

# BUFORD HIGHWAY CORRIDOR STUDY

DeKalb County, Georgia | 2013



**Acknowledgements**

Lee May, DeKalb County Interim CEO

**DeKalb County Board of Health Members**

- Arlene Parker Goldson, Chair
- Jacqueline Davis, Vice Chair
- William Z. Miller, Member
- Daniel Salinas, M.D., Member
- Kendra D. March, Member
- The Honorable Donna Pittman, Mayor, City of Doraville

**DeKalb County Board of Commissioners**

- Elaine Boyer (District 1)
- Jeff Rader (District 2)
- Larry Johnson (District 3)
- Sharon Barnes Sutton (District 4)
- Lee May (District 5)
- Kathie Gannon (Super District 6)
- Stan Watson (Super District 7)

**DeKalb County Planning and Sustainability Department Staff**

- Andrew A. Baker, AICP, Director
- Sidney E. Douse III, AICP, Senior Planner
- Shawanna N. Qawiy, MPA, MSCM, Senior Planner

**DeKalb County Board of Health Staff**

- S. Elizabeth Ford, M.D., M.B.A, Director
- Jewell J. Martin, MHSA, BSN, RN, Program Manager
- Mary Daise Basil, MS, CPPW Obesity Prevention Coordinator
- Leslie J. Richmond, M.D., M.B.A, Division Director of Community Health and Prevention Services

# Table of Contents

**Executive Summary**

**1.0 Study Area Overview**

- 1.1 The Study Area
- 1.2 Community Context: Demographics
  - Population Characteristics
  - Household Characteristics
  - Mobility Characteristics
  - Health & Wellness Characteristics
- 1.3 Community Context: Land Use and Zoning
  - Future Land Use
  - Origins - Housing
  - Destinations - Civic/Parks/Commercial
  - Zoning
  - Areas of Change
- 1.4 Community Context: Real Estate Market
  - Growth Rates
  - Age Structure
  - Income Levels
  - Daytime Population
  - Market Sector Review
  - Future Development Trends
  - Active Living Scenarios
- 1.5 Community Context : Mobility
  - Street Network and Connectivity
  - Sidewalks and Trails
  - Transit
  - Programmed Transportation Projects
- 1.6 Public Engagement
  - Public Meetings

**2.0 Recommendations + Implementation**

- 2.1 Projects Overview
  - List of Projects
  - Projects + Active Living Matrix
- 2.2 Key Project Descriptions
  - Redevelopment Opportunities
  - Redevelopment Guidelines
- 2.3 Active Living Land Use + Zoning Recommendations

**3.0 Implementation**

- 3.1 Project Phasing + Timeline
- 3.2 Implementation Resources and Agencies
- 3.3 Glossary of Terms

**Appendices**

- Public Meeting, Stakeholder Interviews and Workshop Summaries
- Market Overview Technical Memorandum

# Executive Summary

## What is Active Living?

Active living is a growing concept that recognizes the important connection between physical activity and the built environment. It seeks ways to make physical activity safe, convenient, and pleasant by creating a community where people will want to walk, bike, and become more active.

Participating in regular physical activity reduces the risks of chronic diseases like heart disease, high blood pressure, and some cancers. According to the DeKalb County Board of Health's "2010 Status of Health in DeKalb," the top three leading causes of death in the county are cancer, cardiovascular diseases, and respiratory diseases. Among adults in DeKalb County, approximately 35 percent were considered overweight and 24 percent were obese from 2005 to 2007. In 2009, approximately 19 percent of DeKalb County high school students were overweight, and 13 percent were obese.

Although there are many factors that contribute to community health in DeKalb County, the physical environment can have a major impact on lifestyle choices. Creating opportunities and enhancing existing community structures to support physical activity help us all—from children who need safe routes for walking and biking to school, to active seniors who would choose to walk if they had pathways to local destinations.

## Purpose of Study

The goal of the Master Active Living Plan (MALP) process is to improve the integration of physical activity into the daily routines of DeKalb County residents. Rather than one county-wide plan, MALP is comprised of multiple small area plans that focus on specific places of need. These plans will guide future redevelopment and transportation improvements by identifying opportunities to improve bicycle and pedestrian connections between these activity centers and nearby neighborhoods, parks, schools and other public facilities. These plans will also emphasize mixed-use, compact development, interconnected streets, multi-modal accessibility and increased public space. The Buford Highway Active Living Plan is one of eight plans created in 2013 under MALP.

## The Buford Highway Study Area

Located in northwest DeKalb County, the Buford Highway Study Area is centered on Buford Highway between North Druid Hills Road and Clairmont Road. According to U.S. Census 2011 population estimates, the study area population is 25,867. Compared to the rest of county, the study area has fewer residents under the age of 18 and significantly more residents of working age (18 to 64 years-old). It also has a much higher percentage of Hispanic/Latino residents, and a lower percentage of African-American residents than DeKalb County as a whole. The majority of housing

units in the study area are renter-occupied, which is the opposite of most of the county, and a much larger percentage of residents commute to work via transit.

The Buford Highway Study Area is characterized by a mosaic of strip commercial uses, suburban-style neighborhoods of single-family homes, multi-family communities, office parks, and Interstate-85. Some of the study area is part of newly-incorporated City of Brookhaven. Housing consists largely of garden-style apartment complexes, the majority of which are 40 to 60 years-old. Because of their affordability, access to public transportation, and proximity to major employment centers, these apartments have become popular with a variety of immigrant communities.

DeKalb County has identified the study area as a Commercial Redevelopment Corridor, which it defines as having "declining, unattractive vacant or underutilized" strip shopping centers, high traffic, surface parking, and low amounts of open space. Many of the existing commercial uses in the study area match this description, particularly the smaller, unnamed shopping centers. Major destinations in the corridor include Northeast Plaza, a large shopping center with mostly local services; three public schools; and Briarwood Park and Recreation Center.

Over time, the Buford Highway Study Area can evolve into a more active community through thoughtful redevelopment. Most of the parcels lining Buford Highway and Interstate-85 have the potential to redevelop in the future. Currently they are zoned C-1 (Local Commercial District), M (Industrial District), O-I (Office-Industrial), or RM-75 (Multi-Family Residential).

The real estate market appears to be supportive of redevelopment in the area. Not only can the dense housing support a large amount of retail, the corridor has developed a critical mass of international businesses that has become a unique retail district. The presence of Center for Disease Control (CDC) offices and the study area's proximity to the strong real estate market of Buckhead are also positive growth factors. One potential downside is that there is also no certainty that new waves of immigrants will continue to settle along the corridor, which is the key to its current vibrancy. As the study area's older housing reaches the end of its lifespan, there is an opportunity to develop high density, mixed-use communities with infrastructure that supports active living. This is also the case for the aging strip shopping centers.

To become more attractive to new, active living-oriented development, the Buford Highway Study Area's pedestrian and bicycle networks will also need to improve. Despite the population's comparative dependence on non-vehicular transportation modes, the current pedestrian and bicycle network is fragmented and unsafe. Sidewalks are inconsistently distributed, and there are currently no trails or dedicated bicycle facilities. Six MARTA bus lines currently serve the study area, but transit stop amenities are minimal.

## Public Involvement

On the evening of Wednesday, March 13, a public meeting was held at the Center for Pan Asian Community Services. Four members of the public attended the meeting and provided input. In general, attendees were supportive of improving opportunities for active living, but wanted to see the study expand to include other areas of DeKalb County.

## Recommendations

This plan identifies 45 projects that can help the community overcome physical barriers and encourage active lifestyles. Key projects include building a new multi-use trail corridor along Peachtree Creek, improving pedestrian crossings along Buford Highway, and positioning commercial areas for eventual redevelopment.

## Implementation

The projects identified in this plan can be implemented over the short-, mid- and longer term. Some projects are "easy wins" and can be accomplished relatively quickly, such as conducting a zoning audit and adding crosswalks. Other projects, such as the redevelopment of commercial areas and the construction of multi-use trails are longer term investments. Funding for these projects can come from a variety of sources. The recent incorporation of the City of Brookhaven is an opportunity to place many of these projects in the municipality's first Capital Improvement Plan (CIP). Other projects will hinge on private investment from the redevelopment of key parcels.





--- Area of Influence

Study Area

# 1.0 Study Area Overview

## 1.1 The Study Area

Located in northwest DeKalb County, the Buford Highway Study Area is centered on Buford Highway between North Druid Hills Road and Clairmont Road. The study area is characterized by a mosaic of strip commercial uses, suburban-style neighborhoods of single-family homes, multi-family communities, office parks, and Interstate-85. Some of the study area is part of newly-incorporated City of Brookhaven.

This overview provides a summary of key components of the study area’s demographics, land use and zoning, real estate market, and mobility. It also details the public engagement process and shares key findings that set the stage for active living recommendations.

### Past Studies

A number of previous studies have focused on different segments of Buford Highway. Plans that have examined issues with the study area include DeKalb County’s Buford Highway Corridor Small Area Study from 2009 and the Atlanta Regional Commission (ARC)’s Buford Highway Multi-Modal Corridor Study, completed in 2007. The county’s 2009 study focused on potential new development proposed in the area, and how to adjust existing plans to allow for increased density. In contrast, the ARC study spanned 18 miles of Buford Highway, from Sidney Marcus Boulevard in Atlanta to SR 120 in Duluth. It concluded that most of the corridor is not conducive to multi-modal uses, and much of the existing infrastructure is in need of an upgrade. Pedestrian facilities—or the lack thereof—were found to be a particularly acute need.



## 1.2 Community Context : Demographics

### Population Characteristics

The 2011 U.S. Census estimates that there are 25,867 individuals living in the Buford Highway study area. The population is male-dominant and is greater than the proportion of males at the county and state levels. Approximately 10 percent of the population is children under five years of age. The study area population between 5 and 17 years of age is considerably smaller when compared to DeKalb and Georgia. 72.5 percent of study area stakeholders are between 18 and 64 years of age, which greatly exceeds the county and state percentages for this same age group. Senior (65+) adults make up a very small part of the study area population.

Figure 1: Study Area Population Characteristics

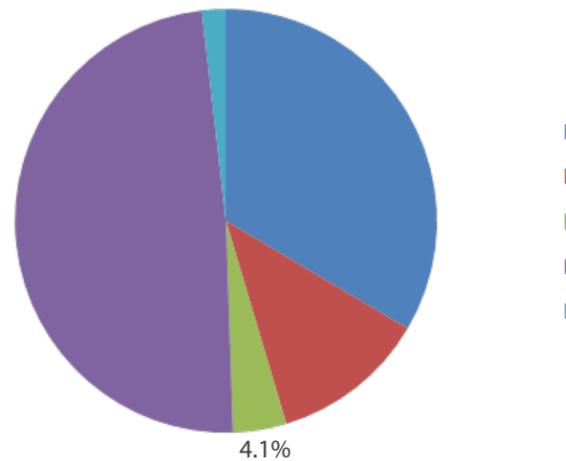
Population Characteristic	Study Area	DeKalb	Georgia
<b>Total Population</b>	<b>25,867</b>	<b>699,893</b>	<b>9,919,954</b>
Female Population	45.5%	51.9%	51.1%
Male Population	54.5%	48.1%	48.9%
Age under 5	9.8%	7.4%	7.0%
Ages 5 - 17	13.0%	23.9%	25.4%
Ages 18 - 64	72.5%	59.3%	56.6%
Ages 65+	4.7%	9.4%	11.0%

U.S. Census 2011 estimates show that the study area is mostly comprised of white and Hispanic residents, while the African American population (11.9 percent) is significantly lower than what is typically found in DeKalb County (54.4 percent) and Georgia (31 percent). As shown in the figure below, there is a significantly larger Hispanic population (48.7 percent) as compared to DeKalb County (9.8 percent) and Georgia (9.1 percent). Six of the 16 block groups that make up this study area have Hispanic populations that exceed 50 percent and one block group is nearly 100 percent Hispanic. The Asian population is comparable to county and state estimates.

Figure 2: Study Area Race & Ethnicity

Race/Ethnicity	Study Area	DeKalb	Georgia
Hispanic	48.7%	9.8%	9.1%
White	33.5%	37.8%	63.2%
African American	11.9%	54.4%	31.0%
Asian	4.1%	5.2%	3.4%
Other	1.8%	2.7%	2.4%

Figure 3: Study Area Race & Ethnicity



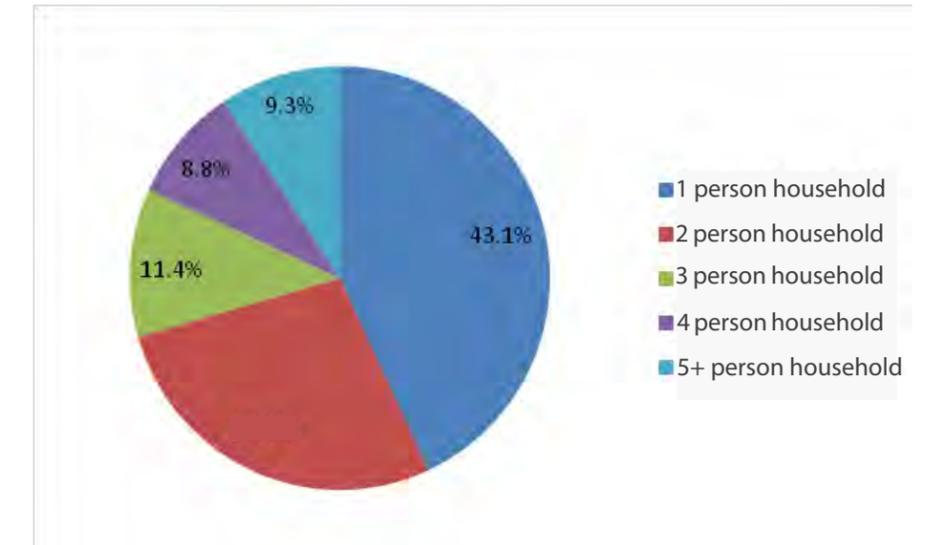
### Household Characteristics

There are 10,444 housing units in the study area. A large majority of these housing units (approximately 70 percent) is occupied by renters. Forty-three percent of the households in the Buford Highway corridor are single-person households and nearly one-third of the households are two-person households. The remaining 30 percent are households of more than three individuals. The median household income in the study area is comparable to that of the county and state.

Figure 4: Study Area Household Characteristics

Variable	Study Area	DeKalb	Georgia
Owner Occupied	30.3%	58.2%	66.8%
Renter Occupied	69.7%	41.8%	33.2%
Median Household Income	\$47,249	\$51,712	\$49,736

Figure 5: Study Area Household Size



### Mobility Characteristics

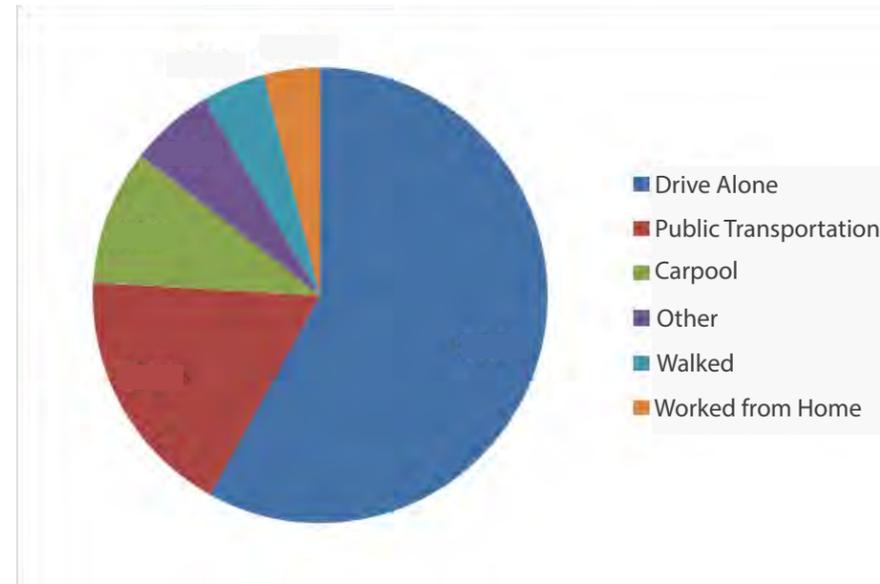
The U.S. Census estimates that 15,000 individuals from the study area were employed in 2011. The majority (58.1 percent) travels to and from work alone, which is at least 14 percentage points lower than the county and state. Working individuals rely heavily upon public transportation as a primary means of transportation to work. The proportion of individuals who use public transportation in the study area is more than double the DeKalb County share. Approximately 10 percent carpool. When compared to the county and the state, a significant number of working individuals walk to work and nearly 6 percent use some other means of transportation. The high number of zero car households in the Buford Highway corridor – 15.5 percent compared to 9.4 percent in DeKalb County and 6.7 percent across the state – undoubtedly plays a role in how study area residents travel to and from employment.

