

DEKALB COUNTY 2050 UNIFIED PLAN

COMPREHENSIVE **LAND USE PLAN**



DeKalb County
GEORGIA

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CHAPTER 02

ISSUES, OPPORTUNITIES, & GOALS

INTRODUCTION

The DeKalb County 2050 Comprehensive Development Plan is a key part of the DeKalb County 2050 Unified Plan and includes policies and recommendations created to guide decision making related to development and growth within DeKalb County. As stated in the Georgia Department of Community Affairs guidance for Local Comprehensive Planning:

“Comprehensive planning should be conducted in the context of Georgia’s strong and vibrant intergovernmental system that clearly recognizes the important role cities and counties play in fostering the state’s image as an attractive place to invest, conduct businesses and raise a family. Comprehensive planning enhances coordination at many levels. The highest and best use of comprehensive planning for local governments is to show important relationships between community issues. A local comprehensive plan is a fact-based resource for local constituents that tracks implementation of community-based policies. Furthermore, local comprehensive planning creates an environment of predictability for business and industry, investors, property owners, tax payers and the general public. In addition, the plan helps local governments to recognize and then implement important economic development and revitalization initiatives. For these reasons, the state finds that well-planned communities are better prepared to attract new growth in a highly competitive global market.”

The DeKalb 2050 Comprehensive Plan was developed with extensive outreach to and input from the community, stakeholders, elected and appointed officials and DeKalb County staff. The following sections include:

- ▶ Issues, opportunities and goals
- ▶ Land use and development policies
- ▶ Transportation
- ▶ Economic development
- ▶ Housing recommendations and policies, as well as other newly identified policy and issue areas that were identified as critical to the future of DeKalb County.

Finally, the Comprehensive Development Plan includes a Report of Accomplishments summarizing accomplishments since the last plan was adopted, a new Community Work Program, that identifies implementation activities, and a Public and Stakeholder Outreach Summary provides an overview of outreach techniques and results from this comprehensive planning process.



ISSUES, OPPORTUNITIES, & GOALS

The Issues and Opportunities in the following pages have been identified as the key areas DeKalb County should focus on over the short-term, or the next five years. The Issues and Opportunities also build upon the list identified in the previously adopted Comprehensive Plan and other recent planning efforts. These critical areas of focus have been used to develop the Community Work Program in **Chapter 8**.

Community Goals and Policies, in addition to the Character Areas and Defining Narrative, set the longer-term strategy for development and growth within DeKalb County. These provide overall policy direction and guidance for elected officials, appointed officials and staff. Issues and Opportunities, as well as the Community Goals and Policies, were developed with input from the Community, stakeholders, elected and appointed officials and DeKalb County staff. Policy areas for which specific issues, opportunities, and goals have been identified include:

- ▶ Land Use
- ▶ Natural Resources and Sustainability
- ▶ Housing
- ▶ Economic Development
- ▶ Transportation
- ▶ Equity
- ▶ Arts, Culture, & Historic Resources
- ▶ Community Health, Wellness, & Safety
- ▶ Coordination and Communication



LAND USE

Issues

- ▶ In order to support continued growth and development within the County while protecting existing single-family areas, new and more intense development will be focused within activity centers, nodes, and corridors.
- ▶ Many residents feel that some corridors and retail centers have uses that do not meet the needs of nearby residential neighborhoods.
- ▶ Some major corridors have a high percentage older retail strip commercial centers that are in decline or underutilized.
- ▶ Many neighborhoods lack a sense of place or identity.
- ▶ There is a need for adequate transitions and buffers between activity centers and surrounding single-family neighborhoods.
- ▶ Some areas are experiencing challenges related to industrial and residential land use conflicts
- ▶ There is not enough industrial zoned land to meet market demand.
- ▶ Annexations have impacted County land use policy which may require updating to reflect current conditions and needs of the community.



Figure 1: Many older strip-center developments, such as this plaza along Memorial Dr, are declining and in need of redevelopment

Opportunities

- ▶ The location of underutilized strip commercial centers will allow for redevelopment along major corridors without intruding into established residential neighborhoods.
- ▶ Declining and underutilized strip commercial centers provide an opportunity for redevelopment and mixed use.
- ▶ A zoning code **update can address development intensity** and design concerns.
- ▶ The County is undergoing Gateway and Branding implementation of the Memorial Drive Revitalization Plan to identify character in the neighborhood.
- ▶ Many activity centers can transition into highly desirable mixed-use and multimodal environments, particularly those with approved Livable Centers Initiative (LCI) studies or Small Area Plans (SAPs).
- ▶ Concentrating future development and density within activity centers can help protect existing single-family areas.
- ▶ Additional plans and policies for industrial areas can support the growth of employment areas, while protecting existing, stable single-family neighborhoods.
- ▶ The increased acceptance and demand for Transit Oriented Development (TOD) supports redevelopment around existing MARTA stations.
- ▶ Recent freight area studies have identified improvements and solutions for existing, growing industrial areas.
- ▶ Increased **development intensity** is acceptable in many areas if needed transportation and infrastructure investments are made.

Goals

- ▶ **New Development**
Focus new development and density in existing activity centers, near transit stations, and high-capacity corridors.
- ▶ **Commercial Corridors**
Encourage reinvestment or redevelopment of commercial corridors including the introduction of residential or other new uses to these areas.
- ▶ **Single-Family Neighborhoods**
Continue to protect existing, stable single-family neighborhoods, while identifying locations for appropriate infill development.
- ▶ **Density Transitions**
Manage height and density transitions between densely developing areas and surrounding lower intensity residential neighborhoods.
- ▶ **Diverse Housing and Development**
Encourage more diverse housing and development types to meet the changing needs of residents and communities.
- ▶ **Land Use and Economic Policies**
Coordinate with Decide DeKalb to ensure economic development is informed by land use and development policies and that policies appropriately support economic development efforts.



Figure 2: New townhomes incorporate live/work principles at a neighborhood scale



Figure 3: Apartments incorporated into a walkable retail development adds new housing options to the neighborhood

NATURAL RESOURCES AND SUSTAINABILITY

Issues

- ▶ The amount of remaining, undeveloped land and natural greenspace within the County is decreasing.
- ▶ The county needs to preserve open space and its critical environmental areas.
- ▶ Some neighborhoods desire more small and local park/greenspace options.
- ▶ Adequate maintenance of County parks and greenspace is a concern for many residents and stakeholders.
- ▶ Residents in some parts of the county have raised concerns over stormwater runoff and sewer capacity problems as more intense developments have increased around their neighborhoods.
- ▶ Non-point source pollution and stormwater runoff are major concerns.
- ▶ For many years, the County's water and sewer capacity have been unknown, creating uncertainty around current and future development needs.
- ▶ While the County has policies and programs related to sustainability, there is no unified vision or strategy.

Opportunities

- ▶ DeKalb County has a greenspace program that, coupled with private development and other stakeholders, could protect some of the County's remaining undeveloped greenspace.
- ▶ The county is dedicated to using Best Management Practices (BMP) to reduce the impact of stormwater runoff and non-point source pollution.
- ▶ The County has recently developed a plan and a strategy for dealing with previous uncertainty around water and sewer availability.
- ▶ The County currently is designated as a bronze level ARC Green Community.



Figure 5: Keswick Park in Chamblee is connected to a community trail system and accessible from nearby development



Figure 4: Median breaks allow stormwater to drain while reducing water velocity



Figure 6: Westside Park in Atlanta is an example of strategic infrastructure investment, serving as both a recreational facility and an emergency water reservoir for the community

Goals

- ▶ **Preservation**
Encourage the preservation of the County's limited remaining open space, farmland, natural and critical environmental areas.
- ▶ **Environmental Sensitivity**
Protect environmentally sensitive areas including wetlands, floodplains, water supply watersheds and stream corridors.
- ▶ **Develop more Neighborhood Parks**
Increase the number of parks within neighborhoods that are easily accessible to nearby residents.
- ▶ **Acquisition of Open Space**
Continue coordination with Recreation, Parks & Cultural Affairs to facilitate open-space acquisition and expansion
- ▶ **Sustainable Zoning**
Utilize zoning tools and techniques that preserve open space, natural resources and the environment, and address resiliency.
- ▶ **Private Partnerships**
Partner with nongovernmental organizations to acquire and protect land.
- ▶ **Sustainable and Conservation Development**
Promote development that incorporates sustainable practices and conserves critical environmental areas.
- ▶ **Stormwater Management**
Encourage techniques to reduce storm water runoff and other drainage issues as part of development activities.
- ▶ **Education**
Educate the development community and the public on strategies and solutions for addressing water and sewer capacity concerns within the County.
- ▶ **Vision**
Develop a unified vision and strategy for sustainability related initiatives within DeKalb County.

HOUSING

Issues

- ▶ The location of affordable housing is often away from major amenities, employment centers and high-income neighborhoods.
- ▶ Many subdivisions built over the last 30 years are in need of increased upkeep, maintenance or rehabilitation.
- ▶ The existing housing stock may not be meeting the demands of the current market, or current and future residents.
- ▶ DeKalb is in need of additional market rate housing.
- ▶ With increased infill development, there is added development pressure near existing, stable single-family neighborhoods.



Figure 7: Affordable Housing should be high quality, and located throughout the county



Figure 8: Zero-lot line housing can increase FAR and units closer to development nodes, increasing the housing supply

Opportunities

- ▶ DeKalb has proximity to downtown Atlanta and many growing in-town neighborhoods.
- ▶ FAR and housing types are increasing within some new developments allowing for more housing options.
- ▶ New and diverse housing types will help the County meet market demands and support continued growth.
- ▶ Areas of existing, naturally occurring affordable housing present a unique opportunity to preserve affordability within the County.
- ▶ Clearly stated policies on transitions and buffers between areas of higher and lower intensity can provide guidelines that address concerns and set better expectations.



Figure 9: Older homes in established neighborhoods offer more affordable quality housing options for residents, compared to new construction

Goals

- ▶ **Housing Variety and Choice**
Focus new development and intensity in existing activity centers, near transit stations, and high-capacity corridors.
- ▶ **Workforce Housing**
Encourage reinvestment or redevelopment of commercial corridors including the introduction of residential or other new uses to these areas.
- ▶ **Senior and Independent Living**
Continue to protect existing, stable single-family neighborhoods, while identifying locations for appropriate infill development.
- ▶ **Mixed Use Developments**
Manage height and density transitions between densely developing areas and surrounding lower density residential neighborhoods.
- ▶ **Multi-Family Housing**
Encourage more diverse housing and development types to meet the changing needs of residents and communities.
- ▶ **Housing Strategy**
Coordinate with Decide DeKalb to ensure economic development is informed by land use and development policies and that policies appropriately support economic development efforts.
- ▶ **Fair Housing**
During the rezoning process, prevent the occurrence of discrimination in housing on the basis of age, race, religion, gender, or national origin.
- ▶ **Code Compliance**
Improve the enforcement of building codes and standards to improve housing conditions within aging multifamily housing developments.

ECONOMIC DEVELOPMENT

Issues

- ▶ There is public concern that more innovative economic development needs to take place.
- ▶ Some parts of central and south DeKalb lack adequate retail and employment options.
- ▶ DeKalb's economic growth has been uneven and primarily in north DeKalb and parts of central DeKalb.
- ▶ Incorporations and annexations have impacted unincorporated DeKalb's tax base and service delivery.
- ▶ There are limited locations in the County for industrial development or expansion

Opportunities

- ▶ Due to its proximity to Hartsfield-Jackson Atlanta International Airport, interstates and major freight corridors, Southwest
- ▶ DeKalb has logistics and distribution opportunities. The DeKalb Development Authority (Decide DeKalb) is a key partner in implementing economic development activity.
- ▶ DeKalb is home to several strong, nationally recognized medical, educational and research institutions.
- ▶ The increased acceptance and demand for Transit Oriented Development (TOD) has increased redevelopment opportunities around existing MARTA stations.
- ▶ The film industry continues to expand in Georgia and DeKalb County.

Goals

The goals listed are from the Strategic Economic Development Plan (SEDP) and are most relevant to the comprehensive plan.

- ▶ **Coordinate Regulatory Processes**
Match land use regulations to economic development vision, and continue to build a more predictable and consistent review and approval processes
- ▶ **Support Existing Businesses**
Engage and support more existing businesses, and use Incentives to support existing industry clusters and prime locations to create new ones
- ▶ **Foster Business Development**
Create a supportive environment to foster start-up businesses
- ▶ **Target Industries**
Create specific incentives for target industries, and implement a proactive target industry recruitment effort. Increase efforts to develop international business opportunities
- ▶ **Invest in Infrastructure**
Continue implementing existing infrastructure strategies
- ▶ **Create Development Plans**
Formalize economic development concepts for each employment center, and clearly define implementation roles for all parties



Figure 10: DeKalb-Peachtree Airport is a major economic asset for the county

BROADBAND

Issues

- ▶ Not enough people in south portion of DeKalb County know about broadband capabilities in their neighborhood.

Opportunities

- ▶ DeKalb provides broadband service to well over 90% of it's citizens. The county will work to market the service on the county website.

Goals

- ▶ **Broadband and Activity Centers**
Market Broadband coverage in Activity Centers to attract redevelopment partners and startup businesses.
- ▶ **Broadband Marketing**
Over 98% of DeKalb County has broadband access. And nearly 70% of DeKalb County has high speed broadband access. These factors should be used to attract investment from business, education, and healthcare sectors.



Figure 11: Blackhall Film studios is part of the burdgeoning Atlanta Film industry, which has become a major employment generator



Figure 12: Emory University is globally reknown and important education asset

TRANSPORTATION

Issues

- ▶ Traffic congestion and commute times, especially around high growth areas, could impact future development and zoning decisions.
- ▶ Some areas of higher residential or employment density are not adequately served by public transportation.
- ▶ Pedestrian and/or bike connectivity is lacking, along major corridors, between new developments, neighborhoods, retail centers, parks and institutions and attractions.
- ▶ Many neighborhoods are dealing with cut-through traffic with limited tools to address the issue beyond speed bumps.
- ▶ Some areas of the County have dilapidated roadways and other infrastructure in need of repair
- ▶ While the County has several rail stations and higher frequency bus routes, additional transit investments are needed to support existing development and future growth.
- ▶ While the County has a transit master plan, decisions need to be made on which scenario should be pursued and funding needs to be identified.
- ▶ There is no unified vision or strategy for trail or greenway development within DeKalb County.

Opportunities

- ▶ DeKalb has significantly increased the amount of parks and its trail network around and between existing neighborhoods.
- ▶ DeKalb's existing trails and greenways provide key connections and improve quality of life
- ▶ The County now has SPLOST which can support expanded transportation investments and maintenance.
- ▶ The County now has a transit master plan with four possible transit scenarios.

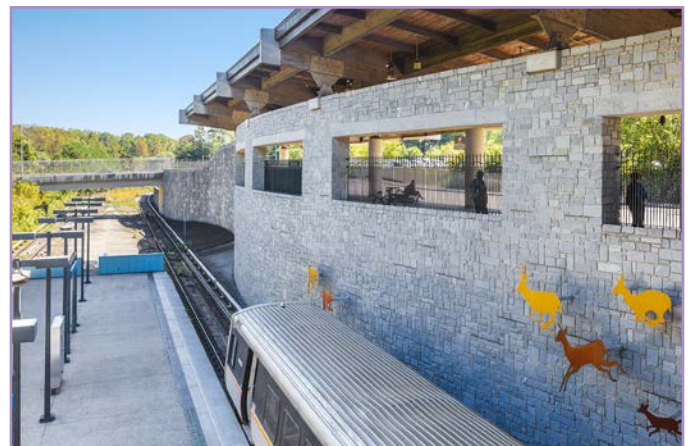


Figure 13: Indian Creek Station is the terminal station on MARTA's East-West heavy rail line, and an anchor for the Indian Creek Regional Activity Center

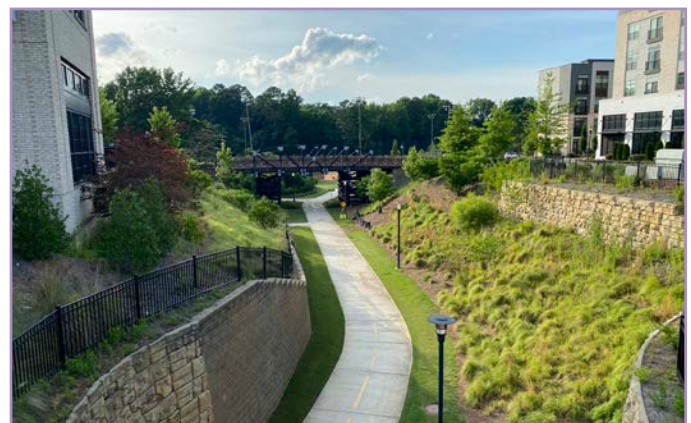


Figure 14: A comprehensive plan to connect trails throughout the county could increase mobility and provide alternative transportation options for county residents

Goals

- ▶ **Provide Transportation Options through Connectivity Across Modes**
Improve travel for all users by increasing connections across roadway, transit, bicycle, and pedestrian modes.
- ▶ **Promote Equity**
Prioritize improvements that increase transportation access to all parts of the County, especially communities where lack of transportation options creates substantial barriers.
- ▶ **Improve Safety**
Provide for safe travel by users across all modes of transportation.
- ▶ **Enable Healthy Communities and Improve Quality of Life**
Leverage transportation infrastructure to encourage an active lifestyle and overall improved quality of life.
- ▶ **Respect/Improve DeKalb County's Character**
Implement transportation projects that improve mobility while taking into consideration local community context.
- ▶ **Increase Access to Jobs and Education**
Prioritize transportation investments that allow workers and students to more easily access these key destinations.
- ▶ **Better Accommodate the Movement of Goods**
Implement transportation projects that improve freight in the County either by truck or by rail.
- ▶ **Improve Maintenance**
Ensure the long-term care for existing infrastructure including paving roads and repairing bridges and signal systems.
- ▶ **Increase Funding for Improvements**
Pursue new local revenue sources that will allow the County to implement additional transportation projects.
- ▶ **Encourage Economic Development**
Leverage transportation projects that help to encourage revitalization and new development throughout the County.
- ▶ **Practice Fiscal Responsibility in Transportation Investments**
Prioritize transportation projects that can be implemented in a reasonable timeframe and provide a strong return on investment.

EQUITY

Issues

- ▶ Poverty rates have increased in certain sections of central and south DeKalb County.
- ▶ The senior population is expected to continue to increase and require more housing and service options.
- ▶ Gentrification continues to displace seniors and low-income residents.
- ▶ There is a perception that many within the immigrant and refugee communities in DeKalb do not feel included or connected to decision making or the broader community.

Opportunities

- ▶ The cost of living is relatively low in many parts of the county compared to the entire region.
- ▶ DeKalb's diverse population and cultural diversity allow for a wide range of social, cultural, and economic opportunities.
- ▶ The County is one of the most diverse communities in Metro Atlanta, the Southeast, and the Country, which provides the County with an international and multicultural character and offerings.

Goals

- ▶ **Aging Population**
Support the aging population by creating more opportunities for residents to age in place through the addition of senior housing and coordinated services and programs.
- ▶ **Immigrant and refugee Community Inclusion**
Establish a committee or working group focused on communicating with and including immigrant and refugee communities in planning and decision making in their community.
- ▶ **Poverty**
Work with community-based organizations and non-profits to address issues around poverty, educational attainment, and other issues facing disadvantaged communities.
- ▶ **Low Broadband Coverage Areas**
The Georgia Broadband Deployment Initiative has identified low or no coverage areas within the county. DeKalb County will develop partnerships to address these areas.
- ▶ **Broadband Service Areas**
Identify Unserved Locations within Service Areas and target them through collaboration with governments, educational/institutional entities, and private sector partners.

ARTS, CULTURE, & HISTORIC RESOURCES

Issues

- ▶ There are many historic register eligible sites that need to be evaluated for historic designation and protection.
- ▶ The County lacks a unified vision on arts and culture support, investment, and planning
- ▶ Many residents travel outside DeKalb County for arts and cultural offerings.

Opportunities

- ▶ There are tools in place to preserve the County's historic districts.
- ▶ DeKalb County includes many unique arts and cultural experiences and organizations, many of which are not widely known within or outside the County.
- ▶ The expanding film industry can support local artists and arts organizations.

Goals

- ▶ **Historic Preservation**
Preserve and protect the historic character of the County including historically, culturally or architecturally significant sites.
- ▶ **Development**
Maintain the character of historic areas while accommodating new residential development.
- ▶ **Analysis**
Complete a County-wide Historic Resource Survey
- ▶ **Historical Sites**
Identify additional historically significant sites and institute "formal protection" through the adoption of local historic designation and ordinances.
- ▶ **Zoning**
Establish new and enforce ordinances to protect historic areas.
- ▶ **Open Space and Agricultural Preservation**
Encourage the preservation of the few remaining rural areas, forested areas, and agricultural structures or sites within the County.
- ▶ **Cultural Events**
Establish programs and events that celebrate the unique cultures found in DeKalb. Identify community organizations to partner with on these programs or events.
- ▶ **Arts Support**
Develop a strategy to better coordinate arts related initiatives and support local artists and arts organizations within DeKalb.

COMMUNITY HEALTH, WELLNESS, & SAFETY

Issues

- ▶ Many areas still lack access to greenspace, greenways, healthy food options, etc.
- ▶ Some areas of the County have real or perceived safety issues.
- ▶ Many dilapidated commercial areas need stronger enforcement of building codes and standards,
- ▶ Illegal dumping has become an issue in some areas of the County, especially areas with high vacancy and disinvestment.

Opportunities

- ▶ DeKalb's existing parks and trails offer opportunities for recreation and active living.
- ▶ The County offers many health and wellness programs that could reach more residents with additional coordination and marketing.



Figure 15: DeKalb's Mobile Wellness Clinic helps address health issues in underserved communities

Goals

- ▶ **Food Access**
Work with public, private and non-profit partners to address challenges related to access to healthy foods within some areas of DeKalb.
- ▶ **Quality of Life**
Improve quality of life by increasing the number of sidewalks and trails that connect homes to regional trail networks, nearby businesses, schools, parks and other community services and amenities.
- ▶ **Active Living**
Create communities designed to encourage active living and healthy lifestyles
- ▶ **Crime and Safety**
Work across departments, with public safety partners and local community organizations to address safety issues including adequate pedestrian facilities and lighting, cut-through and speeding in residential areas, and within areas of high crime.
- ▶ **Code Enforcement**
Enforce existing building codes and other ordinances to address safety issues related to dilapidated or abandoned structures and illegal dumping,

COORDINATION & COMMUNICATION

Issues

- ▶ Historically there has been a lack of communication between DeKalb County Government and the DeKalb School District.
- ▶ Communication between DeKalb County and its municipalities could be improved.
- ▶ New incorporations and annexations have impacted DeKalb County's service delivery, as well as planning and economic development efforts.
- ▶ There is a perceived lack of communication between DeKalb County and County residents and stakeholders.

Opportunities

- ▶ Land use, economic development, transportation and bicycle and pedestrian planning could be improved with increased coordination between DeKalb County and its municipalities.
- ▶ Increased coordination between DeKalb County and its municipalities, specifically in areas of recent or future annexations would benefit residents of all DeKalb communities.
- ▶ Creating regular and sustained methods of communication with residents and stakeholders will build community involvement, community support and ultimately implementation.
- ▶ Former DeKalb County school sites present a unique opportunity for public and private investment.
- ▶ Increased coordination around existing DeKalb County schools may provide unique solutions to community, transportation, or safety issues.

Goals

- ▶ **City-County Coordination**
Encourage better communication and coordination between County and City staff around issues related to land use, transportation, and other relevant issues.
- ▶ **Joint Planning**
Consider joint planning initiatives with municipalities to adequately plan for and coordinate land use, development, transportation and other relevant initiatives.
- ▶ **School-County Coordination**
Encourage better communication and coordination between County and DeKalb County School District (DCSD) staff around issues related to land use and transportation near schools and other DCSD owned land.
- ▶ **Education**
Identify opportunities or programs to educate County residents and stakeholders on planning and development related priorities and issues and current demographic, market or development trends on an ongoing basis.
- ▶ **Outreach and Involvement**
Identify opportunities and events to involve the general public in current planning initiative.

TRANSPORTATION NEXUS

The central goal of the DeKalb 2050 Unified Plan is to combine the County's transportation and land use visions into a single unified, actionable plan. Transportation and land use elements have direct and intrinsically interlinked relationships with each other.

The Transportation Nexus (center of page) explores those interlinked relationships in detail. A product of substantial public and community engagement, the Transportation Nexus was developed to convey top line issues that the project team gathered through the engagement and technical analysis processes, mapping them to better understand the themes and connections between them.

