

2.0 Recommendations + Implementation

2.1 Projects Overview

The existing conditions analysis of the Ashford Dunwoody Study Area revealed a number of issues, particularly in the lack of pedestrian connectivity. But the area is also rich in opportunities to improve its physical conditions. One of the biggest strengths of the study area is its diverse range of open space and recreational amenities including Blackburn Park, Nancy Creek Trail, and the Dunwoody YMCA, all within walking distance of the surrounding neighborhoods.

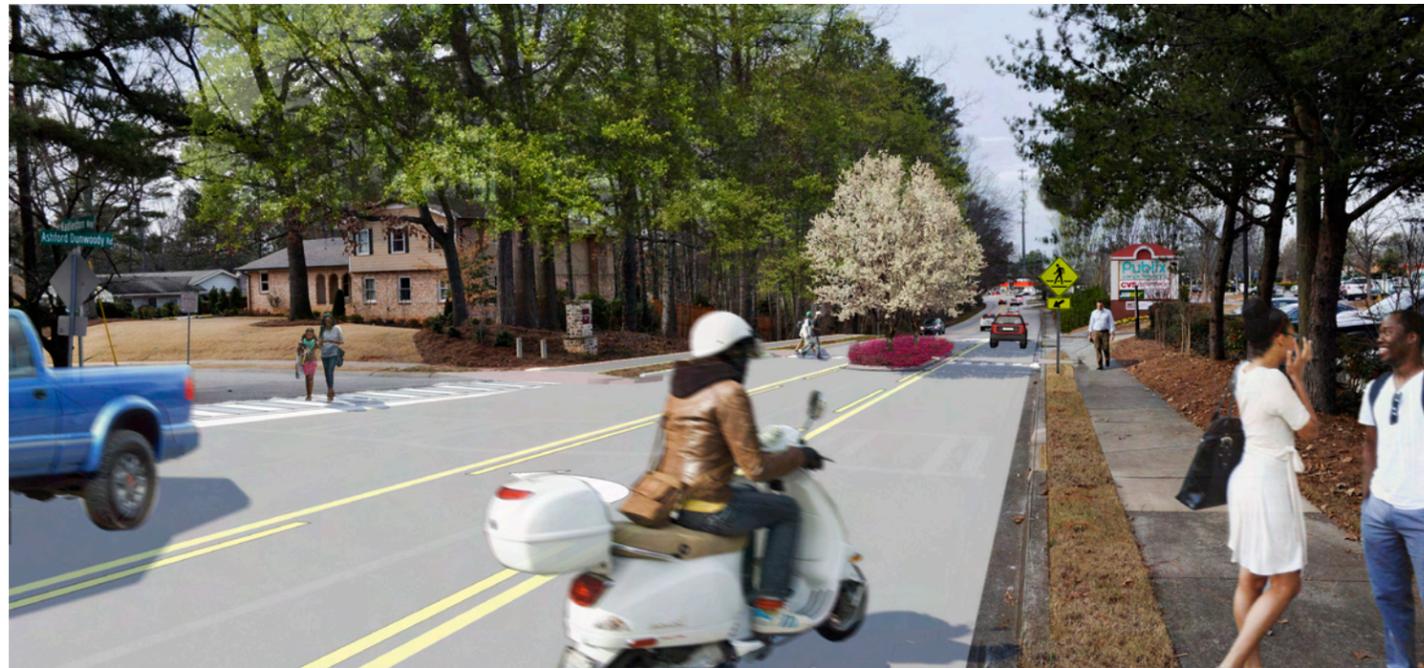
From a real estate market perspective, three overarching themes can help shape the study area's future as an active living community:

- Increased access and connectivity to Blackburn Park would be a further amenity to the area and could increase the already solid customer base for retail uses.
- Increased pedestrian access and connectivity within the study area would be a further amenity for both retail and residential uses.
- Retail outparcels would likely be supportable for the Kroger shopping center, with increased connectivity to Blackburn Park. Small-scale, local-serving retail space is supportable in the study area, and this location would be attractive.

The plan focuses on strengthening the connectivity between these resources by removing existing barriers and adding missing connections between them. It also suggests laying a foundation for future redevelopment that would support active living principles. Specific recommended projects can be categorized into five groups: pedestrian improvements, new sidewalks, trails, intersection improvements, and traffic calming.



(above) Proposed sidewalk and pedestrian crossing along Ashford Dunwoody Road and Blackburn Park



(left) Proposed three-lane cross-section with pedestrian crossing and refuge area along Ashford Dunwoody Road at Kadleston Way

List of Projects

PEDESTRIAN IMPROVEMENTS (P)

- P-1 Ashford Dunwoody Road at YMCA (3692 Ashford Dunwoody Road)
- P-2 Ashford Dunwoody Road at Lakeside Way NE
- P-3 Ashford Dunwoody Road at Kroger Shopping Plaza
- P-4 Johnson Ferry Road at Kroger Shopping Plaza
- P-5 Ashford Dunwoody Road at Kadleston Way
- P-6 Johnson Ferry Road at Blair Circle NE

SIDEWALKS (S)

- S-1 Johnson Ferry Road
- S-2 Ashford Dunwoody Road
- S-3 Donaldson Drive
- S-4 Ashford Dunwoody Road/Johnson Ferry Road
- S-5 Harts Mill Rd NE
- S-6 Old Johnson Ferry Rd NE

TRAILS (T)

- TR-1 Blackburn Park Trail
- TR-2 Keswick Park Trail

INTERSECTION IMPROVEMENTS (I)

- I-1 Ashford Dunwoody Road and Johnson Ferry Road Roundabout (North)
- I-2 Ashford Dunwoody Road and Johnson Ferry Road Roundabout (South)

• In addition to these construction projects, a Zoning Audit and Update (LU-1) is also recommended.



■ Civic
■ Parks

○ Pedestrian Crossing
- - - Proposed Sidewalk
- - - Multi-Use Trail

○ Intersection Improvement

Projects

Projects + Active Living Benefits Matrix

These projects have the potential to positively impact the study area's livability through improved community design, better access to open space, and enhanced mobility. The chart below details how each project would enhance residents' ability to lead active, healthy lives.

	Goals	Active Living Benefits * www.activelivingresearch.org	Projects Summary
Projects Summary	<p>Walkable Places – Guide redevelopment to create pedestrian-oriented and walkable places.</p> <p>Mixed Use – Encourage and promote a range of housing choices and neighborhood-serving uses within walking distances of each other.</p>	<p><i>People who live in walkable neighborhoods are 2 times as likely to get enough physical activity as those who don't.</i></p> <p><i>The number of children who are physically active outside is 84% higher when school yards are kept open for public play.</i></p>	<ul style="list-style-type: none"> Zoning Audit & Update (LU-1): Areas currently zoned for commercial and multi-family uses represent the greatest potential for change through short-term reinvestment and long-term redevelopment. Existing commercial and multi-family zoning districts should be further audited and reviewed for inclusion of active living principles. Potential outcomes could include the adoption of overlay district provisions and/or revisions to existing districts that ensure active living principles are incorporated into future development. The zoning recommendations outline key concepts for active uses, connectivity and accessibility, open space, building design, and parking.
	<p>Parks & Open Space – Expand access to open space and active recreational facilities.</p> <p>Trails – Provide multi-use connections to area destinations, recreational facilities and open spaces.</p> <p>Joint Use Facilities – Maximize the use of existing public facilities such as schools, churches, libraries, and community centers for public use.</p>	<p><i>People who live near trails are 50% more likely to meet physical activity guidelines.</i></p> <p><i>Youths in neighborhoods with recreational facilities were 26% more likely to be active 5 times per week.</i></p>	<ul style="list-style-type: none"> Trail Connections (TR-1 to TR-2): The existing Nancy Creek Trail connects the Ashton Woods Retirement Center to Murphy-Candler Park via Blackburn Park. Key spur trail connections would serve to extend the reach and connectivity of this trail. The Blackburn Park Trail would provide connections to Ashford Dunwoody Road and proposed pedestrian crossings, linking existing multi-family residential on the west side to the park and trail on the east. The Keswick Park Trail would provide the missing link from the Ashton Woods Retirement Center/Nancy Creek Trailhead to the City of Chamblee's Keswick Park and Trail, which connects south to the Chamblee MARTA Station. Open Space (OS-1): The community identified the need and opportunity to enhance the use of pathways around the new Central Park and along Nancy Creek Trail with informational signage on walking distance and area destinations. Trail users in this area include a range of age groups, notably residents of Ashford Parkside Senior Living, who use the pathways for exercise and would use signage to track progress.
Mobility	<p>Transit – Make transit a viable and attractive mobility choice for a range of users.</p> <p>Walking – Provide safe pedestrian access and connections to area community destinations.</p> <p>Cycling – Link area and regional destinations with safe and comfortable cycling routes and facilities.</p>	<p><i>Public transit users take 30% more steps per day than people who rely on cars.</i></p> <p><i>People who live in neighborhoods with sidewalks are 47% more likely to be active at least 30 minutes a day.</i></p>	<ul style="list-style-type: none"> Intersection Improvements (I-1 to I-2): Ashford Dunwoody Road and Johnson Ferry Road converge in this area resulting in a confluence of traffic at the two Intersections of these roads. These intersections lack adequate sidewalks or crosswalks and present a significant pedestrian barrier. Further design evaluation is necessary to determine feasible improvements. Converting these intersections into roundabouts is presented here as one initial alternative for further evaluation. Pedestrian Crossings & Transit Stops (P-1 to P-6): Ashford Dunwoody Road and Johnson Ferry Road include a limited number of designed pedestrian crossings. As a result these corridors serve as pedestrian barriers to the area's unique destinations and amenities such as Blackburn Park, the Nancy Creek Trail, Dunwoody YMCA, and neighborhood-serving commercial uses. Recommended here are a series of designed pedestrian crossings in key locations to maximize pedestrian connectivity. Sidewalks (S-1 to S-6): Completing the network of sidewalks in the area is a fundamental improvement necessary to promote and encourage walking and active living. The projects identified here serve to complete the sidewalk network along the area's primary corridors.

