



## 2.1 Projects Overview

The existing conditions of the Gresham Road Study Area revealed a number of issues, particularly the need to revitalize aging commercial properties and the lack of pedestrian connectivity. However, the potential development of the BRT station at Gresham Road and I-20 presents an important opportunity for investment in the community. In the interim, the community can prepare for the BRT station by pursuing the following:

- In the long-term, there is potential for small-scale retail to fill in around the Walmart Supercenter serving as an anchor on the north side of I-20.
- Increased transit and pedestrian access and connectivity throughout the study area would be a significant amenity for retail uses in the study area and the adjacent residential.

Recommended projects can be categorized into five groups: pedestrian improvements, sidewalks, trails, transit, new roadways, intersection improvements, traffic calming, and open space improvements.

### List of Projects

#### PEDESTRIAN IMPROVEMENTS (P)

- P-1 Gresham Road/Vicki Lane and Welland Avenue
- P-2 Gresham Road at DeKalb County Branch Library
- P-3 Gresham Road and Welland Ave SE

#### SIDEWALKS (S)

- S-1 Flat Shoals Road north of I-20
- S-2 Cook Road from Gresham Road to Flat Shoals Road
- S-3 Flat Shoals Road from Brannen Road to Whites Mill Road
- S-4 Brannen Road from Gresham Road to Flat Shoals Road
- S-5 West Flat Shoals Terrace
- S-6 Boulder Road and Vicki Lane
- S-7 Rollingwood Lane

#### TRAILS (TR)

- TR-1 Trail from Bouldercliff Way to Welland Avenue to Gresham Road
- TR-2 Trail from Welland Avenue/Gresham Road to Wooded Area between Gresham Road and Flat Shoals Road
- TR-3 Trail from Welland Avenue Extension North Across I-20 to Flat Shoals Road
- TR-4 Trail from Gresham Road along Proposed East/West Road to NH Scott Recreation Center and Pool

#### TRANSIT (T)

- T-1 BRT Exit from I-20 to Proposed BRT Station

#### NEW ROADWAY (NR)

- NR-1 Flintwood Drive SE Extension
- NR-2 Boulder Road Extension
- NR-3 Welland Avenue Extension
- NR-4 New East-West Connection 1
- NR-5 New East-West Connection 2
- NR-6 New East-West Connection 3
- NR-7 New East-West Connection 4
- NR-8 New East-West Connection 5

#### INTERSECTION IMPROVEMENTS (I)

- I-1 Gresham Road/Proposed East-West Roundabout
- I-2 Gresham Road/Cook Road Roundabout
- I-3 Flat Shoals Road/Cook Road Roundabout
- I-4 Gresham Road/Brannen Road Roundabout
- I-5 Flat Shoals Road/Brannen Road Roundabout
- I-6 Flat Shoals Rd/Proposed East-West Road

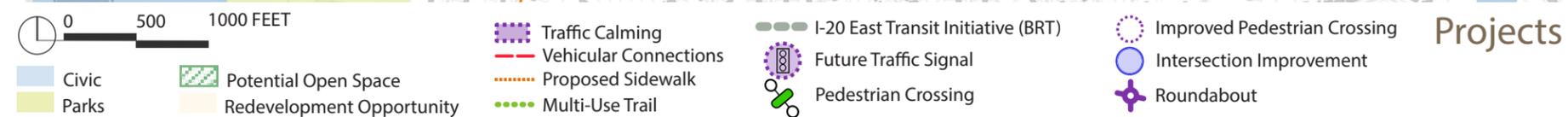
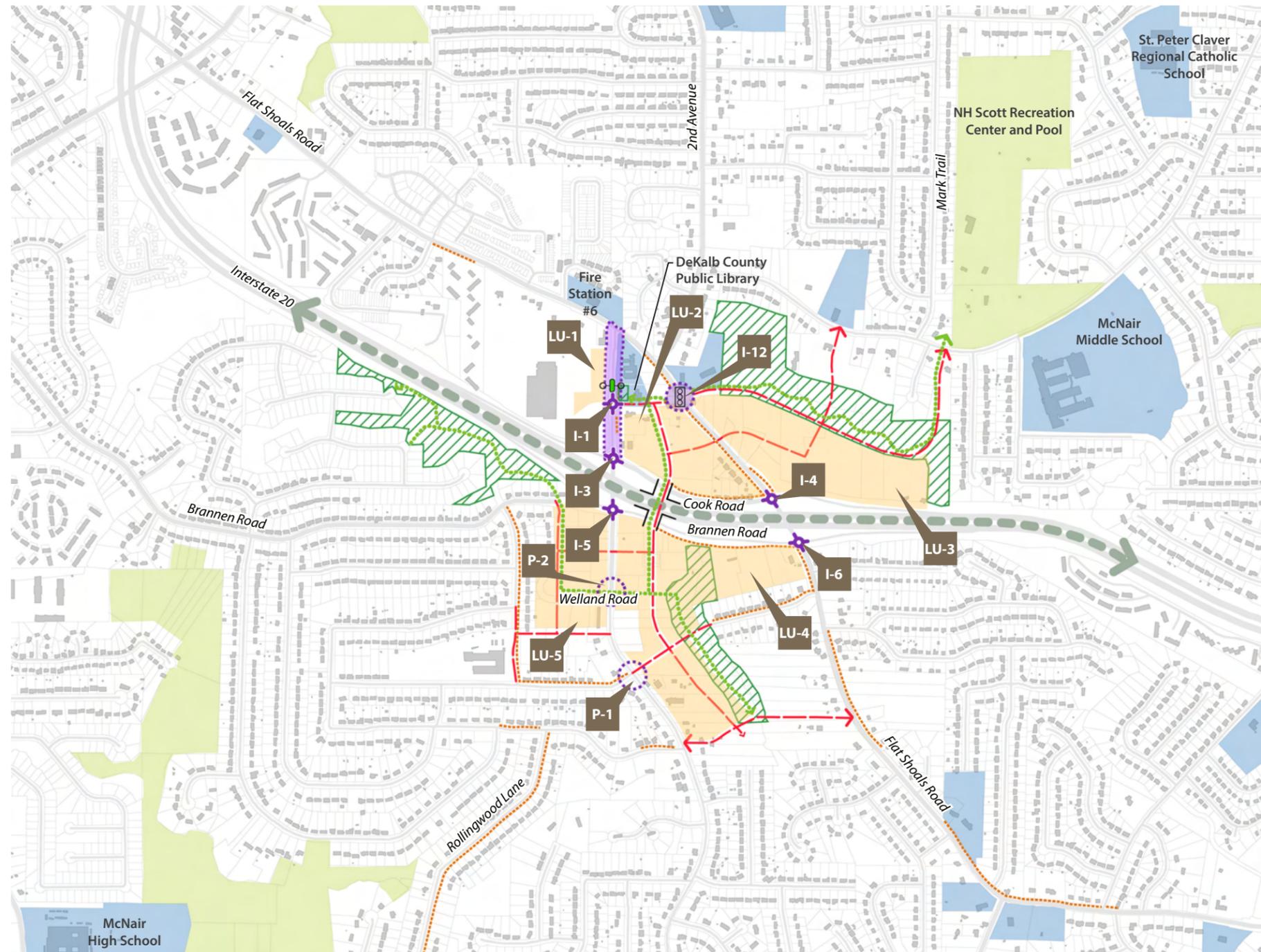
#### TRAFFIC CALMING (TC)