Based on these efforts, the project team uncovered a total of seven top line issues pertinent to DeKalb County's transportation and land use future:

Housing: Providing enough quality affordable housing and a variety of housing options to meet demands and needs of DeKalb County residents to slow down rapid increases of housing prices

Activity Centers: Establishing and maintaining dynamic activity centers throughout the County tailored to residents' needs and promoting higher population and/or jobs densities in these areas

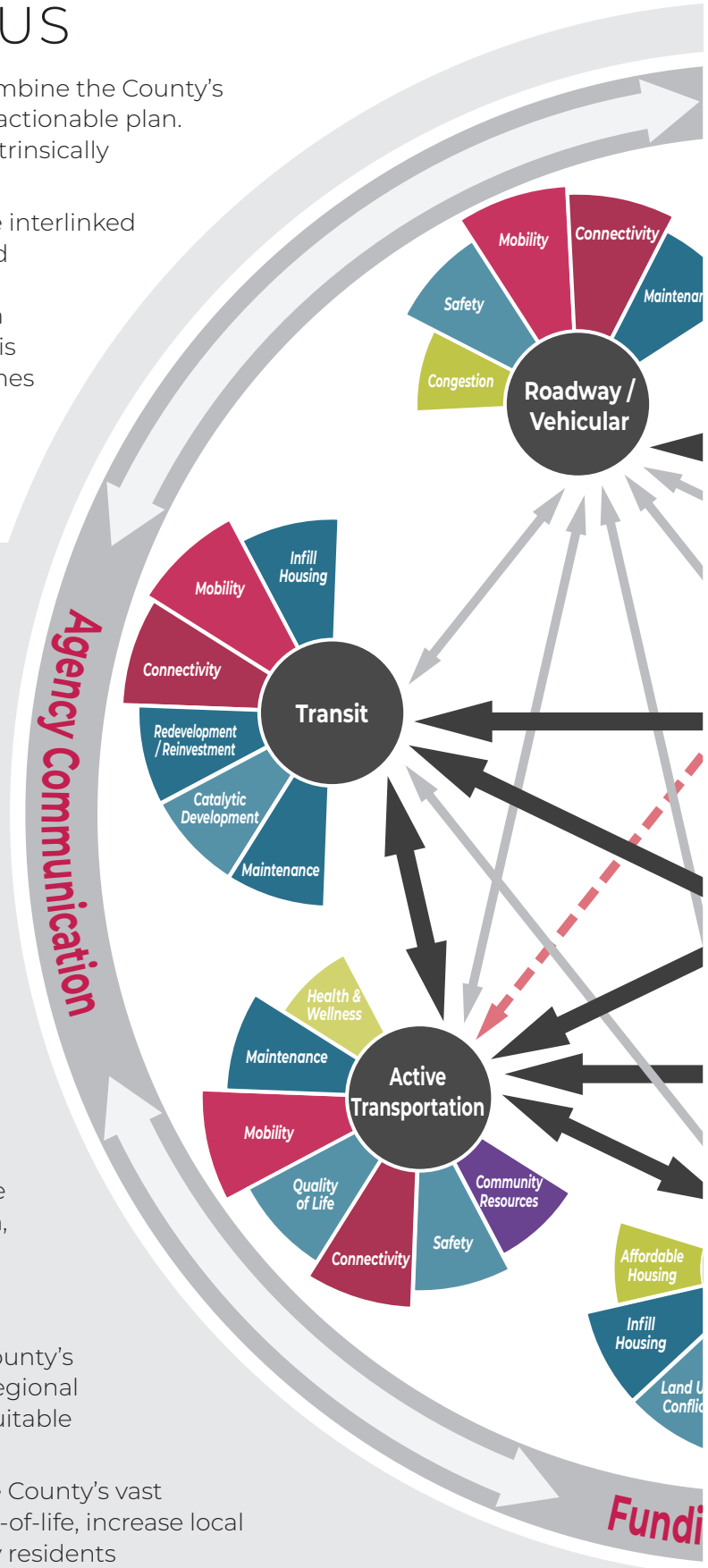
Economic Development: Promoting and incentivizing new population and job opportunities and celebrating the County's diversity as an asset

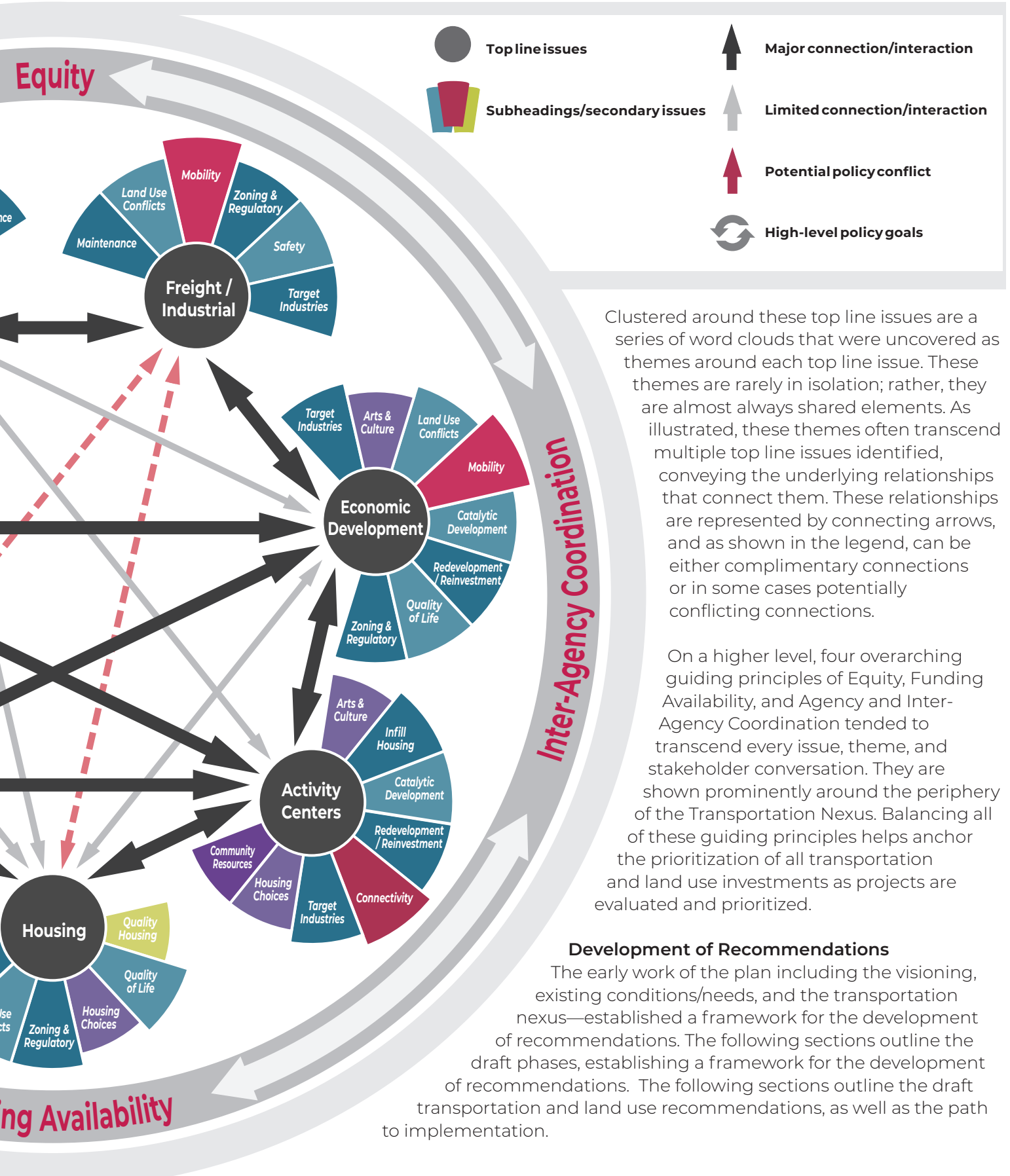
Freight/Industrial: Focusing on the County's well-established freight and industrial sector and continuing to encourage further development opportunities for jobs and skillsets it can generate

Roadway/Vehicular: Investing in improvements to the County's vast roadway network to mitigate congestion, contribute to efficiencies in the movement of both people and goods, achieve a state-of-good-repair, and enhance safety and mobility

Transit: Leveraging, expanding, and enhancing the County's existing transit network in strategic ways to increase regional mobility, connect residents to jobs, and provide an equitable balance of transportation options

Active Transportation: Enhancing and expanding the County's vast sidewalk and bicycle infrastructure to enhance quality-of-life, increase local connectivity, and promote the well-being of all County residents





Clustered around these top line issues are a series of word clouds that were uncovered as themes around each top line issue. These themes are rarely in isolation; rather, they are almost always shared elements. As illustrated, these themes often transcend multiple top line issues identified, conveying the underlying relationships that connect them. These relationships are represented by connecting arrows, and as shown in the legend, can be either complimentary connections or in some cases potentially conflicting connections.

On a higher level, four overarching guiding principles of Equity, Funding Availability, and Agency and Inter-Agency Coordination tended to transcend every issue, theme, and stakeholder conversation. They are shown prominently around the periphery of the Transportation Nexus. Balancing all of these guiding principles helps anchor the prioritization of all transportation and land use investments as projects are evaluated and prioritized.

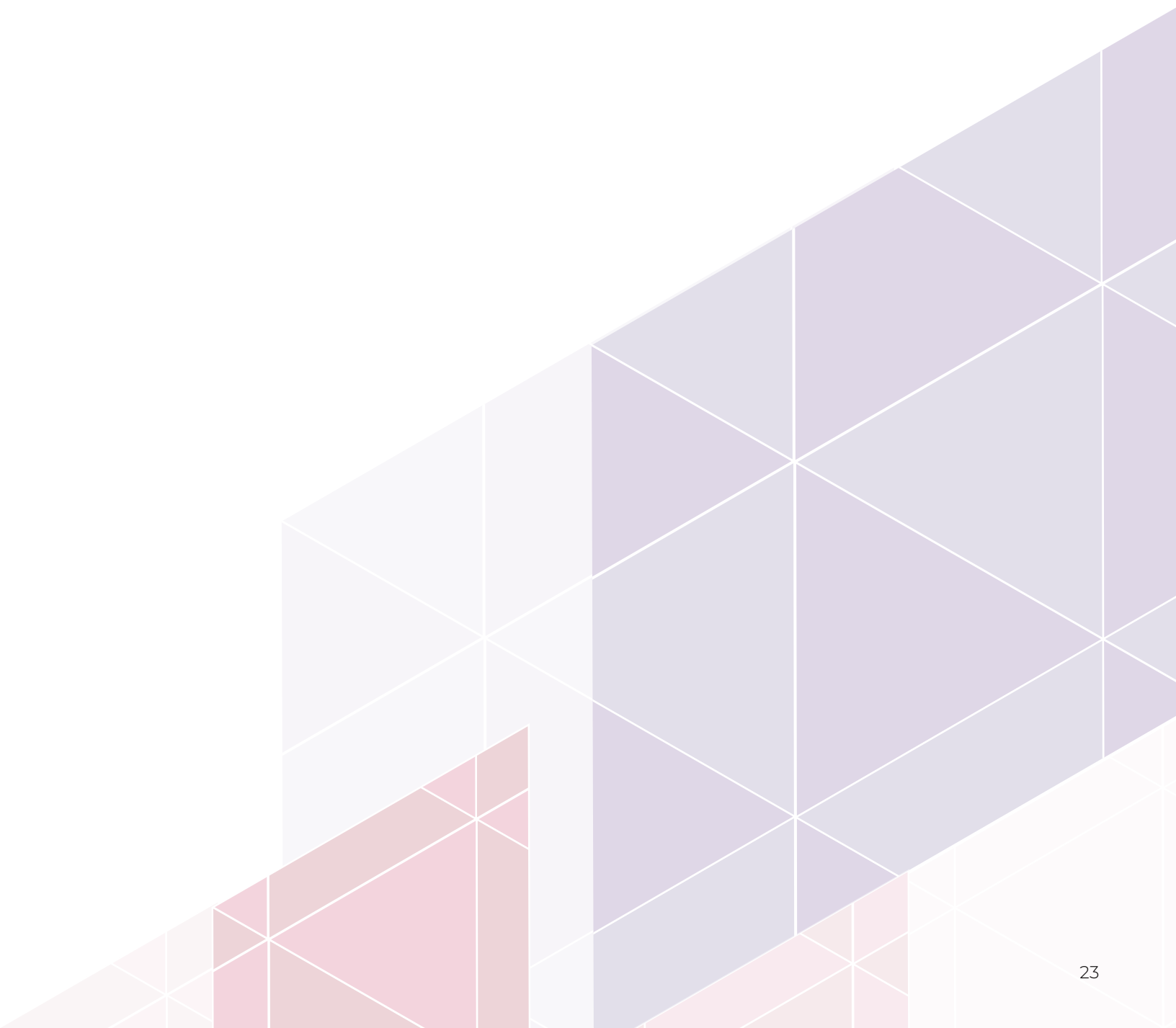
Development of Recommendations

The early work of the plan including the visioning, existing conditions/needs, and the transportation nexus—established a framework for the development of recommendations. The following sections outline the draft phases, establishing a framework for the development of recommendations. The following sections outline the draft transportation and land use recommendations, as well as the path to implementation.

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CHAPTER 03

LAND USE



FUTURE LAND USE & DEVELOPMENT

A community's land use patterns both guide and reflect its character and sense of place - what kinds of homes, businesses, institutions, amenities, and natural environments the community has, the forms they take, and where they are located and should be.

The Future Land Use Plan is intended to provide direction for development patterns across the County, and to inform decision making related to timing, phasing, and magnitude of infrastructure investments. These decisions determine the types of places the County's residents can live, the types of jobs that are attracted, and what types of services and amenities are available. They also shape land use patterns and connectivity across the County, which influences how people interact with each other, how they travel to accomplish their daily activities, and their transportation choices and priorities.

This chapter lays the foundation for land use policies and decision making in DeKalb County between today and 2050, and will guide the development of physical infrastructure to accommodate anticipated growth.



Future Land Use Plan Key Concepts

DeKalb County's Future Land Use Plan is predicated on

several key concepts. These include:

- ▶ **Character Areas** - provide high-level guidance on development character for the County; each Character Area also has its own sub-principles that guide land-use decisions within the character area's boundaries.
- ▶ **Activity Centers** are a special kind of character area, and serve as one of the lynch-pins of DeKalb County's Land Use strategy, which are intended to serve as hubs of higher intensity and more clustered uses, providing focal points for the community that serve as employment and service destinations.
- ▶ **Guiding Principles** - a set of overarching principles that inform decision making and intent across the County.

Character Areas

DeKalb is a large and diverse County, with varied conditions, character, and land uses across the County. This comprehensive plan is predicated on the concept of character areas, which frame the general use of land envisioned for the neighborhoods and communities across DeKalb. These character areas are intended to describe the overall character, quality, intensity of use, and design of certain area. They identify predominant land uses, as well as supporting uses allowed within each character area.

Character Areas do not directly dictate zoning and design requirements on individual parcels, but rather provide general guidance. This provides flexibility in the zoning and development process and allows the market to shape the location of supporting land uses while providing local communities with protection from potential incompatibilities between adjacent developments. This type of flexibility provides the Future Land Use Plan with the ability needed to respond to changes in community needs, a growing population, and an evolving market.

Activity Centers

Activity Centers are a special type of character area, intended to serve as concentrated nodes of development and activity throughout the County. There are three types; Regional Center, Town Center, and Neighborhood Center, depending on the levels of development intensity and activity and whether the area is intended to serve local neighborhoods or the larger region.

Guiding Principles

The Guiding Principles are a set of overarching themes that provide guidance and direction for development across DeKalb County. They are aspirational in nature, and serve as a foundation for the County to achieve the vision established by Future Land use Plan. These principles apply in all character areas across the County, and shape the more detailed principles that are outlined in each character area, such as Activity Centers or Traditional neighborhoods.



Activity Centers, Nodes, and Corridors

In order to support continued growth and development within the County while protecting existing single-family areas, new and more intense development will be focused within activity centers, nodes, and corridors.



Protect Existing Single-Family Neighborhoods

Preserve and enhance the integrity and quality of existing residential neighborhoods through appropriate transitions, buffers, and infill



Development Intensity

Focus new and higher intensity development in existing developed areas, particularly in locations with existing services, facilities, and infrastructure with capacity to support additional development.



Density Bonuses

Provide density bonuses for projects that provide community benefits, such as affordable workforce and senior housing components, pedestrian and bicycle connectivity improvements, or functional green space, and if they do not negatively impact or affect surrounding single-family neighborhoods.



Housing Options

Provide a variety of housing options for County residents at all stages of life. Denser and more innovative housing options should be focused in or near activity centers, nodes, and corridors



Environment & Sustainability

Development should prioritize sustainability and the preservation of DeKalb County's dwindling natural spaces and undeveloped areas and be focused in areas where it will have the least negative impacts to the natural environment.



Multimodal Development

Reduce Vehicle Miles Traveled by promoting new development and redevelopment at or near activity centers, developing quality bicycle and pedestrian facilities, and providing better transit access



Cultural Diversity

Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.



Healthy Neighborhoods

Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity. Update or implement the recommendations of the Master Active Living Plans (MALPs).



Transit Oriented Development

Promote and provide incentives for transit-oriented development near existing rail stations. Identify locations for additional development near planned premium transit stations.



Tree & Greenspace Preservation

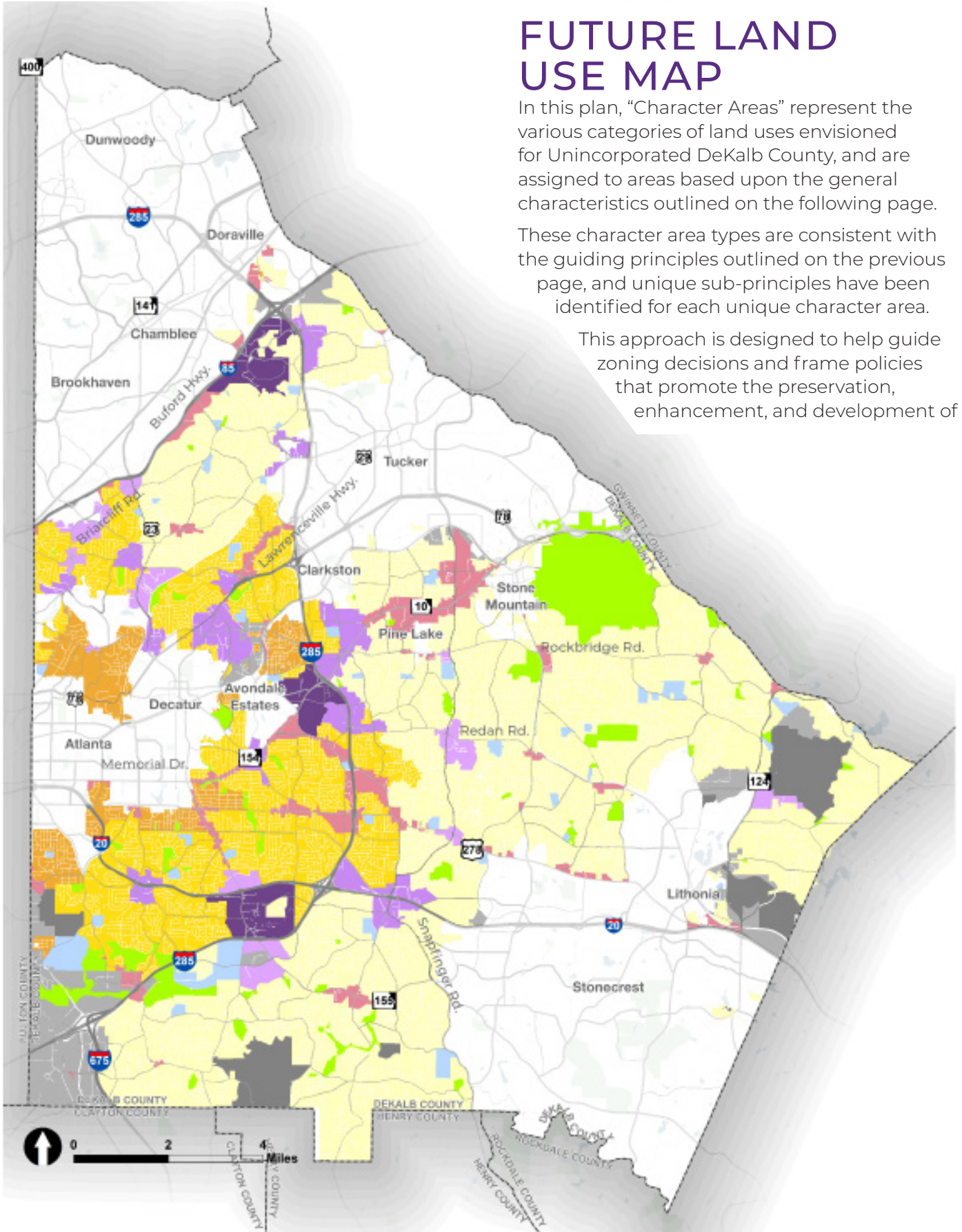
Establish tree preservation and landscaping standards. Prioritize the preservation of existing tree canopy and undeveloped areas.

FUTURE LAND USE MAP

In this plan, “Character Areas” represent the various categories of land uses envisioned for Unincorporated DeKalb County, and are assigned to areas based upon the general characteristics outlined on the following page.

These character area types are consistent with the guiding principles outlined on the previous page, and unique sub-principles have been identified for each unique character area.

This approach is designed to help guide zoning decisions and frame policies that promote the preservation, enhancement, and development of





REGIONAL CENTER

Density (du/ac)
75 & Over; No Max

Preferred Uses
Townhomes / Condominiums / Apartments / Retail & Commercial / Office / Civic / Entertainment & Cultural / Parks & Recreation / Health Care / Institutional / Technology Centers

Permitted Zoning
MR-1, MR-2, HR-1, HR-2, HR-3, MU-1, MU-2, MU-3, MU-4, MU-5, OI, OIT, C-1, C-2



TOWN CENTER

Density (du/ac)
Up to 60 (75 with approved SAP)*

Preferred Uses
Townhomes / Condominiums / Apartments / Retail & Commercial / Office / Civic / Entertainment & Cultural / Parks & Recreation / Health Care / Institutional / Technology Centers

Permitted Zoning
RSM, MR-1, MR-2, HR-1, HR-2, MU-1, MU-2, MU-3, MU-4, MU-5, OI, OIT, C-1, C-2, MALP



NEIGHBORHOOD CENTER

Density (du/ac)
Up to 40 (50 with approved SAP)* (Briarcliff-Clairmont SAP - up to 70)

Preferred Uses
Townhomes / Condominiums / Apartments / Retail and Commercial / Office / Civic / Parks & Recreation / Institutional

Permitted Zoning
R-60, RSM, MR-1, MR-2, MU-1, MU-2, MU-3, NS, OI, OIT, C-1



COMMERCIAL REDEVELOPMENT CORRIDOR

Density (du/ac)
Up to 30 (40 with approved SAP)*

Preferred Uses
Townhomes / Condominiums / Apartments / Retail and Commercial / Office Mixed Use / Institutional

Permitted Zoning
MU-1, MU-2, MU-3, MR-1, RSM, C-1, C-2, OI, OD, OIT



TRADITIONAL NEIGHBORHOODS

Density (du/ac)
Up to 12 (16 with required conditions)*

Preferred Uses
Traditional Single-Family Homes / Townhomes / Cottages / ADU's / Apartments / Assisted Living / Neighborhood Retail / Schools / Institutional

Permitted Zoning
R-60, RNC, MU-1, MU-2, MR-1, C-1, OI, OIT, NS, RSM

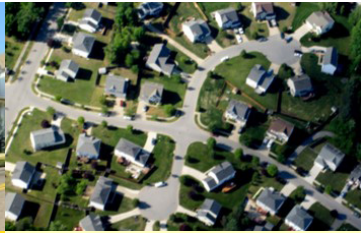


WALKABLE NEIGHBORHOODS

Density (du/ac)
Up to 8 (12 with required conditions)*

Preferred Uses
Traditional Single-Family Homes / Townhomes / Cottages / ADU's / Apartments / Assisted Living / Clustered Residential / Neighborhood Retail / Schools / Institutional

Permitted Zoning
R-85, R-75, R-60, RNC, RSM, MR-1, MU-1, MU-2, NS, C-1, OIT



SUBURBAN

Density (du/ac)
Up to 8

Preferred Uses
Single-Family Detached / Townhomes / Clustered Residential / Conservation Community / Neighborhood Retail / Schools / Libraries / Assisted Living / Parks and Recreation / Health Care / Civic

Permitted Zoning
MU-1, C-1, OI, NS, RE, RLG, R-100, R-85, R-75, R-60, MHP, RNC, OIT



INSTITUTIONAL

Density (du/ac)
N/A

Preferred Uses
Schools / Religious Facilities / Healthcare Facilities / Civic / Institutional Uses / Libraries / Jails / Prisons / Government Facilities

Permitted Zoning
R-100, R-85, R-75, R-60, RSM, MR-1, MR-2, MU-1, MU-2, MU-3, OI, OIT



INDUSTRIAL

Density (du/ac)
N/A

Preferred Uses
Manufacturing / Warehouse Distribution / Wholesale-Trade / Automotive / Entertainment

Permitted Zoning
OD, C-2, M and M-2



LIGHT INDUSTRIAL

Density (du/ac)
Up to 120 (live-work units)

Preferred Uses
Warehouse Distribution / Wholesale-Trade / Automotive / Entertainment

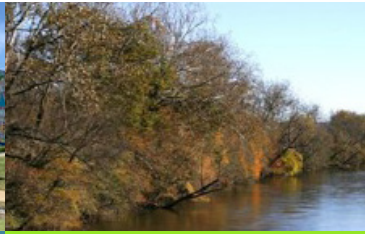
Permitted Zoning
OD, C-2, M-1, OI, M-2



EMPLOYMENT CENTERS

Based on the DeKalb Strategic Economic Development Plan, of areas located within unincorporated DeKalb County. Other areas have been identified in select DeKalb Municipalities.

Kensington MARTA Station, South DeKalb Cluster, Bouldercrest Cluster, Medline/Scottdale North Druid Hills / Briarcliff, Emory, CDC



CONSERVATION OPEN SPACE

Density (du/ac)
N/A

Preferred Uses
Passive Parks / Nature Trails / Floodplains / Wetlands / Watersheds / Golf Courses / Athletic Fields / Amphitheatres

Permitted Zoning
All zoning designations

ACTIVITY CENTERS

The foundation of DeKalb County's Future Land Use Plan is to focus more intense development within Activity Centers. This approach is intended to protect existing neighborhoods from incompatible land uses, while allowing for continued growth and investment within the County. This plan identifies three distinct Activity Center Types: Regional Center, Town Center, and Neighborhood Center.



Small Area Plans

One of the primary tools to guide development within Activity Centers is through the use of Small Area Plans (SAPs). These plans allow policy makers and the community to guide development, policies, and investments at a much finer level of detail than can be provided in the overall comprehensive plan.

SAP's address specific land use issues where needed and support general development policies with detailed design guidelines. They can also control the transitions of land uses between an Activity Center and surrounding land uses, protecting surrounding uses, such as single family development, from negative impacts created by land uses within the area.

For areas where there is an approved SAP, completed and adopted within the last 10 years, density and height regulations as defined in the SAP override any underlying Future Land Use regulations whose maximums may be more limiting, including Activity Center definitions.

infill in both existing and emerging activity centers can reduce both initial investments and long term maintenance costs for the County, particularly when infrastructure can be combined with community amenities, such as the integration of stormwater infrastructure with usable community greenspace.