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2.2 Key Project Recommendations

Although all of the recommended projects will play a role in the development of the Ashford Dunwoody study area, some are particularly important. The projects that will have the greatest impact on active living in the study area are creating those key pedestrian crossings on Ashford Dunwoody and Johnson Ferry Roads and the redesign of the roads' intersections.



Pedestrian Improvements

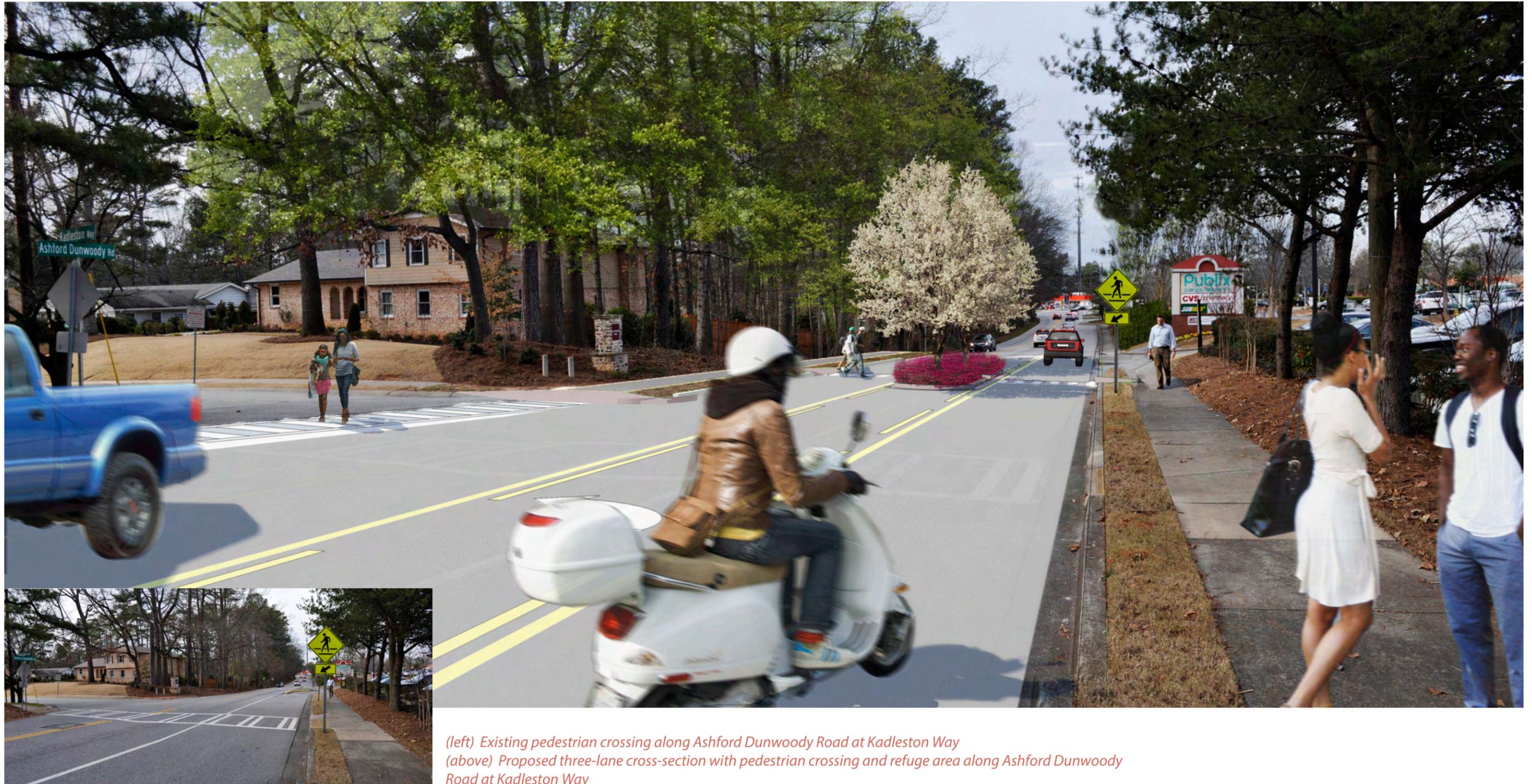
Ashford Dunwoody Road and Johnson Ferry Road act as barriers separating retail areas, multi-family apartments, and neighborhoods from existing parks and trails. The plan proposes a series of designed pedestrian crossings along these corridors.

Key Project: Ashford Dunwoody Road at Lakeside Way NE (P-2)

Along a significant portion of Ashford Dunwoody Road (north of Johnson Ferry Road) there are limited places designed for pedestrians to cross the street. This is a noticeable lack of connectivity that separates a number of apartment communities on the west side of the road from Blackburn Park and Nancy Creek Trail on the east side of the road.



*(Above) Existing view north along Ashford Dunwoody Road and Blackburn Park
(Top) Proposed sidewalk and pedestrian crossing along Ashford Dunwoody Road and Blackburn Park*



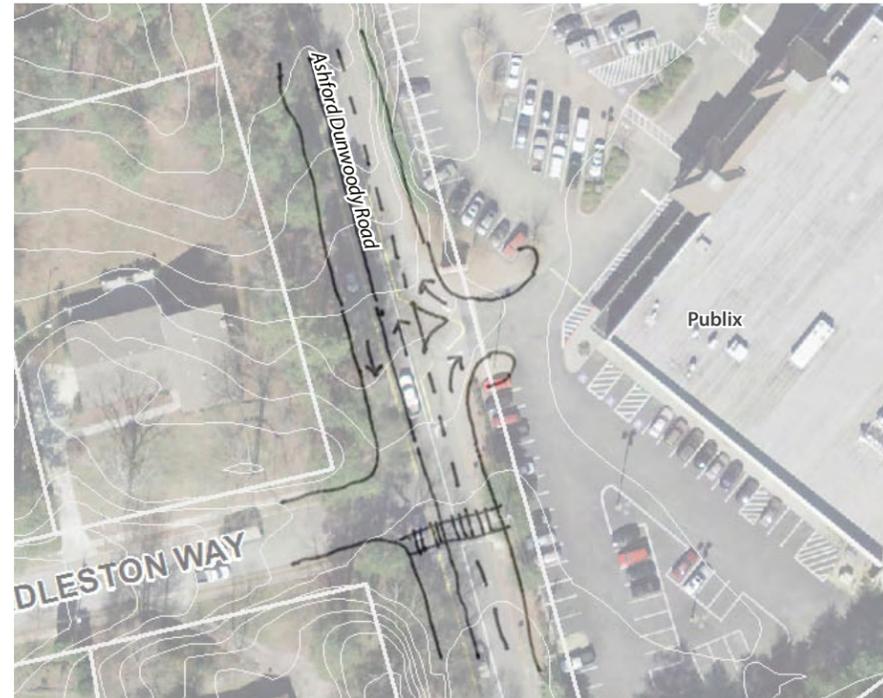
*(left) Existing pedestrian crossing along Ashford Dunwoody Road at Kadleston Way
(above) Proposed three-lane cross-section with pedestrian crossing and refuge area along Ashford Dunwoody Road at Kadleston Way*

Key Project: Ashford Dunwoody Road at Kadleston Way (P-5)

Kadleston Way is an important neighborhood street with an existing pedestrian crossing that connects the neighborhood to the adjacent Publix Shopping Center and larger commercial area along Ashford Dunwoody Road and Johnson Ferry Road. This connection places a large neighborhood area within easy walking distance of a range of commercial services and beyond to Blackburn Park and the Nancy Creek Trail. The existing pedestrian crossing is located on the south side of the intersection and crosses three lanes of traffic that includes the right turn lane into the Publix Shopping Center. Northbound traffic on Ashford Dunwoody Road is coming from the crest of a hill with natural acceleration moving toward this intersection.

In order to improve safety, the plan suggests a redesigned pedestrian island crossing on the north side of the intersection including:

- Eliminating the dedicated right turn lane into the Publix Shopping Center by converting it into the northbound travel lane.
- Transforming the current northbound lane into a center left turn lane with protected access into the neighborhood.
- Locating a landscaped pedestrian island on the north side of the intersection by using the lane transition space from the left turn lane. This results in a more visible crossing location and provides a pedestrian refuge island, while still restricting left turns out of the Publix parking lot. A landscaped pedestrian crossing island also serves to create a physical gateway treatment that calms traffic and transitions vehicle behavior as they enter the commercial district.



Existing Condition along Ashford Dunwoody Road



Proposed Crossing on Ashford Dunwoody Road



Ashford Dunwoody/Johnson Ferry Road Intersection Improvements

Ashford Dunwoody Road and Johnson Ferry Road converge resulting in a confluence of traffic at the two intersections of these roads. When combined with their volume of traffic, the skewed angles have made these intersections difficult for pedestrians to cross. As a result, these intersections lack adequate sidewalks or crosswalks and present a significant pedestrian barrier.

One option to make these intersections more pedestrian-friendly is to redesign them as roundabouts. A roundabout is a circular intersection that uses “horizontal deflection” to bring vehicle speeds down to a safe 15-20 miles per hour, and accommodates through and turning vehicles without the need for a traffic signal. Because cars move continuously through a roundabout, it is more efficient at moving traffic than a typical signalized intersection. Communities across the country are beginning to use roundabouts more frequently because they slow driving speeds, enable pedestrians to safely cross streets, correct difficult intersection configurations, and improve roadway aesthetics.

Converting the intersections of Ashford Dunwoody Road and Johnson Ferry Road into roundabouts is just one initial alternative for further evaluation. The proposed roundabouts are intended demonstrate the potential to calm traffic, provide safer pedestrian crossings, and create attractive streetscape design statements. The proposed design simply tests the initial footprint and physical layouts. Further design and traffic evaluation is necessary to determine their size, alignment and feasibility.