Figure 6: Study Area Mobility Characteristics

Means of Transportation to Work	Study Area	DeKalb	Georgia
Drove Alone	58.1%	72.6%	78.8%
*Public Transportation	17.8%	8.5%	2.4%
Carpool	9.6%	10.4%	11.1%
Other	5.9%	1.6%	1.4%
Walked	4.5%	1.8%	1.6%
Worked from Home	4.0%	4.8%	4.6%
Zero-car Households	15.5%	9.4%	6.7%

Public transportation includes bus, rail/subway, and taxi

Figure 7: Study Area Means of Transportation to Work



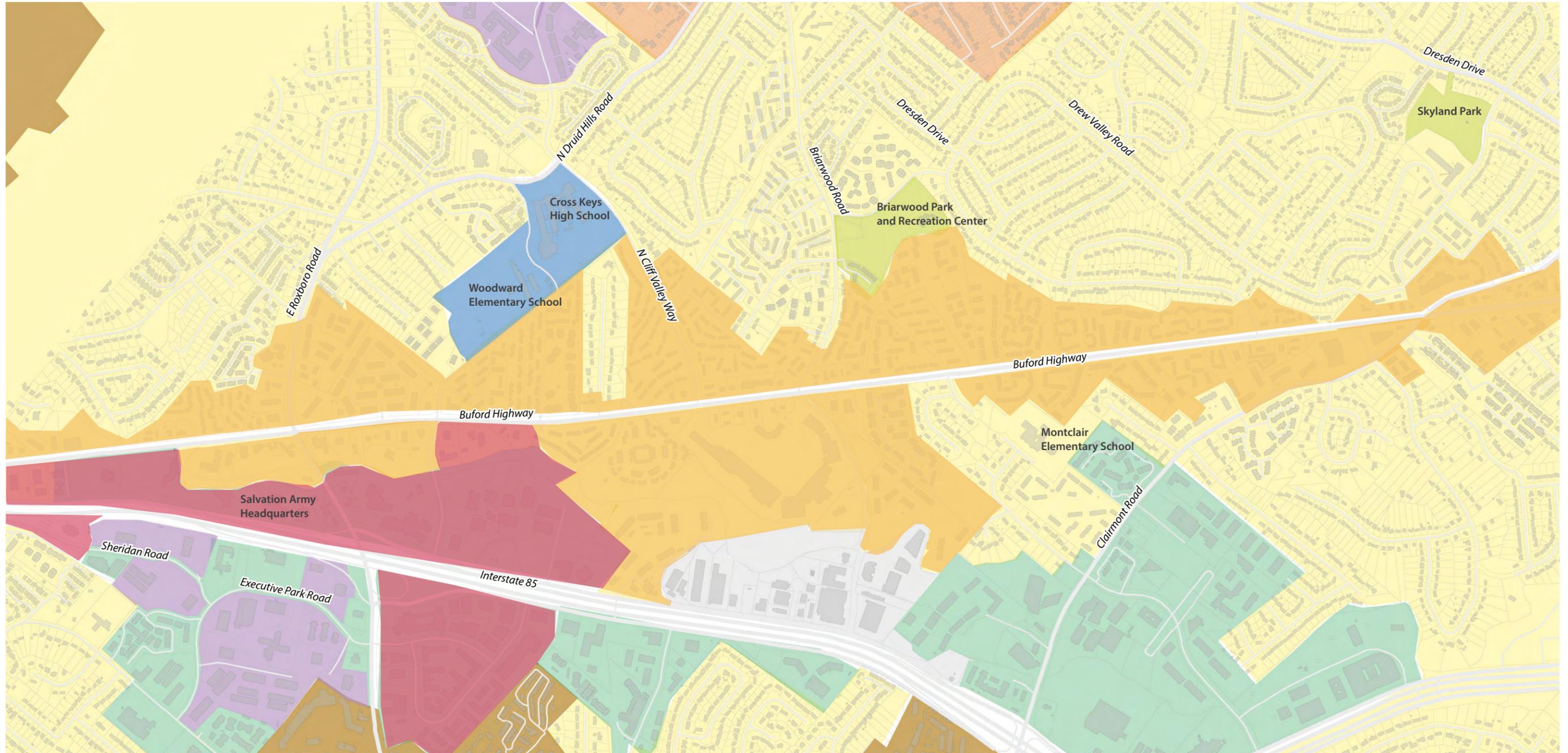
<sup>1</sup>CHAAs conform to census tract boundaries that are the 'best fit' to the high school districts. There are 13 CHAAs within the County used to define geographic areas for the purposes of assessing and reporting health data between Status of Health in DeKalb reports over time. Data source: Online Analytical Statistical Information System (OASIS), Miner, Georgia Department of Public Health, Office of Health Indicators for Planning (OHIP).

### Health & Wellness Characteristics

Chronic diseases like heart disease, some cancers, and diabetes account for seven out of every 10 U.S. deaths annually – approximately 1.7 million deaths each year. According to the Board of Health's "2010 Status of Health in DeKalb" report, cancer, cardiovascular diseases, and respiratory diseases are the top three leading causes of death in DeKalb County. Between 2002 and 2007, cardiovascular diseases were the second leading cause of premature death, second only to injuries (homicide and motor vehicle crashes). When examining cause of death by race and ethnicity, cardiovascular diseases and cancers were the first and second leading causes of death, respectively for African American, Asian, Hispanic, and white populations. The highest rates of cardiovascular diseases and cancers occur among African American residents.

Young people are especially at risk. In 2009, approximately 19 percent of DeKalb County high school students were overweight, and 13 percent were obese. Between 2002 and 2007, African American youth under the age of 12 years old were three times more likely to have asthma than white youth of the same age. In 2009, only 35 percent of DeKalb County high school students participated in at least 60 minutes of physical activity on five or more days per week.

In the study area, the rates of cancer illnesses, diabetes and asthma cases are among the lowest in DeKalb County. The rate of heart disease is the second lowest in the county. The rate of heart disease is the second lowest in the County. However, when examining hospital discharges within the defined Chamblee-Cross Keys Community Health Assessment Area (CHAA), the highest percentage of hospital discharges are due to cardiovascular diseases at 8.55 percent<sup>1</sup>. The second highest percentage of hospital discharges within this CHAA for the years 2006 – 2010 is for cancer (2.5 percent). Less than one percent of hospital discharges during this same timeframe were for asthma and diabetes related incidences.



- Town Center
- Conservation / Greenspace
- Suburban
- Neighborhood Center
- Office Park/Institutional
- Light Industrial
- Institutional
- Commercial Redevelopment Corridor
- Highway Corridor

Future Land Use

## 1.3 Community Context : Land Use

### Future Land Use

In its Comprehensive Plan, DeKalb County has created a streamlined approach to future land use based on broad categories. Within the study area, almost all types future land uses are present: Suburban, Traditional Neighborhood, Neighborhood Center, Conservation and Open Space, Light Industrial, Office Park, Highway Corridor, Institutional, and Commercial Redevelopment Corridor.

- **Suburban.** Areas where typical suburban residential subdivision development has occurred and where pressures for suburban residential subdivision development are greatest. The only applicable land use is Low-Medium Density Residential.
- **Traditional Neighborhood.** Residential areas in older parts of a community typically developed prior to WWII. The only applicable land use is Medium Density Residential.
- **Neighborhood Center.** A neighborhood focal point with a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and public and open space. The Study Area contains one of only 29 Neighborhood Centers identified within the county. Applicable land uses are Medium-High Density Residential and Low-Intensity Commercial.
- **Conservation and Open Space.** Primarily undeveloped and environmentally sensitive lands not suitable for development and areas of protected open space that follow linear features for recreation, and conservation. It also includes lands used for active recreational purposes that provide a wide range of activities. The only applicable land use: is Public and Private Parks and Open Space.
- **Light Industrial.** Areas used in low intensity manufacturing and distribution activities. The only applicable land use is industrial.
- **Office Park.** Typically campus-style development characterized by high degrees of access by vehicular traffic and transit. The only applicable land use is Office Professional.
- **Highway Corridor.** Developed or undeveloped land on both sides of designated limited access highway. The applicable land uses are High Density Residential and High Intensity Commercial.

- **Institutional.** Large areas used for religious, civic, educational and governmental purposes. The only applicable land use is Institutional.
- **Commercial Redevelopment Corridor.** Declining, unattractive vacant or underutilized strip shopping center; with high vehicular traffic and transit if applicable; onsite parking; low degree of open space; moderate floor to area ratio; large tracks of land and campus or unified development. The only applicable land use is Low Intensity Commercial.

### Origins - Housing

In transportation planning, the starting point of a trip is called its origin. Typically, most origins are people's homes. Residential development in the Buford Highway Study Area consists largely of garden-style apartment complexes, the majority of which are 40 to 60 years old. Because of their affordability, access to public transportation, and proximity to major employment centers, these apartments have become popular with a variety of immigrant communities. The further from Buford Highway, the more common suburban-style, single-family residences become within the study area.

### Destinations - Civic/Parks/Commercial

The destinations of local trips are typically places with civic functions, such as a school or library, parks, or commercial areas. Within the study area, there are multiple destinations within each of these categories.

#### Civic

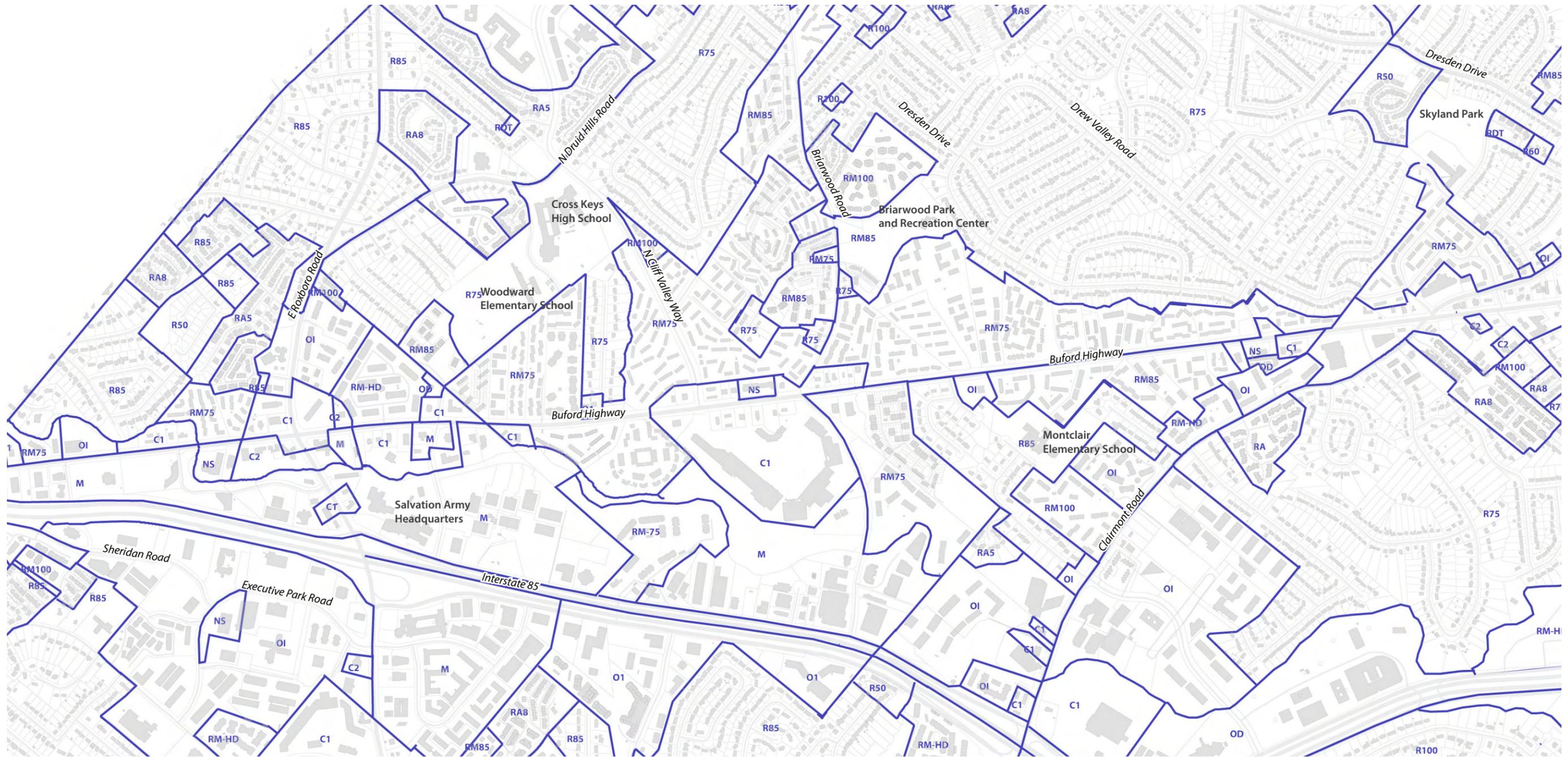
- **Cross Keys High School.** Cross Keys High School is part of the DeKalb County School District and serves grades 9 through 12. Current enrollment is 900 students. U.S News and World Report recently ranked it as the best high school in DeKalb County and 26th in the state of Georgia.
- **Montclair Elementary School.** Montclair Elementary School is part of the DeKalb County School District and serves grades Pre-K through 5. Current enrollment is 865 students.
- **Woodward Elementary School.** Located in newly-incorporated City of Brookhaven, Woodward Elementary School is part of the DeKalb County School District and serves grades Pre-K through 5. Its current enrollment is 831 students.

#### Parks

- **Briarwood Park and Recreation Center.** Briarwood Park and Recreation Center contains a swimming pool, picnic pavilions, and a new playground.
- **Skyland Park.** Skyland Park is a four-acre park facility with athletic fields, picnic pavilions, and playgrounds.

#### Commercial

- **Northeast Plaza.** The largest shopping center in the study area is Northeast Plaza. Previously the plaza was anchored by a major grocery store, but now primarily has local services. Outparcels along Buford Highway currently have fast food restaurants and gas stations.
- **Unnamed shopping centers.** Most commercial areas within the study area are unnamed, older strip malls. Businesses along the corridor primarily provide local services.



Zone Boundary

Zoning

Most communities in the United States use zoning to regulate how land is used, and what characteristics a structure can have within these zones.

Currently, DeKalb County is in the process of updating its zoning code. Additionally, the City of Brookhaven is also developing its zoning code, which likely impact a number of parcels within the study area. Because both of these initiatives are not yet complete, this analysis focuses on the existing codes in place today.

The most predominate zoning designations in the Buford Study Area are C-1 (Local Commercial), RM-75 (Multi-Family Residential), R-75 (Single Family Residential), M (Industrial), and OI (Office-Institution).

Figure 8 contains the basic regulations for zoning districts present in the study area.

Zoning can have a significant impact on a community’s ability to enable active living. To understand the relationship between DeKalb County’s current zoning regulations and active living, the project team analyzed each zone’s regulation of the following:

**Active Uses.** Typically, the higher the density and variety of uses, the more conducive the regulations are to active living. By increasing density in land use and moving away from low-density uses, such as surface parking lots, this concentration of uses encourages active modes of transportation such as walking and bicycling. Other ways that zoning can influence active uses are encouraging or requiring street-level uses such as storefronts; limiting or prohibiting drive-through uses; limiting or prohibiting chain restaurants; and allowing farming, greenhouse and nursery uses.