Development Core

Activity Centers should focus the most intense development near the "core" or geographic center of the area, and around major intersections and transit stations. Development should be more clustered and walkable in nature, with a mix of commercial, office, and residential uses. Other design or community elements may include a more connected street grid, multimodal transportation options such as wide sidewalks and bike lanes, and an enhanced level of urban amenities such as improved streetscapes, small parks, or plazas.

Transitions

Development intensity should transition between the activity center's core and the edges/periphery. Smaller scale development, such as residential and low rise professional services may serve as a transition zone between the core and adjacent neighborhoods outside the activity center. Staggered building heights, setbacks, buffers, and greenspaces can serve as effective tools to mitigate compatibility issues.

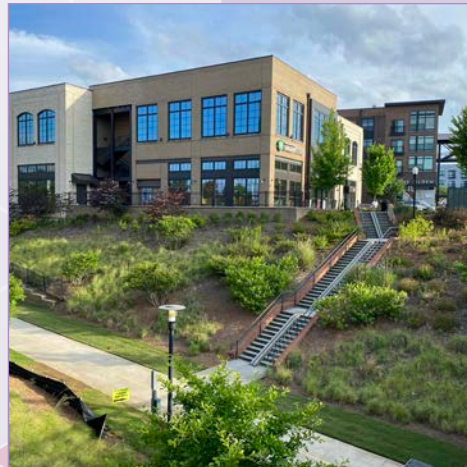
Infrastructure

Activity Centers can take advantage of limited public dollars by focusing infrastructure needs and investments in smaller geographic areas. Focusing

Neighborhood Center



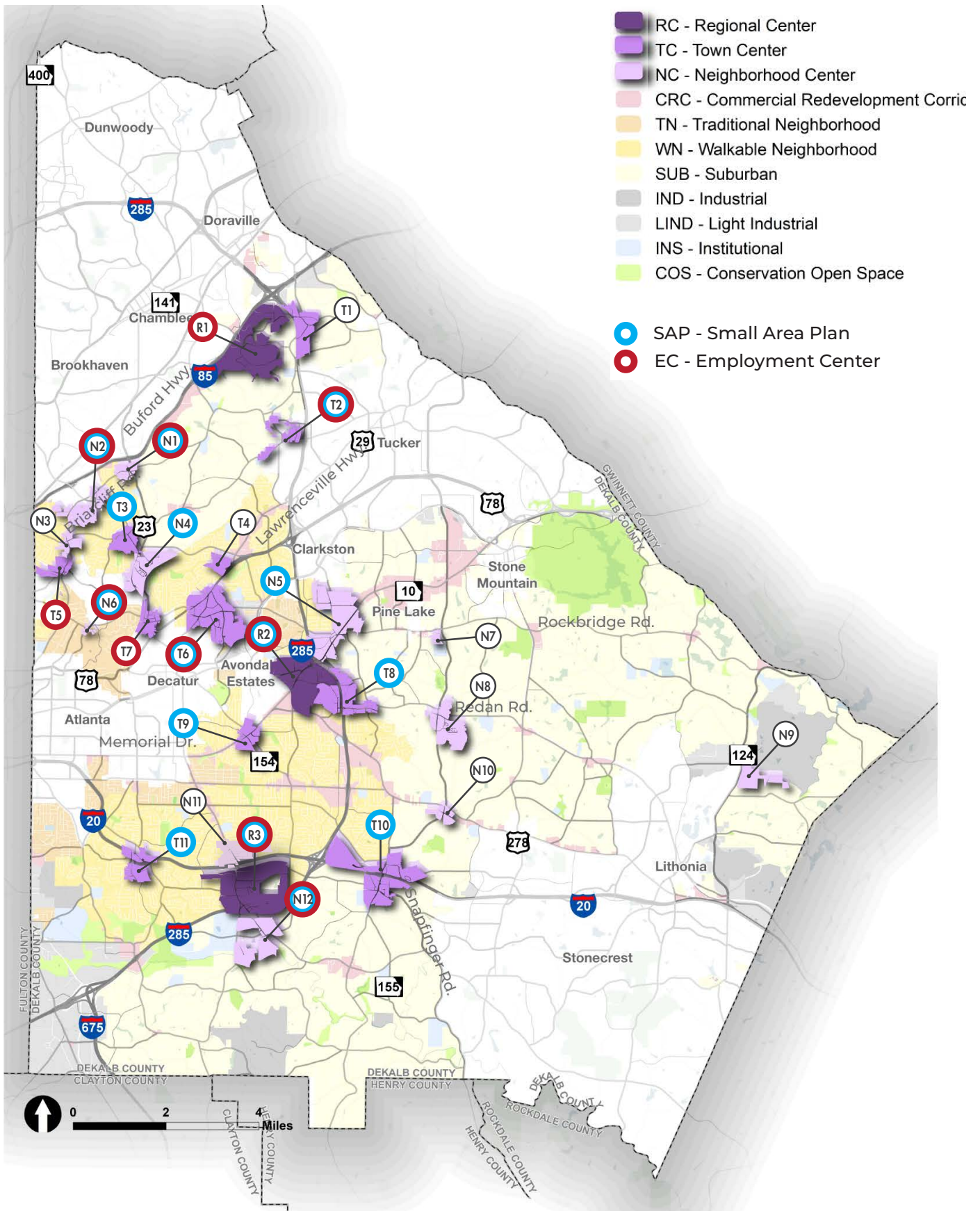
Town Center



Regional Center



Activity Center Location Map



REGIONAL CENTERS

Map ID	Name	Small Area Plans	Employment Center
R-1	Presidential Parkway	None	I-85/I-285 Cluster
R-2	Kensington MARTA Station	Kensington MARTA Station LCI and Supplemental LCI	Kensington
R-3	South DeKalb Mall	Flat Shoals and Candler Rd LCI	South DeKalb Center

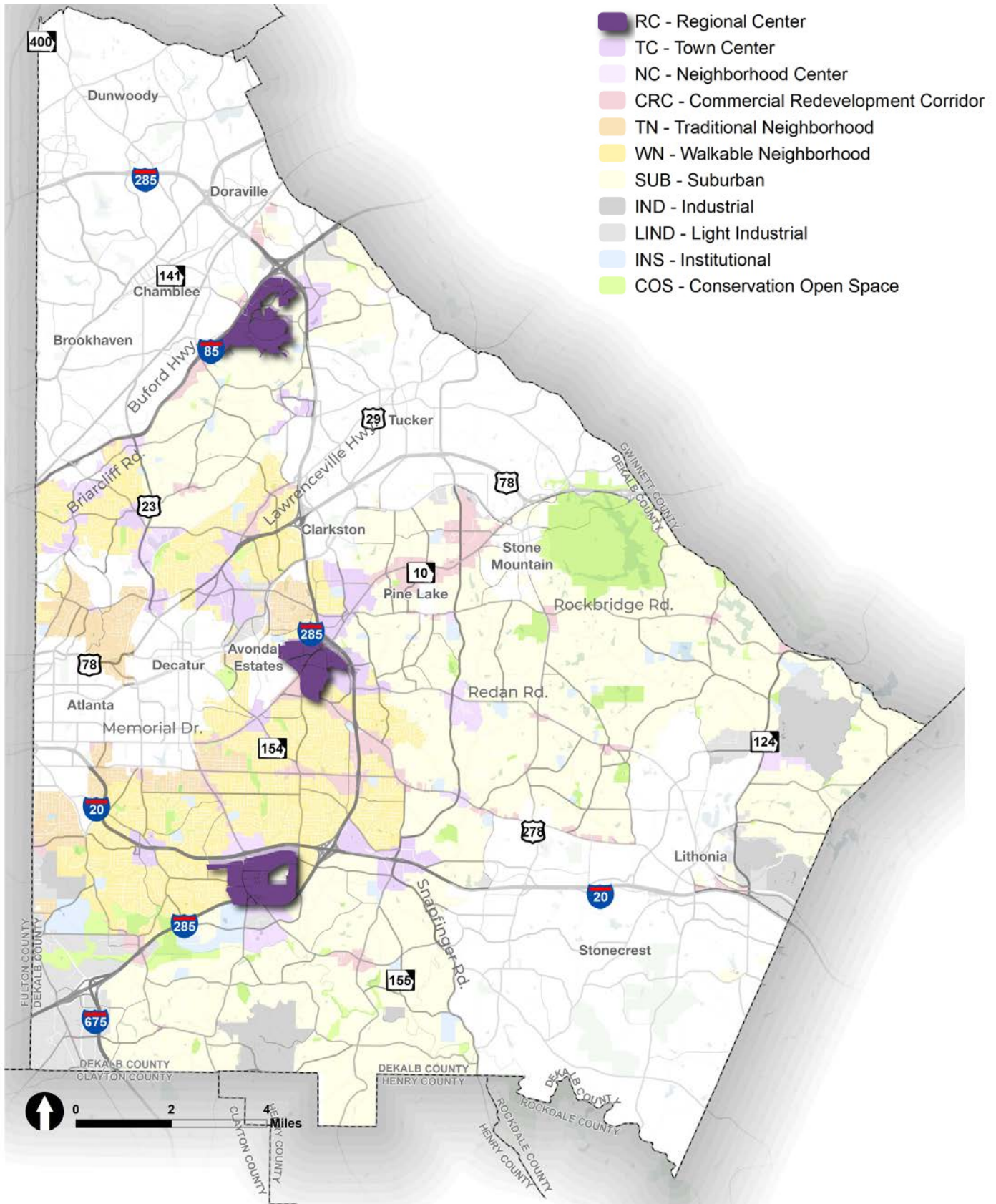
TOWN CENTERS

Map ID	Name	Small Area Plans	Employment Center
T-1	I-285 & Chamblee Tucker Rd	None	None
T-2	Northlake Mall	Northlake LCI	Northlake
T-3	Toco Hills	North Druid Hills LCI	None
T-4	North DeKalb Mall	None	None
T-5	Sage Hill	None	Emory/CDC
T-6	N. Decatur & Scott Blvd	Medline LCI	Medline/Scottsdale
T-7	North Decatur at Clairmont	None	Emory/CDC
T-8	Redan Rd & Indian Creek Dr	Master Active Living Plan	None
T-9	Memorial Dr and Columbia Dr	Master Active Living Plan	None
T-10	I-20 and Wesley Chapel Rd	Wesley Chapel LCI and MARTA I-20 TOD Plan	None
T-11	I-20 and Gresham Rd	Master Active Living Plan	None

NEIGHBORHOOD CENTERS

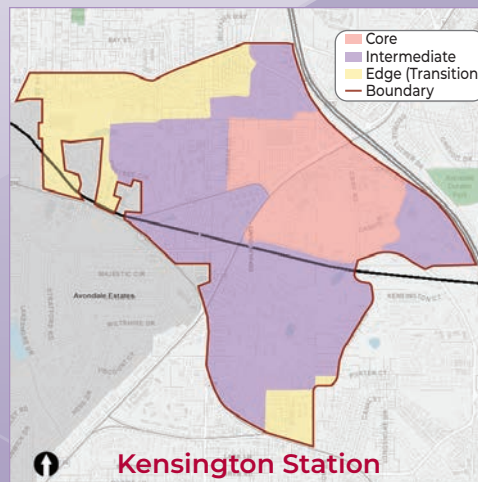
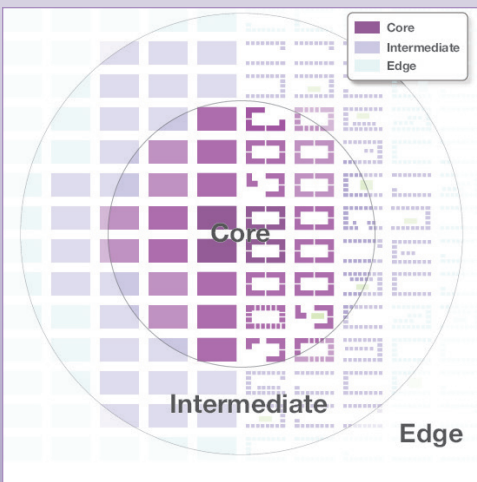
Map ID	Name	Small Area Plans	Employment Center
N-1	Briarcliff & Clairmont	Briarcliff -Clairmont SAP	Druid Hills/Briarcliff
N-2	Briarcliff & N Druid Hills	North Druid Hills LCI	Druid Hills/Briarcliff
N-3	LaVista Rd & Briarcliff Rd	None	None
N-4	North Druid Hills Rd and Clairmont/Mason Mill	North Druid Hills LCI	None
N-5	GSU/Georgia Piedmont	Memorial Drive Plan	None
N-6	Emory Village	Emory Village LCI	Emory/CDC
N-7	Hairston & Rockbridge	None	None
N-8	Redan & Hairston Rd	None	None
N-9	Swift Creek	None	None
N-10	Covington Hwy & Hairston Rd	None	None
N-11	Kelly Lake	None	None
N-12	Flat Shoals Pkwy & Clifton Rd	Candler-Flat Shoals LCI	South DeKalb Cluster

REGIONAL CENTER



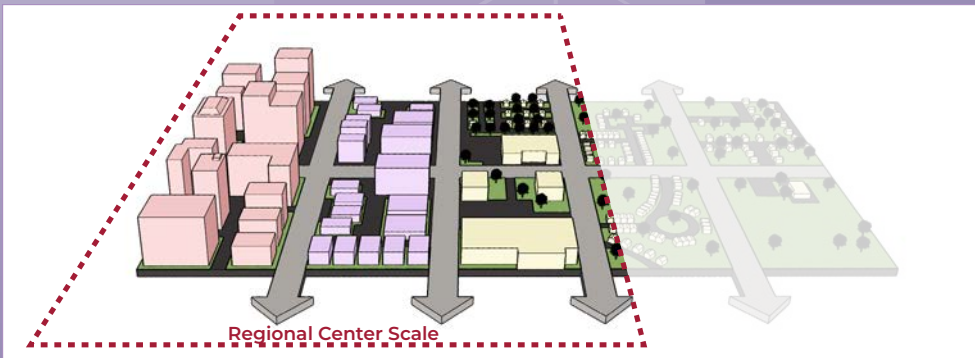
Description

The intent of the Regional Activity Center is to promote the concentration of intensity, development and regional serving activities in a centralized location that allows for a variety of uses, reduces dependency on automobile travel, and promotes walkability and increased transit usage. These areas include the highest intensity residential, commercial, office, and higher-education facilities allowed within DeKalb County and serve as regional destinations for employment, shopping, and services. These areas are characterized by high accessibility via the interstates and major roadways, transit, and trails. The areas also have on-site parking, high floor-area-ratios, large tracts of land, and campus or unified development.



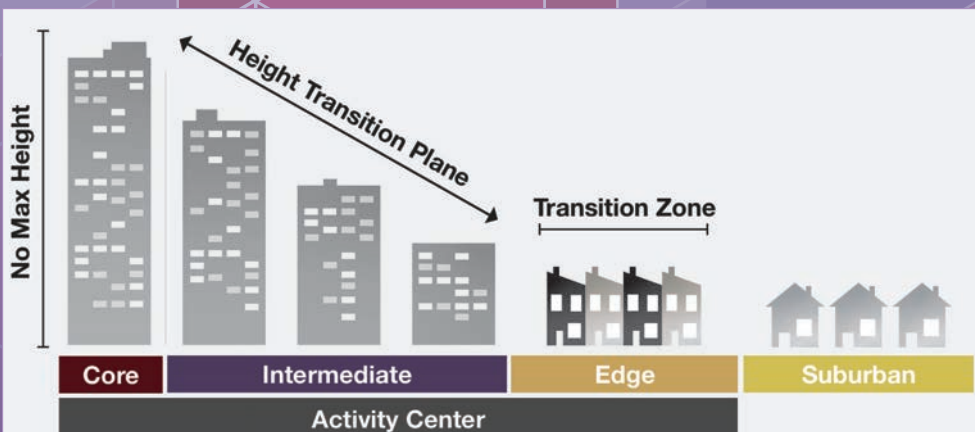
Regional Center

Encourage density of residential in mixed-use projects at 75 dwelling units or greater and with the most intense development located towards the commercial and/or office core of the Regional Center. Properties located along the outer edges of the Regional Center should be sensitive to the building height and density of adjacent single family residential.

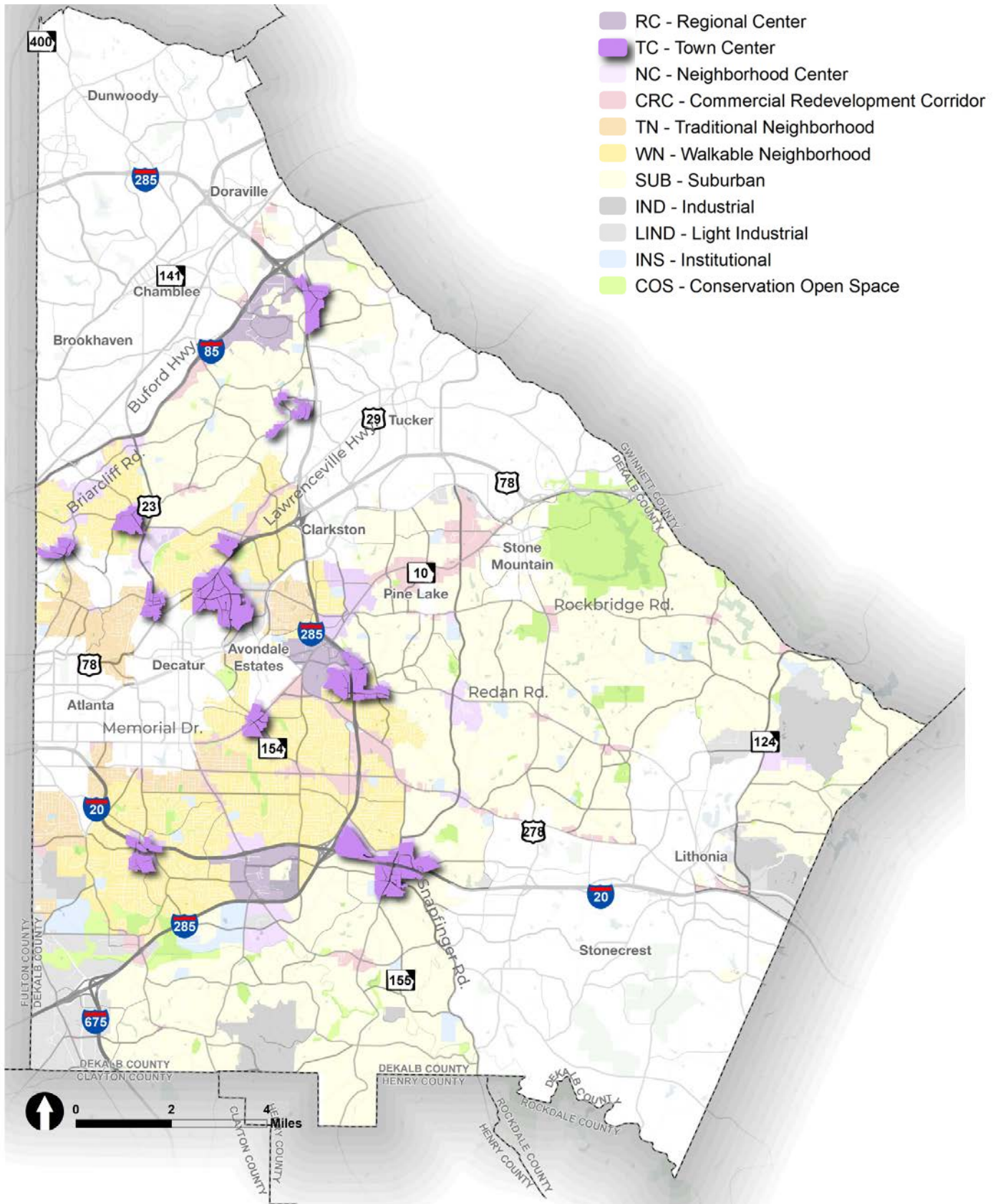


Height Transition

The most intense development types and tallest buildings should be concentrated in the core of the activity center, gradually transitioning to less intense uses and lower building heights as one moves further from the core. The edge of the activity center should serve as a transition zone, buffering more intense uses in the core from adjacent single-family neighborhoods and other uses outside the Activity Center's boundaries.

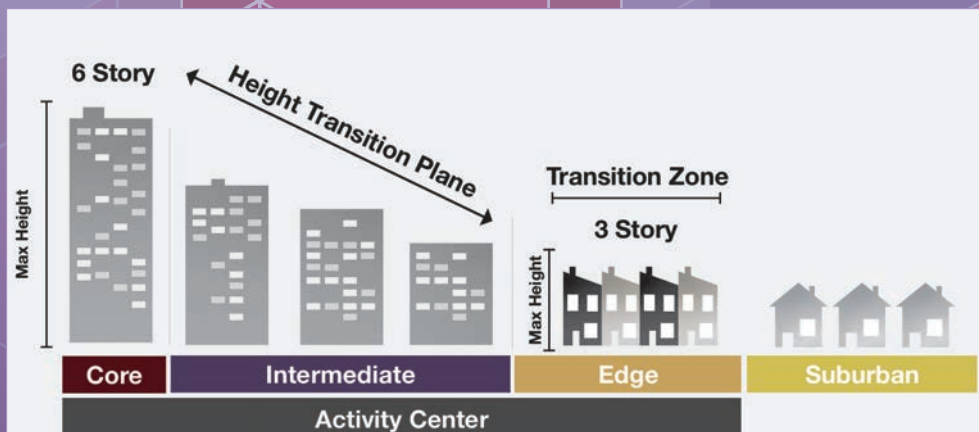
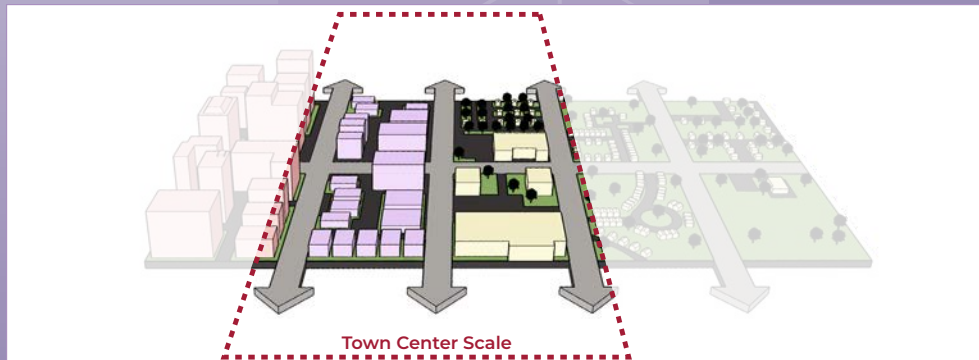
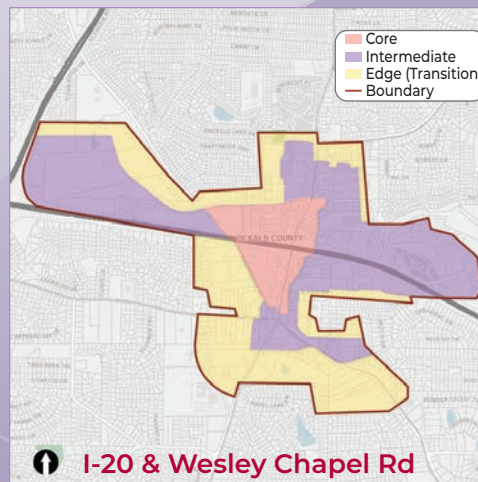
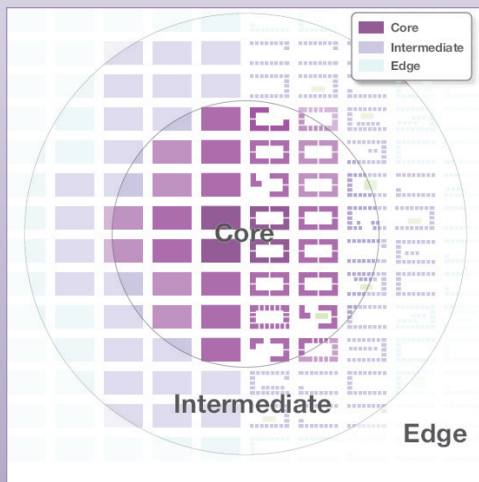


TOWN CENTER



Description

The intent of the Town Center is to promote the concentration of higher intensity residential and commercial uses, which serve several communities surrounding the center, in order to reduce automobile travel, promote walkability and increased transit usage. The areas act as a focal point for several neighborhoods with moderate densities and a variety of activities such as retail, commercial, professional office, housing, and public open space that are all easily accessible by pedestrians. Town Centers are typically smaller in size and scale than Regional Centers and have a character similar to Neighborhood Centers, but at a larger scale. Additional density beyond the identified baseline may be allowed if there is an adopted small area plan for the activity center that is no more than 10 years old. At a minimum, the small area plan should include a process to engage nearby residents and stakeholders, identify where core, intermediate, and edge areas are located and include additional detail on the location of heights and densities that will allow for appropriate transitions to any adjacent, stable, single-family neighborhoods.