Key Project: Ashford Dunwoody Road and Johnson Ferry Road Roundabout North (I-1)

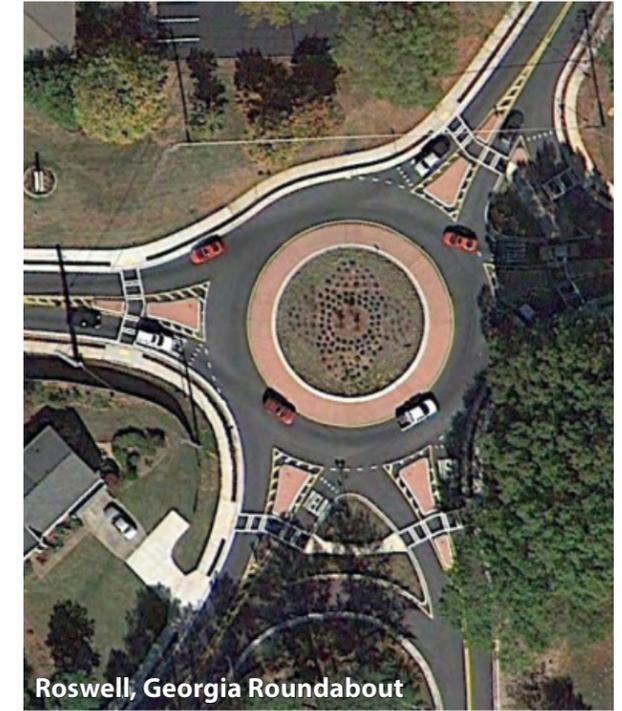
At the north intersection, a three-leg roundabout could be an alternative. A pedestrian crossing on each leg would be provided on landscape splitter islands, and the center island could function as a landscaped gateway entry feature. On Johnson Ferry Road and Ashford Dunwoody Road, the cross-section would be three lanes with a center left turn lane designed as a landscaped median where left turns lanes are not necessary. Because of the dimensions of the intersection, the construction of a roundabout would require space from Blackburn Park to accommodate the northern leg.

Key Project: Ashford Dunwoody Road and Johnson Ferry Road Roundabout South (I-2)

The south intersection would require a different configuration for a roundabout. One option may be to develop a four-leg roundabout with an elongated design to accommodate the skewed angles of the road. Pedestrian crossings would be provided on each leg with landscaped islands, and the center island could serve as a gateway entry feature. The cross section would be three lanes, with a center left turn lane designed as a landscape median where left turn lanes are not necessary. To accommodate a roundabout at this location, modifications would be needed to parking lots at existing commercial properties.

Roundabout Design and Benefits

A modern roundabout is a circular intersection that uses “horizontal deflection” on entry and exit to bring vehicle speeds down to a safe 15-20 mph and accommodates through and turning vehicles without the need for a traffic signal. Motorists entering the roundabout yield to vehicles already in the roundabout. Because traffic moves continuously through a roundabout, it is more efficient at moving traffic than a typical signalized intersection. Furthermore, roundabouts are safer than signalized intersections (i.e., fewer collisions and far fewer injuries and fatalities). Roundabouts slow driving speeds, allow pedestrians to safely cross the street, correct intersection configurations, and improve aesthetics. Because they improve safety and make it easier to walk and bicycle, roundabouts are potentially powerful tools in making a community more friendly to active living.



Roswell, Georgia Roundabout



Roswell, Georgia Roundabout

Why Roundabouts?

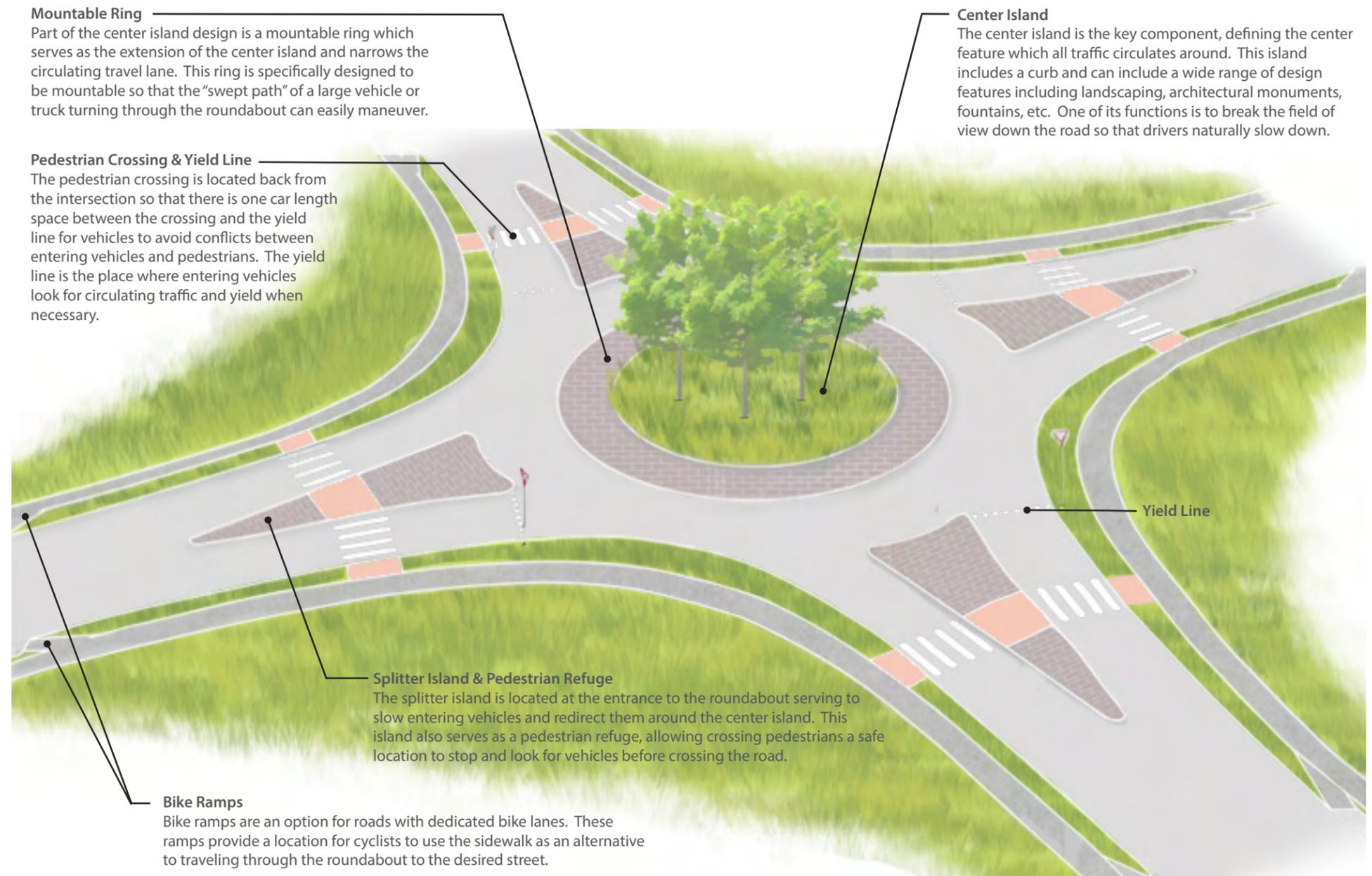
For a number of reasons:

- Roundabouts experience 35% fewer crashes than signalized intersections
- Severe injuries and fatalities are reduced up to 89%
- They result in 75% fewer injuries than signalized intersections
- Pedestrians are 50% less likely to be hit in a roundabout than at a signalized crosswalk
- Serve as a traffic calming device, keeping vehicles moving but at a safe (15 mph) speed.

Source: 2010 FHWA Roundabout Technical Summary

The Basic Anatomy of a Roundabout

While all roundabouts are specifically designed for individual intersections, there are a number of basic components that all roundabouts include.



Future Redevelopment

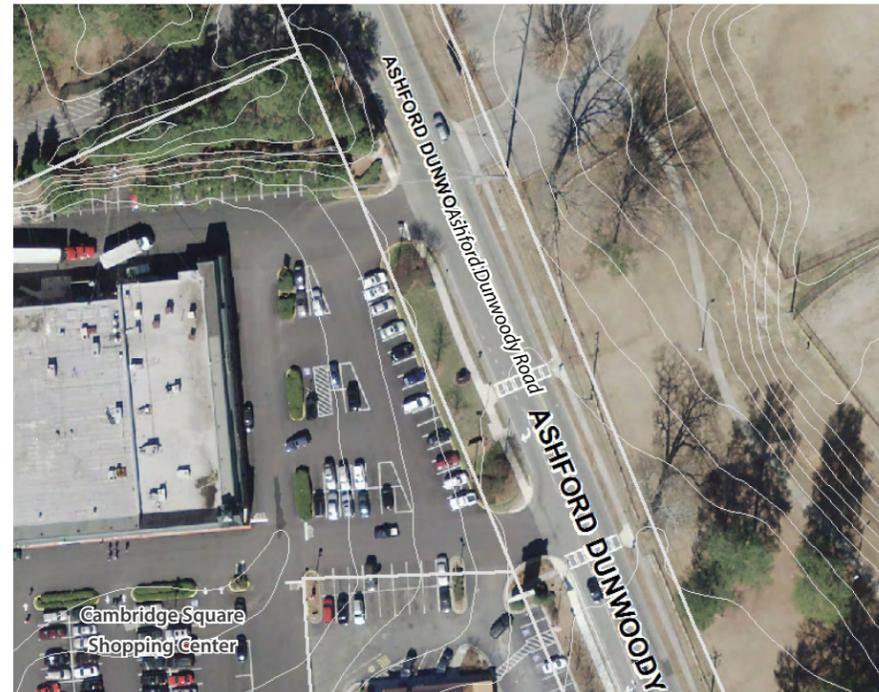
Cambridge Square Retrofit

Change will occur in a variety of ways in the Ashford Dunwoody/Johnson Ferry area. While there is long-term potential for existing commercial shopping centers to redevelop, such as Cambridge Square, significant change will more likely occur through incremental reinvestment in the existing centers and smaller commercial properties. Valuable pedestrian improvements are possible through targeted retrofits in existing centers as they reinvest in outparcel development and property renovations.