**Connectivity and Accessibility.** Connectivity and accessibility can be greatly influenced by zoning regulations that are related to mobility and walkability. Examples of this include regulations that limit the length of blocks, thereby improving the number route options for both pedestrians and vehicles; placing utilities underground; requiring landscape zones along streets that contain trees, lighting and benches; limiting or prohibiting cul-de-sacs; and requiring the construction of sidewalks and convenient pedestrian systems.

**Open Space.** Zoning regulations sometimes contain requirements for open spaces and environmental features. Accessible, usable open spaces can provide opportunities for active recreation and enhance the pedestrian and bicycling environment. Regulations that require functional greenspace and/or provide density bonuses for increasing green space are typically supportive of active living goals.

**Building Design.** The way buildings are designed and placed on lots can have a major impact on an area’s ability to support active living. For example, buildings that are close to the street and have many windows and doors create a more attractive environment for walking than buildings that are set back on their lots and lack doors

Figure 8: Zoning Districts, Uses, and Development

ZONING DISTRICT	LOT WIDTH (min)	LOT AREA (min)	FRONT YARD (min)	SIDE YARD (min)	REAR YARD (min)	HEIGHT (max)	FLOOR AREA (min)	LOT COVERAGE (max)
R100	100'	15,000 sf	30-45'	10'	40'	35'	2,000 sf	35%
R75	100'	6,000 sf	30-35'	15-20'	30-40'	4 floors	300-1,000 sf	35%
R85	100'	6,000 sf	35'	15-20'	30-40'	4 floors	300-1,000 sf	35%
R60	60'	8,000 sf	30-45'	30-45'	40'	35'	1,200 sf	35%
R60	60'	8,000 sf	30-45'	30-45'	40'	35'	1,200 sf	35%
R50	60'	8,000 sf	30-45'	30-45'	40'	35'	1,200 sf	35%
RA5	60-100'	6,000 sf	5-20'	15'	30'	35'	2,400 sf	50%
RA8	60-100'	6,000 sf	5-20'	15'	30'	35'	1,200 sf	50%
RM100	60-100'	6,000 sf - 2 acres	30-35'	15-20'	30-40'	4 floors	300-1,000 sf	35%
RM85	60-100'	6,000 sf - 2 acres	20-35'	15-20'	30-40'	4 floors	300-1,000 sf	35%
RM75	75'	10,000 sf	30-45'	30-45'	40'	35'	1,600 sf	35%
RMHD	60-100'	6,000 sf - 2 acres	30-50'	15-20'	30-40'	5 floors	300-1,000 sf	65%
OI	100'	20,000 sf	50'	20'	30'	70'	650-1,000 sf	80%
NS	100'	20,000 sf	50'	20'	30'	25'	1,000 sf	80%
C1	100'	20,000 sf	75'	20'	30'	35'	-	80%
C2	100'	30,000 sf	75'	20'	30'	35'	-	80%
M	100'	30,000 sf	75'	20'	30'	5 floors	-	80%

and windows. Some communities require that office buildings over a certain size provide shower facilities for employees to encourage active modes of commuting.

**Parking.** Zoning regulations typically contain requirements for parking. In general, the less off-street parking that a zoning regulation requires, the more conducive to creating active communities. This is because off-street parking can often take the form of surface lots, which make communities less friendly to walking and bicycling. Additionally, the easier it is to park a vehicle, the more likely people are to drive. Regulations can support active living by not requiring offstreet parking, limiting or prohibiting surface parking lots, and requiring the provision of bicycle parking.

As part of the planning process, the current zoning regulations within the study area were analyzed for their alignment with these active living components. None of the current zoning regulations within the Ashford Dunwoody Study Area support active living.

Areas of Change

Most of the parcels lining Buford Highway and Interstate-85 have the potential to redevelop in the future. This is due to larger parcel size, commercial or multi-family use, and aging buildings. These parcels are also attractive for redevelopment because of their access to major transportation corridors in the region. Most of the parcels with redevelopment potential are zoned C-1, M, O-I, or RM-75. The tables at right contain current regulations on uses and building forms for these areas.



C-1- Local Commercial District

PURPOSE	Provide convenient, close-to-home shopping and services
USES ALLOWED	A diverse variety of commercial uses, and some community facilities. No residential uses are allowed.
FORM	Low-density, suburban-style development with significant space between the street and the front of buildings and substantial requirements for providing off-street parking.
Setbacks from Street	Minimum 75 feet from public street for a front yard, minimum of 50 feet for a side yard
Lot Width	Minimum of 100 feet along a public street
Lot Area	Minimum of 20,000 square feet
Height	Maximum of 2 stories (35 feet)
Parking	Offstreet parking required, varies by use type and size of building's floor area.
Lot Coverage	Structures can cover up to a maximum of 80% of the lot



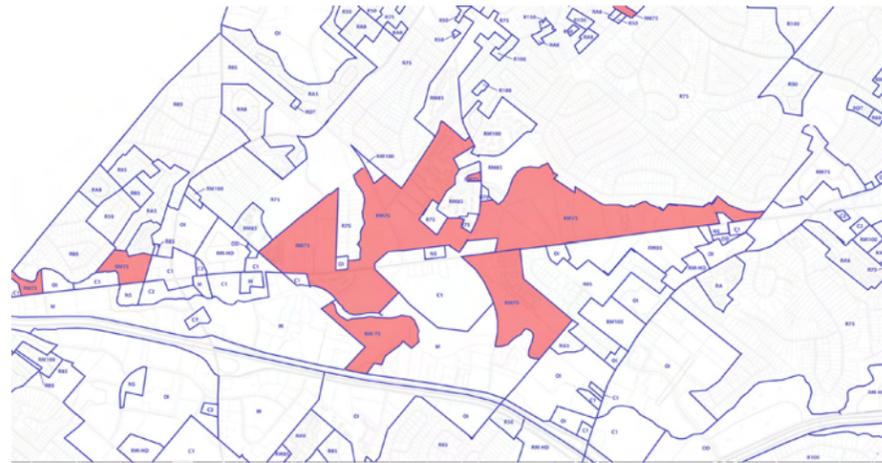
M - Industrial District

PURPOSE	To provide areas for businesses involved in manufacturing, processing, creating, repairing, and distributing goods; to ensure that noises associated with these uses do not extend into other areas; and provide transportation access to these uses via major roadways and freeways.
USES ALLOWED	A variety of light industrial and agricultural uses, services, commercial uses, community facilities, transportation, storage, and wholesale uses. No residential uses are allowed.
FORM	Low to medium density development with significant space between the street and the front of buildings and substantial requirements for providing off-street parking.
Setbacks from Street	Minimum of 75 feet from a public street for a front yard, 20 feet for side yard, 30 feet for a rear yard
Lot Width	Minimum of 100 feet along a public street
Lot Area	Minimum of 30,000 square feet
Density	Maximum of 5 stories
Parking	Offstreet parking required, varies by use type and size of building's floor area.
Lot Coverage	Structures can cover up to a maximum of 80% of the lot.



O-1- Office Institution District

PURPOSE	To provide convenient areas for offices and institutions
USES ALLOWED	Community facilities, hotels/motels, offices, health and medical services, and personal assistance services
FORM	Low to medium density development with comparatively smaller setbacks, and significant offstreet parking requirements.
Setbacks from Street	Minimum of 50 feet from public street for a front yard, 20 feet for a side yard, and 30 feet for a rear yard
Lot Width	Minimum of 100 feet along a public street
Lot Area	Minimum of 20,000 square feet
Height	5 stories (70 feet)
Parking	Offstreet parking required, varies by use type and size of building's floor area.
Lot Coverage	Structures can cover up to a maximum of 80% of the lot.



RM-75 Multi-Family Residential District

PURPOSE	To provide for development of multi-family neighborhoods (18 units/acre) and compatible infill
USES ALLOWED	Range of residential uses, lodging, and personal services
FORM	Medium-density suburban-style residences
Setbacks from Street	Minimum of 35 feet in front and 40 feet in rear (multi-family dwellings); minimum of 30 feet in front and rear (single-family detached)
Lot Width	Minimum of 100 feet
Lot Area	Minimum 2 acres
Density	Maximum of 18 dwelling units/acre
Parking	1.75 - 4 off-street spaces required for residences depending on density; varies for other uses
Lot Coverage	Maximum of 35 percent coverage

## 1.4 Community Context: Real Estate Market

The purpose of this overview is to briefly review socioeconomic and real estate market trends that affect the Buford Highway Study Area. This information will help to determine how these trends may impact the potential for improvement and redevelopment.

### Socioeconomic Trends

When considering what developers, builders, and retailers are looking for when they make decisions to invest in a community, there are several important factors. Among the key determinants are growth rates, age structure, income levels, and daytime population.

#### Growth Rates

Growth is a key factor in what developers, builders, and retailers consider. Communities with high growth rates are typically more attractive to developers. However, the overall composition of the market is critical, and the primary factor they are looking for is a stable population base. Key growth trends in the Buford Highway Study Area include:

- There have been consistent population gains since 2000.
- Over the next five years, a population growth is expected at a rate higher than the past decade. This rate of growth is above DeKalb County, the Atlanta MSA, and national averages.
- In terms of households, the study area reports similar trends to the population changes cited above.

#### Age Structure

Most developers, builders, and retailers desire age diversity, with strong youth populations, as it is often an indicator of families in the area. Workforce-aged residents of 25 to 35 years usually represent young professionals and those starting families, which indicate a potential diversification in the marketplace. Key age structure attributes include:

- The study area is just below DeKalb County, the nation, and Atlanta MSA proportions for those aged under 18.

- The study area is above the county average, and more than double the MSA and national proportions for those aged between 25 and 35.
- The study area is less than half the county, MSA, and national proportions for those aged over 65.

#### Income Levels

Similar to growth rates, the reasons why developers, builders, and retailers are interested in income levels are evident. The higher the income levels, the better from a development perspective. But, what is also important is the breakdown within the income levels, particularly in terms of informing diversity of product in the marketplace. Income characteristics of the study area include:

- The average household income is \$59,364. This household income is on par with the county, and below the metro area and national averages.
- The average household income has decreased since 2000 at a rate slightly faster than the county average. While the study area has experienced a decline in average household income since 2000, gains were made in the metro and national averages during the same time period.
- The proportion of households earning less than \$15,000 in the study area is on par with the county, and above the metro and national proportions.
- At the other end of the spectrum are the households earning over \$100,000; the study area's proportion of these households is just under the county average and well under the metro area and the nation's proportions.

#### Daytime Population

The daytime population is another important component for development decisions made by developers, builders, and retailers. Businesses desire customers during both daytime and evening hours, so residents and employees are both important. Daytime population attributes of the study area include:

- The daytime population is 33,003. This accounts for almost 10% of the county's employment.
- There are a total of 2,851 businesses in the study area.

<sup>1</sup>Study Area statistics are for a 1-mile radius from Ashford Dunwoody Road and Johnsons Ferry Road intersection.

<sup>2</sup>The Atlanta-Sandy Springs-Marietta Metropolitan Statistical Area (MSA) is made up of 28-counties: Barrow, Bartow, Butts, Carroll, Cherokee, Clayton, Cobb, Coweta, Dawson, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Haralson, Heard, Henry, Jasper, Lamar, Meriwether, Newton, Paulding, Pickens, Pike, Rockdale, Spalding, and Walton.

## Real Estate Market: Retail

### Submarket

In terms of submarket performance, the Buford Highway Study Area is located within two retail submarkets, Buckhead/Lenox and Northlake/I-85.

The Buckhead/Lenox retail submarket has a total of 690 retail buildings, reflecting approximately 13.2 million square feet of retail space. The vacancy rate is 7.7 percent, which is below the metro average. The average rental rate is above the metro average, at \$23.24 per square foot. The net absorption for 2012 was positive for the Buckhead/Lenox retail submarket, at 375,160 square feet, according to CoStar.<sup>3</sup> The Northlake/I-85 retail submarket has a total of 538 retail buildings, reflecting approximately 7.8 million square feet of retail space. The vacancy rate is 6.2 percent, which is below the metro average. The average rental rate is above the metro average, at \$14.14 per square foot. The net absorption for 2012 was positive for the Northlake/I-85 retail submarket, at 38,800 square feet, according to CoStar.<sup>4</sup>

### Study Area

Retail space along the Buford Highway corridor consists almost entirely of anchor-less strip center development. The majority of this space is at least two to three decades old, but most of the shopping centers have had some level of renovation within the last ten years or so. The original tenants in many of these shopping centers were national retailers that could be found in most suburban markets. Over time, most of these national retailers left for newer areas. The vacant space has been absorbed by retailers providing goods and services to the various immigrant communities who now constitute most of the residents within the corridor.

The largest shopping center in the study area is Northeast Plaza. This center was built in 1957 and has been renovated several times over the years. Northeast Plaza has over 440,000 square feet of leasable space. Past tenants included J.C. Penney, Publix, and a 12-screen cinema. After suffering the loss of these and other tenants, leasing activity has now improved and the vacancy rate is down to 15.6 percent. Current tenants include Goodwill, Family Dollar, and G-Mart International Foods. The average quoted rental rate for small shop space is \$18.00 per square foot, according to the leasing agent.

The study area is located between two significant retail nodes -- Toco Hills and Brookhaven -- which have national retailers providing a variety of goods and services.

<sup>3</sup>Source: *The Retail Report: Atlanta Retail Market*, CoStar Group, Fourth Quarter 2012.

<sup>4</sup>Source: *The Retail Report: Atlanta Retail Market*, CoStar Group, Fourth Quarter 2012.

<sup>3</sup>Source: Atlanta Journal-Constitution Home Sales Report and Market Data Center.

## Real Estate Market: Residential

### Submarket

Since 2008, the number of home sales has increased, but the sales prices have decreased in the zip code the Buford Highway Study Area is located in. The median sales price for the 30319 zip code in 2011 was \$170,000. There were a total of 252 homes sold in 2011; there has been a steady increase in sales since 2008. Resales (67 percent) are stronger than new sales in this zip code. The sales price of new sales (\$167,500) was slightly lower than the resales (\$170,750) in 2011. The 2011 sales prices were lower than previous years.

### Study Area

Although most of the apartment complexes in the study area are older Class B and C properties, one exception is the Lenox Hills community. Lenox Hills is an upscale apartment complex built in 1999. It has 480 units with rents for three-bedroom apartments starting at \$1,400 per month. The current occupancy rate is 96 percent.

While most of the residential development in the corridor is rental, there is a new for-sale townhome community under construction within the study area. Lenox Overlook is located on the site of a demolished apartment complex. Upon completion, the project will have 113 homes. Prices range from \$240,000 to \$250,000 for a 2,100 square-foot, fee-simple townhome. Construction began about a year ago, and 35 units have been sold so far. Sales have picked up recently, and now average three per week. According to the listing agent, the typical buyer works in the Buckhead submarket, but cannot afford to purchase a home there.

## Real Estate Market: Office

### Submarket

In terms of submarket performance, the Buford Highway Study Area is located within the Chamblee/Doraville/North Druid Hills office submarket. The Chamblee/Doraville/North Druid Hills office submarket has a total of 586 office buildings, reflecting approximately 11.2 million square feet of office space. The vacancy rate is 12.3 percent, which is below the metro average. The average rental rate is

below the metro average, at \$16.25 per square foot. The net absorption for 2012 was negative for the Chamblee/Doraville/North Druid Hills office submarket, at -196,670 square feet, according to CoStar.<sup>6</sup>

### Study Area

The Corporate Square office complex is located within the study area. This development contains a total of 570,000 square feet spread across several buildings. The current vacancy rate is approximately 7.0 percent. The Centers for Disease Control (CDC) is the largest tenant, taking up almost 60 percent of the space. Fidelity Bank also has a major presence. Most of the other tenants have some type of business relationship with the CDC. Rental rates in the low-rise buildings average approximately \$16.50 per square foot, full service, according to the leasing agent. The other major office use in the study area is the Southern Territory Headquarters of Salvation Army.