- TC-1 Gresham Road from Flat Shoals Road to Cook Road

#### OPEN SPACE IMPROVEMENTS (OS)

- OS-1 Park between I-20 and Neighborhood North of Brannen Road
- OS-2 Park between Gresham Road and Flat Shoals Road South of Brannen Road
- OS-3 Park between 2nd Avenue and Parkland Drive South of Tilson Road

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



## Projects + Active Living Benefits Matrix

	Goals	Active Living Benefits * <a href="http://www.activelivingresearch.org">www.activelivingresearch.org</a>	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>
	<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>Trail Connections (TR-1 to TR-4):</b> The proposed trail system utilizes the existing creek systems and future street corridors to link the area together. The resulting system would connect a wide range of neighborhoods, commercial services, and community destinations.</li> <li><b>Open Space (OS-1 to OS-4):</b> 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.</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>Intersection Improvements (I-1 to I-x):</b> Several intersections along Gresham Road and at the I-20 interchange are identified as candidates for conversion to roundabouts. The intended result is to narrow intersection width, improve walkability, and calm area traffic. Converting these intersections into roundabouts is presented here as one initial alternative for further evaluation.</li> <li><b>Pedestrian Crossings &amp; Transit Stops (P-1 to P-6):</b> Several intersections along Gresham Road are targeted for pedestrian crossing improvements to improve the road's walkability and east-west connectivity.</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 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.</li> <li><b>Transit (T-1):</b> The future I-20 Bus Rapid Transit Corridor (I-20 East Transit Initiative) with a park-and-ride station at Gresham Road will provide valuable regional transit access and long-term joint development opportunities.</li> <li><b>Traffic Calming (TC-1):</b> The proposed redesign of Gresham Road from Flat Shoals Road to I-20 would include a new roundabout at Library/Wal-Mart entrance, the elimination of right turn lanes, and the addition of streetscape.</li> </ul>

## 2.2 Key Project Recommendations



Overall Gresham Development Concept

The Gresham Road area includes a significant number of redevelopment opportunities in the long-term that include both undeveloped land and aging commercial strip. Key sites include:

- **Wal-Mart Outparcels.** These sites along Gresham Road are critical to creating a strong pedestrian-oriented environment and can occur on underutilized parking areas.

- **Potential BRT Station.** The location of the BRT park-and-ride lot and station is an opportunity to shape surrounding development patterns.
- **Flat Shoals & I-20.** This collection of large, vacant, and redeveloping parcels has the opportunity to provide valuable connectivity and green space.
- **Gresham South.** Over time these commercial parcels will be reinvested in and redeveloped with the opportunity to shape a new pattern of development.

The complete development of these lands will happen over decades and as market conditions dictate. The purpose of defining this development concept now is to anticipate important connections, open space opportunities, and desired urban form in order to guide the development over time through land use policy, zoning, and development review.

Gresham Development Concept: North

Wal-Mart Outparcels

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

Potential BRT Station

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

Flat Shoals and I-20

- Extend new east-west street from Flat Shoals Road to Tilson Road, creating multi-modal connectivity between McNair Middle School/Mark Trail Park and the Gresham Road area.
- Potential new greenway and open space along existing creek provides place for multi-use trail and public recreational areas.
- Development could include a mix of housing transitioning from multifamily near Flat Shoals Road and the future BRT Station, to single-family to the east.
- While this area will be developed incrementally, proposed open space and street framework opportunities should be protected through zoning/overlay mechanism.



Gresham Development Concept: South

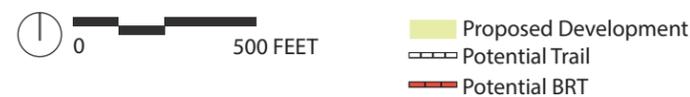
*Gresham Redevelopment (West)*

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

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

*Gresham Redevelopment (East)*

- Extend new east-west streets between Gresham Road and Flat Shoals Road to increase overall connectivity.
- Extend new street south from BRT interchange to maximize north-south access across I-20.
- Protect green space along stream corridors and extend trail access along them.
- Require interconnectivity between developments in the form of the planned street connections stubbed out for future connectivity.