This plan illustrates the ability to enhance the pedestrian environment and connection to Blackburn Park on a portion of the Cambridge Square Shopping Center. The development concept is centered on reorganizing a small portion of the center's parking lot in order to create new outparcel development sites along Ashford Dunwoody Road. The goal is to connect the shopping center's buildings and activity to the street and adjacent Blackburn Park.

Key components of the plan include:

- **Better Parking.** Reorganizing the corner of existing parking lot along Ashford Dunwoody Road into a single, double-loaded parking aisle to create more efficient layout while still providing needed access and parking.
- **Creating Outparcels.** Reorganizing the parking lot to create outparcel development fronting along Ashford Dunwoody Road across from Blackburn Park. New outparcels should be oriented to the street with front entrances and storefront windows facing the street and Blackburn Park. They should also share outdoor dining/plaza area enclosed by surrounding building frontage to create an active and inviting public space connected to the street.
- **Crosswalks.** Developing new pedestrian crossings at each driveway to maximize connectivity between Blackburn Park and the shopping center.
- **More Retail.** Adding retail square footage will require shared parking agreement and/or reduction in the site's required parking ratio. (See zoning recommendations and redevelopment guidelines)



Existing Condition along Ashford Dunwoody Road



Proposed Crossing on Ashford Dunwoody Road

Redevelopment Design Guidelines

The design vision for the Master Active Living Plan is based on the premise that future development can be shaped to create places that are walkable and mixed-use. The immediate question is whether current developers, typical national commercial tenants and suburban residential products can conform to this alternative vision.

The answer is yes. Over the past 10-15 years there has been a growing number of communities and developers creating pedestrian-oriented and mixed-use places incorporating typical commercial and residential development types. Several project case studies are documented here to illustrate how actual built projects have incorporated big box retail tenants, “main street” retail, and residences into connected, walkable and vibrant places.

Edgewood Retail Center, Atlanta, Georgia

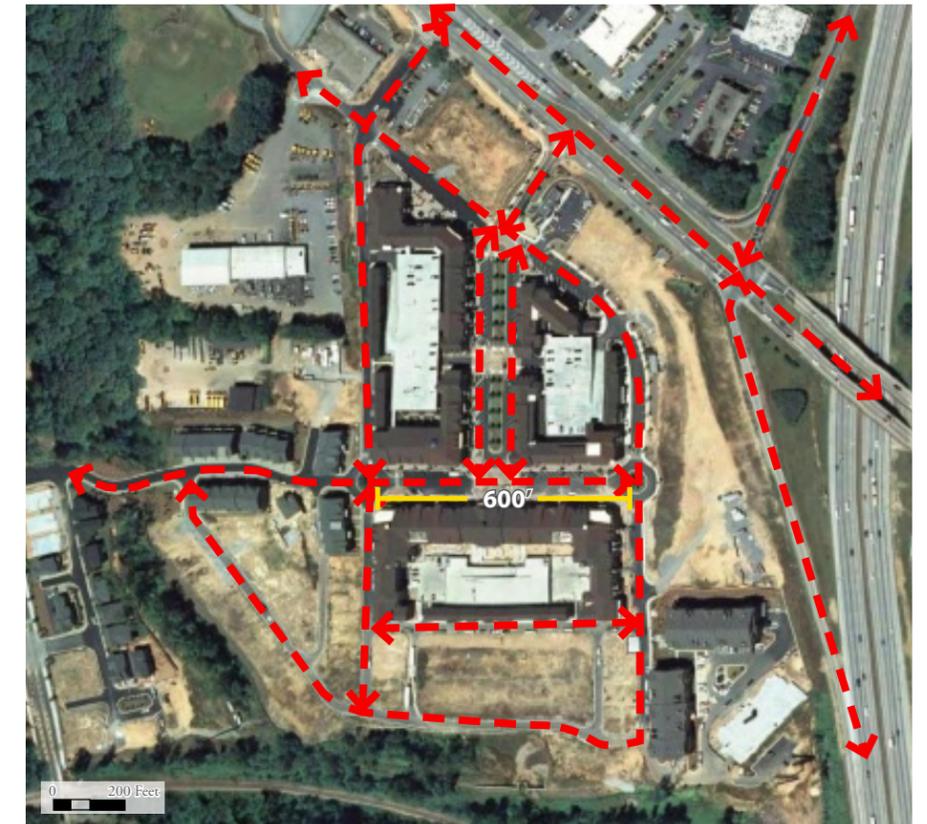
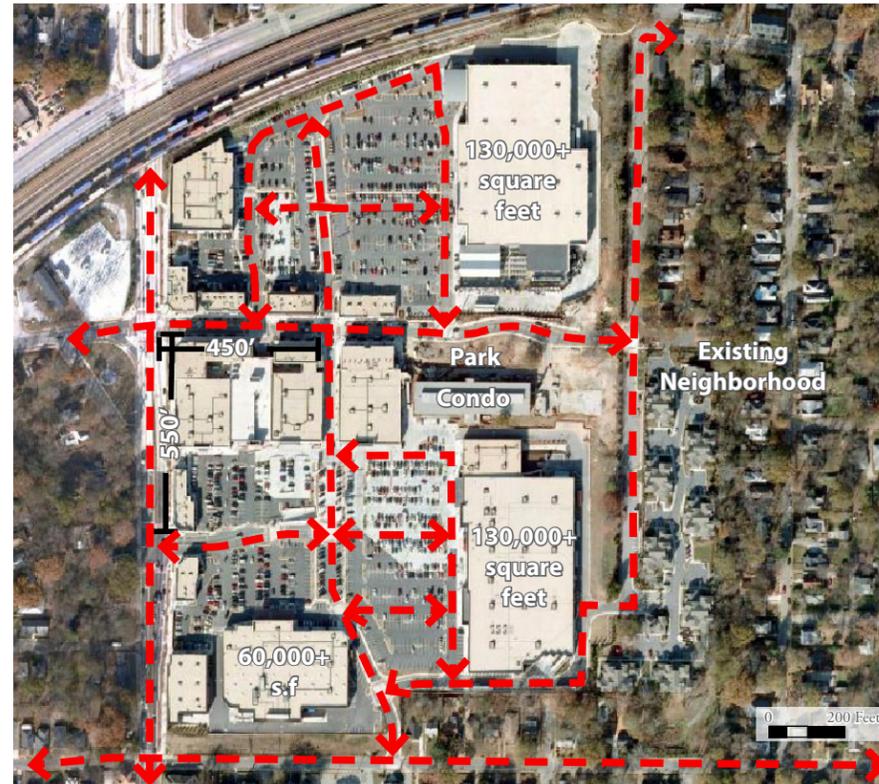
The Edgewood Retail Center is surrounded by existing historic neighborhoods and has access to Interstate 20 and Freedom Parkway. The development built off the existing street grid and has a mix of big box and local retailers. Major features include:

- Approximately 500,000 square feet of retail
- 2 to 4 story retail development
- Town home and condo units from the transition between retail and the residential neighborhood
- Surface parking lots tucked away from the main streets

West Village, Smyrna, Georgia

West Village is a new mixed-use development adjacent to Interstate 285. The development includes a mixed-use town center with retail, retail, restaurants, and multi-family units located above retail. The development also includes townhomes and single-family homes. Major features include:

- 200,000 square feet of retail
- 3 story mixed-use development
- Parking tucked away behind buildings
- Block perimeters of less than 18,000 feet for most blocks within the town center



(above) Edgewood Retail Center, Atlanta, Georgia
(right) West Village, Smyrna, Georgia

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

Lot Layout + Building Placement

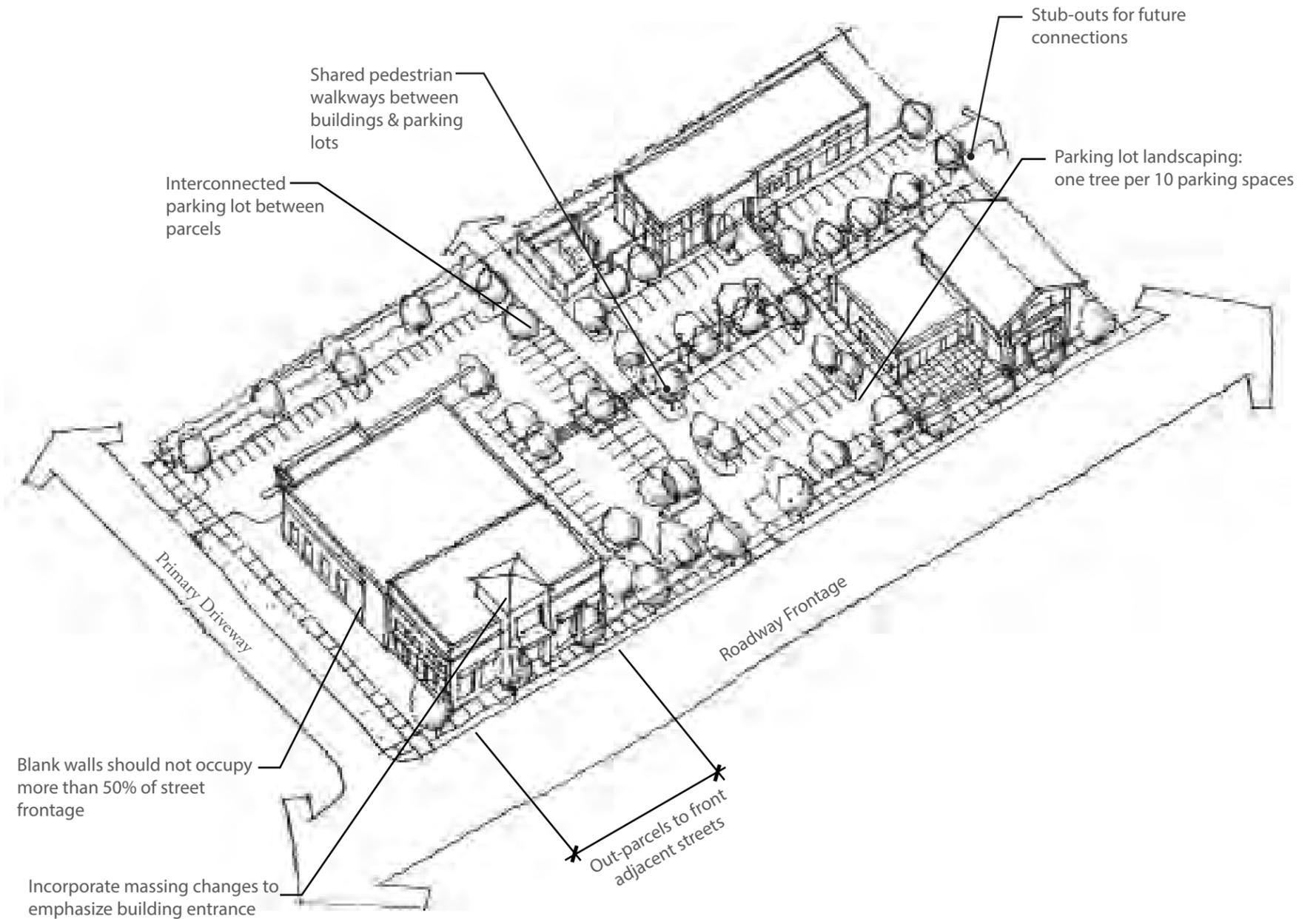
Buildings should be sited close to streets with active ground floor uses and pedestrian amenities that will help strengthen pedestrian connections.