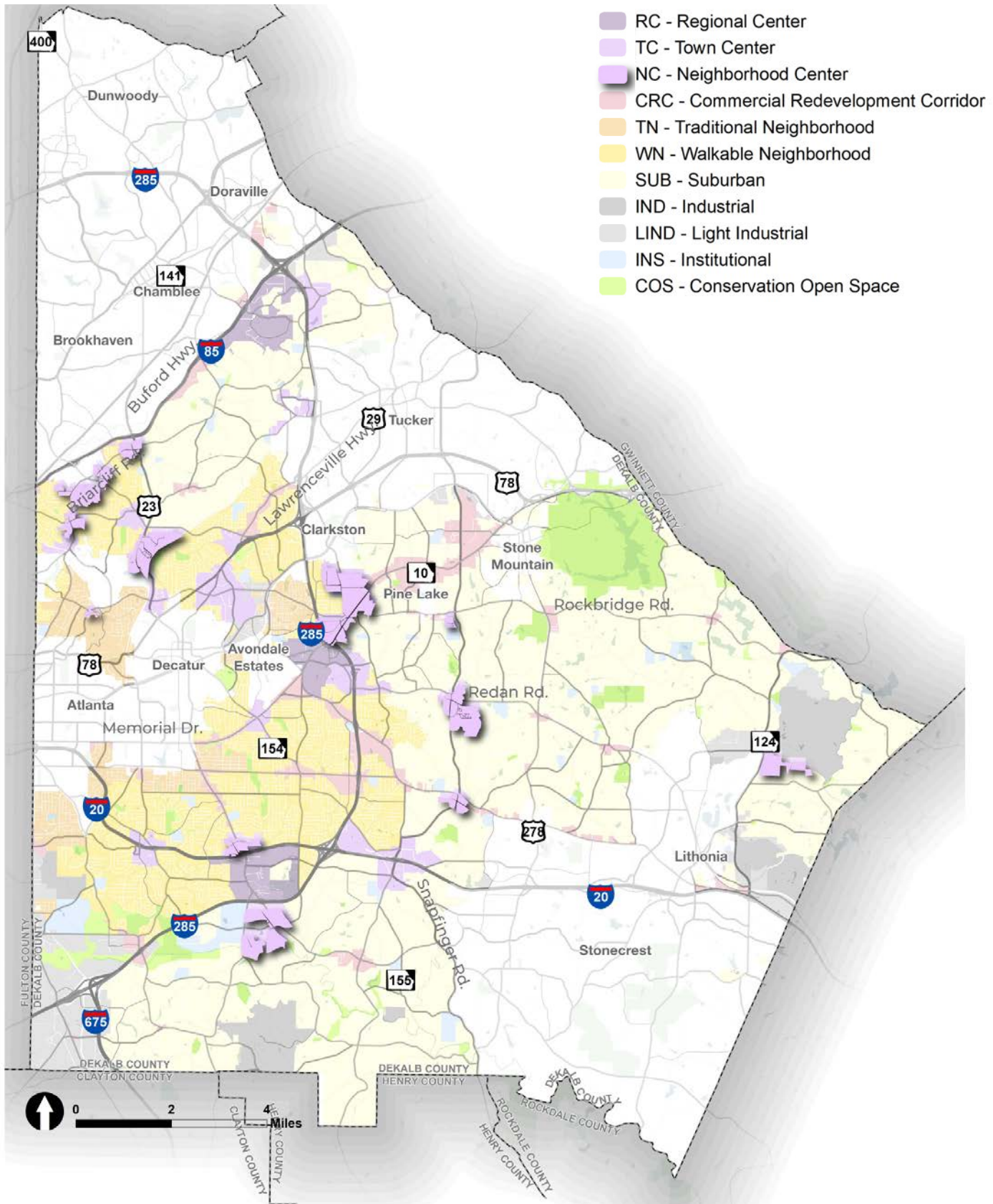
Town Center

Encourage density of residential in mixed-use projects, not to exceed 60 dwelling units per acre (except in locations with an approved SAP providing other guidance) and with the most intense development located towards the commercial and/or office core of the Town Center. Properties located along the outer edges of the Town Center shall be sensitive to the building height and density of adjacent single-family residential

Height Transition

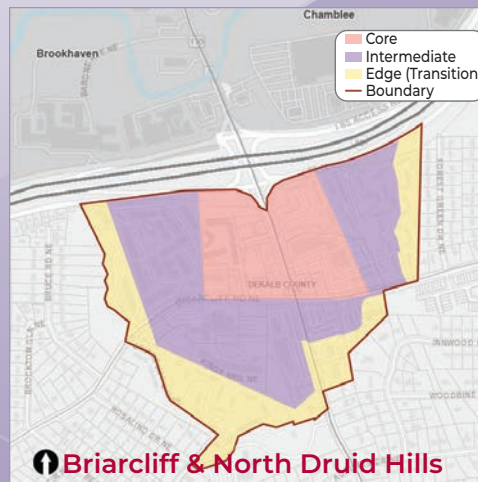
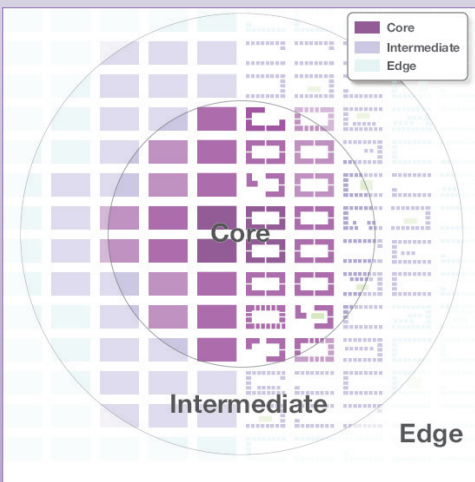
The most intense development types and tallest buildings should be concentrated in the core of the activity center, gradually transitioning to less intense uses and lower building heights as one moves further from the core. The edge of the activity center should serve as a transition zone, buffering more intense uses in the core from adjacent single-family neighborhoods and other uses outside the Activity Center's boundaries.

NEIGHBORHOOD CENTER



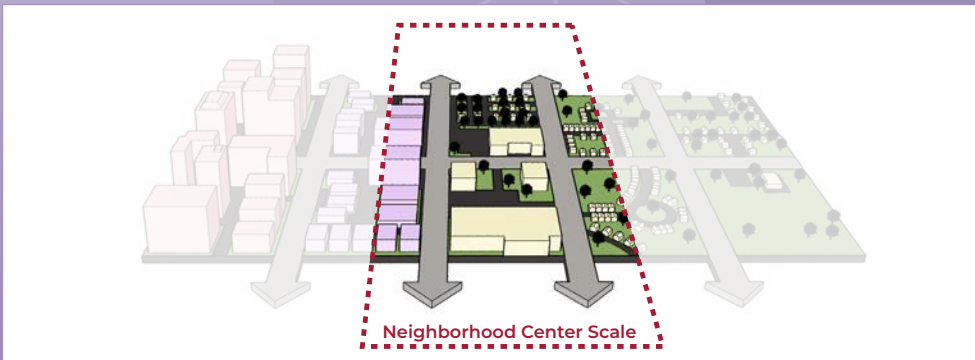
Description

The intent of the Neighborhood Center Character Area is to promote a concentration of clustered residential and commercial uses that serve the goods and service needs of a few surrounding, local neighborhoods. These areas and their uses shall complement the smaller scale character of nearby neighborhoods while reducing automobile travel and promote walkability and increased transit usage. These areas act as a neighborhood focal point with a concentration of activities including retail, neighborhood commercial, professional office, moderate-density housing, and public open space that are all easily accessible by pedestrians. Neighborhood Centers are often the smallest Activity Centers in terms of size and scale. Additional density beyond the identified baseline may be allowed if there is an adopted small area plan for the activity center that is no more than 10 years old. At a minimum, the small area plan should include a process to engage nearby residents and stakeholders, identify where core, intermediate, and edge areas are located and include additional detail on the location of heights and densities that will allow for appropriate transitions to any adjacent, stable, single-family neighborhoods.



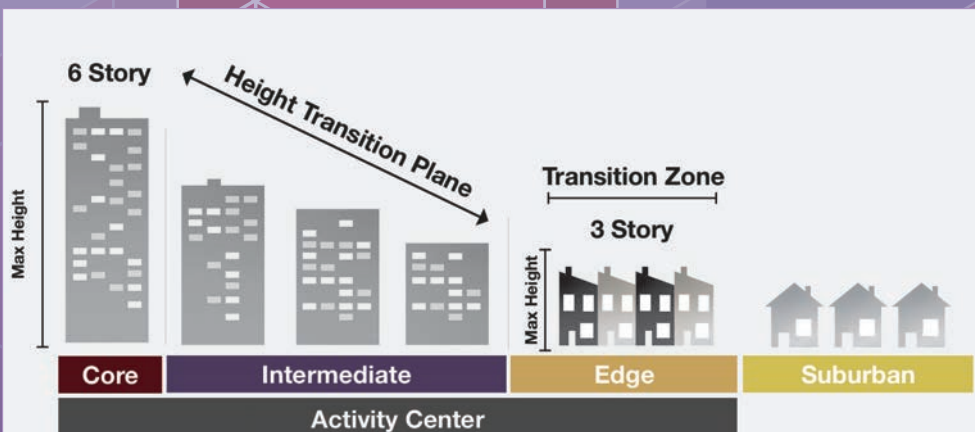
Neighborhood Center

Encourage compact residential in mixed-use projects, not to exceed 40 dwelling units per acre, (except in locations with an approved SAP providing other guidance). Concentrate the most intense commercial and/or office development around a focal point at the core of the neighborhood center. Properties located along the outer edges of the Neighborhood Center shall be sensitive to the building height and density of adjacent single family residential.

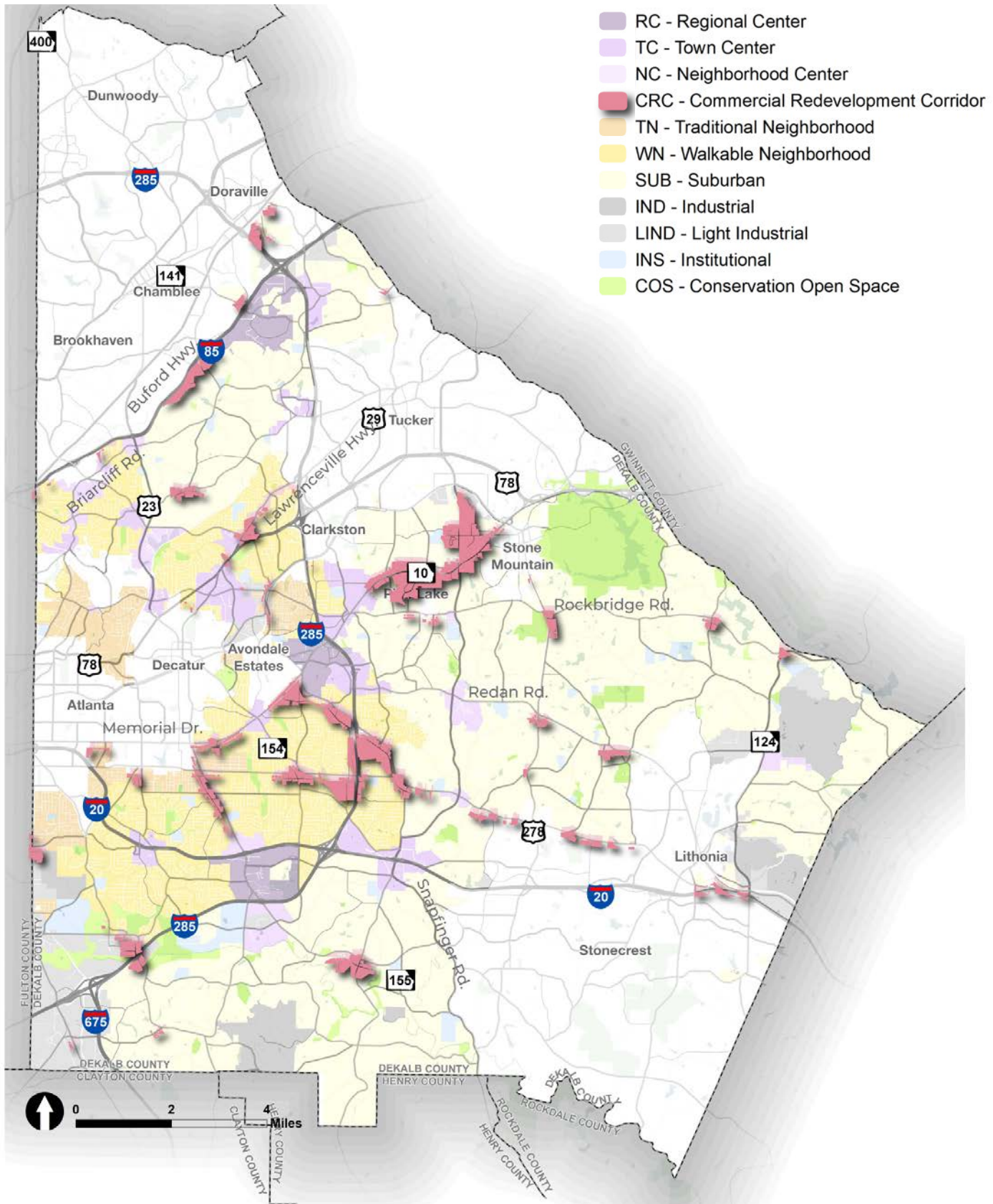


Height Transition

The most intense development types and tallest buildings should be concentrated in the core of the activity center, gradually transitioning to less intense uses and lower building heights as one moves further from the core. The edge of the activity center should serve as a transition zone, buffering more intense uses in the core from adjacent single-family neighborhoods and other uses outside the Activity Center's boundaries.



COMMERCIAL REDEVELOPMENT CORRIDOR



Identifying Features

- ▶ Townhomes
- ▶ Condominiums
- ▶ Apartments
- ▶ Retail and Commercial
- ▶ Office Mixed Use
- ▶ Institutional

Description

This Character Area is intended to improve the function and aesthetic appeal of commercial corridors in the County and promote the redevelopment of commercial corridors in decline. Today, these areas predominantly consist of strip-style shopping centers, and are often characterized by high levels of vehicular traffic, surface parking, large parcel sizes, and a general lack of pedestrian and bicycle connectivity. Because development is oriented along a corridor rather than a larger development core, floor-area-ratios should be moderate, with a maximum density of 30 dwelling units per acre and a maximum height of 3 stories.



Land Use Compatibility

Transition zones and height planes should focus the most intense development away from adjacent lower density development. When adjacent to single-family areas, development should complement those uses in height and density.

Buffers

Require the incorporation of enhanced vegetated buffers between non-residential uses and adjacent single-family areas.

Development

Where appropriate, new development should be built closer to the street, on underutilized parking lots, and create new internal streets and smaller blocks. Create compact, walkable, mixed-use districts to reduce automobile dependency for short trips and increase access to basic services.

Streetscapes & The Public Realm

Improve the pedestrian environment and community character with consistent sidewalks, signage, lighting, landscaping, billboard controls, and other design features where possible.

Multimodal Connectivity

Provide safe and attractive facilities for pedestrians and bicyclists, including sidewalks, multi-use paths, cycle tracks, bike lanes and bicycle parking, that link community amenities and transit.

Parking and Access

Create access management standards, encourage shared parking, and locate parking to the rear or side of buildings, screened from view

Existing Residential

Some locations also include naturally occurring affordable housing. This housing should be preserved or improved, or replaced at the same level of affordability.

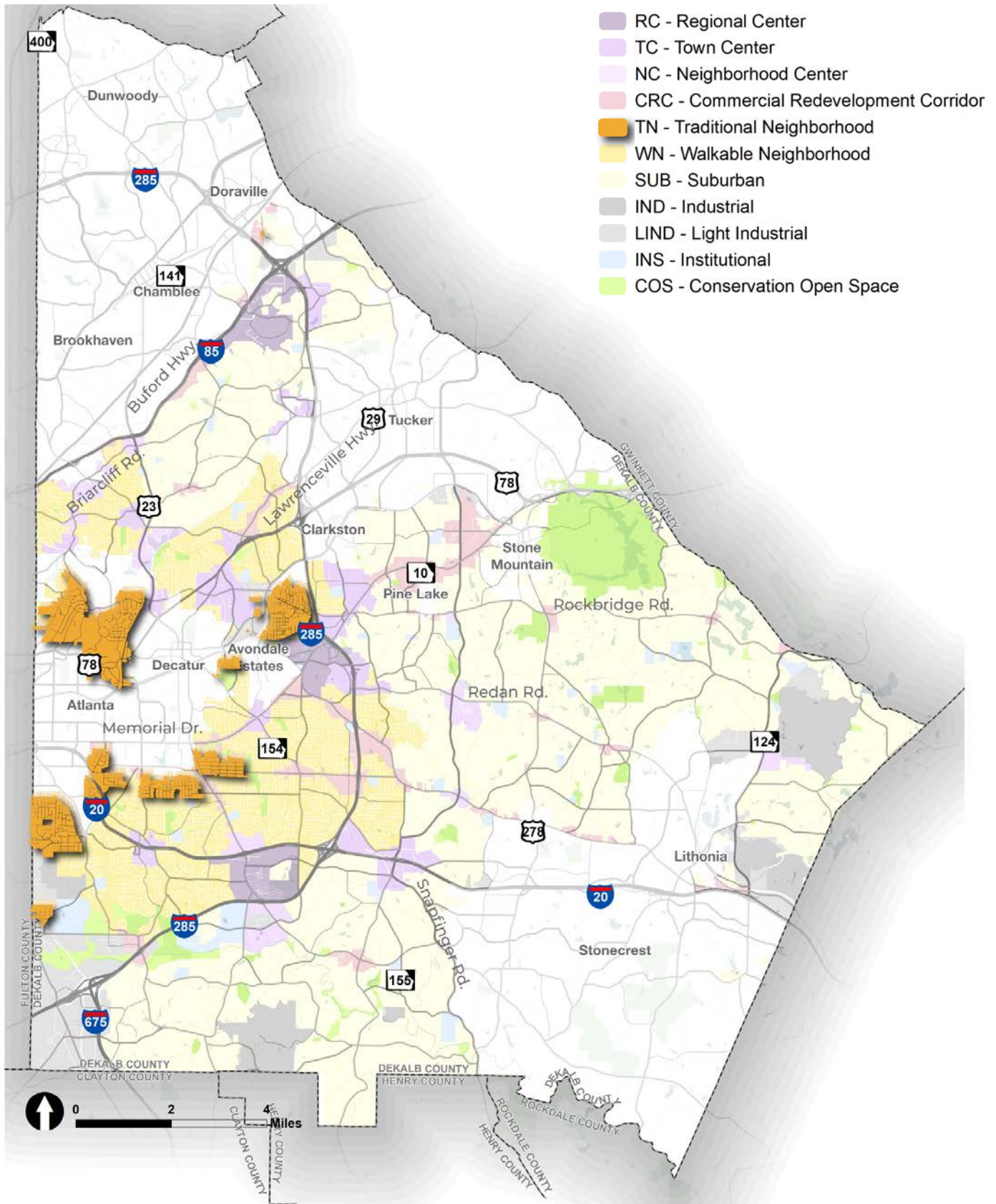
Regulatory Standards

Develop Architectural Standards to upgrade the appearance of existing older commercial buildings with facade improvements.

Small Area Plans

Small Area Plans (SAPs) allow policy makers and the community to guide development, policies, and investments at a much finer level of detail than can be provided in the overall comprehensive plan. For areas with an approved SAP, additional density may be allowed.

TRADITIONAL NEIGHBORHOODS



Identifying Features

- ▶ Traditional Single-Family Homes
- ▶ Apartments
- ▶ Assisted Living
- ▶ Neighborhood Retail
- ▶ Schools
- ▶ Institutional

Description

The intent of the Traditional Neighborhoods Character Area is to preserve the style and appeal of older traditional neighborhood communities. These areas primarily consist of residential areas in older parts of the community that were typically developed prior to WWII. The characteristics include higher pedestrian orientation, sidewalks and more grid-like street patterns. They have on-street parking, small, regular lots, and buildings closer to the front property line. Many of these areas have a predominance of alleys and neighborhood-scale commercial scattered throughout. The proposed density for areas of this type is up to 12 dwelling units per acre, with potential to increase to 16 if qualifying conditions are met.



Land Use Compatibility

Permit cottage court developments, accessory housing units, new well-designed, small-scale infill multi-family residences and other innovative housing types to increase housing choice, income diversity, and limited neighborhood density.

Buffers

In areas adjacent to Activity Centers, require the transition from higher to lower densities to occur within Activity Center

Development

Create community and neighborhood focal points through the use of existing commercial areas or public parks, or by locating new parks or public squares, schools, community centers, or well-designed small commercial centers at suitable locations within walking distance of residences. Create compact, walkable, mixed-use districts to reduce automobile dependency for short trips and increase access to basic services.

Streetscapes & The Public Realm

Create an enhanced sense-of-place by using design principles that promote good streetscapes and a strong public realm.

Multimodal Connectivity

Enhance connectivity by providing pedestrian and bicycle infrastructure, high levels of street connectivity, multiple site access points, and connections between

adjacent subdivisions, properties, and retail/commercial development.

Parking and Access

Where appropriate, require new streets to connect to adjacent street networks or developments and minimize or prohibit cul-de-sacs.

Regulatory Standards

Encourage compatible architecture styles that maintain or compliment neighborhood character and enforce residential infill development regulations in to preserve and stabilize existing neighborhoods

Additional Density

Additional density up to a total of 16 units per acre may be allowed if certain qualifying conditions are met, which can include :

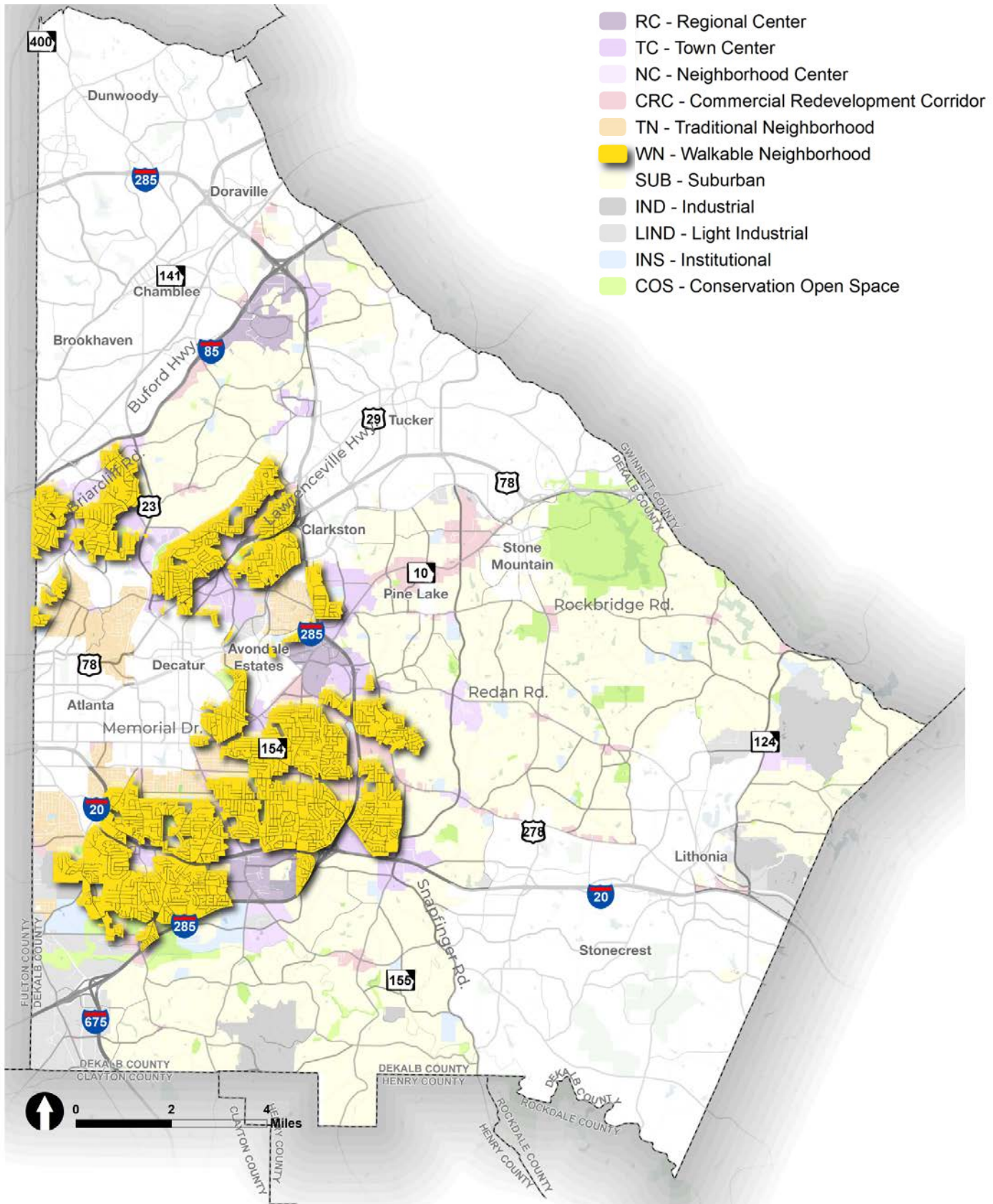
Location Conditions

- ▶ Along major corridors or arterials
- ▶ Within ¼ mile of an existing transit station or served directly by transit
- ▶ Located near existing sidewalk network or trail facilities

Development Conditions

- ▶ Connectivity to existing or planned trails and sidewalk networks
- ▶ Potential inclusion of workforce housing as identified in county housing studies
- ▶ Improved transit amenities in coordination with transit provide

WALKABLE NEIGHBORHOODS



Identifying Features

- ▶ Traditional Single-Family Homes
- ▶ Apartments
- ▶ Assisted Living
- ▶ Neighborhood Retail
- ▶ Schools
- ▶ Institutional

Description

The intent of the Walkable Neighborhoods Character Area is to preserve existing, stable neighborhoods, while allowing and encouraging additional, appropriate infill and housing diversity. These areas primarily consist of residential areas in older parts of the community that were typically developed from the 1950s to the 1970s. Walkable Neighborhood areas have been developed with elements of both the Traditional Neighborhood and Suburban character areas. This area includes smaller lot sizes and more connectivity than Suburban areas. The proposed density for areas of this type is up to 8 dwelling units per acre, with potential to increase to 12 if qualifying conditions are met.



Land Use Compatibility

Permit small scale infill such as cottage court development, accessory housing units, small-scale infill and other innovative housing types to increase housing choice and income diversity without significantly altering established neighborhood development patterns.

Buffers

In areas adjacent to Activity Centers, require the transition from higher to lower densities to occur within Activity Center

Development

Create community and neighborhood focal points through the use of existing commercial areas or public parks, or by locating new parks or public squares, schools, community centers, or well-designed small commercial centers at suitable locations within walking distance of residences.