Redevelopment Design Guidelines

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

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

*Edgewood Retail Center, Atlanta, Georgia*

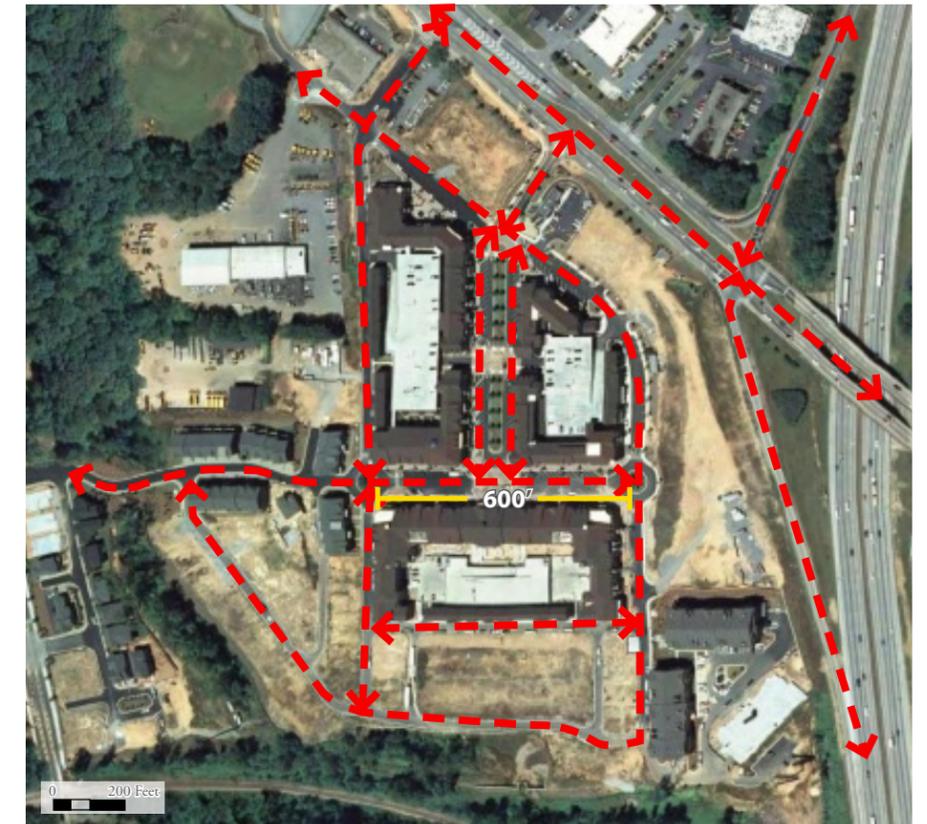
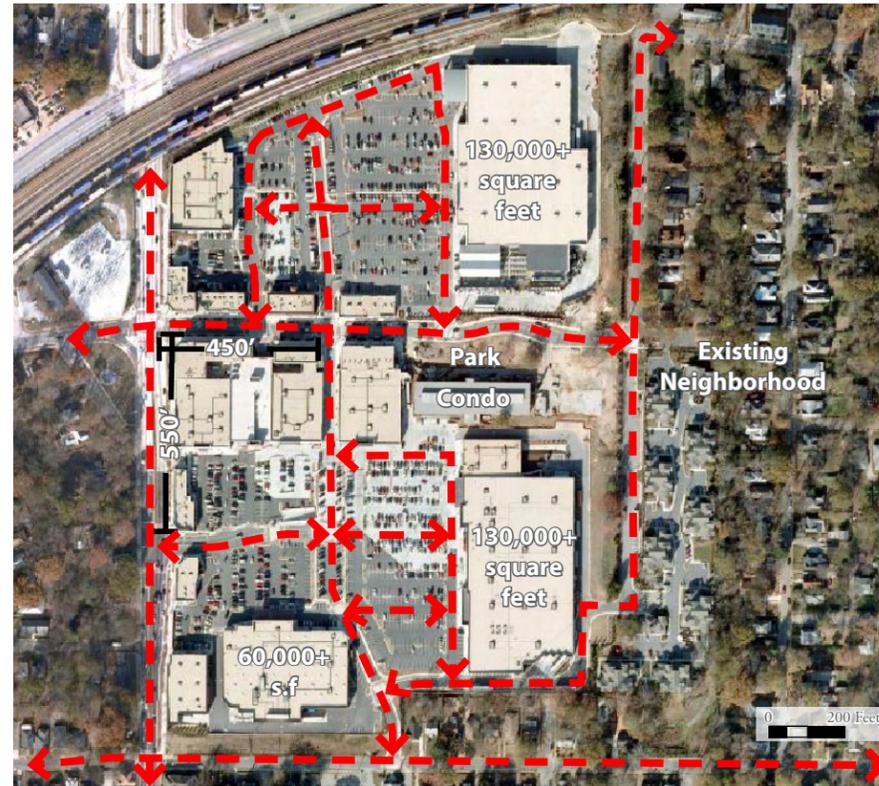
The Edgewood Retail Center is surrounded by existing historic neighborhoods and has access to Interstate 20 and Freedom Parkway. The development built off the existing street grid and has a mix of big box and local retailers. Major features include:

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

*West Village, Smyrna, Georgia*

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

- 200,000 square feet of retail
- 3 story mixed-use development
- Parking tucked away behind buildings
- Block perimeters of less than 18000 feet for most blocks within the town center



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

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

*Lot Layout + Building Placement*

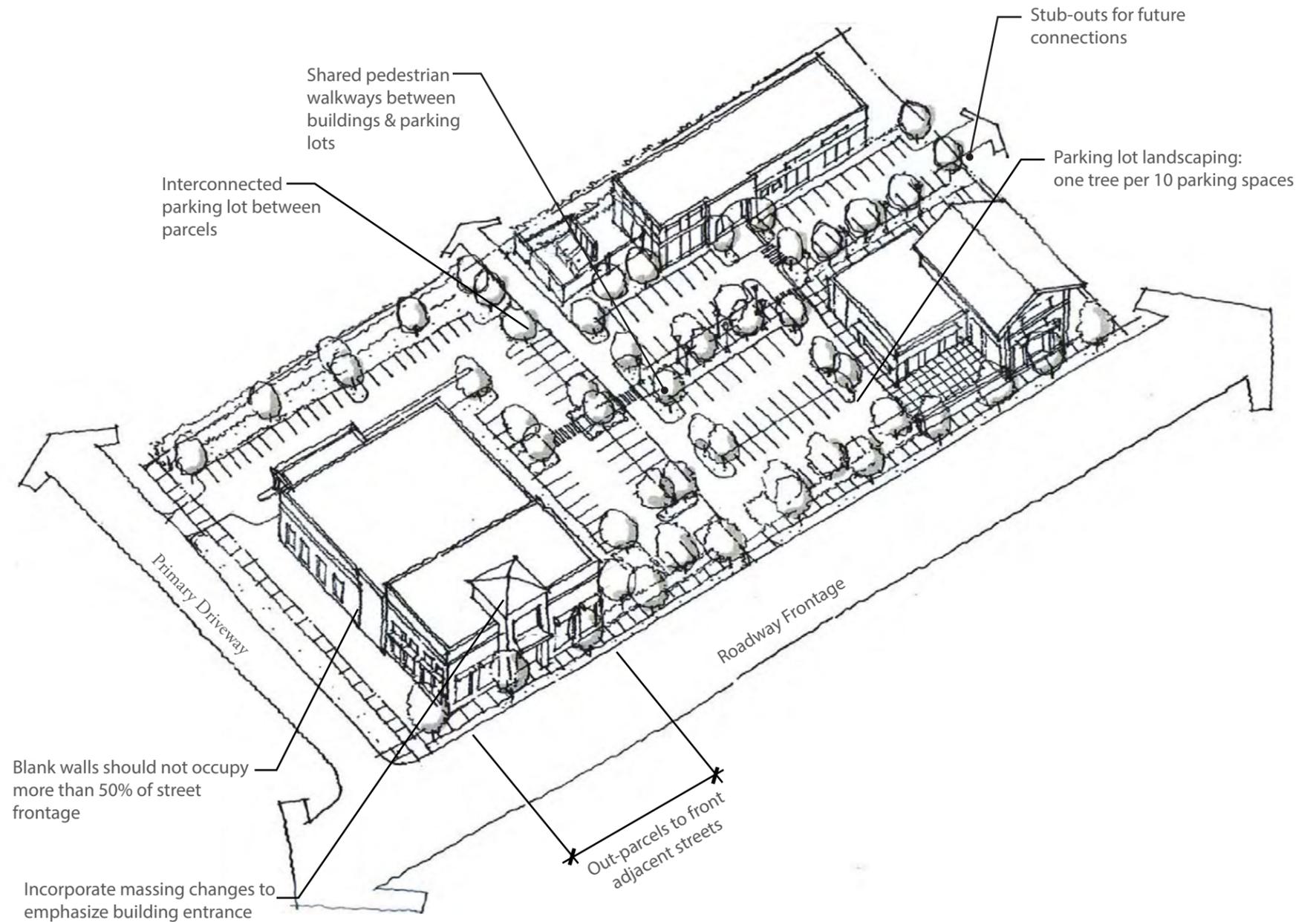
Buildings should be sited close to streets with active ground floor uses and pedestrian amenities that will help strengthen pedestrian connections.

