

Moreland Bouldercrest Cedar Grove Plan



Prepared for DeKalb County, Georgia
By The Collaborative Firm, LLC
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Moreland-Bouldercrest-Cedar Grove Plan

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Executive Summary

The Moreland-Bouldercrest-Cedar Grove Plan has been a collaborative planning effort from the very start. The Plan has been developed from an outpouring of support from community members, local government officials, and the local businesses in the area. The area has a rich heritage of residential and industrial uses dating back to the mid 1930's. However, the support from the community is what has allowed this community to thrive and grow in southwest DeKalb County. The area offers a large industrial base that accounts for many employment opportunities for residents in and around the county. In addition to the industrial sites along Moreland Avenue, there are large residential communities throughout the study area.

With the steady growth of the area in population, households, and industrial businesses comes the need to adequately plan for the community's future. The area has seen a serious decline in infrastructure up-keep, which has led to vacant overgrown lots, traffic congestion, and community decline.

As an Action Plan for Implementation, the community has laid the ground work for adequate infrastructure allowing for a safe and aesthetic circulation for pedestrians, cyclists, automobiles and trucks. Also proposed, is the incorporation of gateways into the community at key points of entry: "neighborhood friendly" commercial establishments: and more open and green space to promote a safe, healthy active lifestyle for everyone in the community.

The entire planning process for the plan has truly been a collaborative effort on the part of everyone involved. The coming together of ideas from very different perspectives and ages has led to something great that the community can really make its "own" over time.



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Section 1: Introduction

Study Background and Purpose

South DeKalb County, sharing boundaries with Clayton, Fulton, Henry and Rockdale Counties, as well as with the City of Atlanta, is a significant area within the Atlanta Metropolitan region. The area boasts tremendous access to the Atlanta area through Interstates 20 and 285, along with public transportation provided by the Metropolitan Atlanta Rapid Transit Authority (MARTA). Furthermore, easy access to nearby Hartsfield-Jackson Atlanta International Airport affords South DeKalb County access to the world.

Recognizing the significance of this area of the County, DeKalb County elected and appointed officials, including representatives of the Planning and Development Department, Community Development Department, and Economic Development Department, set forth on a tour of South DeKalb in the fall of 2007 to identify specific communities, corridors and activity centers within the area that would benefit from localized planning initiatives. Among the areas that were identified were the Moreland Avenue Corridor, the I-285 interchange at Bouldercrest Road, and the intersection of Bouldercrest and Cedar Grove Roads.

The purpose of the Moreland-Bouldercrest-Cedar Grove Plan is to promote economic development and redevelopment of these key areas within South DeKalb County, identify strengths and opportunities within the community, and address some key concerns of area residents and business owners. An assessment of existing conditions within the study area has been conducted and extensive public involvement efforts have been made in order to pinpoint specific needs and set a course to achieve the community's vision for the area.

Area History

In the early 1930's, Ralph Bowman established Bowman Transportation, Inc. on the Moreland Avenue corridor, thus beginning the area's history as a hub for truck transportation, and an important economic engine for DeKalb County. With easy access to I-285 and I-675, close proximity to Hartsfield-Jackson Atlanta International Airport, and rail service, the Moreland Avenue corridor in Southwest DeKalb has attracted a number of business enterprises specializing in freight transport.

Over the years, areas to the east of the Moreland Avenue corridor have transformed from a rural community to a bustling suburban area, characterized by single-family residential neighborhoods. Small commercial nodes have developed at the



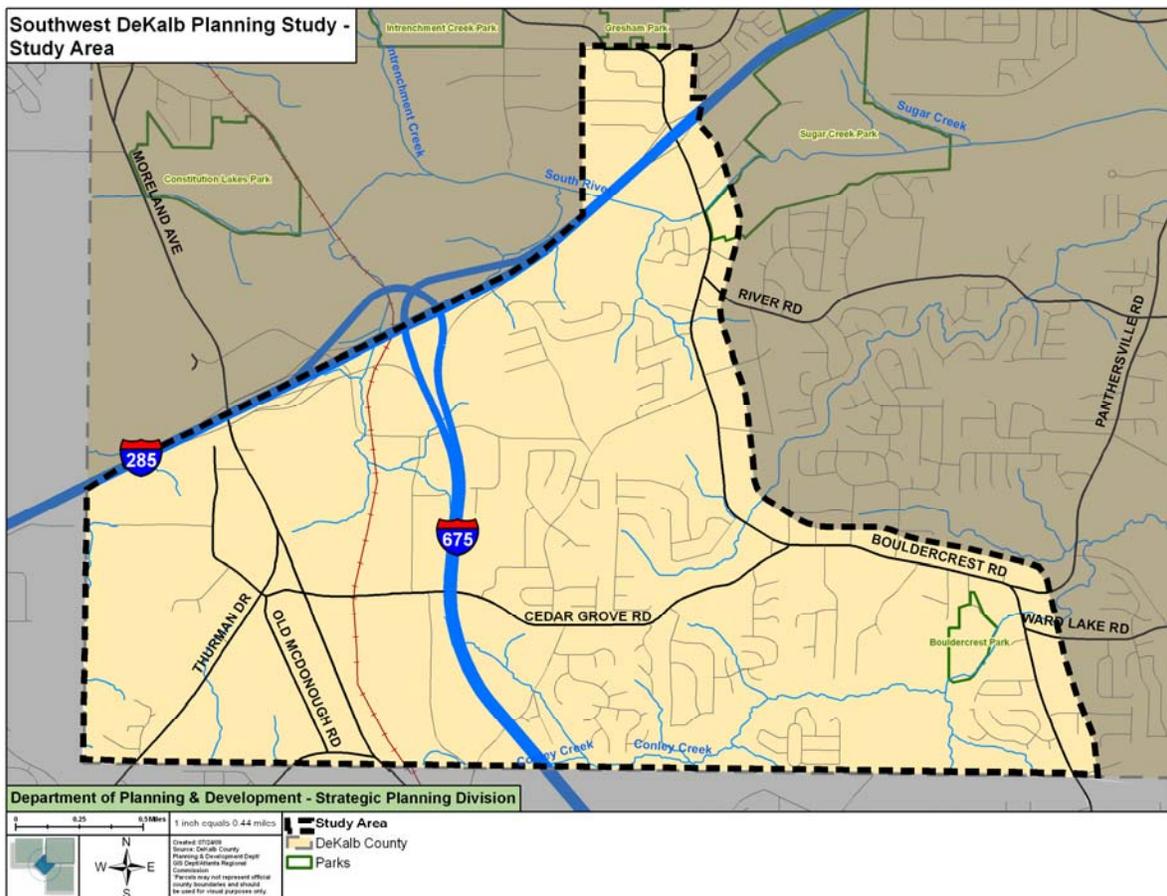
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intersections of Bouldercrest and Cedar Grove Roads, as well as Bouldercrest and River Roads.

Study Area and Focus Areas

The study area is bound by Interstate 285 to the north, parcels along the east side of Bouldercrest Road to the east, the Clayton County line on the south, and the Fulton County line to the west, as illustrated in Map 1.1 below.

Map 1.1 Study Area Boundaries



Within the study area, three distinct focus areas have been identified around which planning efforts have been centered. Focus Area 1 is the Moreland Avenue Corridor, beginning at Interstate 285, travelling south to the Clayton County line. This corridor is a critical link for freight transportation, as it provides access to the City of Atlanta to the north, and a number of key industrial areas and distribution centers to the south. Historically, this area has developed as a light industrial area, primarily serving the



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trucking or logistics industry. A number of large businesses, particularly those providing freight transport, exist and are thriving in the area.

The second area around which planning efforts were centered is Focus Area 2: Bouldercrest/I-285 Interchange. Over the years, a number of commercial establishments have been developed; however, many are now falling into disrepair or vacant. Some of these establishments have attracted crime in recent years. In addition to the commercial uses in the area, there are some aging multi-family residential developments. As DeKalb County looks to encourage economic development for the future, particularly at its interstate interchanges, this area would benefit from redevelopment so that it can better serve the travelling public, as well as nearby neighborhoods.



Wayfield Plaza shopping center on Bouldercrest Road



Existing commercial uses at the intersection of Bouldercrest and Cedar Grove Roads

The third planning area that has been established for the purposes of this initiative is Focus Area 3: Bouldercrest/Cedar Grove Intersection. Primarily, single-family residential neighborhoods surround the intersection of Bouldercrest and Cedar Grove Roads; however, a small commercial node has developed at the intersection. Some of the businesses within this node, including a barbershop, have served the community for a number of years. Commercial structures in this area, many of which are vacant, are aging, and rehabilitation and redevelopment is needed in order to ensure that this small

commercial node can serve the surrounding neighborhoods for the future.

Previous Studies and Planning Initiatives

The Moreland-Bouldercrest-Cedar Grove Plan is the first planning initiative specific to the study area that has been initiated by DeKalb County. Prior to this effort, the DeKalb County Comprehensive Plan 2005-2025, which was adopted in 2007, included



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some mention of this area; however, a more in depth examination of this area was not included within the scope of this comprehensive, countywide plan.

In 2008, the City of Atlanta completed the South Moreland Avenue Livable Centers Initiative (LCI) Study. The LCI study was intended to link transportation improvement and land use planning in order to encourage a more livable community, emphasizing accessibility for vehicles and pedestrians alike. While the southern boundary of the South Moreland Avenue LCI Study was Constitution Avenue, located just north of I-285, some of the findings and recommendations resulting from the study are applicable to the southernmost portion of Moreland Avenue in DeKalb County. As a result, DeKalb County officials adopted the South Moreland Avenue Livable Centers Initiative (LCI) Study for unincorporated portions of Moreland Avenue in early 2009.

Clayton County, located immediately to the south of the study area for this planning initiative, adopted a new Zoning Ordinance and six new Overlay Zoning Districts in 2008. Among the Overlay Zoning Districts is the Highway 42 Corridor Overlay District. While this Overlay District does not apply to Moreland Avenue in DeKalb County, it is important to note the intent and guidelines of this Overlay, as it is contiguous to the Moreland-Bouldercrest-Cedar Grove study area. Travelling south on Moreland Avenue into Clayton County, industrial uses continue to be prominent, along with Fort Gillem in the City of Forest Park. South of Forest Park, land uses transition from industrial and commercial uses to single-family residential neighborhoods. The Highway 42 Corridor Overlay District seeks to provide for preservation of these residential neighborhoods.



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Section 2: Existing Conditions

Strengths, Weaknesses, Opportunities and Threats

An analysis of strengths, weaknesses, opportunities and threats (SWOT) was conducted in order to better understand the existing conditions and their impacts on the study area. For the purposes of this analysis:

- Strengths are defined as places, services, characteristics, attributes or other factors that positively affect the study area and the residents and/or businesses within it.
- Weaknesses are those places, services, characteristics, attributes or other factors having a negative impact on the study area and the residents and/or businesses within it.
- Opportunities are places, services, characteristics, attributes or other factors that do not currently exist, but could be beneficial to the study area and the residents and/or businesses within it.
- Threats are places, services, characteristics, attributes or other factors that, while they may not currently exist, could bring negative impact to the study area and the residents and/or businesses within it.

Figure 2.1 General Strengths, Weaknesses, Opportunities and Threats

General

Strengths

- Accessibility to Atlanta and surrounding areas
- Easy access to Hartsfield-Jackson Atlanta International Airport
- Two interstate interchanges provide economic development opportunity, as well as accessibility (Moreland/285 and Bouldercrest/285)

Weaknesses

- Crime and the perception of crime in the area
- Debris and dumping throughout the area
- Older, “run-down” establishments
- Lack of code enforcement

Opportunities

- Maximize economic development potential for interstate interchanges
- Aesthetic improvements and streetscaping can enhance appearance and overall perception of the area, especially along key corridors, such as Moreland Avenue and Bouldercrest Road, and activity centers
- Key intersections can be redeveloped to better serve surrounding



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neighborhoods and businesses, such as Cedar Grove/Moreland intersection, Cedar Grove/Bouldercrest intersection, and Bouldercrest/River Road intersection

Threats

- Criminal activity may deter potential investors
- Absentee landlords may not take necessary steps to reduce crime and maintain property
- Lack of property up-keep and code enforcement creates a negative perception of the area

Existing Land Use

Figure 2.2 Land Use Strengths, Weaknesses, Opportunities and Threats

Land Use

Strengths

- Variety of land use within the area
- Strong, established businesses along Moreland Avenue corridor
- Established single-family neighborhoods
- Churches in the area
- Quiet, suburban character of Bouldercrest/Cedar Grove area
- Greenspace in residential areas

Weaknesses

- Commercial uses and truck parking near Bouldercrest/285 interchange attract crime
- Several vacant and/or underutilized commercial properties along Moreland Avenue, at Bouldercrest/285 interchange, and at intersection of Bouldercrest and Cedar Grove Roads
- Many commercial properties are unkempt and dilapidated
- Apartments and townhomes at Bouldercrest/285 interchange are in need of rehabilitation or redevelopment
- Limited commercial options, particularly dine-in restaurants and quality shopping establishments
- Hickory Ridge Landfill is an eyesore in the area

Opportunities

- Redevelopment of properties near Bouldercrest/285 interchange for mixed-uses



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- Establish overlay zoning district with design guidelines for Bouldercrest Road, specifically to enhance 285 interchange and intersections with River Road and Cedar Grove Road
- Create a mixed-use node with office and commercial uses at the intersection of Moreland Avenue and Cedar Grove Road

Threats

- High rate of foreclosures and abandoned homes could lead to increased crime and lower property values in established neighborhoods
- If businesses leave the area, additional abandoned commercial properties may contribute to an increase in crime in the area

Through an analysis of the existing land uses, an assessment of current development trends in the study area can be made. Perhaps most notably, as reflected on the Existing Land Use Map, the Moreland Avenue Corridor, travelling north from the Clayton County line, to the northern boundary of the study area, and beyond to the Fulton County line, is predominantly utilized for Industrial/Commercial uses, such as distribution and warehousing.



Hickory Ridge Landfill

The Hickory Ridge Landfill, located along the eastern frontage of Moreland Avenue, south of I-285, is designated on the Existing Land Use Map as Other Urban. The Hickory Ridge Landfill was built in 1992 and is not longer accepting waste, as the maximum capacity for the landfill has been reached. Currently, the landfill is undergoing the necessary steps for closure, as required by the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources (DNR).

East of I-675, Medium Density Residential development is the prominent land use, with lot sizes ranging from one-quarter to two acres. Small commercial nodes have developed at the intersection of Bouldercrest and Cedar Grove Roads, as well as at the intersection of Bouldercrest and River Roads. It should also be noted that a significant portion of the property in this area is currently forest or undeveloped, particularly along the South River and Conley Creek.

At the I-285 and Bouldercrest Road interchange, a variety of Commercial and High Density Residential uses have developed overtime. The northwest quadrant of the



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interchange is currently occupied by a truck stop and truck parking, the Whitehall Forest townhome community, and The Park at Bouldercrest Apartment Homes. Commercial properties, including the Wayfield Plaza shopping Center, small strip centers, various fast food establishments, and the DeKalb Inn, front Bouldercrest Road on the east, north of I-285. To the south of the interchange, notable uses include small gas stations, Bouldercrest Church of Christ, and the entrance to Sugar Creek Golf and Tennis Center.

Table 2.1 outlines the existing land uses within the study area, as reflected on the Existing Land Use Map.