Mixed-Use and Non-Residential

Allow limited non-residential development, such small mixed-use developments outside of existing, stable single-family neighborhoods, particularly in locations with high levels of pedestrian connectivity, to meet the needs of surrounding residents.

Streetscapes & The Public Realm

Create an enhanced sense-of-place by using design principles that promote good streetscapes and a strong public realm.

Multimodal Connectivity

Enhance connectivity by providing pedestrian and bicycle infrastructure, high levels of street connectivity, multiple site access points, and connections between adjacent subdivisions, properties, and retail/commercial development.

Parking and Access

Where appropriate, require new streets to connect to adjacent street networks or developments and minimize or prohibit cul-de-sacs.

Regulatory Standards

Encourage compatible architecture styles that maintain or compliment neighborhood character and enforce residential infill development regulations in to preserve and stabilize existing neighborhoods.

Additional Density

Additional density up to a total of 12 units per acre may be allowed if certain qualifying conditions are met, which can include :

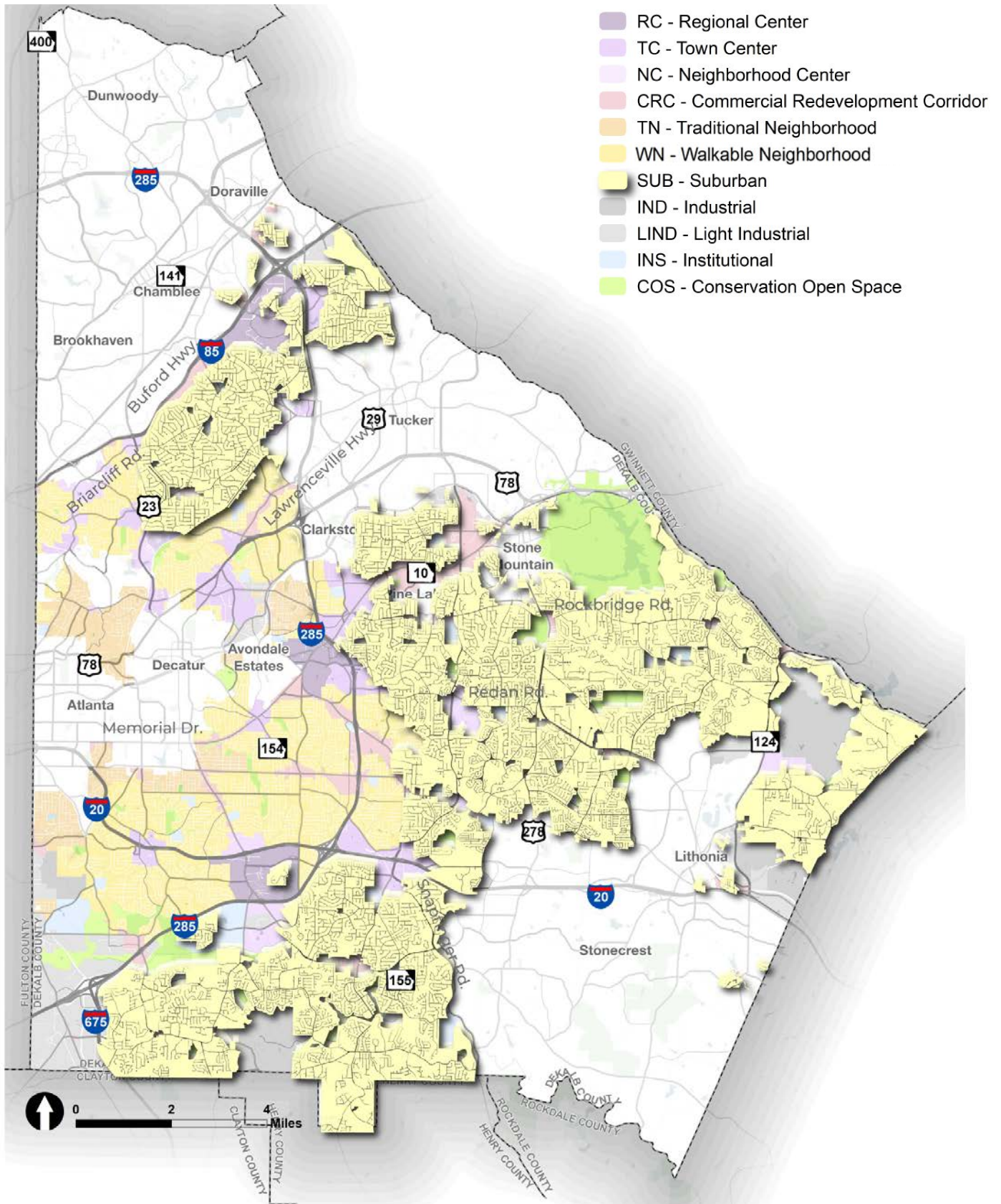
Location Conditions

- ▶ Along major corridors or arterials
- ▶ Within ¼ mile of an existing transit station or served directly by transit
- ▶ Located near existing sidewalk network or trail facilities

Development Conditions

- ▶ Connectivity to existing or planned trails and sidewalk networks
- ▶ Potential inclusion of workforce housing as identified in county housing studies
- ▶ Improved transit amenities in coordination with transit provide

SUBURBAN



Identifying Features

- ▶ Single-Family Detached Townhomes Neighborhood
- ▶ Retail
- ▶ Schools
- ▶ Libraries
- ▶ Institutional
- ▶ Assisted Living Facilities
- ▶ Parks and Related
- ▶ Health Care
- ▶ Civic

Description

The intent of the Suburban Character Area is to recognize those areas of the county that have developed in traditional suburban land use patterns while encouraging new development to have increased connectivity and accessibility. These areas include those developed (built out) and those under development pressures. These areas are characterized by low pedestrian orientation, limited transit access, scattered civic buildings and curvilinear street patterns. The proposed density for areas of this type is up to 8 dwelling units per acre.



Land Use Compatibility

Protect stable neighborhoods from incompatible development that could alter established single-family residential development patterns and density

Buffers

In areas adjacent to Activity Centers, require the transition from higher to lower densities to occur within Activity Center

Development

Create community and neighborhood focal points through the use of existing commercial areas or public parks, or by locating new parks or public squares, schools, community centers, or well-designed small commercial centers at suitable locations within walking distance of residences.

Mixed-Use and Non-Residential

Non residential development in suburban areas shall be limited to small-scale convenience goods/services to meet the needs of the surrounding residents. Small scale nonresidential development shall be limited to the intersections of collector roadways and above.

Streetscapes & The Public Realm

Create an enhanced sense-of-place by using design principles that promote good streetscapes and a strong public realm. This may include elements such as on-

street parking, pedestrian and bicycle infrastructure, traffic calming measures, and reduced building setbacks. It may also include public parks and plazas, street trees, and other amenities such as street furniture, lighting, signage, and public art.

Multimodal Connectivity

Enhance connectivity by providing pedestrian and bicycle infrastructure, high levels of street connectivity, multiple site access points, and connections between adjacent subdivisions, properties, and retail/commercial development.

Parking and Access

Where appropriate, require new streets to connect to adjacent street networks or developments and minimize or prohibit cul-de-sacs.

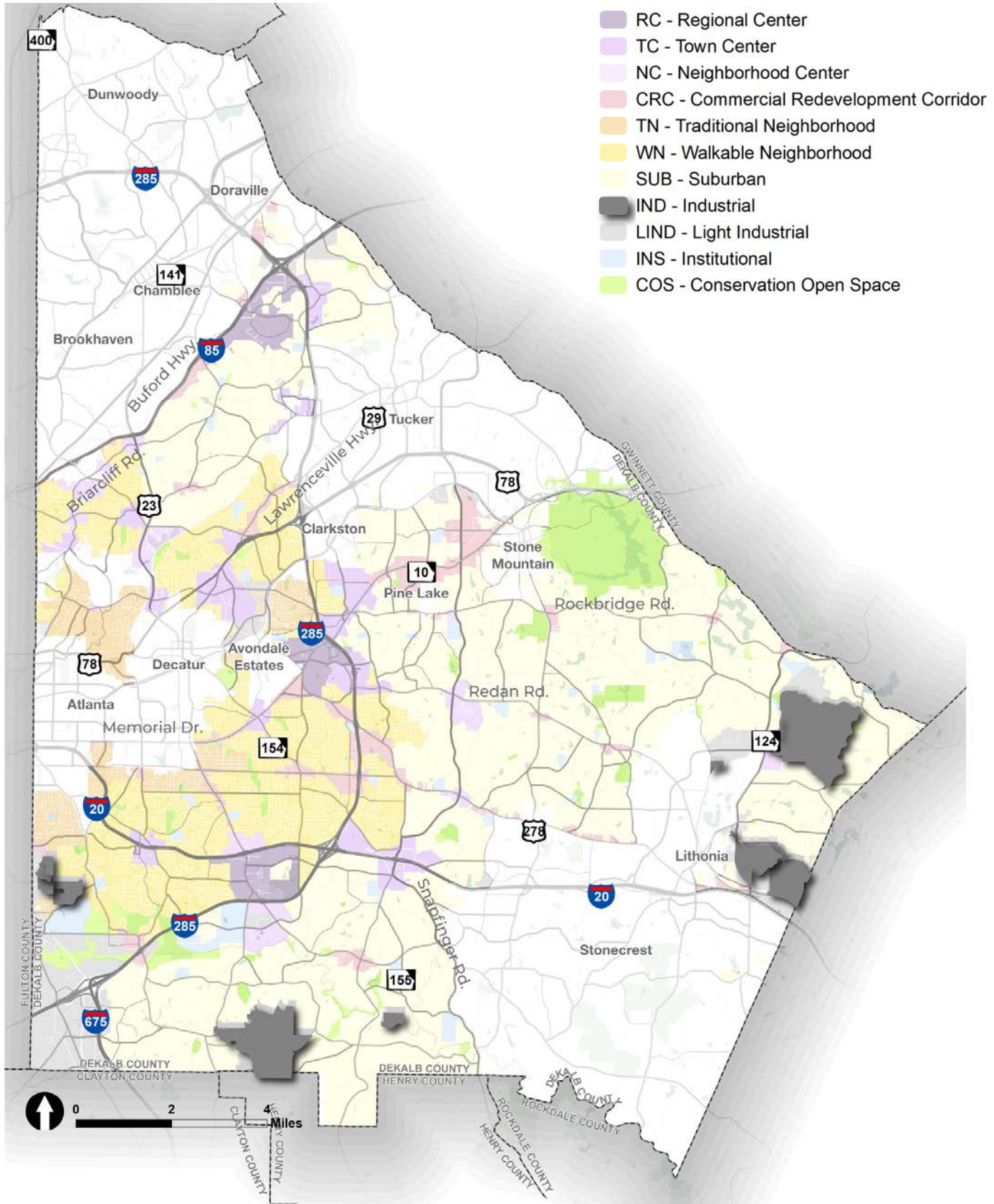
Public Greenspaces & Parks

Whenever possible, greenspace should connect to a regional network of natural areas or otherwise adjacent greenspace. This may include trails and greenways. Encourage the preservation and integration of existing natural areas into new and existing residential areas

Regulatory Standards

Encourage compatible architecture styles that maintain or compliment neighborhood character and enforce residential infill development regulations in to preserve and stabilize existing neighborhoods

INDUSTRIAL



Identifying Features

- ▶ Manufacturing
- ▶ Warehouse Distribution
- ▶ Wholesale-Trade
- ▶ Automotive
- ▶ Entertainment

Description

The intent of the Industrial Character Area is to identify areas that are appropriate for more intense industrial and industrial related uses. The location of these uses shall be such as to protect residential and commercial areas from potential disturbances generated by industrial land uses. These areas consist of land used in higher intensity manufacturing, assembly, processing activities where noise, vibration and air pollution or other nuisance characteristics are not contained on-site.



Land Use Compatibility

Protect existing and undeveloped land zoned as industrial from intrusion by conflicting land uses. Limit conflict between Industrial and other uses by preventing the encroachment of industrial uses into established residential areas outside of identified industrial areas, and prohibiting the introduction of new residential development within industrial areas.

Buffers

Incorporate landscaping, vegetated buffers and other site design elements to soften or shield views of buildings and parking lots and mitigate potential impacts from industrial areas.

Infrastructure

Provide appropriate infrastructure support for industrial development in designated industrial areas, and retrofit existing or planned industrial areas with adequate water, sewer, stormwater, and transportation infrastructure for all component uses at build-out

Development

Locate industrial centers in areas with good access to interstates, truck routes, and direct industrial development to existing industrial districts, especially sites with limited negative environmental impacts.

Streetscapes & The Public Realm

Improve safety and community character by providing consistent lighting and landscaping, particularly street trees, along public right-of-way

Parking and Access

Provide access controls and management standards in compliance with the DeKalb County Transportation Plan. Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.

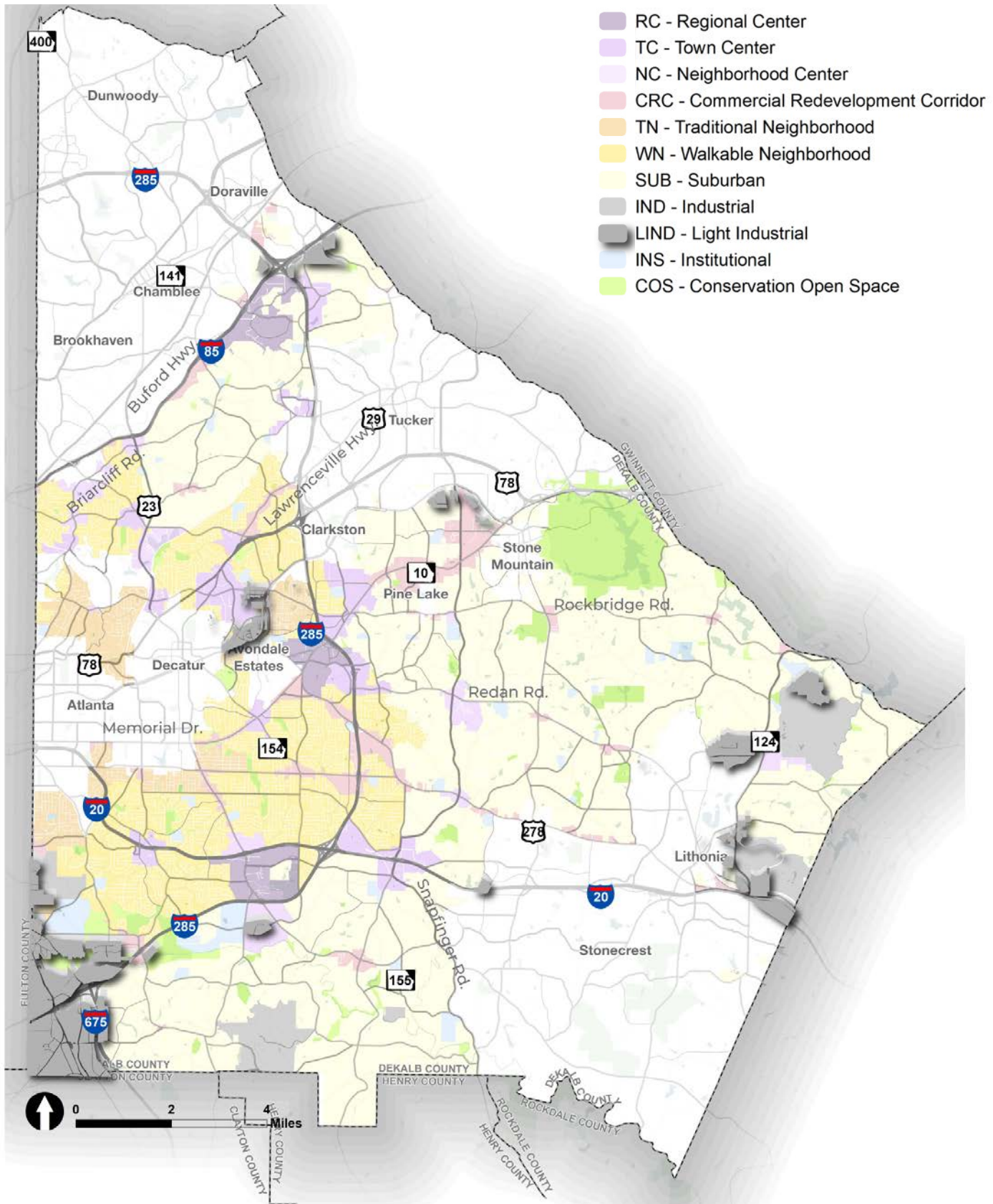
Small Area Plans (SAPS)

Conduct small area plans and freight cluster studies to better define industrial areas and address transitions and traffic impacts.

Regulatory Standards

Designate specific areas for industrial development through the use of zoning and other land use tools. Create and implement zoning and development regulations for industrial uses.

LIGHT INDUSTRIAL



Identifying Features

- ▶ Warehouse Distribution
- ▶ Wholesale-Trade
- ▶ Automotive
- ▶ Entertainment

Description

The intent of the Light Industrial Character Area is identity areas appropriate for industrial type uses. The location of these areas shall preserve the appeal and appearance of residential and commercial areas from the prospective intrusion of light industrial land uses. These areas consist of areas used in low intensity manufacturing, including wholesale trade, and distribution activities that do not generate excessive noise, vibration, air pollution or other nuisance characteristics.



Land Use Compatibility

Allow light industrial uses such as breweries, maker space, set design and fabrication and other similar uses in commercial areas, and encourage Light Industrial development where it can serve as a buffer between Industrial areas and commercial or residential areas.

Buffers

Incorporate landscaping, vegetated buffers and other site design elements to soften or shield views of buildings and parking lots and mitigate potential impacts from industrial areas.

Infrastructure

Provide appropriate infrastructure support for industrial development in designated industrial areas, and retrofit existing or planned industrial areas with adequate water, sewer, stormwater, and transportation infrastructure for all component uses at build-out

Development

Locate industrial centers in areas with good access to interstates, truck routes, and direct industrial development to existing industrial districts, especially sites with limited negative environmental impacts.

Mixed-Use and Non-Residential

Allow for the integration of appropriate light industrial uses, such as breweries, maker spaces, or live/work, into new mixed use and re-purposed development

Streetscapes & The Public Realm

Improve safety and community character by providing consistent lighting and landscaping, particularly street trees, along public right-of-way

Parking and Access

Provide access controls and management standards in compliance with the DeKalb County Transportation Plan. Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.

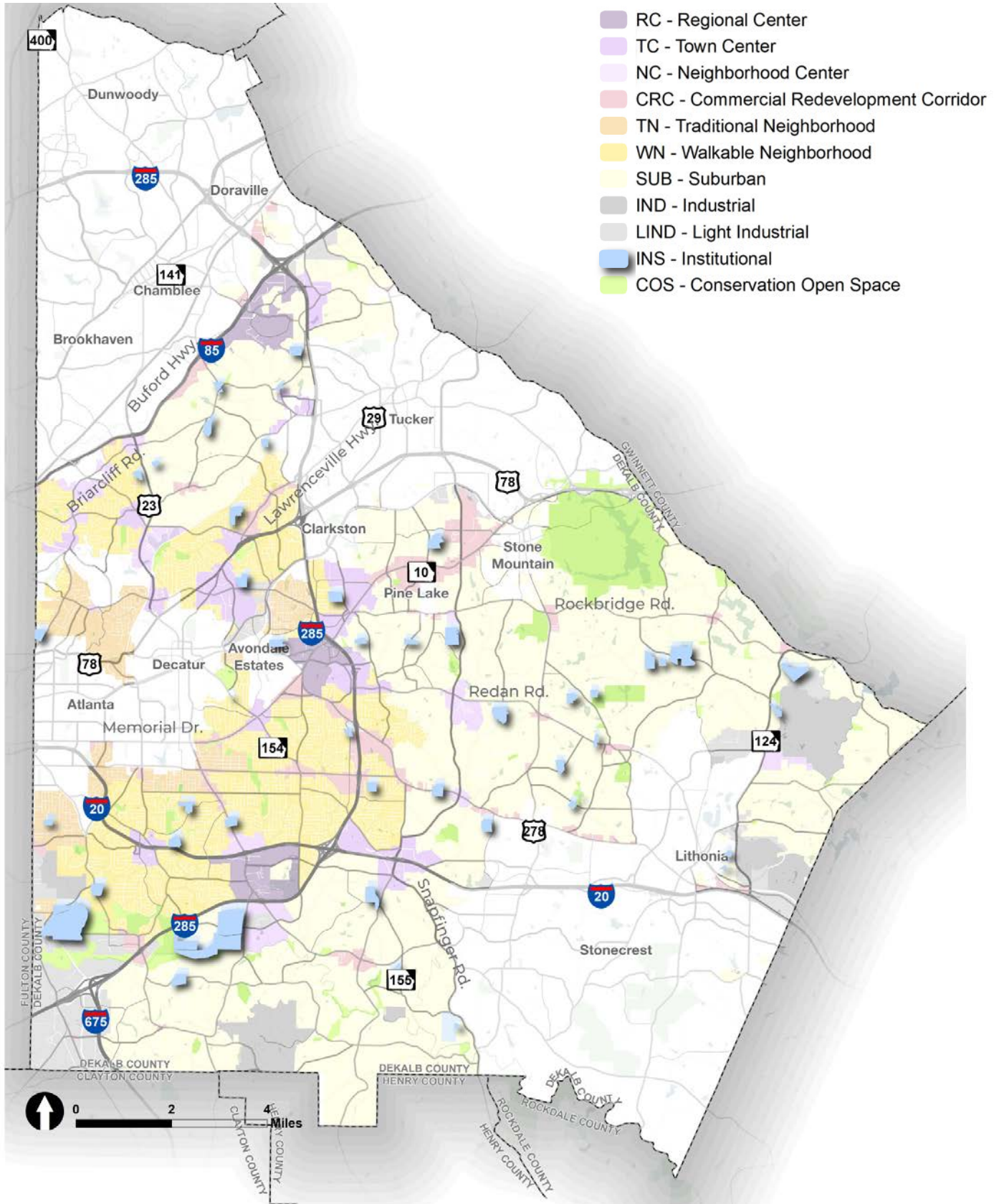
Small Area Plans (SAPS)

Conduct small area plans and freight cluster studies to better define industrial areas and address transitions and traffic impacts.

Regulatory Standards

Designate specific areas for industrial development through the use of zoning and other land use tools. Create and implement zoning and development regulations for industrial uses.

INSTITUTIONAL



Identifying Features

- ▶ Universities, schools
- ▶ Public Facilities
- ▶ Government Offices
- ▶ Libraries
- ▶ Courthouses

Description

The intent of the Institutional Character Area is to designate specific areas that provide institutional services. These areas consist of large areas used for religious, civic, educational and governmental purposes. Those smaller areas with similar purposes have been integrated into the rural, suburban and traditional neighborhood character areas as secondary uses and are considered residential support uses.



Land Use Compatibility

Ensure that institutional developments include appropriate transitions to nearby lower density residential areas.

Infrastructure

Locate new institutional developments in areas with direct access to existing infrastructure

Development

Provide opportunities for the development of institutional uses within the County.

Mixed-Use and Non-Residential

Integrate institutional uses into compact, mixed-use districts where possible to integrate with the surrounding community, increase access, and reduce automobile dependency for short trips.

Streetscapes & The Public Realm

Ensure that institutional investments contribute to the public realm by incorporating good placemaking and streetscaping elements, such as public spaces, street furniture, and multimodal accessibility to adjacent areas and transit facilities.

Multimodal Connectivity

Provide transportation alternatives to reduce automobile dependency including access to biking, pedestrian, and transit infrastructure.

Parking and Access

Create and implement driveway controls and access management standards.

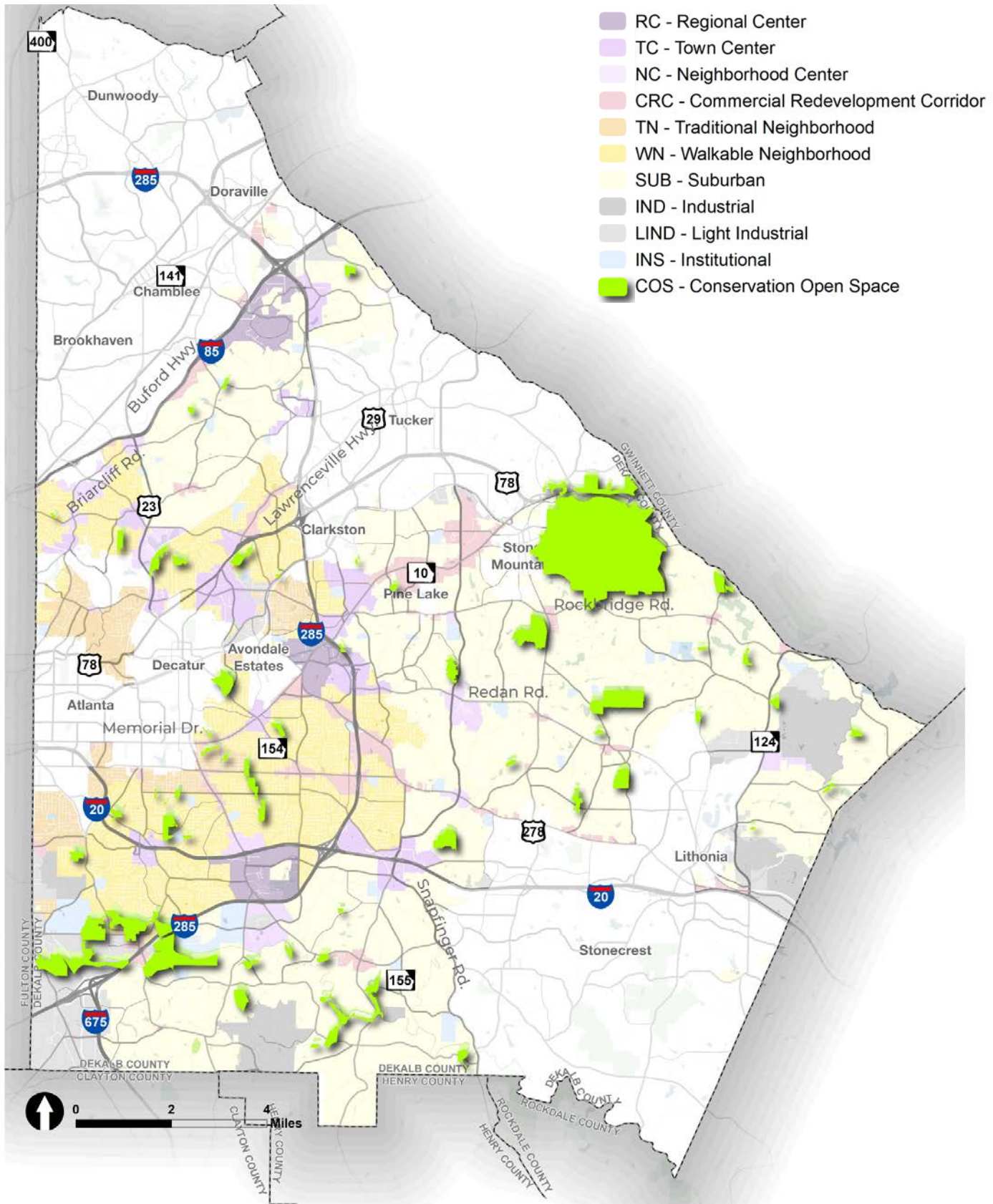
Public Greenspaces & Parks

Consider integrating and combining public open spaces with institutional uses, such as public plazas in front of public buildings

Partnerships

Coordinate and combine institutional uses where possible to promote partnerships between agencies and institutions

CONSERVATION OPEN SPACE



Identifying Features

- ▶ Passive Parks
- ▶ Nature Trails
- ▶ Floodplains
- ▶ Wetlands
- ▶ Watersheds
- ▶ Golf Courses
- ▶ Athletic Fields
- ▶ Amphitheaters

Description

The intent of the Conservation and Open Space Character Area is to preserve areas in the county with significant natural and ecological features, as well as environmentally sensitive recreational facilities for public enjoyment. These areas consist of un-developed natural lands, environmentally sensitive and conservation areas that are not suitable for development. It also includes land used for active recreational purposes that provide for a wide range of activities with some land designated for cultural and historic preservation.