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

*Mixed Use Development*

Zoning and land use regulations should encourage mixed-use development by allowing residential uses 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 define where new street connections should be constructed as development occurs. It has been specifically designed to accommodate the incremental nature of parcel-by-parcel development and is intended to be built over time.

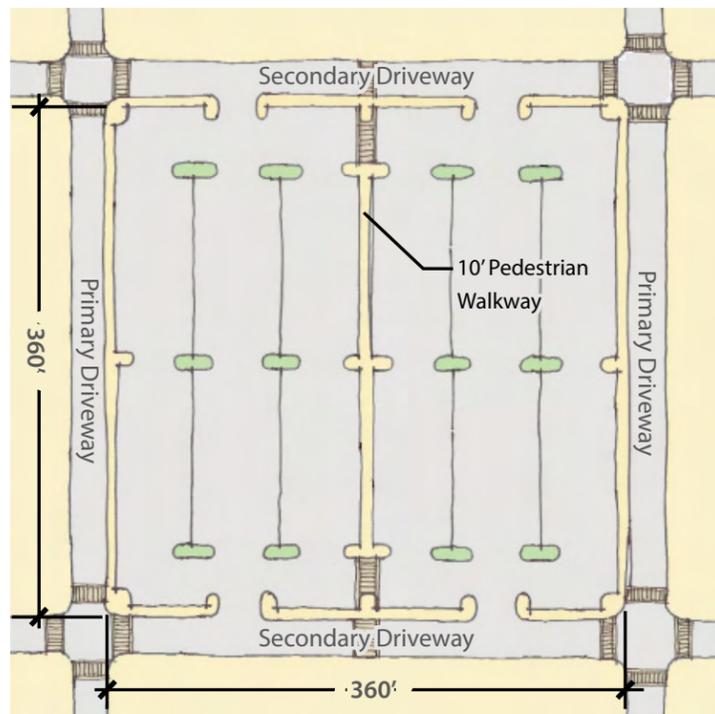
- Large parcels should be organized into “blocks” that are between 360 (6 parking bays) to 600 feet. This structure should be used to organize buildings and development, internal parking lots, cross-access and provide stub-outs for future connections.
- For blocks larger than 360 feet, pedestrian connections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



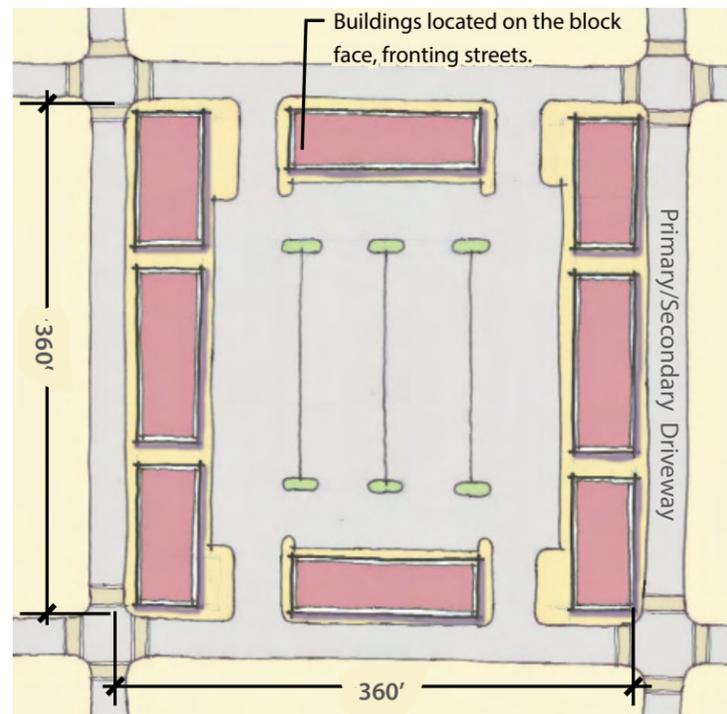
**Block Structure and Adaptability**

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

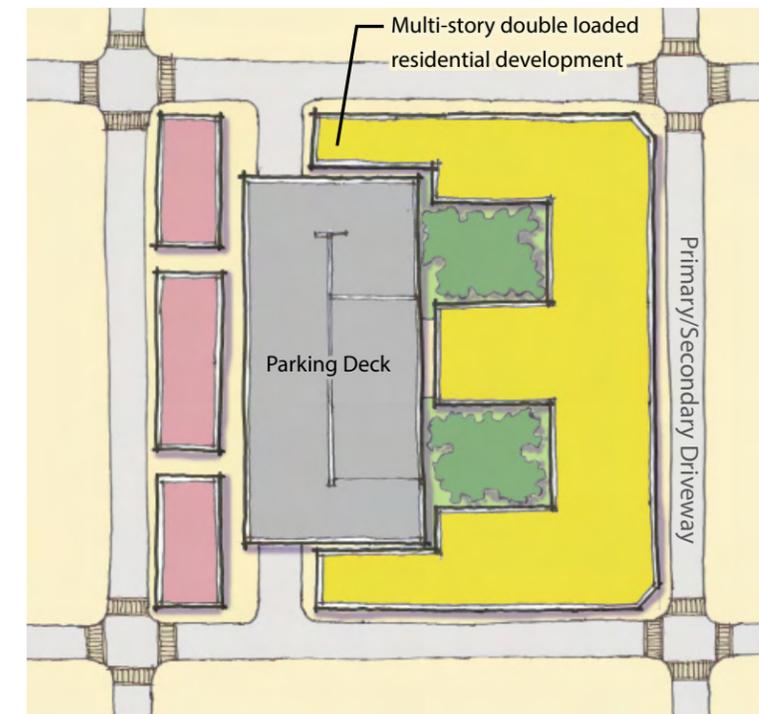
- In a surface parking option, which is likely to be the development scenario within the Gresham Study Area, the 360 foot block accommodates 6 parking bays with primary driveways on two sides and parking lot access from the secondary driveways or streets.
- This block structure supports a surface parking and development by placing buildings on the outer edges of the block, with 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

