilized or vacant structures. • Encouraged around commercial/employment centers/transit stations <p>Residential Infill Development</p> <p>Expected to continue around the Brookhaven area.</p>
Significant Disinvestment / Poverty / Levels and/ or Unemployment	Refer to map.



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Recommended Character Area	North Planning Area Location/Description
Conservation/Greenspace	Includes all parks, floodplains, wetlands and other environmentally sensitive areas.
Linear Greenspace, Trail & Pedestrian/Bike Network	Refer to the North Planning Area Character Area map
Suburban	Most residential sections within planning area
Neighborhood Center	<ul style="list-style-type: none"> ◇ Dunwoody Village commercial district (intersection of Mt Vernon and Chamblee Dunwoody Road) ◇ Mount Vernon Road & Dunwoody Club Drive ◇ Peeler Road & Winters Chapel Road
Town Center	<ul style="list-style-type: none"> ◇ Brookhaven Area around the MARTA Station and along Peachtree and Dresden Drive in order to promote a higher mix of land uses and transit oriented development around the station. This recommendation also supports the Brookhaven Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda. ◇ I-285 & Shallowford Road ◇ Lenox Park Area along Roxboro Road at the county line.
Regional Activity Center	Perimeter Center area shown on the map along Ashford Dunwoody Road around I-285 and further north in order to promote a higher mix of land uses and transit oriented development around the Perimeter MARTA station. This recommendation also supports the Perimeter Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda.
Corridors	Refer to the North Planning Area Character Area map
Light Industrial	Light Industrial areas mixed in with warehouse and distribution uses along the I-84 corridor and around Doraville.

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

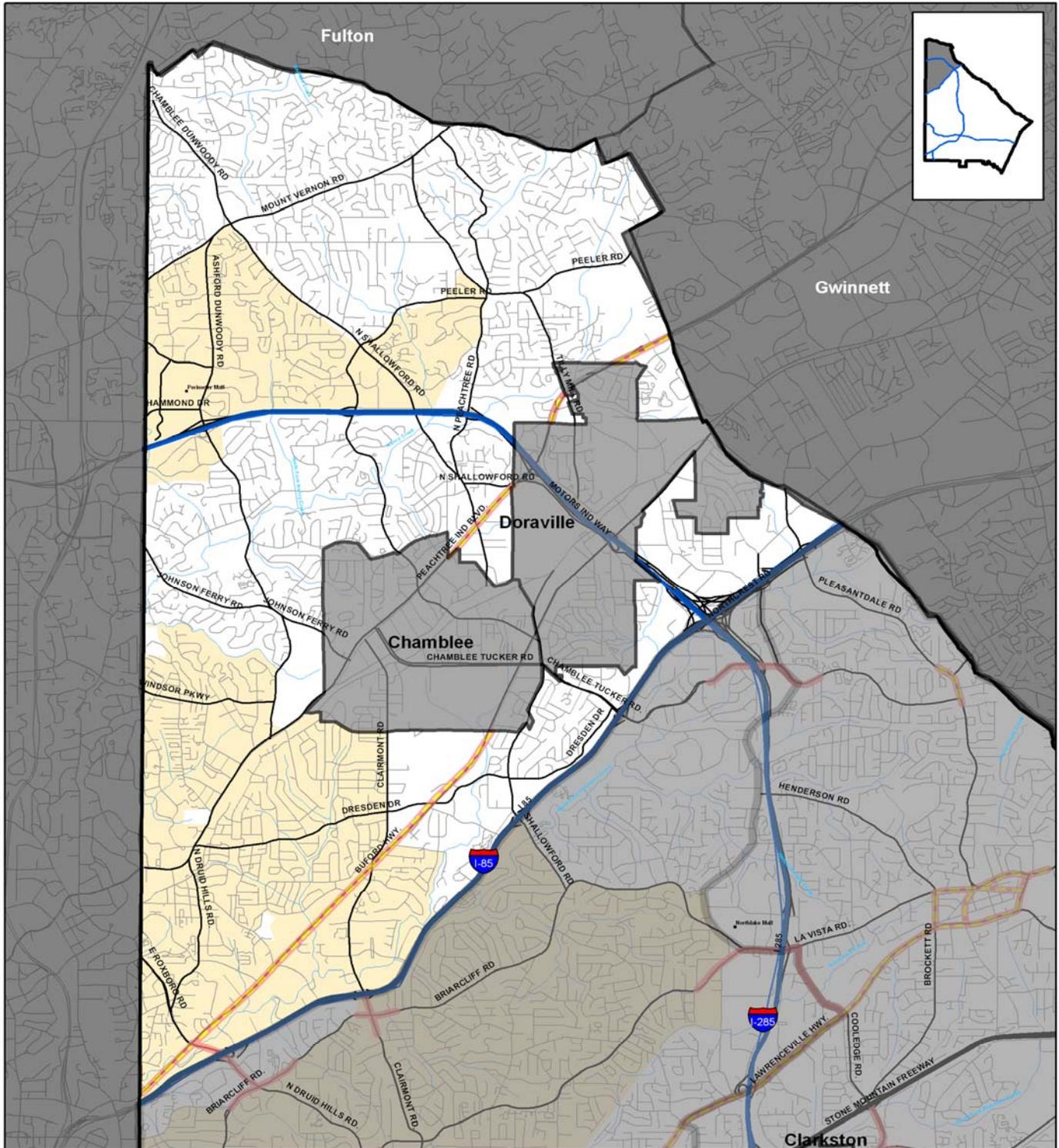


DeKalb County Existing Land Use - North Planning Area

	<ul style="list-style-type: none"> MARTA Stations MARTA Rail Railroads Parks 	<p>Land Use Classification</p> <ul style="list-style-type: none"> Residential - High Density (Lot<1/4 Acre) Residential - Medium Density (1/4 to 2 Acre Lots) Residential - Low Density ((2 to 5 Acre Lots) Commercial Industrial/Commercial Industrial/Quarries 	<ul style="list-style-type: none"> Institutional Highway Right-of-Way Transportation/Communication/Utility Golf Courses Parks Other Urban Agricultural 	<ul style="list-style-type: none"> Transitional Forest/Undeveloped Rivers/Lakes Wetlands Exposed Rock
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission *Land Use based on ARC 2003 Land Pro data</p>			



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



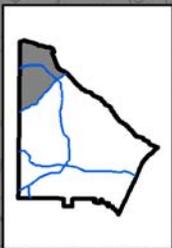
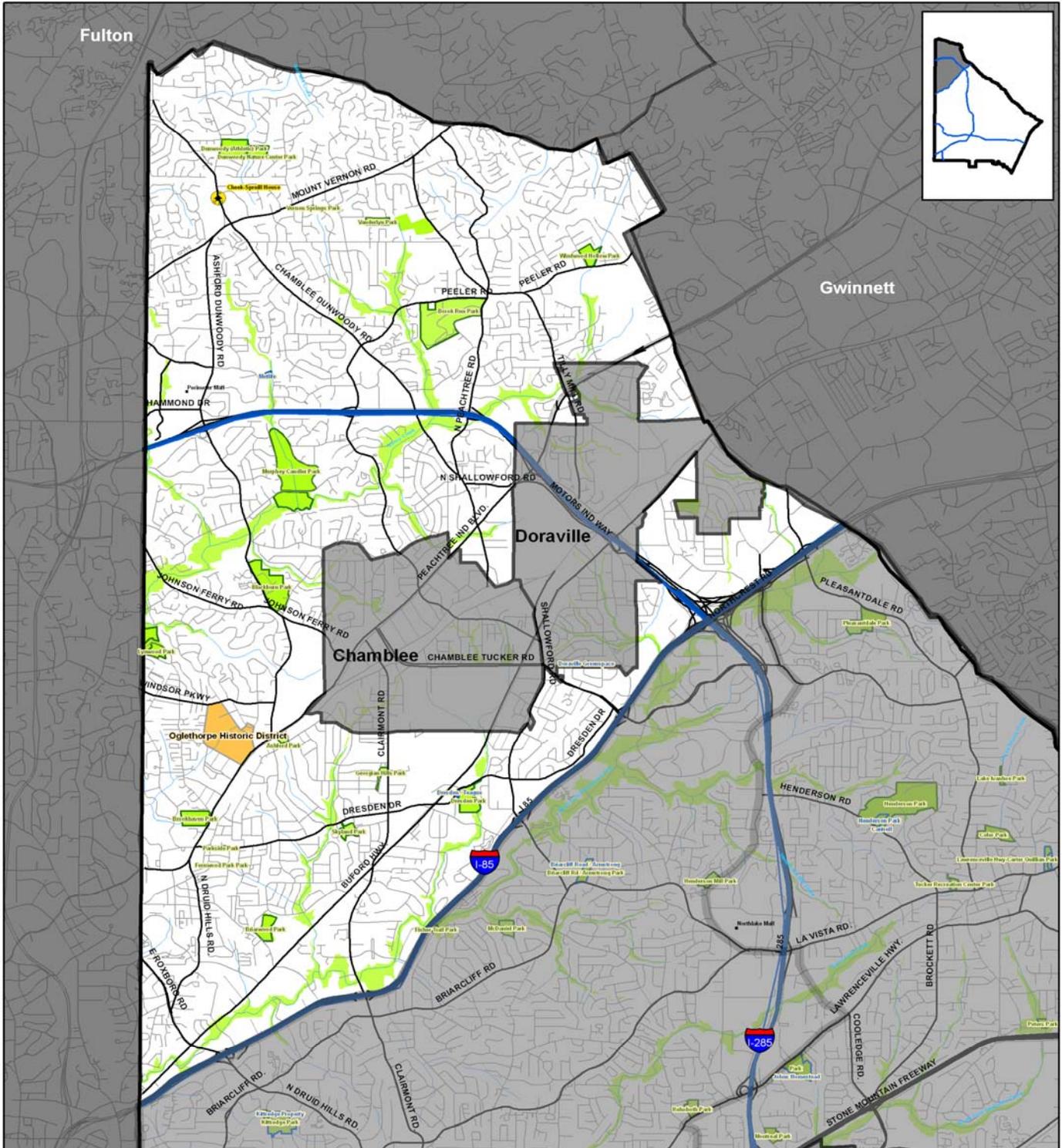
DeKalb County Areas Requiring Special Attention - North Planning Area

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

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



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

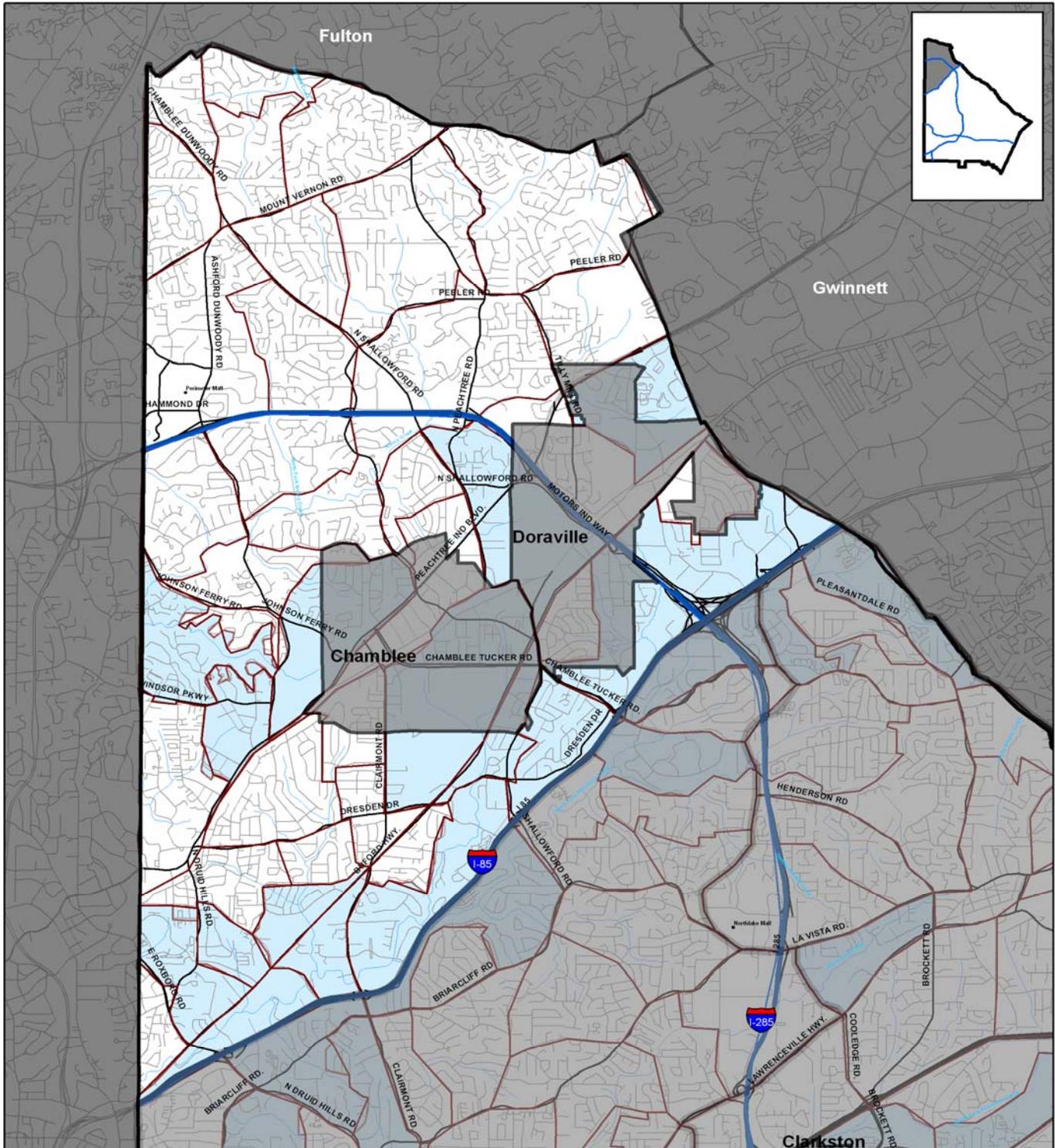


DeKalb County Areas Requiring Special Attention - North Planning Area

	<ul style="list-style-type: none"> Railroads MARTA Stations MARTA Rail Parks Greenspace or Park Bond Acquisition 	Areas Requiring Special Attention <ul style="list-style-type: none"> Natural/Cultural Resources Historic Districts/Areas Nationally & Locally Registered Historic Sites
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept Atlanta Regional Commission</p>	



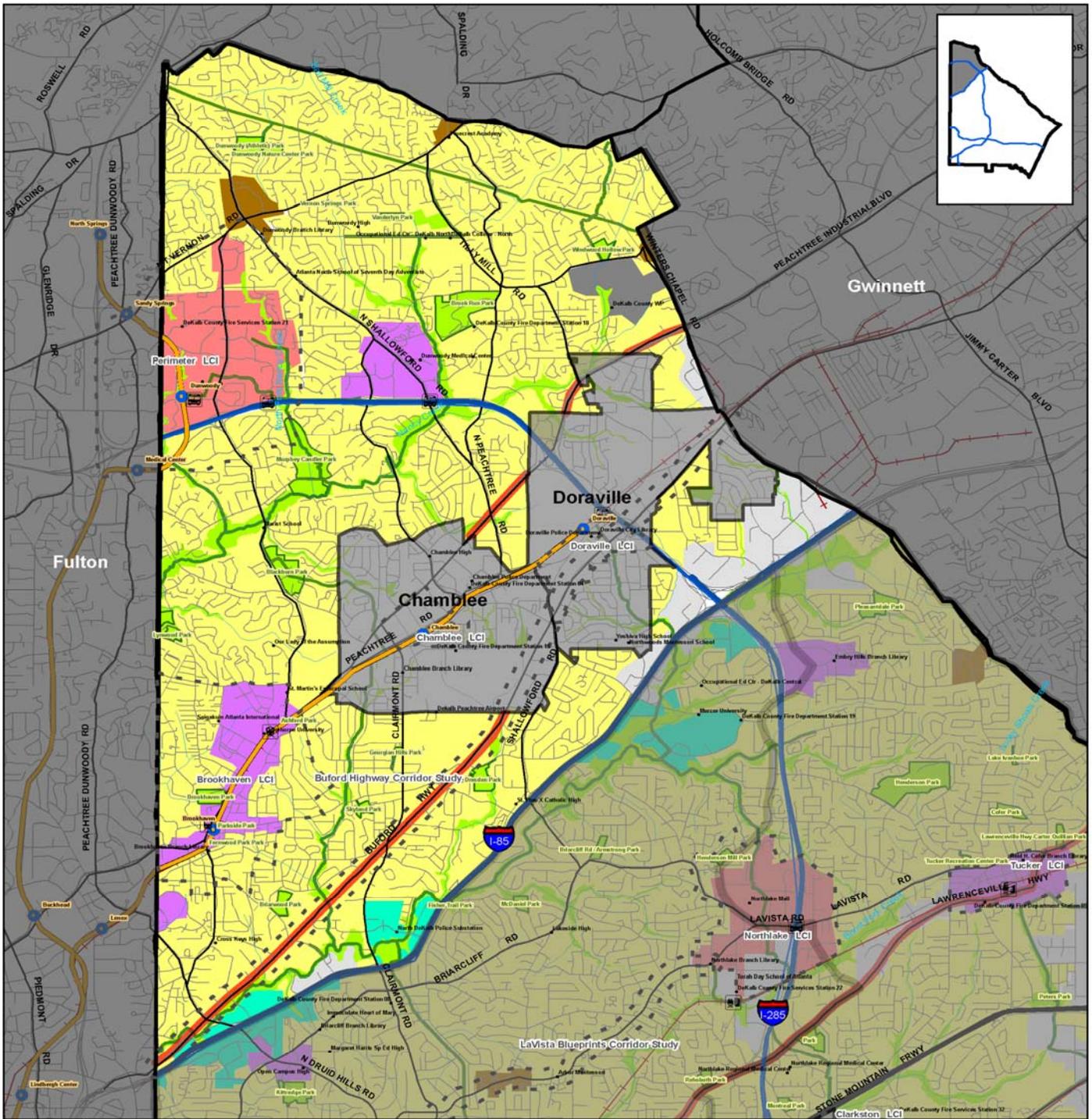
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - North Planning Area

	<ul style="list-style-type: none"> MARTA Stations MARTA Rail Railroads 	<p>Areas Requiring Special Attention</p> <ul style="list-style-type: none"> Low-Income Block Groups (CTP Environmental Justice Low Income Pop) 2000 Census Block Groups
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission</p>	

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



<p>Created: 10/27/06 Source: DeKalb County Planning & Development Dept./GIS Dept Atlanta Regional Commission</p>		<h3>DeKalb County Recommended Character Areas - North Planning Area</h3>	
Recommended Character Areas <ul style="list-style-type: none"> ■ Conservation/Greenspace ■ Rural Residential ■ Suburban ■ Traditional Neighborhood ■ Neighborhood Center 	<ul style="list-style-type: none"> ■ Town Center ■ Regional Activity Center ■ Office Park/Institutional ■ Light Industrial ■ Industrial 	Linear/Corridor Character Areas <ul style="list-style-type: none"> ■ Commercial Redevelopment Corridor ■ Scenic Corridor ■ Linear Green Space (From DeKalb CTP) 	DeKalb CTP - Proposed Transit Facilities <ul style="list-style-type: none"> BRT Station Rail Commuter/Shuttle Station Streetcar Station Transit Center
		Studies/Projects <ul style="list-style-type: none"> MARTA Stations MARTA Rail Parks 	



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

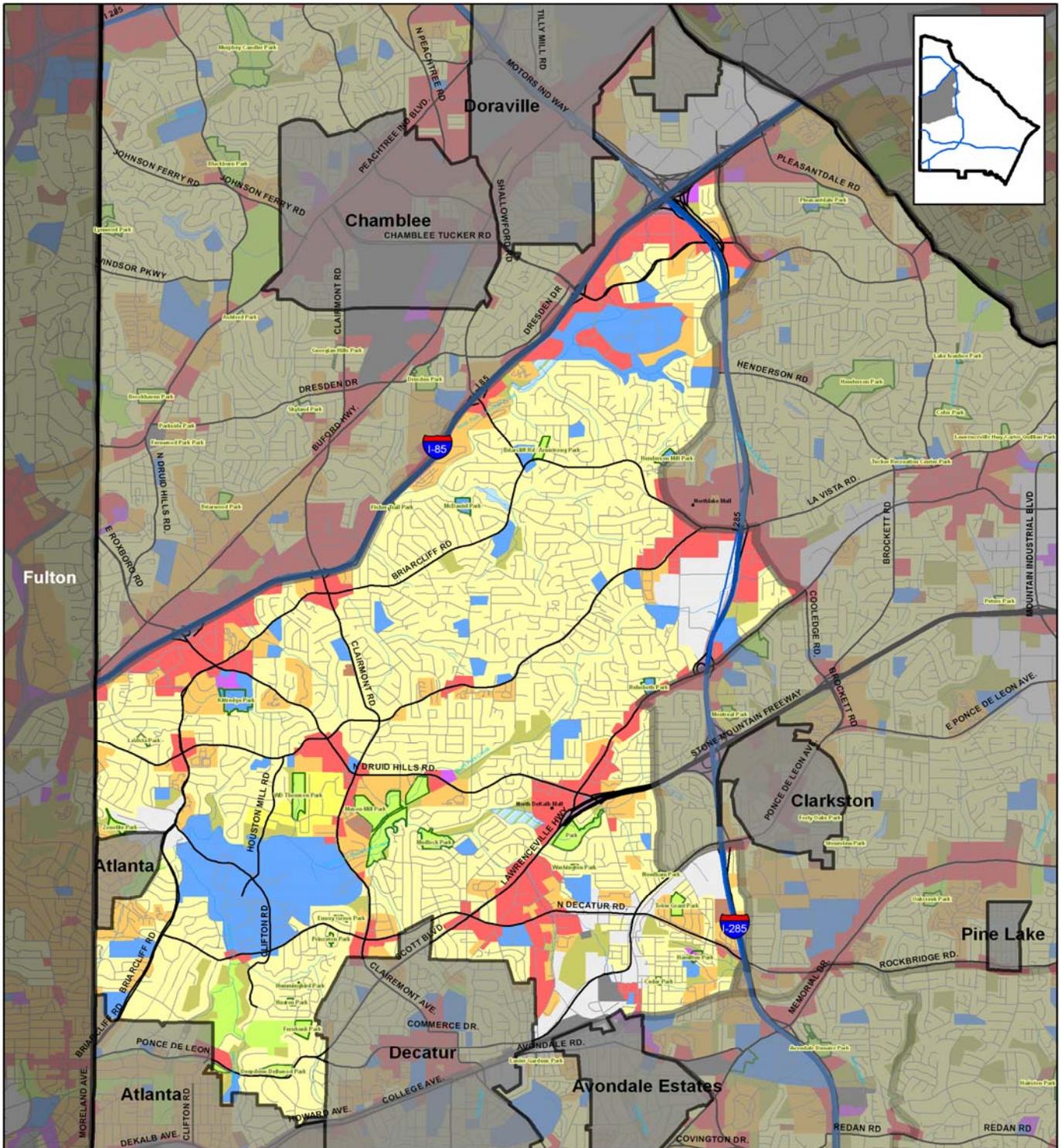
Area of Consideration	Relevance to Central West Planning Area
Significant Natural or Cultural Resources	<ul style="list-style-type: none"> • Includes all parks, floodplains, wetlands and other environmentally sensitive areas. • Greenspace and Park Bond Acquisitions <ul style="list-style-type: none"> ◊ These areas include parks, greenspace, environmental resources and cultural resources • Registered & Proposed Historic Districts/Areas <ul style="list-style-type: none"> ◊ Druid Hills Historic District—Registered ◊ Scottdale Mill Village—Proposed • Historic Districts shown on map and listed in Data Analysis Chapter
Rapid Development/Land Use Change	<ul style="list-style-type: none"> • Briarcliff Road and La Vista Road Corridors (Mostly east of Clairmont Road.) <ul style="list-style-type: none"> ◊ Infill residential development—Density and scale concerns due to its impact on existing communities • New residential development and infill residential development has also taken place around Decatur between Scott Boulevard and Church Street and in the Scottdale area along Ponce De Leon, North Decatur Road and down to Rockbridge Road. • Permitting activity and public input indicate that the Scottdale area could see a substantial increase in residential development, both new and infill.
Development has/will Outpace Facilities/Transportation	Refer to Congested Corridor Map
Improvement to Aesthetics / Attractiveness / Redevelopment	<p>Older, aesthetically unattractive, underutilized or vacant strip commercial centers:</p> <ul style="list-style-type: none"> • Chamblee Tucker & I-285 • Clairmont Road at Briar cliff and at North Decatur Road • North Druid Hills between La Vista Road & Clairmont Road • Northlake Mall Area – La Vista Road & Northlake Center Parkway • Scott Boulevard/Lawrenceville Highway • North Clarendon/Proctor Ave - Scottdale area
Large Abandoned Structures	Older/Underutilized Strip Commercial Centers —Centers Identified in Improvements to Aesthetics/Attractiveness/Redevelopment common especially when a major retailer leaves due to market conditions.
Significant Infill Development Opportunities	<p>Commercial/Residential Infill Development</p> <ul style="list-style-type: none"> • Centers Identified in Improvements to Aesthetics/Attractiveness/Redevelopment & Large Abandoned Structures that contain substantially under utilized or vacant structures. • Encouraged around commercial/employment centers/transit stations <p>Residential Infill Development-Expected to continue around LaVista Road & Briarcliff Road Corridors and increase around the Scottdale area in the south-eastern portion of the area.</p>
Significant Disinvestment / Poverty / Levels and/or Unemployment	Refer to Areas of Special Attention map