## Real Estate Market: Industrial

### Submarket

In terms of submarket performance, the Buford Highway Study Area is located within the Chamblee industrial submarket. The Chamblee industrial submarket has a total of 401 industrial buildings, reflecting approximately 11.0 million square feet of industrial space. The vacancy rate is 8.2 percent, which is below the metro average. The average rental rate is above the metro average, at \$5.65 per square foot. The net absorption for 2012 was positive for the Chamblee industrial submarket, at 67,810 square feet, according to CoStar.<sup>7</sup>

### Study Area

There is no significant industrial use within the study area.

<sup>6</sup>Source: *The Office Report: Atlanta Office Market*, CoStar Group, Fourth Quarter 2012.

<sup>7</sup>Source: *The Industrial Report: Atlanta Industrial Market*, CoStar Group, Fourth Quarter 2012.

### Opportunities & Challenges

#### Opportunities

- The corridor has developed a critical mass of international businesses catering to various immigrant communities. This has created a unique retail district with a strong drawing power.
- The corridor has a great deal of fairly dense housing which allows the area to support a large amount of retail.
- The CDC offices in the area provide a powerful economic boost.
- The study area is located in close proximity to Buckhead, one of the strongest real estate markets in metro Atlanta. This proximity increases the likelihood of redevelopment in the area, as buildings begin to reach the end of their useful life.

#### Challenges

- The corridor has lost many of its national retail tenants and some of the shopping centers have incredibly large footprints. These factors could make it more difficult to find financing for redevelopment in the future.
- It is likely that many of the older apartment communities are entering the end of their life cycle and will require major renovations or possibly demolition.
- Several waves of immigrants have kept the residential and retail markets active and healthy. As the members of these immigrant communities become upwardly mobile, it becomes more likely that they will leave the area, and it is not certain that future immigrants will settle along the corridor as the multi-family complexes continue to age and experience varying levels of maintenance and upkeep.

### Future Development Trends

Over the short term, the Buford Highway Study Area is likely to remain a hub for recent immigrants, and these residents will continue to support a dynamic residential and retail market. However, there is a strong possibility of a major shift in this market over the long-term. As the vast majority of the study area's multi-family communities reach and surpass 50 years of age, they will require major reinvestment to remain viable. At the same time, many immigrant communities have begun to either assimilate into the larger metro area or form new enclaves in suburban communities, such as Gwinnett County. It is likely that aging properties and diminished demand for them, combined with high housing costs in surrounding areas, will lead to large-scale redevelopment along the Buford Highway corridor. The Lenox Overlook townhome community may be an example of future development trends. These new townhomes replaced an older apartment community, and they provide owner-occupied housing that is a relatively affordable alternative to the nearby Buckhead and Brookhaven residential markets.

The retail in the study area will likely continue to be responsive to the local customer base, as it continues to change. It will be critical to provide smaller-scale retail space within new mixed-use projects to increase accessibility and leasability. Major national tenants are less likely to locate in the study area because of the corridor's proximity to other retail nodes. The office employment is still untapped as a customer segment and represents potential customer diversification for daytime uses.





Road Network

## 1.5 Community Context : Mobility

### Street Network and Connectivity

Despite the presence of major regional transportation corridors, local street connectivity within the study area is weak. This is primarily due to the presence of large, traditional strip malls and self-contained multi-family residential communities that do not have strong connections to adjacent areas. The street network is particularly sparse between Interstate 85 (I-85) and Buford Highway. Because of the lack of a local road network, most trips through the study area are forced onto a few major arterials and collectors.

There are nine major intersections of note within the study area:

- **North Druid Hills Road and Executive Park Road.** Located in the far south of the study area, this large intersection is a barrier to pedestrian crossings despite the presence of crosswalks and pedestrian signals. It is difficult to cross these roadways because of their width, unusual configuration of turning lanes and the lack of a crosswalk on N Druid Hills Road on the west side of the intersection. There are, however, pedestrian islands on Executive Park Road.
- **North Druid Hills Road and I-85 Frontage Road (South).** This intersection, while it is signalized and has crosswalks, is challenging due to the higher speeds of vehicles exiting the I-85 or accelerating to merge onto the ramps.
- **North Druid Hills Road and I-85 Frontage Road (North).** Like the other intersection with the I-85 Frontage Road, this is a difficult intersection for pedestrians to navigate despite the presence of signals and crosswalks. There is no crosswalk on the south side of N Druid Hills Road, where there is a turn lane to merge onto the Interstate.
- **North Druid Hills Road and Buford Highway.** At this intersection, Buford Highway is seven lanes wide and North Druid Hills Road is eight lanes wide. This large amount of lanes makes it challenging for pedestrians to cross, despite the existence of pedestrian signals and crosswalks. The crossing is made especially difficult by the presence of right-turn lanes that have necessitated unprotected pedestrian islands.
- **North Druid Hills Road and North Cliff Valley Way.** This intersection near Cross Keys High School is signalized, has pedestrian signals and crosswalks, but the crosswalks are not striped.
- **Buford Highway and Curtis Drive/Corporate Boulevard.** The intersection of Buford Highway and Curtis Drive is smaller than others in the study area, has pedestrian crosswalks, and pedestrian signals. Corporate Boulevard is an important roadway in that it provides one of the few direct linkages between Buford Highway and the I-85 Frontage Road.

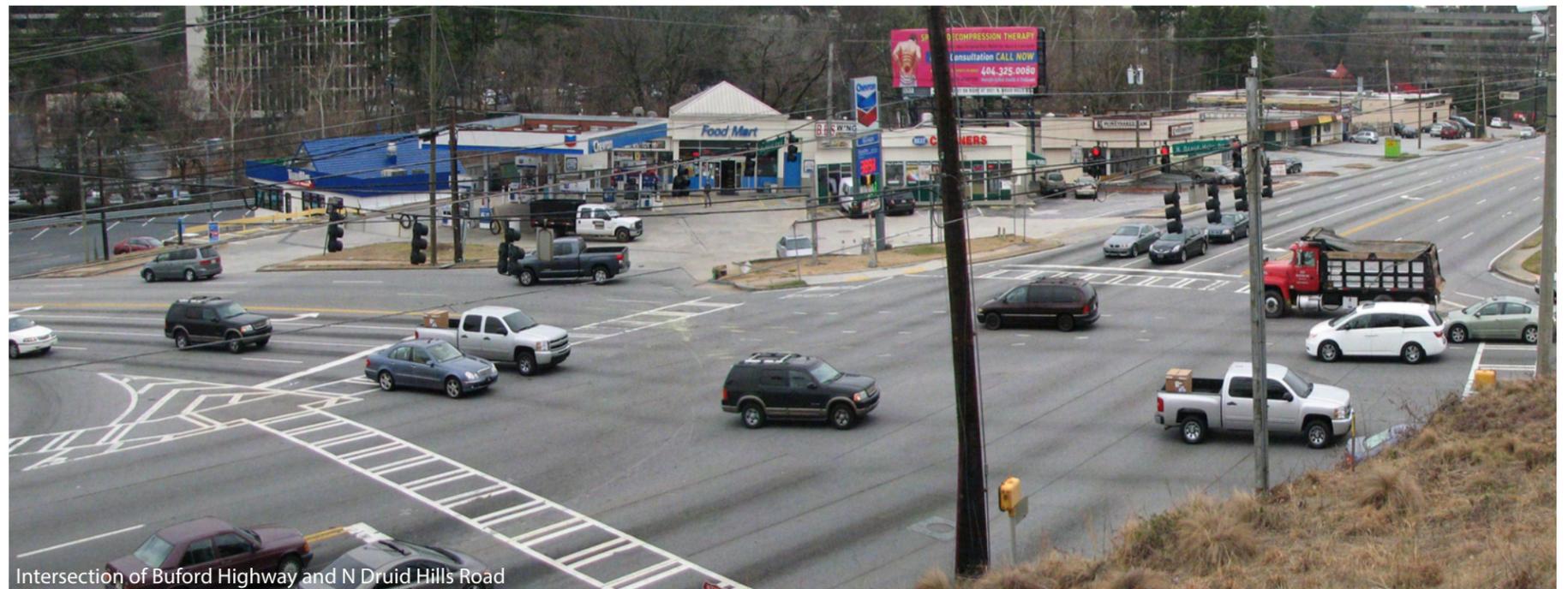
- **Buford Highway and North Cliff Valley Way.** The point where North Cliff Valley Way intersects Buford Highway also forms the primary entrance to Northeast Shopping Plaza. The intersection is signalized, has pedestrian signals and crosswalks, but there is no crosswalk along the entrance to the shopping center.
- **Buford Highway and Briarwood Road.** The angles at which Briarwood Road intersect Buford Highway make pedestrian crossings a challenge, despite the presence of pedestrian signals and crosswalks. For example, even though Briarwood Road is three lanes wide at this segment, the crosswalk is almost 100 feet long due to the intersection's geometry.
- **Buford Highway and Clairmont Road.** Like the intersection of Buford Highway and Briarwood Road, Clairmont Road intersects Buford Highway at an acute angle, making pedestrian crossings difficult and necessitating the presence of pedestrian islands. These islands are delineated by paint, and do not physically protect pedestrians from vehicle conflicts however. Pedestrian signals and crosswalks are in place, but there is no crosswalk for the northern crossing of Buford Highway.



View East of Briarwood Road and Buford Highway



View of Bramblewood Drive from Buford Highway



Intersection of Buford Highway and N Druid Hills Road



— Sidewalk

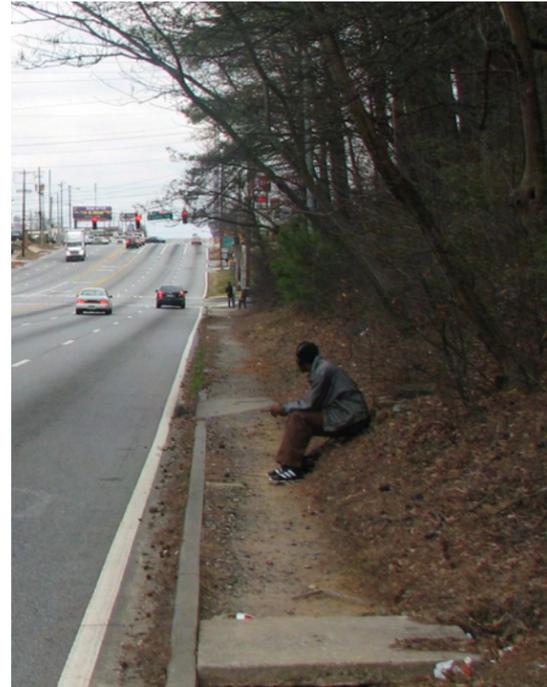
Sidewalks

## 1.5 Community Context : Mobility

### Sidewalk, Trail and Bicycle Networks

Sidewalks are present in the study area, but are inconsistently distributed. Some multi-family residential communities and office parks have extensive sidewalk systems, but most have little to no sidewalk infrastructure. Despite the high use of Buford Highway by pedestrians, there are major gaps in the sidewalk network along the roadway. North Druid Hills Road, North Cliff Valley Way, and Briarwood Road have more extensive sidewalk systems than other arterials and collectors in the study area.

There are currently no trails nor dedicated bicycle facilities within the study area.





- MARTA Bus Line
- Transit Stops

Transit

## 1.5 Community Context: Mobility

### Transit

Six MARTA bus lines currently serve the study area:

- MARTA Route 8 - North Druid Hills Rd.** Route 8 primarily travels north-south through northern DeKalb County. Its northern terminus is at Brookhaven Station, where there is access to the Gold Rail Line. From Brookhaven Station, the route travels south on Apple Valley Road, then onto North Druid Hills Road. Route 8 remains on Druid Hills Road until the Lawrenceville Highway, where it then turns southeast onto Valley Brook Road. From there, the route snakes south and then west to end at Avondale Station where there is access to the Blue Rail Line. Major destinations served by Route 8 include Corporate Square, Market Square North DeKalb and Toco Hills Shopping Center. There are 13 stops for Route 8 within the study area.
- MARTA Route 16 - Noble.** Route 16 primarily travels north-south through northwest DeKalb County and into Fulton County. Its northern terminus is at the intersection of N. Druid Hills Rd and Briarcliff Rd. From there it makes a loop around Sheridan Road and Executive Park Drive, then eventually turns south on Briarcliff Rd. At Johnson Road the route jogs southwest to reach N. Highland Avenue, then turns west onto Freedom Parkway/Ralph McGill Boulevard. At Courtland Street, Route 16 turns south until Martin Luther King Jr. Drive. From there, it turns northwest to Broad Street and Alabama Street, its southern terminus (proximate to Five Points Station). Major destinations served by Route 16 include Morningside Elementary School, the Carter Center, Atlanta Medical Center, Atlanta Civic Center, and Underground Atlanta. There are 4 stops for Route 16 within the study area.
- MARTA Route 19 - Clairmont Rd.** Route 19 is a north-south route through northern DeKalb County. Its northern terminus is at Chamblee Station where there is access to the Gold Rail Line. From Chamblee Station the route travels southwest on New Peachtree Rd, then turns south onto Clairmont Road. Near its southern terminus, the route briefly travels along Commerce Drive and Swanton Way to reach Decatur Station, where there is access to the Blue Rail Line. Major destinations along Route 19 include North DeKalb Health Center, Plaza Fiesta, Skyland Shopping Center, Century Center, Williamsburg Plaza, Briarcliff Shopping Center, and the V.A. Hospital. There are 16 stops for Route 19 within the study area.
- MARTA Route 33 – Briarcliff Rd/Lenox.** Route 33 travels primarily north-south in DeKalb County. Its northern terminus is at Chamblee Station, where it provides access to the Gold Rail Line. From Chamblee Station it travels southwest on New Peachtree Road, then east on Chamblee Tucker Road towards Doraville. At Interstate-85 the Route turns southwest along the freeway’s access road, then south on Shallowford Road and Briarcliff Road. It then jogs west to reach

Chantilly Drive, then turns north on Lenox Road and terminates at Lenox Station after a brief loop to serve East Paces Ferry Road. Major destinations served by Route 33 include Lakeside High School and Lenox Square Mall.

- MARTA Route 39 – Buford Highway.** Route 39 is a north-south route that serves North DeKalb County. Its northern terminus is at Doraville Station, where there is access to the Gold Rail Line. From Doraville Station, the route briefly travels south on New Peachtree Road, then cuts east to Buford Highway via Park Avenue. The route remains on Buford Highway until it turns west onto Sidney Marcus Boulevard, where it then jogs down to Lindbergh Station for access to the Red and Gold Rail Lines. Major destinations along Route 39 include Plaza Fiesta Mall, Skyland Plaza, Northeast Plaza, Corporate Square, and Lindbergh Plaza. There are 26 stops for Route 39 within the study area.
- MARTA Route 47 – I-85 Access Road/Briarwood Road.** Route 47 is a comparatively shorter bus route that travels primarily southwest-northeast in northern DeKalb County, serving Chamblee and Brookhaven. Its northern terminus is at Chamblee Station, where there is access to the Gold Rail Line. From Chamblee Station, the route travels east along New Peachtree Road and Chamblee Dunwoody Road, then turns south onto Shallowford Road. It then heads south on Interstate-85’s Access Road, then turns northwest to connect to its southern terminus at Brookhaven Station. Major destinations served by Route 47 include St. Pius High School, Century Center, Shallowford Exchange, Williamsburg Plaza, and Cherokee Plaza. There are 4 stops for Route 47 within the study area.



Updated MARTA Stop along Buford Highway



Bus on Route



MARTA Bus Stop

## 1.5 Community Context: Mobility

### Programmed Transportation Projects

There are ten programmed transportation projects within the study area.