## Key Projects: Gresham Road Improvements (OS-2, TC-1, I-1, I-2, I-4, I-5, NR-6)

The heart of the study area is the Gresham Road corridor with its collection of strip commercial (old and new) and mix of civic uses such as the First Baptist Church and the Gresham Library (DeKalb County). A key priority of the plan is to shape this corridor into a more pedestrian-friendly main street that will support a range of neighborhood-serving uses, provide convenient access to regional transit, serve existing civic uses, and expand access to open space. Key components of this strategy include:

- **New Gresham Library Park.** The Gresham Library currently has an underutilized “front yard” between Gresham Road and the Library’s parking lot and is partially used for stormwater management. This existing public land should be transformed into a usable public space that could include a range of amenities such as seating areas and gardens for use by library patrons and the surrounding neighborhood. As infill development continues to occur along the corridor this public space will become a signature central square and could serve a number of functions for the Library, the adjacent church and surrounding retail development.
- **Gresham Road Streetscape & Road Diet.** Gresham Road is functionally a two-lane road (one lane in each direction) yet can be as wide in some areas as five lanes due to right turn and center left turn lanes. This is particularly evident in front of Walmart where the right turns into the parking lot create a challenging place for pedestrians to cross the road from the Library. These right turn lanes should be eliminated in order to calm traffic, create safer pedestrian crossings, and support the corridor’s multi-modal role for transit, cyclists, and pedestrians.
- **Roundabouts.** A key opportunity to change the auto-oriented nature of the corridor is to convert several signalized intersections into roundabouts. These roundabouts serve to calm traffic, provide safer pedestrian crossings, and create attractive streetscape design statements. A signature location exists at the Wal-Mart/Library entrance which would connect the two sides of the corridor and set up the extension of a new street connecting to Flat Shoals Road.
- **Outparcel Infill Development.** An important part of making the corridor pedestrian-friendly is getting buildings up to the street with direct access and activity along the sidewalks. This can occur incrementally over time along the front of the Wal-Mart parking lot and other undeveloped sites.
- **I-20 Corridor Bus Rapid Transit (BRT).** The Gresham Road and I-20 interchange is identified as a park-and-ride transit station on the I-20 Corridor BRT line. The site plan for the transit station and associated parking should be designed to serve the area’s larger goals to include street-fronting joint development and new street connectivity.
- **New Street Connectivity.** Creating better street connectivity in the area will improve walkability and mobility for all users. Key opportunities for new streets include extending a north-south street from the BRT interchange to Flat Shoals Road, and extending an east-west street from Gresham Road to Flat Shoals Road, south of the Library.





Gresham Road can be a vibrant community street. Through new open space, expanded streetscape, a narrowed street cross section, and new development built to the street, this corridor will become a pedestrian-oriented street and an important center for the community. Key components include:

- Narrowing the road cross section to eliminate right turn lane. This will open up space for bicycle lanes and expanded landscape areas for street trees.
- Re-using underutilized open spaces at the Library and First Baptist Church to provide valuable public space and places for community activity.
- Encouraging outparcel infill development built to the street to create an active streetscape and connect development directly to transit.
- Integrating transit shelters into the streetscape and connecting to adjacent development with walkways, making transit a seamless component of the public realm instead of an afterthought.
- Locating parking to the side and behind buildings in order to minimize large areas void of pedestrian activity and comfort.
- With appropriate standards in place, incremental redevelopment over time will serve to transform the corridor into a pedestrian-supportive street that supports active living.



Roundabout Design

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

The proposed roundabouts in the Gresham Road Study Area are intended demonstrate the potential to calm traffic, provide safer pedestrian crossings, and create attractive streetscape design statements. The proposed design simply tests the initial footprint and physical layout of two, single-lane roundabouts. Further design and traffic evaluation is necessary to determine their size, alignment and feasibility.



## Why Roundabouts?

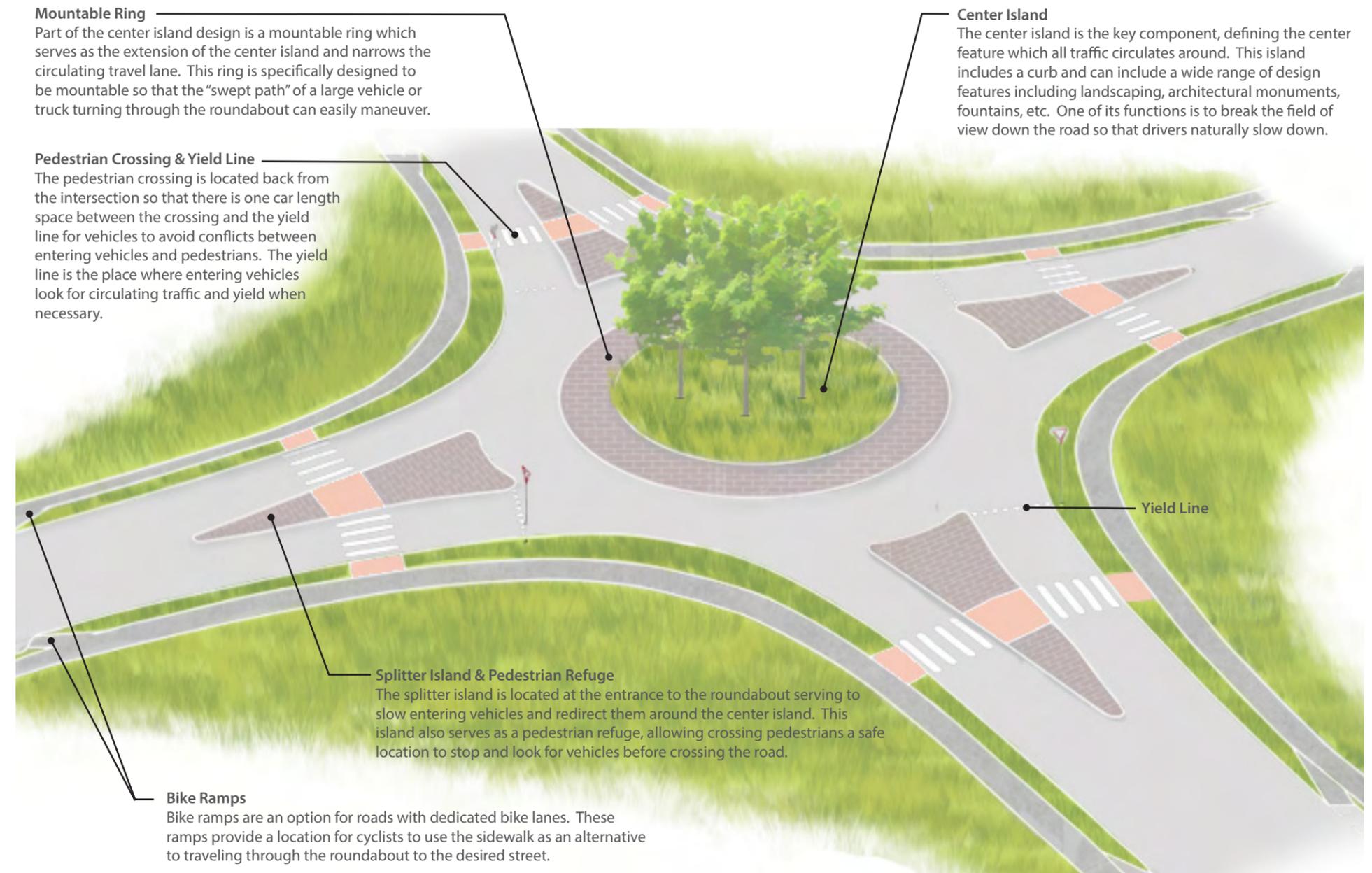
For a number of reasons:

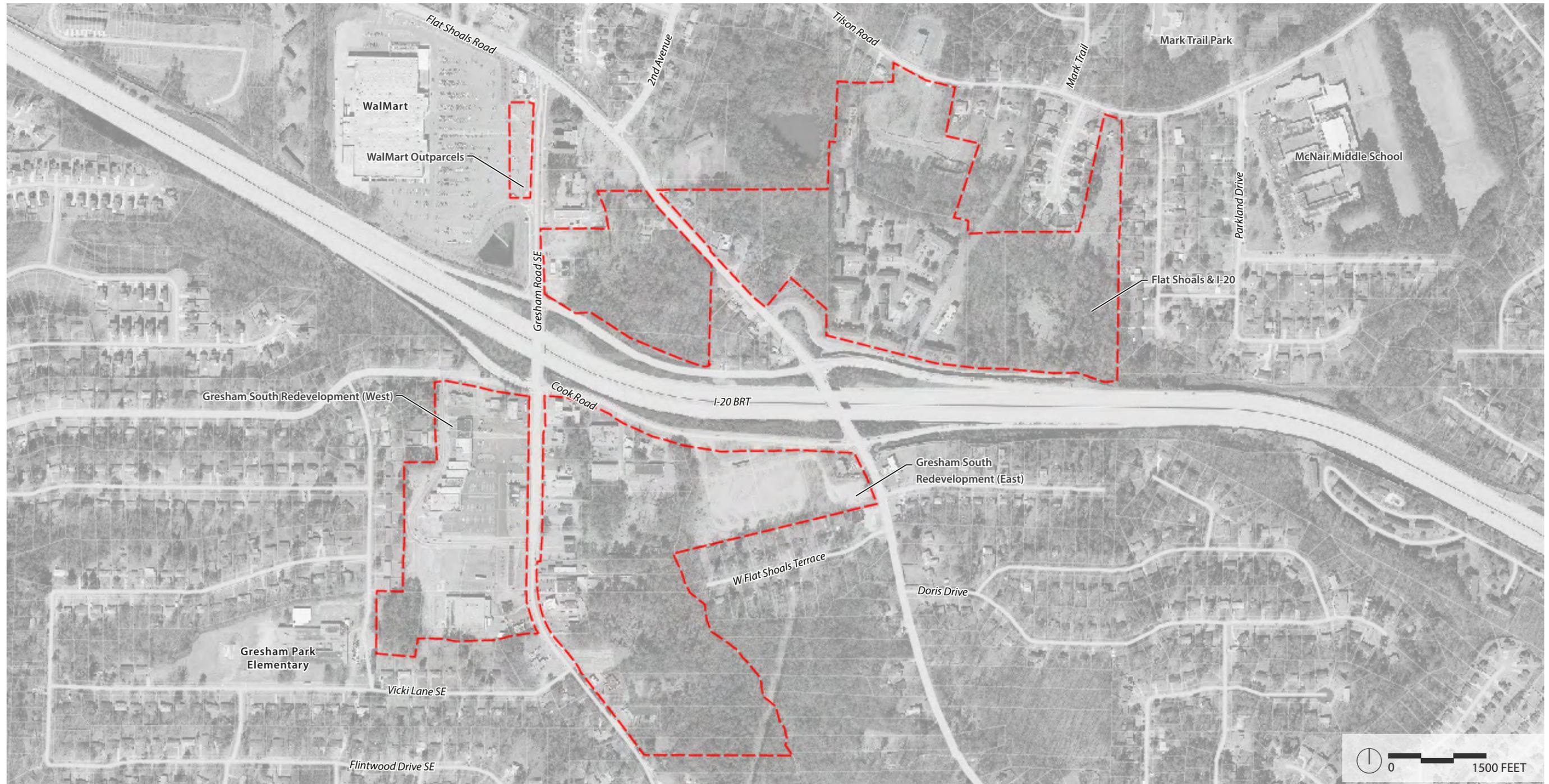
- Roundabouts experience 35% fewer crashes than signalized intersections
- Severe injuries and fatalities are reduced up to 89%
- They result in 75% fewer injuries than signalized intersections
- Pedestrians are 50% less likely to be hit in a roundabout than at a signalized crosswalk
- Serve as a traffic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

Source: 2010 FHWA Roundabout Technical Summary

## The Basic Anatomy of a Roundabout

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





### Redevelopment Opportunities

The Gresham Road area includes a significant number of redevelopment opportunities in the long-term that include both undeveloped land and aging commercial strip. Key sites include:

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- Potential BRT Station. The location of the BRT park-and-ride lot and station is an opportunity to shape surrounding development patterns.
- Flat Shoals & I-20. This collection of large, vacant, and redeveloping parcels has the opportunity to provide valuable connectivity and green space.
- Gresham South. Over time these aging commercial parcels will be reinvested in and redeveloped with the opportunity to shape a new pattern of development.

The complete development of these lands will happen over decades and as market conditions dictate. The purpose of defining this development concept now is to anticipate important connections, open space opportunities, and desired urban form in order to guide the development over time through land use policy, zoning, and development review.