Table 2.1 Existing Land Uses within the Study Area

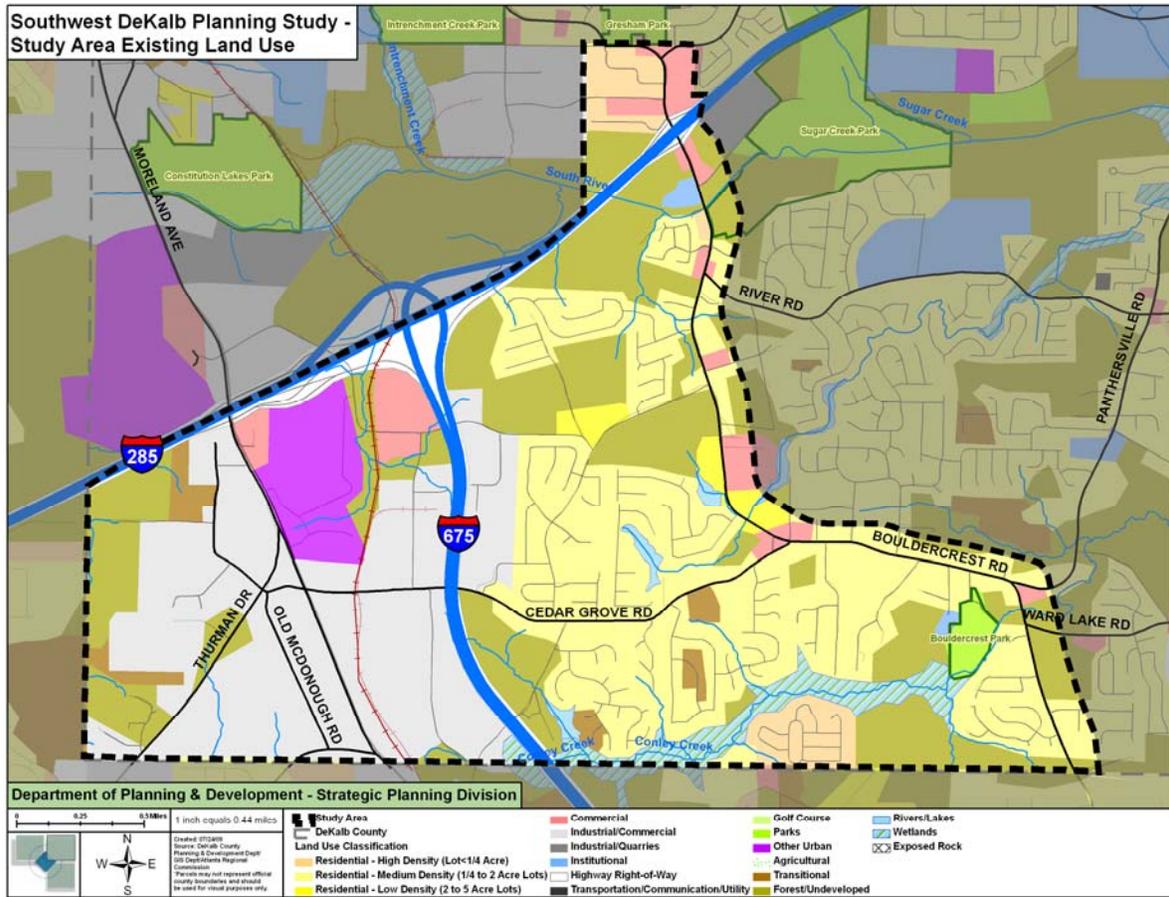
Land Use Category	Definition
Residential- Low Density (2 to 5 Acre Lots)	Very low density housing such as estates and rural housing, often with mixes of rural or forested land.
Residential- Medium Density (1/4 to 2 Acre Lots)	Typical single family residential use common to urban and suburban areas (includes townhomes).
Residential- High Density (Lot less than ¼ acre)	Smaller single family residential uses and multi-family residential uses.
Commercial	Central business districts, shopping centers, commercial strips, office building and warehouses.
Industrial/Commercial	Warehousing, distribution, some retail and most industrial parks.
Public/Institutional	Large educational, religious, health, military and government uses.
Highway Right-of-Way	Right-of-ways, interchanges and ramps associated with limited access highways.
Parks	Lands dedicated to recreation, preservation and conservation.
Other Urban	Open land without structures within developed areas such as landfills, and recreation areas not counted as parks.
Transitional	Land recently cleared/altered for transition from one land use to another. Mostly includes lands cleared for new development.
Forest/Undeveloped	Forested or natural land that has not been developed.
Rivers/Lakes	Natural and manmade waterways.
Wetlands	Undeveloped land where the water table is at or above the land surface for the majority of the time.

DeKalb County Comprehensive Plan, 2005-2025



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Map 2.1 Study Area Existing Land Use



Current Zoning

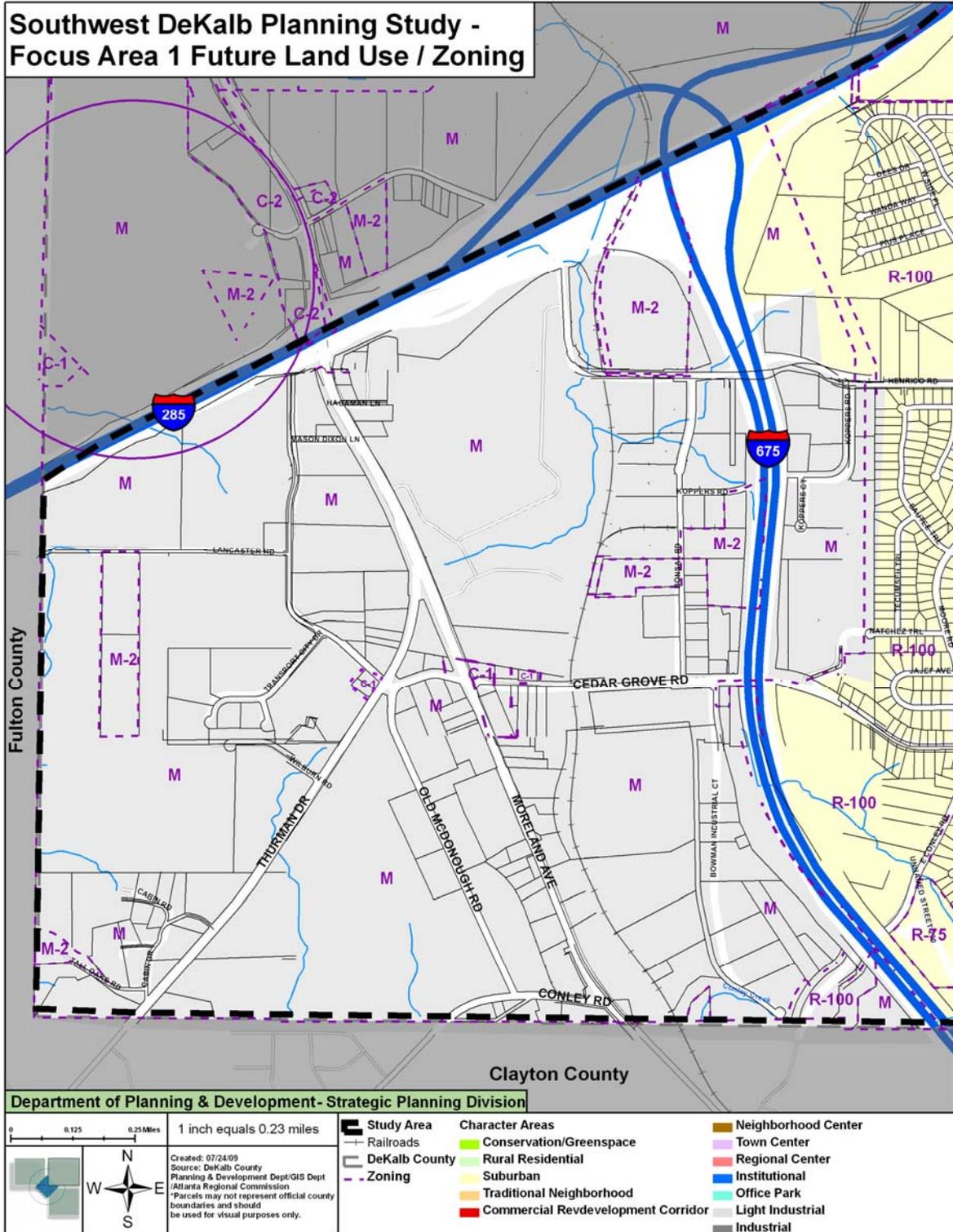
Focus Area #1

A number of current zoning classifications are represented within the study area. Along Moreland Avenue, the primary zoning classification is M (Industrial). Scattered sites to the west of I-675 are zoned M-2 (Industrial), which allows for more intense industrial uses than the M zoning district. At the intersection of Moreland Avenue and Cedar Grove Road, several properties are zoned C-1 (Local Commercial), allowing for local retail uses. Map 2.2 depicts the current zoning classifications along the Moreland Avenue Corridor.



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Map 2.2 Focus Area I: Moreland Avenue Corridor Zoning





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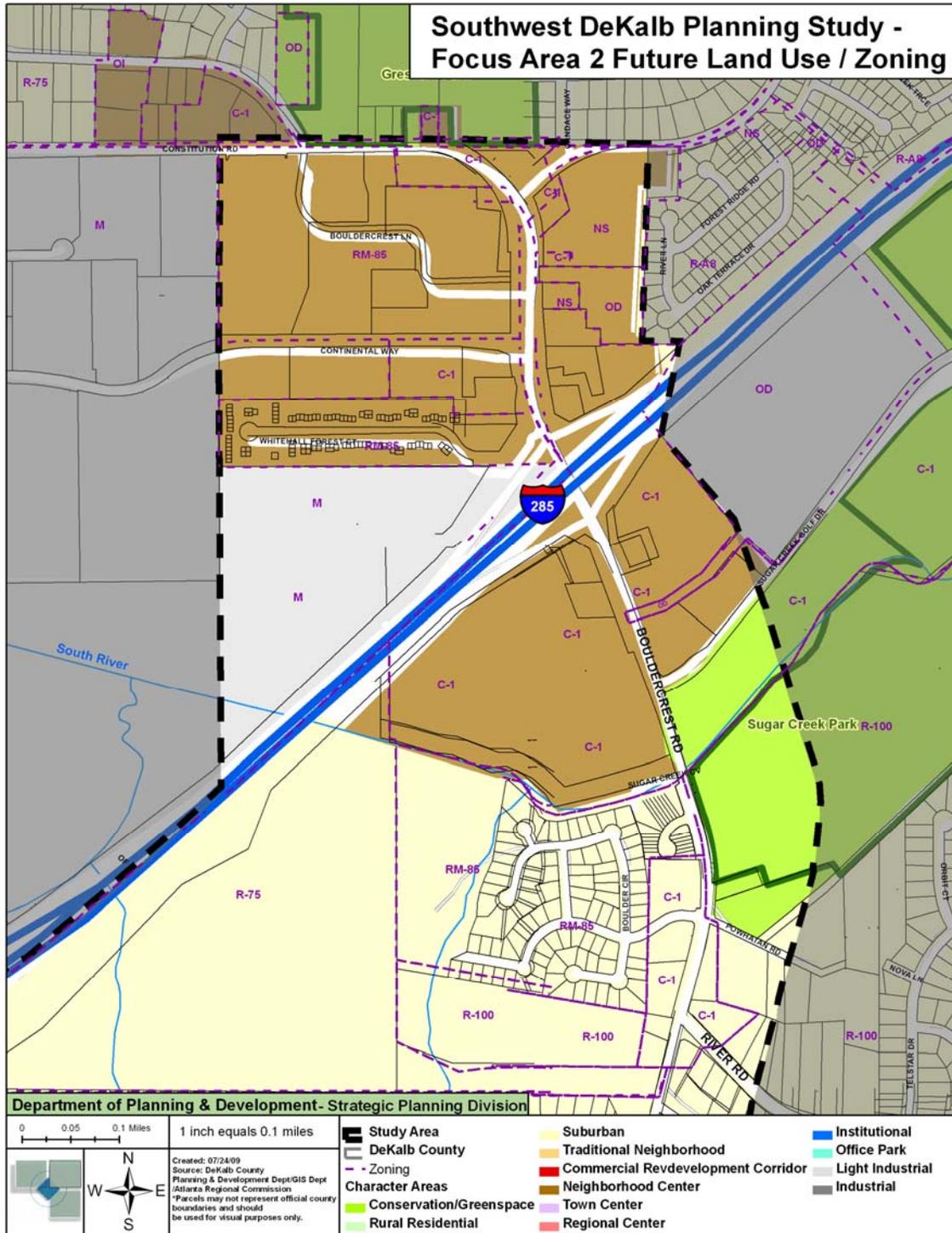
Focus Area #2

Several of the properties surrounding the Bouldercrest Road/I-285 interchange, and along Bouldercrest Road are currently zoned C-1 (Local Commercial). Other non-residential zoning districts in the area include NS (Neighborhood Shopping) and OD (Office-Distribution). Three residential zoning districts are found within the area, including R-100 (Single-Family Residential), R-75 (Single-Family Residential), and RM-85 (Multifamily Residential). Map 2.3 reflects the current zoning classifications near the Bouldercrest/I-285 interchange.



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Map 2.3 Focus Area 2: Bouldercrest/I-285 Interchange Zoning





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Focus Area #3

The R-100 zoning district is predominant in the Bouldercrest/Cedar Grove Road area, with a mixture of C-1 (Local Commercial) and C-2 (General Commercial) zoned properties immediately at the intersection of Bouldercrest and Cedar Grove Roads. Map 2.4 reflects the current zoning classifications near the intersection of Bouldercrest and Cedar Grove Roads.

Map 2.4 Bouldercrest/Cedar Grove Intersection Zoning

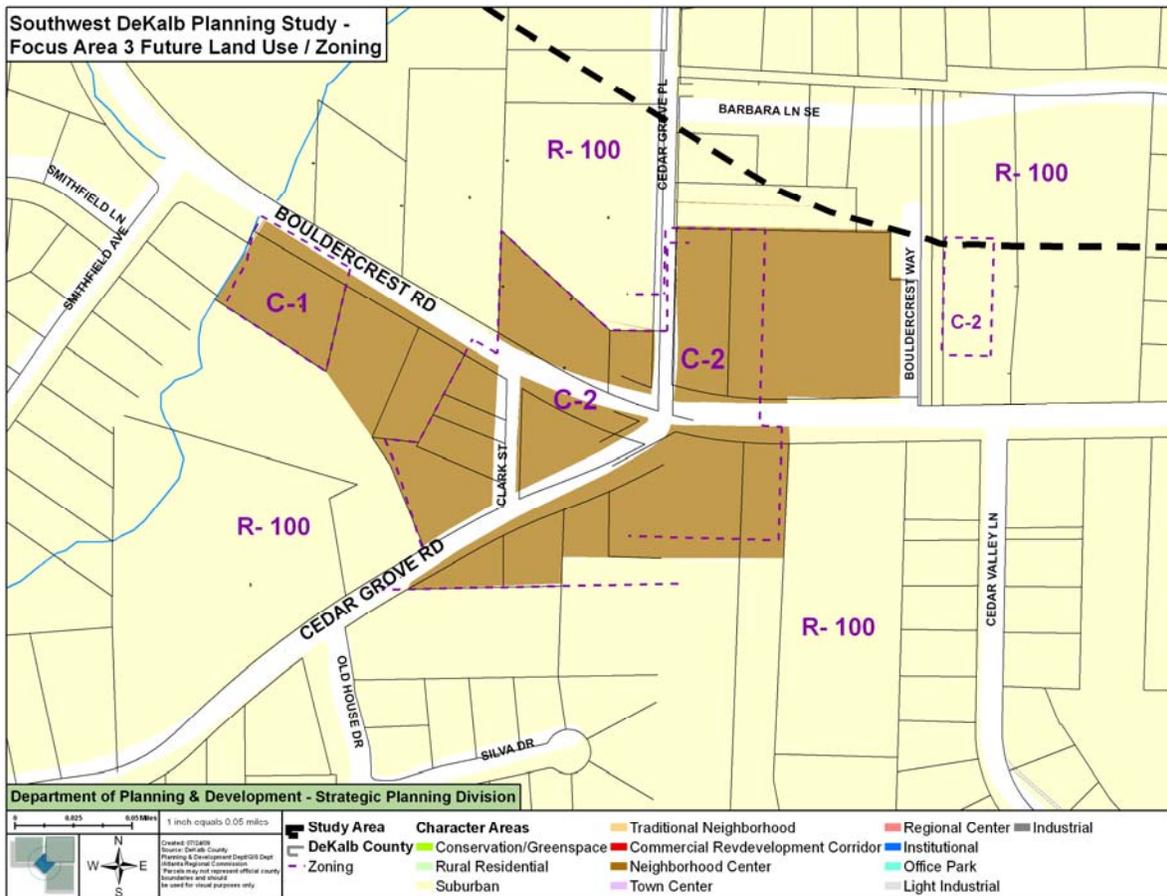


Table 2.2 outlines the current zoning classifications within the study area.



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Table 2.2 Zoning Classifications within the Study Area

Zoning District	Description
R-100 (Single-Family Residential) District	Provides medium-density residential neighborhoods for detached single-family dwelling units. A minimum lot size of 15,000 square feet and a minimum floor area of 2,000 square feet are required in this district.
R-75 (Single-Family Residential) District	Provides medium-density residential neighborhoods for detached single-family dwelling units. A minimum lot size of 10,000 square feet and a minimum floor area of 1,600 square feet are required in this district.
RM-85 (Multifamily Residential) District	Provides for residential neighborhoods consisting of attached and detached single-family dwelling units, as well as multifamily dwellings, at a density of up to 14 dwelling units per acre.
OD (Office-Distribution) District	Provides for convenient areas for office and distribution uses within the County.
NS (Neighborhood Shopping) District	Provides for retail sale of goods and service uses to meet the needs of immediately surrounding neighborhoods.
C-1 (Local Commercial) District	Provides essential goods and services to meet the needs of groups of nearby neighborhoods.
C-2 (General Commercial) District	Provides for the general business and commercial services needs of the County.
M (Industrial) District	Provides areas for the establishment of businesses engaged in the manufacturing, processing, creating, repairing, renovating, painting, cleaning, or assembling of goods, merchandise, or equipment and the sale and distribution of such goods, merchandise or equipment.
M-2 (Industrial) District	Provides areas for manufacturing, distribution and warehousing facilities within the County.

Currently, DeKalb County, along with a team of consultants, is preparing a new zoning ordinance for the County.

Future Land Use

In 2007, the DeKalb County Board of Commissioners adopted DeKalb County Comprehensive Plan 2005-2025. Within the Plan, Character Areas are recommended to guide future development for various areas throughout the County. Predominant Character Areas within the study area boundaries for this plan include Light Industrial to the west of I-675, and Suburban to the east of I-675. Table 2.3 lists the Character Areas that are located within the study area.



