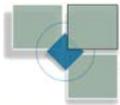


# IMPLEMENTATION PROGRAM





## 5. IMPLEMENTATION PROGRAM

The Implementation Program was created to provide an overall strategy for achieving the vision of the community and to address the County-wide issues and opportunities. The following section discusses various measures the county intends to take to implement the plan. These measures include land use regulations and techniques for implementing plan policies. The County presently utilizes some of the implementation tools, which may only require review for plan consistency. Others may be pursued to further the implementation of the plan. These may include actions that expand on and develop policies that may be formally adopted later as part of the plan. The section also includes programs and other activities that related to the polices and strategies that are currently underway and others that may be implemented in the future. The implementation program consists of the following components:

- Transportation Projects;
- Short Term Work Program;
- Polices and Strategies;
- Overlay Districts; and
- Supplemental Plans

### ***5.1 Transportation Projects***

An extensive list of recommended transportation projects for the Community Agenda can be found within the body of the Comprehensive Transportation Plan (CTP).

### ***5.2 Short Term Work Program (STWP)***

The purpose of this section is to identify specific implementation actions DeKalb County, and other entities, intend for first five-years of the planning period. This includes any ordinances, administrative systems (such as site plan review, design review, etc.), community improvements or investments, financing arrangements, and other programs or initiatives needed to implement the plan. The short term work program also consists of a Report of Accomplishments, which provided the status of projects reported on in the previous Short Term Work program, showing the progression of plan implementation.

The Report of accomplishments indicate whether the activity is:

- Completed;
- Underway;
- Postponed (the activity must be included in the new STWP); and
- Dropped (an explanation must be provided).

The Short Term Work Program includes the following information for each listed activity:

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



**STWP Responsible Departments and Partners**

- Atlanta Regional Commission
- DeKalb County Board of Commissioners
- DeKalb County Planning & Sustainability Department
- DeKalb County Chamber of Commerce
- DeKalb County Finance Department
- DeKalb County Tax Assessors Office
- DeKalb County Office of Economic Development
- DeKalb Housing Authority
- DeKalb County Public Works Department
- DeKalb County Community Development & Human Services Department
- DeKalb County Parks, Recreation, & Cultural Affairs Department
- DeKalb County Libraries
- Georgia Regional Transportation Authority
- The Cities of DeKalb County
- DeKalb County Board of Education
- DeKalb County Board of Health
- DeKalb Police
- DeKalb Fire and Rescue
- DeKalb County Sheriff
- Georgia Department of Transportation
- Metropolitan Atlanta Regional Transportation Authority
- Georgia Environmental Protection Division

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		2007-11 (See ROA)	2012	2013	2014	2015	2016			Status				
										Completed	Underway	Postponed	Not Accomplished	
<b>Land Use and Transportation</b>										<b>C</b>	<b>U</b>	<b>P</b>	<b>N</b>	
As part of a Comprehensive Transportation Plan, establish a sidewalk priority plan for DeKalb County.	Transportation Planning	X						Undetermined	Undetermined			X		No current funding for new sidewalk installations
Continue developing the traffic calming program and guidelines for areas experiencing speeding and cut through traffic.	Transportation Division						X	Undetermined	Undetermined		X			Ongoing with annual budget
As part of a Comprehensive Transportation Plan, create a plan for and implement intersection improvements countywide including but not limited to signalization, turn lanes, pedestrian safety upgrades, resurfacing, and signage.	Planning and Transportation		X					\$1.25 Million	Federal aid and HOST		X			Most of the funding from TIA projects will be used for resurfacing and parking programs.
Construct sidewalks as set forth in the Public Works Infrastructure C.I.P. plan.	Roads and Drainage & Transportation	X						\$25-\$75 per / foot	County and State	X				Sidewalks in 2006 Transportation Bond are completed
Develop, adopt, and fund an annual curb installation and maintenance plan and schedule for regular maintenance of sidewalks, curbs, and crosswalks. For Historic Districts and sites use materials as recommended by the Historic Preservation Commission.	Roads and Drainage		X	X	X	X	X	\$1,000,000	County		X			Ongoing activity: part of annual operating budgets
Utilize CDBG funds for the phase I construction of the Candler Road Revitalization Project Initiative and streetscape project.	Public Works, Community Development and Human Development	X						\$200,000	CDBG	X				This project is complete.
Create a 15 year Bridge Renewal Fund to maintain and repair bridges suffering from rust, erosion, lead paint, and age such as those at Flat Shoals near Candler Road and Clifton Church, and the bridge where Montreal Road crosses Stone Mountain Freeway.	Roads and Drainage & Planning	X						None	None				X	No funding available at this time
Maintain, mill, patch, and resurface county roadways rated above 32	Roads and Drainage, Transportation		X	X	X	X	X	Undetermined	County		X			Ongoing activity: part of annual operating budgets

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Continue the action plan, strategies, and initiatives to "Maximize the Positive Impacts of the PDK Airport while Minimizing the Negative". Reduce noise from air traffic in residential areas.	Airport						X	\$160,000	Airport		X			Ongoing effort.
Develop signage for residential areas regarding reduction of noise.	FAA	X						None	None				X	Project not supported by FAA
Repair Corporate Row NE	Airport		X					\$750,000	Airport		X			This project is currently underway.
Repair Corporate Row N	Airport			X				\$750,000	Airport		X			This project is currently underway.
Construct New T-Hanger Facility. Subject to BOC approval.	Airport		X					\$5,500,000	Airport		X			This project is currently underway.
Wildlife Assessment	FAA		X					\$100,000	FAA/ GDOT/Local		X			This project is currently underway.
Taxiway A & J Rehab	FAA		X					\$850,000	FAA/ GDOT/Local		X			This project is currently underway.
Airfield Signage/Electical Vault	FAA		X					\$605,000	FAA/ GDOT/Local		X			This project is currently underway.
<b>Planning and Development</b>		2007-11	2012	2013	2014	2015	2016	Cost (est.)	Funding	C	U	P	N	Comments
Build a computerized inventory linked to the County's GIS system and tax records of existing building and sites suitable for industrial and large-scale commercial development according to the Future Development Plan and map.	GIS/Planning			X				Staff Time	County General Fund		X			GIS has hired a contractor to complete this task. Planning is coordinating with GIS to make sure land use and zoning information is captured.
Increase buffer dimensions and establish landscape, foliage, and noise wall requirements in the County's zoning and development regulations between differing land uses, so that the buffers will provide complete visual screening and effective sound attenua	Planning and Development		X					Staff Time	County General Fund		X			To be included in the Zoning Code Update.
Establish special zoning district overlays for declining industrial, multi-family, office, and commercial districts/corridors that will control signage, curb cuts, facade treatment, building massing and location, scale, or other urban design elements.	Planning		X	X	X	X	X	Staff Time	DeKalb County	X	X			Several completed annually, and more expected. Currently in the process of drafting the Hidden Hills Overlay District.
Update Zoning Ordinance to reflect the new type of mixed uses, and density as proposed for the Character Areas.	Planning and Development		X					\$630,500	DeKalb County		X			Consultant hired. Contract is still active but project needs to be re-negotiated with consultant. Updated draft Zoning Code still under review by staff and Board of Commissioners.

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										Completed	Underway	Postponed	Not Accomplished	
Develop and implement design guidelines and establish defensible boundaries on a map for land use and zoning districts in order to protect established single family residential neighborhoods from encroachment by incompatible development.	Planning		X	X	X	X	X	Staff Time	DeKalb County	X	X			Included in completed Overlay Districts. This task will continue to be carried out in future overlays and the Zoning Code Update.
Develop design guidelines, development regulations, and zoning regulations for residential development and encourage open space in established residential areas.	Planning, Independent Consultant		X					Staff Time	DeKalb County		X			To be included in the Zoning Code Update.
To preserve the residential boundaries and residential character of Druid Hills. Survey service institutions in the Druid Hills area and obtain citizen input in order to determine the impact of existing and/or adding new institutions to the area.	Planning	X						Staff Time	DeKalb County	X				Completed with the adoption of the Druid Hills Historic District.
Prepare and adopt a Landscape Ordinance with incentive programs.	Planning and Development	X						Staff Time	DeKalb County	X				This is no longer an independent project, because it has been phased into the Overlay Districts.
Strengthen local building code to establish a quality control system (recommended by University of Georgia Institute of Government) to assure that all new construction meets minimum standards. Adopt administrative procedures as provided in OCGA 8-2-26(a)	Planning and Development			X				Staff Time	DeKalb County		X			This project is ongoing.
Pass a resolution and implement a training program requiring all DeKalb building/trade inspectors to be certified by the Southern Building Code Congress with proficiency in the appropriate Georgia mandatory codes and permissive codes.	Planning and Development						X	Staff Time	DeKalb County				X	Reduction in staff resources resulted in decreasing the priority of this project. Plans are to raise the priority of this project, in moving forward. Ongoing
Continue to support Community Council with more structure.	Planning	X						Staff Time	DeKalb County	X				Staff created a Community Council Manual as a guide for all members.
Established more concise guidelines for Intergovernmental Agreements.	Planning				X			Staff Time	DeKalb County	X	X			Created SOP for IGA and development services between DeKalb County and the City of Avondale Estates in 2009. This will be a template for other cities in moving forward.
Use innovative participation and education techniques to increase public awareness.	Planning		X					Staff Time	DeKalb County		X			Efforts made to establish neighborhood outreach function, as part of a restructuring within the planning group.

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										Completed	Underway	Postponed	Not Accomplished	
Promote the creation of and support existing community and neighborhood organizations.	Planning		X					Staff Time	DeKalb County		X			Efforts made to establish neighborhood outreach function, as part of a restructuring within the planning group.
Work with the media to distribute planning materials and inform the public about planning related activities in the county.	Planning			X				Staff Time	DeKalb County		X			Efforts made to establish neighborhood outreach function, as part of a restructuring within the planning group.
Develop design guidelines, development regulations, and zoning regulations for residential development and encourage open space in established residential areas, as set forth in the Defining Narratives of Character Areas, of the Community Vision Chapter.	Planning		X					Staff Time	DeKalb County		X			To be addressed in Zoning Code Update.
Enact an interim development control ordinance governing the construction of multi-family housing until such time as the County has prepared a study and determined the impact of construction of additional multi-family housing development on the County infrastructure.	Planning / Development	X						Staff Time	DeKalb County			X		Lack of staff resources to undertake this project.
Continue to organize and facilitate Community Councils.	Planning		X	X	X	X	X	Staff Time	DeKalb County		X			Ongoing core function of the department.
Update the current Bylaws and procedures of the Community Councils.	Planning	X						Staff Time	DeKalb County	X				The County adopted New Member Procedures (2009) as an amendment to the DeKalb County Zoning Ordinance (Chap. 27-837). The Community Council Bylaws were accepted in February 2010.
Implement Livable Centers Initiative projects.	Planning		X	X	X	X	X	\$100,000	LCI Grant and County		X			Ongoing effort as long as funding is available.
Implement Pedestrian Community Districts and Transit Oriented Development.	Planning	X						Staff Time	DeKalb County	X			X	Although PCD is complete, some of the concepts in PCD will be re-structured in the Zoning Code Update. An independent TOD has not been established. TOD concepts may be captured in the forthcoming CTP.
Develop an digital, parcel layer mapping base for the County.	Planning Division / GIS		X					Staff Time	DeKalb County		X			GIS has hired a contractor to complete this task. Planning is coordinating with GIS to make sure land use and zoning information is captured.
Analyze, rewrite, and update the county's zoning ordinance.	Planning		X					Staff Time	DeKalb County		X			The County has hired an independent contractor (Pond) to complete the project. The draft document is still under review.

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										Completed	Underway	Postponed	Not Accomplished	
Organize Community Councils.	Planning	X						Staff Time	DeKalb County	X				Amended the Zoning Ordinance to address procedures of the Community Council (2009). Members of the Community Council have created and accepted new bylaws (2010).
Rewrite and adopt the following ordinances: Sign Ordinance, Landscape Ordinance, Urban Design Standards Ordinance, Subdivision Ordinance, Noise Abatement Ordinance, Parking Ordinance, Transportation Management Ordinance, Pedestrian Safety and Sidewalk Ordinance.	Planning and Development				X			Staff Time	DeKalb County	X			X	None of these ordinances have been accomplished independently. Landscape, and Urban Design Standards have been incorporated into existing Overlay District ordinances. All the other proposed ordinances will have to be re-evaluated when budget restraints are lifted.
Prepare a Cost/Revenue Analysis to evaluate the financial impacts of different types of land use development on county revenues and budget. Specifically, evaluate the cost per unit of multi-family housing; use recent Cobb County studies on apartment developments.	Planning and Development			X				Staff Time	DeKalb County				X	Although not completed, the department has begun to lay the groundwork to move forward with this project.
Investigate Transit Oriented Development to determine impacts on land use, and evaluate the relationship to zoning ordinance regulations.	Planning and Development Department	X						Staff Time	DeKalb County				X	The Department may exercise the option to re-evaluate TOD principles during the Zoning Code Update.
Improve street character with consistent signage, lighting, landscaping and other design features.	Planning		X	X	X	X	X	Staff Time	DeKalb County		X			Ongoing during the drafting of Overlay Districts.
Create neighborhood focal points through the use of existing pockets parks and squares for community activities.	Planning / Transportation		X					Undetermined	LCI Grant and County		X		X	Planning will work with DDOT to apply for funding to create pocket parks.
As part of the countywide sidewalk and street enhancement plan, identify qualifying locations, concept, management, and implementation budget for commercial, office, and multi-family, and institutional corridors or for properties used for a public purpose	Planning, Transportation,	X						Staff Time	DeKalb County			X		Budget restraints. This will be addressed in the forthcoming CTP update.
As part of a Comprehensive Transportation Plan, create a countywide sidewalk and street enhancement plan and adopt development standards for each zoning district or historic district.	Planning, Transportation, Board of Commissioners		X					Staff Time	DeKalb County		X			The County is in the process of updating the CTP project, that is now being managed by transportation. This task will be re-evaluated during the CTP analysis process.

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As part of a Comprehensive Transportation Plan, identify, quantify, and meet DeKalb's portion of the regional emissions budget (under Clean Air Act Amendment) requirement of 15% urban smog reduction and ARC air quality conformity models through the allocation of funds to transportation modes other than improved automotive transit.	Planning, Transportation, Board of Commissioners		X					Staff Time	DeKalb County			X		Remove from STWP.
Undertake a community visioning process in the affected community to develop a land use plan for land adjacent to and 2000' beyond the airport boundary.	Planning and affected community	X						Staff Time	DeKalb County				X	The department chose to go in a different direction. No longer a priority project.
Encourage the establishment of a revolving trust fund to purchase endangered cultural, natural, and historical properties.	Historic Preservation Commission			X				Staff Time	DeKalb County		X			Ongoing.
Designate historic districts and properties.	Historic Preservation Commission			X				Staff Time	DeKalb County		X			Ongoing.
Establish an awards program to recognize exemplary preservation and community design projects.	Historic Preservation Commission			X				Staff Time	DeKalb County		X			Ongoing.
Conduct and maintain a survey of the county's historic resources, and develop a plan for preservation under the direction of the Historic Preservation Commission.	Historic Preservation Commission			X				Staff Time	DeKalb County		X			Ongoing.
Conduct small area studies to help fight against obesity, under the Board of Health's Master Active Living Plan (MALP).	Planning and Board of Health					X		\$2.66 Million	CDC		X			Coordination between the Board of Health and Planning on this project began in 2009. The depts are in the process of moving this project forward to hire a consultant to finalize the project.
Determine the feasibility of creating a Multi-Family Character Area designation for the Future Development Plan.	Planning				X			Staff Time	DeKalb County		X			Ongoing.
Assessment of Character Area densities to solve the issue of gaps between the Neighborhood and Town Center.	Planning				X			Staff Time	DeKalb County		X			Ongoing.

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Assessment of character area corridor densities to determine the feasibility of creating new categories.	Planning				X			Staff Time	DeKalb County		X			Ongoing.
Annual Update of Future Development Plan. This depends on the number of applications that come through, and staff is prepared to complete land use amendments annually.	Planning		X	X	X	X	X	Staff Time	DeKalb County		X			Ongoing.
Complete Parcel Project to quality analyze the delineation of character areas and land use, as a result of the parcel map based project.	Planning / GIS				X			Staff Time	DeKalb County		X			Ongoing.
Evaluate amending Chapter 4 of the Comprehensive Plan to include the process for an applicant making major and/or minor land use (future development) amendments.	Planning			X				Staff Time	DeKalb County		X			Ongoing.
Accept and / or adopt small area plans through Comprehensive Plan text amendments, in Chapter 5.7 Supplemental Plans Section.	Planning		X	X	X	X	X	Staff Time	DeKalb County		X			Ongoing.
Develop small area plan criteria within Chapter 5.7 Supplemental Plans Section, that clearly defines the guidelines for plans to be consistent with the Comprehensive Plan, and to be adopted.	Planning			X				Staff Time	DeKalb County		X			Ongoing.
Adopt Livable Center Initiative studies through Comprehensive Plan text amendments, in Chapter 5.7 Supplemental Plans Section.	Planning		X	X	X	X	X	Staff Time	DeKalb County		X			Ongoing.
<b>Geographic Information Systems (GIS)</b>		<b>2007-11</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>Cost (est.)</b>	<b>Funding</b>	<b>C</b>	<b>U</b>	<b>P</b>	<b>N</b>	<b>Comments</b>
Develop a GIS base Property Data Layer which corresponds to the GIS Base Map information. Link this Property Data Layer to tax assessment, land title, street addresses, county services, etc.	G.I.S.		X					\$ 1.5 M	CIP		X			Completed a 1/2 of the Parcel Conversion Project.
Develop and digitize, parcel layer mapping base for the County.	GIS and Planning		X					(included in above estimated cost)	CIP		X			Ongoing through project completion.

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										Completed	Underway	Postponed	Not Accomplished	
Build a computerized inventory linked to the County's GIS system and tax records of existing building and sites suitable for industrial and large-scale commercial development according to the Future Development Plan and map.	GIS and Planning		X					(included in above estimated cost)	CIP		X			Ongoing through project completion.
<b>Economic Development</b>		2007-11	2012	2013	2014	2015	2016	Cost (est.)	Funding	C	U	P	N	Comments
Develop and maintain close contacts with the network of economic development organizations active in DeKalb County and provide quarterly reports to the Board of Commissioners.	Economic Development						X	\$10,000	County		X			Membership costs
Study and adopt a Business Incentive Plan, which includes allowances for the establishment of Enterprise Zones and related programs to stimulate business development. Such programs are critical to the success of initiatives such as the Candler Road and Me	Planning & Development / Economic Development / Board of Commissioners						X	Undetermined	County		X			Ongoing
Identify financial leaders to assist TEAM DEKALB in exploring financing options and opportunities for new construction and redevelopment of declining areas as guided by the Comprehensive Land Use Plan text and maps.	Economic Development	X						\$5,000	Development Authority of Development	X				DeKalb County Business Summit held 6/24/11.
Continue to strengthen working relationships with the DeKalb Workforce Center and DeKalb Employer Committee to assist with developing strategies that address businesses' employment needs.	Planning and Economic Development						X	Undetermined	County		X			Ongoing
Identify county-owned surplus and/or tax delinquent properties for redevelopment opportunities according to policies set forth in Comprehensive Plan Text. Prior to marketing these properties, provide bi-annual reports to Board of Commissioners during a work session.	Development Authority, Human Development, Community Development		X	X	X	X	X	Undetermined	County		X			Ongoing
Encourage the expansion of corporate business involvement in education such as "adopt a school" programs in concert with efforts of community groups, civic associations, and designated County Departments such as Economic Development.	Economic Development	X						Undetermined	County			X		Funding/Budget Constraints

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Proposed Economic Development Organization (EDO) is comprised of the DeKalb County CEO, Economic Development Department, DeKalb Chamber of Commerce, Development Authority of DeKalb County and corporate partners. This partnership will recommend an economic development strategic plan to local officials and administrators.	Economic Development						X	\$60,000	Public - Private Partnership		X			Market Street Implementation Plan submitted 1/11 to the EDO
Establish an action group whose members are taken from the whole to respond quickly to issues of redevelopment, job creation, job retention, employment and accessibility.	Economic Development						X	Undetermined	County		X			Ongoing.
Conduct on a bi-annual basis an Economic Progress Summit to review and update the goals and objectives of economic development with submission to the Board of Commissioners for amendment or adoption and inclusion in DeKalb's Comprehensive Plan.	Economic Development		X					\$5,000	Public - Private Partnership		X			Ongoing.
Develop an Economic Development website with GIS capabilities. Also, develop printed materials (e.g. maps, brochures) for commercial and industrial inquires about DeKalb County.	Economic Development		X					\$30,000	Public - Private Partnership		X			Ongoing.
Use economic development/real estate groups (DeKalb County Staff, Georgia Industry, Trade & Tourism, Georgia Power, the Chambers of Commerce, Atlanta Gas & Light Company, major commercial and industrial real estate firms, financial institutions, etc.) to market the county.	Economic Development		X					Undetermined	Public - Private Partnership		X			Ongoing.
Publish a regular E-Newsletter for citizens and businesses providing informative economic development information.	Economic Development		X					\$1,000	County		X			Ongoing.
Develop a publication of economic development services available in DeKalb County. Update this publication annually.	Economic Development					X		\$5,000	Corporate Sponsor		X			Ongoing.

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Review the success record of lending institutions with regard to compliance with the Community Reinvestment Act while investigating measures for initiating loan programs via the requirements of the Act; make an annual report to the Board of Commissioners.	Economic Development				X			Undetermined	County				X	Need to re-evaluate goal and determine strategy.
Train staff through professional development courses in Successful Economic Development Techniques for marketing DeKalb County to new & existing businesses.	Economic Development	X						\$15,000	County			X		Funding / Budget Constraints
Establish an Economic Development Marketing Plan	Economic Development	X						\$165,000	Public - Private Partnership	X				Proposed by Market Street Study
Annually develop a letter of understanding approved by the Board of Commissioners as to the respective roles and relationships of the County's Economic Development Dept., the DeKalb County Chamber and the Atlanta Chamber in promoting business retention.	Economic Development	X						Undetermined	County				X	Not a practiced procedure unless mutual project/client.
Prepare a feasibility study for the redevelopment and reuse of the Mercer University area according to the Comprehensive Plan text & map.	Economic Development	X						Undetermined	County			X		Budget constraints
Convene an annual developer's day session designed to market targeted areas of the County in order to promote business development in commercial, industrial, and under served retail markets.	Economic Development	X						\$5,000	County			X		Funding/Budget Constraints
Implement the DeKalb Film Commission in partnership with external and internal partners to promote job creation in the television and film industry.	Economic Development		X					Undetermined	County		X			Ongoing
Emphasize business promotion among the higher paying industry groups that can take advantage of DeKalb labor force and employee accessibility from other counties, such as Transportation, Communications and Utilities; Wholesale Trade; Finance, and Insurance.	Economic Development						X	Undetermined	County		X			Ongoing

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										Completed	Underway	Postponed	Not Accomplished	
Develop promotional materials for marketing declining/blighted areas of the county that have strong economic potential but are currently underutilized with unoccupied buildings.	Economic Development						X	Undetermined	County		X			Ongoing
Encourage the development of an International Village Cultural Center in the Chamblee area.	DeKalb County Chamber of Commerce, City of Chamblee	X						\$3,000,000	Grants and Foundations				X	Defunct.
Promote job creation in the life science industry by continuing to implement the DeKalb Life Sciences Strategy.	Economic Development		X					\$75,000	Development Authority of DeKalb County		X			New project
Market DeKalb County as a preferred business location for international firms to generate private job creation and investment, with special emphasis on China.	Economic Development		X					\$30,000	Development Authority of DeKalb County		X			New project
Promote the growth of small business in DeKalb County by providing information to help businesses have access to capital, identify public and private resources, opportunities for networking, so businesses can aid one another.	Economic Development		X					\$10,000	Public - Private Partnership		X			New project
Participate in Industry Associations for high tech and high wage industries to promote business growth in DeKalb County.	Economic Development			X				\$5,000	County		X			New project
Exchange economic development marketing information with the DeKalb Chamber of Commerce and the DeKalb Convention & Visitors Bureau.	Economic Development			X				Undetermined	County		X			New project
<b>Housing</b>		<b>2007-11</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>Cost (est.)</b>	<b>Funding</b>	<b>C</b>	<b>U</b>	<b>P</b>	<b>N</b>	<b>Comments</b>
Utilize the CDBG program's Section 108 Loan Program to facilitate major industrial development projects that will create jobs for low and moderate income workers.	Community Development and Human Development	X						Undetermined	CDBG			X		It is a case by case situation.

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		2007-11 (See ROA)	2012	2013	2014	2015	2016			Status				Additional Comments
										Completed	Underway	Postponed	Not Accomplished	
Enforce the housing code for apartment structures which are substandard and use the police power to upgrade and comply with the building code.	Code Enforcement, Community Development	X						Undetermined	County	X				It is an ongoing program.
Develop educational programs which inform landlords and property managers of their responsibilities to the community, tenants, and expectation of property owners.	Community Development, Development Authority		X	X	X	X	X	Undetermined	CDBG		X			It is an ongoing program.
Provide CDBG funds to address the problems of foreclosure/predatory lending.	Community Development		X	X	X	X	X	Undetermined	CDBG		X			It is an ongoing program.
Continue the ongoing Down Payment program for first-time low and moderate income homebuyer payment grants.	Community Development		X	X	X	X	X	Undetermined	CDBG/ HOME		X			It is an ongoing program.
Utilize CDBG funds to contract with an agency that will undertake emergency repairs, minor home repairs, installation of safety equipment, and heavy property maintenance to 50 elderly heads of households.	Community Development		X	X	X	X	X	\$500,000	CDBG		X			It is an ongoing program.
Continue the ongoing, single-family, owner-occupied housing rehabilitation of 75 units for low and moderate income persons.	Community Development		X	X	X	X	X	2.5M	CDBG/ HOME		X			It is an ongoing program.
Utilize HOME and CDBG funds to develop new affordable single family housing by partnering with local CHDOs, the DeKalb Housing Authority, or other private developers.	Community Development			X				\$600,000	CDBG/ HOME		X			It is an ongoing program.
Develop resident associations and Neighborhood Watch Programs in apartment complexes and public housing which meet regularly with the police to determine problems and develop solutions.	Public Safety Community Development		X	X	X	X	X	Undetermined	Undetermined		X			We refer person to the Police Department and ONE.
Coordinate with the State Dept. of Education, DSS, to ensure there is a plan in place to serve children with disabilities and special needs.	Community Development				X			Undetermined	Undetermined		X			New Project
Utilize NSP funds to purchase and rehabilitate foreclosure homes within targeted neighborhood to stabilize community.	Community Development		3M	4M	3M			10M	NSP		X			New Project
<b>Natural &amp; Cultural Resources</b>		<b>2007-11</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>Cost (est.)</b>	<b>Funding</b>	<b>C</b>	<b>U</b>	<b>P</b>	<b>N</b>	<b>Comments</b>

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										Completed	Underway	Postponed	Not Accomplished	
Implement the DeKalb Community Greenspace Plan which in part seeks to develop a partnership to acquire and preserve flood plain areas which are suitable for park, recreational, and greenway use.	Parks and Recreation / Greenspace			X				Undetermined	County		X			New project
Establish a greenway/nature preserve trail along South Peachtree Creek as DeKalb's pilot greenway program.	Parks and Recreation / Greenspace			X				\$9,000,000	ISTEA Grant, County & Private Donations		X			New project
Continue to restore open areas of parks along Ponce de Leon in accordance with historic landscape preservation guidelines.	Parks and Recreation & Atlanta		X					Undetermined	Undetermined		X			New project
Establish parks and open space standards based on equity of access, optimal level of service and cost effectiveness, and a positive and inviting image.	Parks and Recreation	X						Undetermined	County	X				New project
Refine the county's greenway program, continue to apply for grant(s) from the Georgia Greenspace Trust Fund and complete all necessary steps to qualify for a grant. Ensure that all grants are properly spent in support of the county's greenway program.	Parks and Recreation / Greenspace			X				Undetermined	Grants and Donations		X			The Georgia Greenspace Trust Fund no longer exists.
Develop 80 miles of greenways as connections to nature for people (8 miles per year).	Parks and Recreation / Greenspace			X				Undetermined	County		X			New project
Review and revise the process to utilize volunteer maintenance of neighborhood parks.	Parks and Recreation	X						None	Grants and Donations	X				Established "Friends of Parks" program through contract with Park Pride.
Acquire land for future park and community facility development in accordance with the Parks and Recreation Strategic Plan.	Parks and Recreation			X				\$148,000	County, Parks Bond State & Donations		X			New project
Acquire 200 acres of open space per year to provide for active and passive parks, multi-dimensional recreation facilities, and trails.	Parks and Recreation / Greenspace			X				Undetermined	County, Parks Bond State & Donations		X			New project
Implement a Capital Improvements Plan to construct new facilities and rehabilitate existing parks.	Parks and Recreation		X				X	Undetermined	County, Parks Bond & Donations		X			New project

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		2007-11 (See ROA)	2012	2013	2014	2015	2016			Status				Additional Comments
										Completed	Underway	Postponed	Not Accomplished	
Update and expand a minimum of five special facilities to generate revenue and provide destination parks.	Parks and Recreation		X				X	Undetermined	County, Parks Bond & Donations		X			New project
Using creative financing, create four new community parks that provide a balance of active and passive spaces.	Parks and Recreation	X						Undetermined	County, Parks Bond & Donations			X		Budget restraints
Develop a program to rebuild and maintain the Decatur-Stone Mountain bicycle trail as part of countywide bicycle trail plan. Provide park-like areas as rest and exercise stops.	Parks and Recreation			X				\$8,000,000	County, FHA & GA DOT		X			It is an ongoing project.
Implement a Capital Improvements Plan to construct new facilities and rehabilitate existing parks.	Parks and Recreation				X			Undetermined	County, Parks Bond & Donations		X			It is an ongoing project.
Update and expand a minimum of five special facilities to generate revenue and provide destination parks.	Parks and Recreation / Greenspace			X				Undetermined	County, Parks Bond & Donations		X			It is an ongoing project.
Using creative financing, create four new community parks that provide a balance of active and passive spaces.	Parks and Recreation / Greenspace			X				Undetermined	County, Parks Bond & Donations		X			It is an ongoing project.
Utilize CDBG funds to support youth related summer recreational, self-esteem, enrichment programs and activities to be administered and implemented by the County for approximately 550 County income-eligible youth.	Community Development				X			\$100,000 - \$200,000	CDBG		X			It is an ongoing project.
Encourage the development of a Cultural Center in Clarkston by assisting with architectural planning and other improvements as needed.	Community Development	X						Unspecified Amount	CDBG	X				This project has been completed.
Identify county-owned surplus and/or tax delinquent properties for redevelopment opportunities according to policies set forth in Comprehensive Plan Text. Prior to marketing these properties, provide bi-annual reports to Board of Commissioners during a work session.	Community Development	X						Unspecified Amount	CDBG			X		Budget restraints
<b>Community Facilities &amp; Services</b>		<b>2007-11</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>Cost (est.)</b>	<b>Funding</b>	<b>C</b>	<b>U</b>	<b>P</b>	<b>N</b>	<b>Comments</b>
Utilize CDBG funds to assist in expanding the existing Boys and Girls Club of Metro Atlanta in the Lithonia-Redan community.	Community Development	X						Unspecified Amount	CDBG				X	Boys and Girls Club of Metro Atlanta withdrew their request.