- Primary driveway entrances or street connections should have building frontage “built-to-street” with parking located behind the building to create pedestrian-oriented streets.
- Outparcels should be located to front along primary driveways at intersections with adjacent corridors.
- Buildings should be oriented with windows and main entrances facing streets. Loading areas and other facilities should be screened from view of the main vehicular and pedestrian connections.

Mixed Use Development

Zoning and land use regulations should encourage mixed-use development by allowing residential uses to be allowed within commercially zoned parcels as part of a mixed-use development plan.

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



Connectivity and Block Structure

Existing commercial development in the Ashford Dunwoody Study Area has little to no vehicular or pedestrian connectivity. As a result, vehicle trips are forced to the limited network and major corridors. By providing new street connectivity and cross-access between parcels, less pressure will be put on existing streets and intersections and local trips (those with a destination in the study area) will have alternatives to the regional highway network, protecting capacity on these roads and increasing safety.

The new street connections defined as part of this study should be adopted to define where new street connections should be constructed as development occurs. It has been specifically designed to accommodate the incremental nature of parcel-by-parcel development and is intended to be built over time.

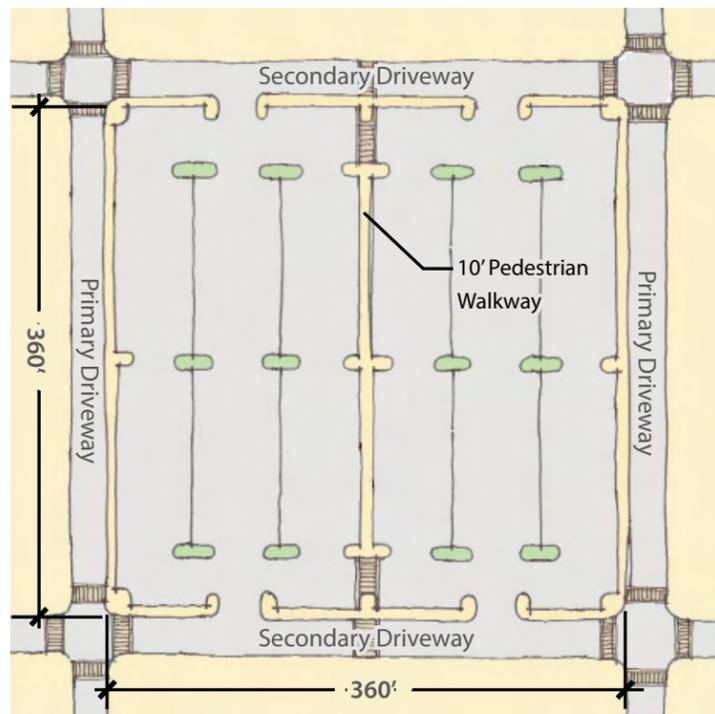
- Large parcels should be organized into “blocks” that are between 360 (6 parking bays) to 600 feet. This structure should be used to organize buildings and development, internal parking lots, cross-access and provide stub-outs for future connections.
- For blocks larger than 360 feet, pedestrian connections through the parking lots should be provided that are at least 10 feet wide to connect streets to building entrances.
- Joint use driveways and/or cross access easements should be provided with stub-outs for future connections, when new development is adjacent to undeveloped parcels.
- Buildings should be sited close to streets with active ground floor uses and pedestrian amenities that will help strengthen pedestrian connections.



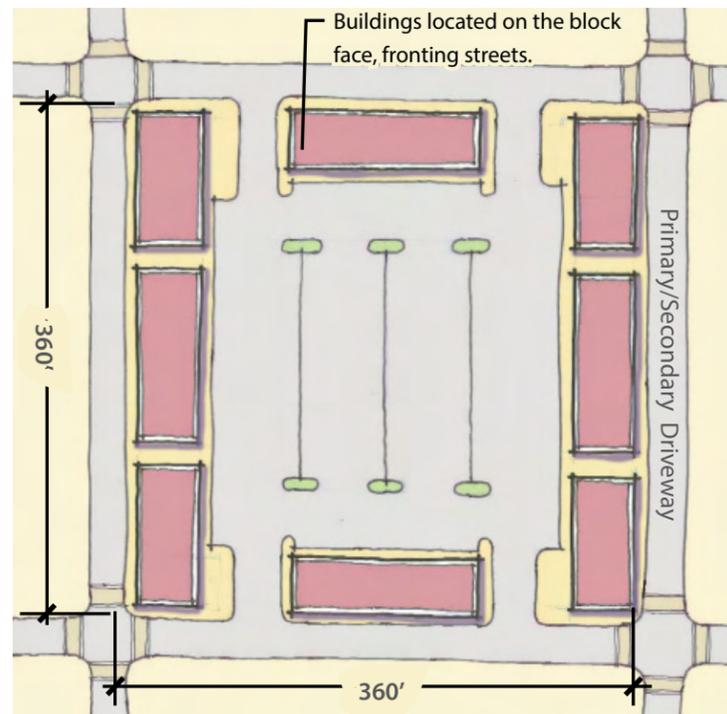
Block Structure and Adaptability

In addition to maximizing pedestrian and vehicular connectivity, the proposed block structure also establishes a pattern for development that is able to adapt and change over time through redevelopment.

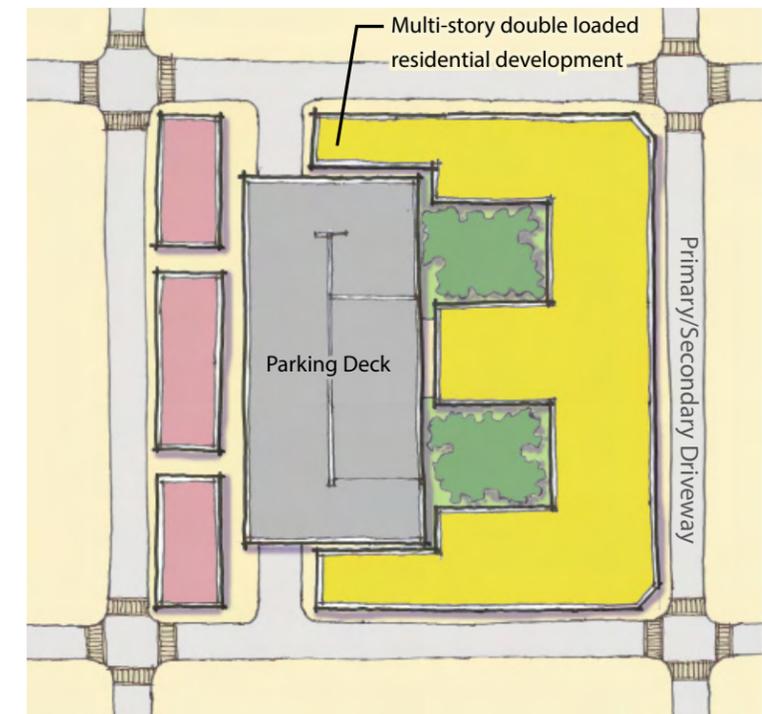
- In a surface parking option, which is likely to be the development scenario within the Ashford Dunwoody Study Area, the 360 foot block accommodates 6 parking bays with primary driveways on two sides and parking lot access from the secondary driveways or streets.
- This block structure supports surface parking and development by placing buildings on the outer edges of the block and maintaining a surface parking lot in the center.
- In the long-term, higher intensity development or alternative development scenarios can be accommodated on this block through redevelopment and/or converting the surface parking into a parking deck. This allows for a larger development pad that can accommodate multi-storied residential or office development with retail liner buildings attached to the parking deck.



Development Option:
Surface Parking Only



Development Option: Surface
Parking and Development



Development Option: Structured
Parking and Development

2.3 Active Living Land Use + Zoning Recommendations

A key recommendation is to align DeKalb County and the City of Brookhaven's zoning codes with active living principles. These recommendations address both the current DeKalb County zoning code, and recommendations for the draft zoning code that may be adopted in the future.

Recommendation #1: Keep and Update the PC District

The PC District is a positive local example of current regulatory controls that adequately address many of the goals of active living. There are however some elements of zoning that are missing that could be improved upon to better achieve active living goals. The following list of provisions are those that should be further included in these critical zoning districts.