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Table 2.3 Character Areas within the Study Area

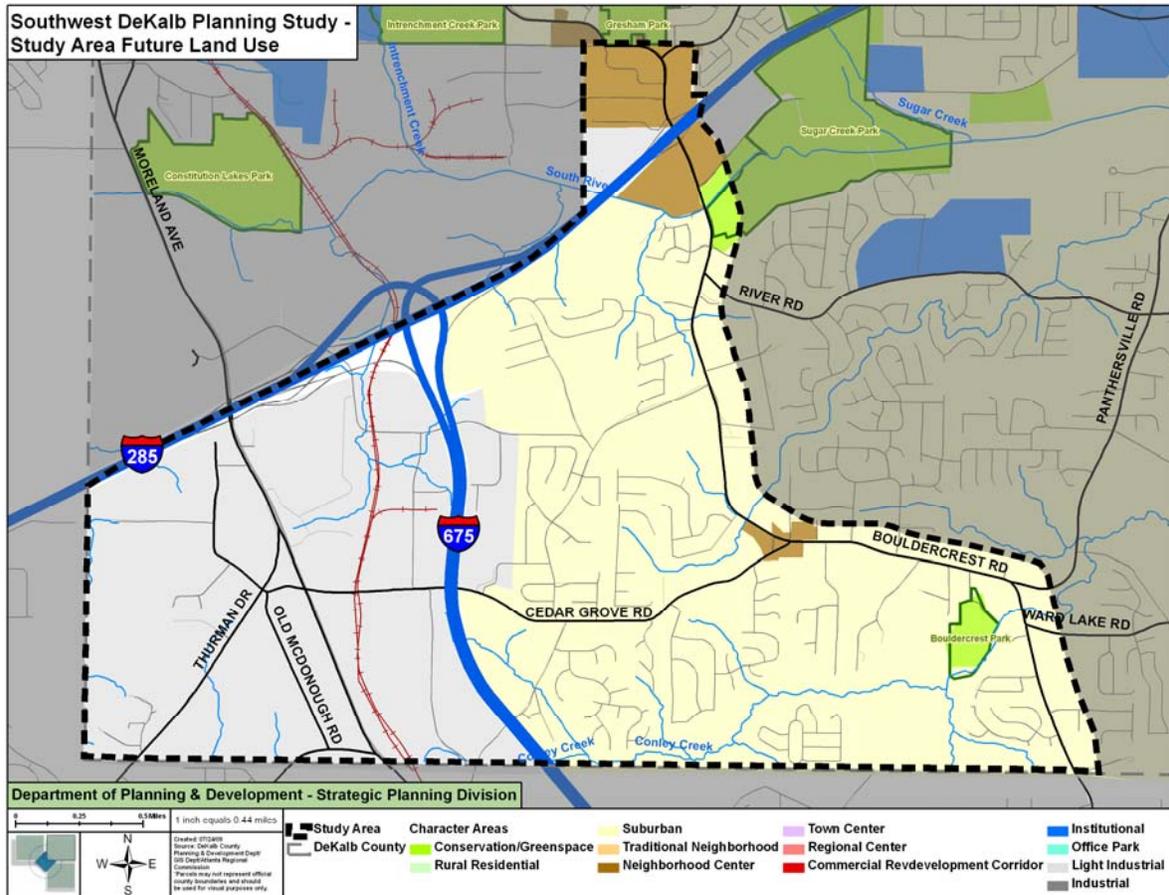
Character Area	Definition
Conservation/Greenspace	Undeveloped, natural lands with significant natural features including views, coast, steep slopes, floodplains, wetlands, watersheds, wildlife management areas and other environmentally sensitive areas not suitable for development of any kind.
Suburban Area (developing)	Area where pressures for the typical types of suburban residential subdivision development are greatest (due to availability of water and sewer service). Without intervention, this area is likely to evolve with low pedestrian orientation, little or no transit, high open space, high to moderate degree of building separation, predominantly residential with scattered civic buildings and varied street patterns, often curvilinear.
Suburban Areas (built out)	Area where typical types of suburban residential subdivision development have occurred. Characterized by low pedestrian orientation, little or no transit, high open space, high to moderate degree of building separation, predominantly residential with scattered civic buildings and varied street patterns, often curvilinear.
Neighborhood Center	A neighborhood focal point with a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and appropriate public and open space uses easily accessible by pedestrians.
Light Industrial Area	Area used in low intensity manufacturing, wholesale trade, and distribution activities that do not generate excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics.

DeKalb County Comprehensive Plan 2005-2025



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Map 2.5 Study Area Future Land Use



Transportation

A comprehensive transportation study is not included within the scope of the Moreland-Bouldercrest-Cedar Grove Plan; however, citizen feedback through the planning process indicated that transportation issues are a significant concern of area residents and business owners alike. With this in mind, key transportation concerns have been identified.

Figure 2.3 Transportation Strengths, Weaknesses, Opportunities and Threats

Transportation

Strengths

- Accessibility to Atlanta, Hartsfield-Jackson Atlanta International Airport, and amenities throughout Metropolitan Atlanta
- Two interstate interchanges



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- Freight rail service in industrial areas

Weaknesses

- Sidewalks are not continuous along key corridors such as Moreland Avenue, Bouldercrest Road and Cedar Grove Road
- Limited bicycle facilities
- Two-lane roads and inadequate turn lanes create congestion on Bouldercrest Road at peak travel times
- Traffic signals at Bouldercrest/285 interchange are not well synchronized
- Limited road capacity creates bottlenecks at Bouldercrest/285 Interchange
- Truck traffic in residential areas along Bouldercrest and Cedar Grove Road
- Trucks parking along roads and in private parking lots without authorization
- Poor lighting
- Limited or no bus service to Moreland Avenue, Bouldercrest Road and Cedar Grove Road

Opportunities

- Traffic calming measures and signage to limit truck traffic in residential areas
- Expansion of public transportation
- Amenities such as shelters, seating, enhanced lighting, and trashcans at bus stops near major retail/mixed-use centers
- Extension of bicycle and pedestrian facilities
- Provide additional street lighting

Threats

- Parking trucks in inappropriate areas attracts crime
- Truck traffic in residential areas may threaten the safety of residents
- Limited access to public transportation may limit availability of employees to serve commercial and industrial areas, and restrict area residents from accessing employment

The following lists planned transportation projects that are within the study area:

Table 2.4 Transportation Projects in Moreland-Bouldercrest-Cedar Grove Study Area

Project	Description	From	To	Timeframe
Bouldercrest Road	Intersection and signal improvement	Cedar Grove Road	N/A	Short Range 2006-2011
Bouldercrest Road	Sidewalk development to	Sugar Creek Golf Drive	River Road	Mid Range 2012-2020



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	meet with bridge			
Bouldercrest Road	On-road bicycle lanes	N/A	N/A	Mid Range 2012-2020
I-675 Extension	Capacity location	I-285	Moreland Avenue/McDonough Boulevard	Mid Range 2012-2020
I-675	I-675 HOV	I-75 South	I-285 South	Mid Range 2012-2020
Bouldercrest Road	Sidewalks and Pedestrian Crossings	Whitfield Road	I-285 South	Mid Range 2012-2020
Bouldercrest Road	Capacity: Widen from 2 lanes to 4	Ward Lake Road	I-285	TIP FY 2006-2011
River Road	Capacity Improvements	Bouldercrest Road	Snapfinger Road	2006 Bond Initiative

The Atlanta Regional Commission (ARC) has prepared the Envision 6 Regional Transportation Plan (RTP) for the Atlanta region, which includes DeKalb County. The following projects are listed in the RTP for the Moreland-Bouldercrest-Cedar Grove study area:

Table 2.5 Envision 6 RTP Projects in Moreland-Bouldercrest-Cedar Grove Study Area

Project	Description	From	To	Timeframe
Bouldercrest Road	Capacity: Widen from 2 lanes to 4	Anvil Block Road	I-285	Programmed-Open in 2020
I-285 South	Interchange Upgrade	Bouldercrest Road	N/A	Long Range
I-675	New Interchange	Cedar Grove Road	N/A	Long Range

Community Facilities and Services

A community's public facilities and services are key components of the framework around which the community will develop. Often, public facilities such as parks, schools and libraries, are at the heart of the community, providing common gathering spaces for area residents.



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Figure 2.4 Community Facilities and Services Strengths, Weaknesses, Opportunities and Threats

Community Facilities and Services

Strengths

- Bouldercrest Park
- Sugar Creek Golf and Tennis Center
- Churches

Weaknesses

- Limited community facilities available in the area
- Bouldercrest Park and Sugar Creek Golf and Tennis Center have limited visibility from Bouldercrest Road
- Lack of code enforcement
- Lack of public safety
- Fire station on Constitution Road needs improvements

Opportunities

- Upgrade existing parks with enhanced gateway entrances and other improvements
- New community center to serve Bouldercrest/Cedar Grove area
- Police mini-precinct to enhance public safety
- Acquire abandoned residential properties to provide housing for public safety, fire, and teaching personnel
- Establish programs to enable citizens to assist with code enforcement efforts

Threats

- Debris along roadsides detracts from appeal of the area
- Crime and the perception of crime in the area may deter potential investors

Water and Sewer: The study area receives water service from the DeKalb County Water and Sewer System. Sanitary sewer service is available throughout much of the study area, with sewer flows being conveyed and treated at the Snapfinger Creek Wastewater Treatment Plant. Existing sewer infrastructure has been identified as insufficient to meet current and future needs, thus an expansion of the Snapfinger Creek Wastewater Treatment Plant, along with collection and conveyance systems in the area, is underway. The DeKalb Water Authority has begun to address the water and sewer infrastructure issues currently identified in the area.



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Public Safety: The study area is served by the South Precinct of the DeKalb County Police Department, located at 1816 Candler Road in Decatur.

Fire and Emergency Management Systems: The DeKalb County Fire Department provides fire services through Station #10, located just north of the study area at 1686 Constitution Road.

Parks and Recreation:



Tennis courts at Sugar Creek Golf and Tennis Center on Bouldercrest Road

Two DeKalb County parks are located within the study area. Sugar Creek Golf and Tennis Center, located at 2706 Bouldercrest Road, consists of 231 acres, and includes an 18-hole golf course, driving range, putting green, clubhouse, tennis courts, and picnic areas.

Bouldercrest Park, located at 4184 Bouldercrest Way, provides 28 acres of park space for area residents. Park amenities include multi-use fields, basketball courts, tennis courts, a playground, picnic areas, and walking trails.



Playground at Bouldercrest Park

Public Libraries: There are no public library branches within the study area. Flat Shoals Library, located at 4022 Flat Shoals Road is the closest library to the study area. This 10,000 square foot facility provides various print, audio, and visual collections, as well as public access computers.

Schools: No schools are located within the study area; however, area students attend Cedar Grove and Clifton Elementary Schools, Cedar Grove and McNair Middle Schools, and Cedar Grove and McNair High Schools.

Population and Housing



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According to the 2000 Census, the study area had a population of 9,033 residents. Today, the current population for the area is projected to be approximately 12,989. The area saw its greatest projected population growth between 2000 and 2005 where it was projected to have a population increase of 3600 people. By the year 2030 the study area is projected to have a population of 13,819 residents which is an increase of 4,786 individuals from 2000.

Table 1: Population Totals for Cedar Grove, Bouldercrest, Moreland Area

Population Totals Specifically Related to Planning Study Area				
Census Tract	Year	Population	Year	Change in Population
234.04	2000	9,033	2005-00	3,619
234.04	2005	12,652	2010-05	337
234.04	2010	12,989	2015-10	538
234.04	2015	13,527	2020-15	228
234.04	2020	13,755	2025-20	79
234.04	2025	13,834	2030-25	-15
234.04	2030	13,819	2030-00	4,786

Source: Atlanta Regional Commission DeKalb County Household Forecast

DeKalb County as a whole has an estimated population of 739,956. Of that population, 75.7% is above the age of 18 and 71.8% above the age of 21. The median age for the county currently is 35 years of age. The current dominate ethnicity makeup of the county is 53.7% Black and 40.2% white. For more detailed information please see the proceeding tables.

Table 2: Ethnicity Estimates for DeKalb County

2008 Ethnicity Estimates for DeKalb County	
Ethnicity	Percent
White persons	40.2%
Black persons	53.7%
American Indian and Alaska Native persons	0.4%
Asian persons	0.1%
two or more races	1.4%
Hispanic or Latino origin	10.4%
White persons not Hispanic	31.0%

Source: U.S. Census Bureau 2008 Population Estimates



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Table 3: 2008 DeKalb County Population Breakdowns by Age

2008 DeKalb County Population Breakdown by Age		
Median age (years) 35.4		
	Number of Residents	% of Residents
18 years and over	552,138	75.7%
21 years and over	523,709	71.8%
62 years and over	78,272	10.7%
65 years and over	60,883	8.4%
Source: U.S. Census Bureau 2008 Population Estimates		

Of the population, 28% of DeKalb residents according to the DeKalb 2000 Census counts received some type of college training. In the same census counts, 22.8% of the population has a high school diploma or GED. The statistics only relate to individuals in the eligible labor force between the ages of 18 and 65. For detailed information on the age breakdown by age group see Table 4 below.

Table 4: Education Attainment Percent Distribution By Age

Education Attainment Percent Distribution By Age						
DeKalb Area						
	% of Total	18-24	25-34	35-44	45-64	65+
Some High School	17.3%	29.9%	14.1%	11.3%	13.8%	32.3%
High School Grad/GED	22.8%	25.6%	19.9%	22.0%	23.3%	26.9%
Some College	28.6%	33.4%	28.3%	30.3%	27.8%	20.1%
College Grad 4 Yr	21.1%	10.3%	27.8%	24.6%	20.4%	12.5%
Post Grad Studies	10.3%	0.8%	10.0%	11.8%	14.7%	8.2%
Totals	100%	100%	100%	100%	100%	100%
Note: Totals are based on the portion of the labor force between ages 18 - 65+. Some College category represents the percentage total of workers with either Some College with no degree or an Associate degree.						
Source: U.S. Census Bureau - 2000 Decennial Census/Georgia Department of Labor Area Profiles June 15, 2009						

Table 5 below identifies occupations of the total civilian labor force for DeKalb County. According to the chart below the civilian labor force is very diverse. The top occupations center upon professional jobs, management and business, administrative support, sales, and service workers.



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Table 5: Occupational Profile for DeKalb County

Occupational Profile for Residents of DeKalb County				
Occupation	DeKalb		DeKalb Area	
	Number	Percent	Number	Percent
Total Civilian Labor Force	367,716	100.0	1,342,600	100.0
Management, Business and Financial Workers	47,454	12.9	191,745	14.3
Science, Engineering and Computer Professionals	22,393	6.1	82,487	6.1
Healthcare Practitioner Professionals	11,699	3.2	34,991	2.6
Other Professional Workers	49,440	13.5	162,099	12.1
Technicians	6,784	1.8	24,177	1.8
Sales Workers	39,009	10.6	165,393	12.3
Administrative Support Workers	67,570	18.4	233,125	17.4
Construction and Extractive Craft Workers	14,226	3.9	54,905	4.1
Installation, Maintenance and Repair Craft Workers	12,879	3.5	52,836	3.9
Production Operative Workers	17,144	4.7	61,166	4.6
Transportation and Material Moving Operative Worker	14,468	3.9	51,943	3.9
Laborers and Helpers	16,539	4.5	57,317	4.3
Protective Service Workers	6,296	1.7	21,521	1.6
Service Workers, except Protective	39,265	10.7	139,426	10.4
Unemployed, No Civilian Work Experience Since 1995	2,550	0.7	9,469	0.7

Source: U.S. Census Bureau - 2000 Decennial Census.(EEO Data Tools)/ Georgia Department of Labor Area Profiles June 15, 2009

The number of households identified in the 2000 census is expected to increase by 1,895 households by 2030. Between 2000 and 2005 the area grew by adding approximately 1,168 households. By 2015, the pace of adding households is expected



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to slow. Only 31 additional households are expected to be added between 2025 and 2030. The estimated median household income for DeKalb County was \$51,330 and the median family income was \$61,652 in 2007. It was also estimated that 15% of individuals within the county lived below the poverty level.

Table 6: Number of Households in study area

Number of Households Specifically Related to Planning Study Area				
Census Tract	Year	Households	Year	Change in Households
234.04	2000	2,893	2005-00	1,168
234.04	2005	4,061	2010-05	169
234.04	2010	4,230	2015-10	274
234.04	2015	4,504	2020-15	157
234.04	2020	4,661	2025-20	96
234.04	2025	4,757	2030-25	31
234.04	2030	4,788	2030-00	1,895

Source: Atlanta Regional Commission DeKalb County Household Forecast

Table 7: Estimated Median Family and Household Income

2007 Median Family and Household Income Estimates		
	Estimate	Percent
Median household income (in 2007 inflation-adjusted dollars)	51,330	
Median family income (in 2007 inflation-adjusted dollars)	61,652	
Per capita income (in 2007 inflation-adjusted dollars)	27,509	
Families below poverty level		10.8%
Individuals below poverty level		14.9%
US Census Bureau		

Section 3: Public Participation

In order to promote active community involvement throughout the Moreland-Bouldercrest-Cedar Grove Planning Initiative, a number of public participation tools and techniques were utilized. Some of the outreach efforts included public presentations, Steering Committee meetings, and a community workshop.