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										Completed	Underway	Postponed	Not Accomplished	
Expand existing services for senior citizens by building three additional neighborhood senior/community centers.	Board of Health, Community Development		X					\$14,000,000	Water/Sewer Capital Improvements Program		X			In process
Utilize CDBG funds to assist in building a new Fire Station 3 in the downtown Avendale served adjacent low and moderate communities.	Community Development		2M					2M	CDBG		X			In process
Implement the Peavine Creek Watershed Study and encourage other communities to initiate through DeKalb County to participate in watershed studies.	Watershed Management Department		X	X	X	X	X	\$ 2 Million	Water/Sewer Capital Improvements Program		X			Watershed Mgt is completing the plan for county-wide Watershed Protection and Improvements
Prepare a 15 year plan to upgrade, maintain, and repair corrugated metal drainage pipe and catchbasins.	Roads and Drainage		X	X	X	X	X	Unspecified Amount	Water/Sewer Capital Improvements Program		X			Ongoing activity: part of annual operating budgets
Replace aging water and sewer lines each year.	Watershed Management		X	X	X	X	X	\$100 Million	Water/Sewer Capital Improvements Program		X			Ongoing.
Upgrade of Scott Candler Filter Plant to 150 MGD capacity.	Watershed Management	X						Unspecified Amount	Water/Sewer Capital Improvements Program	X				Completed in 2007
Replacement of Snapfinger wastewater treatment plant	Watershed Management		X	X	X	X		\$350 Million	Water/Sewer Capital Improvements Program		X			In process
<b>Intergovernmental Coordination</b>		2007-11	2012	2013	2014	2015	2016	Cost (est.)	Funding	C	U	P	N	Comments
Work with Fulton County to alleviate problems stemming from the Fulton/DeKalb sewer line interface.	Watershed Management	X						Staff Time	County	X				No known problems at this time
Revise and adopt Service Delivery Strategy with the City of Atlanta and DeKalb Municipalities.	Planning, CEO Office, DeKalb Municipalities, Atlanta	X						Staff Time	County	X				Adopted in 2011
Expand (revise if necessary) on the IGA scope and process flow of Planning and Development services with DeKalb Municipalities.	Planning, Development, DeKalb Municipalities			X				Staff Time	County		X			New project
<b>Public Safety</b>		2007-11	2012	2013	2014	2015	2016	Cost (est.)	Funding	C	U	P	N	Comments

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		2007-11 (See ROA)	2012	2013	2014	2015	2016			Status				
										Completed	Underway	Postponed	Not Accomplished	
Develop resident associations and Neighborhood Watch Programs in apartment complexes and public housing which meet regularly with the police to determine problems and develop solutions.	Public Safety (Police)		X	X	X	X	X	Undetermined	Undetermined	X	X			This is an ongoing process that has been established in many communities and will continue to be established in as many communities that desire to participate. The Police Department continuously communicates with the apartment complex managements throughout DeKalb County.
Prepare a countywide policing plan. Improve and expand Community Policing and neighborhood law enforcement efforts.	Public Safety (Police)		X	X	X	X	X	Undetermined	Undetermined	X	X			This is another ongoing process that has been established and is currently being expanded to include the Citizen's Police Academy and the VIPS (Volunteers In Police Services) program. The Department has already established the ICP (Interactive Community Policing) program as well as the PAL Plus (Police Athletic League).
Determine the need for additional police precincts (Tucker Precinct under construction) and/or mini-precincts in the Center Precinct (Toco Hills, funded and seeking site in FY 2000), North Precinct (Buford Hwy/Peachtree Road budget request FY 2001) and East precinct. Complete the 5 year Capital Improvement Plan	Public Safety (Police)			X				Undetermined	Undetermined	X	X			Tucker Precinct has been completed. Flakes Mill Precinct has been completed. The Police Department is currently underway with planning and construction for North and South Precincts. Additionally, the Police Department is underway with the establishment of a sub-station in the area of Glenwood Road and Austin Drive in South DeKalb County.
Complete the implementation of DeKalb Fire Service's five-year Capital Improvement Program that began June 1996. Station #3, Clarendon Avenue, is scheduled for replacement. Six stations require major renovations/remodeling. Develop and implement a revised plan.	Fire Rescue						X	Undetermined	Undetermined		X			Station #3 construction should start in late fall 2011. Plans are complete and project was stalled due to historic preservation acceptance. Funding is secured. No progress on station renovations due to funding.
Fire Station 10 renovation	Fire Rescue		X					\$1 million	Grant		X			Construction is underway and completion is expected in January of 2012.
Determine the need for additional fire stations.	Fire Rescue		X					Undetermined	Undetermined		X			ISO will visit the department in late fall or early spring in 2012. We are on the list for the evaluation but no date has been confirmed yet.
Update and revise Mutual/Automatic Aid agreements with all neighboring jurisdictions.	Fire Rescue		X				X	None	N/A	X				Department is currently updating mutual /automatic aid agreements with bordering jurisdictions. Agreements will improve safety along borders.

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										Completed	Underway	Postponed	Not Accomplished	
Public Health		2007-11	2012	2013	2014	2015	2016	Cost (est.)	Funding	C	U	P	N	Comments
Expand existing services for senior citizens.	Board of Health, Human Development, Community		X	X	X	X	X	None	County		X			Carry-over project from existing STWP. Annual project.
Bolster drug treatment programs offered in the county.	Board of Health		X	X	X	X	X	Undetermined	County		X			Ongoing
Expand existing teen pregnancy prevention programs; encourage drop-out prevention programs.	Board of Health and Human Development		X	X	X	X	X	Undetermined	County		X			Ongoing
Mothers Offering Resources and Education (MORE)-program developed to address infant mortality in South DeKalb.	Board of Health	X						\$75,000	County	X				This project has been completed.
Expansion of Refugee Services program (additional physician, more interpreters) to address health disparities.	Board of Health	X						\$300,000	County	X				This project has been completed.
Expansion of Board of Health's clinical service hours in South and East DeKalb to improve healthcare access to under- and uninsured County citizens.	Board of Health	X						\$595,000	County	X				This project has been completed.
Expansion of existing immunization and school health programs for indigent, underinsured and uninsured children attending DeKalb County Public Schools.	Board of Health	X						\$250,000	County	X				This project has been completed.
Conduct small area studies to help fight against obesity, under the Board of Health's Master Active Living Plan (MALP).	Board of Health and Planning					X		\$2.66 Million	CDC		X			Ongoing.



## **IMPLEMENTATION PROGRAM**

### **5.3 Policies and Strategies Interim Guidelines (2007)**

During the interim period, prior to the adoption of the revised Zoning Code, the Implementation Policies of the Community Agenda shall serve as a “guide” to be used by residents, staff, developers, contractors, and elected officials in making zoning decisions.

The basic premise is to focus more intense development at the Activity Centers/Nodes. This basic premise will help to protect existing neighborhoods from incompatible land uses. The intent of the 2025 plan is not to allow intense development throughout the designated node, but to provide consideration of the allowable densities/intensities. Listed below are the guiding principles for development.

- 1) **Locational Criteria** - The most intense development should occur in the center of the node or at the major intersections within the defined area.
  - Higher density residential is encouraged within the defined area (stand alone or as a vertical mixed use development).
  - Office uses are encouraged within the node but can also be used as a buffer/transition between existing commercial uses and residential uses.
  - Density should be increased to support urban lifestyles within mixed uses.
  - Bonuses shall be granted for workforce and senior housing.
- 2) **Land Use Compatibility** - Development intensity should transition from the most dense toward the edge/periphery of the activity center. Smaller scale professional services and residential developments may serve as transitions to existing neighborhoods. Staggered heights, greater setbacks, increased screening/buffers can help mitigate compatibility issues.
- 3) **Neighborhood Compatibility** - Commercial and office uses that would have a negative or blighting influence on adjacent residential neighborhoods or individual residence should not be permitted.
- 4) **Services/Facilities** - Proposed developments shall not degrade the level of service on roadways, capacity of water/sewer, or cause drainage problems. The developer must provide evidence to the contrary that is acceptable to staff, make on or off site improvements, and/or provide funding to mitigate impact on public facilities and services. All new development will be subject to review of its proposed impact on existing services and infrastructure. Developers will be required to submit additional plans, which will mitigate any negative impacts.
- 5) **Environmental** - The proposed development shall be allowed only in areas where it can be demonstrated that environmental damage will not occur and mitigation measures must be approved by EPD and local stream buffer standards.
- 6) **Policies** – The policies and strategies from the Community Agenda (Section 5.4) will be used to make recommendations for zoning and land use decisions.
- 7) **Mandatory Pre-Application meeting** – shall occur prior to zoning and land use application submittal to guide the applicant with development standards and maintaining an acceptable quality of life.



**5.4 Policies and Strategies**

This section includes policies and strategies created to address the issues and opportunities presented in the document and to elaborate upon the implementation measures. The policies are used to further define the Character Areas in the Community Agenda document of the Comprehensive Plan. There are additional policies and strategies listed for the individual Character Areas under the Land Use section.

**5.4 -1 Population (Aging and General)**

***Policies:***

- PP1: Develop and improve social programs to accommodate a range of age cohorts.
- PP2: Create an age sensitive environment throughout the County to serve the needs of all residents.
- PP3: Increase awareness among residents, being proactive about aging issues
- PP4: Increase the percentage of older adults participating in a physical activity to prevent injury and promote health.
- PP5: Improve the secondary educational attainment level in the county to meet or exceed that of the State
- PP6: Provide an efficient governmental structure that is responsive to the needs of the population.

***Strategies:***

- PS1: Develop a public relations/communications campaign for senior transportation.
- PS2: Facilitate communication among experienced developers and seasoned senior resident managers.
- PS3: Recommend policies and appropriate incentives that will increase the long-term availability of housing for all age groups.
- PS4: Create cost-effective ways to renovate and modernize housing stock presently occupied by seniors.
- PS5: Identify funding opportunities that support community health to help older adults and their families.
- PS6: Develop model multipurpose facilities that offer affordable, comprehensive, intergenerational programs and services.
- PS7: Identify opportunities to enhance and expand supportive services for all age cohorts.
- PS8: Focus educational programs to meet the needs of all students including handicapped and special needs students.
- PS9: Assess the educational system in the county to identify deficiencies and make improvements where needed.
- PS10: Promote existing programs offered at area colleges and universities.
- PS11: Encourage the development of social programs that will serve all ages.
- PS12: Promote the training of County employees for ethnic and cultural sensitivity.
- PS13: Create public/private partnerships to develop multi-purpose facilities.
- PS14: Enhance the County website to identify services, policies and funding programs available to seniors.
- PS15: Educate seniors about fraudulent activities to reduce crimes and opportunities for crimes against them.
- PS16: Coordinate and enhance services provided by non-profit and faith-based organizations.
- PS17: Improve human and social programs through funding, facilitation and implementation.



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**5.4 -2 Economic Development**

***Policies:***

- EDP1: Maintain the image of the County, reflecting its strengths as a place to live, work, play and do business.
- EDP2: Coordinate the economic development plans for the county with those of surrounding jurisdictions.
- EDP3: Target industries that pay high wages for attraction to DeKalb County.
- EDP4: Attract new industrial growth that provides quality employment and economic opportunities and makes effective use of existing resources.
- EDP5: Support the many elements of social and cultural diversity that exist in the county.
- EDP6: Organize a contemporary approach to the redevelopment of business and industrial areas.
- EDP7: Support and advance tourism efforts in the County.
- EDP8: Improve job training and development opportunities.
- EDP9: Increase the variety of restaurants available county-wide.
- EDP10: Attract family oriented entertainment venues to locate to DeKalb County.
- EDP11: Coordinate the economic development plans of the County with those of surrounding jurisdictions.
- EDP12: Encourage area businesses to support and participate in economic development improvement efforts.

***Strategies:***

- EDS1: Pursue the creation of additional Tax Allocation Districts.
- EDS2: Partner with Georgia Department of Economic Development to improve economic conditions.
- EDS3: Work more closely with the Department of Industry Trade and Tourism to attract more jobs to the County.
- EDS4: Implement an aggressive urban redevelopment initiative.
- EDS5: Target and protect job center through policy changes that involve planning, transportation, and development.
- EDS6: Develop a media campaign for the County promoting its strengths and assets.
- EDS7: Research and use national best practices to prepare “job ready” sites.
- EDS8: Annually revise Enterprise Zones to improves areas in the county suffering from disinvestment, underdevelopment and economic decline .
- EDS9: Pursue the development of more large scale family entertainment centers.
- EDS10: Establish a Development Advisory Council.
- EDS11: Increase resources to accelerate major nodal projects.
- EDS12: Use tax incentives and other techniques to encourage dine in restaurants to locate in DeKalb.
- EDS13: Work with General Motors and the City of Doraville in the re-development of the Doraville Plant.
- EDS14: Work with the Department of Labor, and employment offices to disseminate opportunities for employment in DeKalb County.
- EDS15: Involve the business community in the development of a unified approach to promote the strengths of the county.
- EDS16: Focus promotional marketing activities to attract and retain employment generating businesses.
- EDP17: Utilize existing agencies and organizations to further economic development goals.



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**5.4 -3 Housing**

***Policies:***

- HP1: Protect established single family residential neighborhoods from encroachment by incompatible development.
- HP2: While meeting infill/historic guidelines, identify and encourage new and innovative approaches to quality residential development which expand housing opportunities and minimize public and private costs.
- HP3: Enhance the county's existing supply of housing.
- HP4: Improve the quality of apartment structures within DeKalb County.
- HP5: Mixed use developments shall include a variety of home styles, densities and price ranges in locations that are accessible to jobs and services.
- HP6: Alleviate barriers to homeownership.
- HP7: Develop design guidelines for residential infill that is compatible with the surrounding area.
- HP8: Prevent the occurrence of discrimination in housing on the basis of age, race, religion, sex, or national origin.
- HP9: Reduce the foreclosure rate in the County.
- HP10: Improve and develop healthy housing conditions in older housing.
- HP11: Provide quality housing conditions.
- HP12: Establish guidelines to incorporate workforce housing into residential developments. (*see Supplemental Policy Guidelines section 5.4-14.1*).
- HP13: Develop design guidelines and other requirements to create quality construction projects.
- HP14: Create cost effective ways to renovate housing occupied by seniors.

***Strategies:***

- HS1: Encourage and improve the education of home ownership as an investment.
- HS2: Create a set of parameters to guide the construction of new homes in established communities that enhances the choices of existing property owners to remain or renovate.
- HS3: Promote infill development that respects the character and landscape of both the as-built and natural environment.
- HS4: Establish infill guidelines that are clearly written, illustrated, and presented for predictability.
- HS5: Create and promote initiatives to educate the public about healthy housing conditions to reduce home related health hazards.
- HS6: Establish an inclusionary zoning policy to assist the need for affordable housing.
- HS7: Create new and further support loss mitigation counseling, mortgage fraud prevention and awareness activities and other special initiatives with the lending community.
- HS8: Implement workforce housing incentives to create additional housing opportunities.
- HS9: Increase the availability of special needs housing to meet the growing population.
- HS10: Encourage the addition of low income units to meet increasing needs.
- HS11: Promote mixed use developments that allow for more affordable housing types in typical higher end developments.
- HS12: Encourage the preservation and adaptive reuse of historic structures for residential uses.
- HS13: Provide a variety of housing opportunities and choices to better accommodate the needs of residents.
- HS 14: Reinforce neighborhood stability by encouraging home ownership and the maintenance of existing properties
- HS15: Eliminate home related health hazards such as radon, mold, asbestos and lead based paint.
- HS16: Promote moderate density, traditional neighborhood style residential subdivisions.



**IMPLEMENTATION PROGRAM**

- HS17: Encourage housing for the elderly that is well planned, soundly financed and located within a pedestrian friendly, residential community.
- HS18: Improve the enforcement of building codes and standards to improve housing conditions.
- HS19: Work to implement the policies of the County’s Bridge Builders Plan to improve the quality of life for seniors.

**5.4 -5 Intergovernmental Coordination**

***Policies:***

- ICP1: Expand intergovernmental coordination efforts with local governments within the County as well as neighboring counties.
- ICP2: Maximize the support of the regional development center (ARC) in fostering relationships with other governmental entities.
- ICP3: Cultivate relationships with other governmental agencies within the County.
- ICP4: Establish and implement improvements to the Service Delivery Strategy process.
- ICP5: Provide regional coordination between the county and surrounding jurisdictions to minimize impacts from development across jurisdictional boundaries.

***Strategies:***

- ICS1: Continue to support the Community Council and improve the by-laws and meeting format.
- ICS2: Established more concise guidelines for Intergovernmental Agreements.
- ICS3: Consider the formation of county-wide coordination meetings to assist with intergovernmental issues.
- ICS4: Establish annual meetings between the County and Board of Education to improve communication.
- ICS5: Use third party groups to ensure coordination and cooperation amongst the county and other entities.
- ICS6: Work to improve the relationship between elected officials within the intergovernmental coordination process.

**5.4 -6 Planning Process**

***Policies:***

- PPP1: Actively involve the public in the planning process.
- PPP2: Reduce the number of annual changes to the land use plan and maps.
- PPP3: Actively work to update the Comprehensive Plan bi-annually.

***Strategies:***

- PPS1: Use innovative participation and marketing techniques to increase public awareness.
- PPS2: Promote the creation of and support existing community and neighborhood organizations.
- PPS3: Work with the media to distribute planning materials and inform the public about planning related activities in the county.
- PPS4: Hold public meetings at various venues throughout the county.
- PPS5: Revise the re-zoning and land use designation process to reduce the number of changes.
- PPS6: Establish a DeKalb County Community Planning Participation program.
- PPS7: Create a Speakers Bureau to engage the public in the planning process.
- PPS8: Provide adequate staffing, training and equipment for the effective delivery of planning and development services.



**5.4 -7 Sense of Place**

***Policies:***

- SPP1: Develop and promote sense of place initiatives that will foster community interaction and pride.
- SPP2: Create pedestrian scale communities that focus on the relationship between the street, buildings, and people.
- SPP3: Encourage developments that are bicycle and pedestrian oriented with connections between different uses.
- SPP4: Enhance existing and develop new gateways throughout the county.
- SPP5: Implement design guidelines that create a sense of place.

***Strategies:***

- SPS1: Improve street character with constant signage, lighting, landscaping and other design features.
- SPS2: Create neighborhood focal points through the use of existing pockets parks and squares for community activities.
- SPS3: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- SPS4: Encourage the use of buffers between incompatible uses.
- SPS5: Develop and consider corridors and gateways that promote sense of place.
- SPS6: Create landmarks and signage to provide a sense of arrival and orientation (County Gateways).

**5.4 -8 Natural Resources**

***Policies:***

- NRP1: Protect environmentally-sensitive areas including wetlands, floodplains, water supply watersheds and stream corridors.
- NRP2: Increase the amount, quality, connectivity and accessibility of greenspace.
- NRP3: Create a network of safe and pleasant trails and greenways.
- NRP4: Preserve trees and other natural resources to protect the environment and aesthetically enhance communities.
- NRP5: Establish land development practices that require open space to be set aside within development sites.
- NRP6: Preserve and protect historic character of the County including scenic views, and historic sites.

***Strategies:***

- NRS1: Encourage the creation of a network of trails and greenspace.
- NRS2: Encourage the use of innovative financing to facilitate open-space acquisition and preservation.
- NRS3: Implement zoning tools that preserve open space, natural resources and the environment.
- NRS4: Partner with nongovernmental organizations to acquire and protect land.
- NRS5: Encourage the development of innovative programs, such as transfer development rights.
- NRS6: Encourage techniques to reduce storm water runoff and other drainage issues as part of development activities.
- NRS7: Implement an information-gathering program to produce documentation and educate the public.
- NRS8: Enact guidelines and structural controls to minimize the affects of impervious surfaces.
- NRS9: Amend the Storm Water Quality Management Ordinance.
- NRS10: Encourage the preservation of open space, farmland, natural and critical environmental areas.
- NRS11: Design and locate buildings, roads, parking and landscaping to conform with the natural terrain and retain natural features.



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- NRS12: Implement measures in the State Erosion and Sediment Control Act.
- NRS13: Develop and protect nature preserves for significant ecosystems.
- NRS14: Develop a natural resource ordinance to preserve existing areas and develop management guidelines.
- NRS15: Encourage techniques to reduce storm water run-off and improve drainage as part of development activities.

**5.4 -9 Historic Resources**

***Policies:***

- HRP1: Encourage the preservation and adaptive reuse of rural and historic structures to promote a sense of place related to the heritage and rural character of communities.
- HRP2: Maintain the atmosphere of historic areas while accommodating new residential development.
- HRP3: Establish new and enforce ordinances to protect historic areas.

***Strategies:***

- HRS1: Continue the preservation of Historic and Architectural Districts, structures and sites.
- HRS2: Complete the County-wide Historic Resource Survey
- HRS3: Identify additional historically significant sites and institute “formal protection” through historic preservation designation.
- HRS4: Develop urban design criteria for historic preservation districts.
- HRS5: Develop and implement educational programs on the significance and protection of historic properties.
- HRS6: Identify historic sites that need protection.

**5.4 -10 Facilities and Services**

***Policies:***

- FSP1: Encourage the identification and prioritization of community facility and service needs.
- FSP2: Promote the allocation of resources to meet the growing need of recreational facilities and services.
- FSP3: Address the impacts of new development on schools and other services.
- FSP4: Work closely with the school board in decisions for school sitings based on the Comprehensive Plan.
- FSP5: Provide well, designed and versatile recreational opportunities.
- FSP6: Increase the amount of park and recreational facilities throughout the county.
- FSP7: Ensure appropriate security and safety measures are available in all facilities.
- FSP8: Strengthen pedestrian linkages between residential areas and MARTA stops and stations.
- FSP9: Ensure the new developments provide an equitable share of the responsibility for the costs of new services and facilities.
- FSP10: Develop additional parks for active and passive recreational uses with a development plan for linkage.
- FSP11: Ensure that pubic facilities and services have the capacity to support new development.



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**Strategies:**

- FSS1: Improve and increase the maintenance of existing park and recreational facilities.
- FSS2: Preserve existing facilities and develop additional facilities to meet the increasing demand.
- FSS3: Expand the hours of operation at libraries for public use.
- FSS4: Seek innovative funding sources to improve facilities and services in the county.
- FSS5: Aggressively recruit qualified candidates for employment.
- FSS6: Create and utilize tools that allow developers to share the costs of infrastructure improvements.
- FSS7: Develop a detailed security plan for public facilities to improve safety.
- FSS8: Attend meetings and develop a mutual relationship with the school board.
- FSS9: Continue to map storm water facilities and report the status of County efforts to the EPD.
- FSS10: Widen existing sidewalks and create new sidewalks in areas served by MARTA.
- FSS11: Create adopt and implementation of an Impact Fee ordinance.
- FSS12: Promote the intergovernmental coordination in the operation and expansion of community facilities and services.
- FSS13: Promote the use of underground utilities in new development projects.
- FSS14: Promote and maintain effective and professional public safety departments.

**5.4-11 Public Health**

**Policies:**

- PHP1: Investigate the availability of health care services to all county residents.
- PHP2: Develop innovative polices and programs to improve county health.
- PHP3: Develop regional strategies to solving public health problems.
- PHP4: Work to identify, raise awareness and advocate for public health.
- PHP5: Develop and sustain an effective and efficient public health workforce in the County.
- PHP6: Increase cultural awareness and sensitivity among county employees.
- PHP7: Develop and encourage healthy workplaces and school environments.
- PHP8: Increase physical activities and programs in schools.

**Strategies:**

- PHS1: Expand existing clinics to meet the growing population
- PHS2: Expand hours / flexible schedules for staff and the delivery of health programs.
- PHS3: Provide non-traditional health care settings for teens and seniors.
- PHS4: Create school-based clinics in collaboration with the DeKalb County School System
- PHS5: Provide mobile health units as an additional public health resource.
- PHS6: Improve handicapped access at health center facilities.
- PHS7: Improve security for facilities to ensure the safety of residents.
- PHS8: Provide translation services and train staff on cultural norms and potential issues.
- PHS9: Partner with other heath care providers to implement weight control and disease management strategies.
- PHS10: Provide healthy food options in public cafeterias.
- PHS11: Promote the use of stairs and encourage time for physical fitness.
- PHS12: Participate in partnerships with community and health groups.
- PHS13: Incorporate health and wellness into all senior programs and activities.
- PHS14: Increase case management services for special needs populations.
- PHS15: Maintain competitive salaries and training to attract and retain a skilled work force.
- PHS16: Translate brochures and other literature about public health into different languages.



**5.4 -12 Transportation**

***Policies:***

- TP1: Maintain and enhance an efficient, safe and reliable transportation system.
- TP2: Reduce cut-through traffic in residential neighborhoods.
- TP3: Alleviate traffic congestion in the County.
- TP5: Improve and provide parking, ensuring compatibility with community character.
- TP6: Coordinate land use and transportation planning and implementation.
- TP7: Support sustainable developments that are bicycle and pedestrian oriented with connections between different uses.
- TP8: Minimize environmental impacts from building and using the transportation system.
- TP9: Improve mobility by reducing congestion, enhancing system reliability and increasing available transportation choices.
- TP10: Enhance connectivity among major activity centers and locations.
- TP11: Enhance the safety of the transportation system.
- TP12: Improve transportation planning through effective inter-governmental coordination.
- TP13: Ensure that pedestrian safety is a top priority.
- TP14: Improve the use and accessibility mass transit.
- TP15: Development permits for rezoning, special use permits, variances and land disturbance permits must accompany a proposed truck route plan (for construction vehicles, the delivery and hauling of construction materials and equipment).
- TP16: Utilize access management and other traffic calming measures to reduce traffic and increase safety.

***Strategies:***

- TS1: Encourage the construction of sidewalks in new developments.
- TS2: Develop and implement a Parking Demand Management Study for unincorporated DeKalb.
- TS3: Continue to require developers to provide transportation improvements as needed for developments.
- TS4: Continue to strengthen regulations ensuring “complete streets”, the concept of planning, designing and constructing roadway facilities that accommodate pedestrian and bicycle modes.
- TS5: Work with GDOT to coordinate traffic signal timing along congested roadways to improve traffic flow.
- TS6: Allocate funding for road re-surfacing and drainage among other improvements.
- TS7: Develop park and ride lots where appropriate.
- TS8: Increase coordination within county departments, GRTA and the GDOT in roadway planning and other transportation project programming.
- TS9: Promote alternative forms of transportation such as transit, walking and cycling.
- TS10: Promote mixed use and other land use patterns that reduce automobile usage.
- TS11: Work with MARTA to extend service hours and service locations.
- TS12: Work with MARTA to increase ridership and to incorporate improvements at rail stations with pedestrian improvements in the county and surrounding community.
- TS13: Install crosswalks where pedestrian traffic is frequent.
- TS14: Adopt/Implement and consistently update the Comprehensive Transportation Plan and its projects.
- TS15: Identify areas such as right of ways and redevelopment areas to be used for trails and green space.
- TS16: Locate new developments and activities within easy walking distance of transportation facilities.



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- TS17: Work with organizations such as PATH and PEDS for the coordination of bicycle and pedestrian connections and safe school route programs.
- TS18: Continue to coordinate with ARC, GRTA and MARTA to ensure that the existing and future transit routes and stops are planned for and incorporated into both the regional transportation network and future land use plan.
- TS19: Coordinate with the Atlanta Regional Freight Mobility Plan, Buford Highway Multi-modal Corridor Study, Clifton Corridor Transit Feasibility and Connectivity Study and the Regional Bicycle and Pedestrian Plan Update.
- TS20: Require that Right-of-Ways (ROW) be set aside for future road widening or upgrades for all major developments.
- TS21: Utilize the development of street “stub outs” to improve connectivity.
- TS22: Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).