Active Uses

- Place size limits on a great number of commercial and retail types of uses.
- Place a limit on the total number of certain types of commercial and retail types.
- Allow bonus densities to incent those uses that are needed within these areas.
- Allow farming, greenhouses, nurseries and roadside food stands as a permitted use.
- Require multifamily uses to have ground floor commercial or retail uses.
- Require active use for a minimum depth of 20 feet from any building facade along the public sidewalk.
- Prohibit drive-through service windows and drive-in facilities between a building and the street.

Connectivity and Accessibility

- Limit individual block faces to a maximum of 600 linear feet.
- Require off-street bicycle parking at a minimum of 1 bicycle parking space for every 10 vehicular spaces provided
- Require bicycle parking to be provided in a safe, accessible and convenient location in relation to the pedestrian entrances of the uses that the parking is provided for.
- Prohibit curb cuts from being located a within 100 feet from any other curb cut.
- Require pedestrian walkways a minimum width of 5 feet connecting parking lots or parking decks to the adjacent sidewalks, open spaces and building entrances.
- Require public sidewalks and landscape zones to be located along both sides of all streets.
- Require utilities to be placed underground.
- Require the primary pedestrian access to all sidewalk level uses and business establishments with public or private street front age to be directly accessible and visible from the sidewalk adjacent to such street and shall remain unlocked during business hours for nonresidential uses.

- Require the pedestrian entrances to residential units that are not adjacent to a public sidewalk to be linked to the public sidewalk with a pedestrian walkway a minimum of 5 feet wide.
- Prohibit cul-de-sacs.
- Prohibit gates and security arms from crossing any public street or sidewalk.
- Allow bonus densities for providing new streets and new on-street parking.
- Allow bonus densities for developments with smaller block sizes.
- Allow bonus densities for development within transit or bus station areas.
- Require driveways to be predominantly perpendicular to any adjacent street and prohibit them from being located between the required sidewalk and the adjacent building except to reach the side yard, rear yard or an on-site parking facility.
- Do not require driveways when access is provided by a common or joint driveway for adjacent lots that have direct vehicular access to a street.
- Require curb cuts and driveways intersecting with arterials and collectors to be designed as public streets.
- Require all sidewalk paving materials and widths to be continued across any intervening driveway curb cut at the prevailing grade and cross slope as the adjacent sidewalk walk zone.
- Allow pedestrian ways to be used to satisfy block connectivity or block area regulations.
- Prohibit pedestrian bridges and tunnels when located above or below public streets.
- Require all buildings to have their primary facade directly fronting and facing a public or private street.
- Require driveway curb cut widths to be a maximum of 24 feet for 2-way entrances and 12 feet for 1-way entrances.

Open Space

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

Building Design

- Require a LEED analysis for developments 50,000 square feet in size or larger.
- Require office buildings containing over 50,000 square feet of gross office space to provide showering facilities for building tenants and their employees.
- Require building façades greater than 100 continuous feet in horizontal length to include variety in façade treatment such as materials, textures, colors and/or window and door patterns.

Parking

- Require individual parking lots or parking decks with more than 50 parking spaces to provide a minimum of 1 electric vehicle charging station for every 50 parking spaces.
- Require parking decks to include a minimum of 25% of occupiable floor area at ground level.
- Require parking deck entrances for pedestrians to be directly from a sidewalk or path.
- Require parking areas on adjoining lots to share curb cuts and driveways.
- Require a minimum of 1 entrance to parking structures to have a minimum height of 90 inches for the ingress and egress of vanpool vehicles.
- Remove minimum off-street parking requirements and instead require maximum off-street parking requirements.
- Prohibit off-street surface parking lots from being located between a building and an adjacent street.
- Allow parking to be shared or transferred off-site at the discretion of the director.
- Require any development providing more than 50,000 square feet of gross office space to reserve and designate carpool and vanpool parking spaces.
- Require bicycle parking to be located within the amenity zone or within an accessory parking structure and as close to a building entrance as the closest covered automobile parking space. Such spaces shall be covered from inclement weather.
- Require a minimum of 10% and a maximum of 25% of the total amount of parking spaces to be set aside for compact cars.
- Require development to have no fewer than 3 bicycle parking spaces.
- Require garage doors for single-family attached or detached uses to be oriented to the side or rear yard.
- Require parking areas to be designed to facilitate safe and convenient use by pedestrians.
- Require parking deck facades to conceal automobiles from visibility from any public right-of-way or private drive or street that are open to the general public, and to have the appearance of a horizontal storied building.

Recommendation #2: Rezone Active Living Study Areas to the PC District

While the PC District is an effective regulatory tool for achieving active living goals, the study areas are predominantly represented by the other older and more conventional zoning districts instead. The study areas should be proactively rezoned by DeKalb County to remove the outdated zoning designations and replace them instead with the PC District. The PC District is the perfect tool for rezoning large portions of land into a new unified district equipped with the necessary provisions for achieving active living goals.

Recommendation #3: Create an Urban Agriculture Definition

The county should make sure that the term “Urban Agriculture” is effectively defined in the definitions chapter of the zoning ordinance to facilitate the proliferation of the use. By properly defining and allowing it as-of-right within the study area zoning districts, small farms can be installed and maintained. The below set of provisions from San Francisco should be utilized to model the new definition for DeKalb County.

- Urban Agriculture is permitted as a use that occupies less than 1 acre for the production of food or horticultural crops to be harvested, sold, or donated. The use includes, but is not limited to, home, kitchen, and roof gardens.
- Farms that qualify as Urban Agricultural use may include, but are not limited to, community gardens, community-supported agriculture, market gardens, and private farms.
- Urban Agricultural use may be principal or accessory use.
- Limited sales and donation of fresh food and/or horticultural products grown on site may occur on site, whether vacant or improved, but such sales may not occur within a dwelling unit.
- Sale of food and/or horticultural products from the use may occur between the hours of 6 a.m. and 8 p.m.
- Sales, pick-ups, and donations of fresh food and horticultural products grown on-site are permitted.

Recommendation #4: Adopt an Inclusionary Zoning Ordinance

An Inclusionary Zoning Ordinance should be enacted by the county to provide housing diversity and livability throughout the entire county, as well as within the study areas. Modeled after the City of Charlotte, this new ordinance is summarized below:

- Permit mixed income housing developments through a voluntary, incentive-based density bonus throughout various zoning districts in the county.
- A percentage of the dwelling units are targeted to income levels at or below 80 percent of Area Median Income (AMI) and developed according to an approved preliminary site plan.
- Participation is voluntary and not required.

- Permit bonus densities for participation.
- Establish locational criteria based on census block groups that are at or above the median home value.
- Prohibit the set-aside of affordable units from exceeding 25% of the total number of units in the development.
- Allow lot size reductions as part of the process.
- Establish design guidelines to properly disperse and blend the units architecturally with other existing units.

Recommendation #5: Adopt a Complete Streets Policy

In order to fully address development regulations within the study area it is important to not be limited to just the zoning ordinance. The policy provisions of the county that deal with streets and public infrastructure are equally as important for the sake of achieving Active Living goals. DeKalb County would benefit from pursuing a Complete Streets policy as a companion to an updated zoning strategy for the study areas. A number of municipalities across the nation have adopted Complete Streets policies for their jurisdictions and DeKalb County should similarly pursue this strategy.

Recommendation #6: Integrate the Proposed new MR, HR and MU Zoning Districts

The new DeKalb County Draft Zoning Code contemplates a comprehensive rewrite of the current County Zoning Ordinance. Part of this vision includes the removal of the existing PDC and I-20 Overlay Districts and the creation of new progressive districts that regulate both Multi-family and Mixed Use development with innovative standards for urban design, parking, building form, connectivity and open space.

In particular, there are districts for medium density residential, high density residential and mixed-use that in coordination would be the perfect implementing tool for the Active Living study areas. These districts have a vast range of densities that can be applied appropriately to the study areas. And the uniform design and development standards ensure that all development will integrate quality of life and “Smart Growth” components into the area as it redevelops over time.

It is recommended that the county adopt these progressive zoning regulations and subsequently rezone the Active Living study areas to the appropriate levels of MR, HR and MU zoning categories. Additional highlights of these new districts as they relate to the Active Living goals and recommendations of this study area as follows:

Density & Use

- MR 1 8 to 12 units per acre Residential
- MR 2 12 to 24 units per acre Residential
- HR 1 24 to 40 units per acre Residential
- HR 2 40 to 60 units per acre Residential
- HR 3 60 to 120 units per acre Residential
- MU 2. 4 to 12 units per acre Residential & Non-residential
- MU 3. 12 to 24 units per acre Residential & Non-residential
- MU 4. 24 to 40 units per acre Residential & Non-residential
- MU 5. 40 to 80 units per acre Residential & Non-residential

Density Bonus Provisions

- Transit Proximity (existing transit stop within ¼ mile distance from property boundary)
- If the subject property is within ¼ mile walking distance to existing or programmed amenities serving residential needs such as health care facilities, senior and/or civic centers, public schools, public library, recreational facilities, personal services and/or shopping center
- Certified that if built as designed, would meet LEED®, Earthcraft or other national accreditation and review for energy and water efficient site and building
- 30 year commitment that: 10% of total units be reserved for very low income, or; 20% for low income, or; 25% senior housing
- Reinvestment Areas Located within an Enterprise Zone or Opportunity Zone
- Mix of Nonresidential and Residential Uses
- Additional Enhanced Open Space
- Bus shelter
- Park-N-Ride and/or Ride-share
- Public art
- Architectural rehabilitation or historical preservation
- Structured parking
- Trail with public access

Uses

- Stand alone retail or uses considered as neighborhood shopping uses follow shall not exceed forty-thousand (40,000) square feet in total floor area.
- Connectivity & Streetscapes
- Streets shall be designed to create an interconnected system of grid patterned roads, modified only to accommodate topographic conditions. Each new street shall connect to the existing grid; applicants must demonstrate hardship to be waived from this requirement (topography, adjacent property owner, other similar constraint).