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Recommended Character Area	Central West Planning Area Location/Description
Conservation/Greenspace	Includes all parks, floodplains, wetlands and other environmentally sensitive areas.
Linear Greenspace, Trail & Pedestrian/Bike Network	Refer to Central West Character Area Map
Suburban	Most residential sections within planning area
Traditional Neighborhood	The Scottdale area has a pre-WWII housing stock that still has loose grid-like street pattern and smaller lots.
Neighborhood Center	<ul style="list-style-type: none"> • Oak Grove Commercial Center (LaVista & Oak Grove Road) • La Vista Road & Briarcliff Road • Emory Village—This recommendation also supports the Northlake Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda. • Clairmont & North Decatur Road
Town Center	<ul style="list-style-type: none"> • Chamblee Tucker & I-285 area • Toco Hills (La Vista & North Druid Hills Road) • Briarcliff Road & North Druid Hill Road • North DeKalb Mall—Intersection of Lawrenceville Highway & N Druidhills Road.
Regional Activity Center	Northlake Mall and surrounding area. This recommendation also supports the Northlake Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda.
Corridors	Refer to Central West Character Area Map
Light Industrial	<p>Light Industrial areas mixed in with warehouse and distribution uses:</p> <ul style="list-style-type: none"> • I-85/I285 • South of the Northlake Mall Area along Montreal Road • Ponce De Leon Ave between Decatur and I-285
Office Park/Institutional	<ul style="list-style-type: none"> • Executive Park office park around I-85 and North Druid Hills Road • Office Parks near Mercer University at Chamblee Tucker & I-85 • Presidential Plaza at I-85 & I-285

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

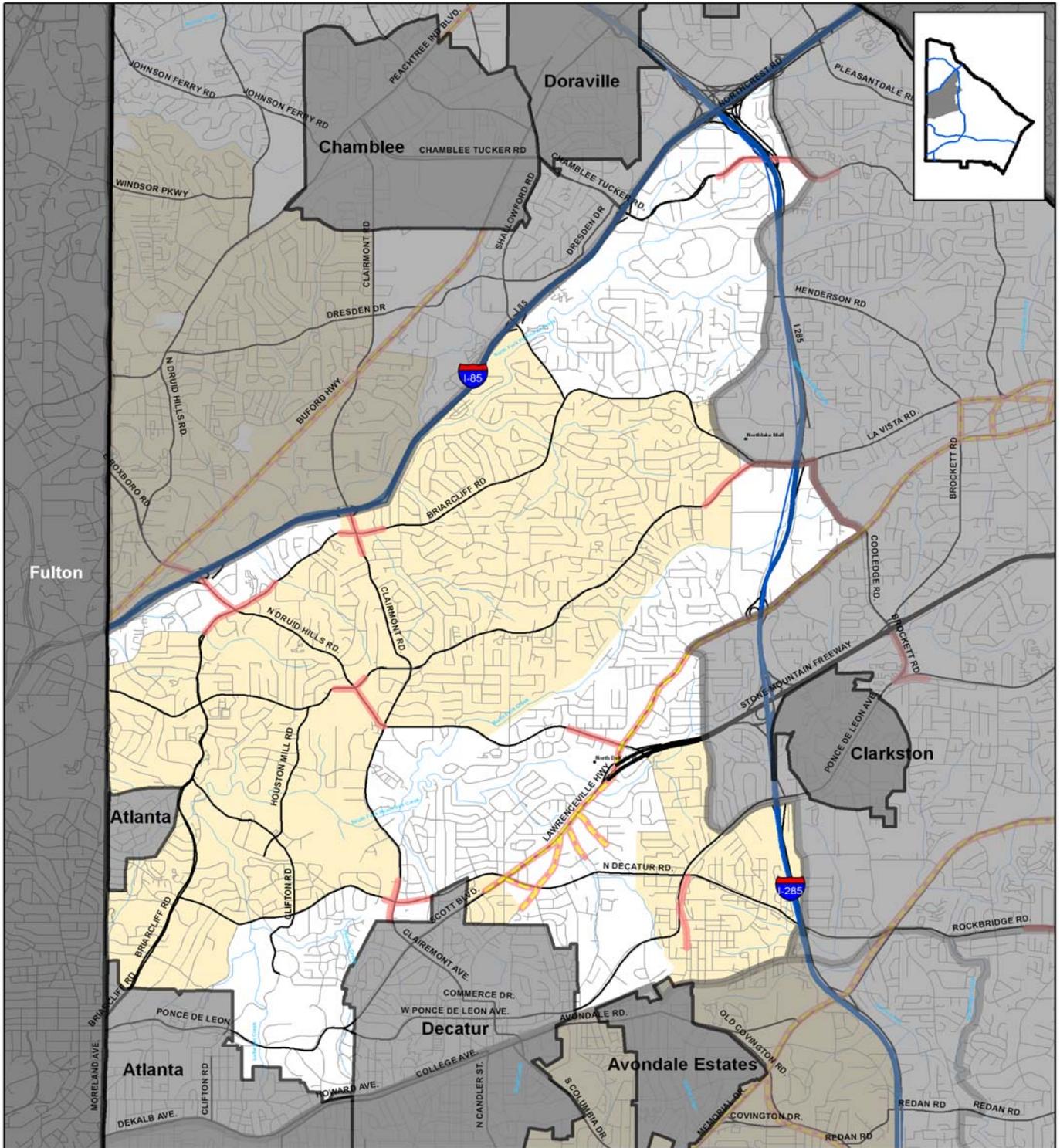


DeKalb County Existing Land Use - Central West Planning Area

	<ul style="list-style-type: none"> MARTA Stations MARTA Rail Railroads Parks 	<p>Land Use Classification</p> <ul style="list-style-type: none"> Residential - High Density (Lot<1/4 Acre) Residential - Medium Density (1/4 to 2 Acre Lots) Residential - Low Density ((2 to 5 Acre Lots) Commercial Industrial/Commercial Industrial/Quarries 	<ul style="list-style-type: none"> Institutional Highway Right-of-Way Transportation/Communication/Utility Golf Courses Parks Other Urban Agricultural 	<ul style="list-style-type: none"> Transitional Forest/Undeveloped Rivers/Lakes Wetlands Exposed Rock
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission *Land Use based on ARC 2003 Land Pro data</p>			



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



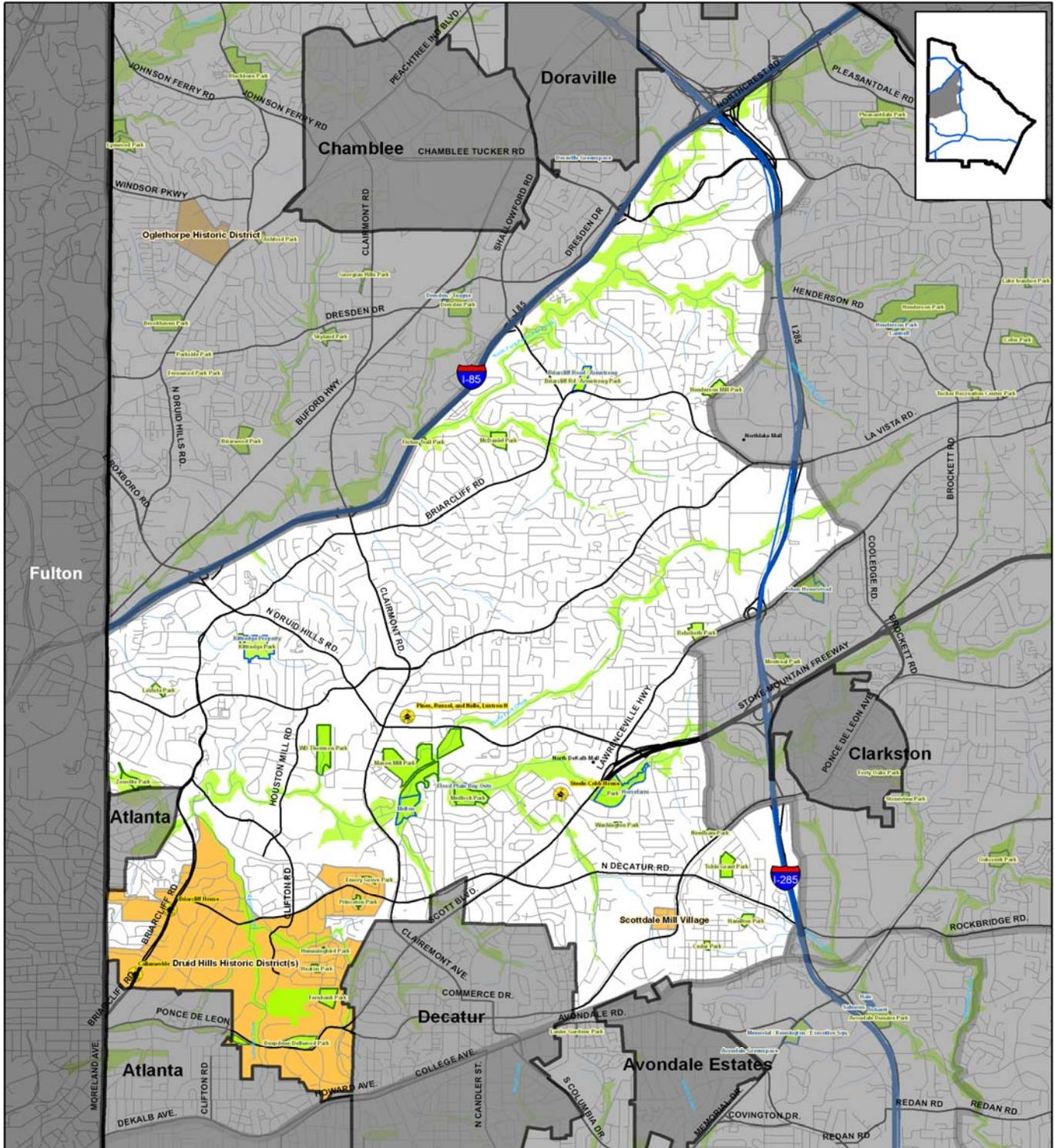
DeKalb County Areas Requiring Special Attention - Central West Planning Area

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

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



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

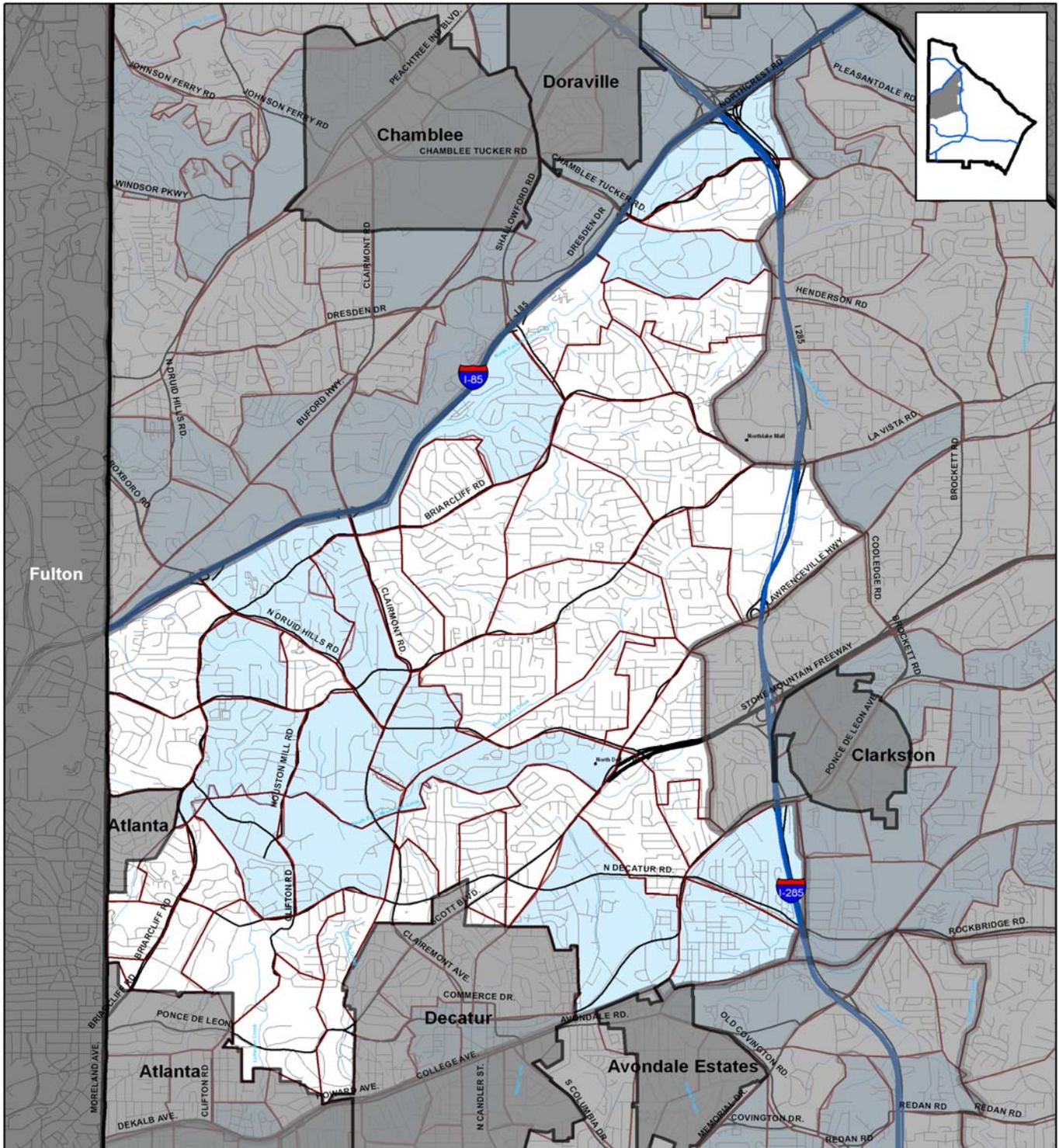


DeKalb County Areas Requiring Special Attention - Central West Planning Area

	<ul style="list-style-type: none"> MARTA Stations MARTA Rail Railroads Parks Greenspace or Park Bond Acquisition 	<p>Areas Requiring Special Attention</p> <ul style="list-style-type: none"> Natural/Cultural Resources Historic Districts/Areas
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept Atlanta Regional Commission</p>	



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

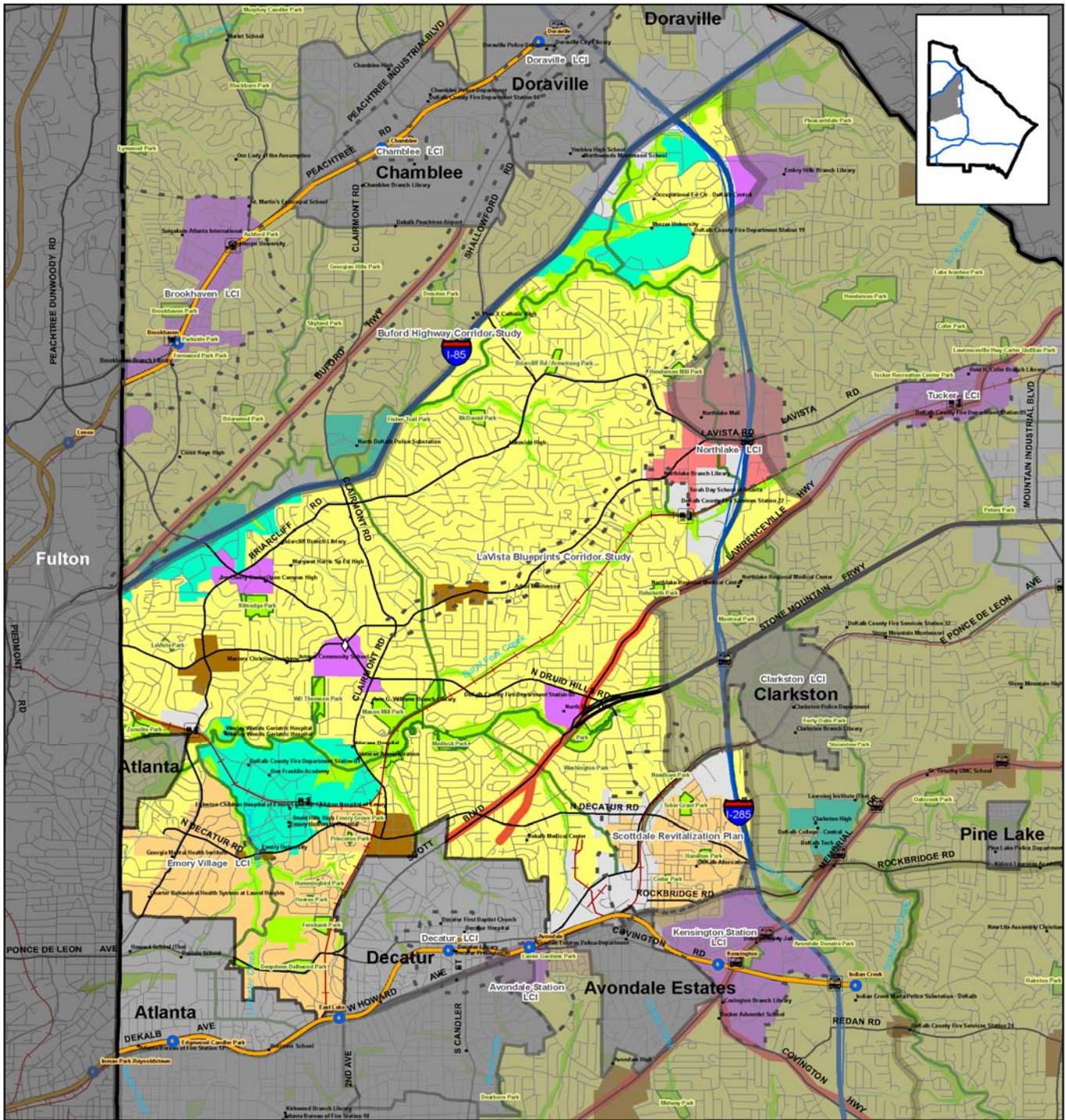


DeKalb County Areas Requiring Special Attention - Central West Planning Area

	MARTA Stations	Low-Income Block Groups (CTP Environmental Justice Low Income Pop)
	MARTA Rail	2000 Census Block Groups
Railroads		

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

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



		<p>DeKalb County Recommended Character Areas- Central West Planning Area</p> <p>Created: 10/27/06 Source: DeKalb County Planning & Development Dept/GIS Dept Atlanta Regional Commission</p>		
<p>Recommended Character Areas</p> <ul style="list-style-type: none"> Conservation/Greenspace Rural Residential Suburban Traditional Neighborhood Neighborhood Center 	<ul style="list-style-type: none"> Town Center Regional Activity Center Office Park/Institutional Light Industrial Industrial 	<p>Linear/Corridor Character Areas</p> <ul style="list-style-type: none"> Commercial Redevelopment Corridor Scenic Corridor Linear Green Space (From DeKalb CTP) 	<p>DeKalb CTP - Proposed Transit Facilities</p> <ul style="list-style-type: none"> BRT Station Rail Commuter/Shuttle Station Streetcar Station Transit Center 	<p>Studies/Projects</p> <ul style="list-style-type: none"> MARTA Stations MARTA Rail Parks



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

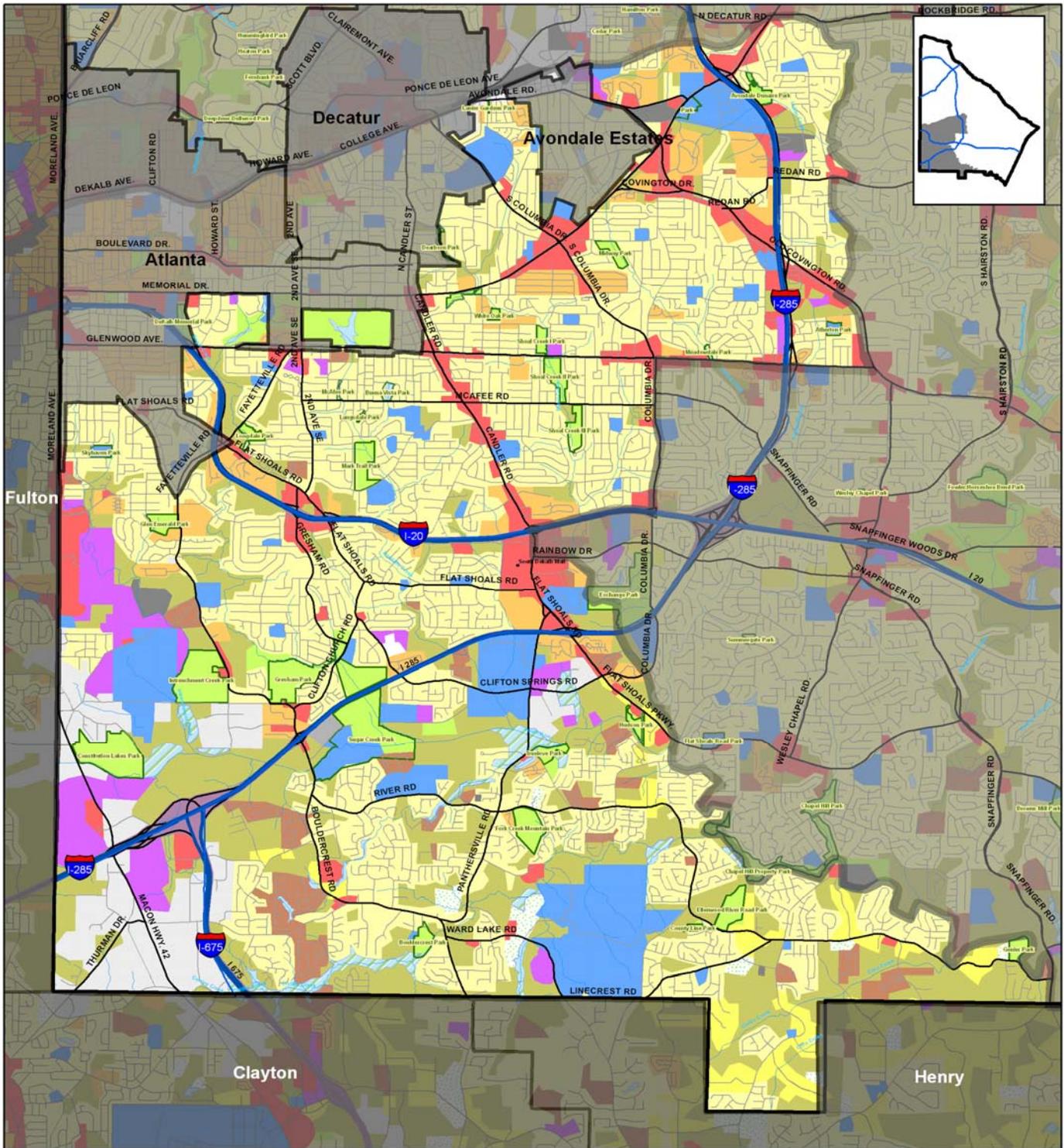
Area of Consideration	Relevance to South West Planning Area
Significant Natural or Cultural Resources	<ul style="list-style-type: none"> • Includes all parks, floodplains, wetlands and other environmentally sensitive areas. • Greenspace and Park Bond Acquisitions <ul style="list-style-type: none"> ◊ These areas include parks, greenspace, environmental resources and cultural resources • Registered & Proposed Historic Districts/Areas <ul style="list-style-type: none"> ◊ Soapstone Ridge Historic District—Registered • Historic Districts listed in Data Analysis Chapter.
Rapid Development/Land Use Change	<p>Areas that border Atlanta and Decatur—experiencing new subdivision and infill residential development.</p> <p>South of I-285—substantial residential growth due to the amount of undeveloped land still remaining in the area. Most of this development is taking place on large undeveloped tracts of land in new areas and within existing neighborhoods.</p>
Development has/will Outpace Facilities/Transportation	Refer to Congested Corridor Map
Improvement to Aesthetics / Attractiveness / Redevelopment	<p>Older, aesthetically unattractive, underutilized or vacant strip commercial centers:</p> <ul style="list-style-type: none"> • Memorial Drive—especially around Columbia Drive (Avondale Mall) • Covington Highway, Glenwood Road, Candler Road, Moreland Avenue • Gresham Road & I-20 • Bouldercrest Road & I-285
Large Abandoned Structures	<ul style="list-style-type: none"> • Older/Underutilized Strip Commercial Centers <ul style="list-style-type: none"> ◊ Centers Identified in Improvements to Aesthetics/Attractiveness/Redevelopment ◊ Common especially when a major retailer leaves due to market conditions <ul style="list-style-type: none"> * Avondale Mall – Memorial & Columbia Drive * Strip center south of Memorial & Columbia Drive
Significant Infill Development Opportunities	<p>Commercial/Residential Infill Development</p> <ul style="list-style-type: none"> • Centers Identified in Improvements to Aesthetics/Attractiveness/Redevelopment & Large Abandoned Structures that contain substantially under utilized or vacant structures. • Encouraged around commercial/employment centers/transit stations <p>Residential Infill Development</p> <ul style="list-style-type: none"> • Residential infill development is expected to continue inside of I-285 within older neighborhoods and closer to Atlanta and Decatur. • The density and scale of this development has been of particular concern due to its impact on existing stable communities and communities where gentrification can cause significant economic impacts on long-term residents.
Significant Disinvestment / Poverty / Levels and/or Unemployment	Block group census poverty level data forthcoming.