Preliminary Meetings



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Beginning in August of 2007, preliminary discussions were held with key DeKalb County elected and staff officials to identify areas within South DeKalb that would benefit from a localized planning initiative. Over the subsequent months, a scope of services was defined and The Collaborative Firm, LLC was the consultant selected to lead the Moreland-Bouldercrest-Cedar Grove Planning Initiative.

Steering Committee

In the beginning stages of the planning process, a Steering Committee was assembled to help guide the Moreland-Bouldercrest-Cedar Grove Planning Initiative. The Steering Committee included stakeholders from various neighborhoods, organizations, and businesses throughout the study area who were recommended by the DeKalb County Commissioners serving the area, as well as others who had expressed an interest in taking a more active role in the planning process. These area stakeholders were joined by representatives of several DeKalb County departments.

The Steering Committee served as a driving force for the planning initiative, and worked closely with the consultant team to encourage community participation in the planning process, and to ensure that the views of various stakeholder groups from throughout the study area were represented as the plan for the area was defined. In addition to actively participating in the larger community meetings, the Steering Committee met three times through the course of the planning process to provide invaluable feedback to the consultant team. Meeting minutes from the Steering Committee meetings can be found in Appendix 2.

Community Meetings

Within the boundaries of the Moreland-Bouldercrest-Cedar Grove study area, there are several neighborhoods, businesses, and organizations represented, each with their own hopes and ideas for the future of the area. In an effort to include each of these important stakeholder groups in the planning efforts for the area, a series of Community Meetings was held.

Each Community Meeting was open to the public, and various tools were utilized to promote and encourage attendance at the meetings. Some of the outreach mechanisms that were used included:

- Flyers were distributed at District 5 Community Council Meetings.
- Flyers were distributed by Steering Committee members to the neighborhood and business associations they represented, as well as through area churches.
- Meeting information was posted on Commissioners' websites.



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- Email blasts were sent to mailing lists to notify area residents and business owners of upcoming meetings.
- Meeting information for the Community Workshop was published in the *Champion* and *DeKalb Neighbor* newspapers.
- Consultants met with the Conley Area Business Association to share project information and encourage them to attend the Community Workshop.

Four Community Meetings, including one Community Workshop, were held through the course of the project. Meeting minutes for each meeting can be found in Appendix 1.

Meeting Summaries

Community Kick-off Meeting

A Community Kick-off Meeting was held on Thursday, May 7, 2009, at Bouldercrest Church of Christ. The intent of this public meeting was to introduce the community to the consultant team and the planning process, as well as to gather some initial feedback from stakeholders in the area.



Commissioner Kathie Gannon welcomes participants to the Community Kick-off Meeting.



Community members engage in dialogue and share their concerns for the study area.

At the Community Kick-off Meeting, participants were introduced to the basics of planning and zoning in order to have an understanding of the planning process and why planning is so critical to communities. After this introduction, a map defining the study area boundaries was presented and three primary focal areas were identified, as follows:

- Moreland Avenue Corridor
- Bouldercrest/I-285 Interchange



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- Bouldercrest/Cedar Grove Intersection

For each of the above-listed focal areas, an overview of the existing land uses was given, along with some key points from the DeKalb County Comprehensive Plan 2005-2025.

After the presentation by the consultant team, participants were asked three key questions:

- What do you like and want to preserve in the study area?
- What do you want to change in the study area?
- What would you like to create in the study area?

The responses to the questions above are listed in Table 3.1 below.

Table 3.1 Elements to Preserve, Change and Create

Preserve	Change	Create
<ul style="list-style-type: none"> • Churches • Golf Course • Easy access to City (I-285) and everywhere else • Rural character • Cedar Walk (Quiet, tucked away 2 lane road (Cedar Grove and Bouldercrest) • Greenspace (especially across from River Crest subdivision) • Large front lawns • Scenic area • Bouldercrest park/river • Fort Creek 	<ul style="list-style-type: none"> • Pilot Truck Stop • Prostitution • Motel (DeKalb Inn - 1 of several) • Truck traffic on Bouldercrest & along Moreland North of 285 very dangerous • Right turn lane needed to go east on I-285 east • Fire Station near KFC (poor condition) • Lights @ 285 & Bouldercrest need to be synchronized • Debris (trash along roads) • Gas stations in residential areas/ Drugs, safety • The # of Fast foods establishments • No amenities • Citizens have to call for trash pickup and signs • One lane on Bouldercrest (room for additional lane to be added) • Need more community involvement • Failing Schools • Code Enforcement issues on vacant lots • No new subdivisions until current inventory utilized • Need board of Education rep at meetings • Types of businesses in community 	<ul style="list-style-type: none"> • Police substation • Drug Store • More amenities • Beautify the land fills (Aesthetics) • Target • Cleaner grocery stores/ Better quality • Street lights • Sidewalks (River Road, Moore, & Bouldercrest • Bike Lanes • Building Standards (ie: no vinyl) • Restaurants • Gym • Development similar to Camp Creek Market Place • Flood Control @ Bouldercrest • Mold/ mildew enforcement • Community center w/Aquatic facility



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	<p>(Gas stations & Property upkeep)</p> <ul style="list-style-type: none"> • Wayfield Plaza (Un-kept and the property is not owned by Wayfield foods) • Lack of enforcement from Code Enforcement • Trucks parking in Wayfield lot • Lights out, poor paving in Wayfield lot. (Owner unresponsive and lives outside of ATL) • Crime in Boulder Forest (Gas station robberies/ shootings) • Slow response time (Public Safety) • Lack of Police Coverage • Lack of accountability from res., bus. Owners, renters, & elected officials • Truck stop root of many problems faced by community • Upkeep on homes (many need pressure washing) 	
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Meeting attendees participated actively in this discussion, providing valuable feedback to the consultant team. As the meeting adjourned, participants were asked to identify specific areas of concern by identifying them on an aerial map of the area. Green stickers were used to identify areas for preservation, and red stickers were used to identify areas for change.

Steering Committee Meeting #1

The first Steering Committee Meeting was held on Tuesday, June 9, 2009, at Atlanta First Wesleyan Church on Bouldercrest Road. At this meeting, the Steering Committee was introduced to the planning process, as well as to the study area and the three focal areas. The role of the Steering Committee was explained, specifically emphasizing the importance of the Committee's commitment to spread the word about the planning process to others in the area and encourage participation.

In addition to the introductory information about the project and the responsibility of the Steering Committee, the Committee was updated on the feedback that was gathered through the Community Kick-off Meeting. Information about the upcoming Community Workshop was also shared. Finally, Steering Committee members provided their recommendations to ensure full participation of the community, including using a community questionnaire and using news outlets to publicize the upcoming Community Workshop.

Community Workshop



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A half-day Community Workshop was held on Saturday, July 11, 2009, at Cedar Grove United Methodist Church. The Community Workshop began with an introduction of the DeKalb County representatives and the consultant team, as well as a review of the planning process. An introduction to planning and zoning was given, including the reasons that planning is important for communities, the regulatory framework for planning in the State of Georgia, and the main steps in a community planning initiative.



Community members are introduced to the consultant team and the planning process



Workshop participants engage in the table break-out sessions

Upon conclusion of the introductory remarks and information, a brief overview of existing conditions in the study area was presented, including photos depicting the current conditions in each of the three focal areas. A recap of the strengths, weaknesses, opportunities, and threats (SWOT) that had been identified was also presented.

The next phases of the Community Workshop were very interactive. First, participants took part in a Visual Preference Survey (VPS), which gauged community members' preference for various design characteristics and aesthetic features.

Next, attendees participated in the table break-out sessions. Three tables were set up, one for each focal area:

- Moreland Avenue Corridor
- Bouldercrest/I-285 Interchange
- Bouldercrest/Cedar Grove Intersection

Each stakeholder participated in the table break-out session for the focal area in which he or she was most interested. Through this exercise, participants identified specific points for preservation and change in the focal area, transportation improvements that may be needed, and defined a preliminary land use plan for each area. At the



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conclusion of this activity, Workshop participants gathered together to share the recommendations for each focal area.

Steering Committee Meeting #2

A second Steering Committee Meeting was held on Tuesday, August 11, 2009, at Atlanta First Wesleyan Church. At this meeting, the results of the Visual Preference Survey were presented, along with the results of the Community Questionnaire that was distributed at the Community Workshop. The highlights of the table break-out sessions at the Community Workshop were reviewed, and a preliminary land use plan for each focal area was presented to the Steering Committee. Committee members provided input on the preliminary land use plans, and made recommendations for improvements.

Community Meeting- August 25, 2009

A Community Meeting was held on Tuesday, August 25, 2009, at Cedar Grove United Methodist Church. At this meeting, the results of the Visual Preference Survey were presented, as well as highlights of the feedback received through the Community Questionnaire. An overview of recommendations for the study area was shared with attendees. Finally, participants had an opportunity to view the preliminary land use plan for each focal area and ask questions and leave comments.

Steering Committee Meeting #3

A final Steering Committee Meeting was held on Monday, October 5, 2009, at Atlanta First Wesleyan Church. Steering Committee members were briefed on the format of the plan document, as well as the final future development plan for each focus area and the plan recommendations.

Community Meeting- November 5, 2009

A Community Meeting was held on Tuesday, November 5, 2009, at Bouldercrest Church of Christ. At this meeting, the results of the Planning Study were presented to the community. An overview of recommendations for the study area was shared with attendees and participants had an opportunity to view the land use plan for each focal area and leave comments.



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Section 4: Action Plan

Land Use Recommendations

Focus Area 1: Moreland Avenue Corridor

Historically, properties along the Moreland Avenue Corridor, south of Interstate 285, have been utilized for industrial land uses, particularly serving the logistics industry. A number of companies specializing in freight movement are thriving in this area, significantly contributing to the local economy.

Limited commercial services are currently provided in this area. Property owners and other stakeholders have expressed a desire to have more commercial and office establishments available to serve the industrial uses currently in the area, such as new dine-in and fast food restaurants; retail uses such as office supply stores, grocery stores and drug stores; professional offices; and medical facilities such as doctors' offices and urgent care facilities. In addition to the uses above, property owners and stakeholders highly prefer light industrial uses for the area. Currently, the intersection of Moreland Avenue and Cedar Grove Road is characterized by a fast food restaurant, vacant commercial buildings, vacant lots, adult entertainment establishments and lounges. It is recommended that properties surrounding this major intersection are redeveloped into a new office/commercial node to serve the surrounding industries, as well as neighborhoods to the east.

Hickory Ridge Landfill, located in southwest DeKalb County and consisting of approximately 148 acres of land, offers many opportunities for redevelopment with its close proximity to I-285, Moreland Avenue (Hwy 42) and I-675. The landfill stopped accepting waste in 2008. The State of Georgia requires that the landfill undergo strict environmental post closure regulations. The owner and/or operator of all landfills must conduct post-closure care for at least thirty (30) years after the Director has authorized the Closure Certificate, provided however, that the Director may reduce the post-closure care period to five years for those facilities which are not contaminating



Decommissioned landfill



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groundwater and which cease to accept solid waste prior to being classified as an "existing MSWLF or landfill unit", as defined in Rule .01 of the Georgia Landfill Post-Closure Care Regulations.

Decommissioned landfills offer many opportunities to enhancing the quality of life of the community upon completion of closure procedures and safe rehabilitation from the previous use. There have been many studies done through out the country and the world concerning the second life of a landfill. Many feel that an area once occupied as a landfill is a major environmental hazard, but with new innovative technology this is no longer the case. Landfills are being redeveloped into a vast number of uses. These redevelopment opportunities include mixed-use, park and greenspace areas, commercial developments, residential, and industrial developments.



Golf course on redeveloped landfill site

Many comparable sites around the country have been able to transition into a variety of successful intense uses to benefit the surrounding communities. These uses range from office buildings, hotels, and shopping centers. One such successful development is located in Acworth, GA. The site was previously a 36 acre landfill that has been transformed into Lakeside Market Place, which is a regional shopping center.

Residents of the community have expressed great concern over the future of the site. Many would like to see the site transition into a passive use such as greenspace, wildlife habitat, and biking/walking/running trails to benefit the quality of life of the neighborhood. There are other options as well for more active recreational uses, such as golf courses, baseball/soccer fields, drive-in theaters, and amphitheatres.

Map 4.1 depicts the recommended future development plan for Focus Area 1: Moreland Avenue Corridor.



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Map 4.1 Focus Area 1 Recommended Future Development Plan





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Figure 4.1 Land Use Recommendations- Focus Area 1: Moreland Avenue Corridor

Short Term (0-5 years)

Focus Area 1

1. Establish Moreland Overlay District

- Establish design, landscape, streetscape, lighting and access management guidelines to preserve and enhance the existing industrial area.
- Establish guidelines to create an office/commercial node at the intersection of Moreland Avenue and Cedar Grove Road. Guidelines should provide for appropriate uses, architectural treatments and building design features, landscaping standards, lighting, and streetscaping to create a node that will serve nearby businesses, travelers, and area residents.



2. Establish stringent guidelines for truck stops and travel plazas to ensure that such facilities are appropriate to serve truck traffic, as well as surrounding businesses and residents.

- Incorporate features such as dine-in restaurants, quick-service restaurants, coffee shops and similar establishments, and convenience shopping to create an atmosphere that is inviting for truck drivers, business people, and families.
- Restrict incorporation of hotels, motels, extended-stay establishments, or other lodging establishments with truck stops and travel plazas.
- Provide access management standards to ensure smooth traffic flow for trucks, as well as passenger vehicles.
- Establish lighting and landscaping standards and other features to enhance security.

3. Explore creation of a Community Improvement District (CID) or Business Improvement District (BID) to provide funds for beautification, security, infrastructure, and streetscaping. (see appendix for regulations)



4. Extend MARTA bus service along Moreland Avenue. Establish a bus stop at the intersection of Moreland Avenue and Cedar Grove Road.



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5. Utilize signage and other traffic calming measures such as a truck turnaround to restrict truck traffic on Cedar Grove Road, east of I-675.
6. Provide streetscaping along Moreland Avenue, including landscaping medians. This initiative is currently underway through the "Gateway Project" initiated by the Conley Area Business Association (CABA).
7. Install sidewalks along Moreland Avenue. Sidewalks should be set back from the road with a landscaped strip to provide adequate buffering between pedestrians and vehicular traffic.



Long Term (5+ years)

1. Redevelop the Hickory Ridge Landfill site for future recreation or greenspace uses such as bicycle and pedestrian trails, a golf course, or other passive recreational uses.
2. Explore alternatives to provide an interchange at Cedar Grove Road and I-675 in order to provide another alternative for trucks to access the interstate and further limit truck traffic in residential neighborhoods on Cedar Grove Road, east of I-675. (This is currently listed in the RTP as a long-range project).





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Focus Area 2: Bouldercrest/I-285 Interchange

Over the years, a number of commercial establishments have been developed surrounding the interchange of Bouldercrest Road and I-285. Several of these commercial properties are now aging, vacant, or have fallen into disrepair. Some of the existing establishments, including an existing motel and a truck stop, as well as the parking lot of the Bouldercrest Plaza shopping center, have become centers for criminal activity in the area. In addition to the commercial properties in the area, nearby residential developments, including The Park at Bouldercrest apartment community and Whitehall Forest townhomes, are also in need of rehabilitation or redevelopment.