- New streets shall demonstrate conformance with the intent of any and all county adopted transportation, thoroughfare plan and/or subarea plans
- Sidewalk paving materials shall be continued across intervening driveways at the same prevailing grade and cross slope as the adjacent pedestrian sidewalk area.
- Where newly constructed sidewalks abut existing adjacent sidewalks, the newly constructed sidewalk shall provide safe transition of pedestrian traffic flow to adjacent sidewalks.
- Development that disturbs existing sidewalks on another property shall replace disturbed areas to their pre-disturbance state and condition.
- Safe and convenient paved pedestrian pathways shall be provided from sidewalks along streets to each building entrance, including pedestrian access routes to parking decks and through parking lots and between adjacent buildings, transit stops, street crossings within the same development. All such pathways shall have a minimum width of five feet.
- A traffic impact study is required for rezoning, special land use permits, sketch plats, and development or building permit applications
- New streets shall be constructed with continuous streetscape zones on both sides.
- The streetscape zone on new streets shall consist of a landscape strip, a sidewalk, and a supplemental zone.
- Sidewalks shall be provided between the landscape strip and the supplemental zone.
- Landscape strips shall be located between the curb and the sidewalk.
- Landscape strips shall be designed with street trees and pedestrian scale streetlights.
- New development and redevelopment occurring on existing streets shall provide a streetscape zone on the side of the street where the development takes its access.
- The streetscape zone on existing streets shall consist of a landscape strip and a sidewalk.
- Landscape strips in the streetscape zone shall be planted with street trees and shrubs and consist of no more than 30 percent grass or other groundcover. Landscaping design shall include a variety of deciduous and evergreen trees and shrubs and flowering plant species well adapted to the local climate.
- Landscape strips may include brick pavers, concrete pavers, or granite pavers where on-street parking is provided or pedestrian crossing is likely.
- Required landscape strips shall be established and maintained in perpetuity by the owners.
- Street trees shall be overstory trees unless site constraints prohibit the use of large maturing trees, subject to the approval of the Director, or his/her designee.
- Street trees shall be provided at the ratio of one tree for every 50 feet of street frontage.
- Street trees shall not be planted closer than 20 feet from the curb line of inter-

- secting streets and not closer than 10 feet from alleys or private driveways.
- Street trees shall not be planted closer than 12 feet from light standards. No new light standard location shall be positioned closer than 10 feet to any existing street tree.
- Trees shall not be planted closer than two-and-on-half (2.5) feet from the back of the curb.
- Where there are overhead power lines, tree species are to be chosen from a list provided by the county arborist that will not interfere with those lines.
- Trees, as they grow, shall be pruned to provide at least 8 feet of clearance above sidewalks and 12 feet above driveways and roadway surfaces.

Building Materials

- Exterior wall materials of primary buildings shall consist of any of the following types: Brick masonry; Stone masonry; Horizontal siding of wood, fiber cement; Hard coat stucco; Cedar shingles; Textured face concrete block; Architectural concrete; and/or Appropriate architectural accent materials as approved by the director.
- Exterior building material requirements do not preclude solar panel installation on building roofs.
- The following materials shall be prohibited from view from a public street as primary material but are permitted as secondary building materials (up to thirty (30) percent of total): Standing-seam or corrugated metal siding; Exterior insulation and finishing system (EIFS) constructed at least eighteen (18) inches above grade; Vinyl. (POND note: recommend add specifications of vinyl standards); The following exterior building materials shall be prohibited: Plywood; Common concrete block.

Parking

- Non-residential and mixed-use buildings located in activity centers character areas, as identified in the Comprehensive Plan shall have no more than one row of parking within the front yard without an intervening building between parking and the street; such parking shall extend along no more than thirty (30) percent of the linear width of the street frontage; and be allowed to locate parking along the side or rear or as on-street parking dedicated as ROW by the applicant.
- Off-street surface parking lots (including access and travel ways) consisting of 5 (five) or more spaces shall be located on the side or to the rear of a multi-family structure.
- Parking for large-scale retail development shall be distributed around the principal structure on at least two sides and but not interfere with delivery and loading facilities.
- A maximum of (30) percent of parking shall be located between the principal structure and primary street.

3.0 Implementation

Implementing active living projects in the study area will have to occur gradually over time. Some projects can be accomplished quickly because the land is already under public-ownership; others are long-term projects that will require further study and/or private sector involvement. It is also important to group similar/co-located projects together to maximize efficiency and minimize the disturbance to the community during construction.

Near-Term Projects (0-2 Years)

Some recommended projects are “easy wins”--small, relatively inexpensive projects that can have a large impact quickly. These are the projects that should be focused on in the near-term:

- LU-1 Zoning Audit + Update
- TR-1 Blackburn Park Trail

Mid-Term Projects (2-5 Years)

- P-1 Ashford Dunwoody Road Crosswalk at YMCA
- P-2 Ashford Dunwoody Road at Lakeside Way NE Crosswalk
- P-3 Ashford Dunwoody Road at Kroger Shopping Plaza Crosswalk
- P-5 Ashford Dunwoody Road Crosswalk at Kadleston Way
- S-2 Ashford Dunwoody Road Sidewalk
- S-3 Donaldson Drive Sidewalks
- S-4 Ashford Dunwoody Road/Johnson Ferry Road Sidewalks
- S-5 Harts Mill Road NE Sidewalks
- S-6 Old Johnson Ferry Road Sidewalks
- TC-1 Deering Road Traffic Calming

Longer-Term Projects (5+ Years)

- I-1 Ashford Dunwoody Road and Johnson Ferry Road Intersection North
- I-2 Ashford Dunwoody Road and Johnson Ferry Road Intersection South
- P-4 Johnson Ferry Road at Kroger Shopping Plaza
- P-6 Johnson Ferry Road at Blair Circle NE
- S-1 Johnson Ferry Road sidewalks
- TR-2 Keswick Park Trail

3.1 Project Phasing + Timeline

Project ID	Project Name	Project Type	TIP Project Type	Project Length or Area	Unit	Project Description	Priority / Timeframe	Potential Responsible Agencies	Potential Funding Sources	Engineering Cost	ROW Cost	Construction Cost	Total Cost
I-1	Ashford Dunwoody/Johnson Ferry Road (North)	Intersection Improvement	Roadway/Capacity Reduction or Conversion	1	LS	Feasibility study need to examine the appropriateness of a roundabout	Determined by City of	City of Brookhaven/DeKalb County	City of Brookhaven CIP	\$50,000	Not Included/TBD	N/A	\$50,000
I-2	Ashford Dunwoody/Johnson Ferry Road (South)	Intersection Improvement	Roadway/Capacity Reduction or Conversion	1	LS	Feasibility study need to examine the appropriateness of a roundabout	Determined by City of	City of Brookhaven/DeKalb County	City of Brookhaven CIP	\$50,000	Not Included/TBD	N/A	\$50,000
P-1	Ashford Dunwoody At YMCA (3692 Ashford Dunwoody Road)	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Improve access across Ashford Dunwoody at YMCA	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-2	Ashford Dunwoody at Lakeside Way NE	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Improve access across Ashford Dunwoody at Lakeside Way	Medium	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-3	Ashford Dunwoody at Kroger Shopping Plaza	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Improve access across Ashford Dunwoody at Kroger Shopping Plaza	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-4	Johnson Ferry Road at Kroger Shopping Plaza	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Improve access across Johnson Ferry Rd at Kroger Shopping Plaza	Medium	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-5	Ashford Dunwoody at Kadleston Way	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Improve access across Ashford Dunwoody at Kadleston Way	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-6	Johnson Ferry Road at Blair Circle NE	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Improve access across Johnson Ferry Road at Blair Circle	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000

3.1 Project Phasing + Timeline

Project ID	Project Name	Project Type	TIP Project Type	Project Length or Area	Unit	Project Description	Priority / Timeframe	Potential Responsible Agencies	Potential Funding Sources	Engineering Cost	ROW Cost	Construction Cost	Total Cost
S-1	Johnson Ferry Road	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	2,700	LF	Extend sidewalk on the south side of Johnson Ferry Road from Waddeston Way to Ashford Club Court	Medium	City of Brookhaven	City of Brookhaven CIP	7000	Not Included/TBD	67500	\$74,500
S-2	Ashford Dunwoody Road	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	200	LF	Extend sidewalk along the western edge of Blackburn Park from Woods Drive north, along existing parking, and linking to existing sidewalk	High	City of Brookhaven	City of Brookhaven CIP	1000	Not Included/TBD	10000	\$11,000
S-3	Donaldson Drive	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	1,800	LF	Complete sidewalks on both sides of the street	High	City of Brookhaven	City of Brookhaven CIP	5000	Not Included/TBD	45000	\$50,000
S-4	Ashford Dunwoody Road/Johnson Ferry Road	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	400	LF	Complete sidewalks at intersection	High	City of Brookhaven	City of Brookhaven CIP	1000	Not Included/TBD	10000	\$11,000
S-5	Harts Mill Rd NE	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	1,600	LF	Complete sidewalk along street	High	City of Brookhaven	City of Brookhaven CIP	4000	Not Included/TBD	40000	\$44,000
S-6	Old Johnson Ferry Rd NE	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	1,300	LF	Complete sidewalk along street	High	City of Brookhaven	City of Brookhaven CIP	3000	Not Included/TBD	32500	\$35,500
TR-1	Blackburn Park Trail	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	2,850	LF	Multi-use trail within Blackburn Park provides alternative pedestrian access near Ashford Dunwoody Rd and would connect to widened sidewalk at Harts Mill Rd	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$35,000	Not Included/TBD	\$345,000	\$380,000
TR-2	Keswick Park Trail	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	3,100	LF	Multi-use trail within Blackburn Park provides alternative pedestrian access near Ashford Dunwoody Rd and would connect to widened sidewalk at Harts Mill Rd	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$37,000	Not Included/TBD	\$370,000	\$407,000
OS-1	Wayfinding/Informational signage	Pedestrian Improvement	Last Mile Connectivity/ Sidepaths and Trails	1	LS	Wayfinding and informational signage	Medium	City of Brookhaven	City of Brookhaven CIP	\$75,000	N/A	\$750,000	\$825,000
LU-1	Zoning Audit & Update	Future Land Use	N/A	N/A	N/A	Audit and update of zoning ordinance	Medium	City of Brookhaven	N/A	N/A	N/A	N/A	N/A

3.2 Implementation Resources and Agencies

The DeKalb County Master Active Living Plans all identify projects with varying timelines for implementation. While some projects will take significant time and resources to develop, others may be implemented in the short term. There are a variety of funding sources available to support community projects. While many sources of nontraditional funding are only available to non-profit organizations, there are some additional resources that can be leveraged by municipalities. Additionally, DeKalb County may choose to partner with schools or assist non-profit organizations by developing their capacity to pursue grants that, in turn, benefit DeKalb County citizens. Some potential resources are outlined below.