Land Use Compatibility

Design, implement and enforce land use and zoning tools that preserve conservation lands, green space, and water resources. Limit land uses within and near established preservation areas to compatible activities.

Buffers

Consider using conservation areas and open spaces as buffers between incompatible land uses, such as industrial and residential areas

Infrastructure

Inventory the amount and quality of remaining, undeveloped green spaces within the County. Identify areas such as unused or excess right-of-way and redevelopment areas to be used for greenspace. Consider using greenspace as passive infrastructure, such using parks to store stormwater overflow

Development

Require that usable, functional greenspace and open space is set aside for all major developments. Promote the development of communities that feature greenspace and neighborhood parks. Identify strategic greenspace acquisition and utilize innovative partnerships or financing tools for conservation and greenspace preservation.

Streetscapes & The Public Realm

Provide wayfinding/markers and signage along trail

routes, as well as appropriate pedestrian and bicycle infrastructure, such as lighting, benches, and bike racks.

Multimodal Connectivity

Increase the amount, quality, connectivity and accessibility of greenspace. This may include areas with trails and greenways or natural areas only. Create a network of safe and pleasant trails and greenways.

Public Greenspaces & Parks

Promote conservation and greenspace areas as passive use and recreation destinations, and preserve open space, natural and critical environmental areas throughout the County.

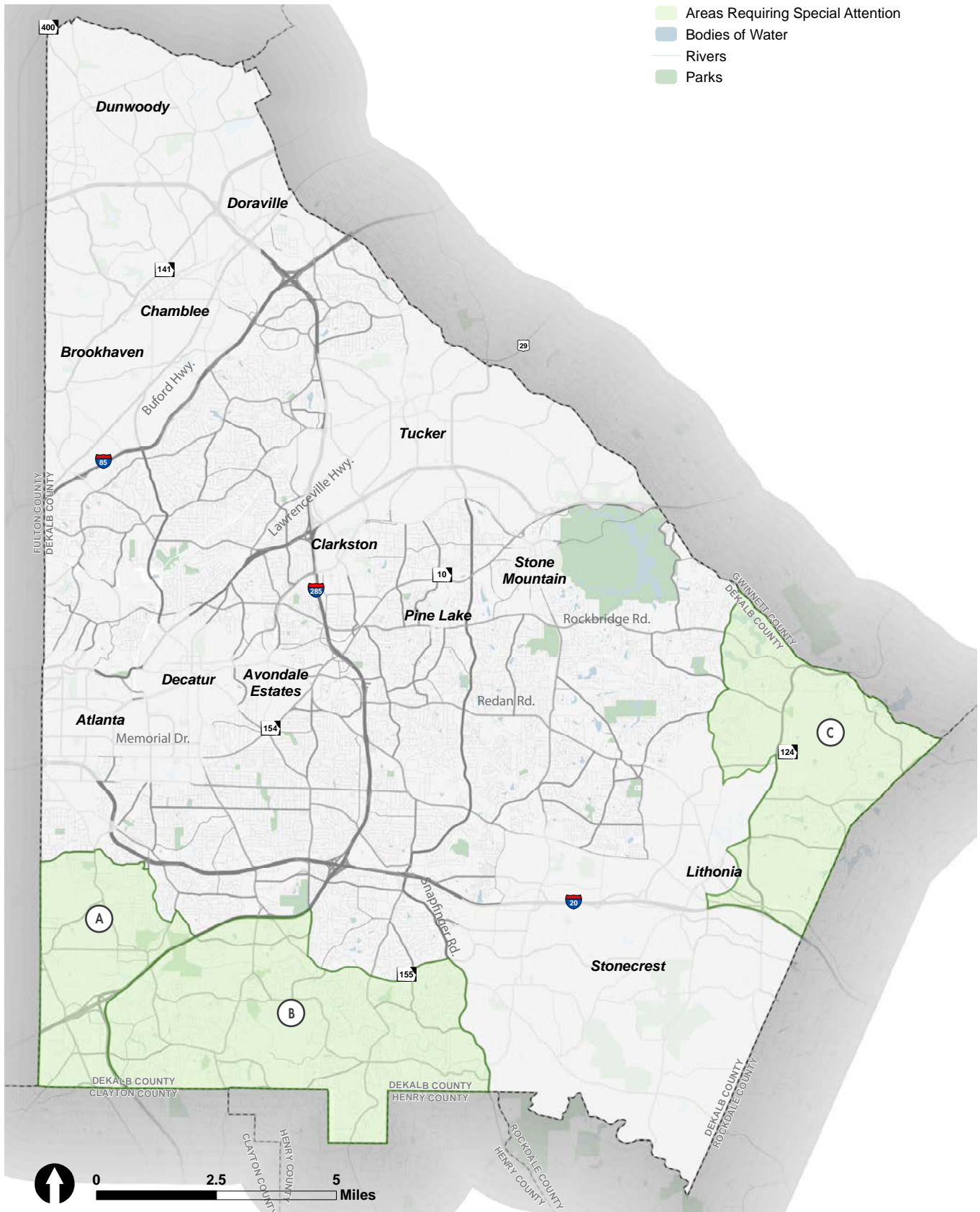
Regulatory Standards

Utilize environmental statutes to protect conservation and green space areas, and protect environmentally sensitive areas including wetlands, floodplains, water supply watersheds, and other water sources.

Partnerships

Coordinate with nongovernmental agencies such as foundations, land trusts, land banks, and other entities to acquire and protect land, and provide a framework for community and voluntary groups to participate in green space acquisition and management. Adopt/Implement the Comprehensive Transportation Plan pedestrian greenway projects, and coordinate environmental protection programs and statutes with the appropriate agencies.

ADDITIONAL AREAS FOR CONSIDERATION

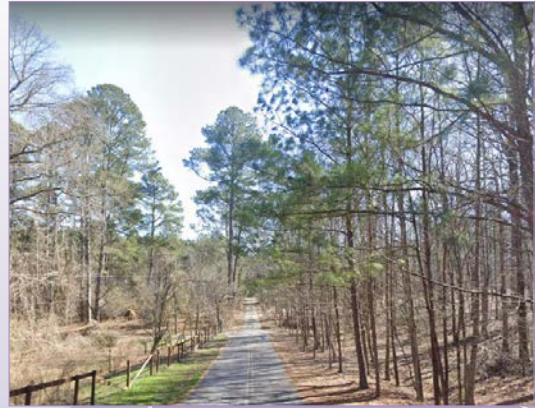


Additional Areas for Consideration

DeKalb County is fortunate to have numerous areas with unique natural features. Most notable are Stone Mountain, Arabia Mountain and the natural outcroppings in the Lithonia area. However, DeKalb also has many natural features less known such as the South River, Nancy Creek, Snapfinger Creek, Peachtree Creek and a significant tree canopy. Development proposals in these areas should **consider** the natural features to ensure that there is a balance between the environment and economic development. **The Additional Areas for Consideration map identifies** areas within which the County should evaluate development proposals for consistency with all environmental, tree protection, stormwater run-off, and water quality related policies to ensure that steps are taken to allow development in an eco-friendly manner. These areas include the South River Forest and corridor both inside and outside Interstate 285, labeled A and B, and the Eastern Conservation Area, labeled C.

The South River Forest area presents several opportunities to develop in a smart and sustainable way, promote economic development, and work to restore, enhance or preserve natural areas along the South River. This area has already experienced development, including residential, commercial, industrial and public **facilities**. **There** have been several recent development proposals and planning efforts that highlight the opportunity for a coordinated approach.

The Eastern Conservation Area is in the extreme eastern area of DeKalb County and is one of the last areas within DeKalb County with large parcels of undeveloped land. This area presents a unique opportunity for the County **to evaluate the preservation of** the remaining, dwindling greenspace, some of which includes former agriculture and farmland. The area also includes industrial uses and quarries, thus careful consideration and coordination is needed in this area. One strategy that may be explored includes encouraging conservation community development or clustered development, to allow for the conservation of undeveloped areas. **This approach** aims to set aside some of the land as greenspace while allowing development to be clustered.



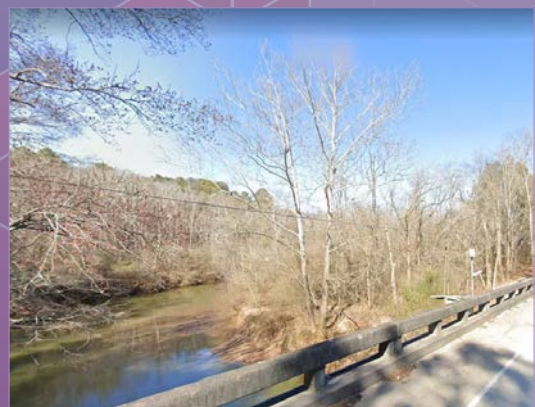
Google Maps



Rails to Trails Conservancy



Google Maps



Google Maps

LAND USE QUICK REFERENCE GUIDE

CHARACTER AREAS AND PERMITTED ZONING DISTRICTS

ZONING DISTRICTS

Regional Center	Town Center	Neighborhood Center	Commercial Redevelopment Corridor	Traditional Neighborhood	Walkable Residential	Suburban	Industrial	Light Industrial	Institutional
MR-1	RSM	R-60	RSM	R-60	R-85	RE	M	M	R-100
MR-2	MR-1	RSM	MR-1	RNC	R-75	RLG	M-2	M-2	R-85
HR-1	MR-2	MR-1	MR-2	RSM	R-60	R-100	OD	OD	R-75
HR-2	HR-1	MR-2	MU-1	MR-1	RNC	R-85	C-2	C-2	R-60
HR-3	HR-2	MU-1	MU-2	MU-1	RSM	R-75		OI	RSM
MU-1	MU-1	MU-2	MU-3	MU-2	MR-1	R-60			MR-1
MU-2	MU-2	MU-3	NS	NS	MU-1	RNC			MR-2
MU-3	MU-3	NS	C-1	C-1	MU-2	MHP			MU-1
MU-4	MU-4	C-1	C-2	OIT	NS	RSM			MU-2
MU-5	MU-5	OI	OI		C-1	MU-1			MU-3
OI	OI	OIT	OD		OIT	NS			OI
OIT	OIT		OIT			CI			OIT
C-1	C-1					OIT			
C-2	C-2					OI			

DEKALB COUNTY LAND USE MAP CHANGES, 2007 -2022

Initial Designation	New Designation											Amendments From		
	COS	RR	SUB	TN	NC	TC	RC	OP	LIND	IND	CRC		HC	INS
Conservation / Open Space (COS)			1											1
Rural Residential (RR)														
Suburban (SUB)				1	3	8			1	1	8		2	24
Traditional Neighborhood (TN)						1								1
Neighborhood Center (NC)						1								
Town Center (TC)														
Regional Center (RC)														
Office Park (OP)						1								1
Light Industrial (LI)								1						1
Industrial (IND)														
Commercial Redevelopment Corridor (CRC)			2											2
Highway Corridor (HC)									1					1
Institutional (INS)					1									1
Amendments To	-	-	3	1	4	11	-	1	2	1	8	-	2	34



CHAPTER 04

POLICY SPOTLIGHTS

POLICY SPOTLIGHT**ARTS & CULTURE****Key Takeaways**

- ▶ Designate arts and culture staff
- ▶ Create arts and culture organization
- ▶ Develop arts and culture master plan
- ▶ Additional investment in disadvantaged areas

FRAMING THE ISSUE

Arts and culture are celebrated and exhibited in numerous areas throughout DeKalb County. The County is home to a diverse collection of organizations, festivals, and institutions, including the Porter Sanford III Performing Arts & Community Center, Callanwolde Foundation, Fernbank Museum of Natural History, Fernbank Museum of Science, the DeKalb Symphony Orchestra, Essential Theatre, Dance 101, Decatur Book Festival, Michael C. Carlos Museum, We Love BuHi, and the Instituto de Mexico. Additionally, located in DeKalb are three K-12 public schools offering an arts-based curriculum, DeKalb Elementary School of the Arts, DeKalb School of the Arts, and the Museum School, and prestigious higher education institutions such as Emory University and Oglethorpe University offering a focus or concentration in arts and culture studies as well as venues.

As a place of deep history, there are 56 districts, buildings, or sites in the County on the National Register of Historic Places (NRHP) representing a diversity of architectural and historical resources. These historical resources provide valuable opportunities to uphold past events and accomplishments that contribute to DeKalb's unique cultural environment today.

Although the County itself does not have an Arts and Culture Plan in place, several cities in DeKalb have developed Arts and Culture and/or public art master plans of their own. This includes Avondale Estates, Brookhaven, Chamblee, Clarkston, Decatur, Doraville, Dunwoody, Pine Lake and Tucker.

Focus Areas

Based on discussions with key arts and culture stakeholders, the following focus areas have been identified.

- ▶ Facilities – There is a lack of a range of event space, limited artist working space, and limited museum and gallery space for permanent and temporary displays.
- ▶ Support - DeKalb County does not have an organization, department, or staff focused on arts, beyond the DeKalb Entertainment Commission, which is focused on supporting film production.
- ▶ Planning - Stakeholders noted the need for Arts and Culture planning to be elevated and treated like other priorities like parks, trails, or sidewalks.
- ▶ Equity - While there are significant concentrations of arts and cultural venues in central west DeKalb, there is a need for more venues in other parts of the County.

Examples from the Region

Fulton County

In 1979, the Fulton County Board of Commissioners established a 15-member Fulton County Arts Council. The Council works with the Fulton County Department of Arts & Culture to assist the Commission in the development of public policy support for the arts industry, makes recommendations to the Commission on funding the arts, and oversees the development and implementation of programs. A five-year Fulton County Cultural Action Plan (2021-2026) was recently adopted to shape the strategic direction of arts planning and programming in the County.

Gwinnett County

ArtWorks! is Gwinnett's unifying arts organization led by a five-member Board of Directors and a nineteen-member community board (named the "Board of Doers"), which is made up of arts, corporate, and public sector representatives. Gwinnett is currently developing a creative economy master plan for the County. This master plan will help provide vision, goals, priorities, and strategic direction for the arts in Gwinnett, with a strong focus on fostering and supporting creative economic sectors.

Clayton County

Arts Clayton is a non-profit that focuses on public-private partnerships to enrich lives in Clayton County through the arts. Since its inception, Arts Clayton has focused on three areas of service which remain the goals of its mission today: support arts education for students in schools at all levels, provide venues and exhibit opportunities for Georgia artists, and promote the arts in community development as a means of strengthening the economic vitality and improving the quality of life.

RECOMMENDATIONS

The following recommendations represent potential opportunities for DeKalb County to consider in supporting Arts and Culture. These recommendations have emerged through existing conditions analysis, peer example review, and stakeholder and public involvement:

Organizational Structure

Staffing

Designate a point person within DeKalb County

Government to assist with arts and culture related coordination such as permitting, creating a central database and event calendar; and assisting with cross-promotion of organizations and events.

Arts Council

Create an arts council to advise the Board of Commissioners on arts-related policy and investments.

Arts Organization

Create a public-private Arts and Culture umbrella organization to implement the Arts and Culture initiatives and offer small grants to DeKalb County based artists and organizations.

Studies and Plans

Strategic Planning

Develop an Arts and Culture Master Plan to set a vision and strategically plan for future initiatives.

Housing

Perform an assessment to determine affordable housing stock for artists as well as affordable workspace. Based on the findings of the assessment.

Transportation:

Include access to arts and culture destinations in multi-modal transportation planning to ensure a variety of alternative and safe avenues for access to these destinations from all parts of the County.

Historic Preservation

Conduct a Countywide historic resource inventory to identify National Register of Historic Places (NRHP) eligible sites, pursue NRHP designation, and adopt local policies to protect these resources.

Equity

In disadvantaged communities or areas with limited resources, pursue opportunities to add arts and cultural facilities, and/or provide incentives for developers to incorporate artist space in their projects.

Leverage the cultural diversity of the County to hold unique events such as night markets, lantern festivals and cultural food truck festivals to enhance, educate, and celebrate local culture.

POLICY SPOTLIGHT BROADBAND



Table 1 and **Figure 4** are a comparative look at broadband access by speed in the Atlanta Metropolitan Area counties. The Atlanta Metropolitan Area is the most densely populated region in the state and is home to many of the state's largest employer's headquarters.

The state of Georgia anticipates continued growth and will continue to attract employers and invest in infrastructure and institutions that aid in the development of start-up businesses. This will include expanding higher speed Broadband.

FRAMING THE ISSUE

Georgia Senate Bill 402 was enacted in 2018. And from the enactment of this legislation the Georgia Broadband Deployment Initiative (GBDI) was formed. The GBDI coordinates with five (5) state agencies: Georgia Department of Community Affairs, Georgia Department of Transportation, Georgia Department of Economic Development, Georgia Technology Authority, and the State Properties Commission. Additionally, the GBDI also works with a Stakeholders Advisory Council comprised of private sector telecom and cable companies, utility cooperative representatives, and local government officials. The ultimate objective of this effort is serving unserved Georgians.

A primary focus of the State Broadband Plan is to identify, evaluate and recommend options which can be implemented by governments and providers.

Georgia

According to BroadbandNow, a consumer advocacy website that compiles broadband access data and pricing, Georgia ranks 12th nationally in broadband access.

- ▶ **94.1%** of Georgians have access to wired broadband 25 mbps or higher.
- ▶ **90.8%** of Georgians have access to wired broadband 100 mbps or higher
- ▶ **40.8%** of Georgians have access to 1 gigabit broadband

DeKalb County

According to Broadband Now' numbers, DeKalb County's access percentages are as follows:

- ▶ **99.4%** have access to broadband 25 mbps or higher.
- ▶ **99.4%** have access to broadband 100 mbps or higher.
- ▶ **69.3%** have access to 1 gigabit broadband.

Percentage of Citizens with Access to Broadband			
	Speeds		
	25+ Mbps	100+ Mbps	1 GbitRoute 186
Georgia	94.1	90.8	40.8
DeKalb	99.4	99.4	69.3
Fulton	98.8	98.6	54
Gwinnett	99.5	99.5	68.7
Clayton	99.5	99.3	39.2
Henry	99.9	99.9	42.6
Rockdale	99.3	99.3	22.4

Table 1 – Percentage of Citizens with Access to broadband

BROADBAND COVERAGE BY SPEED IN GEORGIA

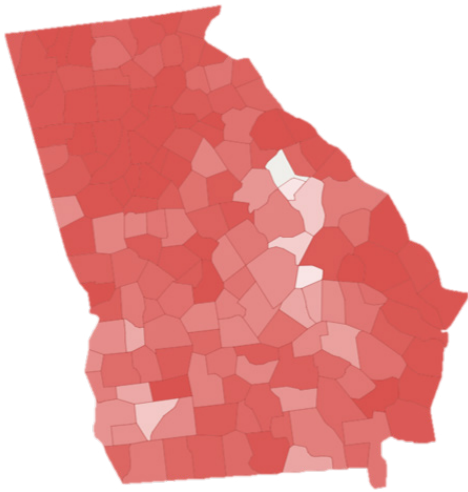


Figure 1: 25+ Mbps

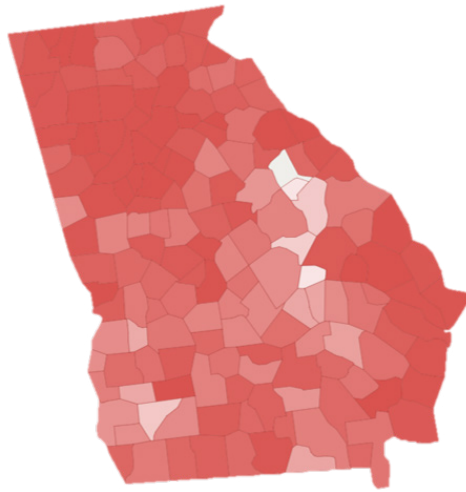


Figure 2: 100+ Mbps

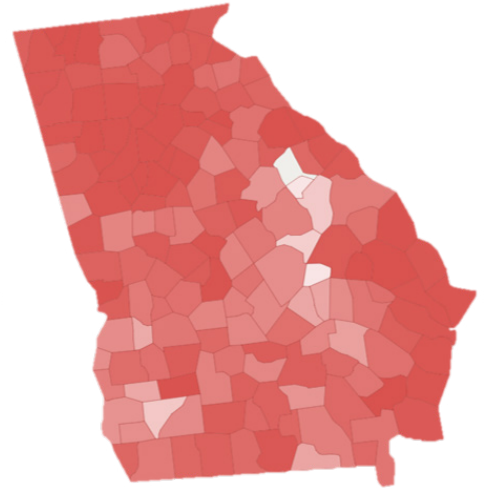


Figure 3: 1 Gbit+ Mbps

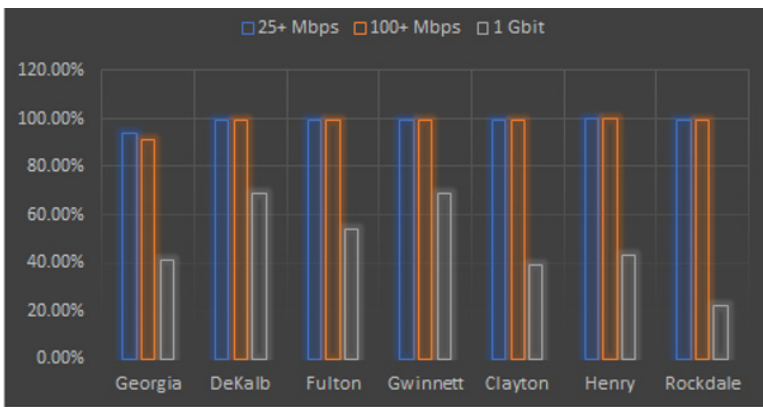


Figure 4: Broadband Access by Percentage

The Georgia Broadband Deployment Initiative has used the Census Block Level to identify Broadband service levels. The analysis of service levels in DeKalb County has identified 8,182 Census Blocks that are designated Unserved Locations.

Because Broadband has become essential to business, education, healthcare, agriculture, and overall quality of life, DeKalb County will continue to work to see the 8,182 Census Blocks currently designated as Unserved Locations, significantly reduced, if not eliminated.

To achieve this, DeKalb County Government will need to coordinate with city governments within DeKalb County, DeKalb County School System, DeKalb County Board of Health, Decide DeKalb Development Authority, and state and regional partners to strengthen and expand this vital service.

DeKalb County Underserved Census Blocks

Served & Unserved Areas in Georgia on a fixed, terrestrial broadband definition of 25 Mbps down and 3 Mbps up and where the broadband service is available to all consumers (residential and business). A Census Block is unserved if 20% or greater locations do not have access to the broadband definition.

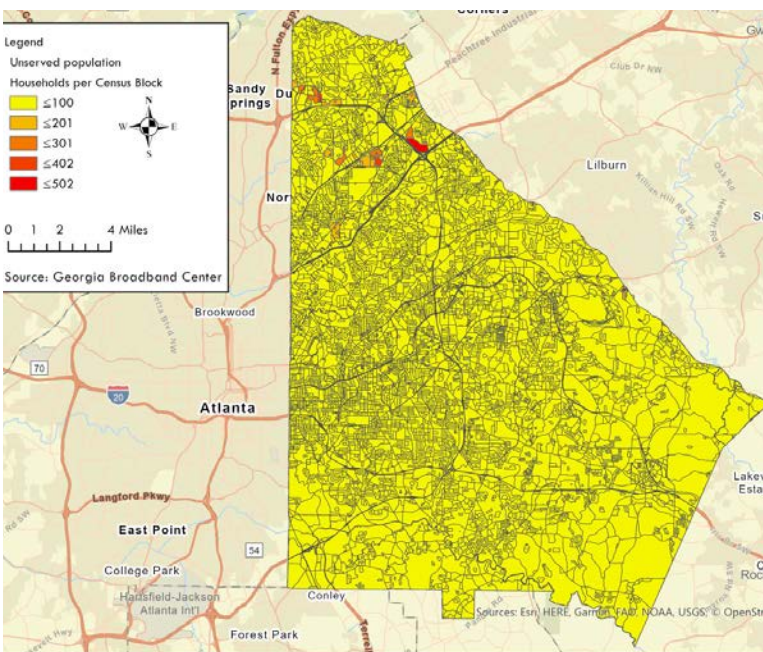


Figure 5: DeKalb County Underserved Census Blocks

POLICY SPOTLIGHT

ECONOMIC DEVELOPMENT



Key Takeaways

- ▶ Healthcare and Life Sciences
- ▶ Corporate Operations and Business Services
- ▶ Advanced Manufacturing
- ▶ Logistics and Distribution

FRAMING THE ISSUE

In 2014, DeKalb County oversaw the creation of a Strategic Economic Development Plan which provided an overview of DeKalb County's business climate, economic development strengths and weaknesses, and a strategy for achieving economic development goals. One of the key recommendations of that report was the creation of Decide DeKalb.