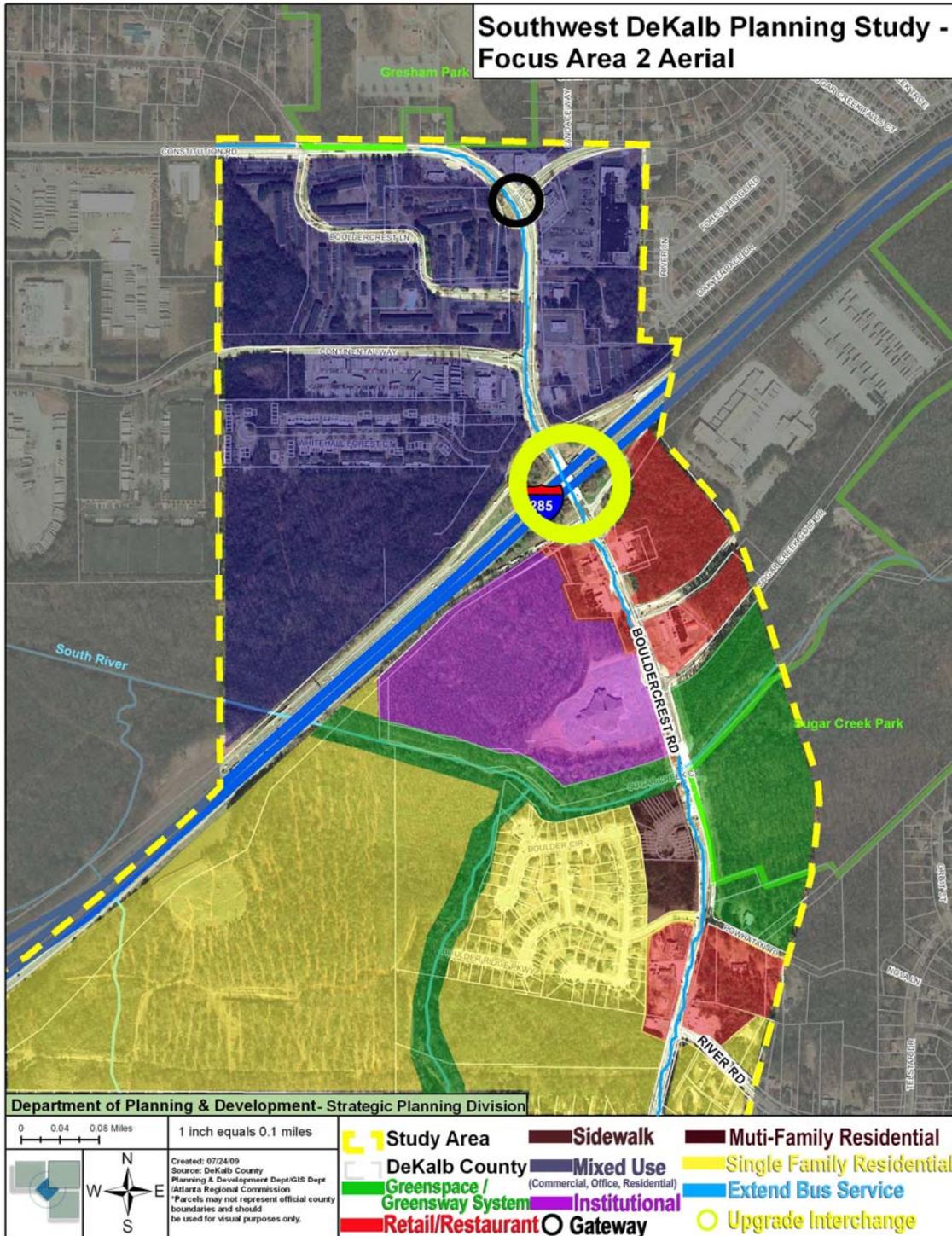
Through the Community Workshop, area stakeholders envisioned redevelopment of properties to the north of I-285 on Bouldercrest Road into a mixed-community with an interactive, pedestrian-friendly environment. Many area residents expressed a desire for the area to be similar to recent development of Camp Creek Marketplace at the interchange of I-285 and Camp Creek Parkway. Specific uses that have been indicated as desirable by area stakeholders include dine-in and fast food restaurants, supermarkets, drug stores, an open air or enclosed mall, and professional and medical offices.

Map 4.2 illustrates the recommended future development plan for Focus Area 2.



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Map 4.2 Focus Area 2 Recommended Future Development Plan





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Figure 4.2 Land Use Recommendations- Focus Area 2: Bouldercrest/I-285 Interchange

Short Term (0-5 years)

Focus Area 2

1. Establish Bouldercrest Overlay District
 - Establish design, landscape, streetscape, lighting and access management guidelines to promote redevelopment of property north of I-285 into a mixed-use community with clear design guidelines and a true sense of place.
 - Establish guidelines for a commercial node at River Road that will promote small, neighborhood-friendly, walkable commercial uses.
2. Incentivize redevelopment of older apartment complexes with increased density.
3. Where feasible, require interparcel connectivity to limit curb cuts on Bouldercrest.
4. Improve Sugar Creek Golf and Tennis Center with an entrance that is more visible in the community.
5. Extend MARTA bus service along Bouldercrest and Cedar Grove Roads.
6. Re-route truck traffic along Continental Way and Constitution Road away from Bouldercrest Road to improve vehicular circulation.
7. Utilize signage and other traffic calming measures to restrict truck traffic on Bouldercrest Road, south of Sugar Creek Golf Drive.
8. Extend sidewalks and bicycle lanes along Bouldercrest Road.
9. Provide bus shelters with amenities such as seating, lights, schedules and trashcans near major retail and mixed-use centers.
10. Evaluate synchronization of traffic signals on Bouldercrest Road at the I-285 interchange and resynchronize as necessary to improve traffic flow.



Long Term (5+ years)

1. Improve Bouldercrest and I-285 interchange with right-turn lanes to access I-285 East. (Interchange improvements are currently listed in the RTP as a long-range project).
2. Widen Bouldercrest Road where it is currently two lanes. (This is currently listed in the RTP as a long-range project).



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Focus Area 3: Bouldercrest/Cedar Grove Intersection

The intersection of Bouldercrest and Cedar Grove Road is primarily surrounded by single-family residential neighborhoods, with a small commercial node at the intersection. Currently, some of the existing commercial properties in the area are vacant, and others are aging and in need of rehabilitation or redevelopment. Businesses within this node include a gas station, a barber shop, and a chiropractor's office, among others, and many of these businesses have served the surrounding community for a number of years.

The existing commercial node is an asset to the Bouldercrest/Cedar Grove community, and has potential to serve area residents for years to come with reinvestment and enhancement of the commercial properties. Through redevelopment, this node can become a vibrant neighborhood center with a unique design character that is appropriate to the residential character of the surrounding area. Such a commercial center would be pedestrian-friendly and feature low-intensity commercial uses such as personal service providers, neighborhood grocery and convenience shopping, small restaurants or coffee shops, and other similar uses to serve the day-to-day needs of surrounding neighborhoods.

In addition to the redevelopment and enhancement of the existing commercial node, area stakeholders expressed a desire to provide for active-adult housing in the area. The recommended future development plan for this Focus Area depicts senior housing and conservation areas on the north side of Bouldercrest Road at the intersection with Cedar Grove Road. Such a community would provide maintenance-free living for independent seniors in condominium units. Wetlands on the property would serve as a community amenity, and development of the community should be done such that disturbance of the natural features of the property is minimized.

Map 4.3 depicts the recommended future development plan for Focus Area 3.



Moreland-Bouldercrest-Cedar Grove Plan

Map 4.3 Focus Area 3 Recommended Future Development Plan

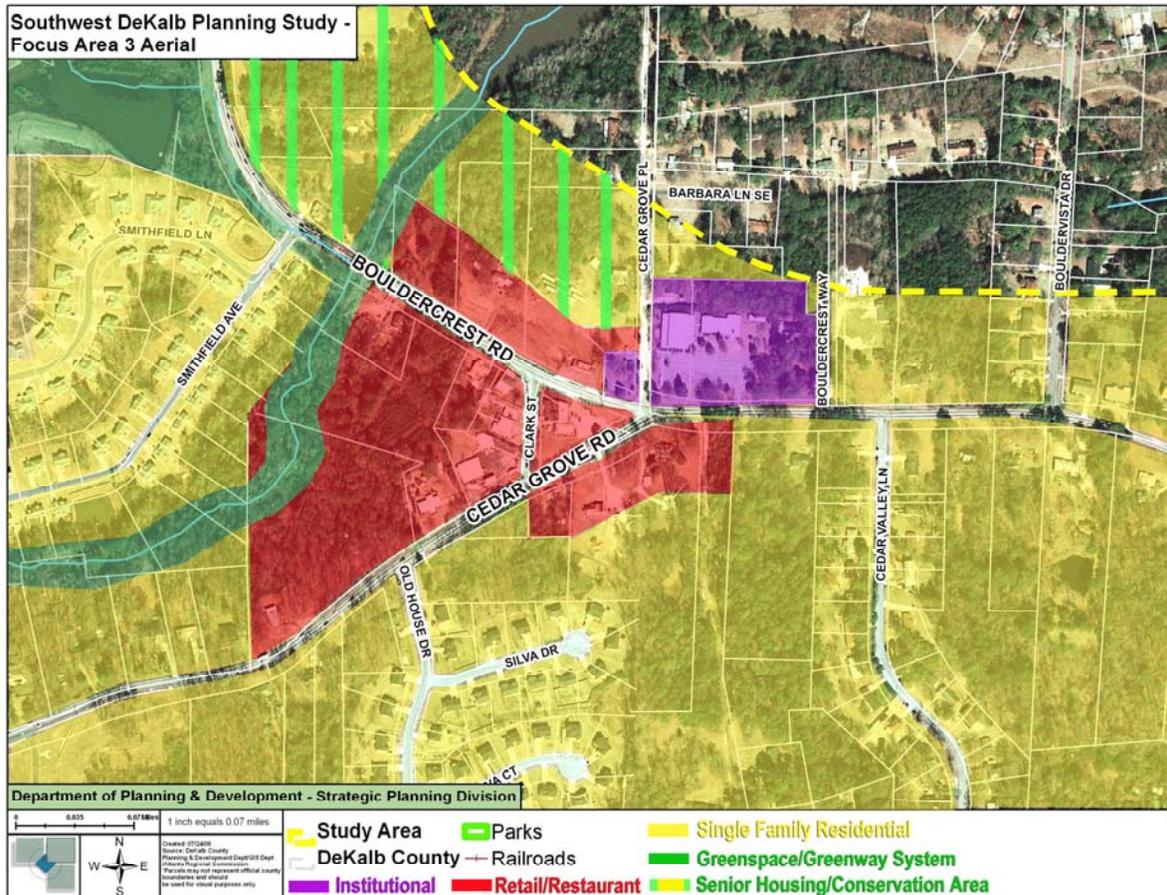


Figure 4.3 Land Use Recommendations- Focus Area 3: Bouldercrest/Cedar Grove Intersection

Short Term (0-5 years)

Focus Area 3

1. Establish Bouldercrest-Cedar Grove Overlay District
 - a. Establish design, landscape, streetscape, lighting and access management guidelines to promote redevelopment of existing commercial node at Cedar Grove Road with small, neighborhood-friendly, walkable commercial uses.
 - b. Establish guidelines that would allow for development of an active-adult community adjacent to the neighborhood commercial node.
 - c. Provide guidelines and incentives to promote conservation of wetlands





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and other natural features.

2. Extend MARTA bus service along Moreland Avenue. Establish a bus stop at the intersection of Moreland Avenue and Cedar Grove Road
3. Install sidewalks along Cedar Grove Road.
4. Provide pedestrian crossings at the intersection of Bouldercrest and Cedar Grove Roads to serve the neighborhood commercial node and surrounding neighborhoods.
5. Establish greenway system along existing creeks.
6. Explore the idea to utilize traffic calming measures such as a roundabout at the intersection of Bouldercrest and Cedar Grove Road.



Long Term (5+ years)

1. Explore alternatives to provide an interchange at Cedar Grove Road and I-675 in order to provide another alternative for trucks to access the interstate and further limit truck traffic in residential neighborhoods on Cedar Grove Road, east of I-675. (This is currently listed in the RTP as a long-range project).
2. Improve Bouldercrest and I-285 interchange with right-turn lanes to access I-285 East. (Interchange improvements are currently listed in the RTP as a long-range project).
3. Widen Bouldercrest Road where it is currently two lanes. (This is currently listed in the RTP as a long-range project).



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Community Facilities and Services Recommendations

Currently, there are limited public facilities in the Moreland-Bouldercrest-Cedar Grove study area. The following improvements are recommended to enhance community facilities and services within the entire study area.

Recommended Community Facility and Services Improvements (for Focus Areas 1, 2 and 3)

Short Term (0-5 years)

1. Improve entrance to Sugar Creek Golf and Tennis Center so that it is more visible from Bouldercrest Road.
2. Improve entrance to Bouldercrest Park with a gateway entrance on Bouldercrest Road so that it is more visible from Bouldercrest Road.
3. Identify incentives such as fast-track permitting and reduced permit fees to encourage redevelopment of abandoned and dilapidated properties.
4. Explore opportunities to secure abandoned or foreclosed properties to provide housing for public safety and fire personnel, as well as teachers.
5. Consistent Highway Signage

Long Term (5+ years)

1. Explore future need, potential locations and funding sources for a community center in the Bouldercrest/Cedar Grove neighborhood.
2. Expand existing parks to include additional amenities, such as a swimming pool, gymnasium, community gathering place, etc. to serve the community.

Recommended Code Enforcement and Public Safety Recommendations (for Focus Areas 1, 2 and 3)

Short Term (0-5 years)

1. Establish a "Click-It" program for code enforcement that allows citizens to email photos of code violations to Code Enforcement.
2. Establish a Citizen Deputy program to assist with Code Enforcement efforts.
3. Establish a Neighborhood Watch Coalition.



Moreland-Bouldercrest-Cedar Grove Plan

Conclusion

The Moreland-Bouldercrest-Cedar Grove Plan encompasses three distinct areas including Moreland Avenue, Bouldercrest Road and Cedar Grove Road. Each area presents its own challenges and opportunities to provide the area with a distinctive character. With this distinct character they also share a common bond of dedicated residents vying for their neighborhoods to thrive for years to come with quality commercial and residential walk-able developments with adequate green and open space throughout the area.

Overall, the community members, business owners and local government officials would like to establish Overlay Districts for the three focus areas referenced above. The Overlay District would establish design, landscape, streetscape, lighting and access management guidelines to preserve and enhance the existing areas. It would also establish guidelines to create office/commercial/residential nodes at appropriate intersections. These particular guidelines should provide for appropriate uses, architectural treatments and building design features, landscaping standards, lighting, and streetscaping to create a node that will serve nearby businesses, travelers, and area residents. By incorporating the Overlay Districts for the area would insure that the overall intent of community member business owners and local government officials are met for future development and redevelopment of parcels.

Throughout the process community members, business owners and local government officials have been very engaged to incorporate smart growth techniques into there community to allow it to flourish for years to come. The planning process has been both educational and innovative for area residents and business owners.

Appendices

Appendix 1: Community Meeting Notes

Meeting Minutes

Southwest DeKalb County Planning Study Community Meeting Kick-off Thursday, May 07, 2009 7:00 PM

Agenda:

1. Introductions
 2. Planning 101
 3. Study Area Review
 4. Study Focal Area
 5. Next Steps
 6. Questions and Comments
 7. Planning Exercise
 8. Adjourn
-
- ❖ DeKalb County Commissioner Kathie Gannon of District 6 gave greetings to everyone in attendance and recognized Commissioner May's assistant Edmond Richardson for being present in Commissioner May's absence. She reiterated that she was pleased to finally have a Planning meeting for this area. She explained the very importance of planning for growth that is desired in our given communities. Before closing Commissioner Gannon recognized the DeKalb Planning Staff, Economic Development Representatives, and the Community Outreach Minister for Bouldercrest Church of Christ.
 - ❖ Jessica Guinn of The Collaborative Firm also acknowledged the DeKalb County Representatives, DeKalb Planning Department representatives and members representing The Collaborative Firm consisting of Flor Velarde, Mia Redd, and Aaron Ruffin. Jessica also took time to once again thank the residents and business owners for taking time out of there busy schedules to come out and voice there concern for there communities future.
 - ❖ Jessica Guinn of The Collaborative Firm began her presentation by giving a brief overview of "What is Planning", "Why we Plan", "What we Do", and "What tools we Use".
 - ❖ Jessica Guinn, in addition to her presentation, also went over a typical project scope that you would find for such a Planning Study, ranging from analysis of the study area to end product.
 - ❖ Jessica Guinn identified the project Study area. The project study area consists of I-285 as the northern boundary east to Bouldercrest I-285 interchange southward to the DeKalb Clayton border and westward over to the DeKalb Fulton boundary. Within this Boundary there are three (3) primary focal areas that the Study area will pay close attention to as identified in the DeKalb County Comprehensive Plan. The areas consist of Moreland Ave (Hwy 42), Bouldercrest Rd & Cedar Grove Intersection, and the Bouldercrest & I-285 Interchange.
 - ❖ Jessica Guinn discussed each focal area beginning with Moreland Ave. (Hwy 42). She made reference to the planning efforts that have been done to the North by the City of Atlanta as well as the efforts that have been undertaken by Clayton County. The Comprehensive Plan highlighted three primary concerns for this area which consisted of Truck Traffic, Business Mix, and Industrial Properties. The plan also identifies the area as an area in need of aesthetic Improvements, Low intensity commercial and medium density up to 18 du/ac and light industrial uses.
 - ❖ Focal area two (2) (Bouldercrest & Cedar Grove Rd) and three (3) (Bouldercrest & I-285 Junction) are both highlighted within The Comprehensive Plan as an area that is underutilized and an unattractive center. The Comprehensive Plan identifies these areas

as future neighborhood centers. Allowing for low-intensity commercial uses and medium-high density residential up to 24 du/ac.