## 2.3 Active Living Land Use + Zoning Recommendations

A key recommendation is to align DeKalb County and the City of Brookhaven's zoning codes to align 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 and I-20 Districts

The PC District and the I-20 Overlay District are positive local examples of current regulatory controls that adequately address many of the goals of Active Living. There are however some elements of zoning that are missing from 1 or both of these districts 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 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 frontage 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 and I-20 Districts are effective regulatory tools 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. In some cases, it may be deemed more appropriate to create a new district similar to the I-20 district. In this case, new districts should be modeled after the I-20 or PC districts and should include the provisions listed in recommendation #2 above.

**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 then allowed it as-of-right within the Study Area zoning districts, small farms will be allowed to 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 inter-

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

#### *Building Materials*

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

#### *Parking*

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

## 3.0 Implementation

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

### *Near-Term Projects (0-2 Years)*

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

- LU-1 Zoning Audit + Update
- OS-2 DeKalb County Library Park
- P-2 Gresham Road at DeKalb County Branch Library

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

- TC-1 Gresham Road from Flat Shoals to Cook Road
- P-1 Gresham Road/Vicki Lane & Welland Avenue
- P-3 Gresham Road and Welland Avenue S
- ES-1 Flat Shoals Road North of I-20
- S-3 Flat Shoals Road from Brannen Road to Whites Mill Road
- S-4 Brannen Road from Gresham Road to Flat Shoals Road

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

- I-2 Gresham Road/Cook Road Roundabout
- I-3 Flat Shoals Road/Cook Road Roundabout
- I-4 Gresham Road/Brannen Road Roundabout
- I-5 Flat Shoals Road/Brannen Road Roundabout
- T-1 BRT Exit from I-20 to Proposed BRT Station
- S-2 Cook Road from Gresham Road to Flat Shoals Road
- S-6 Boulder Road and Vicki Lane
- S-7 Rollingwood Lane
- TR-1 Trail from Bouldercliff Way to Welland Avenue to Gresham Road
- TR-4 Trail from Gresham Road along Proposed E/W Road to NH Scott Recreation Center and Pool
- NR-1 Flintwood Drive SE Extension

Other projects will be reliant on private investment through redevelopment:

- I-1 Gresham Road/Proposed East-West Roundabout
- I-6 Flat Shoals Road/Proposed East-West Road
- TR-2 Trail from Welland Ave/Gresham Road to Wooded Area between Gresham Road and Flat Shoals Road
- TR-3 Trail from Welland Avenue extension north across I-20 to Flat Shoals Road
- NR-2 Boulder Road Extension
- NR-3 Welland Avenue Extension
- NR-4 New East-West Extension
- NR-5 New East-West Extension
- NR-6 New East-West Extension
- NR-7 New East-West Extension
- NR-8 New East-West Extension
- OS-1 Park between I-20 and Neighborhood North of Brannen Road
- OS-2 DeKalb County Library Park
- OS-3 Park between Gresham Road and Flat Shoals Road South of Brannen Road
- OS-4 Park between 2nd Avenue and Parkland Drive South of Tilson Road

### 3.1 Project Phasing + Timeline

Project ID	Project Name	Project Type	TIP Project Type	Project Length or Area	Unit	Project Description	Priority / Timeframe	Potential Responsible Agencies	Potential Funding Sources	Engineering Cost	ROW Cost	Construction Cost	Total Cost
I-1	Gresham Rd / Proposed East-West Road Roundabout	Intersection Improvement	Roadway/Capacity Reduction or Conversion	1	LS	Feasibility study need to examine the appropriateness of a roundabout	Medium	DeKalb County	DeKalb County CIP	\$50,000	Not Included/TBD	N/A	\$50,000
I-2	Gresham Rd / Cook Rd Roundabout	Intersection Improvement	Roadway/Capacity Reduction or Conversion	1	LS	Feasibility study need to examine the appropriateness of a roundabout	Medium	DeKalb County	DeKalb County CIP	\$50,000	Not Included/TBD	N/A	\$50,000
I-3	Flat Shoals Rd / Cook Rd Roundabout	Intersection Improvement	Roadway/Capacity Reduction or Conversion	1	LS	Roundabout Implementation	Medium	DeKalb County	DeKalb County CIP	\$92,700	Not Included/TBD	\$927,000	\$1,019,700
I-4	Gresham Rd / Brannen Rd Roundabout	Intersection Improvement	Roadway/Capacity Reduction or Conversion	1	LS	Feasibility study need to examine the appropriateness of a roundabout	Medium	DeKalb County	DeKalb County CIP	\$50,000	Not Included/TBD	N/A	\$50,000
I-5	Flat Shoals Rd / Brannen Rd Roundabout	Intersection Improvement	Roadway/Capacity Reduction or Conversion	1	LS	Roundabout Implementation	Medium	DeKalb County	DeKalb County CIP	\$92,700	Not Included/TBD	\$927,000	\$1,019,700
I-6	Flat Shoals Rd / Proposed E-W Road	Intersection Improvement	Roadway/Capacity Reduction or Conversion	1	LS	New signalized intersection	Medium	DeKalb County	DeKalb County CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
T-1	BRT Exit from I-20 to Proposed BRT Station	Transit	Roadway/Capacity Reduction or Conversion	1	LS	BRT transit access from I-20	Medium	DeKalb County	DeKalb County CIP	\$150,000	Not Included/TBD	\$1,500,000	\$1,650,000
TC-1	Gresham Road from Flat Shoals Rd to Cook Rd	Traffic Calming	Roadway/Capacity Reduction or Conversion	1,200	LF	Road diet and associated streetscape	Medium	DeKalb County	DeKalb County CIP	\$100,000	Not Included/TBD	\$1,000,000	\$1,100,000
P-1	Gresham Rd / Vicki Ln & Welland Ave	Pedestrian Improvement	Last Mile Connectivity/ Sidepaths and Trails	1	LS	Pedestrian intersection improvements	Medium	DeKalb County	DeKalb County CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-2	Gresham Rd at DeKalb County Branch Library	Pedestrian Improvement	Last Mile Connectivity/ Sidepaths and Trails	1	LS	Improve access to Wal-Mart, MARTA bus stop, Library, and Church	Medium	DeKalb County	DeKalb County CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
P-3	Gresham Rd and Welland Ave SE	Pedestrian Improvement	Last Mile Connectivity/ Sidepaths and Trails	1	LS	Improve pedestrian access across Gresham Rd	Medium	DeKalb County	DeKalb County CIP	\$20,000	Not Included/TBD	\$200,000	\$220,000
S-1	Flat Shoals Rd north of I-20	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	1,550	LF	Extend sidewalk along Flat Shoals Rd from 2nd Avenue to I-20	Medium	DeKalb County	DeKalb County CIP	\$15,080	Not Included/TBD	\$150,800	\$165,880
S-2	Cook Rd from Gresham Rd to Flat Shoals Rd	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	1,600	LF	Add sidewalk to Cook Rd ROW to connect Gresham Rd with Flat Shoals Rd	Medium	DeKalb County	DeKalb County CIP	\$15,600	Not Included/TBD	\$156,000	\$171,600
S-3	Flat Shoals Rd from Brannen Rd to Whites Mill Rd	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	3,650	LF	Add sidewalk from Brannen Rd along Flat Shoals Rd to White Mills Rd	Medium	DeKalb County	DeKalb County CIP	\$35,880	Not Included/TBD	\$358,800	\$394,680
S-4	Brannen Rd from Gresham Rd to Flat Shoals Rd	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	1,700	LF	Add sidewalk along Brannen Rd from Gresham Rd to Flat Shoals Rd	Medium	DeKalb County	DeKalb County CIP	\$16,640	Not Included/TBD	\$166,400	\$183,040
S-5	W Flat Shoals Terrace	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	2,100	LF	Complete sidewalks on both sides W Shoals Terrace	Medium	DeKalb County	DeKalb County CIP	\$20,800	Not Included/TBD	\$208,000	\$228,800
S-6	Boulder Rd and Vicki Ln	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	2,500	LF	Add sidewalks along Boulder Rd and Vicki Ln	Medium	DeKalb County	DeKalb County CIP	\$24,440	Not Included/TBD	\$244,400	\$268,840
S-7	Rollingwood Ln	Sidewalk	Last Mile Connectivity/ Joint Bike-Ped Facility	5,000	LF	Add sidewalks along both sides of Rollingwood Ln from Flintwood Drive to Boulderview Dr	Medium	DeKalb County	DeKalb County CIP	\$49,400	Not Included/TBD	\$494,000	\$543,400