- **Resurfacing of Lenox Park Blvd from North Druid Hills Road to Fulton County line (TIA – DK – 047(23)).** This project proposes to perform milling, patching, and resurfacing of Lenox Park Blvd, classified as a county collector, with a project length of .72 miles, from North Druid Hills Road to Fulton County line.
- **SR 155 (Clairmont Road) Improvements (TIA-DK-020).** The project spans Clairmont Road from SR 141 (Peachtree Industrial Boulevard to US 23/78 (Scott Boulevard). Its purpose is to relieve congestion at key intersections, add sidewalks, bike lanes, traffic signal upgrades and resurfacing. This is a major north/south corridor that will improve regional traffic commutes as an alternative route.
- **Enhanced MARTA Arterial Bus Service Program (TIA-M-031).** This region-wide project is intended to enhance high-ridership bus lines with more frequent service.
- **Resurfacing of Corporate Boulevard (TIA-DK-047(8)).** Between SR 13 and the I-85 Access Road, Corporate Boulevard would be resurfaced, milling, and patched.
- **North Druid Hills Road Corridor Improvements (TIA-DK-042).** Between Buford Highway and Lawrenceville Highway, North Druid Hills carries between 25,000 and 50,000 vehicles per day. To improve mobility, this study would determine project priorities due to the reduced funding amounts. Additional traffic analysis on key intersections such as Buford Highway, the I-85 interchange, Briarcliff Road, LaVista Road, Clairmont Road and Lawrenceville Highway is required. The vision for the corridor may include medians at high accident locations, enhanced pedestrian crossings, and bike/pedestrian improvements throughout that will tie into the multi-use trail system in the Mason Mill /South-fork Peachtree Creek trail. The project may also include traffic signalization / ITS system upgrades, as well as shoulder and paving improvements. North Druid Hills Road is on the Regional Strategic Transportation System, is a county level truck route and serves Emory Cliff bus routes. The corridor connects several large scale developments, an LCI community, and other regional trip generators. The total amount of TIA funding committed to advance the scope of this project is \$25,000,000.
- **Clifton Corridor Transit (TIA-DK-025).** As part of a larger regional project, the Clifton Corridor would be part of a study of transit centers and feeder services that are designed to integrate with other region-wide bus system improvements by providing convenient transfer hubs for bus routes that intersect.
- **MARTA Aerial Structure Rehabilitation (TIA-M-009).** This project will renovate elements of the aerial structures along MARTA's rail lines and includes efforts to renovate pedestrian bridges over MARTA and railroad trackway, replace expansion joints between sections or aerial structures, and replace metal pads supporting the structures.
- **Buford Highway Arterial Bus Rapid Transit (AR-910).** In the Regional Transportation Plan (RTP), an identified project is to develop a Bus Rapid Transit (BRT) line on Buford Highway between Pleasant Hill Road in Gwinnett County to the MARTA Lindbergh Station in Atlanta.
- **Buford Highway Pedestrian and Landscape Enhancements (DK-324D).** Between Lenox Road and Shallowford Terrace, this project calls for various enhancements to Buford Highway's pedestrian facilities and landscaping.
- **Clairmont Road Pedestrian Improvements Phase I (DK-AR-BP055A).** From I-85 to Buford Highway, this project would improve pedestrian facilities along Clairmont Road.



## Transportation

## 1.6 Public Engagement

### Public Meetings

The goal of the public engagement process was to develop an outreach process that promotes the involvement of all stakeholders in the DeKalb County Board of Health Master Active Living Plan study areas, including low to moderate income, minority, and elderly or disabled citizens. The public involvement program included several strategies to solicit participation and feedback. Several advocacy groups focused on healthy living practices were also engaged during the process and assisted with outreach to their constituents for participation including the following:

- Live Healthy DeKalb
- Hispanic Health Coalition of Georgia
- DeKalb NAACP
- Senior Connections
- Center for Pan Asian Services
- Atlanta Bicycle Coalition
- Southern Bicycle League
- DeKalb County School System

On the evening of Wednesday, March 13, a public meeting was held at the Center for Pan Asian Community Services. An announcement was hand distributed to a broad list of public locations within each study area including the following:

- Chamblee Public Library
- Brookhaven Library
- Mont Clair Elementary
- Atlanta International Worship Center
- Sheltering Arms
- Interactive College
- Brookhaven Methodist
- Brookhaven Baptist
- J. Buffalo Wings
- Ideal Medical Center
- Planet Fitness
- Northlake Library
- Boys & Girls Club

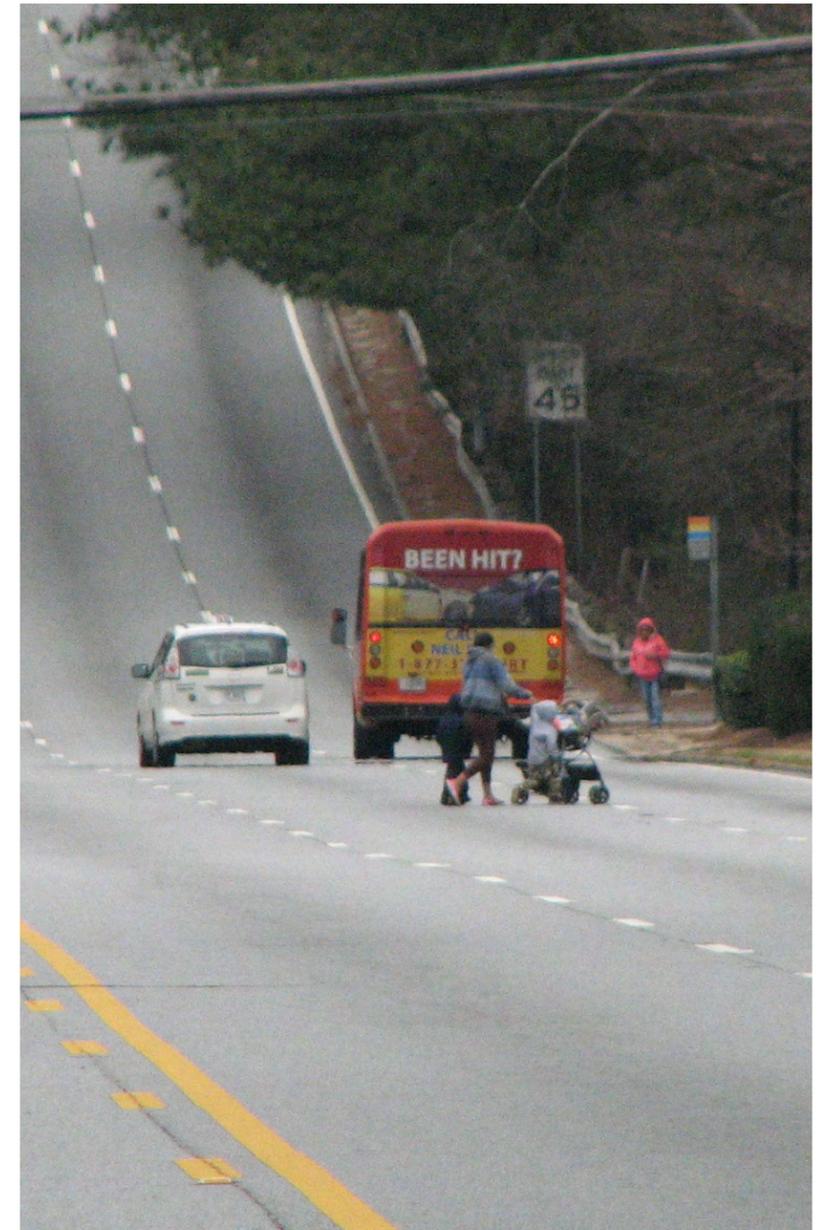
Four members of the public attended the meeting and provided input. In general, attendees were supportive of improving opportunities for active living, but wanted to see the study expand to include other areas of DeKalb County.



MARTA Stop on Buford Highway



Pedestrians Crossing Buford Highway



## 2.0 Recommendations + Implementation

### 2.1 Projects Overview

The existing conditions of the Buford Highway Study Area revealed a number of issues, particularly regarding the challenging pedestrian environment and a general lack of connectivity. Many of these issues can be addressed through small-scaled improvements that can be achieved relatively quickly; others require additional study and would be long-term projects that could be accomplished through private redevelopment.

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

- Peachtree Creek enhancements and trail would be an asset to both residents and office workers alike. An added amenity like this could make the study area's office space more competitive and could be a significant amenity for future for-sale housing in the study area.
- Increased transit and pedestrian access and connectivity along the corridor would be a further amenity to the study area for residential, retail, and office uses.

Recommended projects can be categorized into seven groups: pedestrian improvements, sidewalks, bicycle facilities, trails, new roadways, traffic calming, and open space.

### List of Projects

#### PEDESTRIAN IMPROVEMENTS (P)

- P-1 Buford Highway Crossing between Dunex Hills Lane and West Druid Hills Drive
- P-2 Buford Highway Crossing across from Buckhead Creek Apartments and Sun Tan Center
- P-3 Buford Highway Crossing between North Druid Hills Road and Lincoln Court Road
- P-4 Buford Highway Crossing at Noble Woods Drive NE
- P-5 Buford Highway Crossing at The Villas at Druid Hills
- P-6 Buford Highway Crossing at Northeast Plaza Shopping Center
- P-7 Buford Highway Crossing at Epic Garden Apartments and Lenox Overlook Road
- P-8 Buford Highway Crossing at Garden Grove Apartments and Parkview Terrace
- P-9 Buford Highway Crossing at Buford Heights Apartments
- P-10 Buford Highway Crossing at Monaco Station Apartment Homes
- P-11 Buford Highway Crossing at Highland Knoll Apartment Homes
- P-12 Buford Highway Crossing at Buford Towne Apartments

#### SIDEWALKS (S)

- S-1 Buford Highway Sidewalk
- S-2 Curtis Drive NE Sidewalk
- S-3 Corporate Boulevard NE Sidewalk
- S-4 Briarwood Road NE Sidewalk
- S-5 Clairmont Road Sidewalk

#### BICYCLE FACILITIES (B)

- B-1 Bicycle Lanes on E Roxboro Road and N Druid Hills Road
- B-2 Bicycle Lanes on Curtis Drive NE and Corporate Boulevard NE
- B-3 Bicycle Lanes on N Cliff Valley Way
- B-4 Bicycle Lanes on Briarwood Road

#### TRAILS (T)

- TR-1 Trail near Rivers Edge Dr NE and I-85 Corridor
- TR-2 Trail along Peachtree Creek from Victor Road NE to Corporate Boulevard NE
- TR-3 Trail from Cross Keys High School across Buford
- TR-4 Trail within Creek Corridor from Corporate Boulevard to Briarwood Road
- TR-5 Trail along Corporate Boulevard NE and within I-85
- TR-6 Trail from Buford Highway to I-85
- TR-7 Trail from Briarwood Park to Montclair Elementary School to Easement
- TR-8 Trail from Briarwood Road east to McJenkin Drive NE
- TR-9 Trail along Century Circle NE to Easement
- TR-10 Trail Loop between Medfield Trail and Century Parkway and along Century Center Drive

#### New Roadways (NR)

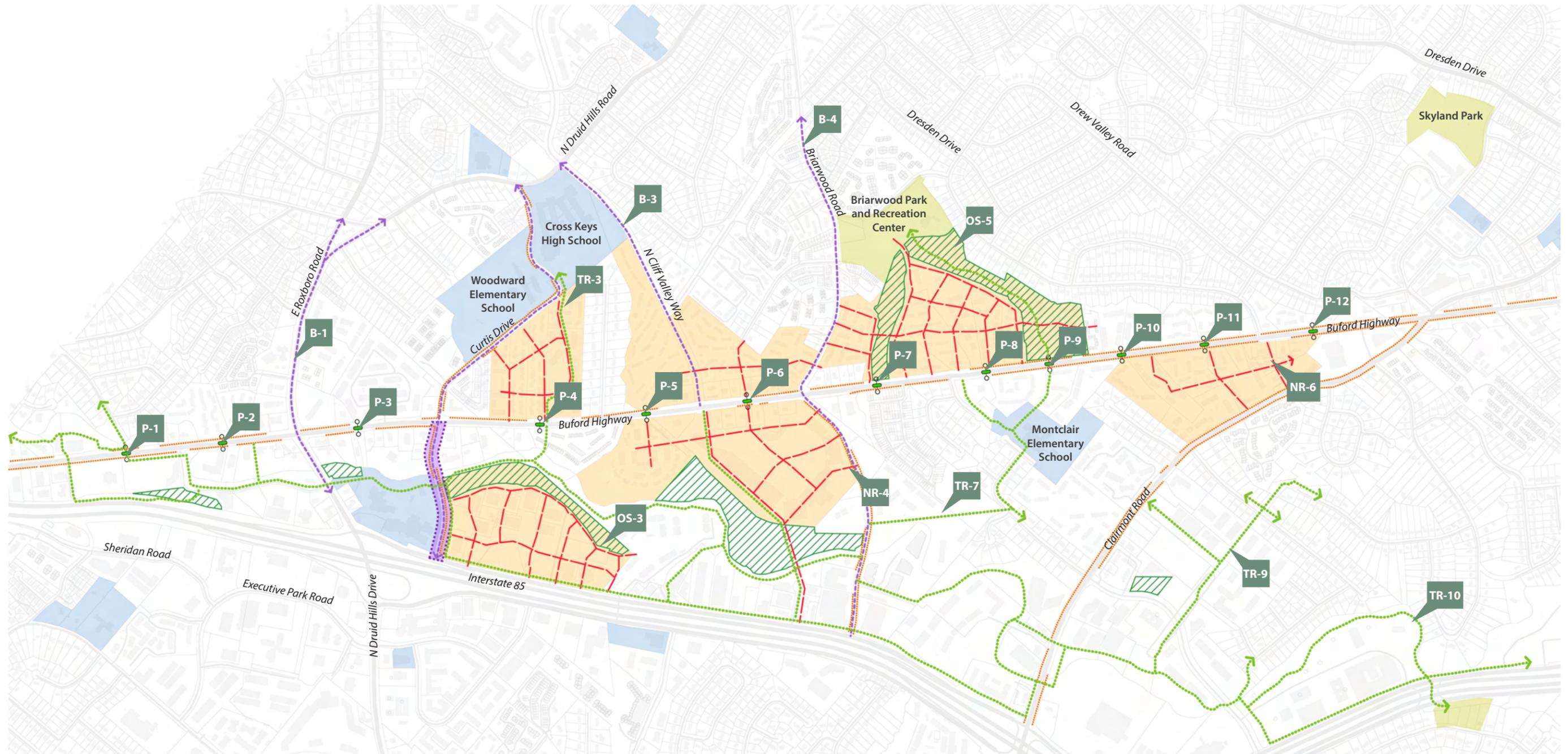
- NR-1 Road Network within Residential Development East of Woodward Elementary School
- NR-2 Road Network within Office Park East of Corporate Boulevard
- NR-3 Addition of North/South and East/West Roads West of Buford Highway
- NR-4 Road Network within Northeast Shopping Center
- NR-5 Road Network between Epic Garden Apartments and Briarwood Road
- NR-6 Road Network East of Buford Highway throughout Multi-Family Residential

#### Traffic Calming (TC)

- TC-1 Corporate Boulevard Traffic Calming

#### Open Space (OS)

- OS-1 Open Space between Buford Highway and I-85 at West Druid Hills Drive NE
- OS-2 Open Space at North Druid Hills Road and West of Salvation Army Worship and Service Center
- OS-3 Open Space North of Corporate Square Office Park along Peachtree Creek Corridor
- OS-4 Open Space South and East of Northeast Retail Center
- OS-5 Open Space Extension East from Briarwood Park and Recreation Center (near Drew Valley Rd SE) to Buford Highway
- OS-6 Open Space Extension East from Briarwood Park and Recreation Center (near Drew Valley Road NE) to Buford Highway
- OS-7 Open Space on Century Boulevard NE between Clairmont Road and Century Circle NE