- ❖ Community resident asked as to what the dashed line on the study area represented. Jessica responded that the dashed line represents the boundary of the study area and was offset from Bouldercrest road to incorporate both sides of the roadway into the Planning Study as opposed to just one side of the roadway.
- ❖ Jessica Guinn went over the next steps for the project and what the community could expect in the coming months. Jessica also took the time to discuss what happens within the steering committee meetings as well as the Community Workshop.
- ❖ In closing of her formal presentation, Jessica Guinn took any questions and comments the members of the community might have had at that present time.
- ❖ General Questions and Comments:
- ❖ Community Resident asked if at the upcoming meetings if there could be a word list of commonly used terminology for planning studies so residents will be more informed of what is being communicated. Jessica and Comm. Gannon both responded that we can make that available.
- ❖ Community Resident voiced concern that we are wasting our time and that we are planning for something that has been planned and look what we have. The resident went on to say that we are planning for something that will take 10, 20 years from now to act upon. Commissioner Gannon replied by trying to assure residents that this area has never had a plan and that's why we are here today. Yes, the plan will take years to implement but that's with every plan. Plans don't appear overnight, it takes time and funding.
- ❖ Representative Edmond Richardson also tried to explain to the residents that we are stepping in the right direction. Jessica Guinn also made a statement that we have an opportunity to really plan for the future with the current economic slow down that we are experiencing.
- ❖ Jessica Guinn, with the assist of Mia Redd, conducted a Feedback Exercise where the residents were asked to identify what they would like to preserve, change, and create: (Please see next page for comments)
- ❖ After the feedback exercise Jessica thanked everyone for there overwhelming participation in the exercised. She also invited everyone to take part in one more exercise as we adjourned that required the resident s to come up and view the aerial map and visually identify areas once again that they liked and disliked if it wasn't addressed during the feedback exercise. Aaron Ruffin and Flor Velarde facilitated this exercise.
- ❖ Adjournment

Preserve	Change	Create
<ul style="list-style-type: none"> • Churches • Golf Course • Easy Access to City (I-285) and everywhere else • Rural Character • Cedar Walk (Quiet, tucked away 2 lane road (Cedar Grove and Bouldercrest) • Greenspace (especially across from River Crest subdivision) • Large Front Lawns • Scenic Area • Bouldercrest park/ River • Fort Creek 	<ul style="list-style-type: none"> • Pilot Truck Stop • Prostitution • Motel (DeKalb Inn - 1 of several) • Truck traffic on Bouldercrest & along Moreland North of 285 very dangerous • Right turn lane needed to go east on I-285 east • Fire Station near KFC (poor condition) • Lights @ 285 & Bouldercrest need to be synchronized • Debris (trash along roads) • Gas stations in residential areas/ Drugs, safety • The # of Fast foods establishments • No amenities • Citizens have to call for trash pickup and signs • One lane on Bouldercrest (room for additional lane to be added) • Need more community involvement • Failing Schools • Code Enforcement issues on vacant lots • No new subdivisions until current inventory utilized • Need board of Education rep at meetings • Types of Businesses in community (Gas stations & Property upkeep) • Wayfield Plaza (Un-kept and the property is not owned by Wayfield foods) • Lack of Enforcement from Code Enforcement • Trucks parking in Wayfield lot • Lights out, poor paving in Wayfield lot. (Owner unresponsive and lives outside of ATL) • Crime in Boulder Forest (Gas station robberies/ shootings) • Slow response time (Public Safety) • Lack of Police Coverage • Lack of accountability from res., bus. Owners, renters, & elected officials • Truck stop root of many problems faced by community • Upkeep on homes 	<ul style="list-style-type: none"> • Police substation • Drug Store • More Amenities • Beautify the land fills (Aesthetics) • Target • Cleaner Grocery stores/ Better quality • Street lights • Sidewalks (River Road, Moore, & Bouldercrest • Bike Lanes • Building Standards (ie: no vinyl) • Restaurants • Gym • Development similar to Camp Creek Market Place • Flood Control @ Bouldercrest • Mold/ Mildew enforcement • Community Center w/Aquatic facility

Meeting Minutes

Southwest DeKalb County Planning Study Community Meeting/Workshop Saturday, July 11, 2009 9:00 AM

Agenda:

1. Introduction and Welcome
 2. Introduction to Planning and Zoning
 3. Overview of Existing Conditions
 4. Visual Preference Survey
 5. Table Breakout Sessions
 6. Table Presentations
 7. Next Steps and Questions
 8. Adjourn
-
- ❖ DeKalb County Commissioner Kathie Gannon of District 6 gave greetings to everyone in attendance.
 - ❖ Jessica Guinn of The Collaborative Firm acknowledged the DeKalb County Representatives, DeKalb Planning Department representatives and members representing The Collaborative Firm. Jessica also took time to once again thank the residents and business owners for taking time out of their busy schedules to come out and voice their concern for their communities future.
 - ❖ Jessica Guinn of The Collaborative Firm began her presentation with an introduction to planning and zoning, including the legal basis for planning, steps for community planning, what community plans do, and how zoning is used to implement the plan.
 - ❖ Jessica Guinn provided an overview of the existing conditions within the study area, including the existing land uses within the three focus areas, strengths, weaknesses, opportunities, and threats.
 - ❖ Each attendee introduced him/herself, along with their affiliation with the area.
 - ❖ The attendees divided into three groups for table breakout sessions. At the table breakout sessions, participants at each table provided feedback and illustrated on maps of each focus area specific areas for preservation or change, desired land uses, and needed transportation improvements. The table breakout sessions were conducted over the course of approximately one hour.
 - ❖ After the table breakout sessions concluded, representatives from each table provided an overview of their discussion.
 - Table 1: Moreland Avenue
 - Preserve: restaurants, strong businesses (Fepco, Morgan Southern, Fleet Pride, Sticky Business, STS, Old Dominion, Central Refrigerated, Arch Chemical, Bonsal American, Bridge Transport, Blue Beacon, Speedco, Arrow Truck Sales)
 - Rehabilitate: Citgo gas station (crime, drugs, prostitution issues), vacant site of former Rio Vista @ Cedar Grove and Moreland, TA Truck Stop, Woods Tire
 - Remove: Junkyard @ Turman and Old McDonough, package store on Cedar Grove, Southern Comfort, Sports and More Sports bar @ Moreland/Cedar Grove/Thrumman, Club Blaze, Club Scorpion, Hickory Ridge Landfill
 - Desired Land Uses: Need more restaurants, small shops, office supply; would like mixed use w/ office and retail @ Cedar Grove and Moreland;

- would like police substation at Cedar Grove and Moreland; would like doctors' offices/medical center/urgent care @ Cedar Grove and Moreland
 - Transportation: repave Old McDonough; widen Cedar Grove from Moreland to 675; no truck parking on Bonsal Road; Interchange @ Cedar Grove and 675; no truck traffic signs in residential area on Cedar Grove; landscaping on Moreland (being installed through CABA Gateway Project); bus on Moreland Avenue w/Bus stop @ Moreland and Cedar Grove
- Table 2: Bouldercrest/285 Interchange
 - Preserve: Bouldercrest Church of Christ, Texaco and Exxon gas stations (need to be properly maintained), Sugar Creek Park/Tennis courts
 - Rehabilitate: Wayfield Plaza, tennis courts, fire station (not in study area), fast food signage (need uniformity), apartments @ Continental, better lighting, services offered, paving, interchange, Whitehall Forest
 - Remove: Liquor store, Pilot truck stop, motel, auto garage across from Pilot
 - Desired Land Uses: mixed-use walkable development where Wayfield and DeKalb Inn are currently located; greenspace @ exit, across from Church; expand tennis courts and park and make more visible
 - Transportation: Gateways @ Wayfield and interstate; streetscaping along Bouldercrest; improve bus stops so that buses can pull off road to pick up/drop off passengers; improve interchange; synchronize traffic lights; sidewalks and bike lanes on Bouldercrest
- Table 3: Bouldercrest/Cedar Grove
 - Preserve: Cedar Grove United Methodist Church; Rocky Valley; existing subdivisions; Smithfield; Wishing Well Hills; Silva; old houses; greenspace; stream; barbershop (historic?); store
 - Rehabilitate: Commercial on Cedar Grove; Bouldercrest Road; subdivisions (fix up old/outdated); Cedar Grove UMC (fix up); look at design guidelines for residential/commercial/church
 - Desired Land Uses: no more single-family residential; no multi-family residential; no townhomes; no industrial; want senior housing; want a theme/design guidelines for the area; keep rural look/feel; expand Bouldercrest Park; add a community center
 - Transportation: sidewalks on Bouldercrest and Cedar Grove; pedestrian crossing @ River Road and Bouldercrest; streetlights on Bouldercrest, Cedar Grove, Clark, River Road; want sewer

❖ Adjournment

Meeting Minutes

Southwest DeKalb County Planning Study Community Meeting Tuesday, August 25, 2009 7:00 PM

Agenda:

1. Introductions
 2. Review Visual Preference Results
 3. Briefing on Community Survey Feedback
 4. Key Recommendations
 5. Review of Proposed Plan for Focal Areas
 6. Next Steps
 7. Questions and Comments
 8. Adjourn
-
- ❖ DeKalb County Commissioner Kathie Gannon of District 6 gave greetings to everyone in attendance and recognized Commissioner May's assistant Edmond Richardson for being present in May's absence. She reiterated that she was pleased at the continued support of the community to take part in the planning effort of their neighborhood. She explained the importance of planning for growth that is desired in our given communities.
 - ❖ Jessica Guinn of The Collaborative Firm also acknowledged the DeKalb County Representatives, DeKalb Planning Department representatives and members representing The Collaborative Firm consisting of Mia Redd and Aaron Ruffin. Jessica also took time to once again thank the residents and business owners for taking time out of their busy schedules to come out and voice their concern for their communities future.
 - ❖ Jessica Guinn of The Collaborative Firm began her presentation by giving an overview of the Visual Preference Survey results as well as briefing on Community Survey Feedback.
 - ❖ Resident – Where are these most desirable in our Neighborhood? Jessica responded; this was just done for 7 seconds to gauge your preference for a particular scene with different aesthetics.
 - ❖ Resident – In response to the Grocery store being desired, how many individuals from Cedar Grove gave feedback as it relates to wanting a grocery store? Jessica; yes actually that area was the biggest represented group.
 - ❖ Jessica Guinn continued her presentation by discussing key recommendations for the area as it relates to Future Development, Transportation, and Economic Development.
 - ❖ Resident – As it relates to mass-transit recommendation was that rapid or bus? Jessica; bus
 - ❖ Resident – Are you specifying such as GRTA or MARTA because GRTA would serve the area better such as a park and ride station? We have not specified but both of those present opportunities to better serve the community.
 - ❖ Resident – As it stands we don't have a lot of vacant land in the community and you can not go in and take some bodies business. Can we put a time period on this plan? Jessica explained future planning process. Commissioner Gannon also talked about the process and what happens when land changes hands or significantly improved.
 - ❖ Resident – What type of Senior Housing are you referring to; assisted living or 55 & up independent living? Jessica; 55 & up independent living.
 - ❖ Resident – Is it possible to place a no truck traffic sign in the areas right now? Jessica; yes that is possible now.
 - ❖ Resident – What is the process for closing the landfill? Jessica explained that the closing process will take place over the next 2 to 3 years and stated that the site will have to be monitored over the next 30 years.

- ❖ Resident – Is there anything that we can do before the 20 year planning period? Yes, if the county fund the project then it can be done right away. Commissioner Gannon talked about the revitalization process and funding becoming available. Jessica summed up the discussion by mentioning the role that Economic Development plays and being able to offer incentives to spur development in prescribed areas.
- ❖ Resident – What about schools and how can I get a copy of your presentation? Jessica, we are not proposing a lot of ne homes in the planning study area other than mixed-use residential. The school board would have to address that issue because they locate the schools where the greatest need is being seen. The Presentation will be made available to all of those who wish to have a copy and we have your email address if you listed it on our sign in form.
- ❖ Jessica Guinn quickly went over the next steps for the project and what the community could expect in the coming months.
- ❖ In closing of her formal presentation, Jessica Guinn took any additional questions and comments instructed the crowd to please review the proposed plan for the Focal areas which were laid out on tables in the back of the room. the members of the community might have had at that present time.

- ❖ Adjournment 9:00pm

**Southwest DeKalb County Planning Study
Community Meeting
Thursday, November 5, 2009
7:00 PM**

Agenda:

1. Introductions
 2. Review Format of Plan
 3. Review of Future Development Plans
 4. Review of Plan Recommendations
 5. Questions and Comments
 6. Adjourn
-
- ❖ DeKalb County Commissioner Kathie Gannon of District 6 gave greetings to everyone in attendance and recognized Commissioner May's assistant Edmond Richardson for being present in May's absence. She reiterated that she was pleased at the continued support of the community to take part in the planning effort of their neighborhood. She explained the importance of planning for growth that is desired in our given communities.
 - ❖ Kathy Field of The Collaborative Firm also acknowledged the DeKalb County Representatives, DeKalb Planning Department representatives and members representing The Collaborative Firm, Aaron Ruffin. Kathie also took time to once again thank the residents and business owners for taking time out of their busy schedules to come out and voice their concern for their communities future.
 - ❖ Kathy Field of The Collaborative Firm began her presentation by giving an overview of what to expect in the Planning Document in terms of its contents.
 - ❖ Kathy Field turned the presentation over to Aaron Ruffin of the Collaborative Firm where he discussed the review of Future Development plans for the study area.
 - ❖ Once going through the presentation many residents voiced concerns over some of the plan recommendations;
 - ❖ Questions and Comments:
 - ❖ Resident- I have concerns with extending bus service down along Bouldercrest Road into the Cedar Grove area. Aaron explained that these are only recommendations that were raised at the community workshop meeting. There was some opposition but majority of resident wanted to see transit. In addition other residents during meeting also voiced their support of transit in their neighborhood.
 - ❖ Resident voiced that too many people in the area walk and we need Marta.
 - ❖ Resident asked who maintains and cleans the Marta Bus Shelters because they look terrible and are not well kept. Commissioner Gannon referenced the Keep DeKalb Beautiful Campaign which encourages groups to adopt a bus stop.
 - ❖ Resident asked how does the Click it Program work and Kathy Field went into further detail.
 - ❖ Resident asked if they were aware of any litigation or looser abandonment laws to eradicate crime or abandonment. Commissioners Gannon and May both stated that they were not aware of any laws in place.
 - ❖ Resident voiced concern over the widening of Bouldercrest Road. Commissioner Gannon explained that this is a Long Range project and currently there are no funds to undertake this project at the present time.
 - ❖ Andrew Baker of the DeKalb Planning Department asked all residents to send to their office any suggestions they may have on how the County can better equip code enforcement to serve the community.
 - ❖ Adjournment 8:15pm

Appendix 2: Steering Committee Meeting Notes

Moreland-Bouldercrest-Cedar Grove Planning Study

Steering Committee Meeting

June 9, 2009

Attendees

Theron Adams
Joel Gross
Karen Flowers
Commissioner Kathie Gannon
Sidney Douse
Ernest Gilchrist
Rita Morgan
Jessica Guinn

Rob Roark
Sandra Arnold
Denise Lowe
Arthur Duncan
Andrew Baker
Edmond Richardson
David Armaker
Bryanca Colvin

Meeting Notes

Introduction and Welcome:

The meeting began with a brief introduction from Jessica Guinn of The Collaborative Firm. Commissioner Kathie Gannon gave brief remarks, as well as Edmond Richardson on behalf of Commissioner Lee May. Each attendee introduced him/herself.

Planning Team:

The team established for this planning study is comprised of DeKalb County Elected Officials, DeKalb County Departmental Representatives and The Collaborative Firm.

Overview of Planning Process:

- Community Kick-Off meeting
 - May 7, 2009
- Inventory/assessment of existing conditions
 - On-going process
- Steering Committee Meeting #1
 - June 9, 2009
- Community Workshop
 - July 11, 2009
- Steering Committee Meeting #2
 - tbd
- Draft Presentation
 - tbd
- Steering Committee Meeting #3
 - tbd
- Final Presentation
 - tbd
- Adoption by DeKalb County
 - tbd

Study Area:

1. Moreland Avenue (Hwy 42)

- a. The South Moreland Avenue LCI Study (Atlanta and DeKalb) has already been completed further north on Moreland Avenue through Constitution Avenue.
 - i. This study will be used as a resource to gather data and possible ideas for the remaining portion of Moreland Avenue to the Clayton County line.
 - b. The Comprehensive Plan will be referenced as well.
 - i. Highlighted concerns include truck traffic, business mix, and industrial properties
 - ii. Highlights the area's need for aesthetic improvements
 - c. A SWOT analysis will also be conducted to assess existing conditions in the area.
 - d. TCF will be meeting with DeKalb Sanitation department to discuss the upcoming closure of the landfill south of I-285 on Moreland.
2. Bouldercrest & Cedar Grove
 - a. The intersection of Bouldercrest Road and Cedar Grove will be a focal area.
 - b. As indicated in the Comprehensive Plan, this area is currently characterized by underutilized or vacant retail centers.
 - c. The Comprehensive Plan designates the area as a Neighborhood Center. A mixed-use area with low-intensity commercial uses, inclusive of: retail and office space; parks and recreational facilities; public and civil facilities; and institutional uses.
 3. Bouldercrest & I-285 Junction
 - a. This interchange is currently characterized by commercial development with some residential use, as well as underdeveloped parcels.
 - b. The underutilized or vacant strip commercial centers give opportunity for redevelopment.
 - c. This area is also designated as a Neighborhood Center.