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Recommended Character Area	South West Planning Area Location/Description
Conservation/Greenspace	Includes all parks, floodplains, wetlands and other environmentally sensitive areas.
Linear Greenspace, Trail & Pedestrian/Bike Network	Refer to South West Planning Area Character Area map
Suburban	Most residential sections within planning area north and south of I-285
Traditional Neighborhood	Recommended for Neighborhoods that have a pre WWII housing stock that have a loose grid-like street pattern and smaller lots. In the South West Planning Area, these neighborhoods are found in some areas along Moreland Avenue, Glenwood Road, Memorial Drive and College Avenue between Decatur and Avondale Estates.
Neighborhood Center	<ul style="list-style-type: none"> ◇ Glenwood Ave & Fayetteville Road ◇ I-285 & Bouldercrest Road ◇ Cedar Grove— Bouldercrest Road & Cedar Grove Road ◇ I-20 & Gresham Road ◇ Avondale Mall—Memorial & Columbia Drive
Town Center	<ul style="list-style-type: none"> ◇ Kensington MARTA Station area in order to promote a higher mix of land uses and transit oriented development around the station. This recommendation supports the Kensington Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda. ◇ South DeKalb Mall Area
Corridors	Refer to South West Planning Area Character Area map
Light Industrial	<p>Light Industrial areas mixed in with warehouse and distribution uses:</p> <ul style="list-style-type: none"> • Moreland Avenue Corridor • Panthersville & Clifton Springs Road
Industrial	Seminole Land Fill between Bouldercrest & River Road

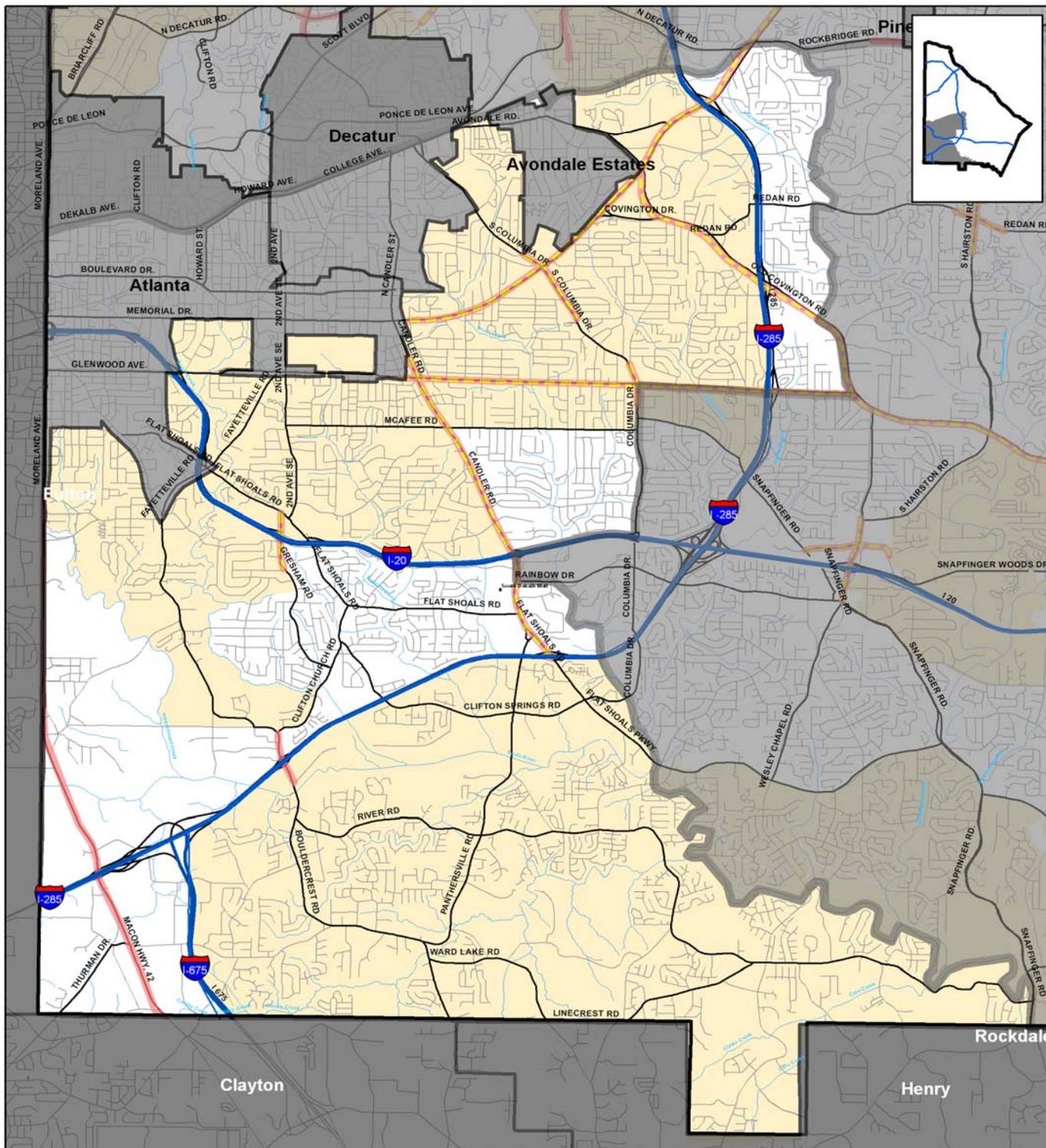
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Existing Land Use - South West Planning Area

	<ul style="list-style-type: none"> MARTA Stations MARTA Rail Railroads Parks 	<p>Land Use Classification</p> <ul style="list-style-type: none"> Residential - High Density (Lot<1/4 Acre) Residential - Medium Density (1/4 to 2 Acre Lots) Residential - Low Density ((2 to 5 Acre Lots) Commercial Industrial/Commercial Industrial/Quarries 	<ul style="list-style-type: none"> Institutional Highway Right-of-Way Transportation/Communication/Utility Golf Courses Parks Other Urban Agricultural 	<ul style="list-style-type: none"> Transitional Forest/Undeveloped Rivers/Lakes Wetlands Exposed Rock
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission *Land Use based on ARC 2003 Land Pro data</p>			

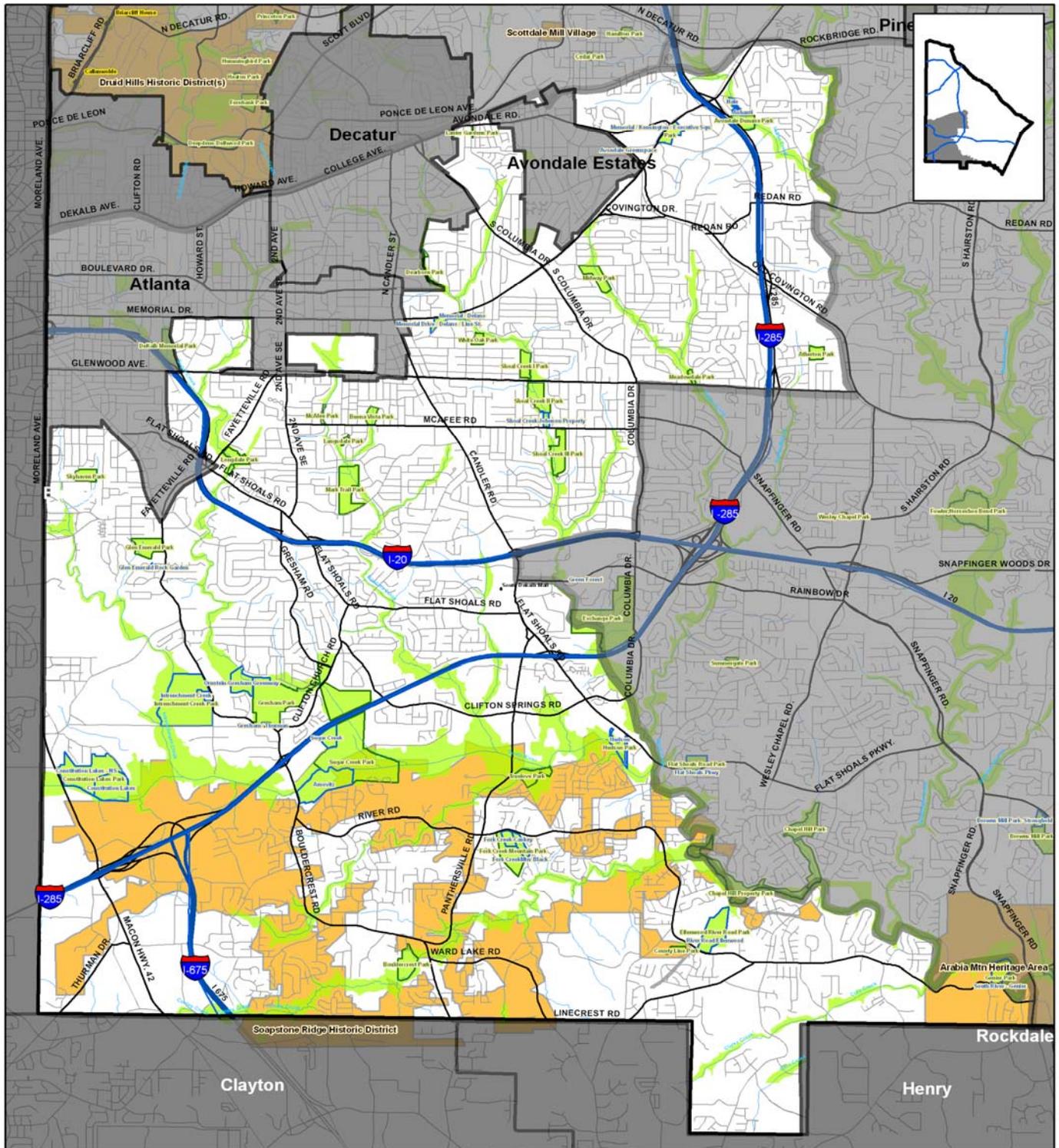
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - South West Planning Area

	<ul style="list-style-type: none"> ● MARTA Stations — MARTA Rail — Railroads 	<p>Areas Requiring Special Attention</p> <ul style="list-style-type: none"> Infill Development Opportunities (commercial corridors) Aesthetics/Redevelopment (commercial corridors) Rapid Development/Land Use Change
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission</p>	

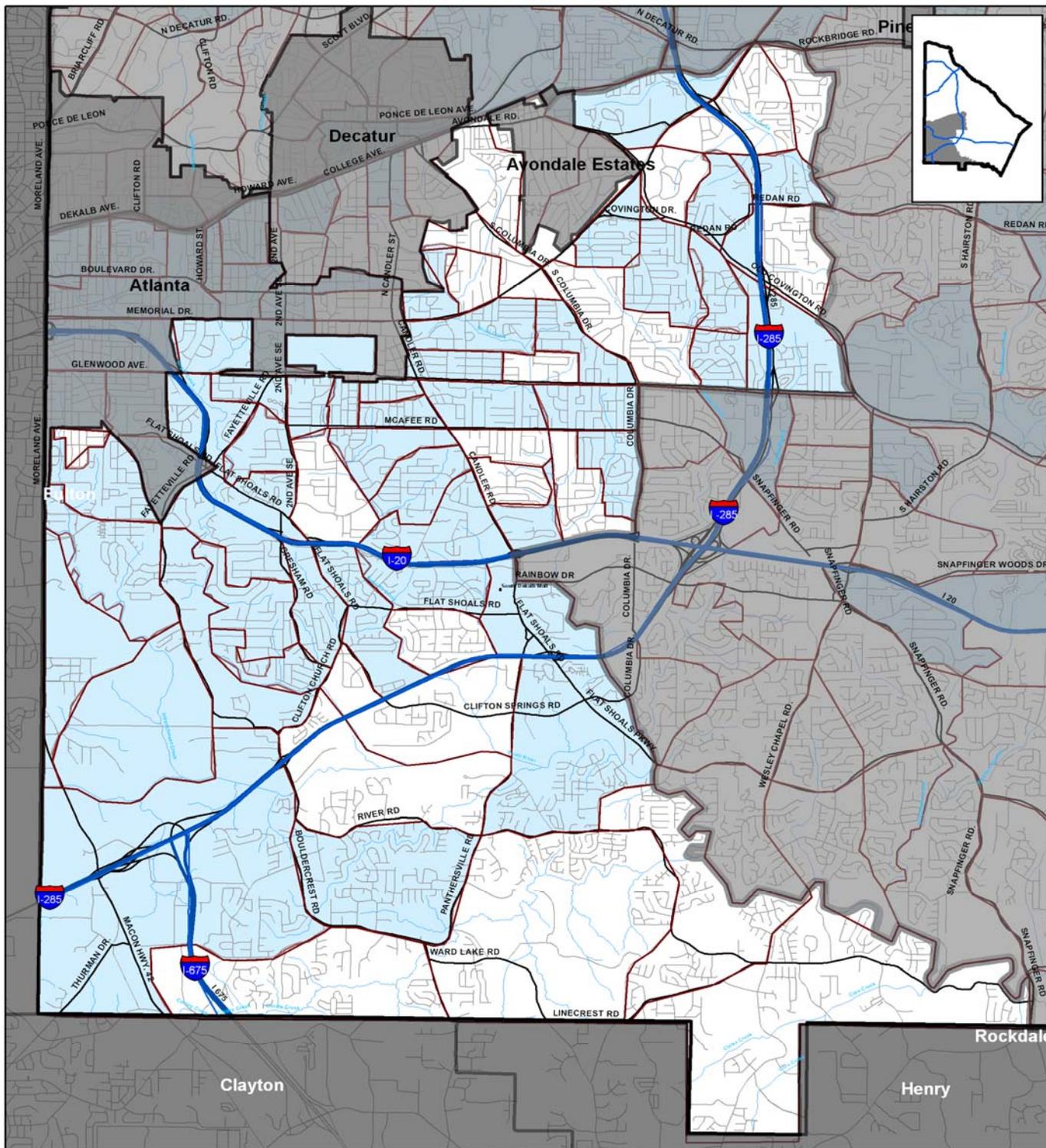
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - South West Planning Area

	<ul style="list-style-type: none"> MARTA Stations MARTA Rail Railroads Greenspace or Park Bond Acquisition Parks 	<ul style="list-style-type: none"> Areas Requiring Special Attention Natural/Cultural Resources Historic Districts/Areas Nationally & Locally Registered Historic Sites
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission</p>	

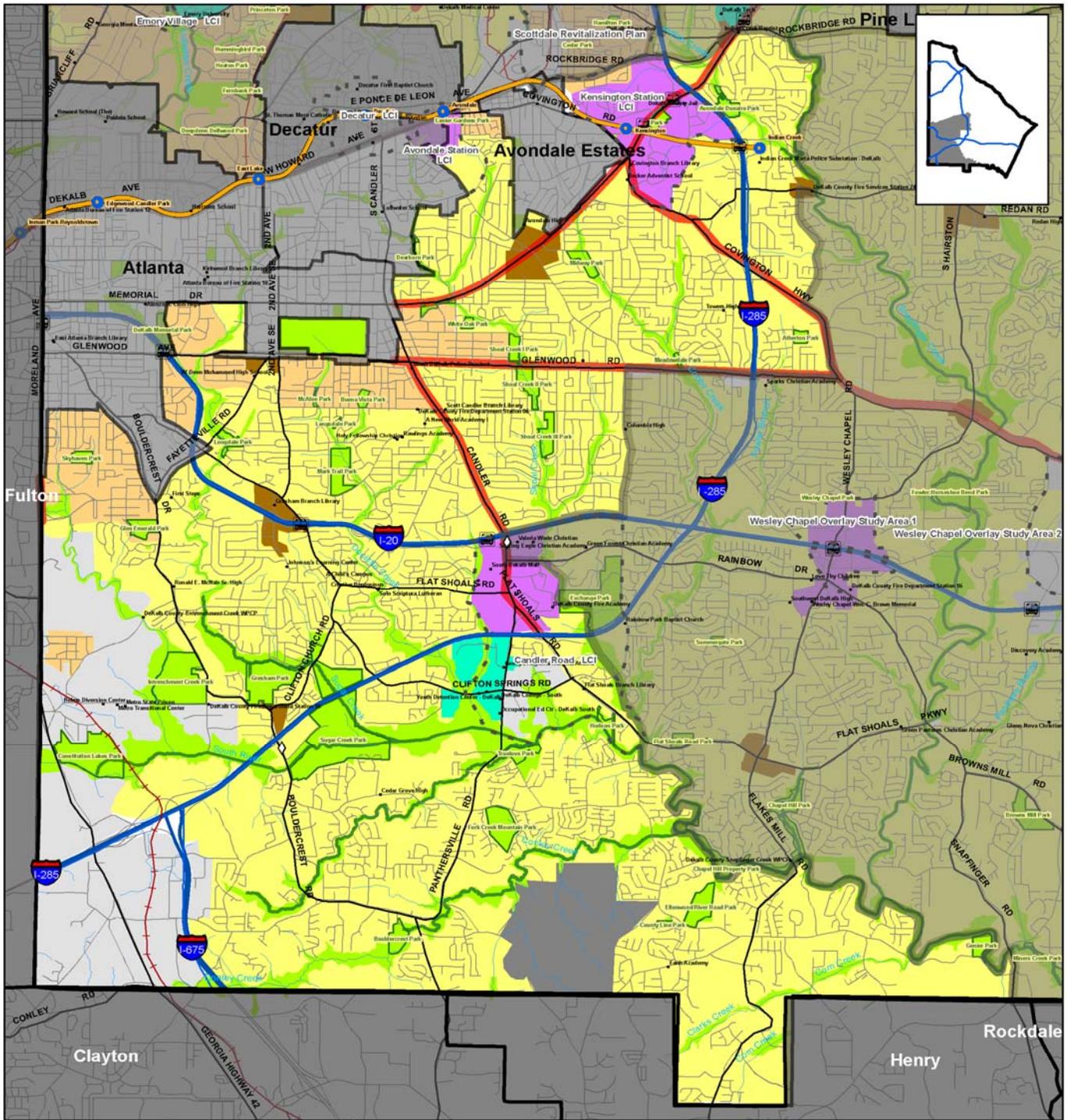
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - South West Planning Area

<p>0 0.5 1 Miles</p>	<ul style="list-style-type: none"> ● MARTA Stations — MARTA Rail — Railroads 	<ul style="list-style-type: none"> Areas Requiring Special Attention Low-Income Block Groups (CTP Environmental Justice Low Income Pop) 2000 Census Block Groups
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission</p>	

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



		<p>DeKalb County Recommended Character Areas- South West Planning Area</p> <p>Created: 10/27/06 Source: DeKalb County Planning & Development Dept/GIS Dept (Atlanta Regional Commission)</p>		
<p>Recommended Character Areas</p> <ul style="list-style-type: none"> Conservation/Greenspace Rural Residential Suburban Traditional Neighborhood Neighborhood Center 	<ul style="list-style-type: none"> Town Center Regional Activity Center Office Park/Institutional Light Industrial Industrial 	<p>Linear/Corridor Character Areas</p> <ul style="list-style-type: none"> Commercial Redevelopment Corridor Scenic Corridor Linear Green Space (From DeKalb CTP) 	<p>DeKalb CTP - Proposed Transit Facilities</p> <ul style="list-style-type: none"> BRT Station Rail Commuter/Shuttle Station Streetcar Station Transit Center 	<p>Studies/Projects</p> <ul style="list-style-type: none"> MARTA Stations MARTA Rail Parks



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Area of Consideration	Relevance to Central East Planning Area
Significant Natural or Cultural Resources	<ul style="list-style-type: none"> • Includes all parks, floodplains, wetlands and other environmentally sensitive areas. • Greenspace and Park Bond Acquisitions <ul style="list-style-type: none"> ◊ These areas include parks, greenspace, environmental resources and cultural resources • Registered & Proposed Historic Districts/Areas
Rapid Development/Land Use Change	With the exception of the southeastern portion of the area, development in the Central East Planning Area is more evenly spread out throughout the area relative to the rest of the county.
Development has/will Outpace Facilities/ Transportation	Refer to Congested Corridor Map
Improvement to Aesthetics / Attractiveness / Re-development	<p>Older, aesthetically unattractive, underutilized or vacant strip commercial centers:</p> <ul style="list-style-type: none"> • Lawrenceville Highway • Memorial Drive • Chamblee Tucker & I-285 • Pleasantdale Road from Chamblee Tucker Road to Shadow Walk Lane
Large Abandoned Structures	<p>Older/Underutilized Strip Commercial Centers</p> <ul style="list-style-type: none"> • Centers Identified in Improvements to Aesthetics/Attractiveness/ Redevelopment common especially when a major retailer leaves due to market conditions
Significant Infill Development Opportunities	<p>Commercial/Residential Infill Development</p> <ul style="list-style-type: none"> • Centers Identified in Improvements to Aesthetics/Attractiveness/ Redevelopment & Large Abandoned Structures that contain substantially under utilized or vacant structures. • Encouraged around commercial/employment centers/transit stations • The downtown Tucker area located around the convergence of La Vista Road and Lawrenceville Highway has commercial, residential and mixed use infill development potential that could take advantage of its pedestrian friendly street network and potential for higher density development. <p>Residential Infill Development</p> <ul style="list-style-type: none"> • Currently scattered around the planning area and not as prevalent as the Central west and Northern Planning Areas. The areas have the potential to increase in residential infill development as the activity expands from the Central East Planning Area.
Significant Disinvestment / Poverty / Levels and/ or Unemployment	Refer to Areas of Special Attention Map