- Civic
- Parks
- Redevelopment Opportunity

- Potential Open Space
- Traffic Calming
- Bicycle Lane

- Transit Stop/Pedestrian Crossing
- Proposed Sidewalk

- Future Traffic Signal
- Multi-Use Trail

- Intersection Improvement
- Vehicular Connections

### Projects

## Projects + Active Living Benefits Matrix

	Goals	Active Living Benefits * <i>www.activelivingresearch.org</i>	Projects Summary
Projects Summary	<p><b>Walkable Places</b> – Guide redevelopment to create pedestrian-oriented and walkable places.</p> <p><b>Mixed Use</b> – Encourage and promote a range of housing choice 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"> <li><b>Zoning Audit &amp; Update (LU-1):</b> 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.</li> <li><b>Redevelopment Opportunities (LU-1 to LU-5):</b> The study area includes a number of potential redevelopment sites on commercial, multi-family, and vacant parcels. Through redevelopment, these sites represent opportunities to incorporate a mix of uses, new open spaces, and new street connectivity to support active living principles.</li> </ul>
Open Space & Recreation	<p><b>Parks &amp; Open Space</b> – Expand access to open space and active recreational facilities.</p> <p><b>Trails</b> – Provide multi-use connections to area destinations, recreational facilities and open spaces.</p> <p><b>Joint Use Facilities</b> – 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"> <li><b>Peachtree Creek Trail Connections (TR-1 to TR-4):</b> The proposed trail system is focused along Peachtree Creek and uses a range of existing streets, utility corridors, future open spaces, and easements through private property to create a continuous trail and greenway along the creek. The resulting system would connect a wide range of neighborhoods, multi-family communities, office parks, commercial services, and community destinations.</li> <li><b>Open Space (OS-1 to OS-4):</b> There are a number of open space opportunities along Peachtree Creek and adjacent creek systems. These areas generally have limited development potential and their use and protection as open space through easements or purchase (typically through redevelopment) would collectively create an extended greenway system.</li> </ul>
Mobility	<p><b>Transit</b> – Make transit a viable and attractive mobility choice for a range of users.</p> <p><b>Walking</b> – Provide safe pedestrian access and connections to area community destinations.</p> <p><b>Cycling</b> – 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"> <li><b>Pedestrian Crossings &amp; Transit Stops (P-1 to P6):</b> Currently, Buford Highway provides pedestrian crossings only at existing signalized intersections. The limited number and wide spacing of signalized intersections promotes pedestrians to cross between signals navigating across seven lanes of traffic. In order to establish a system of signalized pedestrian crossings along the corridor, designed crossing locations have been located at regularly spaced bus stops.</li> <li><b>New Road Network (NR-1 to NR-3):</b> New street connectivity can be created as redevelopment occurs. Recommended here are a series of street and block connections possible with the redevelopment of larger-scale vacant and underutilized parcels.</li> <li><b>Sidewalks (S-1 to S-7):</b> 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. A priority should be completing sidewalks along the full length of Buford Highway.</li> <li><b>Traffic Calming (TC-1):</b> The proposed road diet of Corporate Boulevard from Buford Highway to the I-85 Frontage Road converts this four-lane road into three-lanes (one in each direction with a center left turn lane) allowing for the integration of bicycle lanes.</li> <li><b>Bicycle Facilities (B-1 to B-4):</b> Bicycle lanes are proposed on key north-south corridors to connect across the Buford Highway corridor and link into the future Peachtree Creek Trail.</li> </ul>

This page intentionally left blank.

## 2.2 Key Project Descriptions

Although all of the recommended projects will play a role in the development of the Buford Highway Study Area, some are particularly important. The projects that will have the greatest impact on active living in the study area are creating safe pedestrian crossings of Buford Highway and the development of the Peachtree Creek Greenway and Trail.

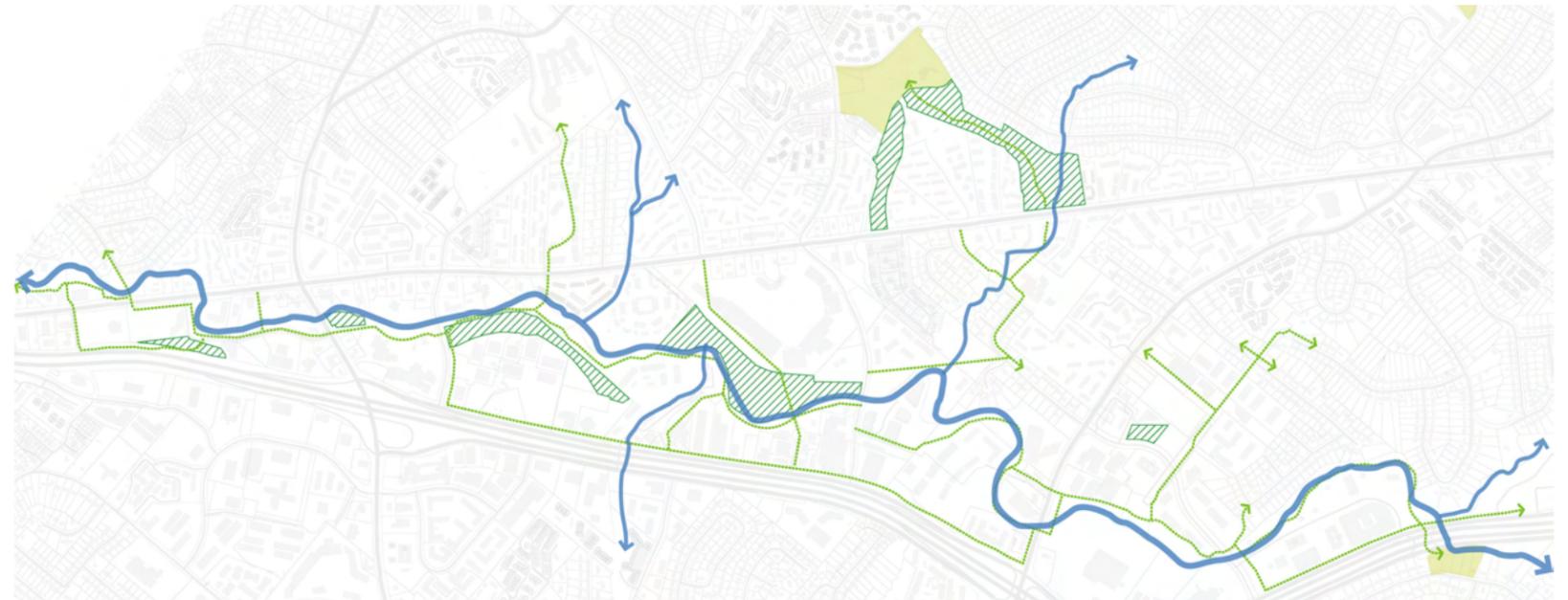
Key Projects: Peachtree Creek Greenway & Trail (TR-1 - TR-10)

The North Fork of Peachtree Creek runs parallel to Buford Highway through the study area, between the I-85 corridor and Buford Highway. Peachtree Creek represents a significant natural feature that has been historically ignored by development yet impacted through increased impervious area and minimal stormwater management practices, collectively decreasing water quality and increasing flooding.

As a natural corridor, Peachtree Creek is too valuable a resource to be ignored. The plan envisions Peachtree Creek as a connected greenway corridor with expanded open space opportunities and a multi-use trail system that links the area's unique mix of office, commercial and residential.

Key components of this strategy include:

- **New Open Space.** As sites along the creek redevelop, there will be an opportunity to reclaim open space along the creek's edges. This new open space can function in a variety of ways, serving as expanded stormwater management areas, passive open space, added pervious land area, and as a place for new trail connections. The implementation of these open space opportunities will need to come through a variety of new development requirements, such as potential easements, open space provisions in land development regulations, and expanded creek setback requirements.
- **Creek-side Trails.** Today there are a number of places along the creek that could accommodate trail segments adjacent to existing development. These opportunities can be explored through negotiation with individual property owners (ranging from office parks to multifamily apartment complexes) to define appropriate design, alignment, and easement agreements.
- **Spur Trails.** The reach and accessibility of the Peachtree Creek Trail can be greatly expanded through a number of spur trails that will connect to adjacent neighborhoods, schools, parks, and Buford Highway itself. These trails utilize existing roads, utility easements, and secondary creek/stream corridors.
- **Parallel Trail Corridors.** The implementation of a continuous trail along Peachtree Creek would happen incrementally over a long period of time. Where possible, a series of parallel trail corridors should be implemented to advance trail connectivity in the short-term. For example, the I-85 Frontage Road is a key parallel road corridor that could accommodate a trail to provide trail connectivity, then becoming a part of the larger trail network in the long-term. In this way, valuable trail connectivity can be implemented sooner while the long-term vision is maintained.



Peachtree Creek Trail Concept



Peachtree Creek Trail Concept - Land Use Connections

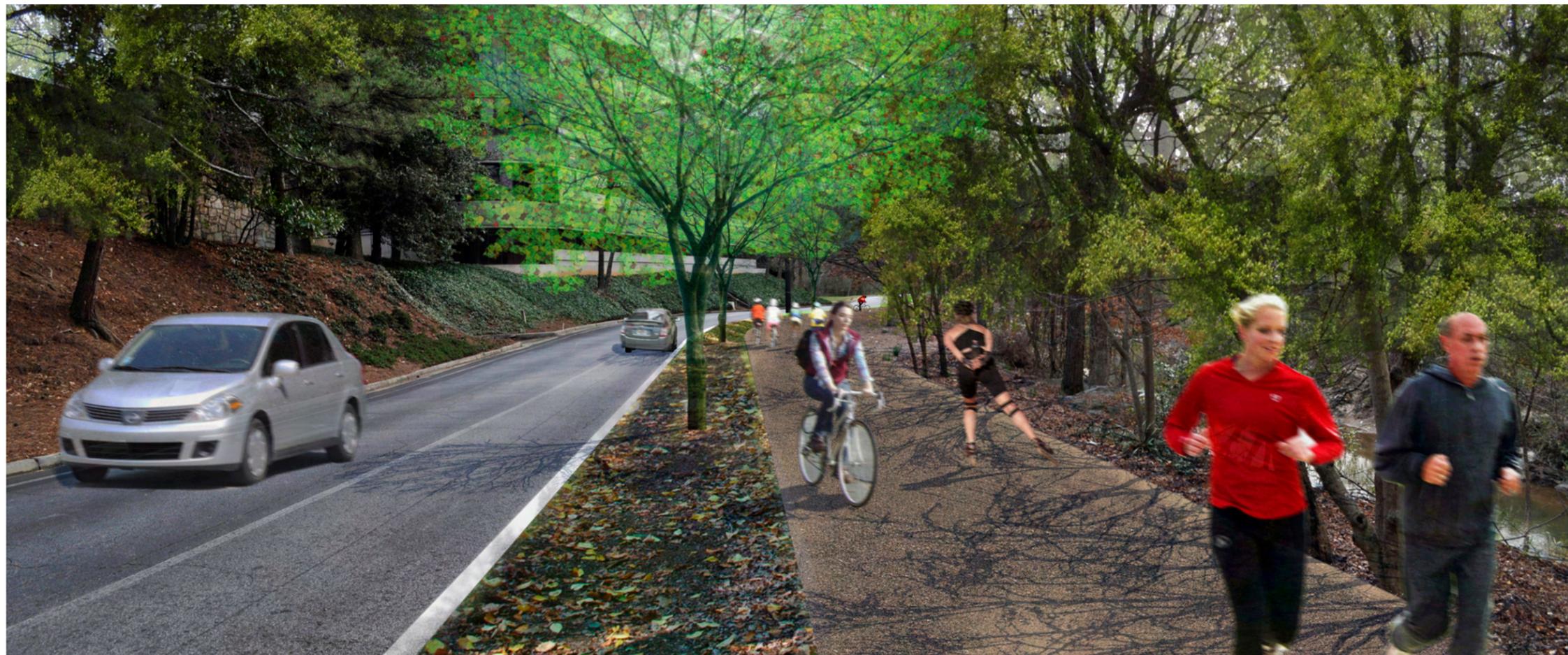
Druid Hills Drive (TR-2)

The section of Peachtree Creek adjacent to Druid Hills Drive is a good example of initial trail segments that can be implemented without redevelopment. This section of road includes a range of office, commercial, and hotel uses all fronting on a passive open space adjacent to the creek. Yet the lack of any sidewalks constrains pedestrian access and use.

Through the redesign and narrowing of Druid Hills Drive a trail segment can be built from Buford Highway to North Druid Hills Drive along the creek's southern edge. The resulting trail would provide a valuable amenity for office workers and hotel visitors, encouraging walking and active recreation during lunch hours or before and after work. This segment can be implemented on its own (over a ¼ mile long, perfect for a lunchtime walk) and will ultimately be part of the larger system connecting up and down Peachtree Creek.



(above) Existing conditions on Druid Hills Drive along Peachtree Creek



(left) Proposed multi-use Peachtree Creek trail for passive and active recreation



Key Projects Buford Highway - Pedestrian Crossings & Transit Stops (P-1 - P-12)

Buford Highway is a notoriously hostile environment for pedestrians. The lack of sidewalks and long spacing between traffic signals encourages pedestrians to cross the highway's seven lanes of traffic wherever they can find gaps in traffic. This is a corridor that is very active with pedestrians and includes a large number of apartment communities. Transit service is highly used along the corridor including existing MARTA bus service and a number of private bus shuttles that run up and down the corridor. In order to establish a system of signalized pedestrian crossings along the corridor, this plan recommends developing crossing locations at regularly spaced transit stops.

Key concepts include:

- Locating designed and signalized pedestrian crossings at regularly spaced transit stops.
- Utilizing a crossing design similar to those implemented by GDOT on Buford Highway in Chamblee, including a landscaped median island for pedestrian refuge.
- Enhancing the standard landscaped median island design to include identifiable markers for the MARTA transit stops and groundcover landscape material.
- Designing transit stops to be future Bus Rapid Transit stations with expanded hardscape plazas, transit shelters, lighting, and kiosks for transit maps.
- Allowing the use of these stops for private bus shuttles.



(left) Proposed mid-block crossing and MARTA transit stop for Buford Highway

(below) Existing conditions along Buford Highway

*Pedestrian Crossing and Transit Stop*

The implementation of the crossings and transit stops will create an identifiable image for the corridor that celebrates transit and provides safe pedestrian crossing locations. These locations will become future BRT stations and establish a framework for additional enhanced streetscape improvements, including additional sidewalks, street trees, and road narrowing.





#### Key Project: Northeast Plaza Retrofit (NR-4)

Change will occur in a variety of ways along the Buford Highway corridor. While there are a number of aging commercial shopping centers and multifamily apartment complexes that will ultimately undergo complete redevelopment, significant change will occur through incremental reinvestment in existing development. 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 pedestrian access at the Northeast Plaza Shopping Center through the adjustment of existing driveways and parking lots. The goal is to connect the shopping center's buildings to the Buford Highway corridor and transit stops with clear and safe sidewalks and pedestrian connections.

#### Key concepts include:

- Enhancing the connection between the site's three transit stops on Buford Highway to the shopping center's buildings. Currently there are no sidewalks into the shopping center and limited sidewalks along Buford Highway.
- Reshaping existing driveways to accommodate new sidewalk connections and landscape. The middle driveway into the shopping center is a wide expanse of asphalt (over 40 feet) that can be narrowed to accommodate two lanes for vehicles while adding a sidewalk to connect the transit stop to the shopping center's closest building.
- Aligning a new sidewalk connection at the Briarwood intersection to connect the adjacent transit stop to a future outparcel development and the center's existing buildings.
- Using parking lot retrofits to find opportunities to eliminate areas of excessive asphalt and add pervious area through the use of natural landscaping and rain gardens.
- Developing and adopting site development standards tailored to require pedestrian improvements through incremental retrofit and reinvestment of existing commercial properties.

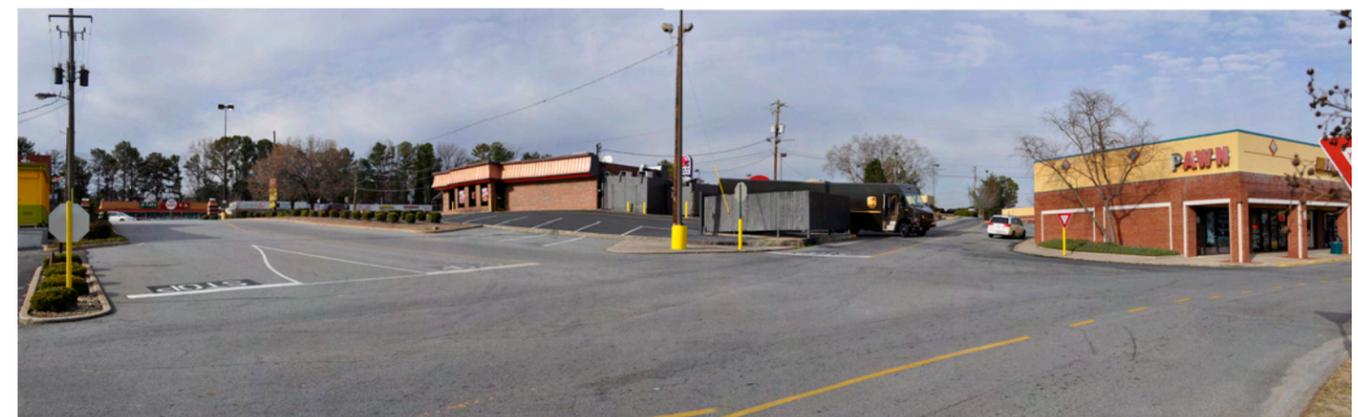


(above) Proposed pedestrian improvements within Northeast Plaza

This view of the middle entrance to the shopping center illustrates the large expanse of asphalt dedicated to vehicle access. The existing site provides no accommodation for pedestrians or connections to Buford Highway and its highly utilized transit stops.