Study Deliverables:

- An analysis of existing conditions
- Defined vision for the community
- Recommendations for improvements
- Future development plan for the area
 - DeKalb is currently preparing a new zoning ordinance. This study will coordinate with the new ordinance to incorporate appropriate zoning standards and districts.
- Identification of specific steps to achieve the vision and support the development plan
- Strategy will be coordinated with DeKalb Economic Development to market areas for development or redevelopment

Steering Committee Role:

- Committee composition
 - Consultants
 - Business owners
 - Residents
 - Commissioners' offices
 - Economic Development

- Community Development
- Planning & Development
- Sanitation Department (for the review of the landfill)
- Help guide the process
- “eyes and ears” of the community
- Encourages participation
- A voice for the community to ensure future successful implementation

Community Kick-off Update:

A Community Kick-off Meeting was held on May 4 to introduce the study area and process to the community, as well as to get some initial feedback from attendees. Some of the feedback that was included was as follows:

- What do you want to preserve?
 - Easy accessibility to I-285, Hwy 42, I-675
 - Character- The suburban and rural feel of the area
 - Greenspace
- What do you want to change?
 - Crime
 - Minimize the truck traffic
 - Bouldercrest/285 interchange
- What do you want to create?
 - A police unit
 - Community amenities
 - Street lights
 - Higher quality retail and dining options

Community Workshop:

- Tentatively scheduled for July 11, 2009
 - 9:00 am - 12:00 pm
- Introduction to planning and zoning
- Overview of existing conditions
- Visual preference survey
 - Offer pictorial slides to give examples of different architectural and aesthetic options and get feedback on each
- Breakout sessions for focal areas
 - Vision for each area
 - Specific concerns for each area
 - Recommendations for each area

Questions and Comments:

- Business landlords who are not local will be contacted to get them engaged in the process and to find out about their plans for their properties.
- The plan may also raise building specifications to make property owners adhere to stricter guidelines.
- What is the depth of the community workshop?
 - The community workshop is a tool to breakdown planning jargon to more communicable terms. It allows full participation by the area’s residents, business owners and any others vested in the community.
 - There will be an overview of how the planning process works, as well as what should be expected from the project.

- How will community needs be assessed?
 - Feedback is a large factor in assessing community needs, hence the importance of the steering committee commitment.
 - Existing policies and current conditions will also be reviewed to assess needs.
 - Existing land use/development patterns will be assessed, as well as community facilities and infrastructure, economic development issues, etc.
- What measures the success of the project?
 - Success of this project is a direct reflection upon community effort, the availability of funding and the dynamics of the community (can the populous maintain what is requested)
- Will community survey be implemented?
 - Typically, surveys have a very low rate of return, which limits their ability to provide meaningful feedback. A survey had not been planned; however, one can be created if the Steering Committee will commit to assisting with survey distribution and collection through each member's various affiliations and organizations.
- Will Census data be used?
 - Many hard data sources are used in planning initiatives such as this one, including Census data. This hard data is an important quantitative supplement to the feedback provided by stakeholders, review of existing policies and plans, etc.

Adjournment:

Jessica Guinn thanked everyone for participating and the meeting was adjourned.

Moreland-Bouldercrest-Cedar Grove Planning Study

Steering Committee Meeting #2

Location: First Wesleyan of Atlanta

August 11, 2009

Meeting Notes

Introduction and Welcome:

The meeting began with a brief introduction from Jessica Guinn of The Collaborative Firm. Commissioner Kathie Gannon gave brief remarks. Each attendee introduced him/herself.

Planning Team:

The team established for this planning study is comprised of DeKalb County Elected Officials, DeKalb County Departmental Representatives and The Collaborative Firm.

Visual Preference Survey Results:

Jessica went over the findings of the Visual Preference Survey.

Community Questionnaire Results:

Jessica discussed the findings of the Community Questionnaire.

24 Completed Questionnaires received.

3 main concerns: Public Safety, Property Values, and Economic Development.

Study Area:

4. Moreland Avenue (Hwy 42)
 - Task 1: Things to Preserve, Rehab and Remove
 - Preserve & Rehabilitate
 - Restaurants, Strong Businesses
 - Vacant sites (Former Rio Vista Site, TA Travel Center), Citgo Gas Station
 - Remove
 - Undesirable establishments such as bars, package stores, etc
 - Task 2: Things you would like to see.
 - Commercial - restaurants, specialty shops, Mixed-Use (Office/Retail)
 - Police Substation and Medical Center
 - Task 3: Transportation Improvements needed
 - Mass transit service extended
 - No truck traffic signage in appropriate areas
 - Interchange at I-675 and Cedar Grove

5. Bouldercrest & Cedar Grove
 - Task 1: Things to Preserve, Rehab and Remove
 - Preserve
 - Neighborhood Church's, green space, streams and neighborhood staples such as the Barbershop from the mid 30's
 - Rehabilitate
 - Commercial areas along Cedar Grove Rd., Subdivisions, and Neighborhood Church's
 - Task 2: Things you would like to see.
 - Seniors being able to remain in area w/ age in place housing

- Density that promotes active lifestyles (walking, running, etc)
 - Community Center
- Task 3: Transportation Improvements needed
 - Gateways, Street lights, Pedestrian Crosswalks, Sidewalk and Bicycle improvements along Bouldercrest
- 6. Bouldercrest & I-285 Junction
 - Task 1: Things to Preserve, Rehab and Remove
 - Preserve & Rehabilitate
 - Neighborhood Church's, Multi-Family Residential areas, and Convenience Stores
 - Wayfield Foods Shopping Plaza, Fire Station, Tennis Courts/Park, I-285 Interchange
 - Remove
 - Pilot Truck Stop or Travel Center and DeKalb Inn
 - Task 2: Things you would like to see.
 - Mixed-Use: promotes active lifestyles (shopping, walking, running, etc), and Green Space (Camp Creek Marketplace)
 - No truck traffic south of Sugarcreek Golf Drive
 - Task 3: Transportation Improvements needed
 - Establish Gateways with Streetscaping, mass transit improvements, sidewalks and bike lanes along Bouldercrest road.
 - Major Intersection or Interchange upgrades

Next Steps:

Community Meeting

- 7:00 p.m. on Tuesday, August 25, 2009
- Cedar Grove United Methodist Church

Next Steering Committee Meeting

- 7:00 p.m. on Tuesday, September 1, 2009
- First Wesleyan Church

Questions and Comments:

- Jessica mentioned that we will look to see if the ARC has completed any traffic studies on I-675.
- Steering Committee member made mention of a truck circulation study that was done.
- Steering Committee member asked if we could send the truck traffic back toward the industrial businesses along Moreland? That way there could be no truck traffic can travel in the intersection of Bouldercrest and I-285.
- Steering Committee member, Pilot purchased Flying J who was looking to locate in the old TA location. They may be looking to relocate.
- Steering Committee member, is it possible to have a greenspace area such as a community square with seating areas? Yes, it is very possible.
- Steering Committee member, Can we redraw Cedar Grove Bouldercrest Map to identify flood plain back in map and reconfigure components? Yes

Adjournment:

Jessica Guinn thanked everyone for participating and the meeting was adjourned.

Moreland-Bouldercrest - Cedar Grove Planning Study

Steering Committee Meeting #3

Location: First Wesleyan of Atlanta

October 5, 2009

Meeting Notes

Attendees: The following Steering Committee representatives were in attendance: Gwen Slade, Sandra Holmes, Jim Morgan (CABA), Andrew Baker (Dek.), Rob Rork, Theron Adams, Kathie Gannon (BOC), Sidney Douse, Joel S. Boykin, Jr. (CABA), Edmond Richardson (BOC) and Kay Flowers. Representative from the Collaborative Firm who were in attendance included: Aaron Ruffin and Kathleen Field.

Introduction: Kathy Field introduced herself to the Committee and said that she would be filling in for Jessica Guinn during her absence and acting as the Project Manager for the study.

Review of Format of Plan Document: Aaron Ruffin reviewed the outline of the proposed Plan document. A question arose as to the definition of an overlay district. It was determined that a list of definitions would be included in the Plan.

Focus Area #1: The Future Development Plan and Plan Recommendations for this area were reviewed. Comments were as follows:

- Need a more detailed definition of what uses will be allowed in the proposed “mixed use” land use category;
- Proposed design standards should include areas of landscaping along Thurman Dr. and all other major roads;
- Concerns were expressed about truck traffic on Cedar Grove, especially east of I-675. Solutions discussed included additional signage prohibiting trucks (with heavy fines) or the construction of a truck turnaround either immediately to the east side of I-675 or the west side. It was felt that a viable short-term solution was needed since the proposed interchange was too long-term to be acceptable.
- The intent of the proposed land uses for this area was summarized as limiting noxious uses while providing complimentary ones to serve both truckers as well as industrialists.

Focus Area #2: The Future Development Plan and Plan Recommendation for this area were reviewed. Comments were as follows:

- The use of incentives through an overlay zone may help to change some of the current existing uses.
- The proposed mixed use area as shown on Plan is realistic based on the County’s official Comp Plan.

- If the apartment complex on Constitution Road is redeveloped, it could help with improved access throughout the area. Can County Transportation Dept. assist with access plan for this area?
- The greenspace area should be extended westerly across Bouldercrest Road and follow the South River so as to allow for a greenway. This proposed greenway should be shown on Future Development Plan for this area.
- The land use designation for “church” should be changed to “institutional” in order to more correctly reflect the use.
- In regard to the proposed “gateway” proposed at the intersection of Bouldercrest Road and Clifton Church Road, a better delineation of features should be included.
- A concern was expressed in regard to the proposed “restaurant/retail” area at the intersection of Bouldercrest Road and River Road.
- In regard to the church located on the west side of Bouldercrest across from its intersection with River Road, a comment was made to leave this area as “restaurant/retail” as it is currently proposed since the church cannot significantly expand.
- MARTA - A discussion ensued regarding the feasibility of extending a bus line up Bouldercrest Road. Limitations to the implementation of this proposal include money as well as potential ridership numbers.

Focus Area #3: The Future Development Plan and Plan Recommendation for this area were reviewed. Comments were as follows:

- Church owns small parcel in “restaurant/retail” area on west side of Cedar Grove Place. However, proposed land use is appropriate.
- The extension of the proposed greenway should be shown at least to the identified flood plain areas.
- A question arose as to the appropriate designation of land use for the south side of Bouldercrest between Cedar Grove Road and Ceday Valley Lane (across from the existing church). Currently is it proposed as for a “residential” use. There was discussion as to whether other transitional land uses (multi-family or office) would be more appropriate.

Adjournment: Meeting adjourned at 8:30 p.m.

P.S. Commissioner Gannon requested that a meeting be scheduled with John Gurbal from the County Transportation Department Director to discuss several transportation questions that arose during this meeting. These issues are listed on the following page.

TRANSPORTATION DISCUSSION ISSUES REGARDING
MORELAND-BOULDERCREST-CEDAR GROVE PLANNING STUDY

Focus Area #1:

- Develop a short-term solution to large amount of truck traffic east of Cedar Grove interchange at I-675;

Focus Area #2:

- How can we direct truck traffic along Constitution Road and Continental Way?
- Can more access be provided for a proposed redeveloped area where the existing apartment complex is located between Constitution Road, Continental Way and Bouldercrest Road?

Focus Areas #2 & 3:

- How can the large amount of traffic on Bouldercrest Road to Cedar Grove Road be better controlled?
- Feasibility of the provision of MARTA bus service on Bouldercrest Road from I-285 to Cedar Grove Road?
- Clarification as to the status of widening Bouldercrest Road to four lanes as per the County's TIP.

Appendix 3: Visual Preference Survey Results

At the Community Workshop on July 11, 2009, a Visual Preference Survey (VPS) was conducted in order to ascertain the preferred design character for the Study Area. Through this exercise, participants viewed a series of photographs and were asked to grade each photograph as follows:

A= I love it.

B= I like it.

C= It is ok.

D= I do not like it.

F= I hate it.

In total, 100 photographs were shown in order to identify community preferences for the following types of development:

- Parks and Public Gathering Spaces
- Greenways and Trails
- Transportation and Traffic Calming
- Commercial and Mixed-Use
- Office
- Single-Family Detached Housing
- Single-Family Attached Housing
- Multi-Family Housing
- Commercial Streetscape
- Suburban/Residential Streetscape
- Signage

The feedback gathered through this exercise provided valuable insight into the design features and architectural character preferred by stakeholders in the community. Moving forward, this information can be utilized to establish design guidelines for each of the three focal areas that have been included in this planning initiative, thereby enhancing the “sense of place” within the community. The results of the Visual Preference Survey are summarized on the following pages.

Parks and Public Gathering Spaces

MOST DESIRED



- Amphitheater
- Area to hold community events
- Sidewalks
- Greenspace

DESIRED



- Sidewalks
- Active recreation areas
- Public Art
- Landscaped areas

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- Heavily paved
- Sparse vegetation

Participants in the VPS indicated a preference for parks and public gathering spaces that promote community activities and active recreation. An amphitheater, swimming pool, basketball courts, and sports fields were among the highest rated slides. In addition to space for community gathering and active recreation, greenspace, public art, and sidewalks were incorporated into the spaces that were most desirable to survey participants. Spaces with little vegetation and an abundance of pavement were least desirable to participants.

Greenways and Trails

MOST DESIRED



- Ample greenspace
- Area to hold community events
- Bike/pedestrian trail incorporated into park setting
- Large, open area

DESIRED



- Paved bike/pedestrian trail
- Meandering trail
- Trees provide shade

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- Dense vegetation
- Wooded, more secluded area

Survey participants indicated a preference for paved bicycle/pedestrian trails, surrounded by ample greenspace. The desired photographs depicted bicycle/pedestrian trails that were incorporated into a park-like setting, with some trees to provide shade. While participants reacted favorably to trails that meandered through some trees, they were not in favor of trails in wooded or more secluded areas surrounded by dense vegetation.

Transportation and Traffic Calming

MOST DESIRED



- Bike lane
- Wide Median
- Signage
- Narrower street
- Gentle curve

DESIRED



- Bus shelter is set back from road
- Covered bus shelter
- Lighting

UNDESIRABLE



- Speed bumps

Survey participants reacted favorably to photographs depicting alternatives to automobile transportation, including bicycle lanes and buses, with covered bus shelters. Also favored were traffic calming mechanisms such as medians, signage, and narrower street sections with gentle curves. The least preferred traffic calming mechanism was speed bumps.

Commercial and Mixed-Use

MOST DESIRED



- Brick construction
- Fenestration
- Retail on lower-levels
- 3-stories

DESIRED



- Dine-in restaurant
- Design features (balconies, arches, window boxes)
- Varied roof height
- Window awnings
- Planters/landscape

UNDESIRABLE



- Single-story
- Parking close to building

As indicated through the Visual Preference Survey, participants favored commercial and mixed-use structures constructed of brick, with design features such as bay windows, balconies, arches, window boxes, window awnings, and varied roof lines. Building heights in the desired photographs did not exceed three stories. The preferred photographs depicted mixed-use with street-level retail and residences above, as well as a dine-in restaurant.

Office

MOST DESIRED



- Brick construction
- 2-stories
- Suburban character

DESIRED



- Brick construction
- 2-stories



- 4-stories
- More institutional character
- Brick/glass construction

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The designs most favored for office uses reflected a suburban character, rather than a more institutional character that may be more common in an office park. Preferred selections did not exceed two stories in height, and were constructed of brick with peaked roofs.

Single-Family Detached Housing

MOST DESIRED



- Brick and stone construction
- Garage is not visible from street
- Varied roof lines
- Large front yard
- Set back from street

DESIRED



- Brick exterior
- Street trees/ landscaping
- More mature trees surrounding home



UNDESIRABLE



- Single-story
- Siding
- Few architectural details

As indicated by through the Visual Preference Survey, the preferred examples of single-family detached housing were constructed of masonry materials, such as brick and stone, and featured roofs with multiple gables. The most preferred selections featured side- or rear-entry garages, or garages that were otherwise shielded from view of the public street. Residential structures in the preferred photographs are setback a good distance from the street, forty feet or more, allowing for a larger front yard. Vegetation on the lots within the preferred photographs includes mature hardwoods.

Single-Family Attached Housing

MOST DESIRED



- Single-story
- Ranch-style condos
- Mixture of building materials
- Oriented to street
- Small yards

DESIRED



- Mixture of building materials
- 2-3 stories
- Minimal setbacks
- No visible parking
- Oriented to street
- Streetscaping



UNDESIRABLE



- Modern design
- Minimal vegetation
- 3-stories

Visual Preference Survey participants responded favorably to single-family attached housing reflecting a more traditional character, rather than a modern character. The preferred alternatives were constructed of a mixture of building materials, including brick, stone, and siding, and featured traditional earth-tone colors. Desired structures are oriented to the street with streetscaping and minimal setbacks. The least desirable photograph depicts a more modern design, utilizing stucco and corrugated metal building materials and a bolder color palette.

Multi-family Housing

MOST DESIRED



- Extensive landscaping
- Community greenspace and amenities
- Parking areas screened by shrubs and fencing

DESIRED



- Mixture of building materials
- Fenestration
- Architectural features
- Oriented to street

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- More modern design
- Various colors
- Few architectural details
- 4-stories

The most highly favored example of multi-family housing in the Visual Preference Survey depicts an apartment community with extensive landscaping, including the use of shrubbery and decorative fencing to shield parking areas from public streets. Ample community greenspace and amenities are provided. Other desired examples feature a mixture of building materials, combining masonry materials and siding, with design features such as unique fenestration, arches, and multiple roof peaks. A more modern design utilizing pastel colors rather than earth tones was not desirable to survey respondents. The undesired alternative depicts a four-story building, rather than three-stories, as shown in the preferred photographs.