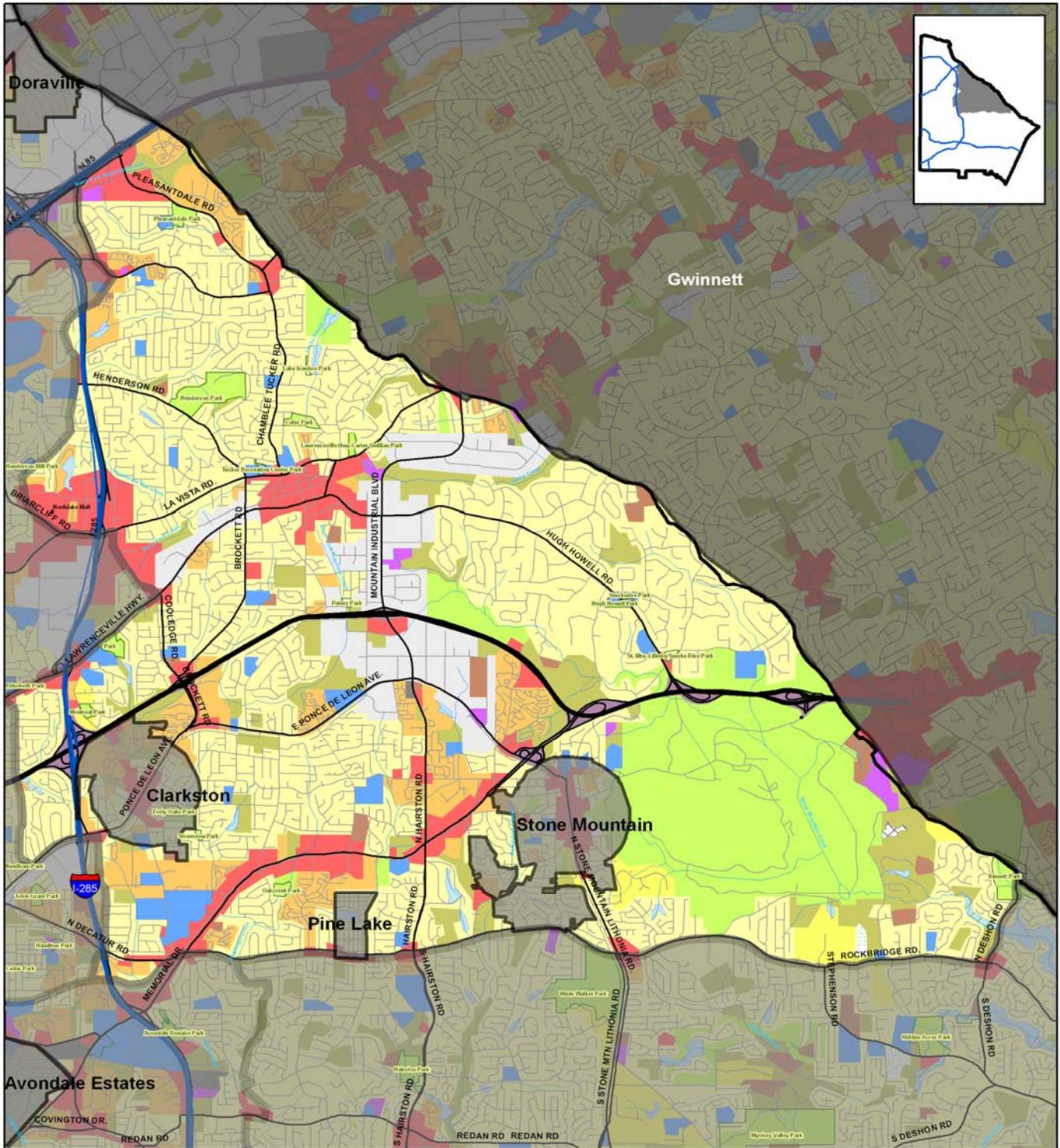


ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Recommended Character Area	Central East Planning Area 4 Location/Description
Conservation/Greenspace	Includes all parks, floodplains, wetlands and other environmentally sensitive areas.
Linear Greenspace, Trail & Pedestrian/Bike Network	Refer to Central East Planning Area Character Area Map
Suburban	Most residential sections within planning area
Neighborhood Center	<ul style="list-style-type: none"> ◇ Chamblee Tucker & Tucker Norcross Road ◇ DeKalb Technical College Area (Memorial Drive & N Decatur Road), Village Square Shopping Center Area and Hairston Road & Central Drive <ul style="list-style-type: none"> ● Supports proposed Bus Rapid Transit Station as part of the MARTA Memorial Drive BRT Study . ● Supports Memorial Drive Economic Development Strategic Action Plan. ◇ Rockbridge Road & Stone Mountain Lithonia Road
Town Center	<ul style="list-style-type: none"> ◇ The downtown Tucker area has been recommended for this designation in order to support the Tucker Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda. ◇ I-285 & Chamblee Tucker Road
Regional Activity Center	Northlake Mall and surrounding area. This recommendation also supports the Northlake Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda.
Corridors	Refer to Central East Planning Area Character Area Map
Light Industrial	<p>Light Industrial areas mixed in with warehouse and distribution uses:</p> <ul style="list-style-type: none"> ● Stone Mountain Industrial Park - along Mountain Industrial Boulevard ● Intersection of I-85 & I-285 ● Lawrenceville Highway Corridor



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

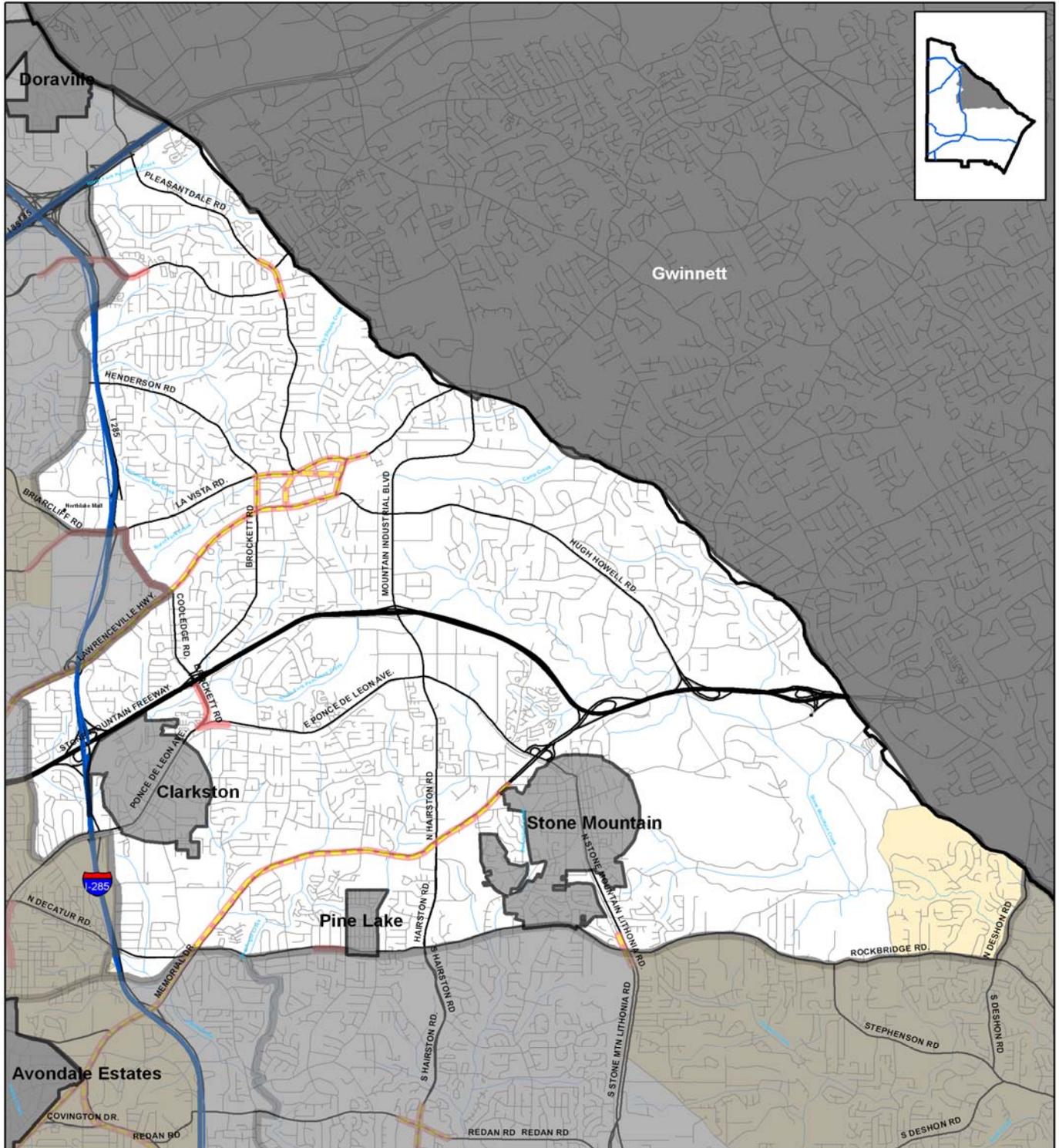


DeKalb County Existing Land Use - Central East Planning Area

	<ul style="list-style-type: none"> Railroads MARTA Stations Parks MARTA Rail 	<p>Land Use Classification</p> <ul style="list-style-type: none"> Residential - High Density (Lot<1/4 Acre) Residential - Medium Density (1/4 to 2 Acre Lots) Residential - Low Density ((2 to 5 Acre Lots) Commercial Industrial/Commercial Industrial/Quarries 	<ul style="list-style-type: none"> Institutional Highway Right-of-Way Transportation/Communication/Utility Golf Courses Parks Other Urban Agricultural 	<ul style="list-style-type: none"> Transitional Forest/Undeveloped Rivers/Lakes Wetlands Exposed Rock
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission Land Use based on ARC 2003 Land Pro data</p>			



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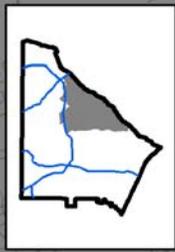
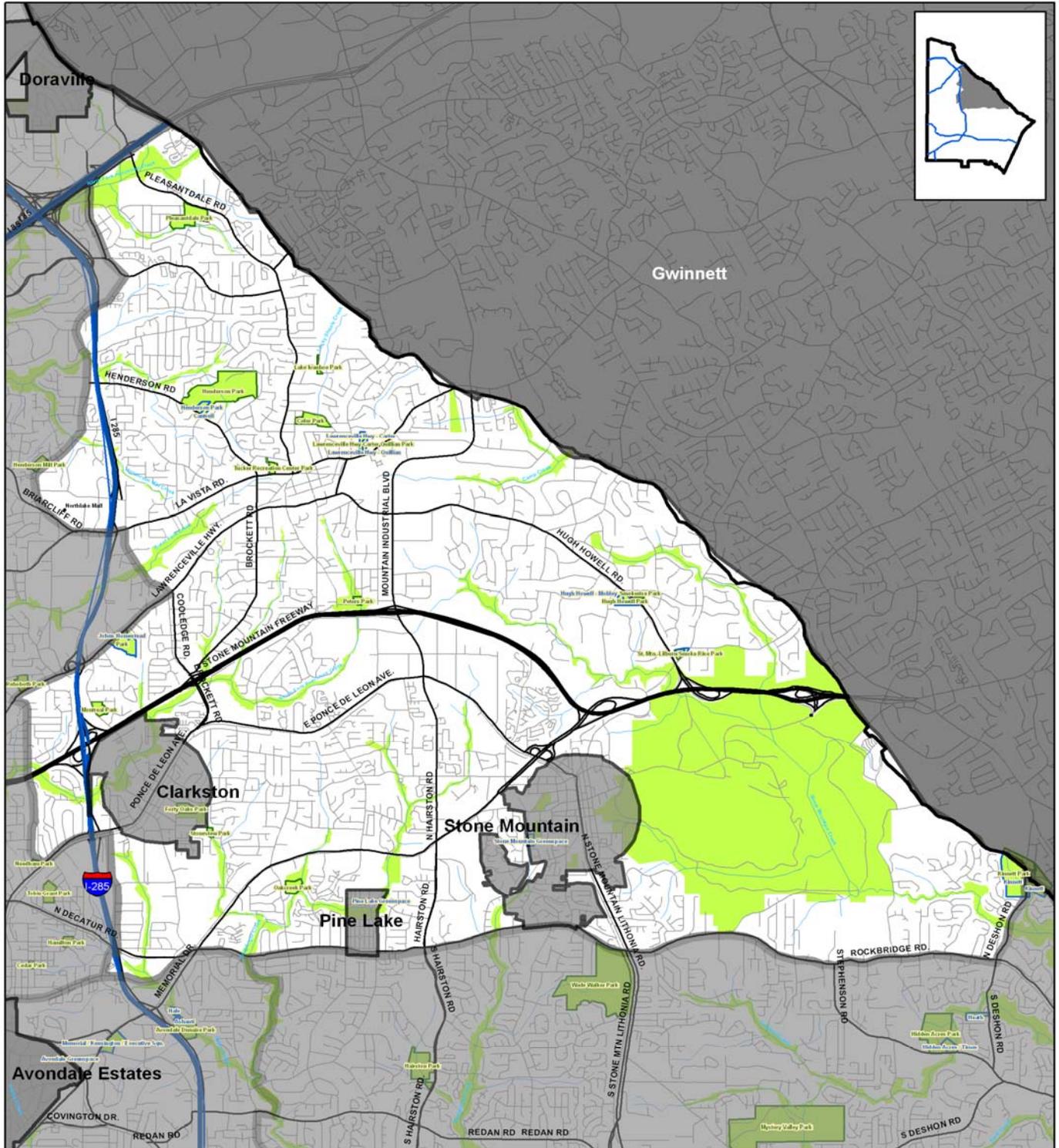


DeKalb County Areas Requiring Special Attention - Central East Planning Area

	<ul style="list-style-type: none"> Railroads 	<ul style="list-style-type: none"> Areas Requiring Special Attention
	<ul style="list-style-type: none"> MARTA Stations MARTA Rail 	<ul style="list-style-type: none"> Infill Development Opportunities (commercial corridors) Aesthetics/Redevelopment (commercial corridors) Rapid Development/Land Use Change
<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept./GIS Dept./Atlanta Regional Commission</p>		



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

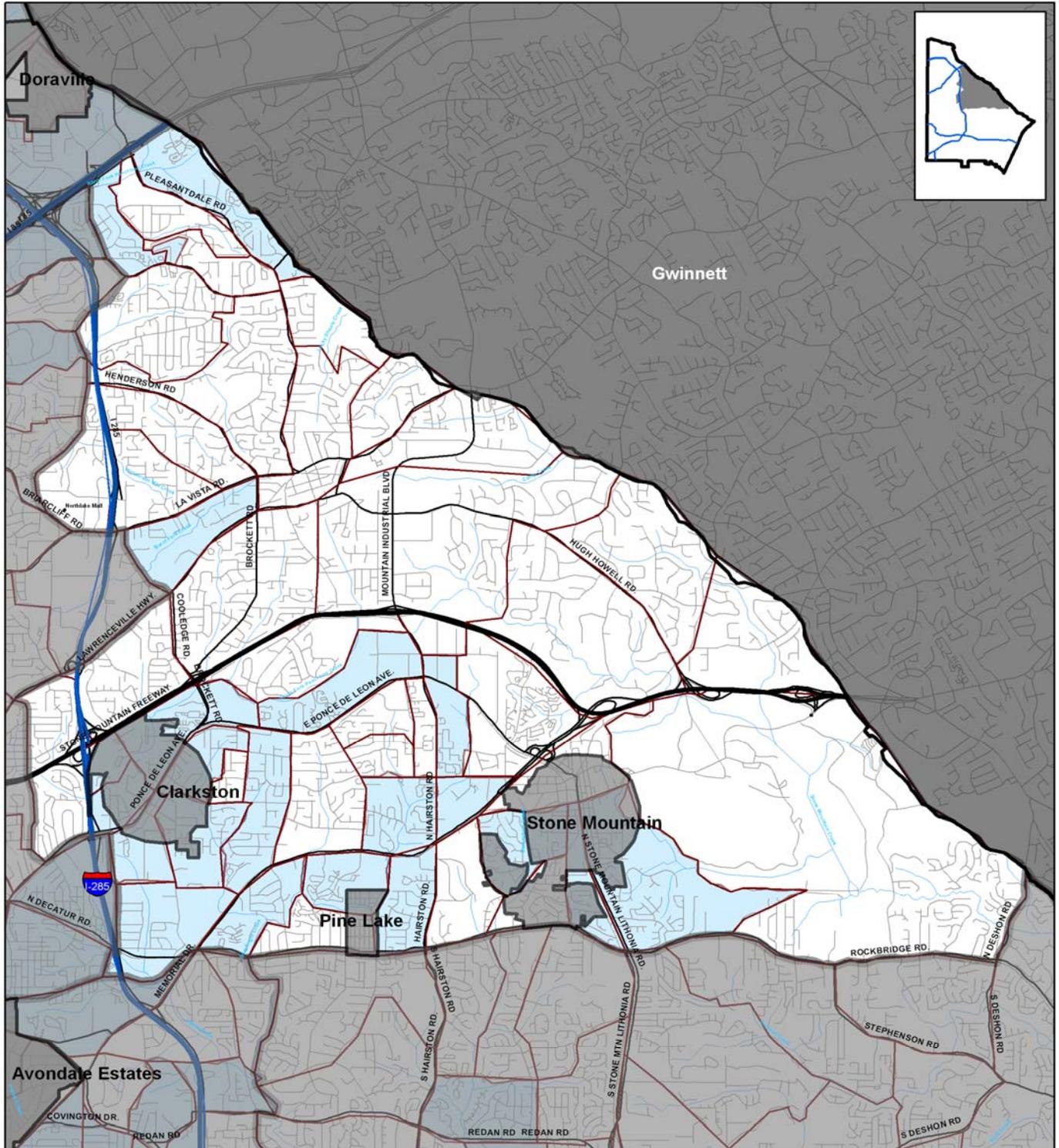


DeKalb County Areas Requiring Special Attention - Central East Planning Area

	<ul style="list-style-type: none"> Railroads MARTA Stations MARTA Rail Parks Greenspace or Park Bond Acquisition 	<ul style="list-style-type: none"> Natural/Cultural Resources Historic Districts/Areas Nationally & Locally Registered Historic Sites
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission</p>	



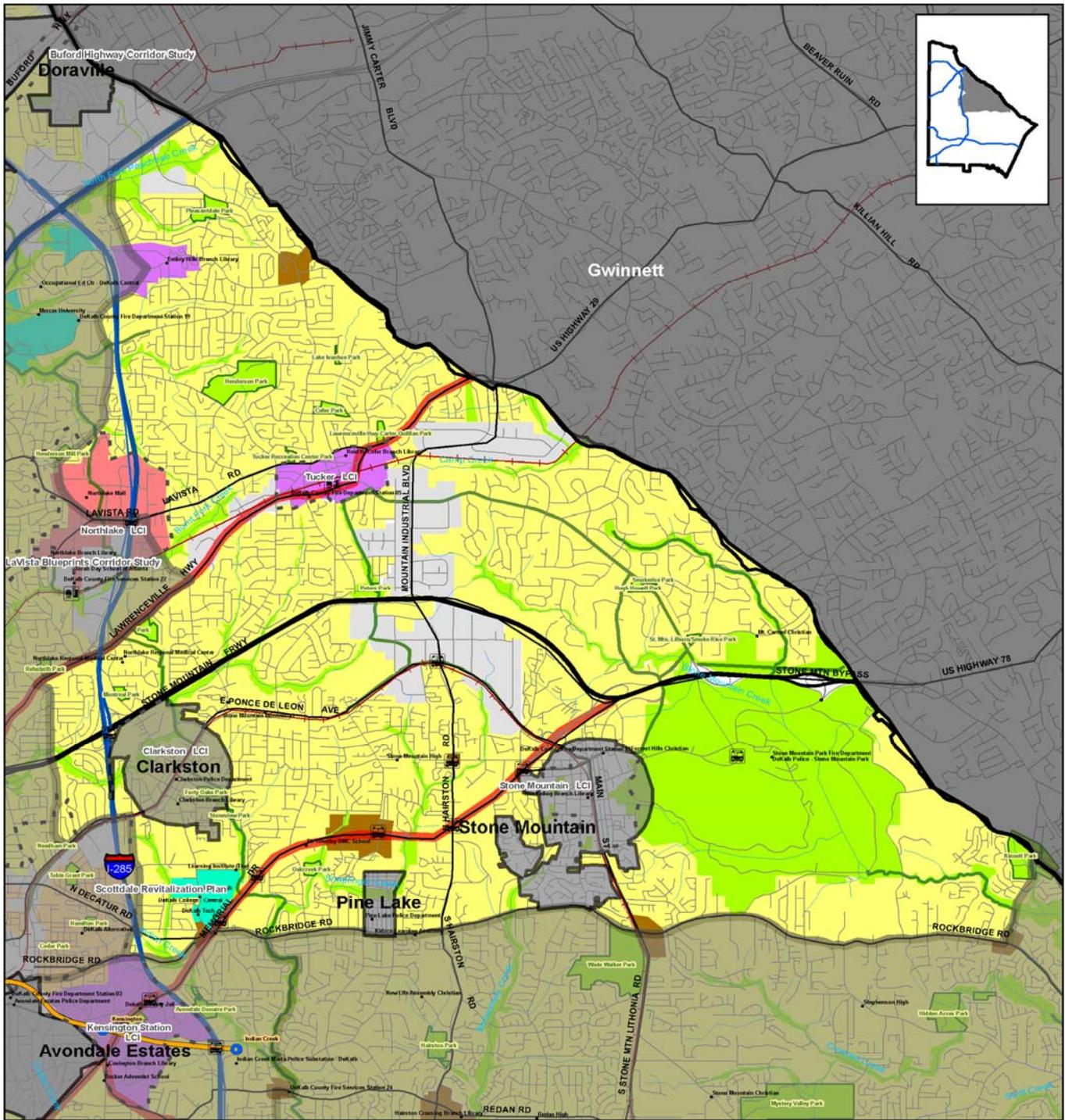
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - Central East Planning Area

		<p>Legend</p> <ul style="list-style-type: none"> Railroads MARTA Stations Areas Requiring Special Attention Low-Income Block Groups (CTP Environmental Justice Low Income Pop) MARTA Rail 2000 Census Block Groups
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept Atlanta Regional Commission</p>	

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



		<p>DeKalb County Recommended Character Areas - Central East Planning Area</p> <p>Created: 10/27/06 Source: DeKalb County Planning & Development Dept/GIS Dept (Atlanta Regional Commission)</p>	
<p>Recommended Character Areas</p> <ul style="list-style-type: none"> ■ Conservation/Greenspace ■ Rural Residential ■ Suburban ■ Traditional Neighborhood ■ Neighborhood Center 	<p>Town Center</p> <ul style="list-style-type: none"> ■ Town Center ■ Regional Activity Center ■ Office Park/Institutional ■ Light Industrial ■ Industrial 	<p>Linear/Corridor Character Areas</p> <ul style="list-style-type: none"> — Commercial Redevelopment Corridor — Scenic Corridor — Linear Green Space (From DeKalb CTP) 	<p>DeKalb CTP - Proposed Transit Facilities</p> <ul style="list-style-type: none"> BRT Station Rail Commuter/ Shuttle Station Streetcar Station Transit Center
		<p>Studies/Projects</p> <ul style="list-style-type: none"> MARTA Stations MARTA Rail Parks 	