Key retrofit concepts include:

- Redesigning the entrance would narrow the driveway width to provide two lanes for vehicle traffic and the remaining space could be used for sidewalk connections and landscape areas.
- Narrowing the parking lot intersection to provide direct and short crosswalks to adjacent buildings and further connections into the shopping center.
- Transforming the resulting driveway into a complete street that integrates automobiles, pedestrians, and cyclists.
- These infrastructure improvements begin to “hard wire” the site’s long-term street framework and future redevelopment to create a vibrant and active pedestrian environment.



(above) Existing conditions within Northeast Plaza

### 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:

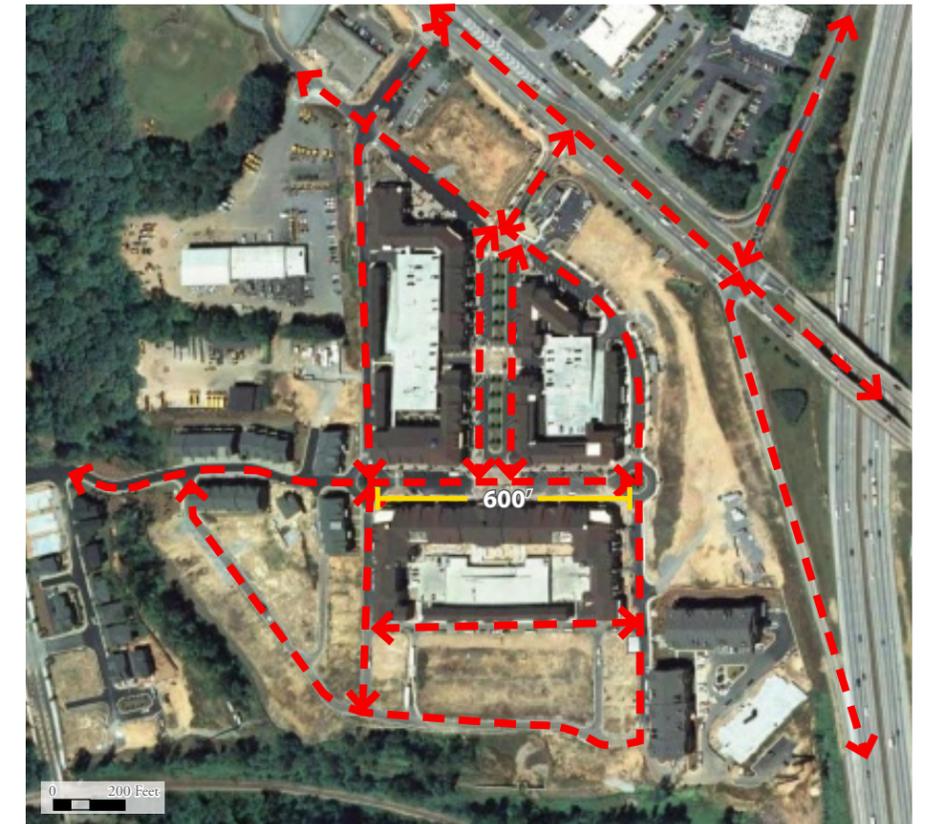
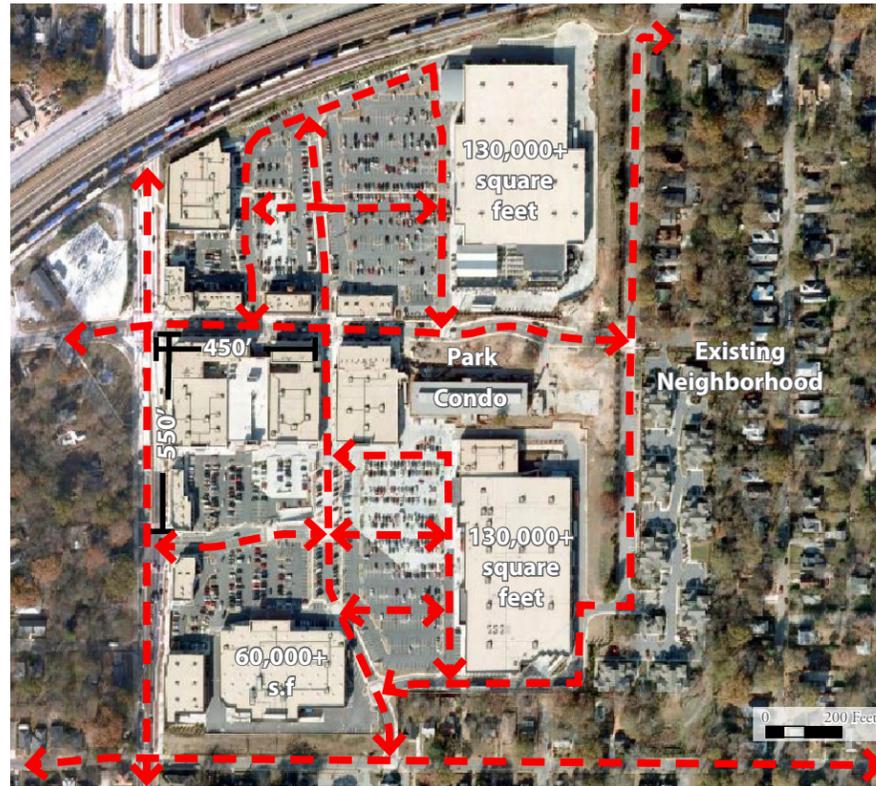
- Approximately 500,000 square feet of retail
- 2 to 4 story retail development
- Town home and condo units from the transition between retail and the residential neighborhood
- Surface parking lots tucked away from the main streets

#### 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, 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 multi-use, walkable redevelopment, a few design guidelines are helpful.

*Lot Layout + Building Placement*

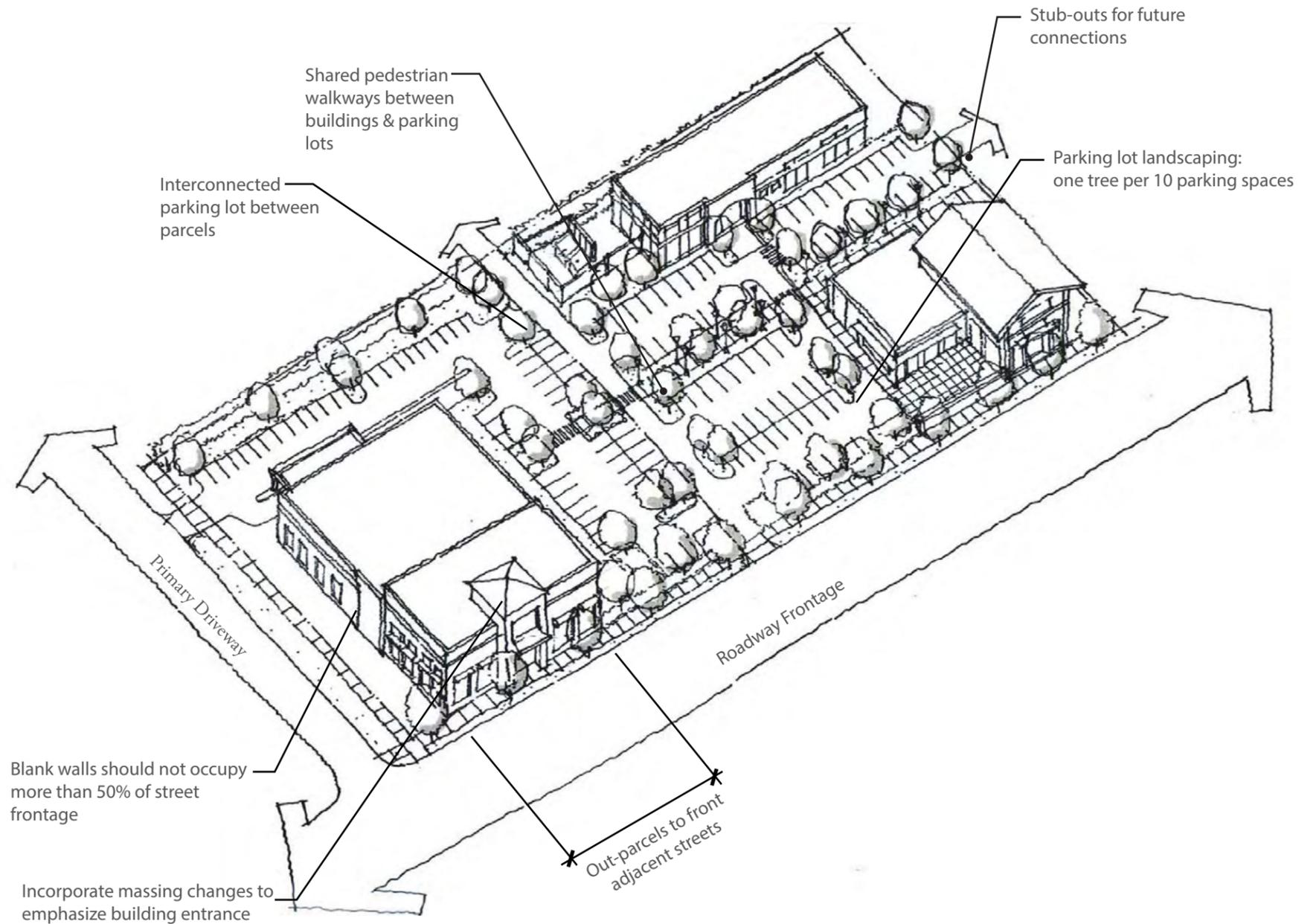
Buildings should be sited close to streets with active ground floor uses and pedestrian amenities that will help strengthen pedestrian connections.

- 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 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 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 guide 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.

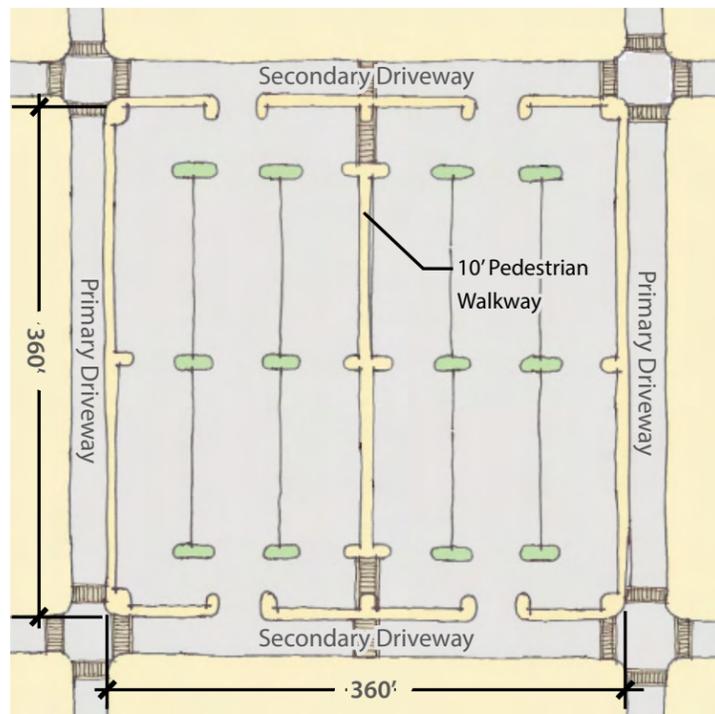
- Large parcels should be organized into “blocks” that are between 360 (6 parking bays) to 600 feet. This structure should be used to organize buildings and development, internal parking lots, cross-access and provide stub-outs for future connections.
- For blocks larger than 360 feet, pedestrian connections 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.



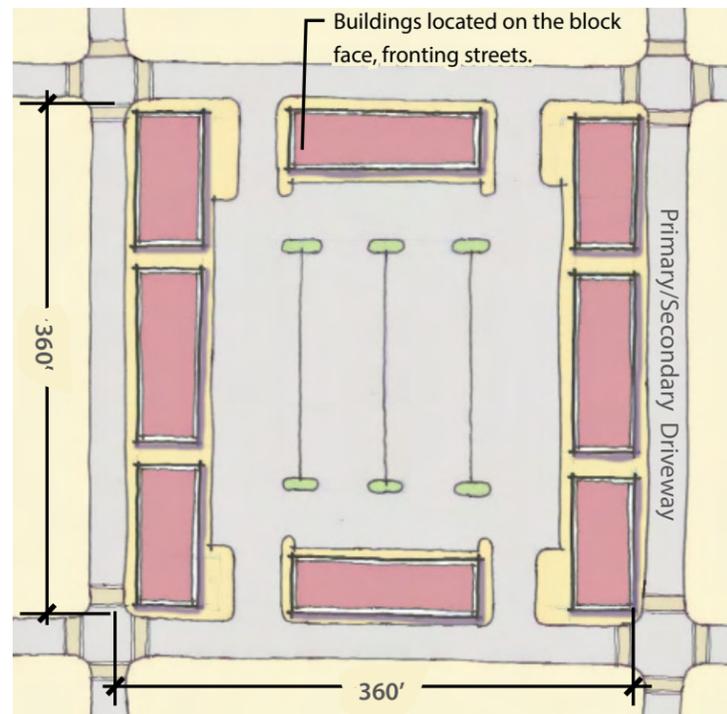
*Block Structure and Adaptability*

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.

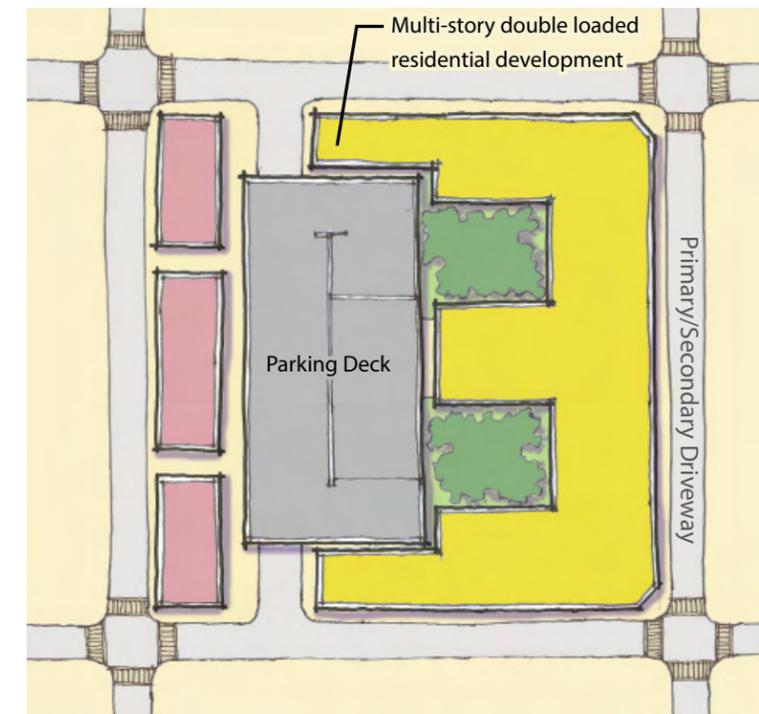
- In a surface parking option, which is likely to be the development scenario within the Ashford Dunwoody Study Area, the 360 foot block accommodates 6 parking bays with primary driveways on two sides and parking lot access from the secondary driveways or streets.
- This block structure supports a surface parking and development by placing buildings on the outer edges of the block and maintain 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% 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 update zoning strategy for the study areas. There are countless numbers of municipalities across the nation that 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 re-write 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 tandem 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 intersecting 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.