### 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
TR-1	Trail from Bouldercliff Way to Welland Ave to Gresham Rd	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	2,700	LF	Multi-use trail connecting residential area at Streamview Dr and Stoney Creek Dr through wooded area along Welland Ave to Gresham Rd	Medium	DeKalb County	Path Foundation, Arthur Blank Foundation	\$35,000	Not Included/TBD	\$325,000	\$360,000
TR-2	Trail from Welland Ave/Gresham Rd to Wooded Area between Gresham Rd and Flat Shoals Rd south towards Lake Spur Dr	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	3,100	LF	Multi-use trail connecting from Gresham Rd / Welland Ave intersection heading east and connecting northeast to proposed east-west road between Flat Shoals Rd and Gresham Rd	Medium	DeKalb County	Path Foundation, Arthur Blank Foundation	\$40,000	Not Included/TBD	\$385,000	\$425,000
TR-3	Trail from Welland Ave extension north across I-20 to Flat Shoals Rd/	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	1,800	LF	Multi-use trail connecting from proposed Welland Ave extension north across I-20 utilizing proposed I-20 BRT connection and continuing north to Flat Shoals Rd	Medium	DeKalb County	Path Foundation, Arthur Blank Foundation	\$22,000	Not Included/TBD	\$215,000	\$237,000
TR-4	Trail from Gresham Rd along Proposed E/W Rd to NH Scott Recreation Center and Pool	Bike/Ped	Last Mile Connectivity/ Sidepaths and Trails	3,000	LF	Multi-use trail from Gresham Rd along Proposed E/W Rd to NH Scott Recreation Center and Pool	Medium	DeKalb County	Path Foundation, Arthur Blank Foundation	\$36,000	Not Included/TBD	\$360,000	\$396,000
NR-1	Flintwood Dr SE Extension	New Publicly Funded Roadway	Roadway/General Purpose Capacity	800	LF	Flintwood Dr SE extension from Boulder Rd to Gresham Rd	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
NR-2	Boulder Rd Extension	New Privately Funded Roadway	Roadway/General Purpose Capacity	650	LF	Boulder Rd extension from Flintwood Dr to Vicki Ln	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
NR-3	Welland Ave Extension	New Privately Funded Roadway	Roadway/General Purpose Capacity	1,100	LF	Welland Ave extension from Flintwood Dr to proposed east/west road	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
NR-4	New East-West Connection	New Privately Funded Roadway	Roadway/General Purpose Capacity	800	LF	E/W Connection from Boulder Rd to Gresham Rd	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
NR-5	New East-West Connection	New Privately Funded Roadway	Roadway/General Purpose Capacity	450	LF	E/W Connection from Welland Ave to Gresham Rd	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
NR-6	New East-West Connection	New Privately Funded Roadway	Roadway/General Purpose Capacity	1,500	LF	E/W Connection from Gresham Rd to Flat Shoals Rd	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
NR-7	New East-West Connection	New Privately Funded Roadway	Roadway/General Purpose Capacity	850	LF	E/W Extension of W Flat Shoals Ter to Vicki Ln	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
NR-8	New East-West Connection	New Privately Funded Roadway	Roadway/General Purpose Capacity	3,100	LF	E/W Extension from Tilson Rd between Tilson Ridge Ln and Parkland Dr to Flat Shoals Rd and 2nd Ave	Medium	DeKalb County	DeKalb County CIP	TBD	Not Included/TBD	TBD	TBD
OS-1	Park Between I-20 and Neighborhood North of Brannen Rd	City of Atlanta Future Land Use	N/A	17.1	AC	Designate as park space	Medium	DeKalb County	DeKalb County CIP	\$80,000	TBD	\$800,000	\$880,000
OS-2	DeKalb County Library Park	City of Atlanta Future Land Use	N/A	9.2	AC	Designate as park space	Medium	DeKalb County	DeKalb County CIP	\$50,000	TBD	\$450,000	\$500,000
OS-3	Park between Gresham Rd and Flat Shoals Rd South of South of Brannen Rd	City of Atlanta Future Land Use	N/A	18.6	AC	Designate as park space	Medium	DeKalb County	DeKalb County CIP	\$90,000	TBD	\$900,000	\$990,000
OS-4	Park between 2nd Ave and Parkland Dr South of Tilson Rd	City of Atlanta Future Land Use	N/A	24.3	AC	Designate as park space	Medium	DeKalb County	DeKalb County CIP	\$120,000	TBD	\$1,200,000	\$1,320,000

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

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

#### For More Information:

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

### **PEDS**

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

Other community resources available through PEDS include:

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

#### For More Information:

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

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

The Atlanta Bicycle Coalition works to create a healthier, more sustainable Atlanta by making it safer, easier, and more attractive to bicycle for fun, fitness, and transportation. Key goals of ABC include ensuring that 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, and 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.

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