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Area of Consideration	Relevance to South East Planning Area
Significant Natural or Cultural Resources	<ul style="list-style-type: none"> • Includes all parks, floodplains, wetlands and other environmentally sensitive areas. • Greenspace and Park Bond Acquisitions <ul style="list-style-type: none"> ◊ These areas include parks, greenspace, environmental resources and cultural resources • Registered & Proposed Historic Districts/Areas <ul style="list-style-type: none"> ◊ Arabia Mountain Historic District — Registered ◊ Arabia Mountain Heritage Area — Adopted ◊ Soapstone Ridge Historic District—Registered ◊ Flat Rock Community – (located around the intersection of Evans Mill & Browns Mill road) an old African American community believed to of been settled in the early 1800s.—Proposed • Historic Districts shown on map and listed in Data Analysis Chapter
Rapid Development/Land Use Change	<ul style="list-style-type: none"> • The southern and eastern portions of the planning area—substantial residential growth due to the amount of undeveloped land still remaining in the area. Most of this development is taking place on large undeveloped tracts of land in new areas and within existing neighborhoods. • Stonecrest Mall Area—Most of the areas development follows a suburban decentralized development pattern. This pattern is of a particular concern for the Stonecrest Mall area where a high level of activities takes place.
Development has/will Outpace Facilities/Transportation	<ul style="list-style-type: none"> • Refer to Congested Corridor Map • Sewer Capacity Issues—areas north of I-20, south of Rockbridge Road and east of Stone Mountain Lithonia Road. Although these issues are currently being addressed, the pace of development in this area and areas to the south, could pose future capacity problems.
Improvement to Aesthetics / Attractiveness / Redevelopment	<p>Older, aesthetically unattractive, underutilized or vacant strip commercial centers:</p> <ul style="list-style-type: none"> • Glenwood Road, Covington Highway, I-20 & Evan Mill Road, Wesley Chapel Road, Harriston Road & Redan Road and Flat Shoals Parkway & Snapfinger Road
Large Abandoned Structures	<p>Older/Underutilized Strip Commercial Centers</p> <ul style="list-style-type: none"> • Centers Identified in Improvements to Aesthetics/Attractiveness/ Redevelopment • common especially when a major retailer leaves due to market conditions • Major concern is the intersection of Wesley Chapel & I-20 where vacancies left by the recent departure of Wal-Mart.
Significant Infill Development Opportunities	<p>Commercial/Residential Infill Development</p> <ul style="list-style-type: none"> • Centers Identified in Improvements to Aesthetics/Attractiveness/ Redevelopment & Large Abandoned Structures that contain substantially under utilized or vacant structures. • Encouraged around commercial/employment centers/transit stations
Significant Disinvestment / Poverty / Levels and/or Unemployment	Refer to Areas Requiring Special Attention Map

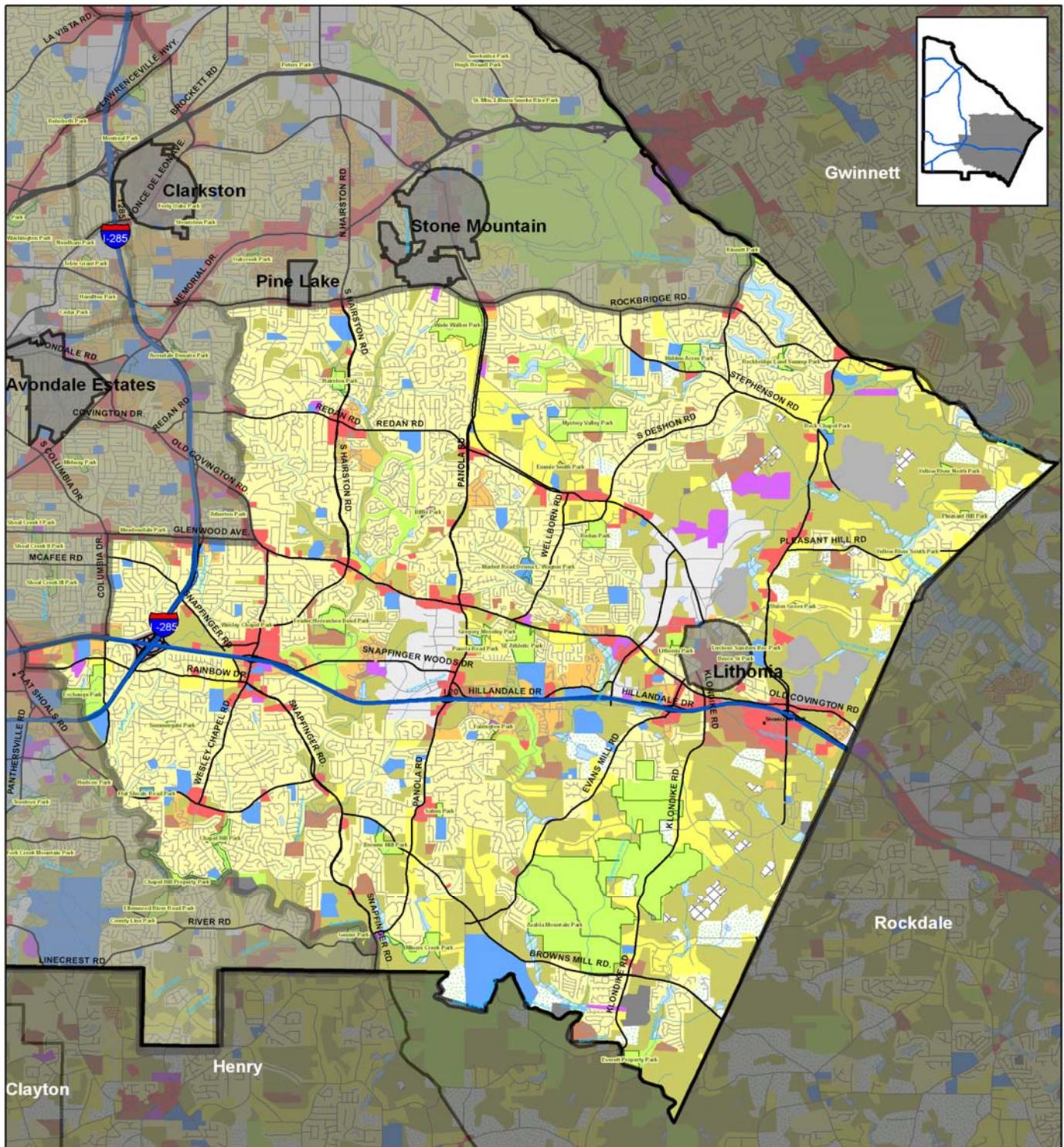


ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Recommended Character Area	South East Planning Area Location/Description
Conservation/Greenspace Area	Includes all parks, floodplains, wetlands and other environmentally sensitive areas.
Linear Greenspace, Trail & Pedestrian/Bike Network	Refer to South East Planning Area Character Area Map
Suburban	Most residential sections within planning area
Rural Residential	This area has been recommended for some of the remaining large areas of rural character found around Arabia Mountain Park. The development generated from Stonecrest Mall place pressures on these remaining rural areas.
Neighborhood Center	<ul style="list-style-type: none"> ◇ Rockbridge Road & the following intersections <ul style="list-style-type: none"> ◇ Deshon Road ◇ Stone Mountain Lithonia Road ◇ Redan & South Hairston Road ◇ Stone Mountain Lithonia Road (Old Redan Area) ◇ Covington Highway & the following intersections: <ul style="list-style-type: none"> ◇ South Hairston Road ◇ Panola Road ◇ DeKalb Medical Parkway ◇ Flat Shoals Parkway & Wesley Chapel Road/Flakes Mill Road
Town Center	<ul style="list-style-type: none"> ◇ The Wesley Chapel & I-20 ◇ Panola Road & I-20 (Wal-Mart Super Center)
Regional Activity Center	The Stonecrest Mall Area is growing to become a regional center due to the level of retail, planned office development, and higher density residential development existing and planned for the surrounding area.
Corridors	Refer to South East Planning Area Character Area Map
Light Industrial	Recommended for the industrial/distribution areas at Panola & I-20, around the City of Lithonia and other major industrial/distribution areas.
Industrial	Recommended for the industrial/distribution areas at Panola & I-20, around the City of Lithonia and other major industrial/distribution areas.



ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

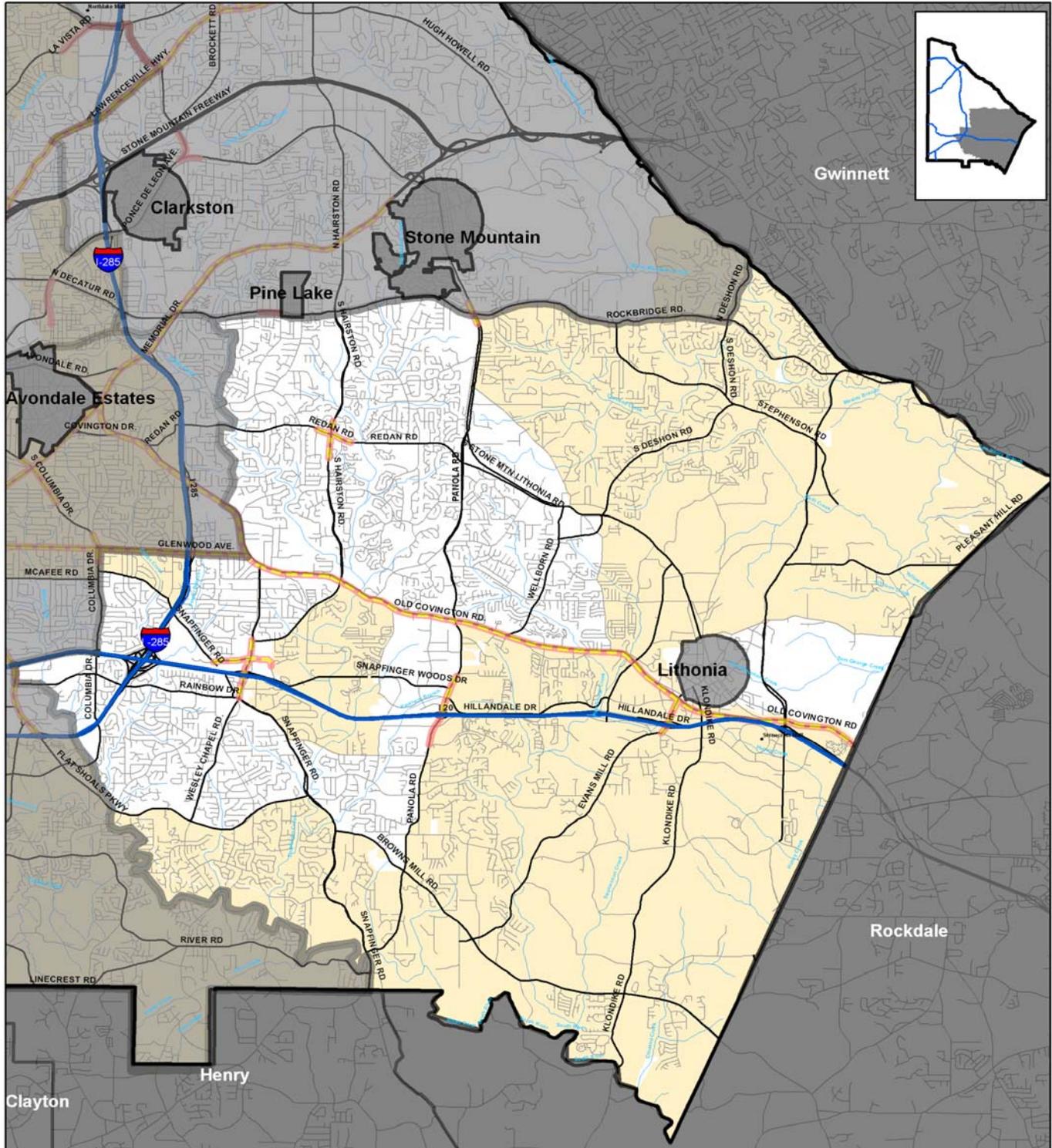


DeKalb County Existing Land Use - South East Planning Area

	<ul style="list-style-type: none"> Railroads MARTA Stations Parks MARTA Rail 	<p>Land Use Classification</p> <ul style="list-style-type: none"> Residential - High Density (Lot<1/4 Acre) Residential - Medium Density (1/4 to 2 Acre Lots) Residential - Low Density ((2 to 5 Acre Lots) Commercial Industrial/Commercial Industrial/Quarries 	<ul style="list-style-type: none"> Institutional Highway Right-of-Way Transportation/Communication/Utility Golf Courses Parks Other Urban Agricultural 	<ul style="list-style-type: none"> Transitional Forest/Undeveloped Rivers/Lakes Wetlands Exposed Rock
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission *Land Use based on ARC 2003 Land Pro data</p>			



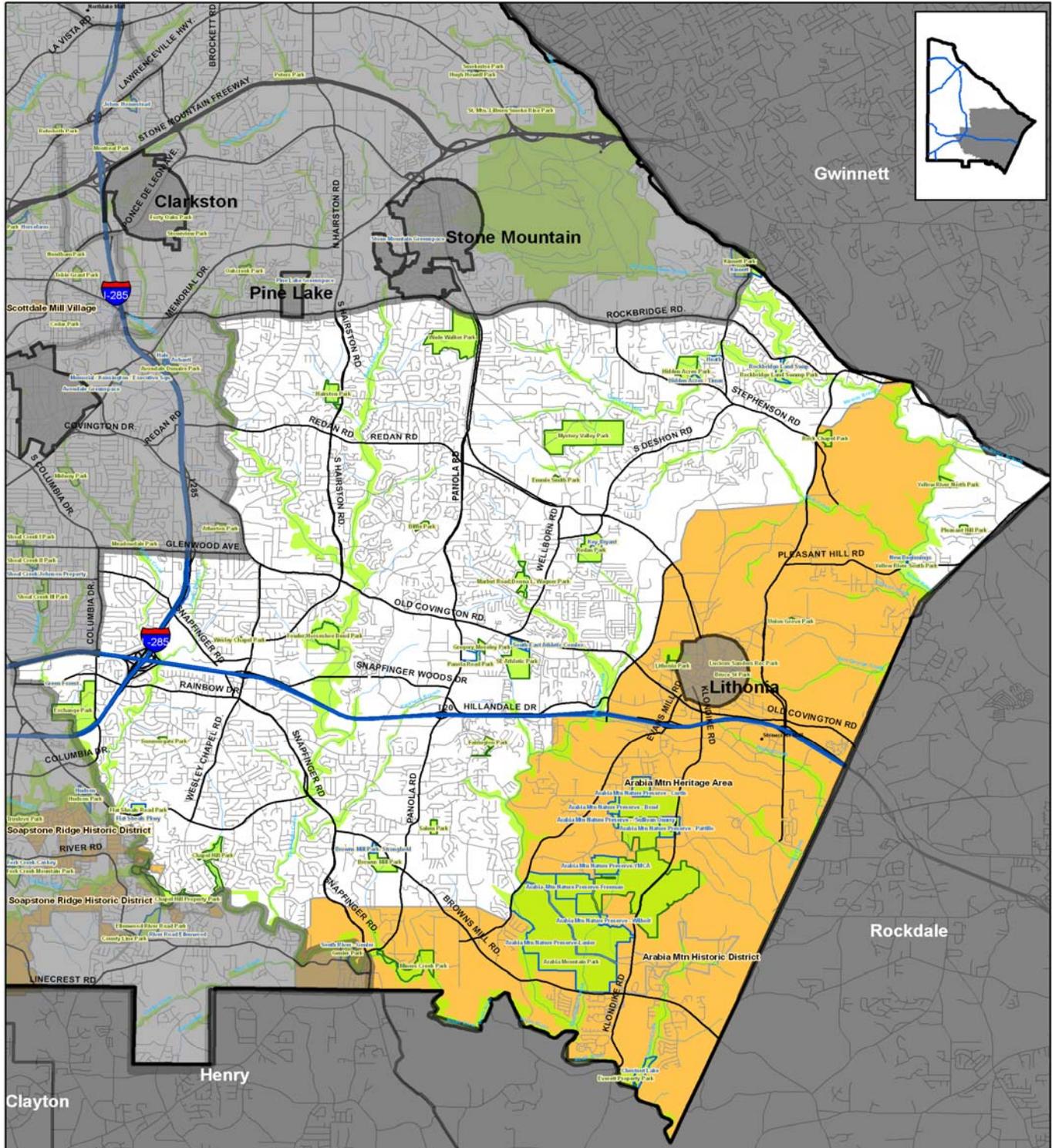
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - South East Planning Area

	<ul style="list-style-type: none"> ● MARTA Stations — MARTA Rail — Railroads 	<ul style="list-style-type: none"> ■ Areas Requiring Special Attention ■ Infill Development Opportunities (commercial corridors) ■ Aesthetics/Redevelopment (commercial corridors) ■ Rapid Development/Land Use Change
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission</p>	

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

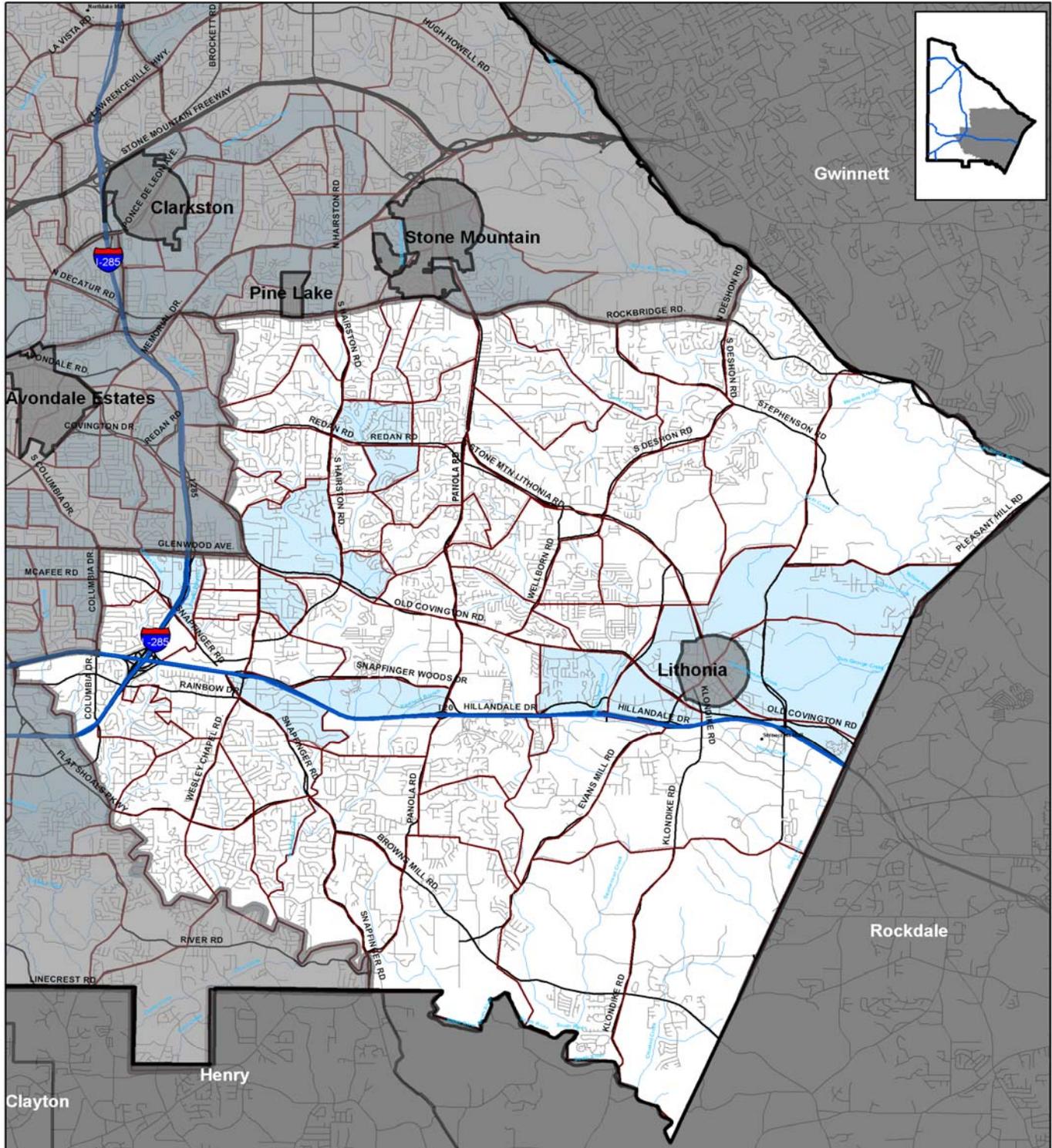


DeKalb County Areas Requiring Special Attention - South East Planning Area

	<ul style="list-style-type: none"> MARTA Stations MARTA Rail Railroads Parks Greenspace or Park Bond Acquisition 	<p>Areas Requiring Special Attention</p> <ul style="list-style-type: none"> Natural/Cultural Resources Historic Districts/Areas Nationally & Locally Registered Historic Sites
	<p>Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission</p>	



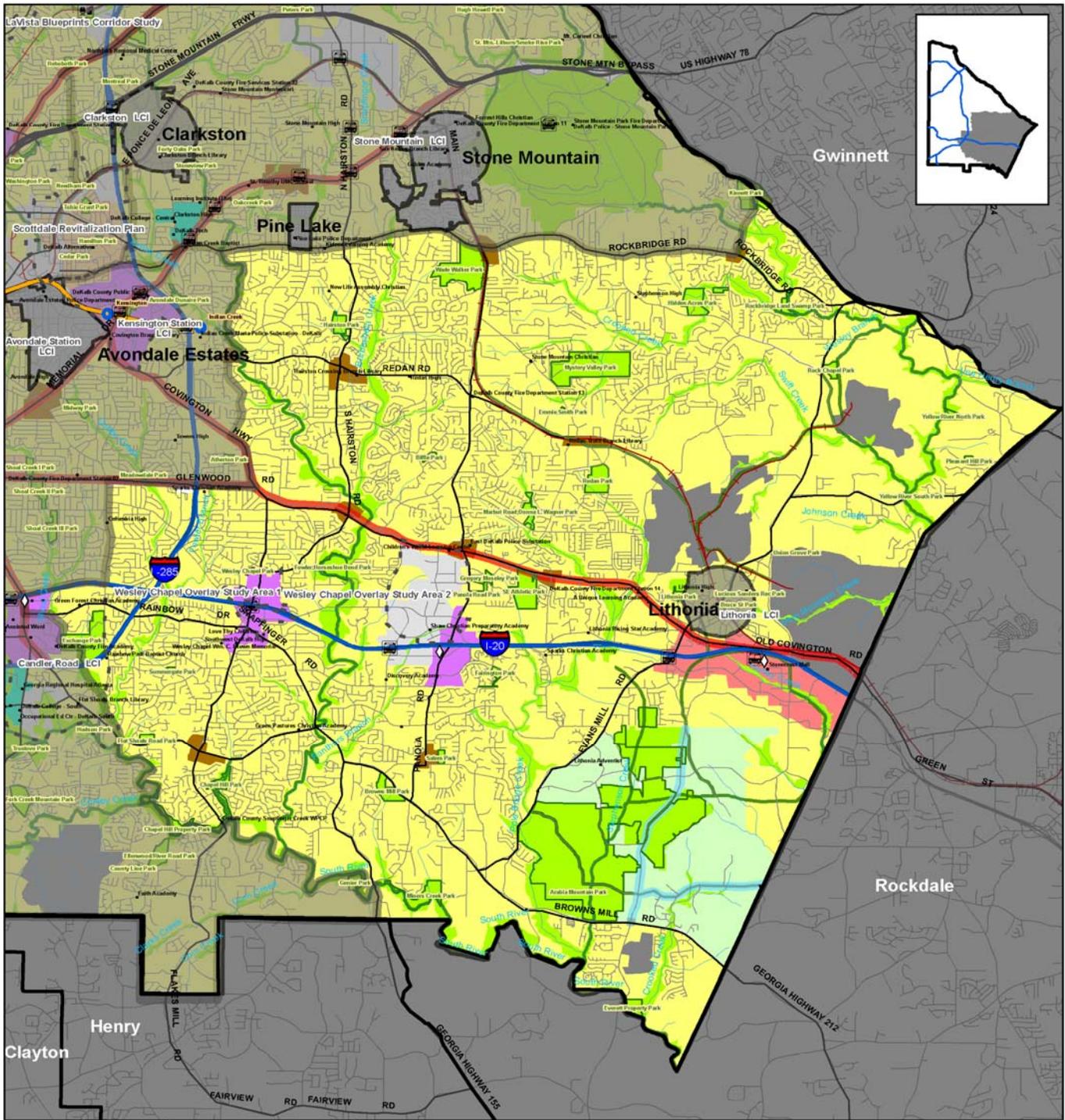
ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



DeKalb County Areas Requiring Special Attention - South East Planning Area

 0 0.75 1.5 Miles 	MARTA Stations MARTA Rail Railroads	Areas Requiring Special Attention Low-Income Block Groups (CTP Environmental Justice Low Income Pop) 2000 Census Block Groups
	Created: 4/17/06 Source: DeKalb County Planning & Development Dept/GIS Dept /Atlanta Regional Commission	

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS



<p>0 0.7 1.4 Miles</p> <p>Created: 10/27/06 Source: DeKalb County Planning & Development Dept/GIS Dept (Atlanta Regional Commission)</p>		<h3>DeKalb County Recommended Character Areas - South East Planning Area</h3>	
<p>Recommended Character Areas</p> <ul style="list-style-type: none"> Conservation/Greenspace Rural Residential Suburban Traditional Neighborhood Neighborhood Center 	<p>Town Center</p> <ul style="list-style-type: none"> Regional Activity Center Office Park/Institutional Light Industrial Industrial 	<p>Linear/Corridor Character Areas</p> <ul style="list-style-type: none"> Commercial Redevelopment Corridor Scenic Corridor Linear Green Space (From DeKalb CTP) 	<p>DeKalb CTP - Proposed Transit Facilities</p> <ul style="list-style-type: none"> BRT Station Rail Commuter/Shuttle Station Streetcar Station Transit Center <p>Studies/Projects</p> <ul style="list-style-type: none"> MARTA Stations MARTA Rail Parks



4. ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

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

4.1 *Land Use and Transportation Goal*

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

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

Consistency with Objective:

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

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

Consistency with Objective:

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



ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

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

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

Consistency with Objective:

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

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

Consistency with Objective:

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



ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

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

4.2 Economic Development Goal

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

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

Consistency with Objective:

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

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

Consistency with Objective:

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

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

Consistency with Objective:

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



ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

4.3 Housing Goal

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

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

Consistency with Objective:

- Accessory structures in *single-family* residential districts shall not be used as separate dwelling units and shall not contain a bedroom or kitchen or other food preparation facility of any kind. In addition, these structures shall not be rented or occupied for gain, nor be used for home occupation.
- Accessory buildings, structures and uses authorized in *multi-family* dwellings include leasing office, post office, club rooms, health club or exercise facilities, laundry facilities, child care center and similar facilities for the use of residents of the dwellings.
- Accessory structures or buildings in nonresidential districts shall be used by the lessee or tenant of the property.
- People who work in DeKalb County can afford to live here, too.
- The County provides housing for each income level (low, moderate, and above-average incomes). However, it lacks adequate units for those at the lowest income level.
- The County has options available for “neo-traditional” development.
- DeKalb County has vacant and developable land available for multifamily housing.
- Multifamily housing development is allowed in throughout the County, as provided by the future land use plan.
- The County supports the building of housing for lower-income households by community development corporations .
- DeKalb County provides housing programs that focus on households with special needs.
- The minimal lot area for residential building is one (1) acre.