**5.4 -13 Land Use**

***Policies:***

- LUP1: Identify and encourage the development of priority areas for new infill or redevelopment.
- LUP2: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
- LUP3: Reinforce and promote existing and the new development of mixed use activity centers that serve a regional market.
- LUP4: Allow increased density to encourage urban lifestyles that support mixed use in activity centers.
- LUP5: Provide alternative modes of transportation to reduce automobile dependency.
- LUP6: Ensure that new development and redevelopment is compatible with existing residential areas.
- LUP7: Decrease the amount of land used for surface parking.
- LUP8: Improve the aesthetic appearance of developments along major corridors.
- LUP9: Provide clear and consistent standards in determining rezoning requests and land use amendments.
- LUP10: Support context sensitive design as a way to mitigate the impact of areas in transition to higher densities and intensities.
- LUP11: Limit the construction of non-residential development to discourage sprawl.
- LUP12: Require mandatory meetings with developers and builders when proposed developments are located within activity centers.
- LUP13: Enforce the Land Development Chapter (14) of the County Code to improve development within the County.
- LUP14: Strictly regulate existing commercial uses not recognized by the Future Development Map and considered non-conforming by Zoning Chapter 27 of the County Code.
- LUP15: Provide standards of development for retail, office and neighborhood serving commercial uses to protect the appeal and character of neighborhoods. (*see Supplemental Policy Guidelines section 5.4-14.2*)



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### ***Strategies:***

- LUS1: Locate developments in areas with direct access to existing infrastructure.
- LUS2: Ensure heavy vehicle access does not intrude on residential areas.
- LUS3: Encourage development within and near principal transportation corridors and activity centers.
- LUS4: Encourage the clustering of neighborhood and community shopping and office facilities in nodes with defined boundaries which are convenient to population concentrations, and major transportation facilities.
- LUS5: Encourage Master-Planned developments in the County.
- LUS6: Encourage Transit Oriented Development (TOD) in appropriate locations.
- LUS7: Promote the reclamation of Brownfield and Grey field development sites.
- LUS8: Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options and provide an appropriate mix of uses and housing types.
- LUS9: Encourage the use of buffers by large scale office, commercial, industrial, institutional and high density residential development to reduce noise and air pollution in residential neighborhoods.
- LUS10: Use urban design standards to improve the aesthetic appearance of the county.
- LUS11: Utilize design guidelines such as site planning, landscaping, hardscaping and architectural features to exhibit and enhance local character.
- LUS12: Encourage a variety of home styles, densities and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
- LUS13: Create small area studies to address specific land uses issues where needed.
- LUS14: Establish inter-parcel connectivity in residential and commercial areas.
- LUS15: Promote the appropriate training and guidance for the Planning Commission and Board of Commissioners to ensure objective and consistent zoning standards are applied.
- LUS16: Implement GIS based planning efforts to improve visual awareness and planning analysis.
- LUS17: Illustrate complex concepts with photos, renderings and other imagery.
- LUS18: Encourage developers to work extensively with surrounding neighborhood residents to resolve community concerns prior to formalizing development plans.



**IMPLEMENTATION PROGRAM**

**5.4 -13.1 Land Use (*Character Area Policies and Strategies*)**

**Conservation and Open Space Character Area**

***Policies:***

- COCAP1: Preserve open space, natural and critical environmental areas throughout the County
- COCAP2: Protect environmentally-sensitive areas including wetlands, floodplains, water supply watersheds, and other water sources.
- COCAP3: Inform and educate the public of the benefits of protecting environmental areas.
- COCAP4: Increase the amount, quality, connectivity and accessibility of greenspace.
- COCAP5: Create a network of safe and pleasant trails and greenways.

***Strategies:***

- COCAS1: Inventory the amount and quality of green spaces within the county.
- COCAS2: Identify key properties or corridors for use as parks and greenways.
- COCAS3: Partner with non governmental agencies such as foundations, land trusts and other entities to acquire and protect land.
- COCAS4: Execute innovative financing tools for conservation area preservation and greenspace space acquisition.
- COCAS5: Design, implement and enforce land use and zoning tools that preserve conservation lands green space and water resources.
- COCAS6: Promote conservation and greenspace areas as passive use and recreation destinations.
- COCAS7: Utilize environmental statues to protect conservation and green space areas.
- COCAS8: Use development mechanisms such as transfers of development rights, and conservation easements among others to acquire conservation and greenspace lands.
- COCAS9: Involve diverse stakeholders as partners in the preservation of our valuable resources.
- COCAS10: Encourage the use of Best Management Practices, as a means of protection from the impacts of development.
- COCAS11: Coordinate environmental protection programs and statues with the appropriate agencies.
- COCAS12: Limit land uses within and near established preservation areas to compatible activities.
- COCAS13: Adopt/Implement the Comprehensive Transportation Plan pedestrian greenway projects.
- COCAS14: Require that open space is set aside for all major developments.
- COCAS15: Interconnect existing trails and recreation areas wherever possible.
- COCAS16: Identify areas such as right of ways and redevelopment areas to be used for trails and greenspace.
- COCAS17: Promote the development of communities that feature greenspace and neighborhood parks.
- COCAS18: Provide way finding/markers and appropriate signage along trail routes.
- COCAS19: Provide a framework for community and voluntary groups to participate in green space acquisition and management.
- COCAS20: Construct safe and convenient pedestrian access on trails, walkways and parks in the urbanized areas.



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**Rural Residential Character Area**

***Policies:***

- RRCAP1: Maintain the rural atmosphere while accommodating new residential development.
- RRCAP2: Small scale nonresidential development shall be limited to qualifying intersections (collector roadway and above).
- RRCAP3: The non-residential development in these areas shall be limited to small-scale convenience goods/services to meet the needs of the surrounding residents.
- RRCAP4: In an effort to protect single family neighborhoods, non residential development is not guaranteed on each quadrant of an qualifying intersection.
- RRCAP5: In an effort to prevent sprawl, the non residential development shall be limited to 400 feet of the intersection of a major road.
- RRCAP6: Non residential development shall be limited to 15,000 square feet and the total square footage allowed at a given qualifying intersection shall be 50,000 square feet.
- RRCAP7: Density increases shall be evaluated for their impact on county facilities and shall not degrade the overall quality of service delivery and quality of life for the surrounding established neighborhood.

***Strategies:***

- RRCAS1: Encourage compatible architecture styles that maintain the regional rural character.
- RRCAS2: Wherever possible, connect to a regional network of greenspace and trails for tourism and recreational purposes.
- RRCAS3: Design new developments with increased pedestrian orientation and access.
- RRCAS4: Design, implement and enforce land use and zoning tools that preserve the rural character.
- RRCAS5: Preserve natural areas (to retain rural character) by maintaining very low density residential development
- RRCAS6: Encourage rural clustering or conservation subdivision design that incorporate significant amounts of open space.
- RRCAS7: Encourage creative design solutions and financing for the purchase of open space and the transfer of development rights.
- RRCAS8: Encourage the preservation and adaptive reuse of rural and historic structures to promote a sense of place related to the heritage and rural character of communities.
- RRCAS9: Encourage the clustering of commercial development in rural areas to conserve the rural character of the community.
- RRCAS10: Use development mechanisms such as transfer of development rights, and conservation easements among others to acquire conservation and greenspace land.
- RRCAS11: Apply for National Register status where appropriate to protect historic structures and areas.
- RRCAS12: Encourage the use of Best Management Practices, as a means of protection from the impacts of development.
- RRCAS13: Limit land uses within and near established preservation areas to compatible activities.
- RRCAS14: Partner with non governmental agencies such as foundations, land trusts and other entities to acquire and protect land.
- RRCAS15: Execute innovative financing tools for conservation area preservation and greenspace space acquisition.
- RRCAS16: Promote conservation and greenspace areas as passive use and recreation destinations.
- RRCAS17: Utilize environmental statues to protect conservation and green space areas.
- RRCAS18: Direct development to areas served by existing infrastructure.
- RRCAS19: Encourage developers to work extensively with residents to resolve community concerns prior to formalizing development plans.



**Suburban Character Area**

***Policies:***

- SCAP1: Protect stable neighborhoods from incompatible development that could alter established residential development patterns and density.
- SCAP2: Protect stable neighborhoods adjacent Activity Centers from incompatible development that could alter established residential development patterns and density.
- SCAP3: Preserve and enhance the integrity and quality of existing residential neighborhoods.
- SCAP4: In appropriate locations encourage residential development to conform with traditional neighborhood development principles including a higher mix of uses, improved pedestrian vehicular activity and increased pedestrian access to retail and other activities.
- SCAP5: Actively involve the public in the planning process.
- SCAP6: The non-residential development in suburban areas shall be limited to small-scale convenience goods/services to meet the needs of the surrounding residents.
- SCAP7: Provide parking in commercial areas with improved vehicular access.
- SCAP8: Small scale nonresidential development shall be limited to qualifying intersections (collector roadway and above).
- SCAP9: Density increases shall be evaluated for their impact on county facilities and shall not degrade the overall quality of service delivery and quality of life for the surrounding established neighborhood.
- SCAS10: Implement traffic calming measures to minimize traffic congestion and speeding in residential areas.
- SCAS11: Locate development and activities within easy walking distance of transportation facilities.

***Strategies:***

- SCAS1: Enforce residential infill development regulations in efforts to preserve and stabilize existing neighborhoods.
- SCAS2: In areas adjacent to Activity Centers, require the transition of higher densities/intensities to occur within Activity Center and abiding by the delineated Activity Center boundary.
- SCAS3: Add traffic calming improvements, sidewalks, and increased street interconnections to improve walk-ability within existing neighborhoods.
- SCAS4: Wherever possible, connect to a regional network of greenspace and trails, available to pedestrians, and bicyclists for both tourism and recreational purposes.
- SCAS5: Promote strong connectivity and continuity between existing and new developments.
- SCAS6: Promote street design that fosters traffic calming including narrower residential streets, on-street parking, and the addition of bicycle and pedestrian facilities.
- SCAS7: Encourage good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple site access points.
- SCAS8: Provide a variety of transportation alternatives such as bicycle and pedestrian paths and greenway areas.
- SCAS9: In planned residential developments, create small pedestrian oriented neighborhood commercial uses to reduce the travel time to obtain basic goods and services as well as automobile dependency.
- SCAS10: Promote sense of place initiatives such as public art, fountains, plazas, signage and other design guidelines to improve the public realm.
- SCAS11: Promote moderate density, traditional neighborhood development style residential subdivisions, which may utilize alley ways and rear vehicular access.



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- SCAS12: Encourage Master-Planned developments in the County that are self sustaining.
- SCAS13: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity to other uses.
- SCAS14: Locate commercial uses in established suburban areas on roadways classified as collectors and higher to allow for a more vehicular orientation with drive-troughs and more parking in the front.
- SCAS15: Promote the protection single family neighborhoods by not guaranteeing non residential development on each quadrant of a qualifying intersection.
- SCAS16: Where appropriate, promote mixed use developments to reduce the travel time to obtain basic goods and services as well as automobile dependency.
- SCAS17: Create neighborhood focal points through the use of existing pockets parks and squares for community activities
- SCAS18: Create neighborhood focal points by locating schools, community centers, or well-designed small commercial centers at suitable locations within walking distance of residences.
- SCAS19: Improve street character with consistent signage, lighting, landscaping and other design features.
- SCAS20: Encourage compatible architecture styles that maintain regional and neighborhood character.
- SCAS21: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- SCAS22: Create a structure of lots, blocks, and streets that clearly define the public and private realm.
- SCAS24: Permit accessory housing units, or new well-designed, small-scale infill multifamily residences to increase neighborhood density and income diversity.
- SCAS25: Provide an appropriate mix of housing styles and choices, allowing citizens of different economic levels to reside together.
- SCAS26: Encourage developers to work extensively with residents to resolve community concerns prior to formalizing development plans.

**Traditional Neighborhood Character Area**

***Policies:***

- TNCAP1: Preserve and enhance the integrity and quality of existing residential neighborhoods.
- TNCAP2: Protect stable neighborhoods from incompatible development that could alter established residential development patterns and density.
- TNCAP3: Protect stable neighborhoods adjacent Activity Centers from incompatible development that could alter established residential development patterns and density.
- TNCAP4: Create neighborhood shopping that is pedestrian oriented and located at intersections of roadways.
- TNCAP5: The non-residential development in these areas shall be limited to small-scale convenience goods/services to meet the needs of the surrounding residents.
- TNCAP6: Promote the protection single family neighborhoods by not guaranteeing non residential development on each quadrant of a qualifying intersection.
- TNCAP7: Density increases shall be evaluated for their impact on county facilities and shall not degrade the overall quality of service delivery and quality of life for the surrounding established neighborhood.



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### ***Strategies:***

- TNCAS1: Utilize vacant properties in the neighborhood as an opportunity for the infill development of compatible structures.
- TNCAS2: Provide an appropriate mix of housing to allow citizens of different economic levels to reside together.
- TNCAS3: Reinforce neighborhood stability by encouraging home ownership and the maintenance or upgrade of existing properties.
- TNCAS4: Design, implement and enforce land use and zoning tools to limit land uses within and near established traditional neighborhood areas to compatible activities.
- TNCAS5: Enforce existing residential infill development regulations in efforts to preserve and stabilize existing neighborhoods.
- TNCAS6: In areas adjacent to Activity Centers, require the transition of higher densities/intensities to occur within Activity Center and abiding by the delineated Activity Center boundary.
- TNCAS7: Implement traffic calming and access management measures to minimize traffic congestion and speeding in residential areas.
- TNCAS8: Connect new streets and minimize or prohibit cul-de-sacs to disperse traffic, shorten walking/biking trips.
- TNCAS9: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages walking, socialization biking and connectivity.
- TNCAS10: Locate schools and other public facilities within walking distances of the neighborhood center to promote bicycle and pedestrian activities.
- TNCAS11: Locate commercial structures near the street front, with parking to the side or rear of buildings, making neighborhoods more attractive and pedestrian friendly.
- TNCAS12: Create neighborhood focal points through the use of existing pocket parks and squares for community activities.
- TNCAS13: Encourage compatible architecture styles that maintain regional and neighborhood character.
- TNCAS14: Promote sense of place initiatives such as public art, fountains, plazas, signage and other design guidelines to improve the public realm.



**Neighborhood Center Character Area**

***Policies:***

- NCCAP1: Promote sense of place initiatives.
- NCCAP2: Preserve and enhance the integrity and quality of existing residential neighborhoods.
- NCCAP3: Foster retrofitting for conformity with traditional neighborhood principles.
- NCCAP4: Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
- NCCAP5: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
- NCCAP6: Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
- NCCAP7: Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.
- NCCAP8: Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
- NCCAP9: Create small area plans and overlays for activity centers as a way to further refine the countywide nodal/activity center concept.

***Strategies:***

- NCCAS1: Improve street character with consistent signage, lighting, landscaping and other design features
- NCCAS2: Create neighborhood focal points through the use of existing pocket parks and squares for community activities.
- NCCAS3: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- NCCAS4: Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.
- NCCAS5: Clearly define road edges by locating buildings near the roadside with parking in the rear.
- NCCAS6: Create neighborhood activity centers at appropriate locations, as focal points, while providing a suitable location for appropriate retail establishments.
- NCCAS7: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- NCCAS8: Encourage that all development and redevelopment in activity centers provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design guidelines.
- NCCAS9: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity.
- NCCAS10: Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels.
- NCCAS11: Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities.
- NCCAS12: Use design guidelines and regulations for aesthetic enhancements.
- NCCAS13: Create and implement zoning and land use tools to limit the expansion of incompatible uses.
- NCCAS14: Design new developments for increased pedestrian orientation and access.
- NCCAS15: Make streetscape improvements to enhance thoroughfares



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- NCCAS16: Organize circulation patterns through traffic calming techniques and access management.
- NCCAS17: Design for each center should be pedestrian-oriented with walkable connections between different uses.
- NCCAS18: Create linkages to adjacent greenspace.
- NCCAS19: Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walk-ability.
- NCCAS20: Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).
- NCCAS21: Each Neighborhood Center should include a medium- high density mix of retail, office, services, and employment to serve neighborhoods.

**Town Center Character Area**

***Policies:***

- TCCAP1: Promote sense of place initiatives.
- TCCAP2: Preserve and enhance the integrity and quality of existing residential neighborhoods.
- TCCAP3: Foster retrofitting for conformity with traditional neighborhood principles.
- TCCAP4: Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
- TCCAP5: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
- TCCAP6: Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
- TCCAP7: Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.
- TCCAP8: Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
- TCCAP9: Create small area plans and overlays for activity centers as a way to further refine the countywide nodal/activity center concept.

***Strategies:***

- TCCAS1: Improve street character with consistent signage, lighting, landscaping and other design features
- TCCAS2: Create focal points through the use of existing pocket parks and squares for community activities.
- TCCAS3: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- TCCAS4: Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.
- TCCAS5: Clearly define road edges by locating buildings near the roadside with parking in the rear.
- TCCAS6: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- TCCAS7: Encourage that all development and redevelopment in activity centers provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design guidelines.
- TCCAS8: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity.



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- TCCAS9: Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels.
- TCCAS10: Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities.
- TCCAS11: Use design guidelines and regulations for aesthetic enhancements.
- TCCAS12: Create and implement zoning and land use tools to limit the expansion of incompatible uses.
- TCCAS13: Design new developments for increased pedestrian orientation and access.
- TCCAS14: Make streetscape improvements to enhance thoroughfares
- TCCAS15: Organize circulation patterns through traffic calming techniques and access management.
- TCCAS16: Design for each center should be pedestrian-oriented with walkable connections between different uses.
- TCCAS17: Create linkages to adjacent greenspace.
- TCCAS18: Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walk-ability.
- TCCAS19: Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).
- TCCAS20: Each Town Center should include a high-density mix of retail, office, services, and employment to serve several neighborhoods.



**Regional Center Character Area**

***Policies:***

- RCCAP1: Promote sense of place initiatives.
- RCCAP2: Preserve and enhance the integrity and quality of existing residential neighborhoods.
- RCCAP3: Foster retrofitting for conformity with traditional neighborhood principles.
- RCCAP4: Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
- RCCAP5: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
- RCCAP6: Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
- RCCAP7: Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.
- RCCAP8: Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
- RCCAP9: Create small area plans and overlays for activity centers as a way to further refine the countywide nodal/activity center concept.

***Strategies:***

- RCCAS1: Improve street character with consistent signage, lighting, landscaping and other design features
- RCCAS2: Create focal points through the use of existing pocket parks and squares for community activities.
- RCCAS3: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- RCCAS4: Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.
- RCCAS5: Clearly define road edges by locating buildings near the roadside with parking in the rear.
- RCCAS6: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- RCCAS7: Encourage that all development and redevelopment in activity centers provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design guidelines.
- RCCAS8: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity
- RCCAS9: Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels.
- RCCAS10: Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities.
- RCCAS11: Use design guidelines and regulations for aesthetic enhancements.
- RCCAS12: Create and implement zoning and land use tools to limit the expansion of incompatible uses.
- RCCAS13: Design new developments for increased pedestrian orientation and access.
- RCCAS14: Make streetscape improvements to enhance thoroughfares.
- RCCAS15: Organize circulation patterns through traffic calming techniques and access management.
- RCCAS16: Design for each center should be pedestrian-oriented with walkable connections between different uses.



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- RCCAS17: Create linkages to adjacent greenspace.
- RCCAS18: Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walk-ability.
- RCCAS19: Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).
- RCCAS20: Each Regional Center should include a very high-density mix of retail, office, services, and employment to serve several neighborhoods.

**Office Park Character Area**

***Policies:***

- OPCAP1: Implement techniques to reduce stormwater run-off and improve drainage.
- OPCAP2: Promote the protection of adjacent structures and businesses from visual impacts.
- OPCAP3: Provide transportation alternatives to reduce automobile dependency.
- OPCAP4: Locate developments in areas with direct access to existing infrastructure.
- OPCAP5: Provide mixed use developed that includes a variety of home densities and price ranges in locations that are accessible to jobs and services.
- OPCAP6: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.

***Strategies:***

- OPCAS1: Implement and enforce standards for impervious surfaces.
- OPCAS2: Utilize Best Management Practices (BMP's) to reduce development impacts.
- OPCAS3: Utilize and enforce environmental ordinances.
- OPCAS4: Use landscaping and other buffers to separate developments from surrounding uses.
- OPCAS5: Create and implement performance and aesthetic standards to protect adjacent properties.
- OPCAS6: Create and implement driveway controls and access management standards.
- OPCAS7: Promote ridesharing and telecommuting activities
- OPCAS8: Connect developments with nearby greenspace and bicycle and pedestrian facilities.
- OPCAS9: Promote transit oriented development in the areas.
- OPCAS10: Provide safe and accessible areas for bicycle parking
- OPCAS11: Provide incentives to encourage transit compatible development.
- OPCAS12: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.
- OPCAS13: Initiate recruiting efforts to attract desired businesses and employers.
- OPCAS14: Designate specific areas through the use of zoning and other land use tools for developments of this type.
- OPCAS15: Promote the location of accessory commercial uses to support worker activity.
- OPCAS16: Promote residential development with higher density housing options adjacent to employment centers, targeted to a broad range of income levels.
- OPCAS17: Promote the interconnectivity of office parks with adjacent residential and commercial areas



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### **Institutional Character Area**

#### ***Policies:***

- INSCAP1: Ensure that institutional land is compatible with adjacent uses.
- INSCAP2: Protect adjacent structures from visual impacts.
- INSCAP3: Provide transportation alternatives to reduce automobile dependency.
- INSCAP4: Locate developments in areas with direct access to existing infrastructure.
- INSCAP5: Provide opportunities for the development of institutional uses within the County.

#### ***Strategies:***

- INSCAS1: Use landscaping and other buffering to separate developments from surrounding uses.
- INSCAS2: Create and implement performance and aesthetic standards to protect adjacent properties.
- INSCAS3: Create and implement driveway controls and access management standards.
- INSCAS4: Promote the location of accessory commercial uses to support worker activity.
- INSCAS5: Provide direct connections to nearby networks of greenspace or trails, available to pedestrians, and bicyclists.
- INSCAS6: Organize circulation patterns through traffic calming techniques and access management.
- INSCAS7: Locate development and activities within easy walking distance of transportation facilities.
- INSCAS8: Create and implement zoning and land use tools to limit the expansion of incompatible uses.

### **Light Industrial Character Area**

#### ***Policies:***

- LICAP1: Provide appropriate infrastructure support for industrial development in designated industrial areas.
- LICAP2: Protect surrounding areas from the negative impacts of noise and light pollutants.
- LICAP3: Develop or retrofit appropriate facilities and infrastructure as part of a planned industrial park.
- LICAP4: Prohibit the encroachment of industrial uses into established residential areas.
- LICAP5: Direct development to industrial districts located in areas with compatible soils drainage and other environmental characteristics.
- LICAP6: Protect existing and zoned industrial lands from unnecessary intrusion by conflicting land uses.
- LICAP7: Minimize the re-zoning of light industrial properties to residential uses.

#### ***Strategies:***

- LICAS1: Encourage the use of buffering to reduce the noise and light pollution in residential areas.
- LICAS2: Designate specific areas through the use of zoning and other land use tools for developments of this type.
- LICAS3: Develop or, where possible, retrofit as part of planned industrial park having adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out.
- LICAS4: Locate industrial centers in areas with good access to highway areas.
- LICAS5: Promote heavy vehicle access roads in compatible areas.
- LICAS6: Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.
- LICAS7: Create and implement zoning and development regulations for industrial uses.
- LICAS8: Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.



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- LICAS9: Provide access controls and management standards.
- LICAS10: Create performance standards for visual and environmental impacts.
- LICAS11: Incorporate aesthetic guidelines to enhance quality of development.

### **Industrial Character Area**

#### ***Policies:***

- ICAP1: Provide appropriate infrastructure support for industrial development in designated industrial areas
- ICAP2: Ensure heavy vehicle access does not intrude on residential areas.
- ICAP3: Protect surrounding areas from the negative impacts of noise and air pollutants
- ICAP4: Develop or retrofit appropriate facilities and infrastructure as part of a planned industrial park.
- ICAP5: Prohibit the encroachment of industrial uses into established residential areas.
- ICAP6: Direct development to industrial districts located in areas with compatible soils drainage and other environmental characteristics.
- ICAP7: Protect existing and zoned industrial lands from unnecessary intrusion by conflicting land uses.
- ICAP8: Minimize the re-zoning of industrial properties to residential uses.

#### ***Strategies:***

- ICAS1: Designate specific areas through the use of zoning and other land use tools for developments of this type.
- ICAS2: Locate industrial centers in areas with good access to highway areas.
- ICAS3: Promote heavy vehicle access roads in compatible areas.
- ICAS4: Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.
- ICAS5: Create and implement zoning and development regulations for industrial uses.
- ICAS6: Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.
- ICAS7: Provide access controls and management standards.
- ICAS8: Create performance standards for visual and environmental impacts.
- ICAS9: Incorporate signage and lighting guidelines to enhance quality of development.

### **Scenic Corridor Character Area**

#### ***Policies:***

- SCCAP1: Maintain the natural and environmental features along and near corridors.
- SCCAP2: Protect scenic views and historic features.
- SCCAP3: Ensure that development is consistent with the surrounding area.
- SCCAS4: Design, implement and enforce land use and zoning tools that preserve the character of the community.



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**Strategies:**

- SCCAS1: Partner with non governmental agencies such as foundations, land trusts and other entities to acquire and protect land.
- SCCAS2: Execute innovative financing tools for preservation and land acquisition.
- SCCAS3: Coordinate environmental protection programs and statues with the appropriate governmental agencies.
- SCCAS4: Create and implement zoning and development regulations.
- SCCAS5: Limit land uses within and near established preservation areas to compatible activities.
- SCCAS6: Establish guidelines for development to protect characteristics deemed to have scenic or historic value.
- SCCAS7: Enact guidelines for new development that enhances the scenic value of the corridor and addresses landscaping and architectural design.

**Commercial Redevelopment Corridor Character Area**

**Policies:**

- CRCCAP1: Provide safe and attractive facilities for bicyclists and pedestrians.
- CRCCAP2: Provide transportation alternatives to reduce automobile dependency.
- CRCCAP3: Redevelop older strip commercial centers in to viable mixed-use developments along the corridor.
- CRCCAP4: Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscape improvements and people.
- CRCCAP5: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
- CRCCAP6: Cluster high density development at nodes & along major corridors outside of established residential areas.
- CRCCAP7: Enhance the visual appearance of commercial structures in a state of disinvestment, underdevelopment and decline.

**Strategies:**

- CRCCAS1: Use landscaping and other buffers to protect pedestrians from heavy traffic.
- CRCCAS2: Create and implement performance and aesthetic standards to improve visual appearance.
- CRCCAS3: Implement signage and billboard controls.
- CRCCAS4: Require parking to the side or rear of buildings.
- CRCCAS5: Promote parcel interconnectivity.
- CRCCAS6: Promote transit oriented development.
- CRCCAS7: Provide safe and accessible areas for bicycle parking.
- CRCCAS8: Provide incentives to encourage transit compatible development.
- CRCCAS9: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.
- CRCCAS10: Create and implement driveway controls and access management standards.
- CRCCAS11: Establish tree preservation and landscaping standards.
- CRCCAS12: Focus development on parcels that abut or have access to the designated Commercial Redevelopment Corridor.
- CRCCAS13: In appropriate locations, build new commercial structures closer to street on existing under utilized parking lots creating internal smaller or decked parking.
- CRCCAS14: Upgrade the appearance of existing older, commercial buildings with façade improvements and architectural elements.



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- CRCCAS15: Reinforce stability by encouraging the maintenance of or upgrade of existing properties.
- CRCCAS16: Focus on strategic public investment to improve conditions, appropriate infill development on scattered vacant sites.

**Highway Corridor Character Area**

***Policies:***

- HCCAP1: As corridors move away from nodal centers, focus on vehicular safety, traffic flow and corridor appearance.
- HCCAP2: Maintain a natural vegetation buffer along corridors where appropriate.
- HCCAP3: Provide transportation alternatives to reduce automobile dependency.
- HCCAP4: Locate higher-intensity/density developments along corridors while protecting established residential neighborhoods from encroachment and maintaining traffic flow.
- HCCAP5: Enhance the visual appearance of commercial structures in a state of disinvestment, underdevelopment and decline.

***Strategies:***

- HCCAS1: Implement signage and billboard controls to improve the visual appearance of corridors
- HCCAS2: Promote parcel interconnectivity for improved accessibility between uses.
- HCCAS3: Promote transit oriented development in appropriate areas.
- HCCAS4: Provide incentives to encourage transit compatible development.
- HCCAS5: Cluster high density development along major corridors.
- HCCAS6: Create and implement driveway controls and access management standards.
- HCCAS7: Establish tree preservation and landscaping standards to enhance corridor appearance.
- HCCAS8: Upgrade the appearance of existing older, commercial buildings with façade improvements and architectural elements.



## **5.4-14 Supplemental Policy Guidelines**

### ***5.4-14.1 Workforce Housing Density Bonus***

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

1. In projects using the Workforce Housing Density Bonus, at least 20% of the total dwelling units (rounded up) must be reserved for households between 61% to 105% of median income for the Atlanta metropolitan area.
2. The reserved units must be of compatible quality and appearance to the other units in the development. In large developments, every effort shall be made to mix the designated workforce housing units among the remaining units to avoid economic segregation.
3. When supplying rental housing, the applicant must, through a restrictive covenant, deed restriction, bylaws of the subdivision association, mortgage or property deed clause, or other method acceptable to the County, satisfactorily guarantee that designated affordable rental housing units, permitted under this density bonus, remain reserved for eligible households for a period of at least 12 years, or for some other time period as determined by the County.
4. All reserved dwelling units which are intended for home ownership shall be sold only to qualified workforce wage (moderate income) buyers. No further restrictions shall apply to the future sale of such homes unless required by the provisions of associated subsidized financing programs.
5. Proof of such guarantees must be submitted and /or recorded for all units (both rental and home ownership) prior to the permitting of any additional units in excess of that permitted by the underlying land use category.
6. Definitions of qualifying households (moderate income households) shall be determined by the U.S. Department of Housing and Urban Development and shall be adjusted annually or as appropriate.
7. Notwithstanding the requirements of the Workforce Housing Density Bonus above, all projects utilizing the workforce housing bonus must be programmed to be served by both public water and public sewer prior to the issuance of a Certificate of Occupancy on the project.
8. Any density increase shall be compatible with existing, proposed, or planned surrounding development. Compatible densities need not be interpreted as “comparable” or “the same as” surrounding developments, if adequate provisions for transitioning to higher densities is required and met by, but not limited to, such means as buffering, setbacks, coordinated architectural devices and graduated height
9. Nothing in this section shall be construed as guaranteeing the achievement of the density increase or any portion thereof, as provided for in this section.