In 2019, Decide DeKalb commissioned a five-year update to this report to provide a fresh look at the current business climate of DeKalb County. The update was intended to deliver an updated analysis of economic development activity in the county, to establish a revised set of goals for economic development, to identify target industries, and to create a list of action items that the County government can take to meet the economic development challenges that DeKalb County faces.

Socioeconomic Analysis

DeKalb County is one of the most diverse counties in Georgia, with a significant increase in Hispanic/Latino residents over the last five years. This represents one of the biggest economic development assets the county has. Despite this, overall population growth has slowed compared to neighboring counties, with a growth rate of only 4.6 percent from 2010 to 2016. During this same period, Fulton County experienced a growth rate of 8.3 percent and Gwinnett County experienced a growth rate of 8.6 percent.

The current employment outlook across the county has room for improvement. In general, jobs do not match the level of education across the county. Many residents hold a bachelor's degree, commuting out of the county to work at higher-paying jobs, while less-educated workers commute into the county to fill lower-paying jobs. Wages in the county have risen at the same rate as Metro Atlanta as a whole, but at 2.5 percent the median household income continues to lag behind the statewide average growth rate of 3.4 percent. Additionally, job creation has been slow, with DeKalb's job growth less than half that of surrounding counties.

Real Estate Market Analysis

Like the rest of Metro Atlanta, housing prices and rents have increased in DeKalb. Despite this increase, the county remains a relatively affordable option for residents who want to live close to central Atlanta. However, new housing has been created at a slower pace in DeKalb County than the rest of Metro Atlanta. Protection of this valuable asset will require the creation of new mixed-use development and a variety of housing options.

Examples of multi-family and office development can be seen clustered near Perimeter Mall and many of the county's MARTA stations. These clusters act as anchors for new mixed-

use development and serve as a blueprint for further transit-oriented development in the county. Furthermore, despite its proximity to central Atlanta, DeKalb remains a largely low-density, suburban-style community. This means that infill development offers the best opportunity for new development.

Much of the industrial inventory in DeKalb is aging, which limits the ability to grow the lucrative manufacturing, distribution, and logistics industries. These industries currently make up a large sector in DeKalb County's economy. However, new inventory will be needed to continue to attract higher-paying advanced manufacturing jobs, as well as jobs in the rapidly growing distribution industry.

Target Industry Analysis

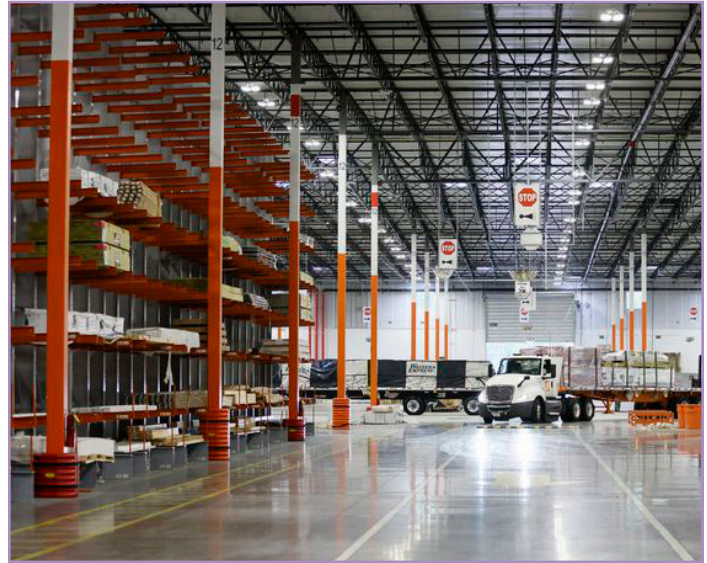
DeKalb County excels at many of the factors that attract businesses, including access to major highways, availability of skilled labor, and a high quality of life. Additionally, the county's relatively low cost of real estate while remaining close to central Atlanta is a significant asset.

Based on the county's strengths, weaknesses, and economic trends, the SEDP identified four target industries:

- ▶ Healthcare and Life Sciences
- ▶ Corporate Operations and Business Services
- ▶ Advanced Manufacturing
- ▶ Logistics and Distribution

These represent the anchor industries at which the county has a comparative advantage over other locations. These four industries should be the primary focus of economic development efforts.

Additionally, the SEDP identified Film and Entertainment Production as an "emerging industry" that DeKalb County may wish to cultivate by providing more resources.



Source: Decide DeKalb

RECOMMENDATIONS

The five-year update to the Strategic Economic Development Plan provides an excellent blueprint for economic development efforts in DeKalb County. The County should first review the plan to determine which components are still relevant, which may need to be updated based on the Unified Plan and recent market changes. In addition to the items presented in the report, the County should encourage better coordination between the Department of Planning & Sustainability and Decide DeKalb, specifically on land use policies, activity centers, priority areas and employment centers. Industrial development as well as targeted economic development in disadvantaged areas and areas of disinvestment are additional priority areas of coordination. Finally, it is imperative that the County continue its partnership with Decide DeKalb to provide the best opportunity to implement these recommended actions and position DeKalb County for sustained economic development well into the future.



POLICY SPOTLIGHT

HEALTH & WELLNESS



Key Takeaways

- ▶ Numerous organizations operate and provide resources throughout the county
- ▶ Various communities in DeKalb face barriers to health education and program delivery
- ▶ Develop a health resource map and designate a County Health and Wellness point-person to coordinate planning and resources

FRAMING THE ISSUE

The DeKalb Board of Public Health sponsors many health and wellness related programs including those focused on access to healthy foods and active living, and many in collaboration with other organizations. This includes a mobile farmers market, Fresh On Dek, partnerships with faith-based organizations to provide access to facilities for physical activity for residents; Park Prescription Day with different activities within DeKalb County parks, and mobile vaccination sites. Additionally, the Board of Health provides preventative health initiatives; car seat safety initiatives, pedestrian safety campaign; mental health community support and education; and substance abuse counseling.

Over the last decade, a number of active living plans were developed by DeKalb County and the DeKalb County Board of Health in an effort to support better health outcomes for DeKalb residents and reduce the risk of chronic diseases such as diabetes, high blood pressure, cardiovascular disease, and other health related issues. Plans were created for areas such as Belvedere, Covington Highway, Gresham Road, Indian Creek MARTA Station, Medline LCI area and Panola Road/Salem Road. The plans included recommendations promoting accessibility to fresh food, pedestrian connections, cycling infrastructure, civic space, parks, and trails to support physical activity.

There are many organizations that operate within DeKalb County working to improve the health and wellness of citizens. Roots Down is partnering with the DeKalb County Library system on the Edible Libraries campaign to grow gardens starting at six libraries as an initial pilot program in addition to productive urban landscaping at a few area schools. Concrete Jungle, a local non-profit, provides foraging, farming, and support for food access by transforming overlooked and underutilized fruit trees and land into a healthy source for communities in need.

Other organizations such as the United Way provide programs such as the Strong Learners Panel in DeKalb, a business roundtable on early learning and the MORE Program focusing on infant and maternal health. Emory also takes a strong lead on providing health information to the public by utilizing social media influencers and community partners to communicate accurate information; organization of a South DeKalb Health Summit, in collaboration with DeKalb Board of Health; and partnering with DeKalb County government on vaccine events. The Center for Pan Asian Community Services, Inc. (CPACS) offers access to food; health and vaccine fairs; COVID-19, HIV, and Tuberculosis (TB) testing; annual physicals; Affordable Care Act (ACA) enrollment; the Victim Service Program, a safe shelter for women and children of the immigrant community; alcoholism prevention for young adults; and transportation assistance to employers outside the County.

Focus Areas

Based on discussions with key health and wellness stakeholders, the following potential focus areas have been identified.

- ▶ **Children's Health** - The Child Well-Being Index and associated map are tools developed to assess the health of a community. Of the 500,000 children in the metro Atlanta region on the low end of the index, approximately ¼ reside in DeKalb County.
- ▶ **Education and Communications** - Health literacy is the ability to obtain, read, understand, and use healthcare information to make appropriate health decisions and follow instructions for treatment. Some communities have barriers to health education and program delivery including language and technology.
- ▶ **Partnerships** - Often health and wellness organizations are unaware what other providers are offering in the community, and the burden is on the individual client to research. There is a need for a structure to link individuals to the resources, and organizations to other organizations working in DeKalb.
- ▶ **Equity** - Key focus areas identified related to equity include the decreasing inventory of affordable housing, especially near job centers, reliable transportation to and from jobs or services, especially for communities in south DeKalb, and the availability of or access to fresh food in some areas of the County.

Examples from the Region

The following examples highlight two successful organizations and initiatives that support citizens' Health and Wellness.

Gwinnett County

The Gwinnett Coalition of Health and Human Services is a robust collaboration of private, public, and non-profit groups and is the lead organization for Gwinnett County community development. The Coalition hosts programs like Healthcare Roundtables, Resilient Gwinnett, Gwinnett Cares and Gwinnett Veteran Resource Center.

City of Atlanta

The non-profit, Open Hand Atlanta, has been in operation since 1988, and is one of the most collaborative nonprofit organizations in the United States working with over 100 public and private partners. Its mission is to eliminate disability and untimely death due to nutrition-sensitive chronic disease and it works towards this mission through "Food is Medicine" and evidence-based education programs.

RECOMMENDATIONS

The following recommendations represent potential opportunities for the County to consider in supporting Health and Wellness. These recommendations have emerged through existing conditions analysis, peer example review, and stakeholder and public involvement:

Organizational Structure

- ▶ Designate a Health and Wellness point person within DeKalb County Government to assist with dissemination of health and wellness related information and coordination.
- ▶ Participate in public-private Health and Wellness focused programs & organizations to leverage funding and collaborate on public education and marketing.
- ▶ Host a Health and Wellness focused roundtable with community partners to promote information sharing, coalition building, and development of a structured network of resources.
- ▶ Establish a Child Care and Early Education Initiative to provide scholarships for high quality childcare and early education for low- and middle-income families.

Planning and Programming

Housing

Perform an assessment to determine affordable housing stock in DeKalb County and consider health and wellness resources and demographics.

Transportation

Include access to parks, trails and recreational facilities in multi-modal transportation planning.

Develop a Local Road Safety Plan to foster better health outcomes on roadways in disadvantaged communities and where accident rates are higher.

Strategic Planning

Develop a Health and Wellness Resource Map and Guide to inventory available facilities for active living such as parks, trails, and recreation centers and organizations that provide health and wellness services and programming.

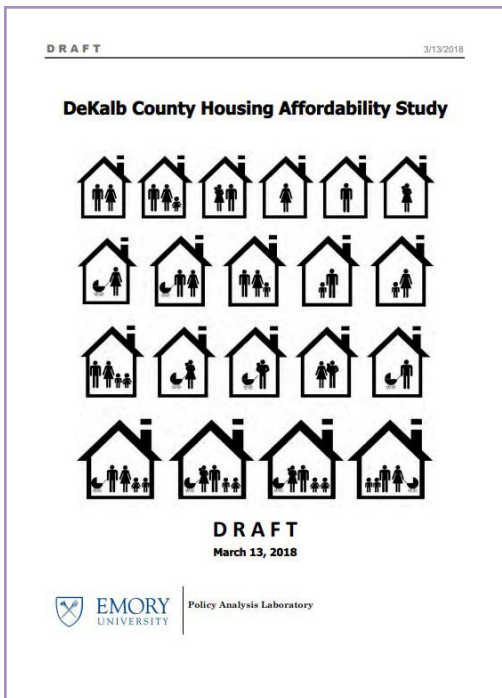
Equity

Prioritize adding or renovating amenities such as parks, recreation centers, sidewalks, and trails in underserved areas of the County.

Co-host health fairs and other events in underserved areas promoting active living. Potential partners includes "Streets Alive!," PATH Foundation, CPACS, and Friends of Refugees.

POLICY SPOTLIGHT

HOUSING



Key Takeaways

- ▶ DeKalb County Should Take a Leadership Role on Affordable Housing
- ▶ Provide a strategic vision and direction for affordable housing
- ▶ Mobilize additional resources for affordable housing in deKalb County

FRAMING THE ISSUE

The following is a summary of some of the key housing issues facing DeKalb. These were identified in both data collection and community outreach.

Historically, construction activity has focused on single-family detached and larger multi-family structures. These patterns do not match the needs of households in DeKalb, including lower-maintenance ownership options and lower-density rentals that may be more suited to families. The lack of varying housing types results in individuals staying in homes they do not prefer or need, entering homes that do not fit their stage of life or lifestyle or looking for housing outside of DeKalb. A greater variety of housing products should provide options for households' needs at every stage of life.

Older and aging housing stock

Half of the county's housing stock is estimated to be over 40 years old, and 23% was built during the post-war boom years of the 1950s and 1960s. While most of this housing stock is structurally sound, larger ticket maintenance items are a concern. A large number of the smaller homes built in the 50s and 60s are also renter-occupied. These units are often referred to as naturally occurring affordable housing. Continual reinvestment in this stock of housing will be important as well as maintaining the affordability of these units.

Demand for middle-income housing

Over the past two decades, much of the new construction market has focused on units that are affordable to households making less than 80% of the area median income (AMI) or over 120% of AMI. The need for these units continues, but the gap for the middle-income ranges has only grown. Capital or incentives for these projects are often harder to find and returns on investments are lower.

Preservation of existing affordable rentals

Nationally, large numbers of units in the Low-Income Housing Tax Credit (LIHTC) programs have initiated the process to leave the program. At the same time, many locations have experienced a decline in the construction of new LIHTC units. Strategies will need to address the loss of these units either through preservation or construction of new units.

RECOMMENDATIONS

A housing market is a complex and ever-changing landscape of countless variables including economic factors guiding production, rehabilitation, and demand. Social factors also influence housing preferences, as does the willingness of renters and buyers to adapt to new products. This fluidity can seem daunting, but all the more important to establish strategies around DeKalb County's issues. The following section summarizes strategies the County and community partners should consider. This should start with updating the more detailed Housing Study that was completed in 2018 and from that develop a more in-depth strategic housing plan for the county.

Housing Partnership

The County, nor any one local jurisdiction, will be able to address all of the county's housing needs, it will take public-private partnerships. A consolidated and strategic approach to housing partnerships should be established. This should be thought of in the same vein as any other economic development initiative.

Create Housing Champions

There are currently a number of departments, organizations, and agencies working on housing issues, but a unifying voice is missing.

Establish a Housing Officer - This individual should bring together partners and keep the issues around housing at the forefront. This role should not be purely focused on housing for the lowest incomes but should champion the broader needs for both the lowest and moderate-income households.

Establish a Housing Advisory Committee - The Committee should include a mixture of individuals with a wide range of experience within the housing industry. The committee members should also be champions for greater variety and affordability in the market. This may include tackling the NIMBY voices push against new product types.

Track Housing data - The only way to truly understand if progress is being made is to establish and track key metrics. One of the first tasks of the committee should be to identify what metrics should be tracked. Much of this may be based on the data collected in the updated housing study.

Preserve and Expand the Number of Affordable Housing Units

Currently the County has a large stock of affordable housing. This includes both units that a part of specific programs to ensure their affordability and a large stock of older housing units that are naturally affordable.

Preserve Existing Affordable Rental Units

Units built under the Low Income Housing Tax Credit (LIHTC) program are not permanently affordable units and rents are not restricted on these units once their time in the program is complete. Efforts should be made to keep these units affordable.

Preserve Naturally Occurring Affordable Housing -

Older units often are naturally more affordable due to the cost of land, building materials, and labor at the time of construction. In extremely active markets, inflation can quickly price many middle- to lower-income households out of the market. Preservation of these units through programs like purchase-rehab-resale programs can preserve affordability.

Workforce Housing Ordinance - The 2018 housing study proposed the development and implementation of a workforce housing ordinance, which is currently under development. These ordinances can be crafted in a number of ways, but ultimately require a number of affordable units or payment-in-lieu to support the development of affordable units at another site.

Secure Gap Financing

While the demand for housing units affordable to households making less than 120% of the Area Median Income (AMI) may be high, the ability of the private market to finance these units is difficult due to the limited profit margins.

Development of a Housing Development or Trust Fund

- There are many different ways to organize a local funding pool, including a housing trust fund, lending consortium, or an economic development fund targeted to housing. These funds are the ideal instruments to:

Leverage the Land Bank - The Land Bank can provide an important relief valve in the cost of housing development. The cost of land is traditionally 20% or more of the final sale price of a home and lowering this cost fills a significant gap in the financing of more affordable housing. However, to do this the scope and purpose of the land bank will need to be better defined.

Leverage other Sources - There are a number of other sources and opportunities for funding. One of these being CBDG funds, however, those funds have to focus on lower-income households and do not address the gap in more moderate-income housing.

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POLICY SPOTLIGHT

RETAIL



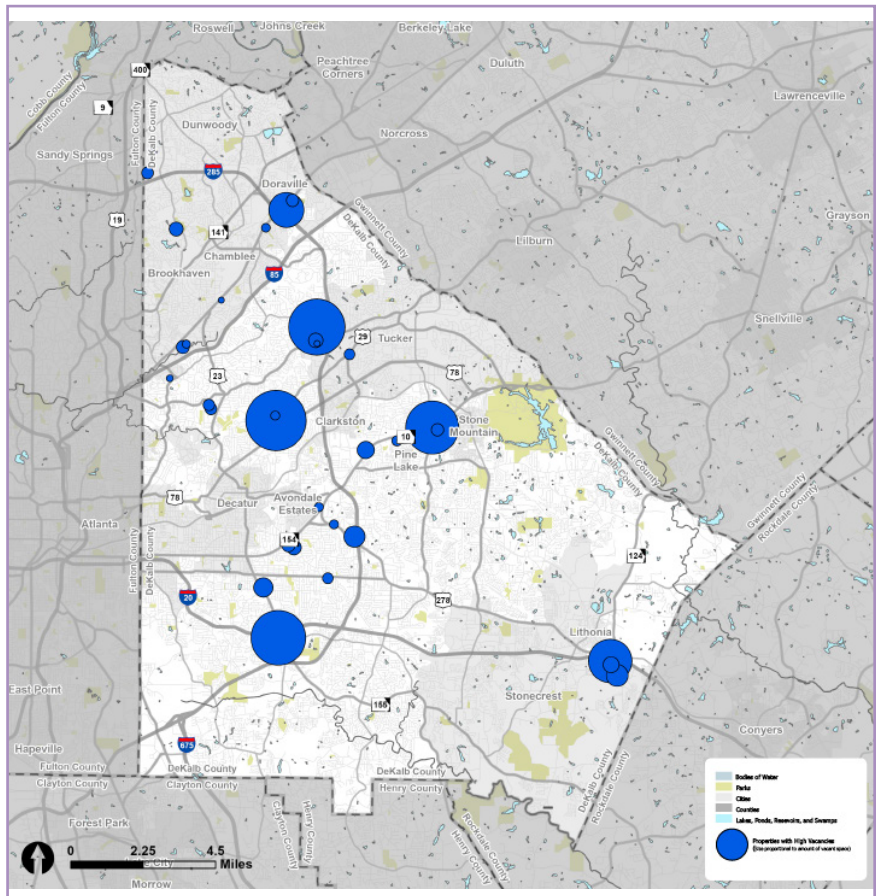
FRAMING THE ISSUE

The County's retail sector was identified as one of the key issue areas related to future growth and development. Of particular interest are **the struggling retail corridors and nodes** that commonly have high vacancies and observed disinvestment. Utilizing available retail data, existing retail conditions and trends were analyzed in DeKalb County. **From this analysis, the top ten percent of properties that have the largest concentrations of vacant retail space were identified and mapped.**

Three primary concentrations of retail space with high vacancy exist within DeKalb County. The first is the existing indoor mall properties across the County, which together account for over 600,000 square feet of vacant retail space. The second concentration is a stretch of vacant retail spaces along Buford Highway, punctuated by 117,000 of available space within a former department store in the City of Doraville. The third concentration is a swath of vacant retail space roughly following Memorial Drive from the Gallery at South DeKalb near Interstate 20, then northwest towards the City of Stone Mountain.

Key Takeaways

- ▶ Support mixed-use development and redevelopment around the mall properties
- ▶ Consider public private partnerships
- ▶ Repurpose parking lots of underutilized shopping centers
- ▶ Create an organization focused on Memorial Drive



Areas with higher amounts of vacant retail space are identified with larger dots.

Existing Indoor Malls within DeKalb County

DeKalb County is home to several large indoor malls, including:

- ▶ Northlake Mall
- ▶ North DeKalb Mall
- ▶ Mall at Stonecrest
- ▶ Gallery at South DeKalb

The loss of retail and high volume of vacant space at each mall is not necessarily a cause for concern regarding local market performance on its own, as this is consistent with a nationwide trend shifting away from traditional indoor malls. Reinvestment or redevelopment plans are already in the works for some of these mall properties. In 2019, Emory University announced plans to lease over 220,000 square feet of space in Northlake Mall as office and administrative space.

North DeKalb Mall was recently sold with an aim to redevelop the property into a mixed-use development. Additionally, some former retail spaces at the Mall at Stonecrest have been repurposed including one anchor location being converted into an entertainment center and aquarium.

The Gallery at South DeKalb may require the most attention of any of the four malls. The property has experienced recent closings of many anchor stores with no plans for new tenants or redevelopment on the horizon, emblematic of a larger trend within the adjacent Memorial Drive corridor. However, the Gallery at South DeKalb was recently sold to a new mall operator with the intention of securing new tenants and reviving the property.

Buford Highway Corridor

Another area with a concentration of high vacancy retail properties is along Buford Highway. This trend warrants further attention, however, the vacancies present along Buford Highway are generally smaller in scale and tend to be limited to individual shops rather than entire shopping centers. Additionally, the area is recognized across the region for its cultural and culinary offerings.

Memorial Drive

The most crucial segment for further action is **near the** Memorial Drive corridor, stretching from the **area around the** Gallery at South DeKalb to Stone Mountain. This swath accounts for roughly half of

the top ten percent of properties with the highest vacancies in DeKalb County.

Additionally, although the data identified vacant space across the county, it did not clearly indicate underutilized properties that may not currently provide the high volume of retail for which they were **designed**. Many properties are designed around large anchor stores which are currently unoccupied. As a result, most of the tenants are small businesses that, while successful, do not need the vast amounts of retail space and surface parking that the property includes. Additionally, several spaces are now occupied by DeKalb County government offices. All of these uses provide important services for the community but could perhaps do so in a more efficient use of space. Finally, there are numerous ethnic and international businesses along the corridor that would benefit from an increased focus on celebrating the unique offerings and making the area a regional destination. Many of these issues, as well as opportunities for development along Memorial Drive, were highlighted in the Memorial

Drive Revitalization Corridor Plan in 2019.

RECOMMENDATIONS

Overall, there are several opportunities to address areas of concern within DeKalb County. Some recommended actions include the following:

- ▶ Conduct a deeper analysis of the existing retail market, specifically in the three focus areas
- ▶ Support mixed-use development and redevelopment, particularly within and around the mall properties
- ▶ Update Livable Centers Initiative studies or other small area plans within these focus areas
- ▶ Streamline approval and permitting process for redevelopment or investment within these areas
- ▶ **Repurpose underutilized parking into public spaces, residential or mixed-use development**
- ▶ Relocate county offices from struggling retail centers to more centralized areas.
- ▶ Create an organization focused on Memorial Drive **to celebrate and promote the diversity of the corridor**, similar to We Love BuHi.
- ▶ Reduce the amount of existing retail space through coordination with public and private partners

POLICY SPOTLIGHT

SUSTAINABILITY



The Green Communities Program is a voluntary sustainability certification program that helps local governments reduce their environmental impact through actionable measures. The program fosters a greener, healthier and more livable region by providing a framework for cities and counties on their sustainability journeys. ARC strives to assist local governments in decreasing operational carbon emissions through building portfolio efficiency and clean energy opportunities.

FRAMING THE ISSUE

DeKalb County's pledge to Sustainability begins internally within County operations. Currently, DeKalb County focuses sustainability resources on programs and activities at County facilities. Examples of current County Sustainability programs/activities at County facilities include:

- ▶ ARC Green Communities Program Participation
- ▶ Conservation Education Programs
- ▶ Community Rain Gardens
- ▶ Invasive Species Removal
- ▶ Generation of Compressed Natural Gas from County Landfills
- ▶ Electric Vehicle Charging Stations
- ▶ Office Programs
 - ▷ Various recycling programs
 - ▷ Reduction of Paper Use
 - ▷ Expansion of Digital Investment
- ▶ Motion Activated Lights

ARC Green Communities Program

The ARC Green Communities Program is a voluntary sustainability certification program which supports local governments with guidance and activities to enhance sustainability within Metro Atlanta communities. Aspirations for the ARC Green Communities Program include:

- ▶ Reduction of energy and water use within government operations, buildings, and fleets.
- ▶ Providing curbside recycling to residents and businesses.
- ▶ Providing public education and examples of new and emerging sustainability practices.

Initiation of DeKalb Green Committee

DeKalb's commitment to expanding the County's Sustainability programs includes the establishment of a DeKalb Green Committee. Comprised of DeKalb County personnel, this Committee will include County and Department leadership and will be responsible for developing sustainability policies, while also monitoring the implementation of the County's sustainability programs. The Committee would conduct regularly scheduled meetings, conducting meetings on a quarterly basis.