4.4 Natural and Cultural Resources Goal

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

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



ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

Consistency with Objective:

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

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

Consistency with Objective:

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



ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

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

Consistency with Objective:

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

4.5 Community Facilities and Services Goal

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

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

Consistency with Objectives:

- DeKalb County has population projections for the next 20 years that we refer to when making infrastructure decisions. We use the Atlanta Regional Commission 2030 Forecast projections, along with U.S. Census SF1 and SF3 online data files.
- The local governments, the local school board, and other decision-making entities use the same population projections.
- The County has a Capital Improvements Program that supports current and future growth.
- The County has designated areas of our community where we would like to see growth. These areas are based on the natural resources inventory of our community.
- The DeKalb County Public Library has a Long Range Library Facilities Plan that sets a goal of 0.6 square feet per capita, and the county is moving toward that goal with the implementation of a \$54,540,000 library construction bond program.



ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

4.6 Intergovernmental Coordination Goal

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

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

Consistency with Objective:

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

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

Consistency with Objective:

- DeKalb County plans jointly with our cities and adjacent jurisdictions for Comprehensive Planning purposes.
- DeKalb County is satisfied with it’s Service Delivery Strategy.
- DeKalb County cooperates with at least one local government to provide or share services (parks and recreation, E-911, Emergency Services, Police or Sheriff’s Office, schools, water, sewer, other).

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

Consistency with Objective:

- The County participates in regional economic development organizations.
- DeKalb County participates in regional environmental organizations and initiatives, especially regarding water quality and quantity issues.



ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

- DeKalb County has a Service Delivery Strategy. The County works with its municipalities and surrounding jurisdictions to provide and share appropriate services, such as public transit, libraries, special education, tourism, parks and recreation, emergency response, E-911, homeland security, etc.
- In September 2003, the Metropolitan North Georgia Water Planning District Board adopted three Comprehensive Plans to ensure adequate supplies of drinking water, to protect water quality and minimize the impacts of development on the Districts watersheds and downstream water quality. DeKalb County will coordinate with other local governments in implementing the District Plans.

4.7 Governmental Relations Goal

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

Consistency with Objective:

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



5. ANALYSIS OF SUPPORTING DATA AND INFORMATION

5.1 Population

Total Population

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

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

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

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

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

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

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

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



ANALYSIS OF SUPPORTING DATA AND INFORMATION

Population by Race and Ethnicity

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

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

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

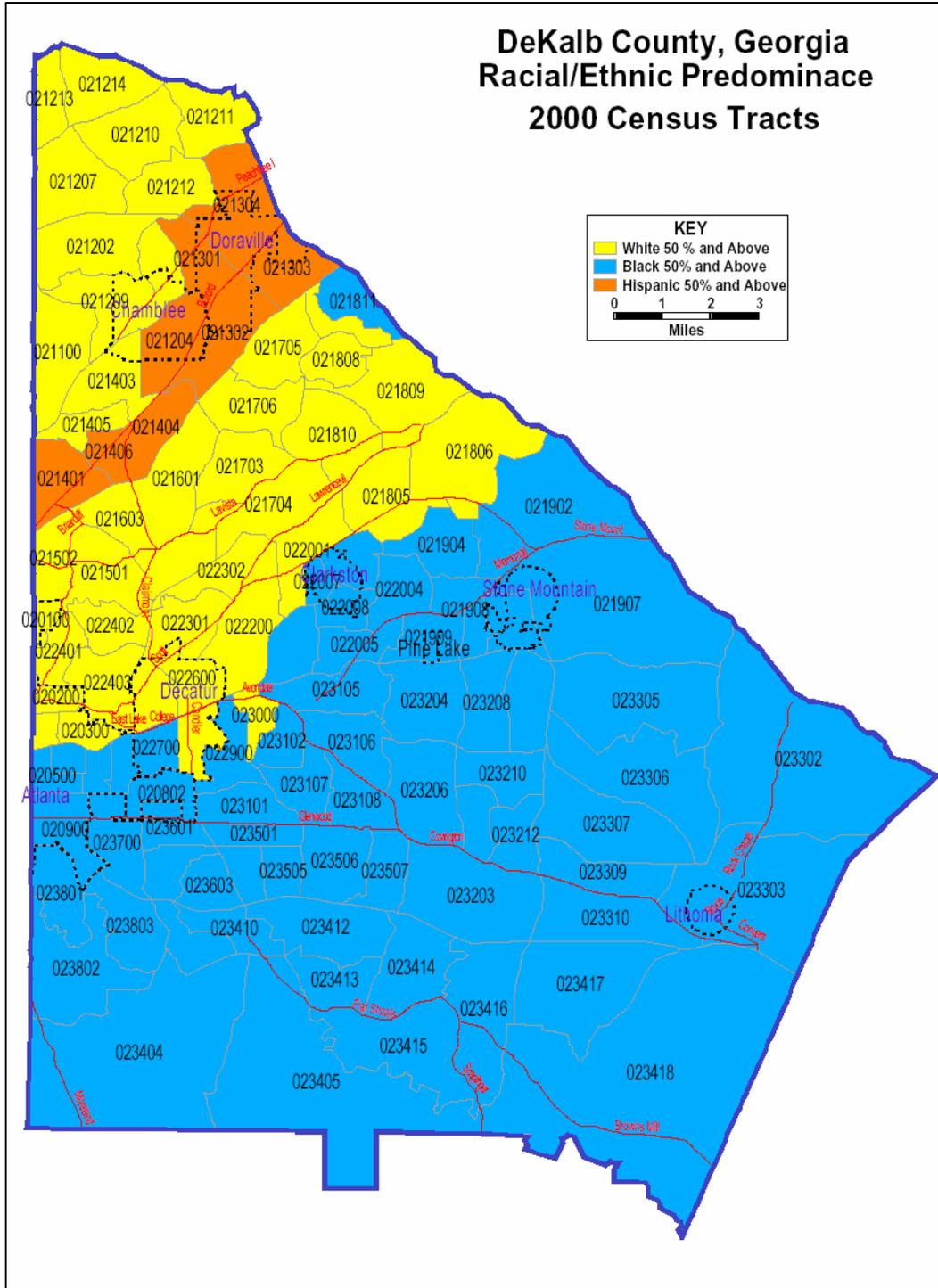
Race	1980	1985	1990	1995	2000	2005	Percent Change and (Number)		Percent of Population		
							1980-1990	1990-2000	1990	2000	2005
White	344,254	318,282	292,310	265,416	238,521	212,088	-15.1% (-51,944)	-18.4% (-53,789)	53.6%	35.8%	29.8
Black or African American	130,980	180,703	230,425	295,768	361,111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

Source: U.S. Census; Georgia DCA DataViews



ANALYSIS OF SUPPORTING DATA AND INFORMATION

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





ANALYSIS OF SUPPORTING DATA AND INFORMATION

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

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

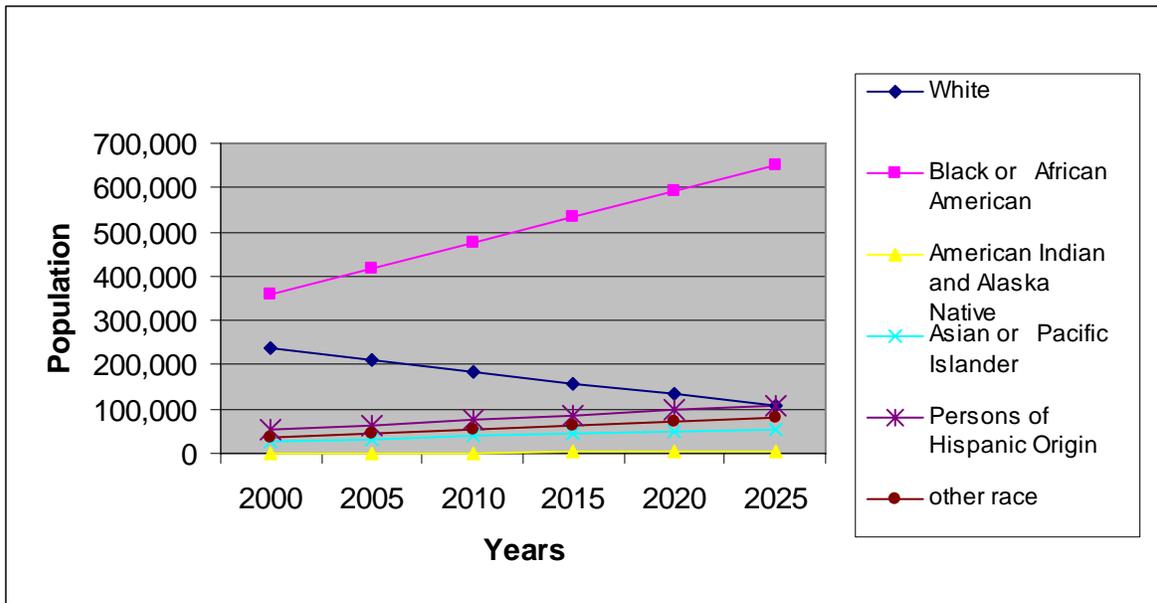
Race	2000	2005	2010	2015	2020	2025	Number Change		Percent of Population		
							2000-2010	2010-2020	2010	2020	2025
White	238,521	212,088	185,655	159,221	132,788	106,355	-52,866	-52,867	24.5%	15.6%	11.9%
Black or African American	361,111	418,644	476,177	533,709	591,242	648,775	115,066	115,065	62.9%	69.7%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

Source: U.S. Census; Georgia DCA DataViews



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





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Population by Age

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

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

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

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

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

Source: US Census; DCA DataViews



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

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

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

Source: DCA DataViews



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

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

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

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

AIAN—American Indian and Alaska Native

ASPI—Asian or Pacific Islander



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

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

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

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

Black - Black or African American



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

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

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

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

Source: DCA Dataviews

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

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

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



ANALYSIS OF SUPPORTING DATA AND INFORMATION

Population by Income

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

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

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

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

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

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

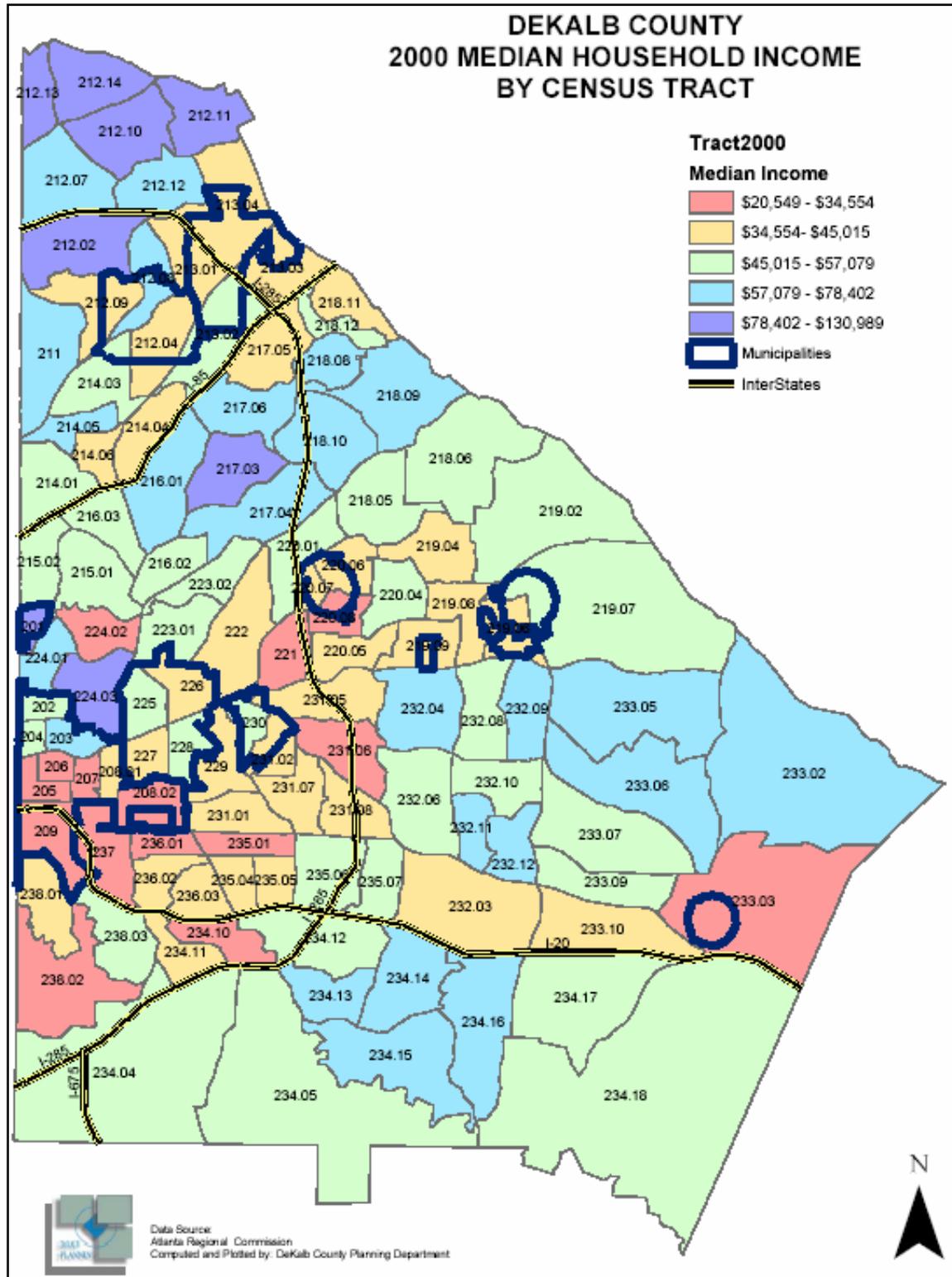
JURISDICTION	Median Household Income				
	1980	1990	2000	2005 (Estimate)	2010 (Projection)
DeKalb County	\$34,290	\$35,721	\$49,117	\$53,560	\$59,251
Georgia	\$27,743	\$29,021	\$42,433	\$49,502	\$54,344

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



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





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

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

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

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

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

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

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



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

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



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5.2 Economic Development

Economic Base: Jobs in DeKalb County

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

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

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

Proportion refers to the sector change in number of the total.

1 Transportation, Communication, and Utilities

2 Finance, Insurance, and Real Estate

3 Includes miscellaneous: Agriculture, Forestry and Fishing, Mining and industries not elsewhere classified.

4 Includes Federal, State and local Government; Sources: Atlanta Regional Commission

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

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

Source: U.S. Bureau of the Census



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Employment by Industry

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

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

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

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

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

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

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



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

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

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



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

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

Source: U.S. Census Bureau; Georgia DCA DCA Dataviews; DeKalb County Planning Department

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

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

Proportion refers to the sector change in number of the total.

1 Transportation, Communication, and Utilities

2 Finance, Insurance, and Real Estate

3 Includes Federal, State, and Local Government.

4 Not elsewhere classified

Sources: Atlanta Regional Commission: 2000



ANALYSIS OF SUPPORTING DATA AND INFORMATION

Economic Development—Labor Force

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

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

Source: Georgia Department of Labor

Per Capita Personal Income

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

Total Personal Income

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



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

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

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

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

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

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

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

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



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Existing Industry

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

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

**Table 5-22:
Top Ten Employers – DeKalb County**

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

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



ANALYSIS OF SUPPORTING DATA AND INFORMATION

Existing Conditions—Labor Force

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

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

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

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

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

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



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

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

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



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Table 5-26:

Commuting Patterns by County of Employment (1980 - 2000)

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

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



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**Table 5-27:
Commuting Patterns by County of Employment
and by County of Residence (1980 – 2000)**

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

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

Summary: Jobs in Dekalb County

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

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

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

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



ANALYSIS OF SUPPORTING DATA AND INFORMATION

Trends in Major Community-Level Economic Activities

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

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

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

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

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

Special or Unique Economic Activities

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

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

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



ANALYSIS OF SUPPORTING DATA AND INFORMATION

Assessment Resources For Economic Development Economic Development Programs and Tools

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

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

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

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

Education and Training

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

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

Programs and Partnerships

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



ANALYSIS OF SUPPORTING DATA AND INFORMATION

5.3 Housing

Housing Units

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

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

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

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



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

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

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

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



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Housing Trends

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

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

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

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

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

Age and Condition of Housing

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



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

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

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

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

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

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

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



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

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

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

OWNER AND RENTER OCCUPIED UNITS

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

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

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

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



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Owner/Renter Vacancy Rates

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

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

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

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

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

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



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Cost of Housing

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

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

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

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

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



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Median Rent

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

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

Special Housing Needs

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

Senior Housing

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

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



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Senior Housing (continued)

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

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



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Cost Burdened Households

**Table 5-39:
RENTAL HOUSING PROBLEMS**

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

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



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**Table 5-40:
Homeowner Housing Problems**

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

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



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Jobs Housing Balance

Jobs-housing balance is a planning tool that local governments can use to achieve a roughly equal number of jobs and housing units or households in their jurisdiction or part of a jurisdiction. Ideally, the jobs available in a community need to match the labor force skills, and housing should be available at prices, sizes, and locations for workers who wish to live in the area. There is a “qualitative” as well as “quantitative” component to achieving job-housing balance. Jobs-housing balance is more of a planning technique than a regulatory tool. Nonetheless, this tool demonstrates various ways that the concept of jobs-housing balance can be applied in local land use regulations.

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

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

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

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

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

Source: DeKalb County Planning Department

As shown in Table 5-41, elements have been determined to calculate jobs-housing balance. The total occupied units include owners and renters. The majority of workers in DeKalb County do not reside in the County (77%). Therefore, a high number of residents are commuting in and out of the County, which is common for the Atlanta region. Also, figures show that there are twice as many jobs as housing units in DeKalb County (Table 5-42). According to those statistics, there is a need to increase the number of housing units currently provided in the County.



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5.4 Natural Resources

DeKalb County is located in the northern tip of the County (north of the Southern Railroad) is located within the Gainesville Ridges District of the Piedmont Province. This area is characterized by a series of northeast trending, low, linear, parallel ridges separated by narrow valleys. The County's valuable resources have been inventoried and assessed for management, conservation and long-range benefits to the community. The assessment also considers the potential vulnerability of the community's natural resources to land development and other human activities. Currently, there are management planning programs underway to protect and conserve these natural resources.

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

Stone Mountain is located in the eastern area of the county and is the largest exposed granite outcropping in the world. The mountainous dome was created over millions of years as the surrounding cover of softer soils eroded away exposing the solid granite mountain which stands over 700 feet above the surrounding landscape. Smaller granite outcroppings are scattered throughout the eastern portion of DeKalb County comprising a total of 2,045 acres. Erosion control is handled through the existing county erosion and sedimentation control ordinance. Steep slopes, such as those on Soapstone Ridge that may cause erosion are protected by this ordinance. Stone Mountain is protected as part of a public park governed by a state authority.

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

Soils

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



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

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

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

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

Wetlands

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



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

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

The criteria for wetlands protection give local governments the flexibility of choosing a "minimum area" to be used for mapping wetlands within the jurisdiction with a suggested minimum of five acres. The County wishes to adopt and enforce the Department of Natural Resources protection standards for wetlands. All future development in DeKalb County should be prohibited from wetland areas unless it can be demonstrated to the Board of Commissioners that there will be no long-term adverse impacts or net loss of wetlands. Other protection measures should also be considered by the County including the use of zoning or other land development regulations to restrict or prohibit development in significant wetland areas and modifying subdivision regulations to require the set-aside of wetlands. Additionally, the Board of Commissioners will consider aggressive techniques such as the development of wetlands mitigation banks which are being used successfully throughout the United States to protect and preserve wetland areas.

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

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



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5.5 Historic Resources

DeKalb County is rich in historical resources and archeological resources. Civil War markers dot the landscape. Indian trails criss-cross the terrain. Many historic homes, mills, and bridges still stand as a living museum and history lesson for all. These are the sites and structures that molded the history and created the future of the county.

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

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

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

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

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

DeKalb County's Board of Commissioners created a seven-member Historic Preservation Commission, in 1994. This Commission is charged with the designation of historic properties, the issuance of certificates of appropriateness, and public hearing procedures. The commission is currently taking applications for historic designation and working to increase public awareness of the economic value of historic preservation.



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

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

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

National Register Historic Districts

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

National Register Historic Structures

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



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

National Register Historic Sites

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

African-American Historical Resources

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

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

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



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5.6 Facilities and Services

Water and Sewer

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

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

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

As indicated in Table 5-43, DeKalb County has three treatment plants currently in operation. They are the Scott Candler Filter Plant, the Snapfinger WWT Plant and the Pole Bridge WWT Plant.