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### ***5.4-14.2 Development Standards for Neighborhood Commercial Uses***

The following standards which will apply to all retail, office and other neighborhood serving commercial uses are:

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

The location of neighborhood serving commercial uses shall be limited to appropriate intersections as defined, so as to facilitate the determination of areas within which neighborhood serving commercial uses may, and may not, be expected to develop in the future, and to maintain the vehicular capacity of public roads by discouraging linear (“strip”) neighborhood serving commercial development and the multiple access points which accompany such linear neighborhood serving commercial development. Neighborhood Commercial uses shall be:

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

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



## **IMPLEMENTATION PROGRAM**

### **5.5 Implementation Conversion Table (2007)**

During the interim period, prior to the adoption of the revised Zoning Code, the Implementation Policies of the Community Agenda shall serve as a “guide” to be used by residents, staff, developers, contractors, and elected officials in making zoning decisions.

As a result, the Implementation Conversion Table (Tables 5-3 and 5-4) shall serve as a “guide” to be used by County residents, staff, developers, contractors, and elected officials in making land use and zoning decisions. The table is also supported by information provided in Tables 5-5 and 5-6, which provide Land Use Designations, Zoning Classifications and the Land Use Terms and Definitions.

The basic premise of the tables are to illustrate which zoning districts from the existing code and the existing *DeKalb County Comprehensive Plan (1996)* is consistent with each of the new future land use designations of the *DeKalb County Comprehensive Plan (2025)*. Based on the tables, only zoning districts indicated with an (X) are permitted in the new Future Land Use designations. If there is no (X) indicated, the petitioner will have to initiate a plan amendment or change to a different Future Land Use designation that accommodates the proposed zoning district. **There is NO guarantee that the request will be approved.** Although some zoning districts may be consistent with the density of the Future Development Plan, the zoning classification may not be encouraged or supported when they contradict the spirit and intent of the Future Development Plan.

The following is a list of questions and answers that relate to land use amendments and re-zonings under the 2025 Comprehensive Plan:

**When can I apply for a land use amendment or zoning change?** - Future Land Use Map Amendments and Zoning Change applications will be accepted based on the Board of Commissioner (BOC) adopted Future Land Use/Zoning Calendar. The calendar indicates deadlines and specific months for each land use, zoning, and special land use applications.

**What are the requirements for a zoning change?** - In December 2006, the Planning and Development Department established a new checklist for future land use amendment and zoning change application submittals. The new process requires a pre-submittal meeting with staff, meeting with community groups, and a site plan. For more specific information, please pick up the Land Use Plan Amendment Application Checklist or Rezoning Application Checklist. \*Note that the posting of the subject property will occur prior to the Community Council Meeting.

**How will zoning decisions be made?** - The staff will evaluate each application based on the adopted Community Agenda, specific policies within each Future Development Plan designation, bulk standards of the existing zoning district (Chapter 27 of County Code), compatibility with surrounding land uses, and impacts on public facilities. A staff recommendation will be made to the Planning Commission. The Planning Commission will make a recommendation which will be combined with staff recommendation to the BOC. The BOC will make the final decision. The same public notice requirements apply.

**Are there are guidelines used by staff in making recommendations?** - The Community Agenda is based on Nodes and Activity Centers. The guiding principle for future development is to concentrate higher intensities and densities in the activity centers identified on the Future Development Plan. Sensitivity along the periphery of a proposed development is encouraged as new development should “transition” to the existing adjacent neighborhoods.



**Table 5-3**

**Implementation Conversion Table  
Non-Residential**

Old 1996 Plan (Land Use Designations)	Zoning Classifications										New 2025 Plan (Character Areas)	
	NS	C-1	O-I	C-2	OIT	OCR	OD	M	M-2	PCD*		
Agriculture (AGR)	x											Rural Residential (RR) 0-4 du/ac (10,890)
Low Intensity Commercial (LIC)	x	x	x									Suburban (SUB) 0-8 du/ac (5,445)
Low Intensity Commercial (LIC)	x	x	x									Traditional Neighborhood (TN) up to 12 du/ac (3,630)
Low Intensity Commercial (LIC)	x	x	x		x	x					x	Neighborhood Center (NC) up to 24 du/ac (2,420)
High Intensity Commercial (HIC)		x	x	x	x	x					x	Town Center (TC) up to 60 du/ac (1,452)
Office Mixed Use (OMX)		x	x	x	x	x					x	Regional Center (RC)
Transportation Communication Utilities (TCU)												TCU (Allowed as a land use in all districts)
Institutional (INS)			x		x							Institutional (INS) (Allowed in all land use designations)
Office Professional (OP)	x	x	x	x	x	x	x				x	Office Park (OP) 18- 30 du/ac
Public Private Parks and Open Space (POS)												Conservation and Open Space (COS) (Allowed as a land use in all districts)
Low Intensity Commercial (LIC)	x	x	x	x	x	x	x	x	x	x	x	Scenic Corridor (SC) Allowed in all districts
Industrial (IND)				x			x	x	x			Light Industrial and Industrial (IND) & (LIND)
Low Intensity Commercial (LIC)		x	x	x	x	x					x	Commercial Redevelopment Corridor (CRC) 0-18 du/ac
High Intensity Commercial (HIC)		x	x	x	x	x	x	x	x	x	x	Highway Corridor (HC) 18 to 30 du/ac

\*PCD - This category consist of PCD -1, PCD -2 and PCD -3

The specific category allowed is based on Community Agenda policies, compatibility with adjacent land use, and locational criteria.

\*INS - Smaller institutional types (<15du/acre) allowed as special exception in all other districts.



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**Table 5-4A**

**Implementation Conversion Table  
Residential**

Old 1996 Plan Min Lot Area/Width	Zoning Classifications											New 2025 Plan
	NS	R-200 1 acre/200	R-150 1 acre/150	R-30,000 85/30,000	R-20,000 85/20,000	R-100 100/15,000	R-85 85/12,000	R-75 75/10,000	R-60 60/8,000	TND	NCD	
Agriculture (AGR)	X	X								N/A	N/A	Rural Residential (RR) 0-4 du/ac (10,890)
Low Density Residential (LDR) 0-4 du/ac	X	X	X	X	X	X	X	X		N/A	N/A	Rural Residential (RR) 0-4 du/ac (10,890)
Low Medium Density Residential (LMR) up to 8 du/ac	X	X	X	X	X	X	X	X	X	N/A	N/A	Suburban (SUB) 0-8 du/ac (5,445)
Medium Density Residential (MDR) up to 12 du/ac	X	X	X	X	X	X	X	X	X	N/A	N/A	Traditional Neighborhood (TN) up to 12 du/ac (3,630)
Medium High Density Residential (MHR) 18 du/ac	X									N/A	N/A	Neighborhood Center (NC) up to 24 du/ac (2,420)
High Density Residential (HDR) 30 du/ac										N/A	N/A	Town Center (TC) up to 60 du/ac (1,452)
Very High Density Residential (VHR) 35+ du/ac										N/A	N/A	Regional Center (RC) up to 120 + du/ac (363)
Transportation Communication Utilities (TCU)										N/A	N/A	TCU (Allowed in all zoning districts)
Institutional (INS)										N/A	N/A	Institutional (INS) (Allowed in all zoning districts)
Office Professional (OPR)										N/A	N/A	Office Park (OP) 18-30 du/ac
Public Private Parks and Open Space (POS)										N/A	N/A	Conservation and Open Space (COS) (Allowed in all zoning districts)
Low Density Residential (LDR) 0-4 du/ac	X	X	X	X	X	X	X	X	X	N/A	N/A	Scenic Corridor (SC) (Allowed in all zoning districts)
Low Intensity Commercial (LIC)		X	X	X	X	X	X	X	X	N/A	N/A	Commercial Redevelopment Corridor (CRC) 0-18 du/ac
High Intensity Commercial (HIC)										N/A	N/A	Highway Corridor (HC) up to 30 du/ac

\* 25% Bonus for Workforce Housing

\* Densities are gross units per acre. Developers will have to make accommodations for roadways, drainage, sidewalks, utilities, etc

\*The 2025 Comprehensive Plan recognizes "existing" parcels zoned TND, RCH, and RCD as consistent. Development may take place on or modifications may be done to such properties, consistent with the codified regulations. However, future rezoning to these districts is prohibited.



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**Table 5-4B**

**Implementation Conversion Table**

Old 1996 Plan Min Lot Area/Width	Residential Zoning Classifications												New 2025 Plan
	R-A5 6,000SF	R-50 6,000SF	RA-8 6,000SF	R-DT	MHP	RM-150 6du/ac	RM-100 12du/ac	RCH/ RCD	RM-85 14du/ac	RM-75 18du/ac	RMHD 30du/ac	PCD*	
Agriculture (AGR)					N/A			N/A					Rural Residential (RR) 0-4 du/ac (10,890)
Low Density Residential (LDR) 0-4 du/ac					N/A			N/A					Rural Residential (RR) 0-4 du/ac (10,890)
Low Medium Density Residential (LMR) up to 8 du/ac	X	X	X	X	N/A	X		N/A					Suburban (SUB) 0-8 du/ac (5,445)
Medium Density Residential (MDR) up to 12 du/ac	X	X	X	X	N/A	X	X	N/A				X	Traditional Neighborhood (TN) up to 12 du/ac (3,630)
Medium High Density Residential (MHR) 18 du/ac					N/A		X	N/A	X	X		X	Neighborhood Center (NC) up to 24 du/ac (2,420)
High Density Residential (HDR) 30 du/ac					N/A		X	N/A	X	X	X	X	Town Center (TC) up to 60 du/ac (1,452)
Very High Density Residential (VHR) 35+ du/ac					N/A		X	N/A	X	X	X	X	Regional Center (RC) up to 120 + du/ac (363)
Transportation Communication Utilities (TCU)					N/A			N/A					TCU (Allowed in all zoning districts)
Institutional (INS)					N/A			N/A					Institutional (INS) (Allowed in all zoning districts)
Office Professional (OPR)					N/A			N/A			X	X	Office Park (OP) 18-30 du/ac
Public Private Parks and Open Space (POS)					N/A			N/A					Conservation and Open Space (COS) (Allowed in all zoning districts)
Low Density Residential (LDR) 0-4 du/ac	X	X	X	X	N/A	X	X	N/A	X	X	X	X	Scenic Corridor (SC) Allowed in all designations
Low Intensity Commercial (LIC)	X	X	X	X	N/A	X	X	N/A	X	X		X	Commercial Redevelopment Corridor (CRC) 0-18 du/ac
High Intensity Commercial (HIC)					N/A			N/A			X	X	Highway Corridor (HC) up to 30 du/ac

\*PCD - This category consists of PC-1 PC-2 and/or PC-3

\* 25% Bonus for Workforce Housing

\* Densities are gross units per acre. Developers will have to make accommodations for roadways, drainage, sidewalks, utilities, etc

\*The 2025 Comprehensive Plan recognizes "existing" parcels zoned TND, RCH, and RCD as consistent. Development may take place on or modifications may be done to such properties, consistent with the codified regulations. However, future rezoning to these districts is prohibited.



**IMPLEMENTATION PROGRAM**

**Table 5-5  
Land Use Categories and Zoning Classifications**

<b>Old 1996 Plan (Land Use/Zoning)</b>	<b>New 2025 Plan (Character Area/Zoning)</b>
<b>Low Density Residential (LDR)</b> R-200; R-150; R-100; R-85; R-75; R30,000; R20,000; R-60; TND and NCD	<b>Rural Residential (RR)</b> NS; R-200; R-150; R-100; R-85; R-75; R30,000 R20,000 and; NCD
<b>Low-Medium Density Residential (LMR)</b> R-A5; RA-8; R-DT; R-60; R50; RM-150; MHP and all districts permitted in LDR	<b>Suburban (SUB)</b> NS; C-1; O-I; R-200; R-150;R-30,000, R-20,000, R-100; R-85; R-75; R-60; R-A5; R-50;R-A8; R-DT; and RM-150
<b>Medium Density Residential (MDR)</b> RM-100 and all districts permitted in LDR and LMR categories	<b>Traditional Neighborhood (TN)</b> NS; C-1; O-I; R-200; R-150;R-30,000, R-20,000, R-100; R-85; R-75; R-60; R-A5; R-50;R-A8; R-DT; RM-150; RM-100 and PCD
<b>Medium-High Density Residential (MHR)</b> RM-75; RM-85 and all districts permitted in LDR; LMR and MDR	<b>Neighborhood Center ( NC)</b> NS, C-1; O-I; O-I-T; OCR; RM-100; RM-85;RM-75 and PCD
<b>High Density Residential (HDR)</b> RM-HD and high rises in O-I and all districts permitted in LDR; LMR; MDR and MHR	<b>Town Center (TC)</b> C-1; O-I; C-2; O-I-T; OCR; RM-100; RM-85; RM-75; RMHD; and PCD
<b>Very High Density Residential (VHR)</b> High rises in O-I and all districts permitted in LDR; LMR; MDR; MHR and HDR	<b>Regional Center (RC)</b> C-1; O-I; C-2; O-I-T; OCR; RM-100; RM-85; RM-75; RMHD; and PCD
<b>Low Intensity Commercial (LIC)</b> NS; C-1; C-2; O-I and O-I-T, where buildings do not exceed two stories	<b>Neighborhood Center (NC)</b> NS, C-1; O-I; O-I-T; OCR; RM-100; RM-85;RM-75 and PCD
<b>High Intensity Commercial (HIC)</b> NS; C-1; C-2; O-I and O-I-T	<b>Town Center (TC)</b> C-1; O-I; C-2; O-I-T; OCR; RM-100; RM-85; RM-75; RMHD; and PCD
<b>Office/Professional (OPR)</b> O-I; OCR; and office professional uses permitted in RM-HD; O-D; C-1; C-2 and O-I-T	<b>Office Park (OP)</b> NS; C-1; O-I; C-2; OIT; OCR; OD; PCD; and RM-HD
<b>Office/Mixed-Use (OMX)</b> O-I; O-D; OCR and OIT	<b>Regional Center (RC)</b> C-1; O-I; C-2; O-I-T; OCR; RM-100; RM-85; RM-75; RMHD; and PCD
<b>Industrial (IND)</b> M; M-2; OD and industrial uses permitted in C-2	<b>Industrial and Light Industrial (IND &amp; LIND)</b> C-1;C-2; OCR; OD; M; and M-2
<b>Transportation/Communications/Utilities (TCU)</b> M; M-2 and uses permitted by special exception and special land use permits	<b>All Land Use Designations</b> All Zoning Classifications
<b>Institutional (INS)</b> O-I; O-I-T and uses permitted by special exception and special land use permits	<b>Institutional (INS)</b> O-I; O-I-T and all residential classifications
<b>Agriculture (AGR)</b> R-200	<b>Rural Residential (RR)</b> NS;R-200; R-150; R-100; R-85; R-75; R30,000 R20,000 and; NCD



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<b>Old 1996 Plan (Land Use/Zoning)</b>	<b>New 2025 Plan (Character Area/Zoning)</b>
<b>Vacant and Undeveloped (VAC)</b> All districts	<b>N/A</b>
<b>High Intensity Commercial (HIC)</b> NS; C-1; C-2; O-I and O-I-T	<b>Commercial Redevelopment Corridor (CRC)</b> C-1; O-I; C-2; OIT; OCR; OD; R-200; R-150; R-30,000; R-20,000; R-100; R-85; R-75; R-60; R-A5; R50; R-A8; R-DT; RM-150; RM-100; RM-85; RM-75; and PCD
<b>Low Density Residential (LDR)</b> R-200; R-150; R-100; R-85; R-75; R30,000; R20,000; R-60; TND and NCD	<b>Scenic Corridor (SC)</b> All Zoning Classifications
<b>High Intensity Commercial (HIC)</b> NS; C-1; C-2; O-I and O-I-T	<b>Highway Corridor (HC)</b> C-1; O-I; C-2; OCR, OIT; OD; M; M-2; RMHD; and PCD
<b>Public and Private Parks and Open Space (POS)</b> R-200	<b>Conservation and Open Space (COS)</b> All Zoning Classifications



**Table 5-6  
Land Use Terms and Definitions**

Old 1996 Plan	New 2025 Plan
<p><b>Low Density Residential (LDR)</b></p> <p>The Low Density Residential (LDR) land use category includes single family, detached-unit residential development at a maximum net density of zero (0) to four (4.0) dwelling units per acre. This land use category includes large areas of the County which are already developed in single family residential subdivisions at a net density of two to three and a half units per acre, and it includes those areas which are likely to develop in a similar manner over the next twenty years. Also, some churches, cemeteries, and other institutions are designated as LDR where the county intends those properties to remain as similar institutions or revert to LDR when the respective church, cemetery, or institutional use is discontinued.</p>	<p><b>Rural Residential (RR)</b></p> <p>Rural Residential (RR) -- The rural residential character areas consist of rural, undeveloped land that is likely to face development pressures for lower density residential development. These areas will typically have low pedestrian orientation and access, very large lots, open space, pastoral views and high degree of building separation. In addition, the rural residential character area includes single family, detached units residential development at a maximum net density of zero (0) to four (4.0) dwelling units per acres. This includes those areas of the county already developed in single family residential subdivisions.</p> <p>The primary land uses include: Low Density Single Family detached, agriculture related activities and cultural and historic sites with a density of 0 to 4 dwelling units per acre.</p>
<p><b>Low-Medium Density Residential (LMR)</b></p> <p>The Low-Medium Density Residential (LMR) land use category includes single family detached, single family attached, duplex, triplex, townhouse, and condominium types of development at a maximum net density of zero (0) up to eight (8.0) dwelling units per acre. Also, some churches, cemeteries, and other institutions are designated as LMR where the county intends these properties to remain as similar institutions or revert to LMR when the respective church, cemetery, or institutional use is discontinued.</p>	<p><b>Suburban (SUB)</b></p> <p>The Suburban (SUB) Character Areas include those areas that have developed in traditional suburban land use patterns and are developed (built out) and those under development pressures. These areas are characterized by low pedestrian orientation, limited transit access, scattered civic buildings and curvilinear street patterns.</p> <p>The primary Land uses include: Single Family Detached Residential, Townhomes, Apartments, Assisted Living Facilities, Neighborhood retail, Schools, Libraries, Health Care Facilities, Parks and Recreational Facilities, Public and Civic Facilities, and Religious Institutions with a density of 0 to 8 dwelling units per acre.</p>
<p><b>Medium Density Residential (MDR)</b></p> <p>The Medium Density Residential (MDR) land use category includes single family detached, single family attached, duplex, triplex, townhouse, and condominiums at a net density of zero (0) up to an upper limit of twelve (12.0) dwelling units per acre.</p>	<p><b>Traditional Neighborhood (TN)</b></p> <p>The Traditional Neighborhood (TN) character areas consist These areas consist of a neighborhood focal point with a concentration of activities such as general retail, neighborhood commercial, professional office, higher-density housing, and appropriate public and open space uses that are easily accessible by pedestrians.</p> <p>The primary land uses include: Traditional, Single Family Residential Homes, Assisted Living Facilities, Neighborhood Retail, Schools, Libraries, Health Care Facilities, Parks and Recreational Facilities and Religious Institutions at a density of up to 12 dwelling units per acre.</p>



**IMPLEMENTATION PROGRAM**

Old 1996 Plan	New 2025 Plan
<p align="center"><b>Medium-High Density Residential (MHR)</b></p> <p>The Medium-High Density Residential (MHR) land use category includes single family detached, single family attached, duplex, triplex, townhouses, condominiums, and multi-family apartment types of development at a net density of zero (0) up to an upper limit of eighteen (18.0) dwelling units per acre.</p>	<p align="center"><b>Neighborhood Center (NC)</b></p> <p>The Neighborhood Center (NC) character areas consist of a neighborhood focal point with a concentration of activities such as general retail, neighborhood commercial, professional office, higher-density housing, and appropriate public and open space uses that are easily accessible by pedestrians.</p> <p>The Primary Land uses include: Townhomes, Condominiums, Apartments, Retail and Commercial, Office, Parks and Recreational Facilities, Public and Civic Facilities, and Institutional Uses at a density of up to 24 dwelling units per acre.</p>
<p align="center"><b>High Density Residential (HDR)</b></p> <p>The High Density Residential (HDR) land use category includes single family detached, single family attached, duplex, triplex, townhouses, condominiums, and multi-family apartments at a net density of eighteen point one (18.1) to an upper limit of thirty (30) units per acre.</p>	<p align="center"><b>Town Center (TC)</b></p> <p>The Town Center (TC) character areas consist of a focal point for several neighborhoods with a concentration of activities such as general retail, commercial, professional office, higher-density housing, and appropriate public and open space uses that are easily accessible by pedestrians. This character area is similar to the neighborhood center, but at a larger scale.</p> <p>The primary land uses include: Townhomes, Condominiums, Apartments, Health Care Facilities, Retail and Commercial, Office, Institutional, Entertainment and Cultural Facilities, Park and Recreational Facilities, and Public and Civic Facilities at a density of up to 60 dwelling units per acre.</p>
<p align="center"><b>Very High Density Residential (VHR)</b></p> <p>The Very High Density Residential (VHR) land use category includes multi-family apartments and high rise apartment types of development at a net density of greater than thirty (30) dwelling units per acre. Buildings in this category will likely exceed five stories in height and will occur as part of larger intensively developed mixed-use centers.</p>	<p align="center"><b>Regional Center (RC)</b></p> <p>The Regional Center (RC) character areas consist of a concentration of regional commercial and retail centers, office and employment areas, higher education facilities, and sports and recreational complexes. These areas are characterized by high vehicular traffic, and high transit use, including stops, shelters and transfer points. The areas also have on-site parking, a low degree of internal open space, high floor-area-ratio, large tracts of land, and campus or unified development.</p> <p>The primary Land Uses include: Townhomes, Condominiums, Apartments, Health Care Facilities, Retail and Commercial, Office, Institutional, Entertainment and Cultural Facilities, Park and Recreational Facilities and Public and Civic Facilities at a density of up to 120 + dwelling units per acre.</p>



**IMPLEMENTATION PROGRAM**

Old 1996 Plan	New 2025 Plan
<p align="center"><b>Low Intensity Commercial (LIC)</b></p> <p>The Low Intensity Commercial land use category identifies the more traditional suburban neighborhood and community oriented stores and shopping centers located throughout the county. Properties identified as Low Intensity Commercial tend to be single-use oriented, have less intensive employee/acre ratios and rarely exceed two stories.</p>	<p align="center"><b>Neighborhood Center ( NC)</b></p> <p>The Neighborhood Center (NC) character areas consist of a neighborhood focal point with a concentration of activities such as general retail, neighborhood commercial, professional office, higher-density housing, and appropriate public and open space uses that are easily accessible by pedestrians.</p> <p>The Primary Land uses include: Townhomes, Condominiums, Apartments, Retail and Commercial, Office, Parks and Recreational Facilities, Public and Civic Facilities, and Institutional Uses at a density of up to 24 dwelling units per acre.</p>
<p align="center"><b>High Intensity Commercial (HIC)</b></p> <p>The High Intensity Commercial land use classification identifies regional commercial centers and other intensively developed centers where commercial land uses predominate. Retail Commercial uses are anticipated to represent approximately fifty (50) percent, or more, of the land in this category. The Perimeter Center and Northlake Malls are considered to be High Intensity commercial centers.</p>	<p align="center"><b>Town Center (TC)</b></p> <p>The Town Center (TC) character areas consist of a focal point for several neighborhoods with a concentration of activities such as general retail, commercial, professional office, higher-density housing, and appropriate public and open space uses that are easily accessible by pedestrians. This character area is similar to the neighborhood center, but at a larger scale.</p> <p>The primary land uses include: Townhomes Condominiums, Apartments, Health Care Facilities, Retail and Commercial, Office, Institutional, Entertainment and Cultural Facilities, Park and Recreational Facilities, and Public and Civic Facilities at a density of up to 60 dwelling units per acre.</p>
<p align="center"><b>Office/Professional (OPR)</b></p> <p>The Office/Professional (OPR) land use category identifies the less intensive office and professional center land uses including low-rise office parks, single free standing office buildings, depository facilities such as banks, and residential structures converted to office use. Office land uses tend to be single-use oriented and have less intensive employee/acre ratios.</p>	<p align="center"><b>Office Park (OP)</b></p> <p>The Office Park (OP) character areas consist typically of campus-style developments characterized by high vehicular traffic, and transit (if applicable), high density housing, on-site parking, low degree of open space, and moderate floor-area-ratio.</p> <p>The Primary Land Uses include: Office Development, Business Services, Educational Institutions, High-rise housing, Accessory Commercial, Technology Centers, and Medical and Training Facilities at a density of 18 to 30 dwelling units per acre.</p>
<p align="center"><b>Office/Mixed-Use (OMX)</b></p> <p>The Office/Mixed Use (OMX) land use category designates intensively developed office lands and mixed-use centers where office uses represent fifty percent or more of the land uses. However, mixed commercial, entertainment, recreation and residential land uses may be found in variable lesser amounts within the Office/Mixed-Use land use areas. The office developments around Perimeter Center and Northlake Malls and at Century Center and Executive Park serve as examples of this land use category.</p>	<p align="center"><b>Regional Center (RC)</b></p> <p>The Regional Center (RC) character areas consist of a concentration of regional commercial and retail centers, office and employment areas, higher education facilities, and sports and recreational complexes. These areas are characterized by high vehicular traffic, and high transit use, including stops, shelters and transfer points. The areas also have on-site parking, a low degree of internal open space, high floor-area-ratio, large tracts of land, and campus or unified development.</p> <p>The primary Land Uses include: Townhomes, Condominiums, Apartments, Health Care Facilities, Retail and Commercial, Office, Institutional, Entertainment Cultural Facilities, Park, Recreational Facilities and Public and Civic Facilities at a density of up to 120 + dwelling units per acre.</p>



**IMPLEMENTATION PROGRAM**

Old 1996 Plan	New 2025 Plan
<p><b>Transportation/Communication/Utilities (TCU)</b> The Transportation/Communications/Utilities (TCU) land use classification identifies public, semi-public and private land uses which provide transportation, communications or utility land uses. These uses may include road and railroad rights-of-way, oil, gas and water, electric power and telephone, transmission lines, radio stations, raw water reservoirs and treatment facilities, and wastewater treatment plants.</p>	<p><b>Transportation/Communication/Utilities (TCU)</b> The Transportation/Communications/Utilities (TCU) land use classification identifies public, semi-public and private land uses which provide transportation, communications or utility land uses. These uses may include road and railroad rights-of-way, oil, gas and water, electric power and telephone, transmission lines, radio stations, raw water reservoirs and treatment facilities, and wastewater treatment plants.</p> <p><b>*All Designations allow TCU type uses</b></p>
<p><b>Industrial (IND)</b> The Industrial (IND) land use classification identifies light and heavy distribution, warehouse, assembly, manufacturing, quarry and truck terminal land uses throughout DeKalb County. This land use classification also includes the County's landfills.</p>	<p><b>Industrial and Light Industrial (IND &amp; LIND)</b> The light industrial and industrial, character areas consist of areas used in low intensity manufacturing, including wholesale trade, and distribution activities that do not generate excessive noise, vibration, air pollution or other nuisance characteristics as well as of land used in higher intensity manufacturing, assembly, processing activities where noise, vibration and air pollution or other nuisance characteristics not contained on-site.</p> <p>The primary land uses for light industrial include: Light Industrial Uses, Manufacturing, Warehouse/Distribution, Wholesale/Trade, Automotive, Accessory Commercial, Educational Institutions and Community Facilities.</p> <p>The primary land uses for industrial include: Construction Businesses, Heavy Manufacturing Retail Sales (with restrictions), Storage (including outdoor), Accessory Commercial and Community Facilities.</p>
<p><b>Institutional (INS)</b> Institutional (INS) land uses identify community facilities and institutions which are anticipated to remain in public use throughout the planning period. These lands include: government-owned administration buildings and offices, fire stations, public hospitals and health care facilities, day care centers, public schools, colleges and educational research lands. Cemeteries, churches, and other religious facilities not designated in Low Density Residential or Low Medium Density Residential are included in this land use category. The plan anticipates that institutional uses in residential areas will continue as the current use. If an institutional use vacates property in residential areas then the property should be redeveloped as a low density residential use.</p>	<p><b>Institutional (INS)</b> The institutional character areas consist of areas used for institutional and public purposes with a land mass of 10 acres or greater.</p> <p>The Primary Land Uses include: colleges and universities, hospitals, health care and rehabilitation centers, churches, government buildings, civic facilities, emergency service centers and post offices.</p> <p><b>*All Designations allow INS type uses</b></p>