This page intentionally left blank.

## 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-2 Trail Along Creek from Victor Road NE to Corporate Boulevard NE

### *Mid-Term Projects (2-5 Years)*

- TC-1 Corporate Boulevard Traffic Calming
- P-1 Buford Highway Crossing between Dunex Hill Lane and W Druid Hills Road
- P-2 Buford Highway Crossing across from Buckhead Creek Apartments and Sun Tan Center
- P-3 Buford Highway Crossing between N Druid Hills Road and Lincoln Court Road
- P-4 Buford Highway Crossing at Noble Woods Drive NE
- P-5 Buford Highway Crossing at The Villas at Druid Hills
- P-6 Buford Highway Crossing at Northeast Plaza Shopping Center
- P-7 Buford Highway Crossing at Epic Garden Apartments and Lenox Overlook Road
- P-8 Buford Highway Crossing at Garden Grove Apartments and Parkview Terrace
- P-9 Buford Highway Crossing at Buford Heights Apartments
- P-10 Buford Highway Crossing at Monaco Station Homes
- P-11 Buford Highway Crossing at Highland Knoll Apartment Homes
- P-12 Buford Highway Crossing at Buford Towne Apartments
- TR-1 Trail near Rivers Edge Dr NE
- TR-4 Trail within Creek Corridor from Corporate Boulevard to Briarwood Road
- TR-8 Trail from Briarwood Road east to McKenkin Road
- TR-9 Trail along Century Circle NE to Easement
- TR-10 Trail Loop between Medfield Trail and Century Parkway and along Century Center Drive

### *Longer-Term Projects (5+ Years)*

- S-1 Buford Highway Sidewalk
- S-2 Curtis Drive NE Sidewalk
- S-3 Corporate Boulevard NE Sidewalk
- S-4 Briarwood Road NE Sidewalk
- S-5 Clairmont Road Sidewalk
- B-1 Bicycle Lanes on E Roxboro Road and N Druid Hills Road
- B-2 Bicycle Lanes on Curtis Drive NE and Corporate Boulevard NE
- B-3 Bicycle Lanes on N Cliff Valley Way
- B-4 Bicycle Lanes on Briarwood Road
- OS-1 Open Space between Buford Highway and I-85 at W Druid Hills Dr NE
- OS-2 Open Space at N Druid Hills Road and West of Salvation Army Workshop and Service Center
- OS-7 Open Space on Century Boulevard NE between Clairmont Road and Century Circle NE

The following projects are largely dependent on private investment and would not happen until nearby parcels are redevelopment.

- TR-3 Trail from Cross Keys High School across Buford Highway to Creek Corridor
- TR-5 Trail along Corporate Boulevard NE and within I-85
- TR-6 Trail Buford Highway to I-85
- TR-7 Trail from Briarwood Park to Montclair Elementary School to Easement
- NR-1 Road Network within Residential Development East of Woodward Elementary School
- NR-2 Road Network within Office Park East of Corporate Boulevard
- NR-3 Addition of North/South and East/West Roads West of Buford Highway
- NR-4 Road Network within Northeast Shopping Center
- NR-5 Road Network between Epic Garden Apartments and Briarwood Road
- NR-6 Road Network East of Buford Highway throughout Multi-Family Development
- OS-3 Open Space North of Corporate Square Office Park along Creek Corridor
- OS-4 Open Space South and East of Northeast Retail Center
- OS-5 Open Space Extension West from Briarwood Park and Recreation Center to Buford Highway
- OS-6 Open Space Extension East from Briarwood Park and Recreation Center to Buford Highway

### 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
TC-1	Corporate Blvd Traffic Calming	Traffic Calming	Roadway/Capacity Reduction or Conversion	1,500	LF	Traffic Calming of Corporate Blvd NE from Buford Highway to I-85	High	City of Brookhaven	City of Brookhaven CIP	\$50,000	Not Included/TBD	\$500,000	\$550,000
P-1	Buford Highway Crossing between Dunex Hill Ln and W Druid Hills Dr	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Improve access across Buford Highway between Dunex Hill Ln NE and W Druid Hills Dr NE	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-2	Buford Highway Crossing across from Buckhead Creek Apts and Sun Tan Center	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Pedestrian crossing and transit stop	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-3	Buford Highway Crossing between N Druid Hills Rd and Lincoln Ct Rd	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Pedestrian crossing and transit stop	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-4	Buford Highway Crossing at Noble Woods Dr NE	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Pedestrian crossing and transit stop	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-5	Buford Highway Crossing at The Villas at Druid Hills	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Pedestrian crossing and transit stop	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-6	Buford Highway Crossing at Northeast Plaza Shopping Center	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Pedestrian crossing and transit stop	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-7	Buford Highway Crossing at Epic Garden Apartments and Lenox Overlook Rd	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Pedestrian crossing and transit stop	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-8	Buford Highway Crossing at Garden Grove Apartments and Parkview Terrace	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Pedestrian crossing and transit stop	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-9	Buford Highway Crossing at Buford Heights Apartments	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Pedestrian crossing and transit stop	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-10	Buford Highway Crossing Monaco Station Apartment Homes	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Pedestrian crossing and transit stop	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-11	Buford Highway Crossing between Highland Knoll Apartment Homes	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Pedestrian crossing and transit stop	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-12	Buford Highway Crossing at Buford Towne Apartments	Pedestrian Improvement	Last Mile Connectivity/Sidepaths and Trails	1	LS	Improve access across Buford Highway at Buford Towne Apartments	High	City of Brookhaven	City of Brookhaven CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
S-1	Buford Highway Sidewalk	Sidewalk	Last Mile Connectivity/Joint Bike-Ped Facility	20,500	LF	Install sidewalk in missing areas	Medium	City of Brookhaven	City of Brookhaven CIP	\$201,760	Not Included/TBD	\$2,017,600	\$2,219,360
S-2	Curtis Dr NE Sidewalk	Sidewalk	Last Mile Connectivity/Joint Bike-Ped Facility	4,000	LF	Install sidewalk in missing areas on Curtis Dr NE from N Druid Hills Rd to Buford Hwy	Medium	City of Brookhaven	City of Brookhaven CIP	\$39,520	Not Included/TBD	\$395,200	\$434,720
S-3	Corporate Blvd NE Sidewalk	Sidewalk	Last Mile Connectivity/Joint Bike-Ped Facility	1,500	LF	Install sidewalk in missing areas on Corporate Blvd NE from N Druid Hills Rd to Buford Hwy	Medium	City of Brookhaven	City of Brookhaven CIP	\$14,560	Not Included/TBD	\$145,600	\$160,160
S-4	Briarwood Rd NE Sidewalk	Sidewalk	Last Mile Connectivity/Joint Bike-Ped Facility	4,000	LF	Install sidewalk in missing areas on Briarwood Rd NE from Buford Hwy to Northeast Expy	Medium	City of Brookhaven	City of Brookhaven CIP	\$39,520	Not Included/TBD	\$395,200	\$434,720
S-5	Clairmont Rd Sidewalk	Sidewalk	Last Mile Connectivity/Joint Bike-Ped Facility	10,500	LF	Install sidewalk in missing areas on Clairmont Rd from Buford Hwy to Northeast Expy	Medium	City of Brookhaven	City of Brookhaven CIP	\$103,480	Not Included/TBD	\$1,034,800	\$1,138,280

### 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
B-1	Bicycle Lanes on E Roxboro Road and N Druid Hills Road	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	5,500	LF	Designated Bicycle Lanes on Either Side of N Druid Hills Rd/E Roxboro Rd NE from W Druid Hills Dr NE to Goodwin Rd NE	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$4,000	Not Included/TBD	\$20,000	\$24,000
B-2	Bicycle Lanes on Curtis Dr NE and Corporate Blvd NE	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	9,400	LF	Designated Bicycle Lanes on Either Side of Curtis Dr NE from N Druid Hills Rd to Buford Highway and Corporate Blvd from Buford Highway to Northeast Expy NE	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$7,000	Not Included/TBD	\$35,000	\$42,000
B-3	Bicycle Lanes on N Cliff Valley Way	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	4,400	LF	Designated Bicycle Lanes on Either Side of N Cliff Valley Way from N Druid Hills to Buford Highway	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$3,500	Not Included/TBD	\$17,500	\$21,000
B-4	Bicycle Lanes on Briarwood Rd	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	12,100	LF	Designated Bicycle Lanes on Either Side of Briarwood Rd NE from Coosawattee Dr E to Northeast Expy	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$7,000	Not Included/TBD	\$48,500	\$55,500
TR-1	Trail near Rivers Edge Dr NE and I-85 Corridor	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	2,300	LF	Multi-use trail connecting residential area near Rivers Edge Dr NE across Buford Hwy and along I-85 corridor connecting	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$13,000	Not Included/TBD	\$127,500	\$140,500
TR-2	Trail along Creek from Victor Rd NE to Corporate Blvd NE	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	4,300	LF	Multi-use trail connecting residential area along Victor Rd NE across Buford Hwy along creek corridor to Corporate Blvd NE at W Druid Hills Dr	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$24,000	Not Included/TBD	\$237,000	\$261,000
TR-3	Trail from Cross Keys High School across Buford Hwy to Creek Corridor	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	2,500	LF	Multi-use trail connecting Cross Keys High School across Buford Hwy to creek corridor	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$14,000	Not Included/TBD	\$137,500	\$151,500
TR-4	Trail within Creek Corridor from Corporate Blvd to Briarwood Rd	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	5,350	LF	Multi-use trail within Creek Corridor from Corporate Blvd to Briarwood Rd	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$30,000	Not Included/TBD	\$295,000	\$325,000
TR-5	Trail along Corporate Blvd NE and within I-85	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	7,400	LF	Multi-use trail along Corporate Blvd NE and within Northeast Expy NE Corridor	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$40,000	Not Included/TBD	\$410,000	\$450,000
TR-6	Trail Buford Hwy to I-85	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	2,600	LF	Multi-use trail from Buford Hwy to Northeast Expy west of Northeast Plaza Shopping Center	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$15,000	Not Included/TBD	\$145,000	\$160,000
TR-7	Trail from Briarwood Park to Montclair Elementary School to Easement	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	7,600	LF	Multi-use trail from Briarwood Park and Recreation Center across Buford Hwy to Montclair Elementary School to easement to Briarwood Rd	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$42,000	Not Included/TBD	\$420,000	\$462,000
TR-8	Trail from Briarwood Road east to Mcjenkin Dr NE	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	6,000	LF	Multi-use trail from Briarwood Road east along creek corridor across Century Blvd NE to Mcjenkin Dr NE	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$33,000	Not Included/TBD	\$330,000	\$363,000
TR-9	Trail along Century Circle NE to Easement	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	4,600	LF	Multi-use trail along Century Circle NE north to easement with spur along Century Place	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$25,000	Not Included/TBD	\$250,000	\$275,000
TR-10	Trail Loop between Medfield Trail and Century Pkwy and along Century Center Dr	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	5,400	LF	Multi-use trail loop between Medfield Trail and Century Pkwy and along Century Center Dr	Medium	City of Brookhaven	Path Foundation, Arthur Blank Foundation	\$30,000	Not Included/TBD	\$300,000	\$330,000

### 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
NR-1	Road Network within Residential Development East of Woodward Elementary School	New Privately Funded Roadway	Roadway/General Purpose Capacity	4,000	LF	Development of road network within residential development	Medium	HOST/SPLOST	Private Development	TBD	Not Included/TBD	TBD	TBD
NR-2	Road Network within Office Park East of Corporate Blvd	New Privately Funded Roadway	Roadway/General Purpose Capacity	6,400	LF	Development of road network within office park east of Corporate Blvd, north of Northeast Expy NE	Medium	HOST/SPLOST	Private Development	TBD	Not Included/TBD	TBD	TBD
NR-3	Addition of North/South and East/West Roads West of Buford Highway	New Privately Funded Roadway	Roadway/General Purpose Capacity	2,400	LF	Addition of North/South and East/West Roads West of Buford Highway	Medium	HOST/SPLOST	Private Development	TBD	Not Included/TBD	TBD	TBD
NR-4	Road Network within Northeast Shopping Center	New Privately Funded Roadway	Roadway/General Purpose Capacity	5,900	LF	Addition of road network within Northeast Shopping Center and west within the Villas at Druid Hills	Medium	HOST/SPLOST	Private Development	TBD	Not Included/TBD	TBD	TBD
NR-5	Road Network between Epic Garden Apartments and Briarwood Road	New Privately Funded Roadway	Roadway/General Purpose Capacity	11,000	LF	Addition of road network from Epic Garden Apartments, through Montego Apartments, to Briarwood Road	Medium	HOST/SPLOST	Private Development	TBD	Not Included/TBD	TBD	TBD
NR-6	Road Network East of Buford Highway throughout Multifamily Residential	New Privately Funded Roadway	Roadway/General Purpose Capacity	3,000	LF	Addition of road network east of Buford Highway and west of Clairmont Rd throughout multifamily residential complexes	Medium	HOST/SPLOST	Private Development	TBD	Not Included/TBD	TBD	TBD
OS-1	Open Space between Buford Highway and I-85 at W Druid Hills Dr NE	DeKalb County Future Land Use	N/A	3.2	AC	Designate as park space	Medium	City of Brookhaven	City of Brookhaven	\$20,000	TBD	\$160,000	\$180,000
OS-2	Open Space at N Druid Hills Rd and West of Salvaton Army Worship and Service Center	DeKalb County Future Land Use	N/A	1.5	AC	Designate as park space	Medium	City of Brookhaven	City of Brookhaven	\$10,000	TBD	\$75,000	\$85,000
OS-3	Open Space North of Corporate Square Office Park along Creek Corridor	DeKalb County Future Land Use	N/A	8.2	AC	Designate as park space	Medium	City of Brookhaven	City of Brookhaven	\$15,000	TBD	\$100,000	\$115,000
OS-4	Open Space South and East of Northeast Retail Center	DeKalb County Future Land Use	N/A	21.7	AC	Designate as park space	Medium	City of Brookhaven	City of Brookhaven	\$100,000	TBD	\$1,000,000	\$1,100,000
OS-5	Open Space Extension East from Briarwood Park and Recreation Center (near Drew Valley Rd SE) to Buford Highway	DeKalb County Future Land Use	N/A	6.6	AC	Designate as park space	Medium	City of Brookhaven	City of Brookhaven	\$30,000	TBD	\$330,000	\$360,000
OS-6	Open Space Extension East from Briarwood Park and Recreation Center (near Drew Valley Rd NE) to Buford Highway	DeKalb County Future Land Use	N/A	20.8	AC	Designate as park space	Medium	City of Brookhaven	City of Brookhaven	\$100,000	TBD	\$1,000,000	\$1,100,000
OS-7	Open Space on Century Blvd NE between Clairmont Rd and Century Cir NE	DeKalb County Future Land Use	N/A	1.3	AC	Designate as park space	Medium	City of Brookhaven	City of Brookhaven	\$15,000	TBD	\$75,000	\$90,000

## 3.2 Implementation Resources and Agencies

The DeKalb County Active Living master plans 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 bicyclin
- 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](mailto:sally@peds.org)  
Website: <http://peds.org/>

#### *Atlanta Bicycle Coalition (ABC)*

The Atlanta Bicycle Coalition sets 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](http://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](mailto: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](mailto:emily.r.kimble@kp.org)

#### Bridge Program

Phone: 404-261-2590  
Email: [bridge@kp.org](mailto: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 neighborhood access lands 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](mailto: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](http://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.

This page intentionally left blank.

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

**CORPORATE OFFICES**

**Los Angeles (Worldwide Headquarters)**

555 South Flower Street  
Suite 3700  
Los Angeles, CA 90071-2300  
United States  
T +1 213 593 8000  
F +1 213 593 8730

**New York**

605 Third Avenue  
New York, NY 10158  
United States  
T +1 212 973 2900

[info@aecom.com](mailto:info@aecom.com)