**Table 5-43:
Water Treatment Facilities in DeKalb County**

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

WWT=Wastewater Treatment; MGD=Million Gallons per Day
Source: DeKalb County Water and Sewer

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



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

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

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

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

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



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**Table 5-44:
Top Ten Percentage Large Quantity Water Users***

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

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

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

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

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



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Storm Water

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

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

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

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

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

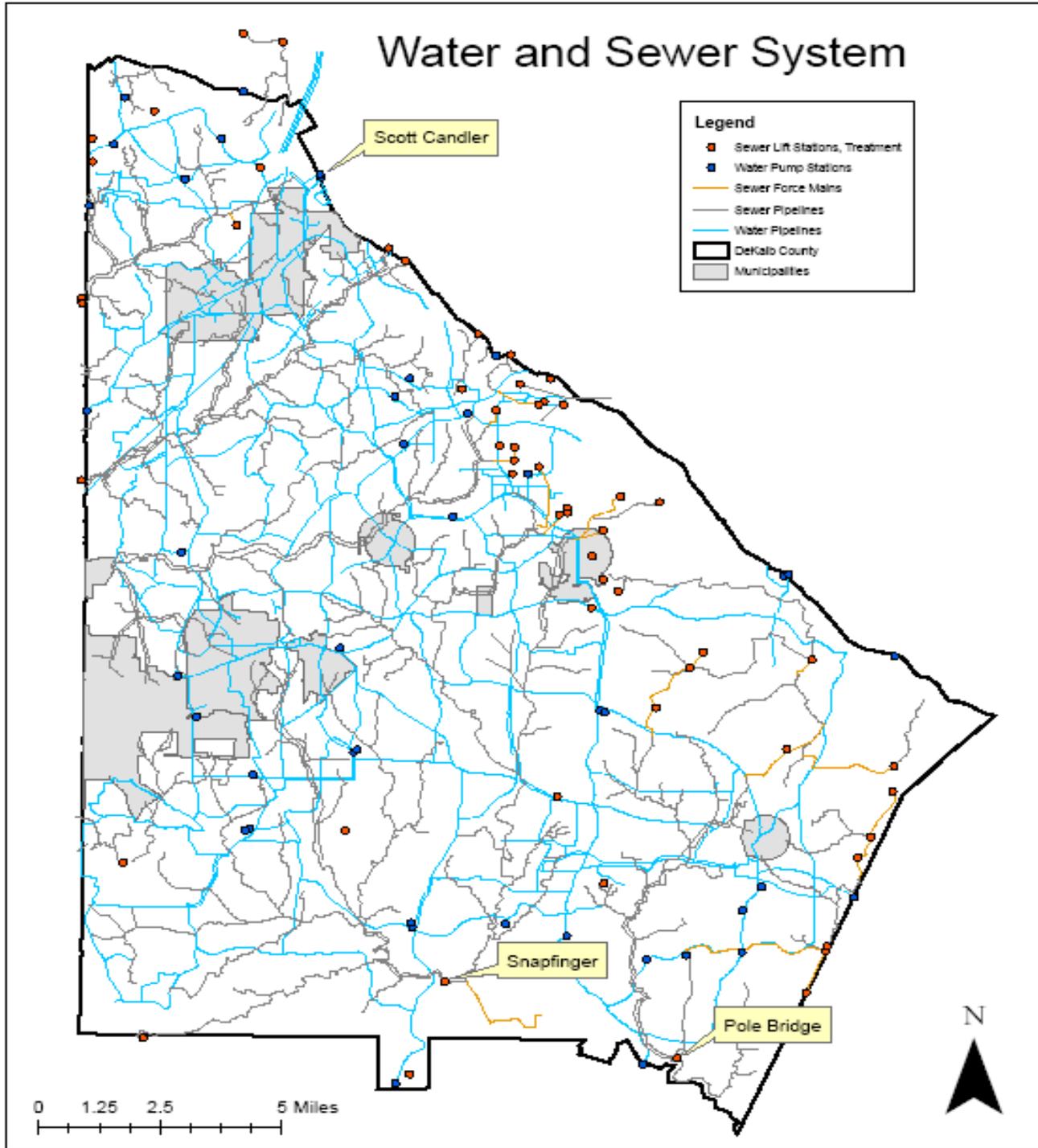
Figure 5-4 depicts the regularly flooded roads and intersections currently in the County. These areas will benefit from the stormwater utility fee. To date, \$8 million has been collected since the start of the fee. Citizens can see improvements around the County as roadways have already been repaired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



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Figure 5-4:
DeKalb County Water and Sewer System

DeKalb County
Comprehensive Plan Update 2005-2025

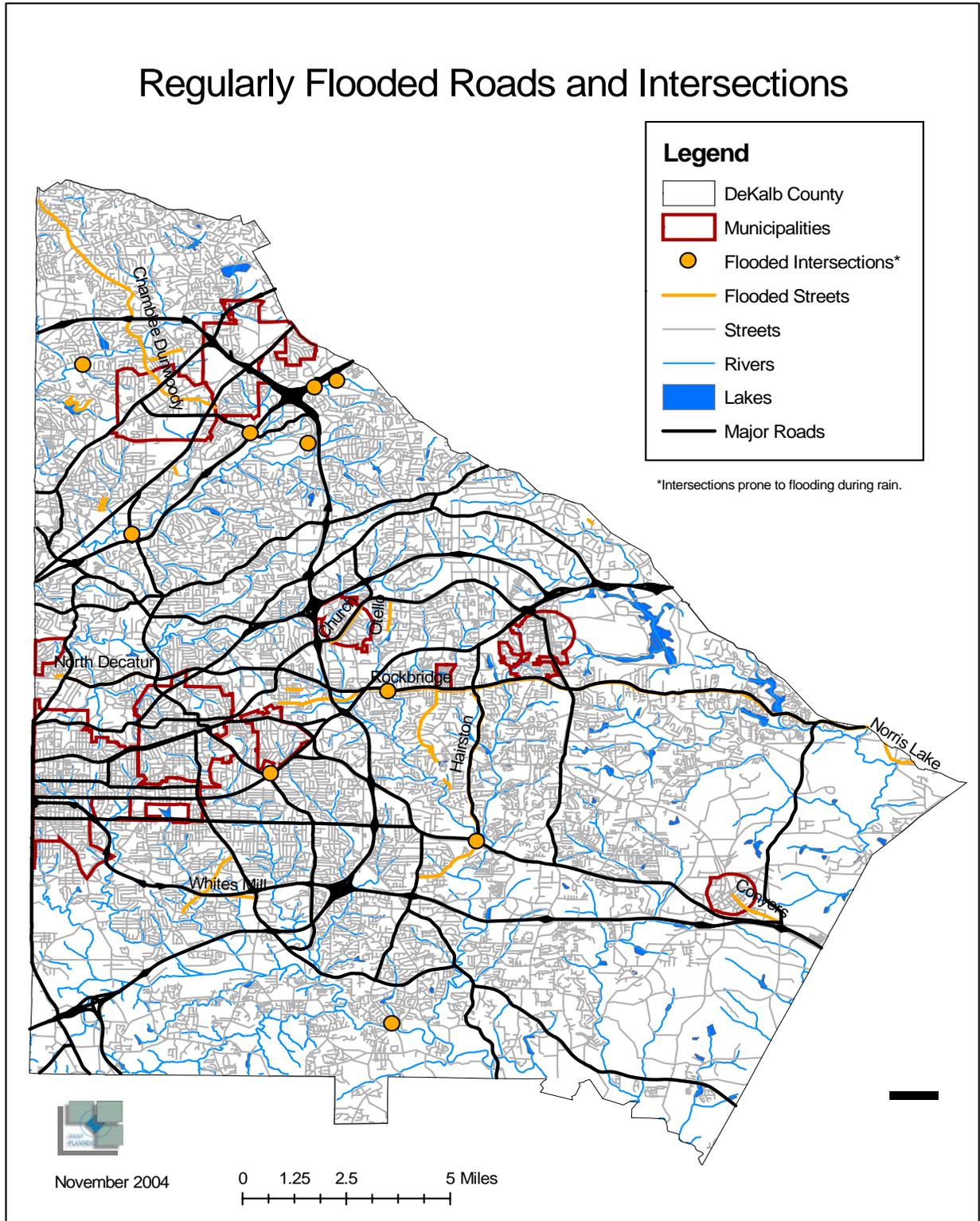


Created: May 10, 2005
File Name: Water_Sewer
Source: DeKalb County Planning/GIS Dept.



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



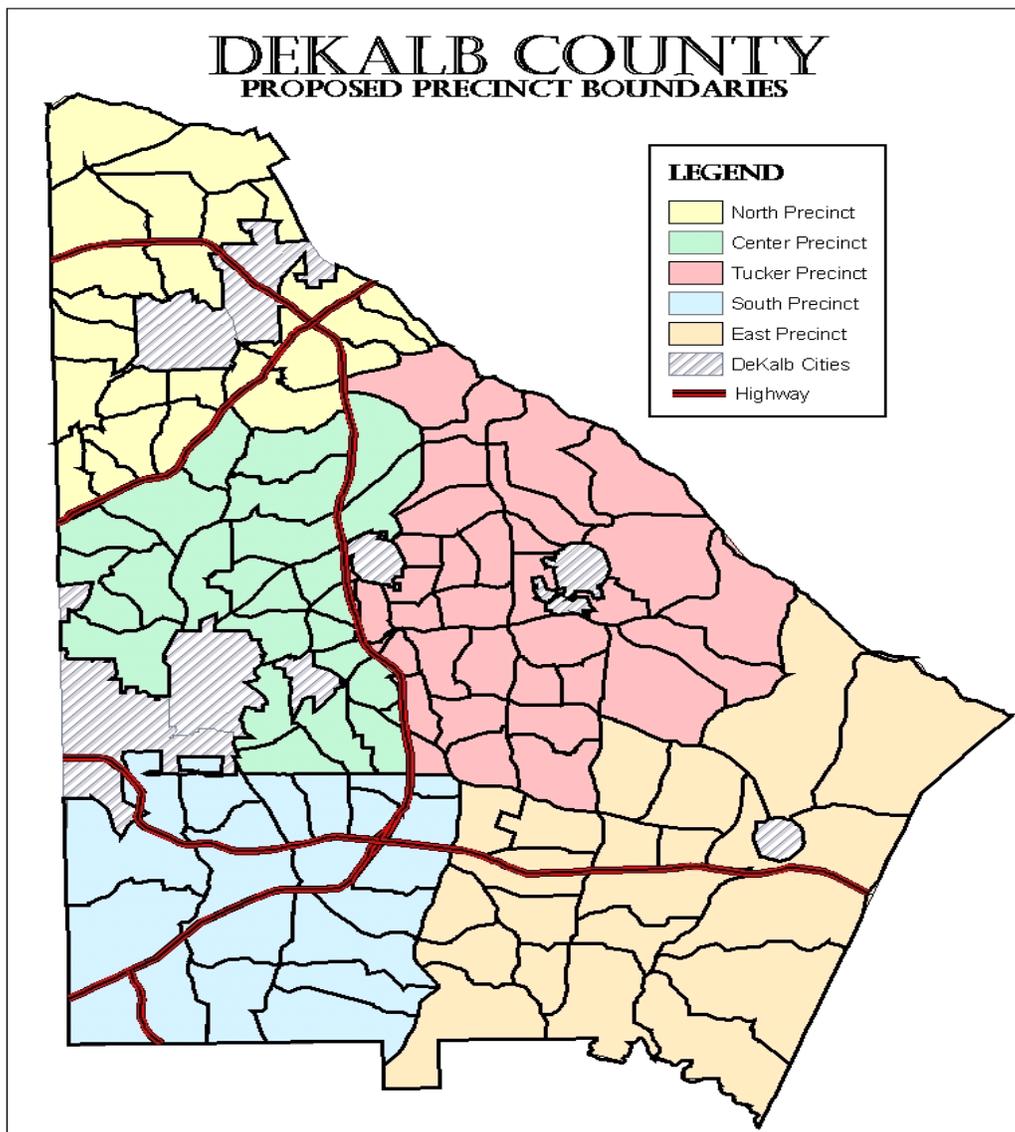


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Police

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

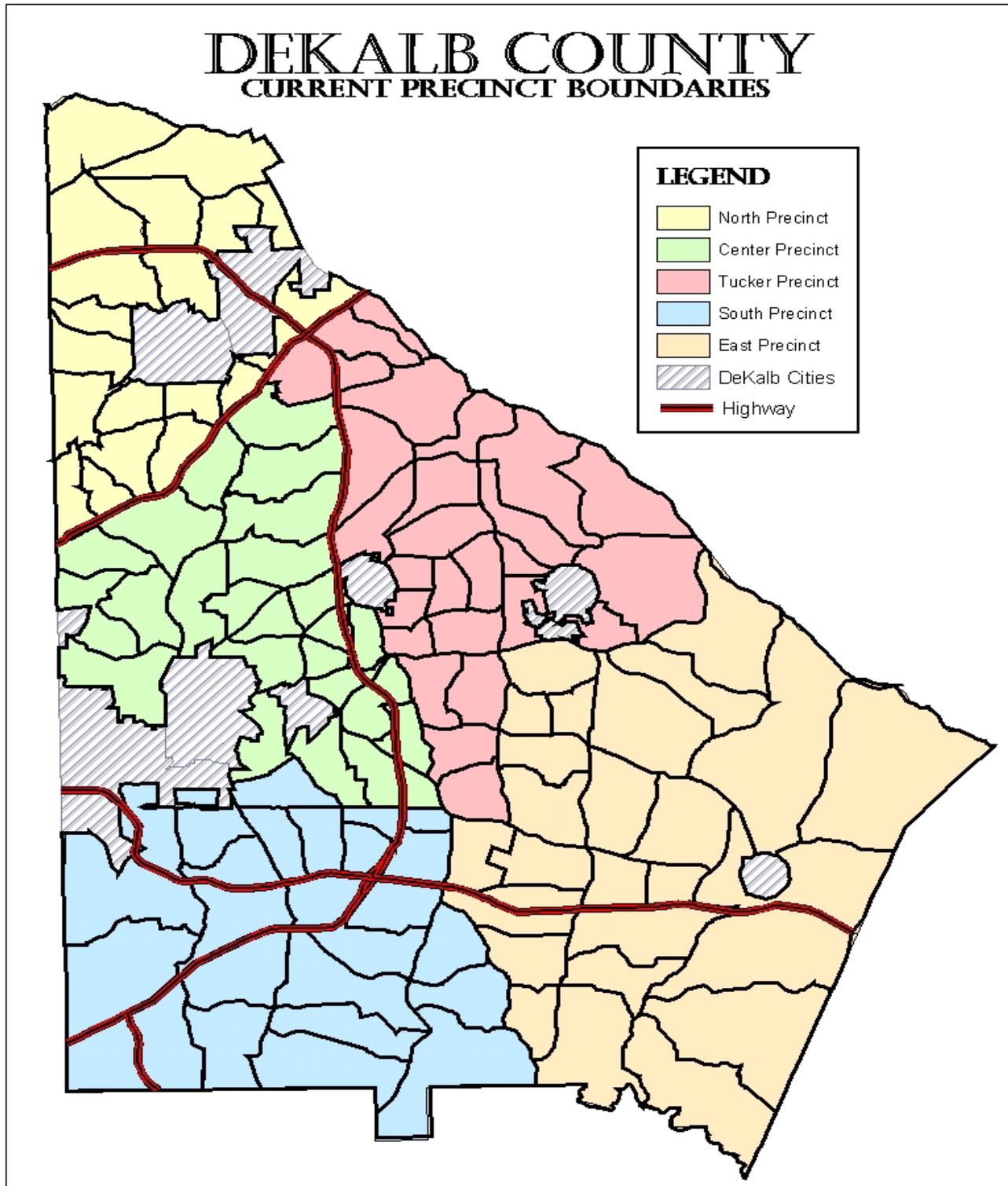
**Figure 5-6:
Proposed Precinct Boundaries**





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Figure 5-7:
Current Precinct Boundaries





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Fire and Emergency Management Systems

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

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

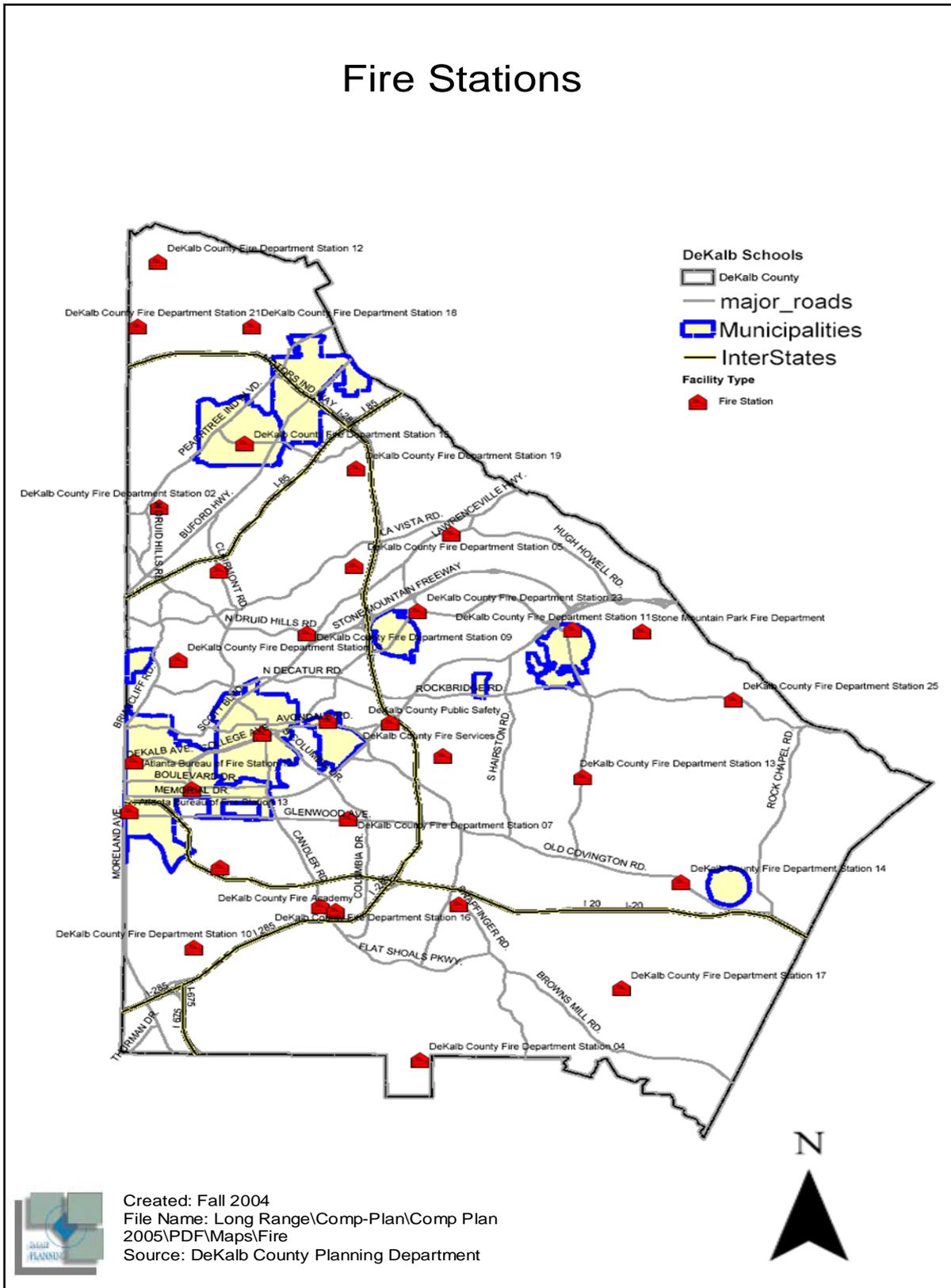
**Table 5-44:
DeKalb County Projection of Fire/EMS Facility Needs, (2005-2030)
(Except Atlanta and Decatur)**

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



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**Figure 5-8:
DeKalb County Fire Stations**





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Parks and Recreation

DeKalb County provides recreational opportunities to its citizens through a number of facilities. Over 100 parks, tennis courts, and athletic fields, in addition to a variety of swimming pools, recreation centers, picnic shelters, and golf courses make up the DeKalb County Parks and Recreation experience. The Parks and Recreation Department is responsible for all operation and maintenance of ballparks, soccer fields, and green-space. The Department also operates special programs for youth activities such as swimming lessons and summer camps. Senior citizens can take advantage of programs that offer therapeutic benefits for healthy living. Table 5-45 details and Figure 5-9 maps the inventory of the DeKalb County Parks and Recreation system.

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

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

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

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

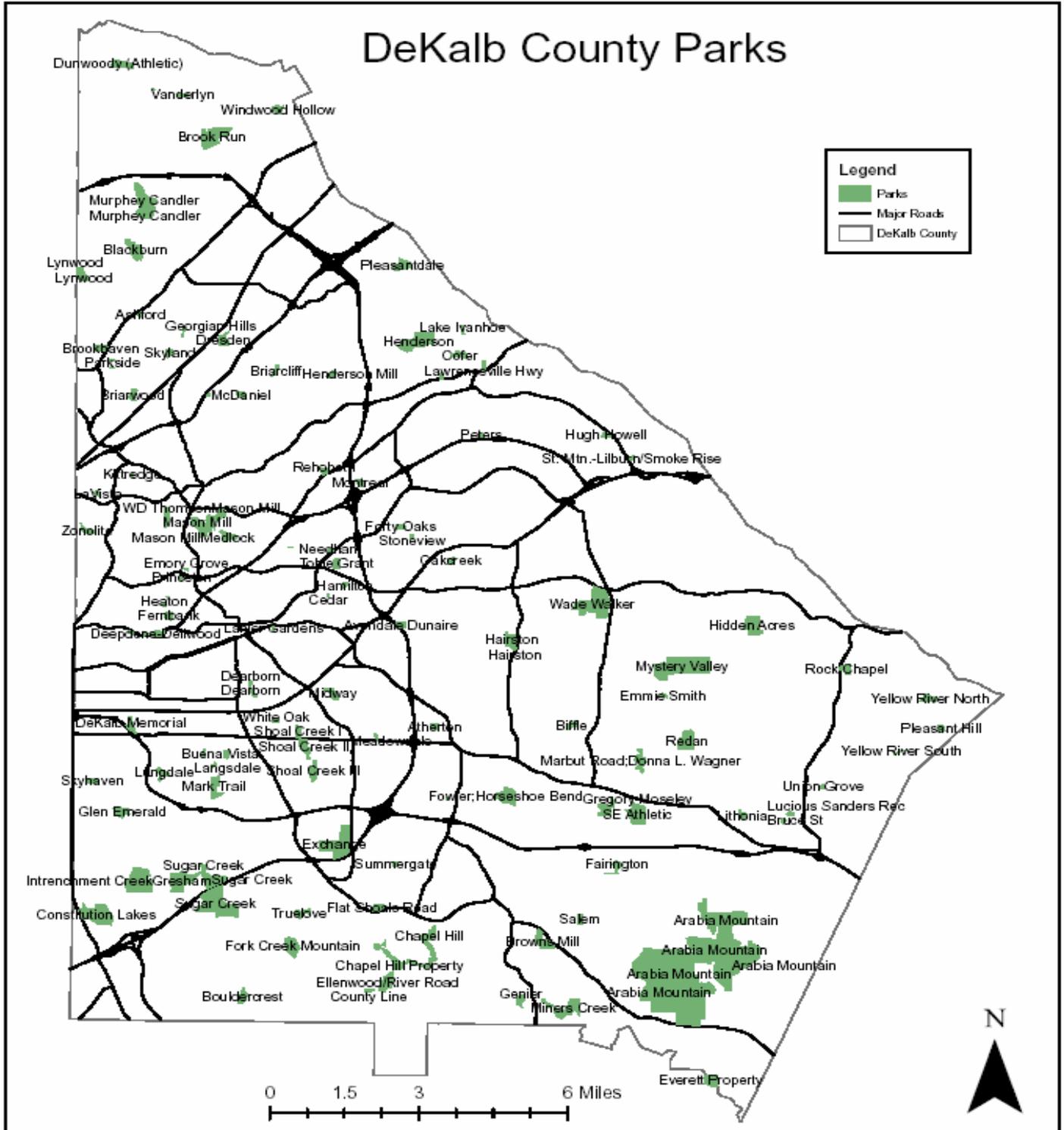
As a result of the DeKalb County Parks and Recreation Strategic Plan, completed in September 2000, it was found that the supply of the County park and recreational system does not meet the demand of the county residents. Residents want new, better, and more modern facilities. They want new ball fields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



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**Figure 5-9:
DeKalb County Park Locations**