**IMPLEMENTATION PROGRAM**

Old 1996 Plan	New 2025 Plan
<p><b>Public and Private Parks and Open Space (POS)</b></p> <p>The Public and Private Parks and Open Space (POS) land use classification includes parks, golf courses, reservations, state forests, and floodplains. These areas may be either publicly or privately owned and may include playgrounds, nature preserves, wildlife management areas, recreation center and similar uses.</p>	<p><b>Conservation and Open Space (COS)</b></p> <p>The conservation and open space character areas consist of undeveloped natural lands and environmentally sensitive and conservation areas that are not suitable for development. It also includes land used for active recreational purposes that provide for a wide range of activities and amenities.</p> <p>The Primary Land Uses include: Passive Parks, Nature Trails, Flood Plains, Wetlands, Watersheds, Natural and Conservation Areas, Golf Courses, Athletic Fields and Courts, Bike and Pedestrian Paths, Picnic Areas, Playgrounds and Amphitheatres</p> <p><b>*All Designations allow COS type uses</b></p>
<p><b>Agriculture (AGR)</b></p> <p>The Agricultural (AGR) land use classification includes such uses as orchards, sod-farms, pasture land, croplands and attendant farm residences and outbuildings.</p>	<p><b>Rural Residential (RR)</b></p> <p>The rural residential character areas consist of rural, undeveloped land that is likely to face development pressures for lower density residential development. These areas will typically have low pedestrian orientation and access, very large lots, open space, pastoral views and high degree of building separation.</p> <p>The primary land uses include: Low-Density Single Family Detached, Agriculture Related Activities, and Cultural and Historic Sites with a density of 0 to 4 dwelling units per acre.</p>
<p><b>Vacant and Undeveloped (VAC)</b></p> <p>The Vacant and Undeveloped (VAC) land use classification includes forested areas, undeveloped lands, and land not used for any other identified purposes.</p>	<p><b>N/A</b></p> <p>This is not a character area. All lands are identified in the future land use plan.</p>
<p><b>Low Intensity Commercial (LIC)</b></p> <p>The Low Intensity Commercial land use category identifies the more traditional suburban neighborhood and community oriented stores and shopping centers located throughout the county. Properties identified as Low Intensity Commercial tend to be single-use oriented, have less intensive employee/acre ratios and rarely exceed two stories.</p>	<p><b>Commercial Redevelopment Corridor (CRC)</b></p> <p>The commercial redevelopment corridor character areas consist of declining, unattractive, vacant or underutilized strip-style shopping centers. They are often characterized by a high degree of vehicular traffic and transit (if applicable), on site parking, a low degree of open space, moderate floor to area ratio, large tracks of land and campus or unified development.</p> <p>The Primary Land Uses include: Commercial and Retail, Offices, Condominiums, Townhomes, Mixed Use and Institutional at a density of up to 18 dwelling units per acre.</p>



**IMPLEMENTATION PROGRAM**

Old 1996 Plan	New 2025 Plan
<p style="text-align: center;"><b>Low Density Residential (LDR)</b></p> <p>The Low Density Residential (LDR) land use category includes single family, detached-unit residential development at a maximum net density of zero (0) to four (4.0) dwelling units per acre. This land use category includes large areas of the County which are already developed in single family residential subdivisions at a net density of two to three and a half units per acre, and it includes those areas which are likely to develop in a similar manner over the next twenty years. Also, some churches, cemeteries, and other institutions are designated as LDR where the county intends those properties to remain as similar institutions or revert to LDR when the respective church, cemetery, or institutional use is discontinued.</p>	<p style="text-align: center;"><b>Scenic Corridor (SC)</b></p> <p>The scenic corridor character areas consist of scenic areas that have been identified for protection from the negative effects of development. Current and future designations may consist of developed or undeveloped land paralleling the route of a major thoroughfare with significant natural, historic, cultural features, and scenic views.</p> <p>The Primary Land Uses include: Traditional Single Family Residential, Townhomes, Apartments, Low Density Residential, Natural and scenic roadways, Passive Parks and Historic and Cultural Areas and mixed use.</p>
<p style="text-align: center;"><b>High Intensity Commercial (HIC)</b></p> <p>The High Intensity Commercial land use classification identifies regional commercial centers and other intensively developed centers where commercial land uses predominate. Retail Commercial uses are anticipated to represent approximately fifty (50) percent, or more, of the land in this category. The Perimeter Center and Northlake Malls are considered to be High Intensity commercial centers.</p>	<p style="text-align: center;"><b>Highway Corridor (HC)</b></p> <p>The Highway Corridor character areas include developed or undeveloped land on both sides of designated limited access highways. These corridors experience high volumes of traffic and typically suffer from peak hour congestion due to their local and regional commuter dependence. Due to the counties development patterns many of these corridors are abutted by intense commercial, office, industrial and residential development.</p> <p>The Primary Land Uses include: Commercial, Industrial, Warehouse/Distribution, Offices, High Density Residential, and Mixed Use at a density of up to 30 dwelling units per acre.</p>



## **IMPLEMENTATION PROGRAM**

### **5.6 Overlay Districts**

The Overlay District is a planning tool used to supplement current zoning classifications. Overlay districts have their own standards and criteria that must be followed in addition to the existing zoning requirements. There are several development and architectural controls, that assist in the regulation of overlay districts. These include: Floor Area Ratio (FAR), setbacks, including minimum and maximum building setbacks, entry doors to face directly onto the street, walkways from public sidewalk to entry doors required, height limitations, parking and loading regulations, shared parking, signage, etc. The Overlay Districts in DeKalb County are as follows:

*Residential Infill Overlay Districts (RIOD)* - These contain specific maximum height and related regulations intended to ensure that new and remodeled single family dwellings related accessory uses and structures are compatible with height, size and level of forestation of the existing dwellings and lots. These districts include:

- |  |                            |
|--|----------------------------|
| 1. Meadow Cliff                                | 17. Green Acres            |
| 2. Diamond Head                                | 18. Lavista Acres          |
| 3. Leafmore Creek Park Hills                   | 19. Beacon Hhill Boulevard |
| 4. The Ponderosa II                            | 20. Springbrook Estates    |
| 5. Sagamore Hills                              | 21. Mount Brian-Berkeley   |
| 6. Riderwood                                   | 22. Echo Hills             |
| 7. Oakgrove Acres                              | 23. Echo Lake              |
| 8. Fair Oaks                                   | 24. Fairstone              |
| 9. Fama Pine                                   | 25. Ramble Woods           |
| 10. Lively Trail                               |                            |
| 11. Kendrick//Osborne Area                     |                            |
| 12. Briarmoor Manor & Brookdale Park Community |                            |
| 13. August Arden                               |                            |
| 14. Bruce Road Community                       |                            |
| 15. Coralwood Drive & Court                    |                            |
| 16. Flair Forest                               |                            |

*Compatible Use Overlay Districts* - These are designed to preserve, protect and enhance the existing character of DeKalb County neighborhoods; implement the policies and objectives of the Comprehensive Plan; enhance long term economic viability; encourage new development in appropriate areas; and protect established areas from encroachment of incompatible uses within the County. These districts include:

- |  |  |
|--|--|
| 1. Airport Compatible Use                          | 10. Scottdale Area Compatible Use Overlay District |
| 2. Candler Road Overlay District                   | 11. Greater Hidden Hills Overlay District          |
| 3. Brookhaven-Peachtree Overlay District           | 12. Frazer Center Overlay District                 |
| 4. Downtown Tucker Compatible Use Overlay District |  |
| 5. Dunwoody Village Overlay District               |  |
| 6. Emory Village Overlay District                  |  |
| 7. I-20 Corridor Compatible Use Overlay District   |  |
| 8. Stonecrest Area Overlay District                |  |
| 9. Northlake Overlay District                      |  |

*Historic Overlay Districts* - These are designed to protect historic areas within the county. These districts include:

1. Druid Hills
2. Soapstone Ridge

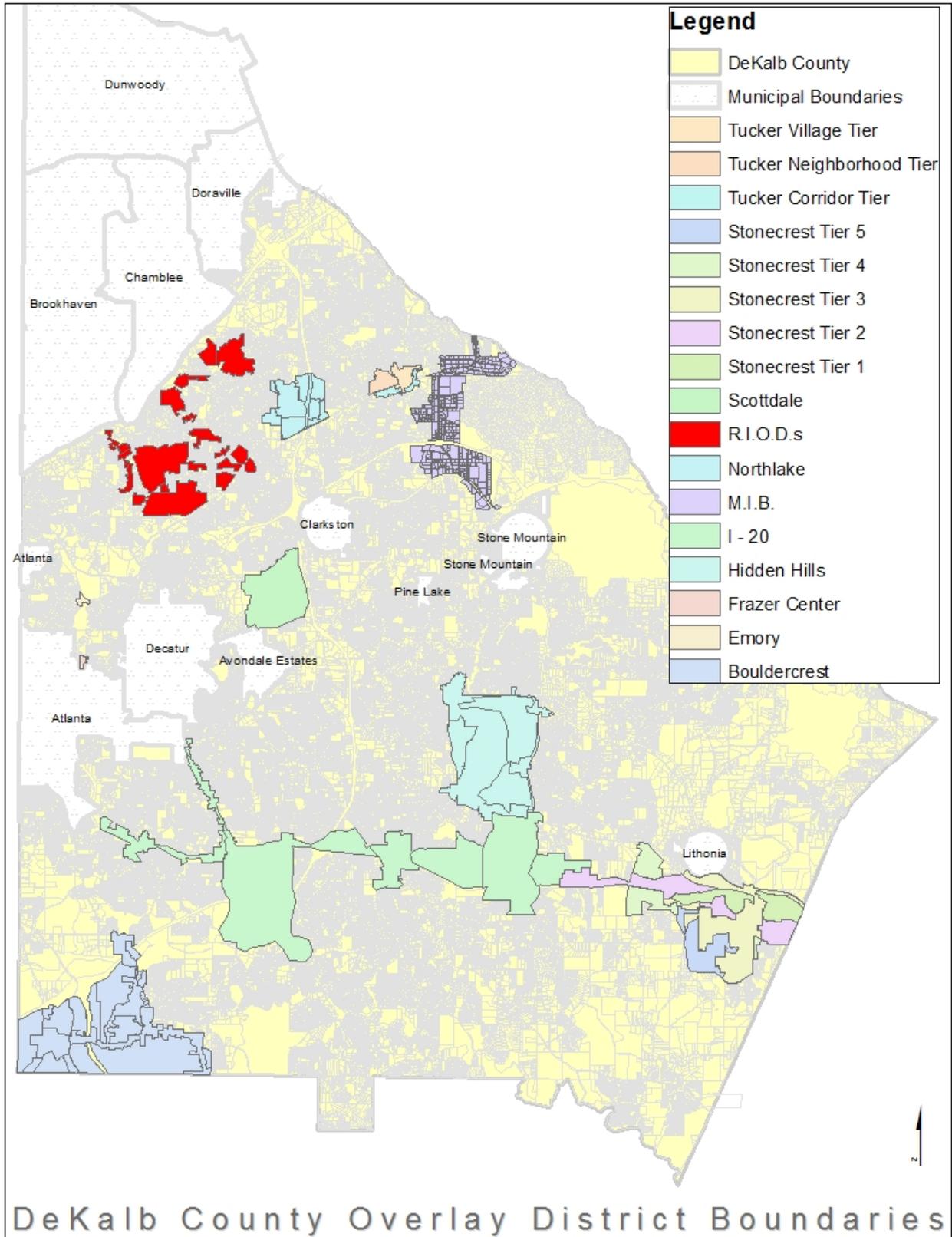
*Preservation Overlay Districts* - These are designed for the preservation natural and environmentally sensitive areas. These districts include:

1. Environmentally Sensitive Land
2. Arabia Mountain Natural Resource Protection



**IMPLEMENTATION PROGRAM**

**Map 5-1: County Overlays and Historic Districts**





**5.7 Supplemental Plans**

**Table 5-7: Summary of DeKalb County Supplemental Plans**

<b>Project Name</b>	<b>Location / Planning Area</b>	<b>Plan Type</b>	<b>Status as of October 2015</b>
Kensington Station LCI	Central West	Livable Centers Initiative	Adopted & Updated
Perimeter Focus LCI	North DeKalb	Livable Centers Initiative	Approved
Tucker-Northlake LCI	Central East	Livable Centers Initiative	Approved & Updated
Brookhaven-Peachtree LCI	North	Livable Centers Initiative	Adopted
Candler Road / Flat Shoals Parkway LCI	South West	Livable Centers Initiative	Adopted
Moreland LCI	South West	Livable Centers Initiative	Complete
North Druid Hills LCI	North	Livable Centers Initiative	Adopted
Wesley Chapel LCI	South East	Livable Centers Initiative	Adopted
Stonecrest LCI	South East	Livable Centers Initiative	Adopted
Medline LCI	North	Livable Centers Initiative	Complete (anticipated 2016 adoption)
Memorial Drive Strategic Action Plan	Central East/Central West	Corridor Study	Complete
Clifton Corridor Transit Study	Central West	Corridor Study	Complete
Buford Highway Corridor Study	North	Corridor Study	Complete
Tucker Strategic Neighborhood Plan	Central East	Community Plan	Adopted
Emory Village Revitalization Plan	North	Livable Centers Initiative	Approved & Updated
LaVista Plan	Central East	Community Plan	Complete
Scottdale Revitalization Plan	Central East	Community Plan	Complete
Greater Hidden Hills Overlay Study	South East	Community Plan	Complete
Garvin Study - New Public Realm	Central East	Community Plan	Complete
Lindbergh LaVista Plan	Central West	Community Plan	Complete
Moreland-Bouldercrest-Cedargrove Plan	South West	Community Plan	Adopted
SDAT - Southwest DeKalb County	South West	Community Plan	Adopted
Solid Waste Management Plan	County-wide	Service Management Plan	Adopted
PDK Airport Master Plan	North	Airport Strategic Plan	Complete
Comprehensive Transportation Plan	County-wide	Transportation Plan	Complete
Parks and Recreation Master Plan	County-wide	Service Management Plan	Complete



**LIVABLE CENTERS INITIATIVE (LCI)**

**Livable Centers Initiative (LCI)**

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

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

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

The LCI program is open for funding to government jurisdictions and non-profit organizations in the 18-county Atlanta Metropolitan Planning Organization (MPO) boundaries (includes all of 13 counties and portions of 5 additional counties). The program utilizes federal transportation program Q-23 funds administered through ARC. In order for a jurisdiction to be considered for an LCI award, it must maintain its Qualified Local Government (QLG) status, or show progress toward reinstating QLG status through the Georgia Department of Community Affairs (DCA).

LCI study areas must be one of the following :

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

DeKalb County currently has been awarded ten (10) LCI grants, which are in varying stages of progression. Some have been adopted, and others have studies pending completion. The status of these studies can be found on page 180 of this document. To date, these LCI's are:

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

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

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



**KENSINGTON STATION  
LIVABLE CENTERS INITIATIVE (LCI)**

**Purpose/Overview**

In Spring 2002, DeKalb County was awarded an Livable Centers Initiative (LCI) planning grant by the Atlanta Regional Commission (ARC). The LCI grant DeKalb County in conjunction with the (ARC), worked together to spur development, encouraging economic growth and enhancing urban design and mobility in and around the Kensington MARTA Station.

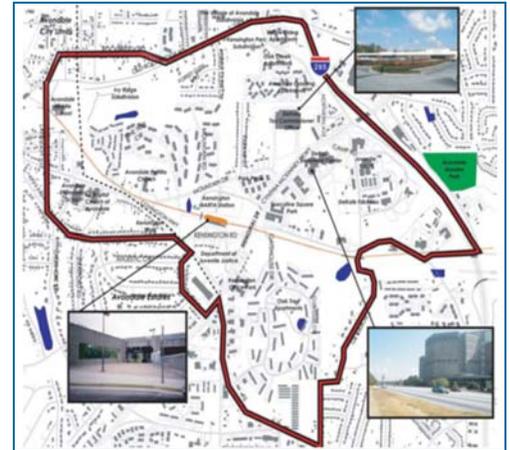
Through urban design and market analysis, the area surrounding the Kensington MARTA Station was selected as a mixed use activity center. The area has a tremendous opportunity for redevelopment due to its location, market prospects, and development interests.

The LCI study was initiated in May 2002, completed in January 2003, and adopted in 2004. The study has recently gone through a five year update (November 2009). The update to the LCI plan shows the County's continued commitment to the vision and improvement of the study area and the LCI program. DeKalb County is invested in the study and will continue working to bring the vision to reality.

**Scope of Work**

The project management team developed a four-phase planning process, which included various data gathering and community involvement tasks. The planning process tasks are summarized below:

- *Field Assessments* - several field surveys were performed to document existing land uses and topography, property ownership, circulation and transportation issues, and urban design issues, etc.
- *Existing Resource Review* - numerous documents were reviewed, including property tax data, land use, zoning and aerial maps, transportation studies and market data.
- *Focus Group* - representatives from the larger community, many active in the Memorial Drive Revitalization project were apart of a focus group, which provided valued insight to the planning team.
- *Stakeholder Interviews* - there was a series of interviews with those vested in the community, such as property and business owners and those representing institutional and governmental interests.
- *Public Outreach* - the project team was involved in a series of public outreach methods. These included a kick off meeting, a community visioning survey and community workshops.



**Location**

The Kensington Station LCI study area is comprised of the MARTA station, I-285/Memorial Drive interchange, apartment complexes, office parks and adjacent single family neighborhoods. The boundary includes: Old Rockbridge Road at the north, I-285 and Clarendon Road at the east, MARTA rail easement to Kensington Road to Porter Road at the south-east, Covington Highway to Kensington Road on the southwest.

The Kensington MARTA Station is located on Memorial Drive and Kensington Road near the Kensington Office Park and within walking distance of the DeKalb County Sheriffs Headquarters and Jail. The station also provides connecting bus service to the Mountain Industrial Business District, DeKalb Technical College, Georgia Department of Labor, GRTA/Panola Park and Ride, Stone Mountain Park, Avondale Estates, Emory University, and Lou Walker Senior Center.



**Relationship to the Comprehensive Plan**

The Kensington Station LCI study area has been designated as an Town Center (NC) in the DeKalb County 2025 Comprehensive Plan. Town Centers consist as a focal point for several neighborhoods with a concentration of activities such as general retail, commercial, professional office, higher-density housing, and appropriate public and open space uses easily accessible by pedestrians. The primary land uses include: townhomes, condominiums, apartments, health care facilities, retail and commercial, office institutional, entertainment and cultural facilities, park and recreational facilities, and public and civic facilities at a density of up to 60 dwelling units per acre.

**Goals/Strategies**

*Future Land Use:*

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

*Transportation and Circulation:*

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

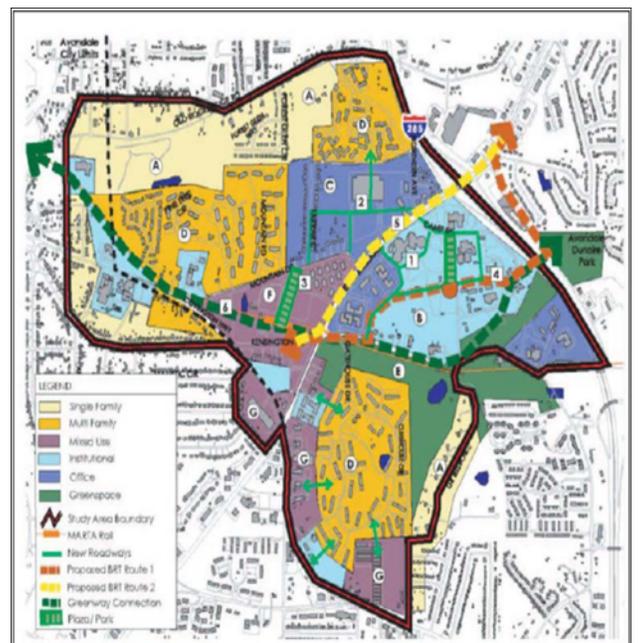
**Conceptual Plans/Project Recommendations**

**Kensington LCI Concept Plan**

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

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

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





# Perimeter Focus

## Overview

“Perimeter Focus” is jointly sponsored by the Perimeter Community Improvement District (PCID), Atlanta Regional Commission (ARC), and DeKalb and Fulton Counties. This project is funded through ARC’s Livable Centers Initiative (LCI) program and is focused on developing comprehensive recommendations for transportation enhancements, future land use, zoning, development standards and urban design features. Following a four-phase planning process that began in July 2001 and ended in December 2001, Perimeter Focus resulted in a strategic action plan for implementation. The plan identifies opportunities, projects and partnerships that increase mobility for all modes of transportation and improve the public infrastructure to enhance pedestrian accessibility and safety throughout the area. In addition, the plan identifies important connections between land use and transportation allowing for the creation of a future transit-oriented development in the vicinity of the Dunwoody MARTA Station.

## Implementation Strategies

- Create a single implementation entity to implement the vision.
- Provide financial incentives to encourage quality development.
- Revise zoning regulations to encourage housing and mixed-uses.
- Identify a catalytic demonstration project

## Implementation Partners

**Perimeter Community Improvement District (PCID)** – established in 1998, the PCID is a self-taxing district that is focused on traffic operations, maintenance and transportation improvements.

**DeKalb County** – DeKalb County, particularly the Department of Planning, the Department of Transportation and several Commission members, have been actively involved in crafting projects and programs as part of the LCI process.

**Fulton County** – Fulton County, most notably its Department of Planning, has also been actively involved as a member of the Client Team.

**Perimeter Transportation Coalition (PTC)** – this transportation management association (TMA) has effectively served to promote comprehensive and balanced transportation improvements.



## Development Strategies

### Efficiency/Feasibility of Land Uses:

- Diverse, sustainable mix of land uses including residential, retail, office, entertainment, cultural, and open space.
- Emphasis on creating a “24-hour.” balanced urban environment maximizing existing MARTA access and complementing Perimeter’s strong office and retail markets.
- Future revision of DeKalb and Fulton County’s land use and zoning regulations to encourage mixed-use development and additional housing.

### Mixed-Income Housing, Job/Housing Match:

- Several possible incentives including density bonuses, tax allocation districts, and other development assistance.

### Continuity of Local Streets:

- Underdeveloped surface parking areas will be encouraged to redevelop to include new local streets through block interiors to provide more local options for vehicular circulation.

### Need/Identification of Future Transit Systems:

- Local circulator/shuttle system.
- Possible east-west I-285 Light Rail Transit line along Hammond Drive.



## ***IMPLEMENTATION PROGRAM***

### **Livable Corridor Concept**

Fundamentally, the Livable Corridor Concept is envisioned as a catalytic opportunity to enhance the redevelopment of vacant and underutilized land on the west side of Perimeter Mall. This would be accomplished by optimizing the relationship between future land use along Perimeter Center Parkway and the significant transportation investment already made by MARTA at the Dunwoody MARTA Station. The result would be the creation of a walkable urban street flanked by mixed-use development and a community focal point in the form of a linear park and greenway carved out of the un-buildable areas immediately adjacent to and underneath the MARTA rail line.





# Northlake Livable Centers Initiative

The Northlake Study was completed as part of the Atlanta Regional Commission’s Livable Centers Initiative (LCI). LCI is an unique program designed to support innovative land use and transportation planning within activity and town centers around the metropolitan Atlanta region. The Northlake Community Alliance, Inc. (NCA) was awarded an LCI grant in 2001 to complete a study of the area around Northlake mall in cooperation with the DeKalb County Planning Department and a consulting team. NCA was the only nonprofit, all volunteer organization to receive LCI funding.

## **Problem statement**

The Northlake activity center differs from typical towns or cities. Unlike a proper town, Northlake has no official public function or space, such as a courthouse or town green. The absence of an easily accessible public space limits opportunities for residents and users to participate in a meaningful public life. Study participants have expressed a desire for sidewalks, parks, and pedestrian plazas, and seek a stronger voice in the development decision-making process. The task of the Livable Centers Initiative is to devise a pragmatic plan that addresses these issues while balancing the demands of existing commercial interests.

## **Existing conditions**

The Northlake LCI Study Area lies northeast of Atlanta in unincorporated DeKalb County, along the edge of Interstate-285 near its interchange with LaVista Road. The Study Area covers approximately 1,000 acres and is dominated by commercial and industrial uses. Private automobiles are the primary means of transportation for the majority of the population.

## **Organizational Recommendations**

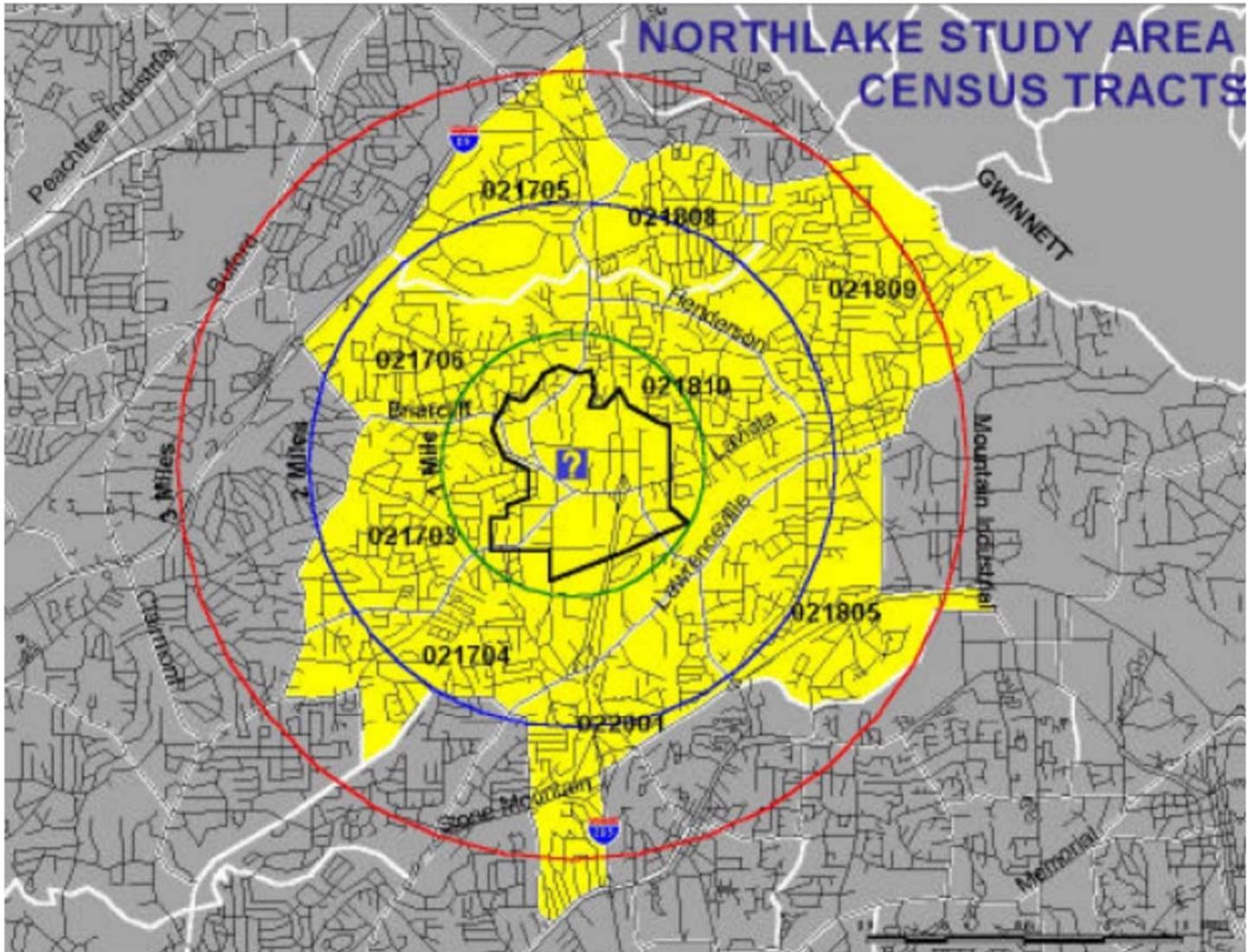
Based on input from participating stakeholders, the perception of “place character” appears to be connected to the content and quality of the built environment. This has been expressed as a desire for sidewalks, parks, and pedestrian plazas, and for a stronger voice in the development decision-making process. Thus, recommendations for improving conditions in the Study Area center around the perceived absence of public function and space in the built environment and the local public’s chance for equitable participation in the development process. The ideas presented here are suggestions for opening communication channels between stockholding individuals, groups, and organizations.



## IMPLEMENTATION PROGRAM

### Study Area Geography

The Northlake LCI Study Area lies northeast of Atlanta, along the edge of Interstate-285 just south of its intersection with Interstate-85. The Study Area covers approximately 1000 acres and is dominated by commercial and industrial uses. Though private automobiles are the only means of transportation for the majority of the population, five MARTA bus routes link the area to rail transit stations. A single freight railroad (operated by CSX) cuts an east-west path across





# Brookhaven—Peachtree LCI

The Brookhaven-Peachtree LCI Study Area includes the Peachtree Road corridor from the Fulton County line to Ashford-Dunwoody Road. East of Peachtree Road, the Study Area extends south along North Druid Hills Road to Briarwood Road and Colonial Drive and east along Dresden Drive to Conasauga Avenue and Ashford Road. The Study Area extends north on Ashford Dunwoody to Windsor Parkway and west to the DeKalb/Fulton County line. The area includes numerous residential neighborhoods including Ashford Park, Brookhaven Heights, Brookhaven Fields, Hermance, Fernwood Park, Brookhaven Club, and Village Park. Landmarks within the Study Area include Oglethorpe University, the Brookhaven/Oglethorpe University MARTA Station, Solomon Goodwin House and Harris Goodwin Cemetery, several local institutions (including the Brookhaven Branch of the DeKalb County Public Library) and several multi-family apartment complexes (including three Post Apartment complexes).



## Priority Development Projects

### MARTA/DeKalb County Partnership for MARTA Station Redevelopment

The concept plan for the MARTA Station included in this plan is based upon market demand, community input and potential land costs. Without additional public or private funding for the parking garages and/or infrastructure improvements or reduction of land costs (lease rate or purchase price) additional density may be necessary. Thus, the partnership between MARTA and the County must carefully understand (or seek assistance in outlining and understanding) the financial considerations of the project.