Walking & Biking Resources

Safe Routes to Schools Program

The Federal Safe Routes to School (SRTS) Program empowers communities to make walking and bicycling to school a safe and routine activity for primary and middle school students (grades K-8). In Georgia, SRTS makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

The Safe Routes to School Program is organized around five ideas – also called the 5 Es:

- Engineering: Making the environment safer for walking and bicycling
- Encouragement: Encouraging kids to walk and bike
- Education: Teaching kids and parents safe ways to walk and bike
- Evaluation: Checking to see how many kids are walking and biking as a result of the program
- Enforcement: Changing driver, walker and bicyclist behavior as they travel together along the road

Program activities and funding is available to local governments for projects with a 2-mile radius of primary and middle schools. Since 2005, the state of Georgia has received \$34,111,703 in funding.

For More Information:

Emmanuella Myrthil, SRTS Coordinator, Georgia
Georgia Department of Transportation
Shackleford Building #24, 2nd Floor
935 East Confederate Ave.
Atlanta, GA 30316
Phone: 404-635-2824
Email: emyrthil@dot.ga.gov
Website: <http://www.saferoutesga.org/>

PEDS

PEDS was organized to encourage local, regional and state agencies to accept pedestrian safety as their responsibility. The group has developed an online hazard reporting tool that makes it easy for people to notify local governments about missing signs, malfunctioning walk signals, and broken sidewalks. Together with volunteer activities organized by PEDS, the online tool has prompted government agencies and utility companies to eliminate hundreds of pedestrian hazards.

Other community resources available through PEDS include:

- The KidsWalk to School program which increases awareness among City of Atlanta and DeKalb County parents of the health benefits of walking to school.
- The “Slow Down” yard sign campaign, which provides signs for residents in the metro Atlanta area.

For More Information:

Sally Flocks, President and CEO
1389 Peachtree St. NE
Suite 202
Atlanta, GA 30309
Phone: 404-685-8722
Email: sally@peds.org
Website: <http://peds.org/>

Atlanta Bicycle Coalition (ABC)

The Atlanta Bicycle Coalition works to create a healthier, more sustainable Atlanta by making it safer, easier, and more attractive to bicycle for fun, fitness, and transportation. Key goals of ABC include ensuring the proposed regional transportation sales tax includes significant funding for bicycle projects, building a mountain bike park inside the city of Atlanta, adopting Complete Streets policies, improving outreach and communications, and representing all kinds of cyclists. Currently, ABC is working with City of Atlanta and DeKalb County to adopt Complete Streets policies throughout the metro Atlanta area. These policies will help transportation planners and engineers design roadway projects with all users in mind.

For community festivals and events, the County may consider using ABC’s bike valet service. By providing bike parking, event hosts can reduce the event’s impact on traffic congestion and carbon emissions and give people more transportation options. ABC also supplies bike racks that can be installed in strategic locations, making cycling usage and storage easier and more attractive.

For More Information:

Rebecca Serna, Executive Director
213 Mitchell Street SW
Atlanta, Georgia 30303
Phone: 404-881-1112
Website: www.atlantabike.org

Community Wellness Resources

Partners in Action for Healthy Living (PAHL)

Partners in Action for Healthy Living (PAHL) is a not for profit organization that is a catalyst for joint community building efforts that promote healthy eating, active living and policy, systems and environmental change. The organization was born from the Healthy Belvedere Initiative sponsored by Kaiser Permanente and has since developed into a self-sustained, independent non-profit organization committed to promoting active living and healthy lifestyles for communities in southern DeKalb County. To do so, PAHL helps organizations such as schools and civic groups start community gardens; helps to establish or ‘plant’ their successful program model in South DeKalb and surrounding communities; and coordinates sustainable endeavors that promote and support healthy eating and active living.

For More Information:

1679 Columbia Drive
Decatur, GA 30032
Phone: 404-996-6324
Email: info@pahlga.org

Kaiser Permanente Community Health Initiatives

Kaiser supports innovative efforts to bring nutritious foods and safe, physical activity to local schools, workplaces, and neighborhoods. That means developing an environment that supports the physical, emotional, and spiritual well-being of those who live, work, and play there. Kaiser’s Community Health Initiatives take a prevention-driven approach to health. To do so, Kaiser makes contributions to nonprofits, schools and government organizations to improve access to health care, inform health policy, and implement programs that promote and improve health. One of the organization’s funding priorities is prevention, which includes the implementation of strategies that support many areas including improving environments or social conditions for underserved populations that may reduce health disparities.

For More Information:

Grants
Phone: 404-279-4636
Email: emily.r.kimble@kp.org

Bridge Program
Phone: 404-261-2590
Email: bridge@kp.org
Website: <http://info.kaiserpermanente.org/communitybenefit/html/index.html>

Greenspace, Parks & Trail Resources

Georgia Community Greenspace Program

The Georgia Department of Natural Resources established the Georgia Community Greenspace Program in 2000. This program provides an opportunity for urban counties and their municipalities to preserve a minimum of 20 percent of the land and water within their communities as permanently protected greenspace by acquiring and protecting land using state funds and local land use planning. The program is administered by the Georgia Greenspace Commission. Through this program, 'greenspace' is defined as permanently protected land and water that meets at least one of nine program goals. Selected land depends upon a county's own priorities for preserving greenspace, but it is expected that a majority will be preserved as floodplains and wetlands along stream corridors. Land along streams naturally forms connected corridors, or usable buffers, along which people and wildlife can travel. Scenic areas, lands with archaeological and historic resources, passive outdoor recreation areas, paths for walking, cycling and other alternative transportation opportunities, and areas providing access to neighborhoods which do not lie along streams may also be included.

For More Information:

Georgia Department of Natural Resources
Greenspace Commission
2 Martin Luther King, Jr. Drive, Suite 1454
Atlanta, GA 30334
Phone: 404-656-5165
Website: <http://www1.gadnr.org/greenspace/index.html>

National Recreation and Park Association (NRPA)

The National Recreation and Park Association (NRPA) is a national advocacy organization dedicated to the advancement of public parks, recreation and conservation. The organization offers grant opportunities for park equipment and fields for active recreation as well as active recreation opportunities including community gardening and the Great American Trails initiative which works to refurbish and improve trails in local parks.

For More Information:

22377 Belmont Ridge Road
Ashburn, VA 20148-4501
Phone: 800-626-NRPA (6772)
Email: customerservice@nrpa.org
Website: <http://www.nrpa.org>

DeKalb County Schools/Board of Health Community Gardens

The Office of Chronic Disease Prevention (OCDP) uses a community-centered approach to reduce the burden of chronic disease in DeKalb County. The OCDP School Health Coordinator assists schools in implementing and strengthening their school wellness policies and manages the School Grant program. Some projects implemented through this grant include:

- Establishing walking trails on school grounds that are open to the community after school hours
- Safe Routes to School Programs
- Fruit and vegetable bars in several middle school cafeterias

For More Information:

Health Assessment and Promotion Division
445 Winn Way
Decatur, GA 30030
Phone: 404-508-7847
Website: www.DeKalbHealth.net

3.3 Glossary of Terms

Active Living – a concept that seeks ways to make the physical activity safe, convenient, and pleasant and helps develop physical fitness. It encourages fairness in the public transportation system and to make it easier for those dependent upon assistive or adaptive technologies (e.g., guide dogs, canes, manual and electric wheelchairs) to navigate the built environment.

Americans with Disabilities Act (ADA) – United States public law enacted in 1990 guaranteeing rights for people with disabilities. This law mandates reasonable accommodation and effective communication for those with disabilities. Examples in the community planning context include having curb ramps of appropriate width, slope, and location relative to crosswalks and entrances.

Bikeability – a measure of how easy it is to ride a bicycle in a city or town.

Built environment – the human-made surroundings that provide the setting for human activity, ranging in scale from homes and other buildings to neighborhoods and cities and can often include their supporting infrastructure, such as water supply and energy networks.

Complete streets – roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists, and public transit users of all ages and abilities.

Demographics – the characteristics of a human population as used in government, marketing, and opinion research, or the demographic profiles used in such research.

Land use – The way land is developed and used in terms of the types of activities allowed (residential, commercial, industrial, etc.) and the size of buildings and structures permitted.

Safe Routes to Schools – programs that enable community leaders, schools, and parents across the United States to improve safety and encourage more children, including children with disabilities, to walk and bicycle safely to school. In the process, programs are also reducing traffic congestion and improving health and the environment, making communities more livable for everyone.

Shared lane marking or sharrows (see graphic) – a shared-lane marking used within travel lanes shared by bicyclists and other vehicles. These are also called sharrows, a phrase coined by Oliver Gajda of the City and County of San Francisco Bicycle Program, as a combination of shared lane and arrow.

Stakeholder – a person, group, organization, or system that affects or can be affected by the planning process.

Walkability – a measure of how friendly an area is for walking.

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