DeKalb County
Comprehensive Plan Update 2005-2025



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



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Greenspace Program

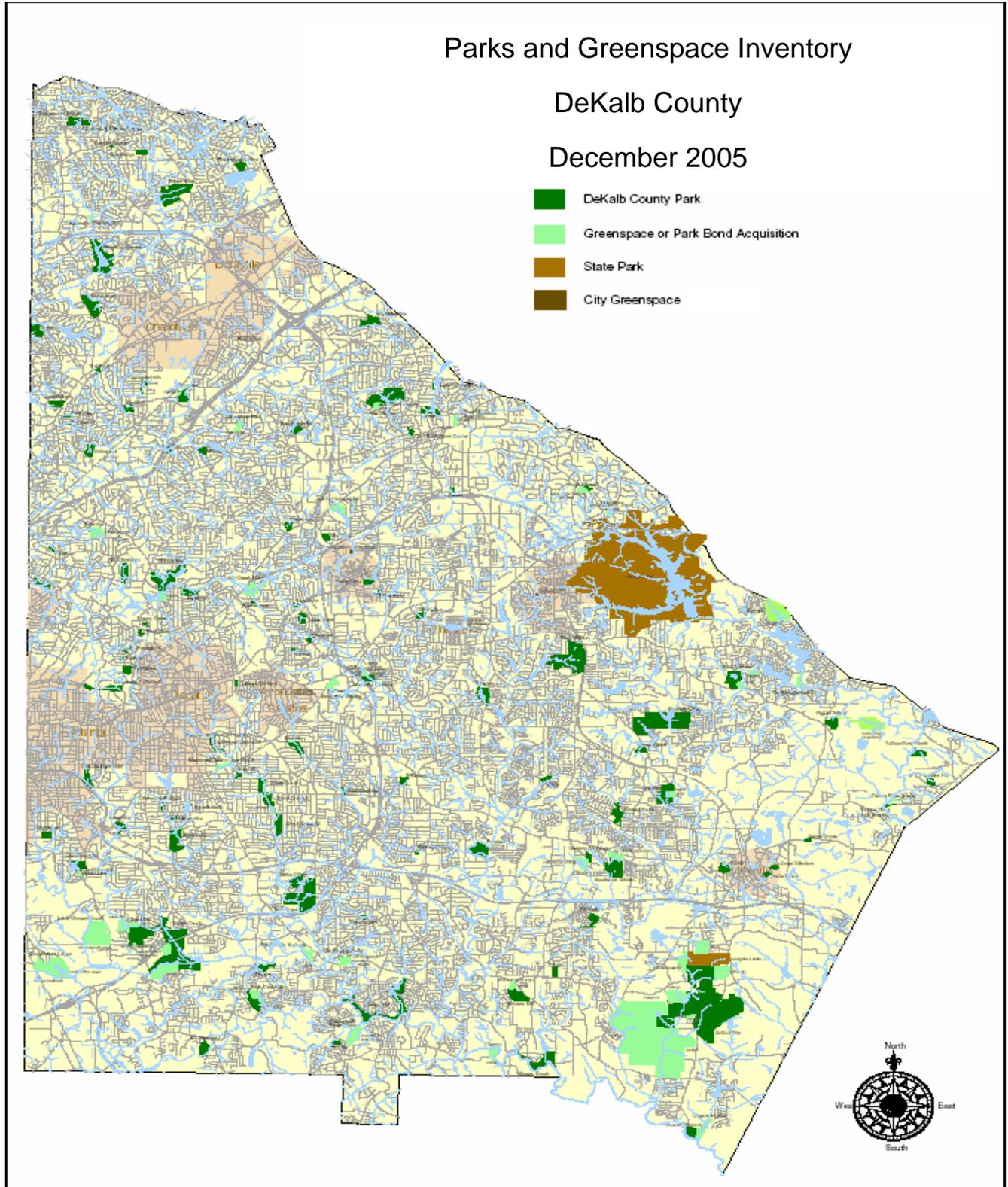
In 2001 voters in unincorporated DeKalb County approved more than \$87 million for acquisition of parkland and greenspace. In addition, to further expand the greenspace program, the County has leveraged an additional \$15 million from public and private grants. Since 2001 DeKalb has acquired more than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

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

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

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





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Public Health

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

**Table 5-46:
DeKalb County Health Centers**

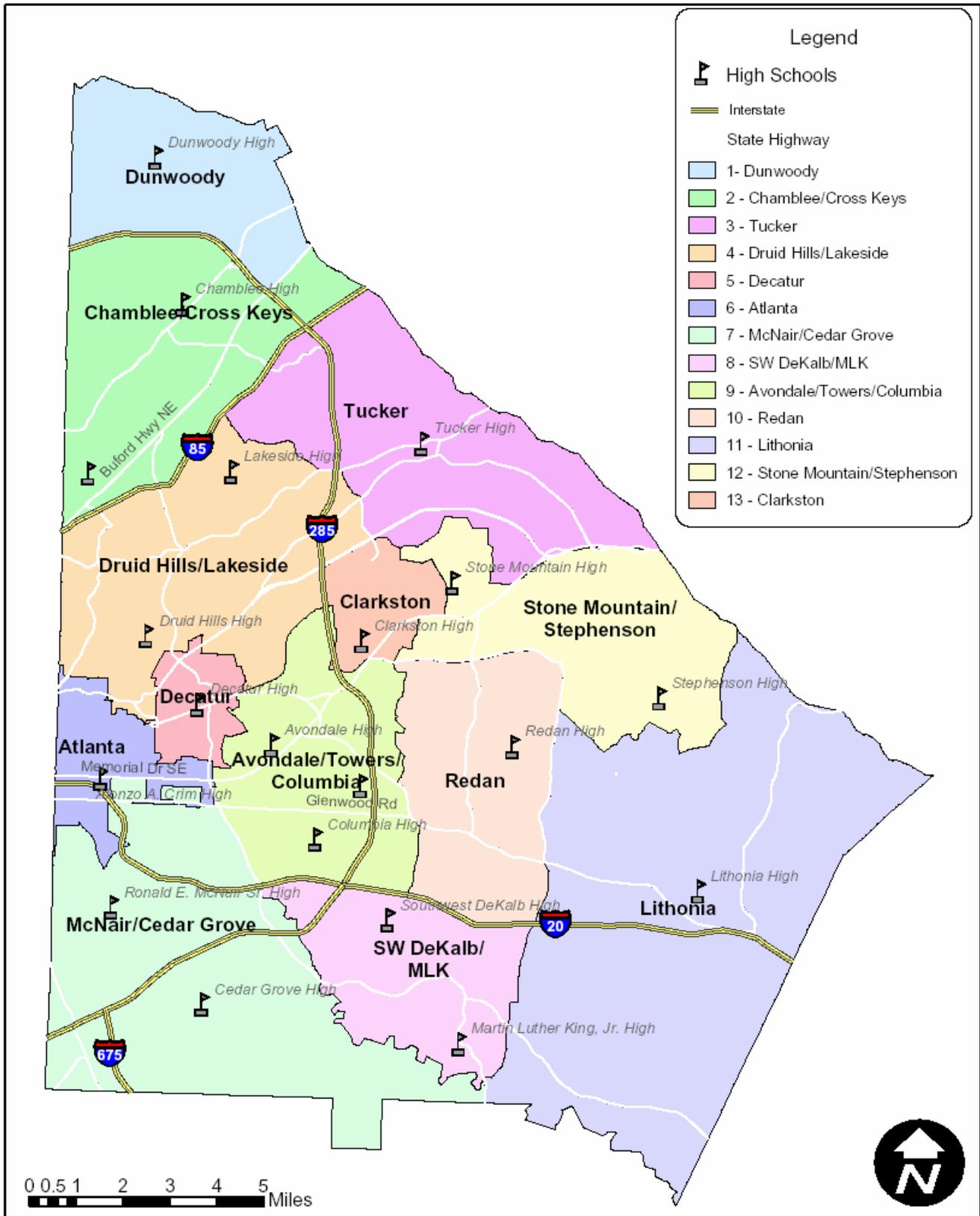
FACILITY NAME	LOCATION	PHONE
Eleanor Richardson Health Center	445 Winn Way, Decatur, GA 30030	404-294-3700
Kirkwood Health Center	30 Warren Street, S.E., Atlanta, GA 30317	404-370-7360
T.O. Vinson (Central) Health Center	440 Winn Way, Decatur, GA 30030	404-294-3762
North DeKalb Health Center	3807 Clairmont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

The Board of Health has divided the county into 13 geographic areas called Community Health Assessment Areas, or CHAAs, for the purposes of health planning (Figure 5-11). **These areas are based on natural communities of the local DeKalb high schools.** DeKalb County’s anticipated future health trends have been analyzed and the associated impacts identified for the period over the next five to ten years.

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

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**Figure 5-11:
 DeKalb County Community Health Assessment Areas**





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

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

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

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



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

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

Senior Service and Facility Needs

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

Senior Health Needs and Issues

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

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



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Senior Education and Information

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

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

Senior Facilities and Enrichment Activities

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

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



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Public Libraries

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

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

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

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

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

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

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



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

**Table 5-47:
2025 Library Facilities Goals Summary
As approved in the DeKalb County Public Library 2006-2025 Facilities Plan**

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



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5.7 Transportation

Consistency of DeKalb Planning Efforts with the Local and Regional Community

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

Countywide Road Network

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

The Federal Functional Classification system established through the Federal Highway Administration (FHWA) and Georgia Department of Transportation (GDOT) assists in describing the existing and future road network by categorizing the role of roads in the network. An overwhelming majority of roads are classified as local. A significant number of local streets are necessary to ensure mobility and serve as access to the collector system. Activity centers and other traffic origins and destinations are located usually on collectors and arterials, which also serve the needs of inter and intra county commuters. Table 5-47 identifies the roadway network by functional classification including the number of miles for each facility.

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

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



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Classifications Defined

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

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

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

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

Roadway Jurisdiction

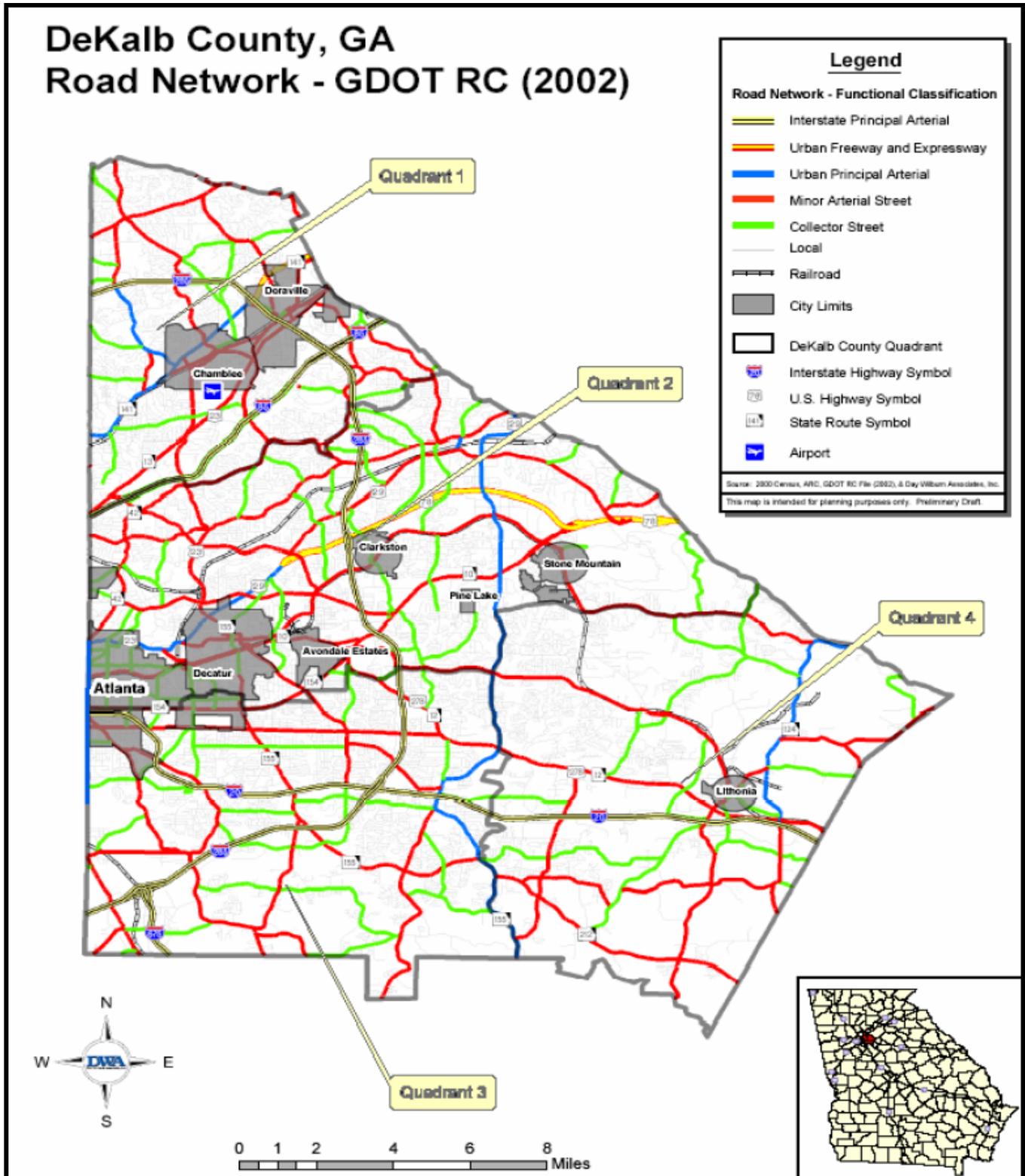
Jurisdiction of the street network is briefly described below.

- Interstates and Expressways-GDOT has exclusive jurisdiction on construction and maintenance of interstates and expressways that are designated as state routes.
- Arterials-GDOT has jurisdiction on arterials designated as state routes. Arterials designated as county roads are maintained by the county and those designated as City roads are maintained by the city where the road is located, unless there is a supplemental agreement between the city and county.
- Collectors-GDOT has jurisdiction on collectors designated as state routes. Collectors designated as county roads are maintained by the county and those designated as city roads are maintained by the city within which the road exists, unless there is a supplemental agreement between the city and county.
- Local streets-GDOT does not maintain local streets. The county or city is designated as having jurisdiction.



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Figure 5-12 Functional Classification





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

- 9 Excellent Condition**
- 8 Very Good Condition** – No problems noted.
- 7 Good Condition** – Some minor problems.
- 6 Satisfactory Condition** – Structural elements show some minor deterioration.
- 5 Fair Condition** – All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
- 4 Poor Condition** – Advanced section loss, deterioration, spalling or scour
- 3 Serious Condition** – Loss of section, deterioration, and cracks in steel/concrete have seriously affected primary structural components.
- 2 Critical Condition** – Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks may be present. Monitoring and corrective action may be required.
- 1 Imminent Failure Condition** – Major deterioration or section loss in critical structural components. Closed to traffic but corrective action may restore light service.
- 0 Failed Condition** – Out of service and beyond repair.

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

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

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



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Alternative Modes of Transportation

High Occupancy Vehicle Lanes (HOV)

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

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

Public Transit

MARTA

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

Pedestrian and Bicycle Facilities

Sidewalks

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

Approximately 368 of the 1378 linear miles (27 percent) of roadway have sidewalks in high density land uses and within 1/4 mile of hospitals, transit stations and schools. The existing sidewalk network is shown on Figures 6-22 and 6-23. The figures display sidewalk availability on one or both sides of a roadway.

Bicycle and Multi-use Trails

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



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PATH Foundation

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

Intelligent Transportation Systems

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

Field Equipment

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

Communications

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

Traffic Control Center

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

Airports

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

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

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



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

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

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

Freight

Railroad

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

Truck Routes

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

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



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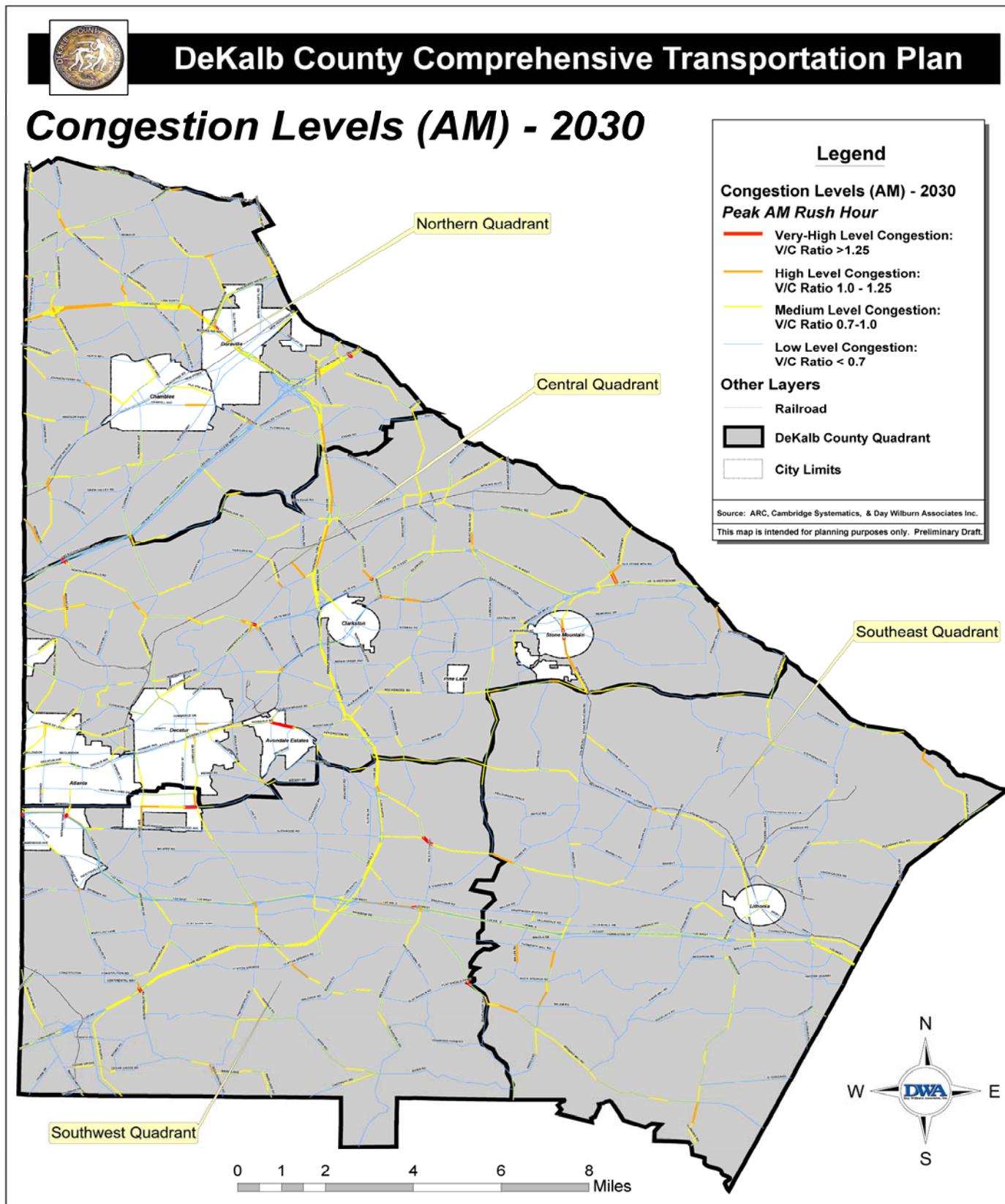
Transportation and Land Use Connection

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

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

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

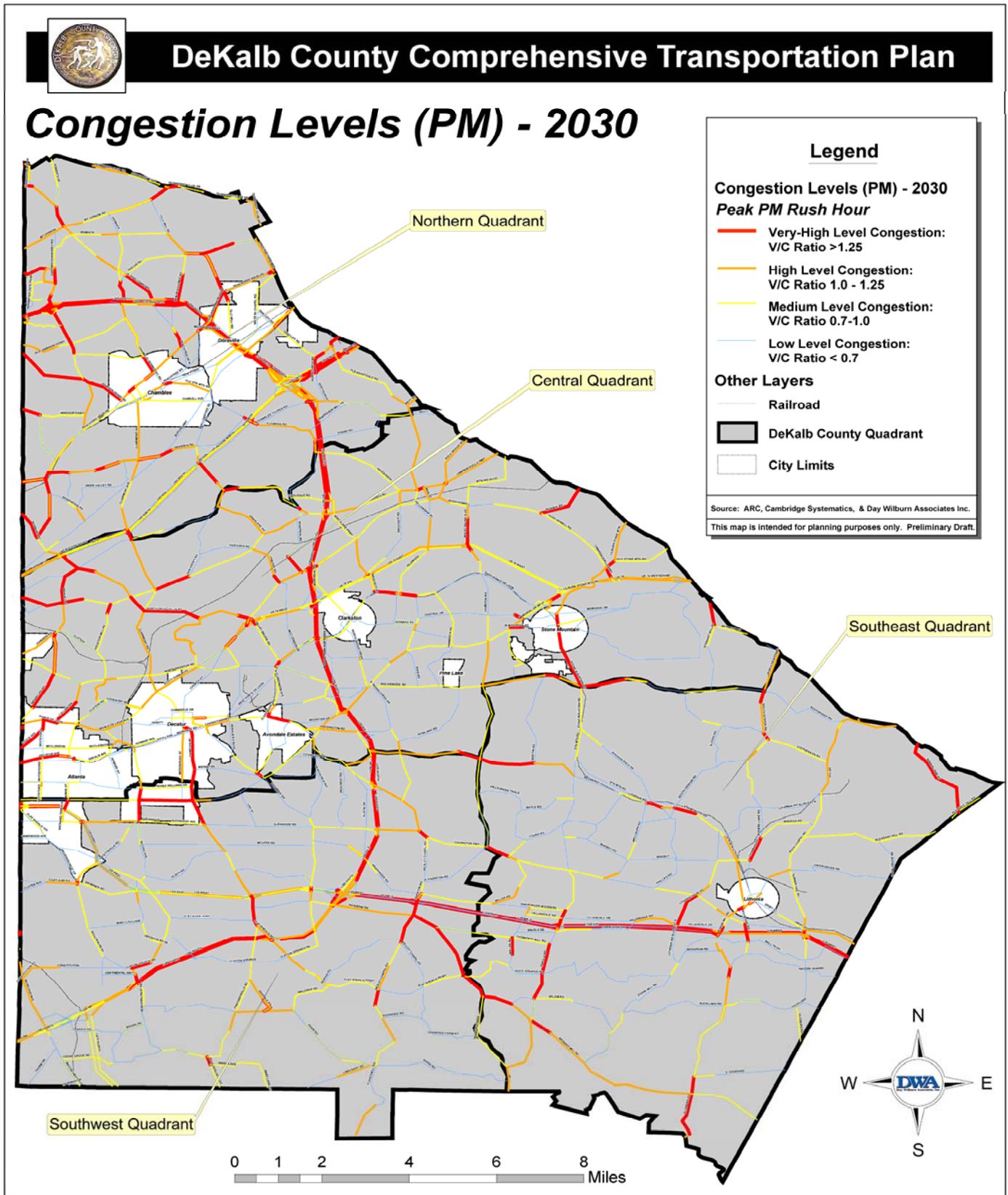
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5.8 - Intergovernmental Coordination

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

Adjacent Local Governments

DeKalb County is one of ten counties in the Atlanta region, and the most dense county in the state, by population. The County is bordered by Fulton, Gwinnett, Rockdale, Clayton, and Henry Counties, and the City of Atlanta. Eight cities are located within the County, and they are: Avondale Estates, Chamblee, Clarkston, Decatur, Doraville, Lithonia, Pine Lake, and Stone Mountain. The Service Delivery Strategy is designed to serve as a primary mechanism to coordinate services between DeKalb County and city governments.

Planning Coordination

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

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

School Board

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



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Currently there is no consistent coordination mechanism between the Department of Planning and Development and the Board of Education. Due to the close relationship of development and school planning and impacts, a formalized and consistent coordination mechanism is needed. This may begin with schools and community meeting at the Atlanta Regional commission.

Regional and State Entities

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

Private Entities

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

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

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

Regional Transportation Plans - Existing Coordinating Mechanisms

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

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



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

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

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

Intergovernmental Coordination is of the utmost importance for service delivery without service duplication. It is the goal of DeKalb County to ensure that there is no service duplication, overlap, and competition.



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5.9- Consistency with Service Delivery Strategy

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

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



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



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



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



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