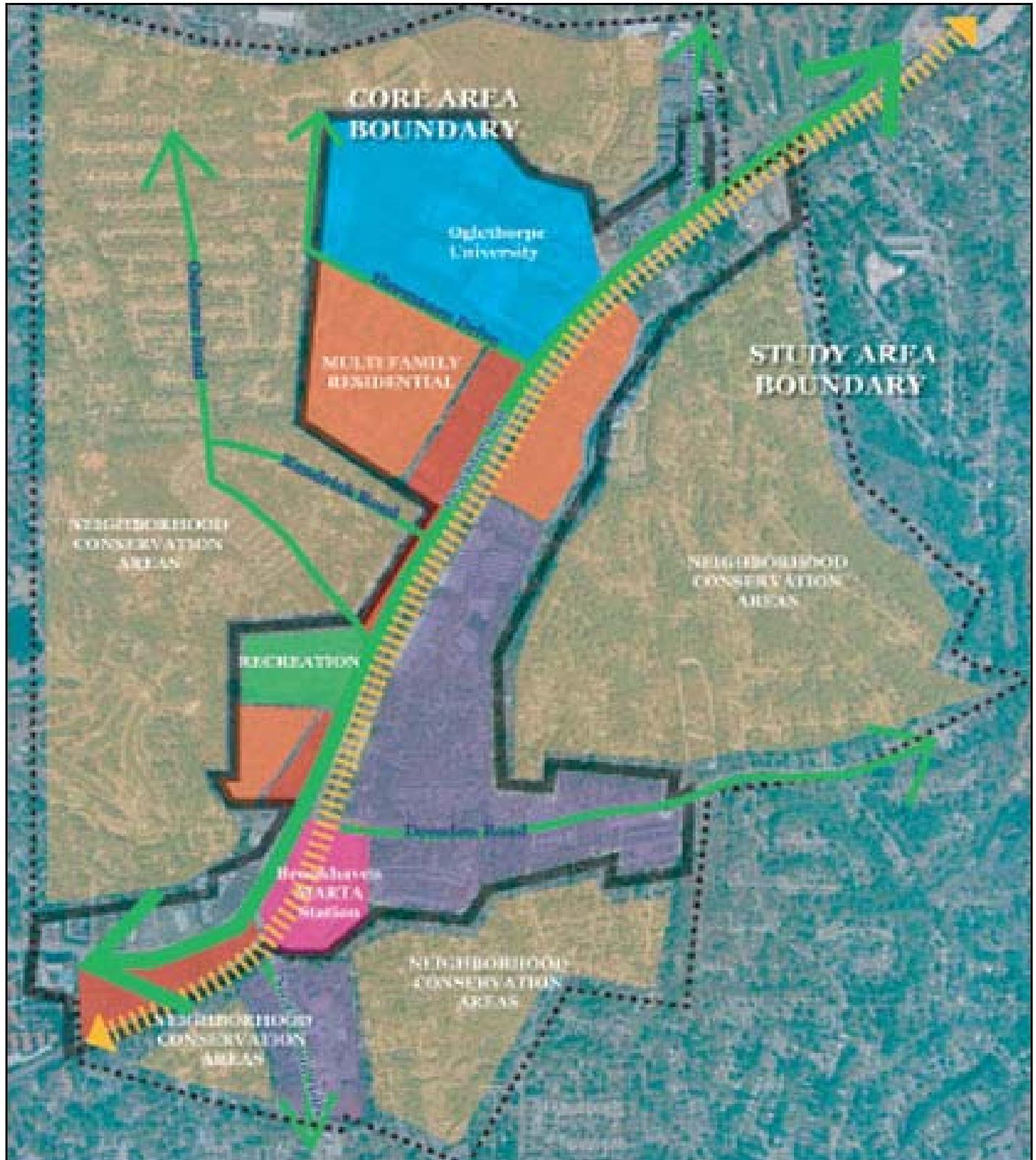
Longer term projects include Peachtree Road retail and residential improvements at:

- Cherokee Plaza,
- West side of Peachtree Road between Osborne Road and Cross Keys Drive,
- Redevelopment of the industrial/manufacturing site.

These developments are also likely to be triggered by private investment. However, due to complications including existing tenant leases, the need for property assembly or environmental concerns, these areas are likely longer term propositions (beyond 5 years).



# Brookhaven Study Area





# Candler Road / Flat Shoals LCI

## Goals

- Public Involvement and Participation
- Revitalization of Commercial Strips
- Revitalization of Activity Centers
- Transit Oriented Development / Access to BRT
- Mixed-use Neighborhoods
- Improve Pedestrian Circulation and Bike Paths
- Improve Housing Opportunities
- Urban Design Improvements

## Scope of Work

### Public Involvement

- Identify/Contact Stakeholders
- Stakeholder Interviews
- Town-hall meetings
- Design Charettes

### Existing Conditions

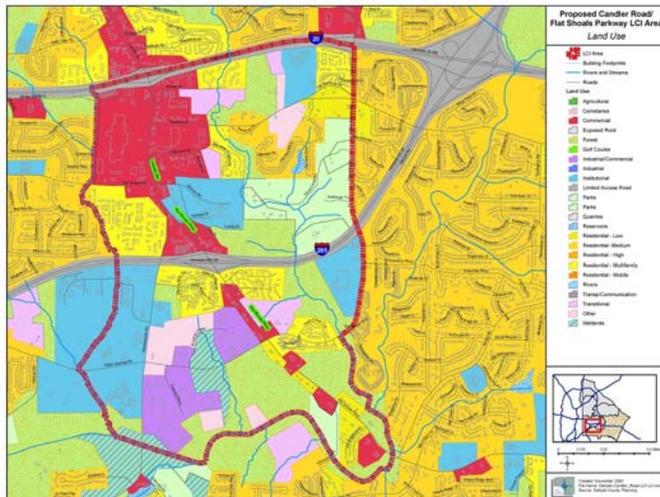
- Land use analysis
- Transportation analysis
- Housing analysis
- Analysis of market conditions
- Urban design analysis

### Master Development Plan

- Description of study process / methodology
- Land use element
- Transportation element
- Housing element
- Urban design recommendations

### Implementation Framework

- Five-year implementation schedule
- Time frame and cost estimates
- Implementation responsibilities





**IMPLEMENTATION PROGRAM**



The Tucker Area Livable Centers Initiative (LCI) study focuses on the revitalization of the Tucker downtown area. The study addresses the possibility of incorporating high density development in the downtown Tucker area- providing a mix of commercial, office, recreation, and housing options- as well as improving mobility on the major corridors. Utilizing a 6-month community outreach process and a steering committee of key stakeholders, the study will help the community implement a more pedestrian friendly and interconnected town center, encouraging walking and other modes of transportation.

The study addresses land use, transportation, economic development, and urban design, and was community driven. Recommendations for future actions, programs and implementation strategies are included in the study, and are guided by the area's future goals, as determined during the community outreach process.

The study process was a collaboration of information gathering, analysis and community participation to ensure that the final plan and recommendations are comprehensive, reflecting the interests and desires of the entire Tucker community.



*Fig. 1-4: Residence in Bancroft Circle neighborhood (ECOS)*

Tucker LCI



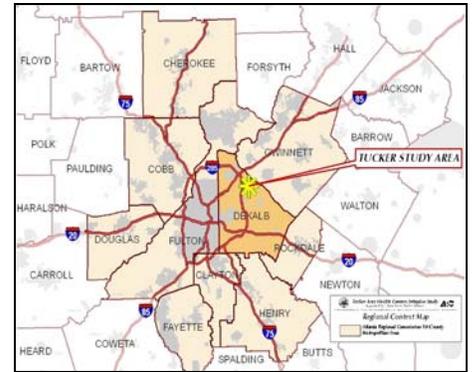
*Fig. 1-5: Tucker Bicycle at corner of Main Street and Lawrenceville Highway (ECOS)*



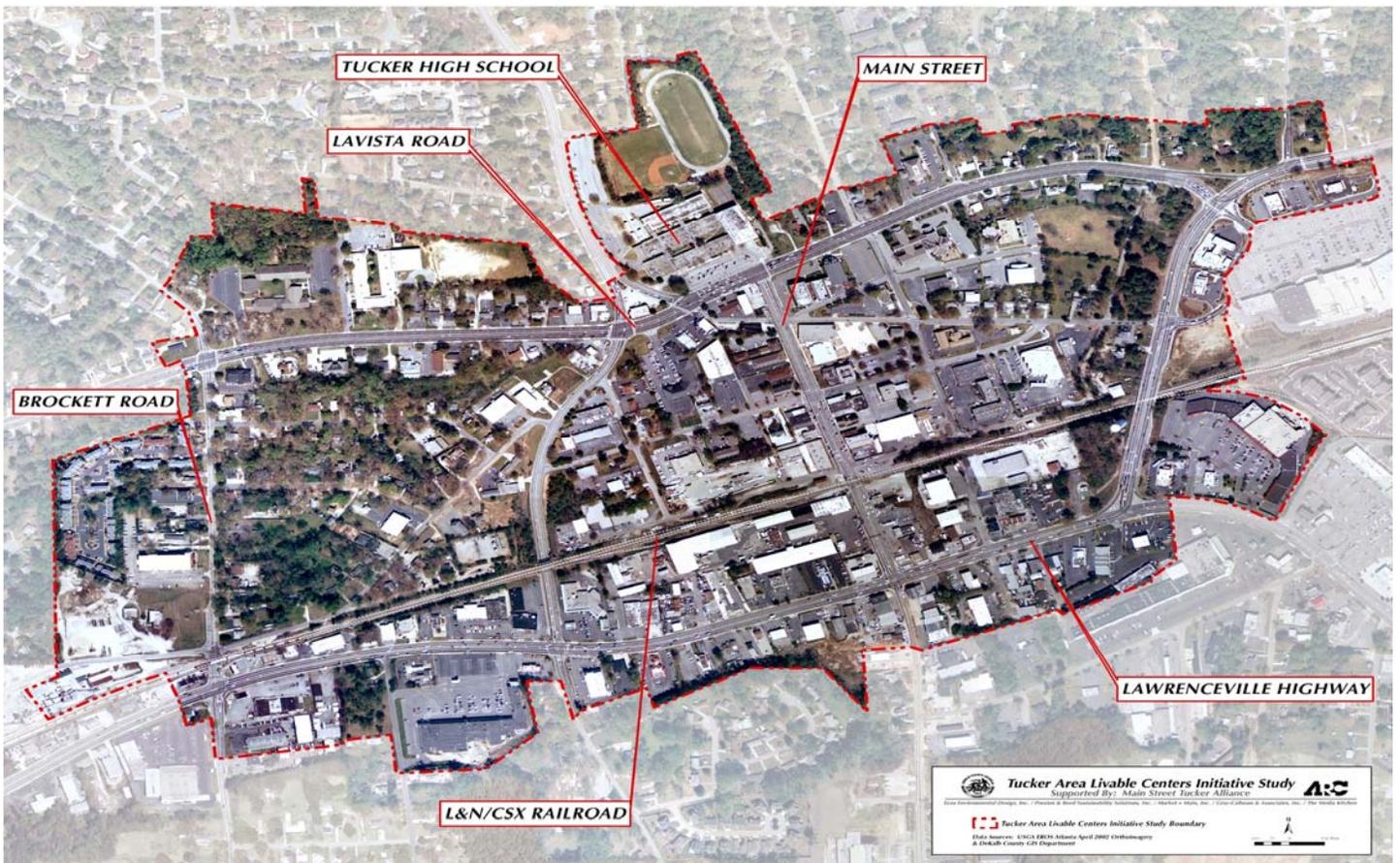
# CONTEXT / STUDY AREA

## 2005 LIVABLE CENTERS INITIATIVE

The half square mile study area for the tucker LCI Project, known as the downtown Tucker Core is bounded by Brockett Road on the west, LaVista Road on the North and Lawrenceville Highway on the south and east. While the major east-west connectors of LaVista and Lawrenceville provide regional access, the historic business district along Main Street bisects the heart of the study area going from LaVista on the north to Lawrenceville on the South. Tucker is not an incorporated city, but the downtown core has a historic and geographic position as the recognizable town center of a Community of 35,000 residents in northeastern DeKalb County. The CSX-L&N Railroad crosses east to west through the study area and is a section of the future Atlanta to Athens commuter rail system. The Tucker community is also served by the MARTA bus system. The downtown Tucker Core has close proximity North DeKalb Mall and is only 17.5 miles from downtown Atlanta and 6.5 miles from Stone Mountain. The study area, totaling more approximately 317 acres, is approximately half mile to north-south and one mile to east-west.



ARC 10 County Regional Context Map





## IMPLEMENTATION PROGRAM

The elements of the plan concept defined below will redevelop Tucker's core by implementing the seven elements of a great place in a manner that builds upon the existing characteristics of street pattern, civic uses and small town character. The elements promote pedestrian scale, land use diversity, access to alternative methods of transportation, and enhanced public space.

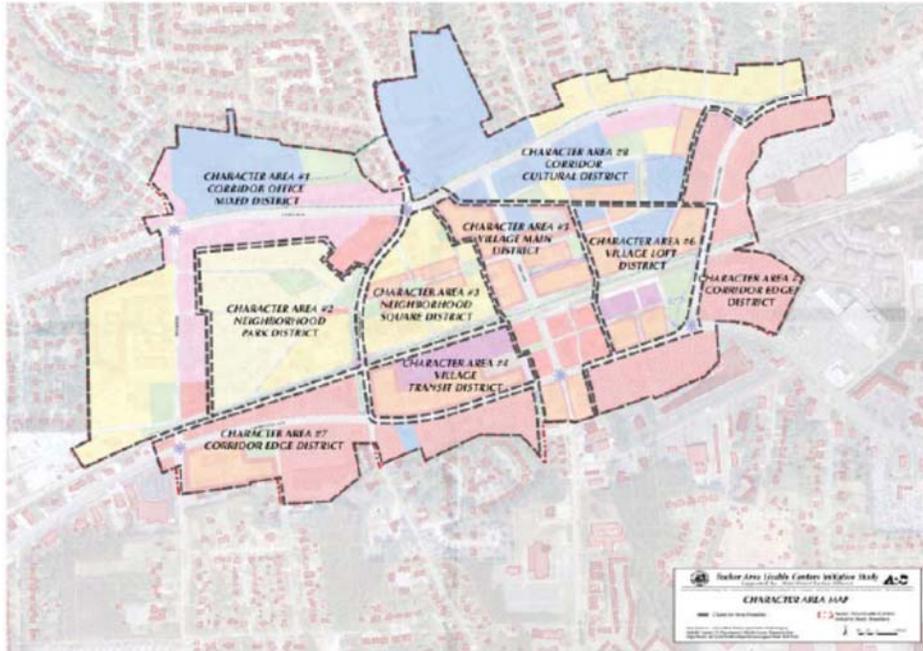


Fig. 3-4: Character Area Map

### 3.1 PLAN ELEMENTS

#### 3.1.1 Character Areas

Character Areas are defined as areas of the community that have achieved a unique, recognizable, character that is different from neighboring areas. These differences may be the result of the location, quantity or relationship of different elements, such as:

- Topography
- Age
- Style of Housing
- Built Environment
- Land Use Patterns
- Landscaping
- Street Patterns
- Open Space
- Streetscapes



Fig. 3-5: Residential Office  
(Photo by others)

Through the Core Team Charrette, eight distinct character areas evolved for the Study Area:

#### Corridor Office Mixed District

This district combines office, retail, civic, and residential uses at a corridor scale, providing for different types of housing options among day-to-day services. Buildings that front both LaVista and Brockett roads should retain a residential character. While this district is beyond the concentrated urban core of the Study Area, the intent is to allow townhomes, condominiums and employment services at a small, pedestrian oriented scale with buildings close to the street & parking in the rear.

#### Neighborhood Park District

Dominated by residences, this district promotes the continuation of compact housing surrounded by small, neighborhood parks and greenspaces. Small, day-to-day retail services are permitted at key locations between Fellowship and Bancroft roads to promote walkability & create a vibrant neighborhood. Roadways have been altered to facilitate pedestrian and bicycle circulation and the inclusion of park space, which promotes social interaction and provides passive recreation opportunities.



Fig. 3-6: San Francisco neighborhood



**IMPLEMENTATION PROGRAM**

# South Moreland Avenue LCI Study

The South Moreland Avenue Livable Centers Initiative (LCI) Study was made possible through the LCI program administered by the Atlanta Regional Commission (ARC). The goal of the study was to assess the land use and transportation patterns within the study area and to use community input to develop a future vision for the South Moreland Avenue Corridor.

**Project Limits:**

Just north of I-20 to just north of Constitution Road, including 1/4 mile on each side of Moreland Avenue, which includes portions of Fulton and DeKalb Counties. (See Map)

**Proposed Activity Nodes:**

- I-20
- Glenwood Avenue
- Ormewood Avenue
- Eastland Street
- Moreland Drive
- McDonough Boulevard
- Custer Avenue



**Issues:**

- Freight Traffic
- Retention of Historic Fabric
- Business Mix
- Residential Density and Mix
- Industrial Properties



**Study Goals:**

- Create South Moreland Avenue as the community desires for the next 5, 10, 25 or 50 years
- Encourage a diverse and sustainable mix of housing, employment, shopping, business, and open space
- Promote and encourage smart growth and redevelopment while protecting the neighborhood’s existing character, businesses and residents
- Improve the corridor’s visual character
- Encourage growth and development along South Moreland Avenue
- Create a strong positive identity and character for South Moreland Avenue
- Determine the corridor’s strengths and to capitalize on those strengths

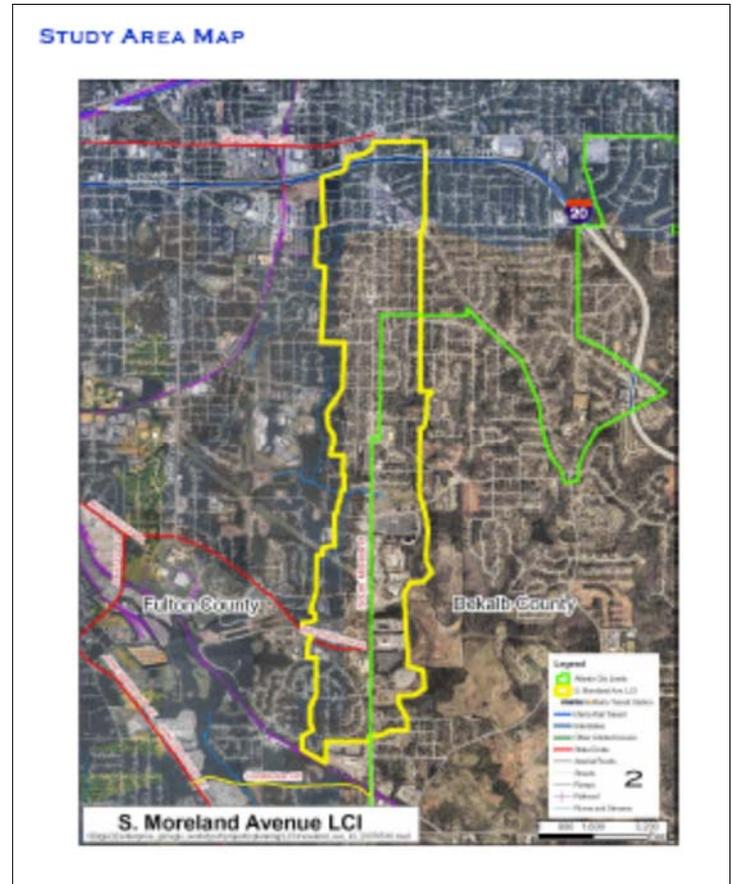


## IMPLEMENTATION PROGRAM

### Project Priorities:

Several projects and priorities resulted from the community assessment and public input. The public wanted projects that were mixed use, multi-modal, with strong development standards that will enhance livability of the South Moreland Corridor. The project priorities were organized into key areas and categorized by type and include:

- Traffic
- Intersections
- Pedestrian Crossings
- New Street Network
- Transit
- Pedestrian Enhancements and Streetscape
- Open Space, Trails and Greenways
- Bicycle Routes
- Land Use
- Quality of Life Design Character
- Housing



### Design Recommendations:

The LCI study provides several recommendations to achieve the goals of the community. Listed below are several of the design recommendations for the focus areas of the study:

- *1-20 to Glenwood Avenue* - the area includes East Atlanta Village with potential for multi-story redevelopment along Moreland Avenue. The key issue will be defining the scale and intensity of redevelopment to be compatible with surrounding single family neighborhoods.
- *Ormewood Avenue* - the area is centered on the Ormewood intersection with its emerging pedestrian-oriented neighborhood commercial node. The opportunity exists to strengthen the node with additional neighborhood-oriented commercial and mixed use development.
- *Confederate /Skyhaven* - the area is characterized by aging, auto-oriented, strip commercial uses. There may be opportunities to redevelop the commercial areas into a pedestrian corridor that will support a mix of uses.
- *Custer Avenue to Constitution Road* - the area includes several large redevelopment opportunities, including the Thomasville Heights Housing Project and the Moreland Plaza Shopping Center. The sites have potential to help transform the Moreland corridor and catalyze additional redevelopment.
- *Moreland Avenue* - the character and scale of Moreland Avenue changes along the corridor. Streetscaping is recommended to respond to the unique conditions of the roadway to help create a stronger and safer pedestrian environment and consistent design theme.



## **COMMUNITY PLANS**

### **5.72 Community Plans**

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

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

DeKalb County has assisted in the development of several community plans, including neighborhood plans, revitalization plans, and overlay studies, among others. Many have been adopted and others accepted by the Board of Commissioners, while others are in the process of completion. The status of the plans can found on page 180 of this document. The community plans developed for DeKalb County are as follows:

- Tucker Strategic Neighborhood Plan
- Emory Village Revitalization Plan
- LaVista Plan
- Scottdale Revitalization Plan
- Greater Hills Community Overlay Study
- Garvin Study
- Lindbergh-Lavista Plan
- Moreland-Bouldercrest-Cedargrove Plan

The community planning process often includes the following elements:

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



# EMORY VILLAGE REVITALIZATION PLAN

Emory Village is the historic commercial center of the Emory University and Druid Hills neighborhoods located at the intersection of North Decatur Road, Oxford Road and Dowman Drive in DeKalb County, northeast of Atlanta. It emerged in the early 20th century to serve the newly relocated University and the surrounding homes of Druid Hills. As the university and the city grew, the neighborhood commercial center used by the students, faculty, and residents strained to adjust to the pressures from this growth and the fast-changing conditions of the city.

## Opportunity Assessment

Emory Village revitalization will depend upon how well the repair of problematic features of the Village, the enhancement of existing positive traits, and the creation of new facilities within the Village is accomplished.

The following evaluation of existing conditions are listed in full in the Emory Village Revitalization Plan. Recommendations are listed and not limited to the following:

- Improve pedestrian and vehicular traffic flow at North Decatur, Oxford, and Dowman intersection
- Improve the continuity of the street wall through the addition of new infill buildings
- Enhance awareness of the Village’s natural surrounding through preservation and expansion of scenic views, restoration of Peeving Creek banks, and addition of new views towards the golf course
- Continue the tradition of progressive design through new development that embraces environmentally-friendly building technology and progressive design.



## Recommendations

- Priority to preserve existing historic buildings
- Improve sidewalks, and add important pedestrian amenities
- Reorganize parking for the area
- Consider identification markers for significant features
- Develop conscientious guidelines for new signs in the village area





# La Vista Blueprints

## Livable La Vista

The Georgia Conservancy, working in partnership with the Alliance for a Livable LaVista (ALL), will provide technical assistance to the residents of the neighborhoods, businesses, and institutions surrounding the “main street” of LaVista Road between its intersections with Clairmont Road and Briarlake Road in DeKalb County. The residents of this area have been addressing multiple issues of planning, design, and quality of life for a number of years. Most recently, ALL developed a “wish list” of issues critical to the neighborhoods. They have also been dealing directly with re-zonings and the design of infill housing, both on LaVista and within their neighborhoods.



Through the Blueprints program, ALL can focus on one aspect of planning which overarches many issues on its “wish list”: connections to and from destinations within the planning area. Specifically, Blueprints will work with ALL to conduct a process that could lead to recommendations for:

- Improved automobile, pedestrian, and bicycle mobility along LaVista, particularly at major intersections;
- Improved pedestrian and bicycle access to institutions (churches, schools, library, etc.), open spaces, and commercial areas, including connected trails and paths within all neighborhoods;
- Designated open spaces, existing and proposed, including both passive and active green spaces;
- Future land uses and design parameters in critical locations, particularly at major intersections; and
- General design recommendations for infill development along LaVista, particularly with respect to height, scale, orientation, and access.

## Strategic Actions and Implementation

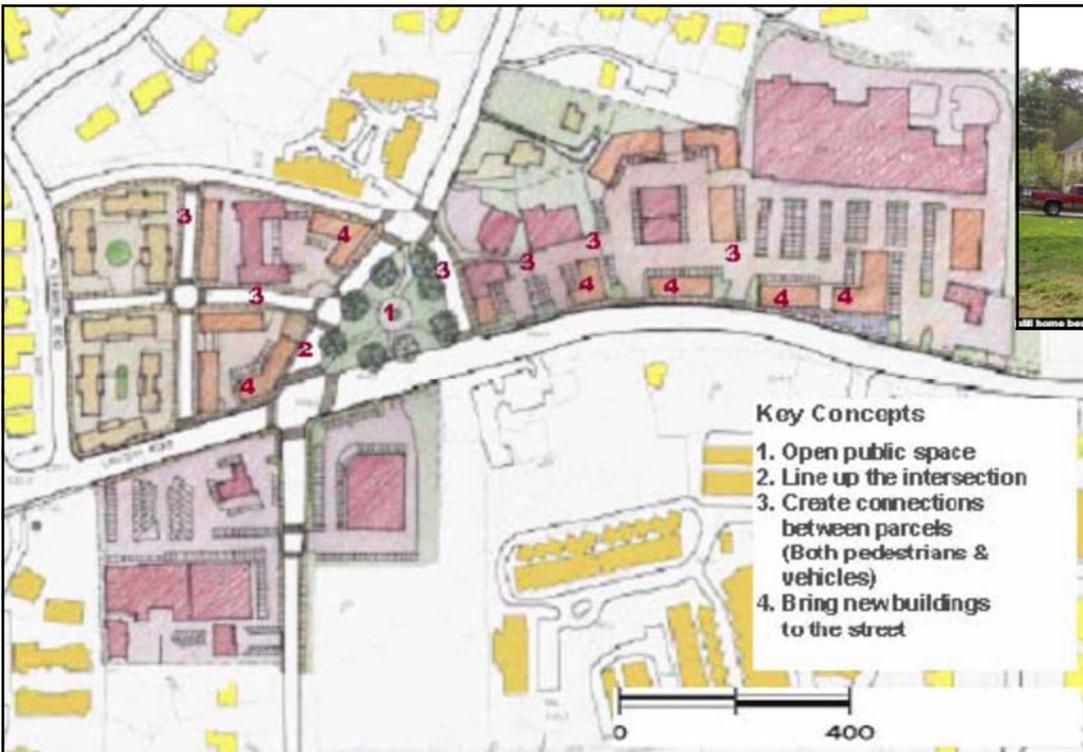
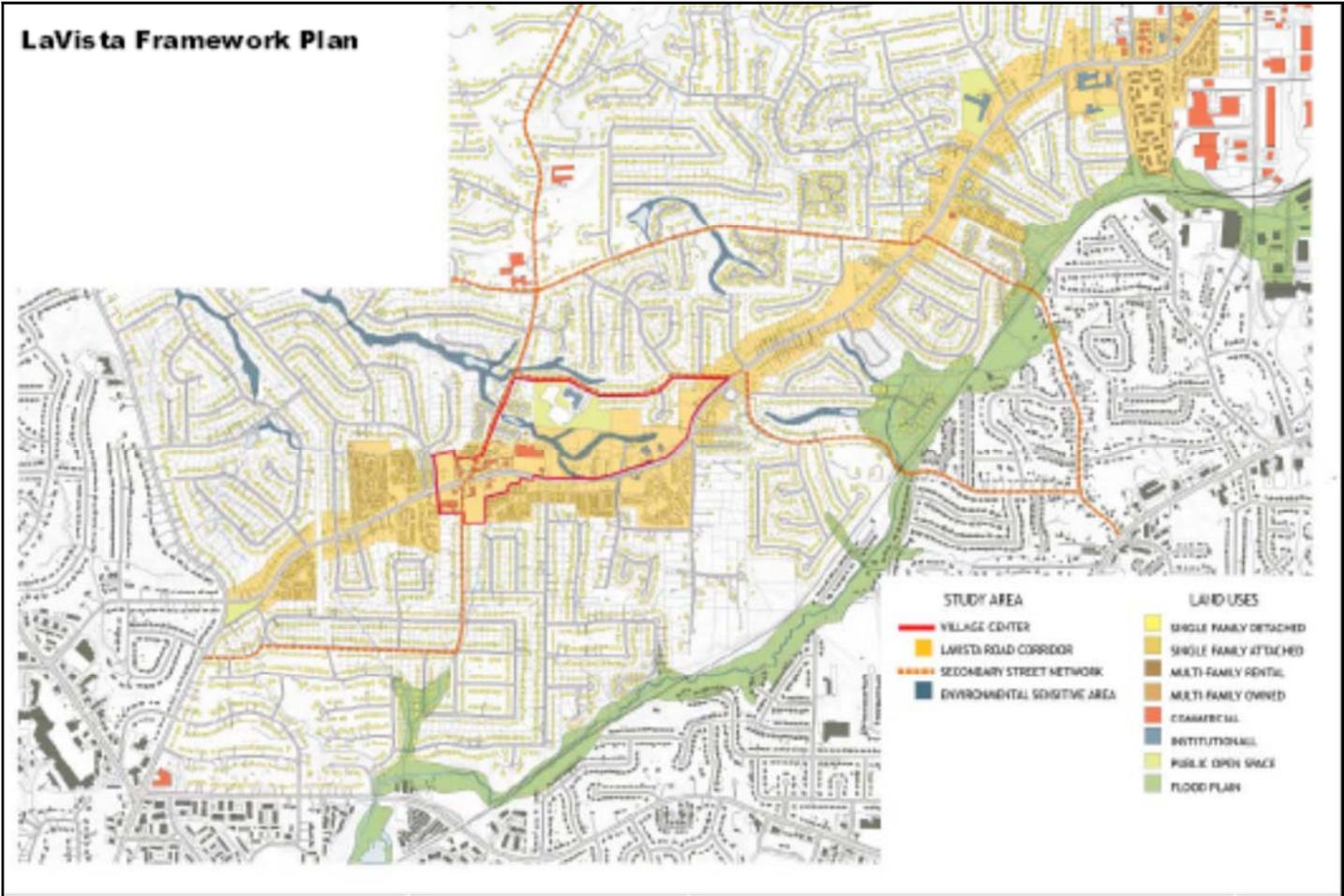
The LaVista Road neighborhoods within the study area can help guide their future by taking strategic actions to respond to the challenges and opportunities of the area. Specifically, the Alliance for a Livable LaVista can play a role in the redevelopment of the neighborhood and its surroundings, work to improve connectivity and traffic conditions, and identify and support the development of appropriate greenspace.