Commercial Streetscape

MOST DESIRED



- Decorative pavers
- Wide sidewalks
- Decorative streetlamps
- Landscaping
- Promotes pedestrian interaction

DESIRED



- Benches
- Outdoor dining area
- Interactive environment
- Wide sidewalks
- Decorative pavers
- Street trees

UNDESIRABLE



- Broken and dead-end sidewalks
- No buffer between street and sidewalk
- Above ground utilities
- Does not encourage walking

Decorative pavers, wide sidewalks, and street trees are featured in each of the preferred examples of commercial streetscape. Decorative streetlamps, benches and outdoor dining areas provide an inviting and interactive environment for pedestrians. The least desirable alternative more closely reflects existing streetscape within the study area, with broken or dead-end sidewalks, and limited landscaping.

Suburban/Residential Streetscape

MOST DESIRED



- Meandering sidewalk
- Landscaping
- Decorative fencing

DESIRED



- Boulevard street
- Mature street trees
- Sidewalks
- Pedestrian benches
- Open space
- Bus shelter



As indicated by the Visual Preference Survey, respondents preferred residential streetscapes featuring landscaping and meandering sidewalks. Pedestrians utilizing sidewalks would be kept a safe distance from passing automobile traffic utilizing a grass or landscaped strip between the sidewalk and the edge of the street. A boulevard street lined with mature street trees was desirable, as well as features such as bus shelters and benches.

Signage

MOST DESIRED



- Brick and stone construction
- Low-profile/ low height
- Blends in with surroundings

DESIRED



- Brick monument-style base
- Small font
- Consistent color scheme
- Landscaping surrounding base

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- Pole sign
- Multiple tenant panels
- Does not blend with surroundings
- Very tall

Desirable signage, as indicated by the Visual Preference Survey, includes residential subdivision signs constructed of masonry materials, and commercial development signs with brick monument-style bases, small font, and a color scheme that is complementary to the development and the surrounding area. Preferred signs feature landscaping around the sign base, and are low in height (less than twelve feet). The least desired alternative featured a pole or pylon sign of considerable height, with multiple tenant panels. Such a sign is common at existing retail centers within the study area.

Appendix 4: Community Questionnaire Summary

A Community Questionnaire was distributed at the Community Workshop on July 11, 2009. Participants were encouraged to complete the questionnaire at the Community Workshop; however, they were also given an option to submit completed questionnaires to the Consultant Team via fax or email. In addition to distribution at the Community Workshop, the Community Questionnaire was available and distributed to interested stakeholders and community organizations by email.

The intent of the questionnaire was to provide additional insight into the primary concerns and desirable land uses within the study area. The questionnaire raised specific questions for each of the three focal areas: Moreland Avenue Corridor, Bouldercrest/I-285 Interchange, and Bouldercrest/Cedar Grove Intersection. The responses to each question are outlined below.

1. *What are your THREE MAIN concerns for the future of your area?*

- Property Values (18)
- Public Safety (17)
- Economic Development (14)
- Traffic (7)
- Schools (6)
- Retail/Service Options (5)
- Employment (4)
- Greenspace (3)
- Healthy Way of Life (3)
- Parks/Services (3)
- Business Environment (1)

2. *What land uses do you want to see on Moreland Avenue?*

- Restaurants (Dine-In) (17)
- Supermarket (12)
- Greenspace/Parks (11)
- Medical Services (8)
- Light Manufacturing (7)
- Drug Store (7)
- Neighborhood Grocery (7)
- Recreation Facilities (7)
- Community Center (6)
- Professional Office (5)
- Open Air or Enclosed Mall (5)
- Hardware Store (4)
- Restaurants (Fast Food) (4)
- Warehousing/Distribution (4)
- Single-Family Homes (4)
- Government Offices (3)

- Coffee Shop/Bakery (3)
- Movies (3)
- Education Facilities (3)
- Gas Station (3)
- Apartments/Condos (2)
- Mixed-Use (2)
- Specialty Stores (2)
- General/Department Store (2)
- Events Facilities (2)
- Townhomes (1)
- Truck Repair (1)
- Truck Stops/Truck Parking (1)
- Barber Shop (1)
- Carwash (1)
- Other Civic/Institutional/Religious (1)
- Public Library (1)
- Deli (1)
- Strip Shopping Centers (1)

3. *What THREE things would you most like to preserve on Moreland Avenue?*

- Open truck access south of Constitution
- Post Office at intersection of Moreland Avenue and Cedar Grove Road (2)
- Light manufacturing (2)
- Pro-business atmosphere
- Transportation and trucking (2)
- Warehousing and distribution
- Economic development
- Small businesses

4. *What THREE things would you most like to change on Moreland Avenue?*

- Need safe truck parking
- Need truckstops
- Close bars, liquor stores, adult establishments (4)
- Cleanliness (4)
- Need more economic development
- Crime (drugs, prostitution, other illegal activities) (12)
- Landfill (5)
- Truck traffic (5)
- Aesthetics (3)
- Vacant properties
- Lack of code enforcement
- Need more police presence/police precinct (2)
- Need security cameras and lighting
- Dilapidated buildings

- Motels (4)
- Build supermarket
- Need dine-in restaurants

5. *What land uses do you want to see at Bouldercrest/285?*

- Restaurants (Dine-In) (12)
- Supermarket (12)
- Drug Store (11)
- Greenspace/Parks (9)
- Medical Services (8)
- Professional Office (8)
- Restaurants (Fast Food) (6)
- Neighborhood Grocery (6)
- Light Manufacturing (6)
- Open Air or Enclosed Mall (5)
- Mixed-Use (5)
- Warehousing/Distribution (5)
- Events Facilities (4)
- Government Offices (4)
- Strip Shopping Centers (3)
- Coffee Shop/Bakery (3)
- Gas Station (3)
- Community Center (3)
- Education Facilities (3)
- Hardware (2)
- General/Department Store (2)
- Recreation Facilities (2)
- Deli (2)
- Single-Family Homes (2)
- Movies (1)
- Apartments/Condos (1)

6. *What **THREE** things would you most like to preserve at Bouldercrest/285?*

- Sugar Creek Golf and Tennis Center (4)
- Grocery store (5)
- Gas stations (6)
- Churches (3)
- Apartments (2)
- Restaurants (4)
- Daycare center
- Trucking/logistics (3)
- Truck parking
- Newer/reputable businesses (2)
- Economic development

- Townhomes

7. What *THREE* things would you most like to change at Bouldercrest/285?

- Aesthetics (3)
- Remove old billboards and signs (2)
- Apartments (2)
- Motel (8)
- Liquor store
- Cleanliness (2)
- Traffic congestion (13)
- Traffic signal synchronization (2)
- Truck traffic
- Need more lighting
- Improve Wayfield Plaza (3)
- Public Safety/ Crime (prostitution, drugs, etc.) (7)
- Dilapidated businesses
- Truck stop (7)
- Need a better supermarket
- Industrial park
- Vacant buildings
- Gas stations
- Strip centers
- Fast food restaurants

8. What *land uses* do you want to see at Bouldercrest/Cedar Grove?

- Drug Store (15)
- Supermarket (12)
- Greenspace/Parks (12)
- Restaurants (Dine-In) (11)
- Professional Office (10)
- Medical Services (9)
- Neighborhood Grocery (9)
- Community Center (7)
- Restaurants (Fast Food) (6)
- Recreation Facilities (6)
- Gas Station (5)
- Single-Family Homes (5)
- Hardware Store (4)
- Deli (4)
- Coffee Shop/Bakery (4)
- Apartments/Condos (4)
- Events Facilities (3)
- Open Air or Enclosed Mall (3)
- Townhomes (3)

- Movies (2)
- Education Facilities (2)
- Other Civic/Institutional/Religious (2)
- Strip Shopping Centers (2)
- General/Department Store (2)
- Mixed-Use (2)
- Specialty Store- Whole Foods (1)
- Government Offices (1)
- Warehousing/Distribution (1)
- Light Manufacturing (1)
- Public Library (1)

9. *What THREE things would you most like to preserve at Bouldercrest/Cedar Grove?*

- Residential character (4)
- Family-friendly
- Greenspace (3)
- Neighborhoods/homes (3)
- Existing businesses (4)
- Park (3)
- Gas station
- Church (2)
- 2-lane roads

10. *What THREE things would you most like to change at Bouldercrest/Cedar Grove?*

- Rehabilitate/replace existing buildings
- Widen roads/reduce traffic congestion (5)
- Need sidewalks (2)
- Cleanliness
- Need recreation facilities (2)
- Need a community center (2)
- More single-family homes
- More lighting (2)
- No new residential development
- More greenspace (2)
- Improve existing businesses (2)
- Public safety/crime (4)
- Vacant properties
- Need economic development
- Improve services
- Declining property values

11. *What transportation improvements would you like to see?*

- More road capacity (add lanes): Bouldercrest Road, Cedar Grove Road

- Traffic calming (Speed bumps, etc.): Moore Road, East Conley Road, River Road, residential areas
- Bus Service: Cedar Grove Road, Bouldercrest Road
- Sidewalks: Moore Road, Bouldercrest Road, Cedar Grove Road, East Conley Road
- Bicycle Lanes: Bouldercrest Road, Cedar Grove Road, Moore Road, River Road
- New Traffic Signals: Moore Road @ Bouldercrest Road, Bouldercrest Road @ I-285, Cedar Grove Road @ Bouldercrest Road
- Streetscaping: Bouldercrest Road (from 285 to intersection with Panthersville Road), Moreland Avenue (south of I-285), Cedar Grove Road, Bouldercrest Road @ I-285 interchange

12. *What are your top THREE transportation concerns?*

- Safety (19)
- Truck Traffic (15)
- Local Road Congestion (14)
- Pedestrian/Bicycle Access (11)
- Bus Service (7)
- Neighborhood Interconnection (2)
- Long Commutes (1)

Appendix 5: Community Improvement Districts and Business Improvement Districts Defined Within State of Georgia

Appendix 5: Community Improvement Districts and Business Improvement Districts Defined Within State of Georgia

Community Improvement Districts Defined Within State of Georgia

1. What is a community improvement district?

A community improvement district (CID) is the most powerful public-private partnership today and has been used successfully around the country to revitalize center cities. It is an effective tool for financing improvements that directly enhance property values by allowing property owners to determine how funds are spent in their area. CID funds can augment existing services such as public safety and they can also be used to leverage additional public and private funds. Conservatively, CID funds can be used to leverage such funds at a ratio of 4 to 1.

2. How is a CID created?

A CID is a geographically defined district in which commercial property owners vote to impose a self-tax. To enact a CID, a simple majority of affected property owners holding at least 75% of the assessed property value of the area must vote affirmatively. Funds are then collected by the taxing authority and given to a board of directors elected by the property owners.

3. What types of improvements can a CID make?

The Georgia Constitution specifies that funds collected through a CID may be used for seven types of applications:

1. Water
2. Public transportation
3. Street and road construction and maintenance
4. Parks and recreational areas and facilities
5. Storm water and sewage
6. Parking, terminal and dock facilities
7. Other

4. Who runs the CID?

The participating property owners define the purpose of the CID and elect a board of directors to represent their interests. The board is ultimately responsible for determining funding and managing the process and for identifying and retaining staffing resources necessary to conduct day-to-day operations.

Business Improvement Districts Defined Within State of Georgia

1. What is A BID?

A Business Improvement District (BID) is a public / private partnership in which property and business owners elect to make a collective contribution to the maintenance, development and promotion of their commercial district.

The idea for BIDs is modeled on the shared maintenance program of many suburban shopping centers. Malls are typically single properties, managed by one entity that sublets the retail space to multiple tenants. Tenants pay a common area maintenance fee to underwrite services that enhance the appearance of common areas and provide cooperative advertising for the mall and its stores.

A BID works in much the same way. However, because the BID is set in an urban context, multiple property owners agree to the extra fee (assessment). Thus, stakeholders in a commercial district can align themselves in much the same way to improve their area.

Several advantages result from this arrangement:

- **a cleaner, safer and more attractive business district**
- **a steady and reliable funding source for supplemental services and programs**
- **the ability to respond quickly to changing needs of the business community**
- **the potential to increase property values, improve sales and decrease commercial vacancy rates**
- **a district that is better able to compete with nearby retail and business centers**

2. What does a BID do?

Business Improvement Districts deliver a range of supplemental services in coordination with municipal services and invest in the long-term economic development of their districts.

Supplemental Services / Improvements May Include:

Maintenance

Street / sidewalk cleaning
Graffiti removal

Business Development

Commercial vacancy reduction
Business mix improvement

Capital Improvements

Improved streetlights
Custom trash receptacles
Directional street signage
Custom newsboxes
Flower boxes

Community Service

Fundraising
Charitable events
Homeless and youth services

Public Safety / Hospitality

Public safety officers
Visitor assistance

Marketing

Special events
District public relations
Promotional materials
Holiday decorations

Landscaping

Planting trees/flowers
Tree pit maintenance

3. How are BID programs and services paid for?

Funds to pay for BID programs and services are generated from a special assessment paid by the benefited property owners. (Note: Many leases have a clause that allows property owners to pass the BID assessment on to their tenants.)

4. Will County services be reduced if the BID is providing similar services?

No. The services provided by the BID are supplemental to the services provided to the district by the County. For example, if a BID provides sanitation services, it will still receive the same level of service from the Department of Sanitation as it did before supplemental services were added.

5. Who oversees the BID?

Each BID is governed by a Board of Directors that is elected by the members of the district. The Board of Directors has a fiduciary responsibility to the BID and hires the management that administers the BID on a day-to-day basis. The Board is divided into classes that include: commercial property owners, commercial tenants, residents and public officials.

6. How is a BID formed?

BIDs represent a long-term financial commitment; therefore the formation of a new BID requires the support of the property owners and commercial tenants in the district. BIDs are created only when there is widespread support among property owners & commercial tenants who are fully informed about the proposed program.

Appendix 6: Visual Survey of Existing Conditions

Appendix 6: Visual Survey of Existing Conditions



Intersection of Moreland Ave. and Cedar Grove Rd.



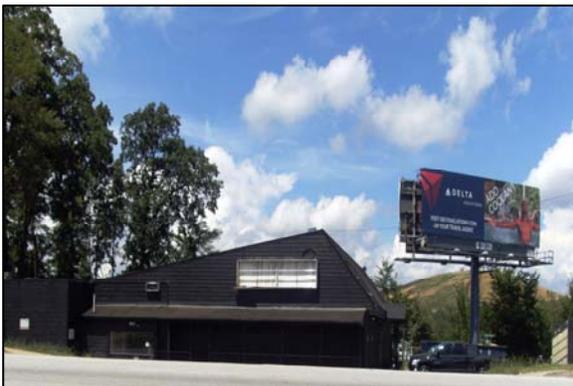
Truck parking at intersection of Moreland Ave. and Cedar Grove Rd.



Southern Comfort lounge on Cedar Grove Rd., east of Moreland Ave.



Club Blaze adult entertainment establishment on Moreland Ave., south of Cedar Grove Rd.



Lounge at northwest quadrant of intersection of Moreland Ave. and Cedar Grove Rd.



Conley Package Store on Cedar Grove Rd., east of Moreland Ave.



Hilltop Inn motel on Moreland Ave., south of I-285



Hickory Ridge Landfill on Moreland Ave.



Vacant commercial sites on Moreland Ave., south of I-285



Vacant gas station on Moreland Ave., south of I-285



Vacant TA Travel Center on Thurman Dr., west of Moreland Ave.



Vacant TA Travel Center on Thurman Dr., west of Moreland Ave.



Gas stations on Bouldercrest Rd., south of I-285



New gas station on Bouldercrest Rd., south of I-285



Tennis Courts at Sugar Creek Golf and Tennis Center on Bouldercrest Rd.



DeKalb Inn motel on Bouldercrest Rd., north of I-285



Vacant commercial site on Bouldercrest Rd., north of I-285



Bouldercrest Plaza shopping center on Bouldercrest Rd., north of I-285



Bouldercrest Plaza shopping center on Bouldercrest Rd., north of I-285



Strip shopping center on Bouldercrest Rd., north of I-285



Apartment community on Bouldercrest Rd., north of I-285



Whitehall Forest townhomes, off Bouldercrest Rd., north of I-285



Whitehall Forest townhomes, off Bouldercrest Rd., north of I-285



Dumping at Whitehall Forest townhomes



Commercial property at intersection of Bouldercrest and River Roads



Church/commercial property at intersection of Bouldercrest and River Roads



Businesses at intersection of Bouldercrest and Cedar Grove Roads



Vacant commercial property at intersection of Bouldercrest and Cedar Grove Roads



Vacant property at intersection of Bouldercrest and Cedar Grove Roads



Vacant property at intersection of Bouldercrest and Cedar Grove Roads



Vacant property at intersection of Bouldercrest and Cedar Grove Roads



Single-family home near Cedar Grove Rd.



Single-family home near Cedar Grove Rd.



Single-family home near Cedar Grove Rd.



Single-family home near Cedar Grove Rd.



Single-family home near Cedar Grove Rd.