- Participate in the **DeKalb County Comprehensive Transportation Plan (CTP)** process to recommend the creation of a “context sensitive” plan for LaVista with roadway, storm drainage, bike/pedestrian facilities, and lighting and signage.
- Participate in the **DeKalb County Comprehensive Plan** revision process, to communicate the community’s vision for land use, zoning, and quality of life improvements.
- Consider an application for **Livable Centers Initiative** status and funding through the Atlanta Regional Commission.

For more information: [www.gaconservancy.org/smartgrowth](http://www.gaconservancy.org/smartgrowth)



**IMPLEMENTATION PROGRAM**





# Scottdale Revitalization Plan



Scottdale is a historic community in DeKalb County that for many years has been able to preserve its history, character and livability; however, has experienced from a lack of investment. Conveniently located to many destinations in DeKalb County, Scottdale is bordered by the Cities of Decatur, Avondale and Clarkston, and has understandably been experiencing development pressure that has threatened the important characteristics of the community. Concerned about new development and other matters, citizens approached the county in 2005 with the hopes of creating an Infill Overlay Zone for Scottdale.

While overlay zones can be beneficial for communities, they can also stifle positive development if not crafted properly. To ensure the overlay would preserve the existing community and create suitable new development, discussions began between stakeholders regarding the appropriate process that would help reach a community consensus for the future vision of Scottdale. This vision would then act as guide for the overlay zone regulations and other community initiatives. During these discussions, the revitalization of Scottdale was a primary objective.

## Land Use and Zoning Conditions

Land use patterns of a community have a major influence on transportation, energy consumption, property taxes, compatible or conflicting adjacent land uses, and possibilities for future growth. Before a community can determine the best strategy for future development, there are three major components that should be reviewed. These include zoning classifications for the area, existing land use plans and future land use plans as dictated in the Comprehensive Plan. The DeKalb County Planning and Development Department is currently developing new future land use policy for the entire County. As an alternative, this process will examine the Character Area Map in the Draft DeKalb County Comprehensive Plan Update.

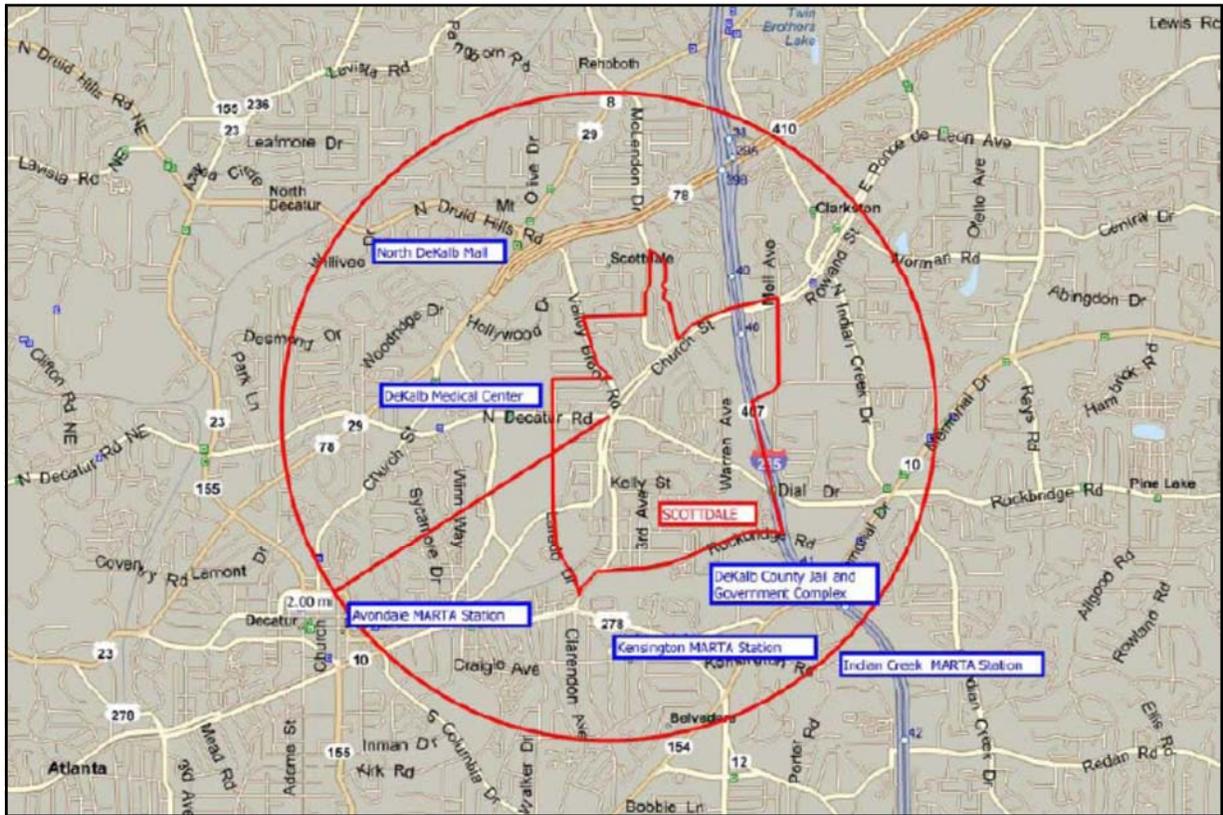
## Public Improvement Strategy Report Summary

The Scottdale Community, like many historic communities, has dealt with rapid change and a wide variety of challenges. In the late 1990's, after listening to the comments and concerns of residents, DeKalb County determined that portions of the Scottdale Community's aging infrastructure might best be addressed through the development of a comprehensive improvements strategy. A study was undertaken in the year 2000 and resulted in the Scottdale Public Improvement Strategy. It recommended near-term improvements and was designed to facilitate a thoughtful and efficient distribution of public funds and community resources in light of probable future development.

The Public Improvement Strategy was concentrated to address three primary areas of immediate concern: Site Drainage and Hydrology, Pedestrian and Vehicle Circulation, and Human Services and Recreation Facili-



# Scottdale Study Area



## Strategic Action Plan

The Scottdale Revitalization Plan process was conducted over several months and during that time, community members and stakeholders contributed their time and efforts to examine the issues and opportunities in Scottdale. Many activities took place that allowed the community to express their desires for Scottdale’s future and from this input the community vision was created. To implement the community vision created by the Revitalization Plan process, recommendations were made by the consultants and reviewed by the Steering Committee for approval. Recommendations in six areas have been outlined in this chapter. These recommendations comprise a strategy for the community revitalization. These six areas include:

- Land Use
- Housing
- Economic Development
- Community Facilities
- Historic Preservation
- Community Organization

Due to the participation of many stakeholders from the DeKalb County Government and the community, efforts can be made simultaneously to implement the recommended strategies. While some plans dictate short-term and long-term strategies, the recommendations outlined in this plan are meant to be implemented concurrently and to begin shortly after adoption of this plan. Some recommendations will be completed within a year; however,



# Tucker Neighborhood Strategic Plan

## Vision

Tucker is a diverse community made up of many unique neighborhoods separated by major roadways. Tucker is an area which is not separate from, but totally integral with the entire Atlanta area.

The key to Tucker’s long-term health as a defined community is to honor and support the integrity of each neighborhood and to develop a system of connectivity so mutual issues are addressed with a “small town” attitude. The overall vision is thus one of unique parts/segments communally connected with overall integrity, which celebrates the essence of family, local education opportunities for all ages and the local presence of religious and spiritual activity.

The physical and social attributes will include:

- A) Well-defined areas of single-family dwellings, apartments, attached town houses, commercial development, and multi-use projects coordinated in a vibrant, interactive mix where residents and commercial uses prosper harmoniously
- B) Continually increasing pedestrian/bicycle interconnectivity throughout by requiring developers to provide both sidewalks and bikeways and encouraging DeKalb County until seamless access becomes a reality
- C) Multi-model transportation alternatives that mesh well with regional highway, bus, MARTA and train systems
- D) Cost effective water, waste water and storm water systems that protect water quality
- E) Electrical and communication utilities that serve the community from underground or with as little visual impact as possible
- F) Continuity of community character through uniform street-scaping standards which will not only improve appearance but increase green space
- G) A destination downtown that serves diverse needs and populations centered on a revitalized Main Street which establishes a “sense of place” for the Tucker Community

## Recommendations

- Maintain land use breaks from commercial to residential along major corridors at the edge of downtown Tucker: LaVista, Lawrenceville Highway, Chamblee-Tucker, Idlewood, Brockett, Fellowship, etc. to prevent extension of commercial corridors.
- Contain minor commercial nodes at residential edges: Pittsburgh area, Brockett and Cooledge, Indian Trail Drive and Lawrenceville Highway (near the County line), Hugh Howell Road and Lilburn Stone Mountain Road, etc.
- Encourage Northlake area office development to develop westward from LaVista Circle toward I-285 and not intrude further into residential areas in Tucker.
- Maintain existing boundaries of Mountain Industrial area and consider allowance of transitional uses from industrial to residential such as institutional (INS: churches, etc.).
- Light intensity commercial (LIC) is not appropriate as a transitional use.

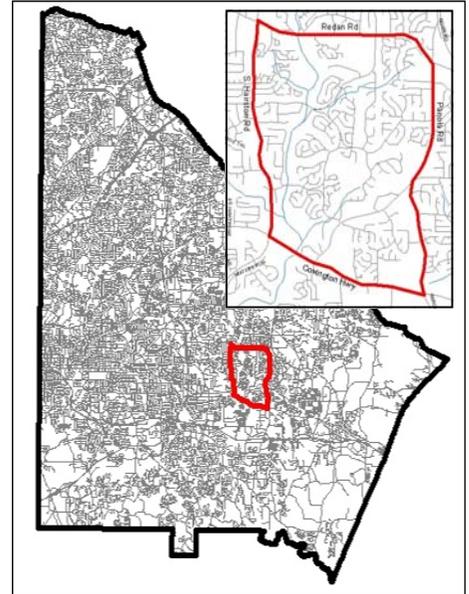


# *Greater Hidden Hills Community Overlay Study 2009*

The Greater Hidden Hills Community is located within the south eastern portion of DeKalb County and covers approximately four (4) square miles of land area. The study area is bounded by Redan Road on the North, Panola Road on the East, Covington Highway on the South, and South Hairston on the West.

Similar to other suburban areas in the County, the Greater Hidden Hills Community is faced with many challenges, such as an aging infrastructure, declining housing conditions, an increasing rate of home foreclosures, and economic development concerns, among others.

In December 2007, the DeKalb County Planning and Development Department was contacted by members of the Greater Hidden Hills Community with hopes of creating an Overlay District to help preserve and enhance their community. It was expressed by the Department that a study would need to be performed prior to the creation of an Overlay District, to demonstrate that an Overlay is needed.



The overall objective of the Greater Hidden Hill's Community Overlay Study is to address the specific community concerns and identify areas in need of protection, revitalization and redevelopment. The Greater Hidden Hills Overlay Study aims to:

- Inventory and analyze physical and socio-economic conditions
- Identify, issues and opportunities
- Provide recommendations to achieve long term goals
- Provide implementation strategies and capital improvement projects related to redevelopment

The Greater Hidden Hills Overlay Study was a collaborative effort among all parties involved. The steering committee and community members representing various neighborhoods, organizations and ideas participated in the planning process to create a consensus for the overall benefit of the community.

Beginning in April 2008, meetings were held monthly with either the Steering Committee or members of the community to gather crucial information to identify both issues and opportunities relating to land use and transportation, community facilities, parks and recreation, and housing among others. A variety of public involvement techniques were utilized, including a Strengths, Weaknesses, Opportunities and Threats (SWOT) exercise, a Visual Preference Survey (VPS) and various other community planning activities to discover the desired future development patterns of the community.

Utilizing the information gathered, goals and strategies for land use, housing, community facilities, recreation and public safety were recommended to assist the community in implementing their vision. A concept plan was also developed. The recommendations were approved by the steering committee and can begin to be implemented after the acceptance of the final study.



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***IMPLEMENTATION PROGRAM***



**IMPLEMENTATION PROGRAM**

**A New Public Realm for DeKalb County  
Alex Garvin & Associates Study**



The study done by Alex Garvin and Associates (AGA) is a blueprint for the future of a 688-acre section of DeKalb County, Georgia, an area referred to in the study as Briarcliff–North Druid Hills. The blueprint is the result of six-month planning process involving civic leaders, property owners, elected officials, public servants, and the general public.

The study defines the public realm as, “those areas of cities, suburbs, and towns that are open and accessible to the public. These areas include not only a community’s parks, squares, and public buildings, but also its streets.” The public realm in essence is a city’s “living room.” It lends character to a community and is often what is remembered most about a city after visiting.

The following are several of the actions and implementation strategies proposed in the study to create a new public realm in DeKalb County.

**Actions:**

1. A 63% expansion of Kittredge Park (from 32.6 to 52.9 acres).
2. Improved Public Access to the park and opportunities for desirable activities within it.
3. The conversion of two major urban arterials - Briarcliff and N. Druid Hills Roads into boulevards lined with 900 new trees.
4. The conversion of the intersection of Briarcliff and North Druid Hills Roads into a roundabout to improve traffic flow and create a new central public space.
5. A new network of streets to provide motorists with more routes throughout the area, easing traffic load on the two roadways.
6. A new, complete sidewalk and bike land network as part of the new road network.

**Implementation:**

1. The creation of a Tax Allocation District (TAD) to finance new public improvements.
2. The establishment of a redevelopment authority to oversee the design and construction of the new public realm.
3. The creation of a new community Improvement District (CID) to maintain and operate the new public realm.





**IMPLEMENTATION PROGRAM**

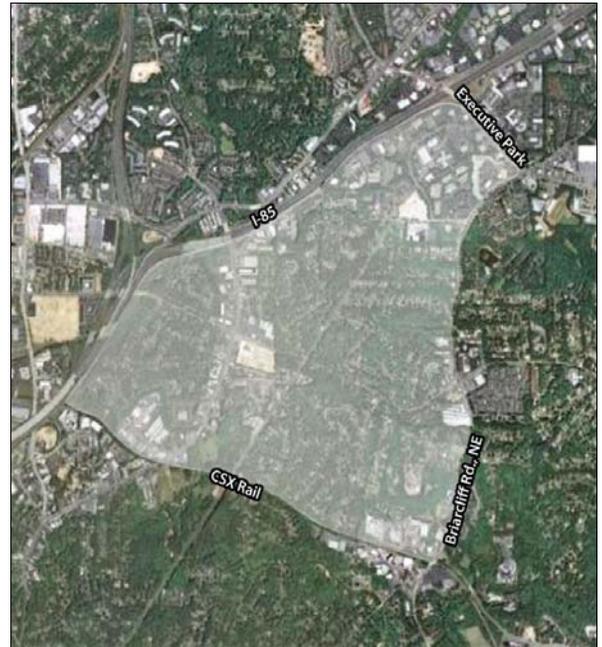
**The New Public Realm for Briarcliff - North Druid Hills**





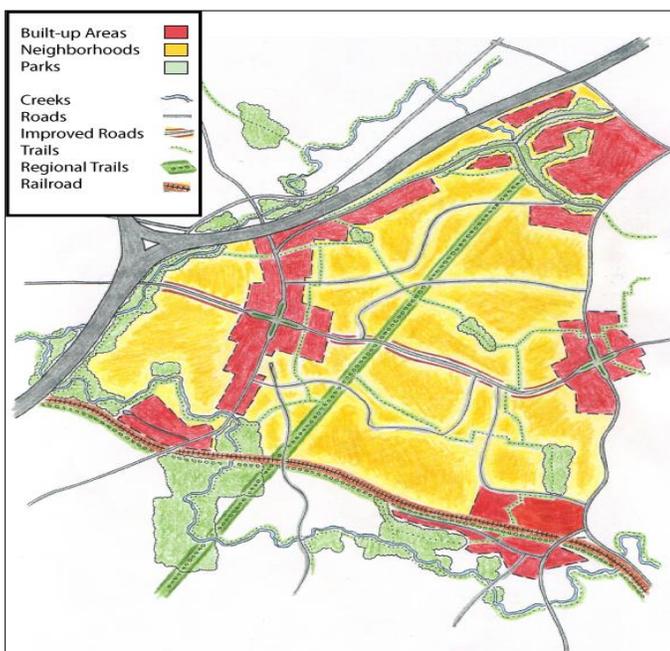
# LINDBERG-LAVISTA CORRIDOR PLAN

The Lindbergh LaVista Corridor Coalition (LLCC) is a coalition of the Lindridge/Martin Manor, LaVista Park and Woodland Hills neighborhoods. The Lindbergh LaVista Corridor is located in northern City of Atlanta in DeKalb County, surrounded by the Midtown, Buckhead, and Emory University neighborhoods. The study area is bordered by Executive Park on the north, Briarcliff Road on the east, the CSX rail line on the south, and I-85 on the west.



In the fall of 2008 these three neighborhoods joined together with the Georgia Conservancy to create a blueprint for quality growth. The LLCC neighborhood groups share common challenges and visions for their community. Chief among these challenges are the pressures of increased development entering the area. Other shared community concerns include walkability, accessibility to greenspace, increased vehicular traffic, inefficient roadway infrastructure, and the proposed GDOT I85/GA400 interchange.

Embarking on the Blueprints process marks the realization by the neighborhoods of the LLCC study area that impending development is an opportunity more than it is a challenge. Preparing and clarifying the vision for the area will maximize the potential of the area and make a difference as development and redevelopment comes to the table.



The report presents recommendations under the following headings: Nodes, Corridors and Green Infrastructure. The Nodes section examines strategies that will allow future development visions to be shaped by the community, including preservation of the existing single family neighborhoods, improved pedestrian and vehicular access, and an improved neighborhood identity, all within the design concept of nodes of development. The Corridors section provides strategies to improve the multi-modal transit corridors throughout the study area, focusing on safety, efficiency and equity. The Green Infrastructure section focuses on strategies to improve the quantity, quality of and accessibility to greenspace.



**IMPLEMENTATION PROGRAM**

# DeKalb County Solid Waste Management Plan (2005-2014)

The Solid Waste Management Plan (SWMP) for DeKalb County, Georgia, was prepared in response to the State of Georgia's Solid Waste Management Act of 1990. It is DeKalb County's statement of intent in response to this act. This act requires that all cities and counties in Georgia attempt to reduce the weight of waste being disposed of in landfills (or incinerators) by 25% in 1996. This 25% reduction is strongly encouraged by the regulations and will be the goal of the DeKalb County governing authority. DeKalb County has adopted a joint **Solid Waste Management Plan**, which includes seven (7) municipalities. These municipalities include:

- Avondale Estates
- Chamblee
- Clarkston
- Decatur
- Doraville
- Lithonia
- Pine Lake



This SWMP has been developed as a result of coordinated effort by the DeKalb County Planning Department, Public Works, Department, and Sanitation Division and considering comments made from the general public. The DeKalb County SWMP planning area consists of unincorporated DeKalb County and the cities of Avondale Estates, Chamblee, Clarkston, Decatur, Doraville, Lithonia, and Pine Lake. Elements of the SWMP include:

- Waste Disposal
- Waste Reduction
- Collection
- Disposal
- Land Limitation
- Education & Public Involvement



*Note: For more information on the SWMP, a complete document may be obtained in the Strategic Planning Division of the Planning and Development Department, or the DeKalb County Sanitation Department.*

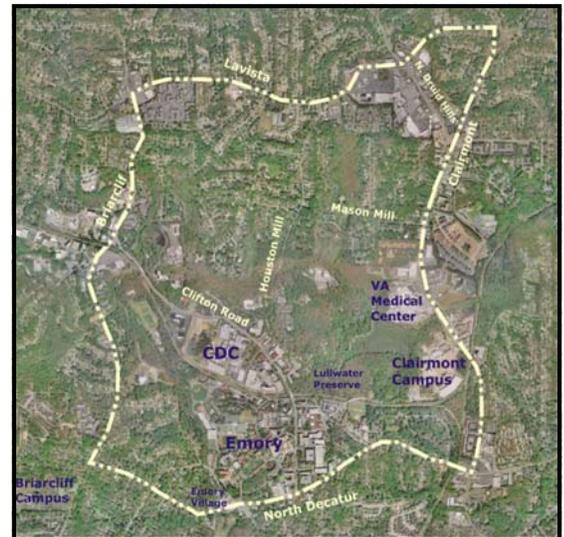




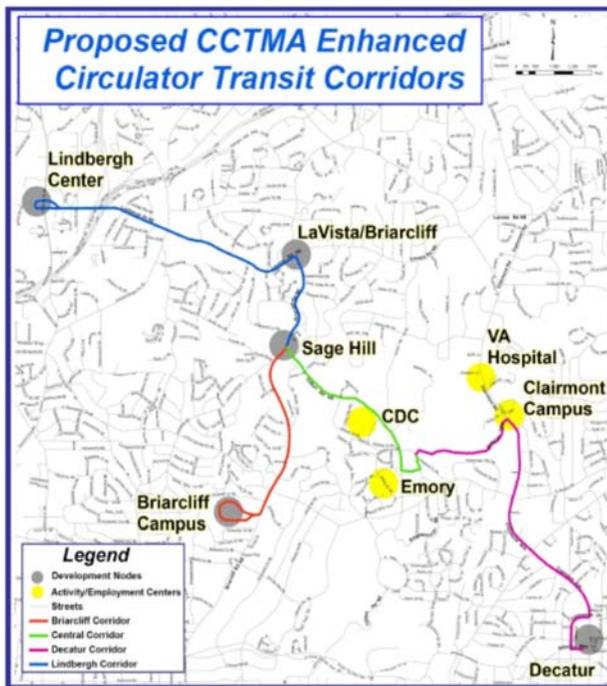
## IMPLEMENTATION PROGRAM

<b>Clifton Corridor Transportation Management Association</b>	Clifton Corridor Transit Feasibility and Connectivity Study			
				

The Clifton Corridor Transportation Management Association (CCTMA) is nearing conclusion of its Transit Feasibility and Connectivity Study. The study has focused on examining two distinct services: (1) an enhanced circulator system would provide frequent local circulation within and among activity centers most notably, Lindbergh Center, the Clifton Corridor, and downtown Decatur; and (2) a rail shuttle system which is expected to enhance connectivity in the region by providing peak period, midday, and weekend passenger rail service to destinations within the Clifton Corridor as well as offering connections to MARTA and CCTMA transit services. The study has examined the current and future conditions, assessed possible technologies for the two systems, developed initial operating characteristics, and analyzed their potential ridership, and costs.



The study has concluded that all five (5) corridors are feasible for enhanced transit over the next twenty years. The study will recommend that the two systems be advanced through an Alternatives Analysis. The following five corridors were examined for their suitability.



- Central Corridor:** Sage Hill to Emory Campus.
- Decatur Corridor:** Emory Campus/VA Hospital Complex to Decatur MARTA Station.
- Lindbergh Corridor:** Sage Hill to Lindbergh MARTA Station.
- Briarcliff Corridor:** Sage Hill to Briarcliff Campus.
- CSX/NS Rail Corridor:** Downtown Lawrenceville to Downtown Atlanta.

The next phase of work will involve further development of the corridors as part of a 18-month process called an Alternative Analysis (AA). During the AA, the CCTMA will assess in detail the effects of alternative solutions to the corridor's transportation problems. Information on the impacts, costs, benefits, and financing of each alternative will be developed. At the conclusion of AA, the CCTMA will select a locally preferred alternative to advance into the environmental process.



# Buford Highway Corridor Study

## Background

The Buford Highway Corridor Study is part of the Atlanta Regional Commission’s (ARC) Regional Multi-Modal Corridor Planning Program, which is to study critical regional corridors and identify program and policy recommendations for inclusion in the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). ARC initiated the program to examine how the future transportation system investments would accommodate future corridor travel for workers and local residents, within the context of anticipated residential, employment, and development changes.

## Purpose

The purpose of the Buford Highway Corridor Study is to:

- Identify long range transportation needs in the Buford Highway corridor;
- Assess the benefits and costs for alternative, multimodal transportation strategies; and
- Select a preferred alternative program of policies and projects.

## Study Area

The focus of the corridor study is Buford Highway, also known as US 23 and SR 13. The study corridor extends 18.4 miles, from Sidney Marcus Boulevard in Atlanta (Fulton County) to SR 120 in Duluth (Gwinnett County). The study area boundary extends from the roadway centerline to one-quarter mile on both sides of the roadway, as shown in the map below. The limits of the study area link Fulton, DeKalb, and Gwinnett Counties as well as the cities of Chamblee, Doraville, Norcross, Berkley Lake, and Duluth.



## Tasks

The study is comprised of seven major tasks.

1. Project Management Plan and Stakeholder and Public Involvement Plan
2. Data Collection and Inventory of Existing and Future Conditions
3. Needs Assessment Report
4. Goals and Objectives Development
5. Alternative Strategies
6. Interim Recommendations
7. Final Report

*For more information about the Buford Highway Corridor Study, please visit the Atlanta Regional Commission website [www.atlantaregional.com/MMCS/9.htm](http://www.atlantaregional.com/MMCS/9.htm)*



# Memorial Drive Strategic Action Plan

Memorial Drive, which runs between the state Capitol in downtown Atlanta and Stone Mountain in DeKalb County, is in need of economic revitalization. The DeKalb County Economic Development Office retained a team of consultants (2002) to create an economic-based, implementation-oriented action plan to guide the County’s revitalization efforts along eight miles of Memorial Drive, from Candler Road in the west to Stone Mountain Memorial Drive in the east. The county would like to revive the drive with an appropriate mix of housing, businesses, government offices and cultural, educational and entertainment facilities, along with streetscape improvements and transportation enhancements.

Efforts will be focused on identifying key locational opportunities, or activity centers, in which revitalization can be targeted. These impacts are to occur in mixed-use activity centers strategically located in the corridor to either take advantage of existing centers of activity, or spur redevelopment in locations determined to be most economically viable in the long-term.

Activity centers created in the corridor should:

- Be pedestrian-oriented;
- Feature a mix of land uses;
- Be strongly connected to surrounding residential areas;
- Provide open space or a central focal point; and
- Create a development or center of activity that is sustainable, creating long-term value and a sense of location.

## Process Framework

The conceptual framework, or strategy used to approach the Memorial Drive corridor is a 12-step process originally proposed by ULI, the Urban Land Institute, and further expanded by the consultant team, that aims to transform “suburban strips” into viable activity centers. See the following list of steps:

1. Ignite the public leadership;
2. Know the market;
3. Anticipate market evolution;
4. “Prune” the retail-zoned land;
5. “Pulse” the development;
6. Tame traffic;
7. Enhance connectivity;
8. Eradicate blight;
9. Create a sense of place;
10. Diversify the character of development;
11. Support policy with funding; and
12. Facilitate partnerships for implementation.



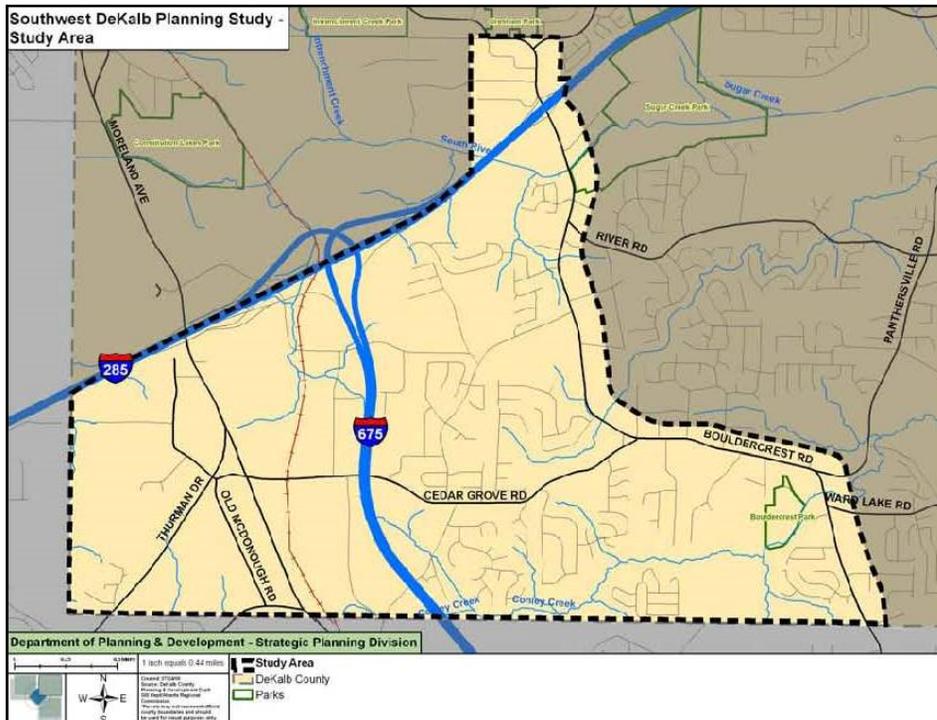
## Moreland Avenue - Cedar Grove Road - Bouldercrest Road Community Study

The Moreland Avenue - Cedar Grove Road - Bouldercrest Road Community is located in the southwest corner of DeKalb County. The study area is bound on the south by the shared county line (DeKalb County & Clayton County), on the west by the shared county line (DeKalb County & Fulton County), on the north by Interstate 285, and on the east by Bouldercrest Road. The general goal of this project is to identify ways to link the evolving neighborhoods with the businesses community to create a vibrant self-sustaining community to live, work and play. In order for this to happen, the current trend of deterioration must be reversed. The current vision for this study area includes alternative modes of transportation and streetscape enhancements to encourage safer circulation of pedestrians, cyclists, automobiles and trucks in the community. This would enhance the aesthetics of the community and give it a sense of place. Another core proposed component of the plan is to create and incorporate “gateways” into the community. These gateways would be located at key entry points to the community/study area and employ sustainable, smart growth principles by including more open and green space and promoting healthy, active lifestyles.

### Moreland Bouldercrest Cedar Grove Plan

Prepared for DeKalb County, Georgia  
By The Collaborative Firm, LLC  
**Final Draft December 2009**

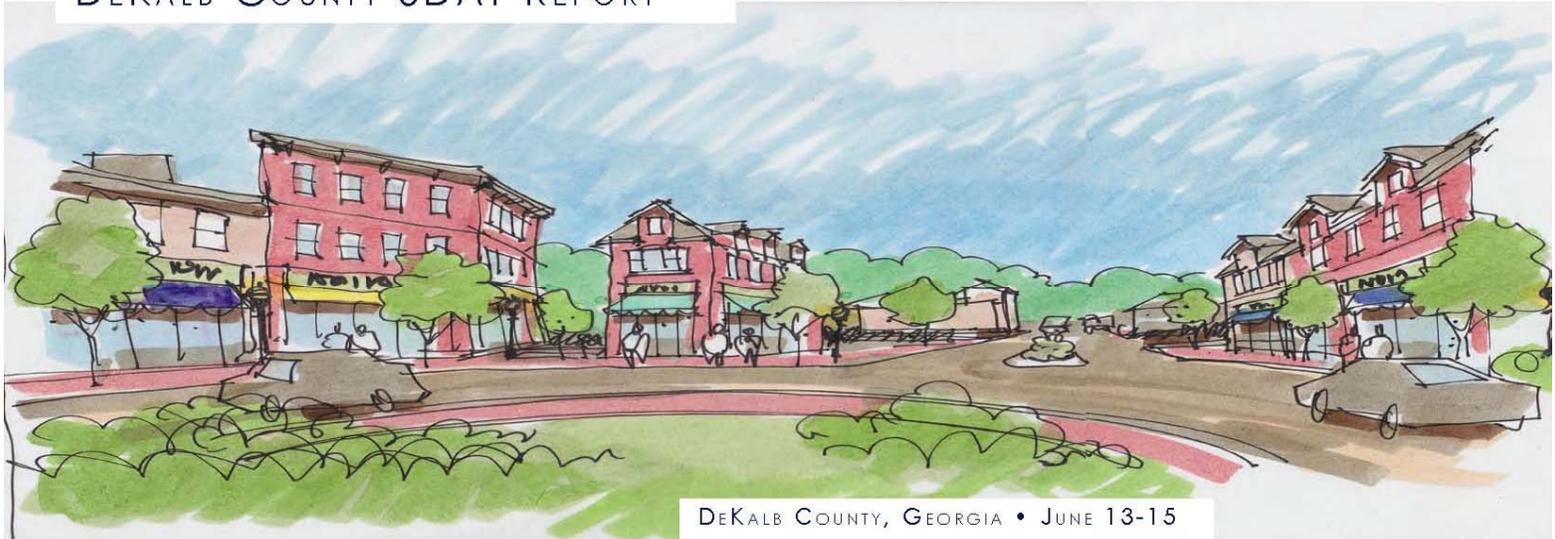
1514 East Cleveland Avenue, Suite 82 East Point, Georgia 30344





# The DeKalb County SDAT Report

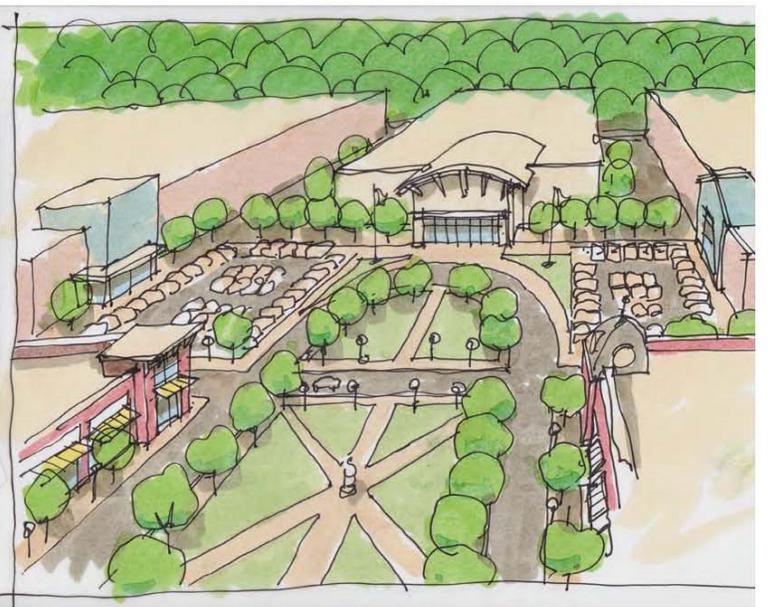
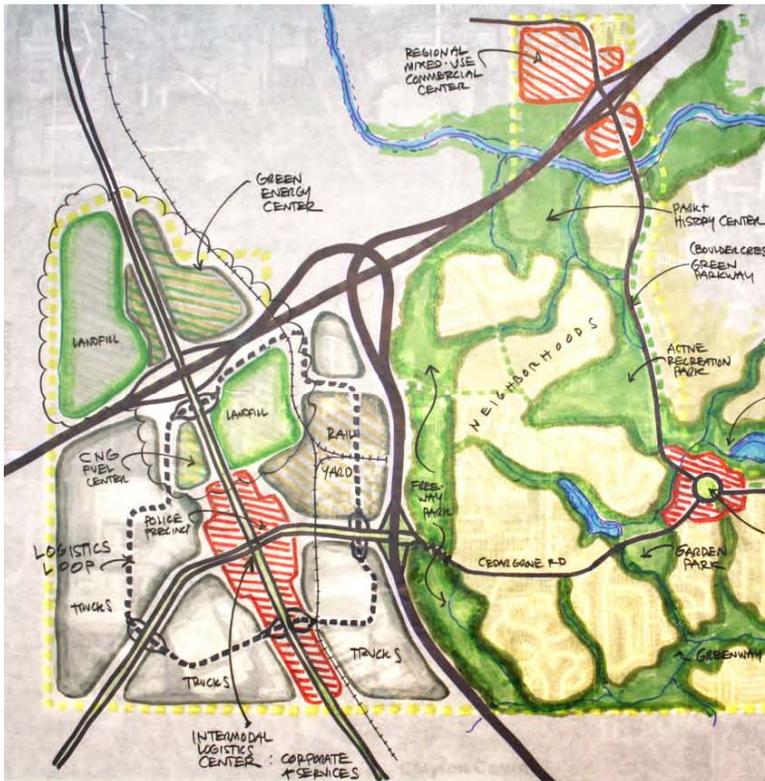
## DEKALB COUNTY SDAT REPORT



DEKALB COUNTY, GEORGIA • JUNE 13-15

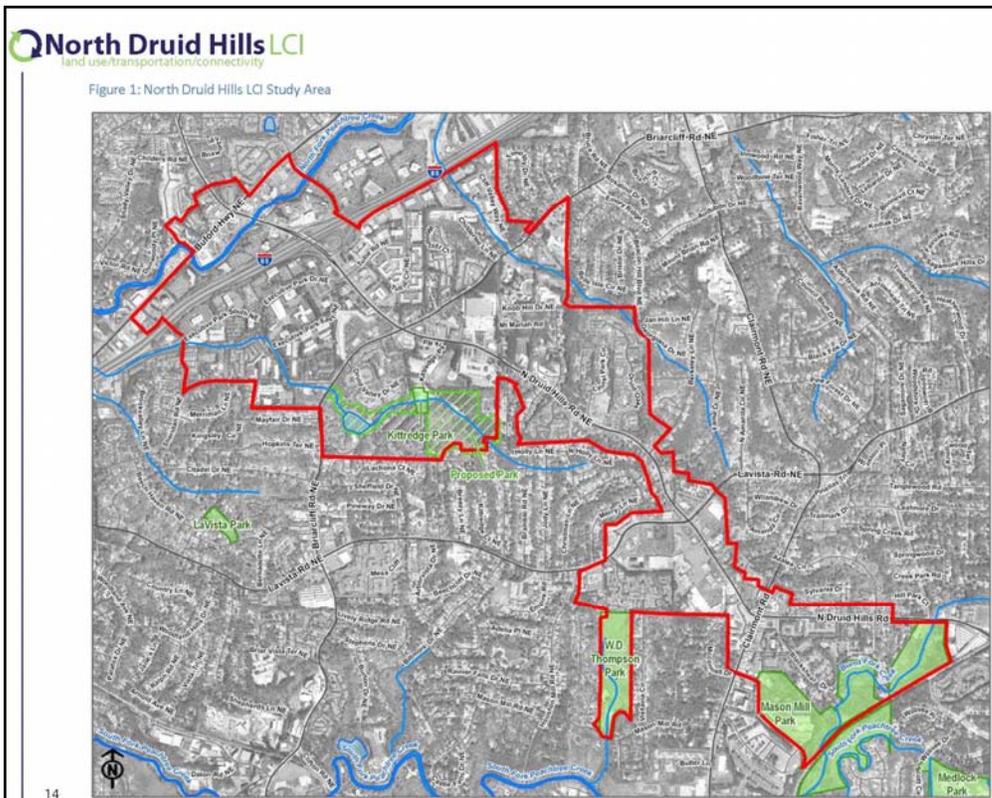


The Cedar Grove Road-Moreland Avenue-Bouldercrest Road community was also awarded visioning grant from the American Institute of Architects, Communities by Design Division to enhance the previous work done in the Moreland Avenue-Cedar Grove Road-Bouldercrest Road Community Study.





# North Druid Hills LCI Study



**North Druid Hills LCI**  
land use/transportation/connectivity

**Concept Plan**

Funded by  
DeKalb County Government  
Atlanta Regional Commission

ARCADIS  
in collaboration with  
Huntley Partners  
Pond & Co.  
Sycamore Consulting, Inc.

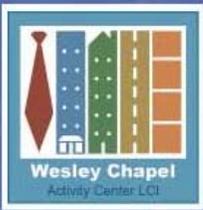
## Study Purpose

The primary purpose of this study is to create an integrated land use and transportation vision with implementable steps that promotes livability, improves mobility, and provides for residential and commercial development alternatives within the North Druid Hills (NDH) corridor. The study area has faced enormous development pressures along North Druid Hills Road, where large-scale development would drastically change the character of the area and further contribute to the deterioration of the existing transportation infrastructure. Previous studies completed for the area have addressed the public realm and lifelong communities. DeKalb County’s Comprehensive Plan emphasizes “walkable communities” and linking transportation and land use. The agenda of the Comprehensive Plan seeks specifically to use small-area focused planning, such as the LCI program, to implement the future development map and make it less susceptible to frequent amendments. The Comprehensive Plan embraces the concept of “centers and corridors,” in which intense activity centers are concentrated at key crossroads with multiple transportation options.



# Wesley Chapel Activity Center LCI

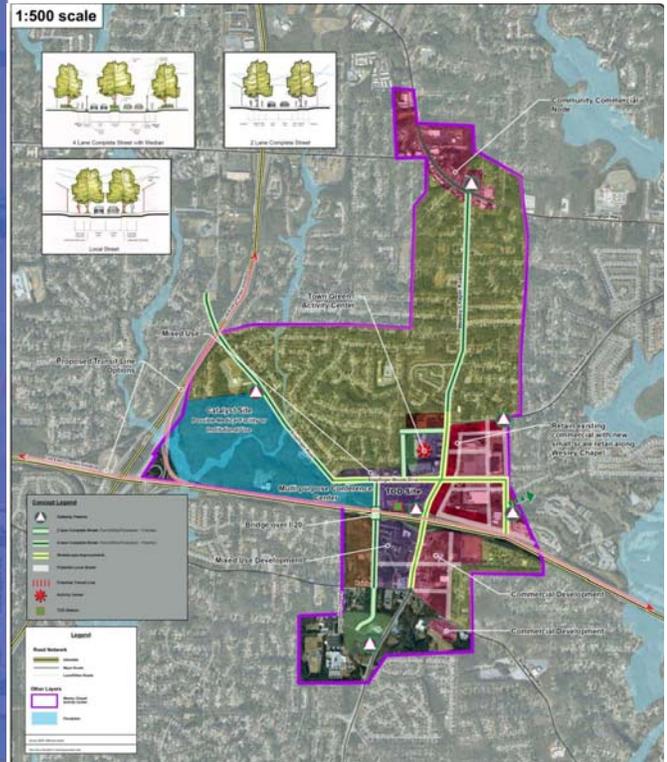
## Wesley Chapel Activity Center Livable Centers Initiative



**Redevelopment Plan Report  
August 30, 2011**

The Wesley Chapel Activity Center Livable Centers Initiative (LCI) is a multi disciplinary planning study carried out by DeKalb County with partial funding from the Atlanta Regional Commission (ARC). Its purpose is to develop an implementable plan that will serve as a blueprint for addressing transportation, land use, economic development and community design issues in the Wesley Chapel Community. This report also documents the public involvement efforts undertaken as part of this study, and input and feedback received from the public in return.

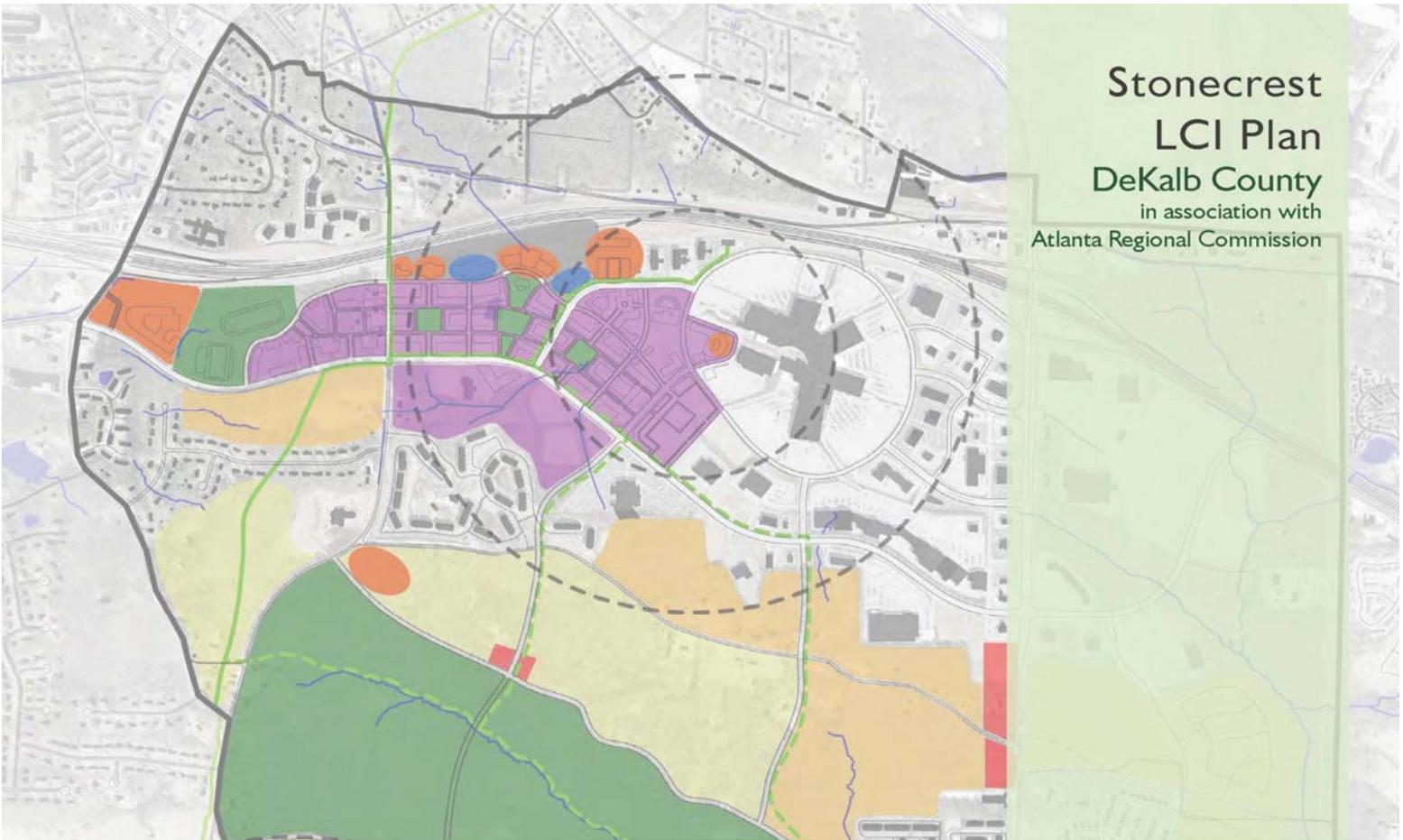
Economic development was a major motivation for undertaking this study. The Wesley Chapel area was once a thriving area of commercial and residential development but has experienced a significant amount of disinvestment over the past 20 years. While a limited portion of the study area has undergone redevelopment, much of the area is in need of revitalization that requires new multi modal connectivity—including transit and pedestrian connections, business retention and development, and increasing the variety of housing options to support workers in the area and improve the economic base.







# Stonecrest LCI Plan



STONECREST LCI PLAN  
LCI Study



Recommendations  
46

The Stonecrest LCI Plan application was motivated by the demand to revitalize the Stonecrest Area and the formation of the Stonecrest Business Alliance. The unique mix of business owners, property owners, and stakeholders wanted to build on their common interests of seeing the area reach its maximum potential.

The area was home to a regional mall (Stonecrest), the Arabia Mountain Heritage Area, an extensive multi-modal trail system (PATH), and it abuts a historic downtown district (Lithonia) with common cultural and economic interests.



# Medline LCI Plan



The Medline LCI Plan application was motivated by several development proposals that were certain to alter the character of the area. This area is home to DeKalb Medical Center, DeKalb County Board of Health, and a mix of retail and housing that make the area attractive. The proposals would add retail and housing to the area and it was imperative to all residents, citizens and stakeholders that the additions would be done in the most responsible manner.

The goals were to enhance alternative modes of transportation while addressing healthy living milestones by fostering collaboration with the medical and health sector with the retail and residential sectors.



LONG-TERM ENHANCED CROSSINGS



# Tucker-Northlake CID Master Plan

**TUCKER-NORTHLAKE CID**

**Master Plan Study**  
Executive Summary

**Master Plan Concepts**  
Downtown Tucker District

**LEGEND**

1. TOWNHOMES FRONTING STREET AROUND EXISTING PARKING
2. PARALLEL PARKING
3. TOWN GREEN
4. MAIN STREET EXPANSIONS AND STREET TREES
5. RESIDENTIAL REDEVELOPMENT
6. STRUCTURED PARKING ALONG RAILROAD

**Master Plan Concepts**  
Northlake Retail Mixed Use District

**LEGEND**

1. GATEWAY IMPROVEMENTS
2. LAVISTA RD MULTI-MODAL IMPROVEMENTS
3. DEKALB VISITORS CENTER RELOCATION
4. NORTHLAKE FESTIVAL REDEVELOPMENT
5. UNDER-CONSTRUCTION MULTI-FAMILY REDEVELOPMENT
6. PEDESTRIAN PLAZA PER BRANCLIFF REALIGNMENT
7. MALL RETROFIT AND NEW MAIN STREET
8. SOCCER FIELDS
9. NORTHLAKE BEACH
10. [Unlabeled]

**Master Plan Concepts**  
Northlake Medical & Industrial District

**LEGEND**

1. MIXED USE NEIGHBORHOOD RETAIL
2. GATEWAY IMPROVEMENTS
3. MEDICAL MIXED USE DISTRICT
4. CONFERENCE CENTER AND HOTEL
5. PEDESTRIAN IMPROVEMENTS TO BRIDGE
6. MIXED USE OFFICE WITH GATEWAY PARK
7. POCKET PARKS
8. LAWRENCEVILLE HWY MULTI-MODAL IMPROVEMENTS
9. WELLNESS TRAIL

The Tucker-Northlake CID is the consolidation of two on-going community, business and planning efforts. Established in 2013 as the Tucker CID and later joined by businesses in the Northlake business district, the organization changed to its present name.

Both areas had existing plans created through the Atlanta Regional Commission's Livable Centers Initiative (LCI) program. Both areas were seeking revenue streams to address infrastructure demands. And both areas had committed businesses and stakeholders that were working tirelessly to see their visions realized.

This planning effort also served as a rebranding for the newly connected area.

The study's vision was:

- To create vibrant, walkable, and economically thriving Tucker-Northlake where:
  - The small town charm of Tucker's Main Street thrives with shops and restaurants
  - Northlake's regional commercial and industrial centers develop into mixed use, walkable destinations
  - Lavista Road and Lawrenceville Highway are inviting multi-modal connectors for these activity centers.

The approach was to firmly establish three districts: 1. The Downtown Tucker District, 2. The Northlake Retail Mixed Use District, and 3. The Northlake Medical & Industrial District. To provide conceptual layouts for each district. And to focus on multimodal connectivity of each district.

This master plan was also completed with the understanding that it would be grandfathered into the ARC's LCI program and would replace the Northlake LCI and the Tucker LCI.



## DeKalb Peachtree Airport

### **PDK Airport Master Plan**

The Master Plan is the County's vision of what the airport will be like at the end of the 20-year planning period. This Master Plan process for PDK will include a number of stakeholders whose ideas and concerns will be heard in the development of the master plan and will allow the airport and community to explore questions together and develop alternatives. This community involvement helps ensure that all citizen needs and concerns are voiced, and are considered during the master plan development.

#### **Policies to Guide the Master Planning Process:**

1. Maintain a high standard of airport safety, security and efficiency of operations.
2. Assure sensitivity to environmental issues, with special attention to noise and other adverse impacts, in policy development, planning and implementation.
3. Build a cooperative partnership with the communities in the airport environs and beyond, as PDK strives to be a good neighbor in planning and implementing airport policy and programs.
4. Effectively serve, in a financially self-sufficient manner, the broad economic interests of the County and surrounding communities, as a direct and indirect economic generator.
5. Remain a general aviation/CII airport, while improving operations that are consistent with the airport's mission.
6. Continue to improve facilities and customer services to accommodate the evolving needs of all customers, including, general aviation users, vendors, tenants, employees, and the general public.
7. Develop an effective institutional framework to ensure coordination, communication and cooperation among county departments, the Board of Commissioners and its appointees and other airport decision-makers.
8. Provide for mechanisms that accomplish the airport's mission in a manner that is consistent with adopted policies, goals and plans of the Board of Commissioners, including the County's Comprehensive Plan and applicable federal and state laws.
9. Determine and maintain the current boundaries except for required open space, safety areas or noise abatement with no expansion of runways and taxiways.
10. Continue to take steps to implement new and innovative approach and departure procedures and to continue to work with the FAA to make more precise those departure and arrival procedures already implemented.

The master plan process began by conducting over 100 stakeholder interviews to determine the issues and concerns the master plan should focus on. These issues and concerns were also used to develop guiding policies for the master plan and a public participation plan. The next step was the kick-off meeting held March 29, 2006. The purpose of the meeting was for consultants, airport staff, and members of the Board of Commissioners to listen to the public. In addition to the kick-off meeting there will be other public meetings and facilitated workshops held as the process continues. There will also be two master plan steering committees made up of representatives from many stakeholder groups. The committees will review the technical information presented and offer their comments and guidance during the process. Following the kick-off meeting and the selection of committee members the technical work will begin.



## ***IMPLEMENTATION PROGRAM***

The first step is to identify the existing facilities (runways, taxiways, navigation aids, hangars, parking places) at the airport. Data will also be gathered on the number of takeoffs and landings and based aircraft currently at the airport. Next aviation demand forecasts are prepared. These forecasts estimate the number of takeoffs and landings and based aircraft that could be expected at the airport over the 20-year planning period. Following the forecast, the facility requirements step will determine if additional hangars, aircraft parking spaces, auto parking spaces or navigational aids will be needed to serve the forecasted demand. The master plan will not consider runway extensions or other changes that would allow the airport to serve aircraft larger than those using the airport today. Next, concepts or alternatives are developed to show graphically how additional facilities might be arranged. Many alternatives will be considered -- from meeting none of the forecasted demand (the no-build alternative) to meeting some or all of the demand. The master plan also includes an airspace and environment study that will look at the airspace system and determine if changes in flight tracks or procedures could decrease the noise to the surrounding neighborhoods. There will be many opportunities for public involvement throughout the entire master plan process.

### **Master Plan Update – December 2006**

#### **Technical work that is currently underway:**

- Existing conditions inventory – The inventory task includes the collection and review of current and historical operational data as well as information related to the size, location, and use of existing airport facilities.
- Aerial photogrammetry – New aerial photogrammetry will serve as the base map for report figures and graphics and the airport layout plan drawing set. The aerial photogrammetry also documents the height of trees, towers, poles, buildings, and other structures that might obstruct runway approach surfaces.
- Obstruction analysis - Based on the new aerial photogrammetry, the obstruction analysis shows--in plan and profile views--the runway approach surfaces and any structure or tree that penetrates the surface.
- Boundary survey – The boundary survey will verify the current airport property line.
- Economic impact analysis – The economic impact analysis seeks to quantify the economic impact of the Airport on DeKalb County and the surrounding regional economy.

#### **Future steps in the master plan process require resolution of the fleet mix:**

- Departure Procedures Environmental Assessment fleet mix and forecast – The master plan intended to use the existing fleet mix and forecast of future takeoffs and landings previously prepared for the Departure Procedures Environmental Assessment. Preparation of a new fleet mix and forecast was not included in the master plan scope of work. The Federal Aviation Administration (FAA) is still reviewing the Departure Procedures Environmental Assessment and has not yet issued a finding on the study. The master plan team is awaiting resolution of this issue before moving forward with a master plan forecast.

#### **Next steps following resolution of the fleet mix and forecast issues:**

- Complete master plan forecast
- Conduct master plan committee meeting



## **IMPLEMENTATION PROGRAM**



### **DeKalb County Comprehensive Transportation Plan**

The DeKalb Comprehensive Transportation Plan (CTP) is the end result of an extensive, iterative, and comprehensive process incorporating community involvement, technical analysis, and institutional oversight in determining the appropriate transportation system for DeKalb County. The process balanced technical analysis with attention to community desires for the County’s transportation system.

Throughout development of the CTP, significant efforts were made to engage the public in the planning process. At the beginning of the CTP, a public involvement plan was prepared in cooperation and coordination with the public to guide participation and ensure adequate opportunity for involvement by all members of the County. A survey was implemented to assess citizens concerns and requests related to transportation in DeKalb County and to gain a sense of what the citizens of the County think are important issues in transportation. A stakeholder database including broad based representation from each quadrant of the County, as well as commercial, educational, business, retail, religious, ethnic, healthcare, elderly, disabled, and cultural attraction communities was established to maintain communication with the citizens most likely impacted by the study. This ensured a level of continuous involvement for all groups in reviewing information and providing input for consideration by the study team. At key milestones in the development of the CTP, public involvement meetings were held throughout the County to inform the public of the plan’s progress and to solicit feedback and dialogue on aspects of plan development. Formal public meetings were supplemented by outreach opportunities to civic organizations, business and community groups, and through information booths at retail and recreational venues.

Policy recommendations were the result of extensive technical analysis that considered the impact of transportation demand to the year 2030 and anticipated land use developments. The County follows a solid base of policies and strategic directions when making decisions regarding transportation and land use. The CTP update evaluated these policies in the context of current and future needs, current funding resources and directions for the transportation program provided during the update.

The CTP recommends a menu of funding strategies that can be considered by DeKalb County to address the funding of local and aspirations projects. This leaves the decision of whether to adopt increased levels of funding or to reassess the need at some future date. Information and recommendations provided throughout the CTP process provide the data upon which future transportation decisions can be made.

*Note: For more information on the CTP, a complete document may be obtained in the Strategic Planning Division of the Planning and Development Department 404-371-2155.*



**DEKALB COUNTY  
PARKS AND RECREATION MASTERPLAN  
2010-2020**

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



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

The Plan recommends the following facility standards for DeKalb County:



- Recreation Facilities – 1 recreation center per 70,000 people, with each center being a minimum of 50,000 SF
- Aquatic Facilities – 1 pool/20,000 people
- Athletic Fields – 1 ball field/5,000 people
- Tennis Courts – 1 court/5,400 people
- Basketball Courts – 1 court/10,000 people
- Golf Courses – 1 course/200,000 people
- Playgrounds - 1 / Neighborhood Park
- Off Leash Dog Parks – 1 / 40,000 people
- Skate Parks – 1 per 350,000 people

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

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

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