Sustainability Coordinator

In the Department of Planning and Sustainability, DeKalb County has added a full-time staff position of Sustainability Coordinator. This position leads the management and coordination of sustainability programs and activities within DeKalb County, including coordination across County Departments on their sustainability activities, the monitoring of sustainability programs, and reporting of sustainability activities. In addition, the Sustainability Coordinator leads County's tracking and reporting for the ARC Green Communities Program.

RECOMMENDATIONS

Comprehensive Sustainability Plan for the County

The County currently lacks a holistic strategy for sustainability. Development of DeKalb County's first Sustainability Plan would establish a unified vision and goals, examine the current sustainability programs and activities, and identify potential partners. A set of recommendations that address short- and long-term needs for enhancing sustainability with County operations and in the community should be included.

Public Communication and Education Programs

Create a sustainability education program that provides on existing programs and identifies ways for the community to be involved. This would include the communication of upcoming programs scheduled at County facilities, County websites and social media.

Enhanced Reporting of County Sustainability Achievements

Currently, DeKalb County reports the sustainability achievements for County Departments internally, with limited, coordinated communication to the community. The County should assess the development of a Sustainability Dashboard that could County progress and achievements related to sustainability.



Establish Department Sustainability "Leaders"

To ensure sustainability is a county-wide effort, leaders should be identified from each County Department. These designated leaders will be the sustainability point of contact for that Department and would be responsible for coordination and reporting of their Department's sustainability activities and progress. These leaders may also serve on the Green Committee.

Maintain ARC Green Communities Certification

The ARC Green Communities program provides a checklist or guidebook for initiating sustainability programs and measuring program progress. The initial participation of the ARC Green Community Program serves the County with initial strategic programs and the foundational tracking of sustainability programs throughout the County. Once the County achieves "recertification" as a Green Community, annual or semi-annual reporting and performance monitoring should be established to maintain certification. The Green Committee may serve as the monitoring and reporting body for this task, providing updates and recommended actions to County leadership and staff.

POLICY SPOTLIGHT

TRANSIT ORIENTED DEVELOPMENT

FRAMING THE ISSUE

Transit-Oriented Development (TOD) typically incorporates a mixture of uses, including residential, retail, and office uses within a compact area. The intention of TODs is to create dense, walkable areas that are supportive of multimodal transportation options, specifically the use of transit and less dedicated parking, in the areas of high-capacity transit stations. A typical TOD district focuses strategic growth areas near transit, primarily between one-quarter to one-half mile radius from the transit station. The development density of a TOD should intensify closer to the center of the radius.

Equitable Transit-Oriented Development

The establishment of equitable TOD policies enables government agencies to set TOD standards that ensure high-quality development, while mitigating the displacement of current residents and businesses in these areas. New TODs and transit corridors provide opportunities for entrepreneurs and employers by improving accessibility to multiple mobility options in the area and providing a setting for prospects such as locating workforce development and start-up business training.

Existing Stations

Currently, unincorporated DeKalb County is home to two MARTA heavy rail stations, Kensington and Indian Creek. Two previous comprehensive development plans for the Kensington MARTA Station and its surrounding areas were completed in 2002 and 2012. An update plan for the Kensington MARTA Station area was initiated in 2021. A planned study for the Indian Creek MARTA Station area is planned to begin in 2022 and will study TOD opportunities surrounding the station.

DeKalb County Transit Master Plan

In the DeKalb County Transit Master Plan, four potential funding scenarios were developed to guide the advancement and expansion of high-capacity transit in DeKalb County. These four scenarios included the Existing MARTA Penny Scenario; Half-Penny Scenario; Full-Penny Scenario; and the Previously Adopted Scenario.

Existing MARTA Penny Scenario

The Existing MARTA Penny Scenario assumes a continuation of the one-penny MARTA sales tax with no additional funding. The revenue generated in this scenario would support the maintenance, sustaining capital, and operations of the existing system without any additional transit expansion. The impacted transit corridors in the Existing MARTA Penny Scenario are included in Table 1.

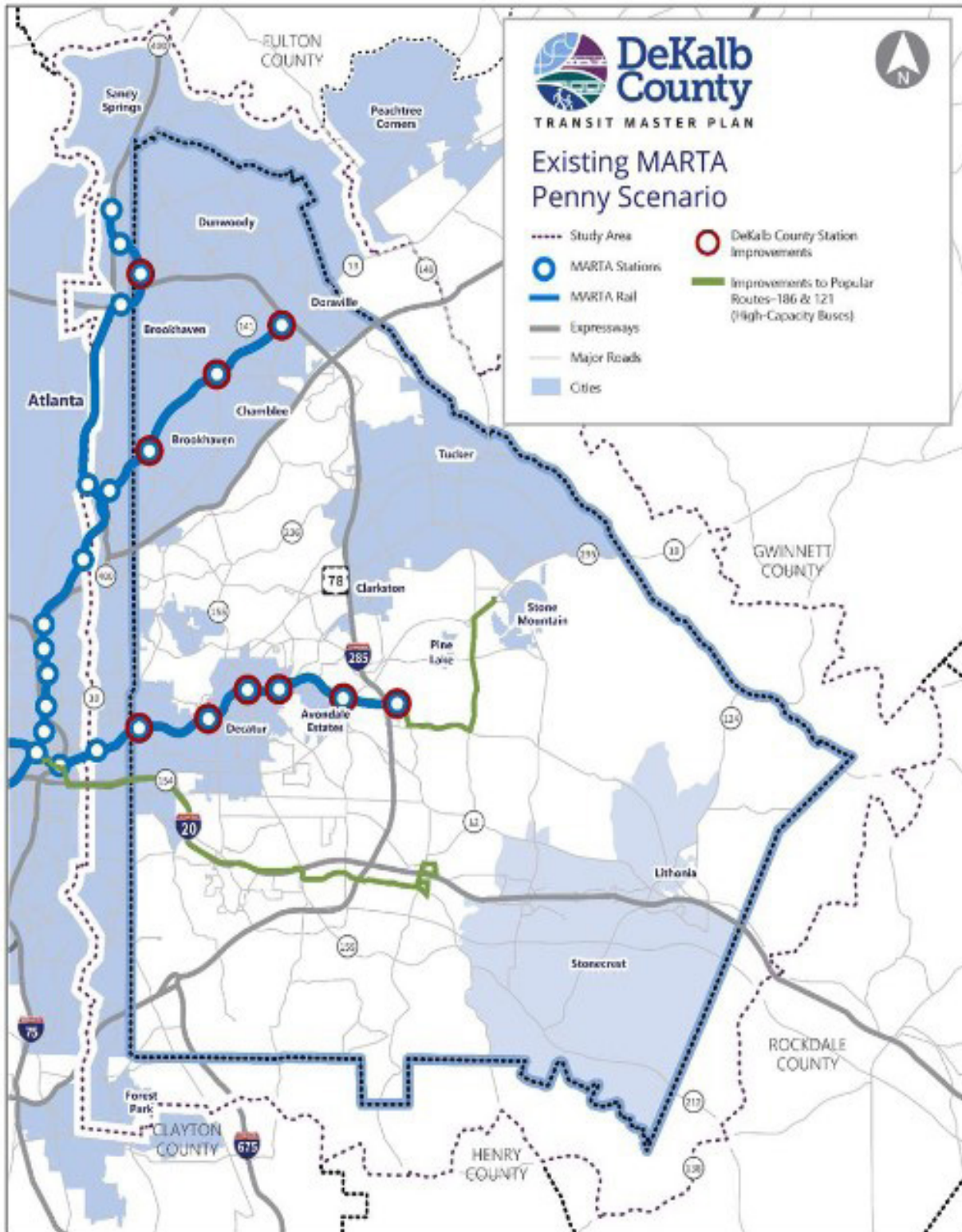


Key Takeaways

- ▶ Encourage the development of station area plans
- ▶ Update plans and policies after upcoming transit projects and plans are complete
- ▶ Study and gather input on funding and priorities

Corridor		Project Limits
High Capacity Buses	I-20 East/Rainbow Drive	Route 186
	Memorial Drive	Route 121

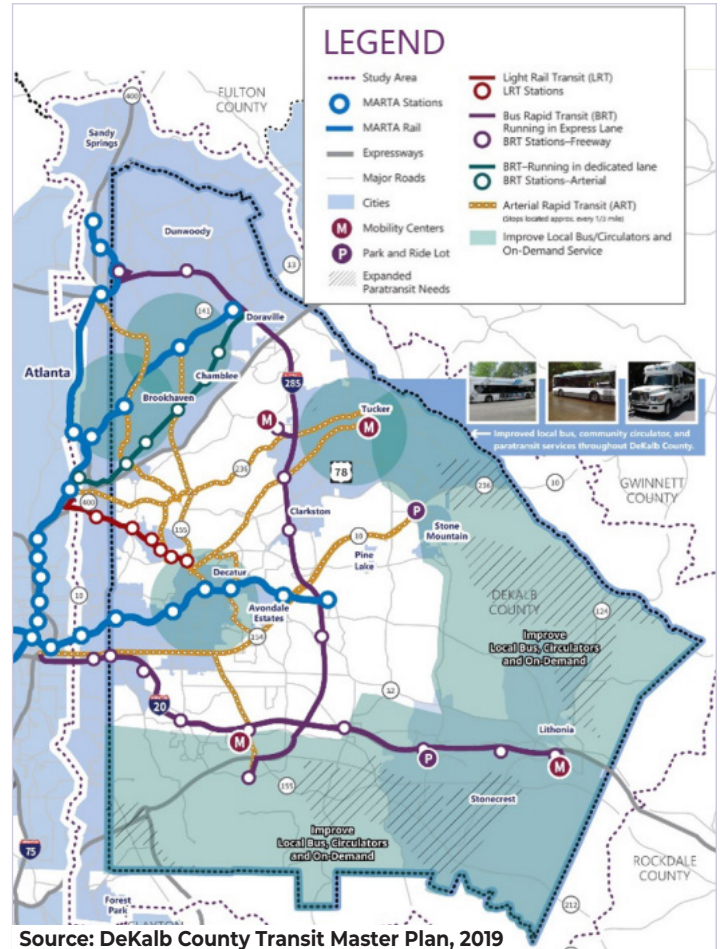
Table 1 – Existing MARTA Penny Scenario – Transit Corridors



Source: DeKalb County Transit Master Plan, 2019

Half-Penny Scenario

The Half-Penny Scenario presumes the extension of the one-penny MARTA tax and includes an additional half-penny sales in DeKalb County for transit under HB 930. The funding generated in this scenario supports maintenance, sustaining capital, and operations of the existing system combined with potential transit system expansion including 15 projects – one Light-Rail Transit (LRT); five Bus Rapid Transit (BRT), including leveraging the planned I-285 managed lanes for the utilization of BRT in DeKalb County and I-20; nine Arterial Rapid Transit (ART), and 139 project miles. The impacted transit corridors in the Half-Penny Scenario are included in Table 2.

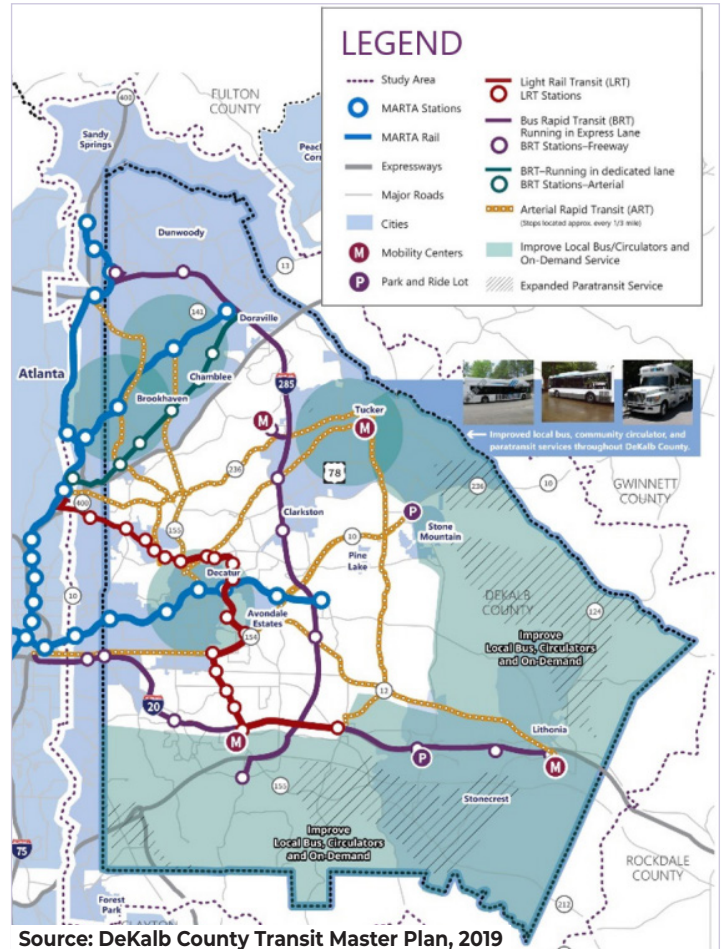


Corridor		Project Limits
LRT	Clifton Corridor LRT (Segment 1)	Emory/CDC to Clairmont Road at North Decatur Rd
BRT	I-20 East BRT – Segment 1	Downtown Atlanta to Wesley Chapel Road
	I-20 East BRT – Segment 2	Wesley Chapel Road to Stonecrest Mall
	I-285 Top End BRT	Dunwoody Station to Northlake Mall
	I-285 East Wall BRT	Northlake Mall to GSU/Perimeter College
	Buford Highway BRT	Doraville Station to Lindbergh Station
ART	Memorial Drive ART – Segment 1	Five Points to Kensington Station
	Memorial Drive ART – Segment 2	Kensington Station to Goldsmith P&R
	Candler Road ART	Avondale Station to South DeKalb Mall
	Clairmont Road ART	Decatur Station to Chamblee Station
	North Druid Hills ART	Emory/CDC to Brookhaven Station
	Lawrenceville Highway ART	Decatur Station to Downtown Tucker
	LaVista Road ART	Lindbergh Station to Downtown Tucker
	Clifton Corridor ART	Avondale Station to Clairmont Road
	Brookhaven Station to Medical Center Station	

Table 2 – Half-Penny Scenario – Transit Corridors

Full-Penny Scenario

The Full-Penny Scenario reflects the extension of the one-penny MARTA tax and the passage of an additional full-penny sales tax in DeKalb County for transit under HB 930. The funding generated in this scenario supports maintenance, sustaining capital, and operations of the existing system along with potential transit system expansion including 17 projects – four Light-Rail Transit (LRT); five Bus Rapid Transit (BRT), including leveraging the planned I-285 managed lanes for the utilization of BRT in DeKalb County; eight Arterial Rapid Transit (ART), and 180 project miles. The impacted transit corridors in the Full-Penny Scenario are included in Table 3.



Corridor		Project Limits
LRT	Clifton Corridor LRT (Segment 1)	Emory/CDC to Clairmont Road at North Decatur Rd
	Clifton Corridor LRT (Segment 2)	Clairmont Rd at North Decatur Rd to Avondale Station
	Candler Road LRT	Avondale Station to South DeKalb Mall
	LRT to Wesley Chapel Road	South DeKalb Mall to Wesley Chapel Road
BRT	I-20 East BRT – Segment 1	Downtown Atlanta to South DeKalb Mall
	I-20 East BRT – Segment 2	Wesley Chapel Road to Stonecrest Mall
	I-285 Top End BRT	Dunwoody Station to Northlake Mall
	I-285 East Wall BRT	Northlake Mall to GSU/Perimeter College
	Buford Highway BRT	Doraville Station to Lindbergh Station
ART	Memorial Drive ART – Segment 1	Five Points to Kensington Station
	Memorial Drive ART – Segment 2	Kensington Station to Goldsmith P&R
	Clairmont Road ART	Decatur Station to Chamblee Station
	North Druid Hills ART	Emory/CDC to Brookhaven Station
	Lawrenceville Highway ART	Decatur Station to Downtown Tucker
	LaVista Road ART	Lindbergh Station to Downtown Tucker
	Johnson Ferry Road ART	Brookhaven Station to Medical Center Station
Hairston Road ART	SR 155 (Flat Shoals Parkway) to Downtown Tucker	

Table 2 – Full-Penny Scenario – Transit Corridors

Previously Adopted Scenario

The Previously Adopted Scenario implies continuing the one-penny MARTA tax in addition to an unidentified additional funding source that can generate more revenue than that generated by the full-penny sales tax scenario in DeKalb County for transit under HB 930. The funding generated in this scenario supports maintenance, sustaining capital, and operations of the existing system in addition to expanding the transit system with three projects – one Heavy-Rail Transit (HRT); one Light-Rail Transit (LRT); one Bus Rapid Transit (BRT), and 37 project miles. The impacted transit corridors in the Previously Adopted Scenario are included in Table 4.

Funding

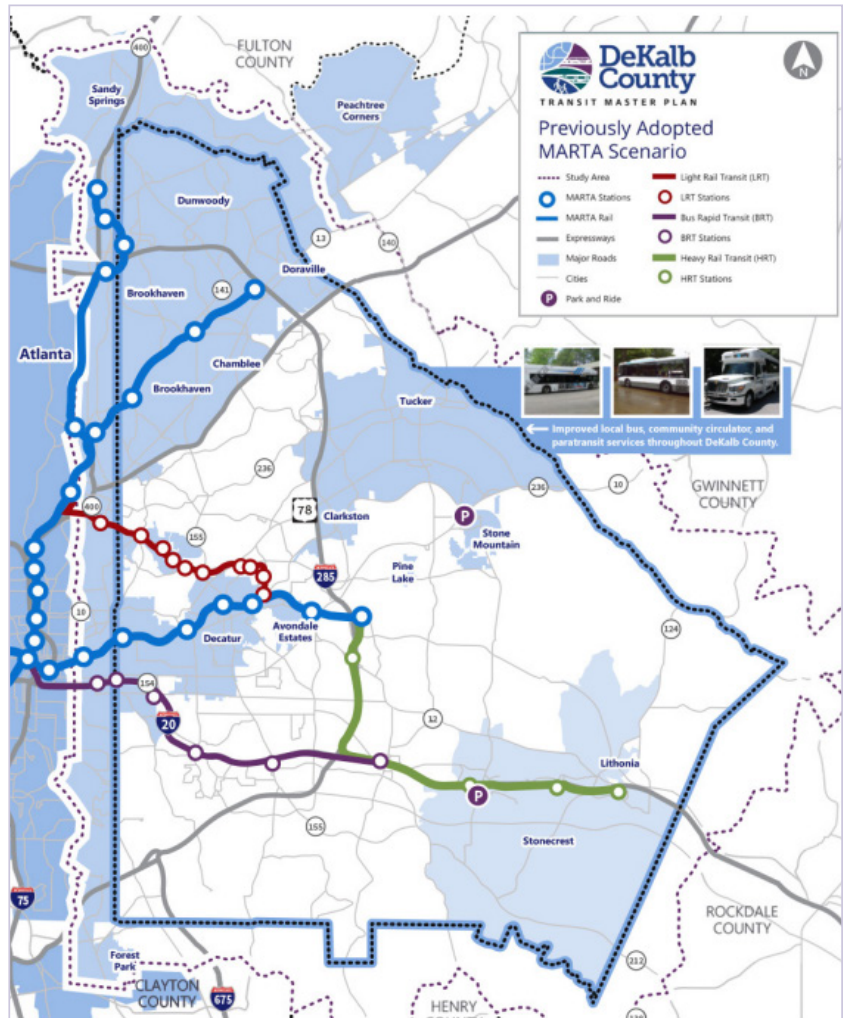
The Existing MARTA Tax is a one-penny sales tax under the MARTA Act levied in DeKalb County. The funding maintains operations of the current system and funds state of good repair and sustaining capital projects.

The HB 930 Sales Tax enables DeKalb County to levee up to a one-penny in the form of an additional sales tax funding for transit over a 30-year period, provided the County remains under the State limit for county sales tax. This funding source would require passage by DeKalb voters. Two funding scenarios were conceived in the DeKalb County Transit Plan utilizing this resource, a half-penny and one-penny sales tax, with a potential to generate \$1.85 billion and \$3.65 billion in sales tax revenue.

Additional study and engagement are necessary to reduce the number of potential funding and implementation plans and formalize both the funding source and amount. Progress is anticipated in this regard in 2023 as there is potential to place a transit referendum on the general election ballot in 2024, along with several other metro Atlanta counties.

Next Steps

Regardless of the transit plan that is eventually chosen for public review, the County should encourage the development of station area plans and transit-oriented development strategies at all potential high-capacity transit stations. Transit oriented development and the benefits that it provides in terms of concentrations of employment, education, and housing; enhanced accessibility and walkability; and greater equity are appropriate for all forms of high-capacity transit (heavy rail, light rail, and Bus Rapid Transit (BRT)).



Source: DeKalb County Transit Master Plan, 2019

	Corridor	Project Limits
HRT	I-20 East HRT Extension	Indian Creek Station to Stonecrest Mall
LRT	Clifton Corridor LRT	Emory/CDC to Avondale Station
BRT	I-20 East BRT in Exclusive ROW	Wesley Chapel Road to Five Points Station

Table 4 – Previously Adopted Scenario – Transit Corridors



CHAPTER 05

COMPREHENSIVE TRANSPORTATION PLAN

COMPREHENSIVE TRANSPORTATION PLAN

EXECUTIVE SUMMARY

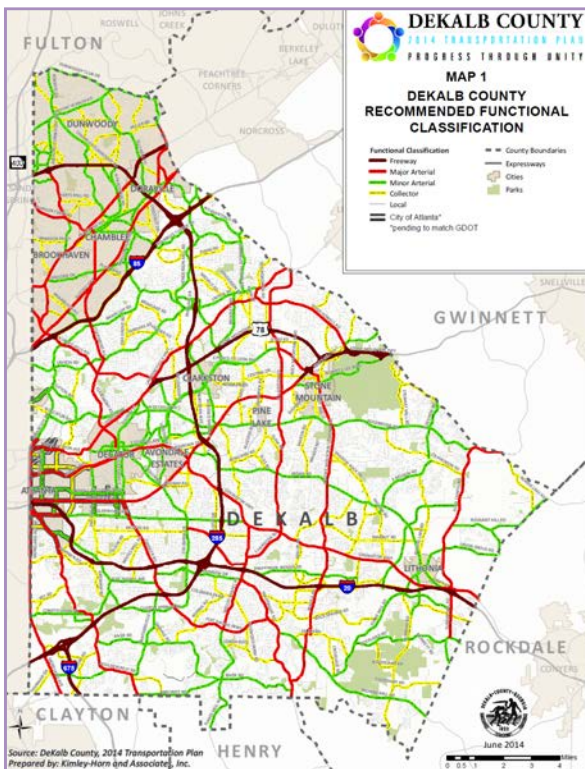
The DeKalb County 2014 Transportation Plan is about improving the lives of local residents and creating an environment for businesses and institutions to thrive. Competition from across the United States and even from other countries requires the Atlanta region and its counties to provide facilities and opportunities to attract new talent and financial capital. Traffic congestion and a lack of transportation alternatives can no longer be offset by offering low housing costs, a pleasant climate, and a friendly business atmosphere. DeKalb County requires a transportation system that enables its many assets to continue to flourish. To this end, the DeKalb County 2014 Transportation Plan represents a coordinated strategy intended to improve how people, goods, and services move throughout and within the community.

The strategies identified in the Plan will have the desired outcome of improving the quality of life for existing and future residents and offering enhanced economic vitality. The Plan was intentionally designed to emphasize implementation by seeking to align public policy, funding, and partnerships that promote positive influences on the transportation system. To continue to meet the diverse needs of the County, the transportation system must keep evolving. Adopting a prioritized list of projects and policies will enable the County to take action and maintain a transportation system that positions the County to compete economically and offer residents a high quality of life.

A primary component of the County's Transportation Plan is the list of regionally significant projects commonly supported by County representatives. This list of transportation projects can be used to provide input for the regional transportation planning process where additional funding is available. These identified projects should form the basis of future funding requests submitted to the Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT) during the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) update cycles.

The document provides an overview of the planning process, the resulting recommendations, and the necessary actions for ensuring ongoing implementation. Preceding this report is an additional technical document called the Existing Conditions and Needs Assessment Report (published June 2013), which provides a thorough overview of the existing transportation network and provides an assessment of current and future transportation deficiencies.

Because of the strong interest expressed by policy makers, stakeholders, and the public concerning safe and efficient



2014 CTP Goals

- ▶ Improve mobility for all people
- ▶ Enhance quality of life
- ▶ Improve economic vitality
- ▶ Focus on implementation

travel for alternative modes, including for bicyclists, pedestrians, and transit users, a Complete Streets Policy has been developed as a standalone formal policy document included in the Appendix of this Plan. Although this is not a document that should be added to the Code of Ordinances (because it is only intended for guidance), the Complete Streets Policy has been separated distinctly from the Plan text to reflect the emphasis placed on multimodal accessibility.

PROJECT VISION AND GOALS

Vision Statement

The DeKalb County 2014 Transportation Plan is intended to improve mobility for all people, enhance quality of life, facilitate economic vitality, and focus on implementation.

Goal 1: Improve mobility for all people

Goal 2: Enhance quality of life

Goal 3: Improve economic vitality

Goal 4: Focus on implementation

COMPREHENSIVE TRANSPORTATION PLAN UPDATE

The DeKalb County 2050 Comprehensive Transportation Plan is currently being updated. Once complete, it will be adopted as part of the DeKalb 2050 Unified Plan. Initial priority areas for the DeKalb 2050 Comprehensive Transportation Plan have been identified as follows.

- ▶ Provide Transportation Options through Connectivity across Modes - Improve travel for all users by increasing connections across roadway, transit, bicycle, and pedestrian modes.
- ▶ Promote Equity - Prioritize improvements that increase transportation access to all parts of the County, especially communities where lack of transportation options creates substantial barriers.
- ▶ Improve Safety - Provide for safe travel by users across all modes of transportation.
- ▶ Enable Healthy Communities and Improve Quality of Life - Leverage transportation infrastructure to encourage an active lifestyle and overall improved quality of life.
- ▶ Respect/Improve DeKalb County's Character - Implement transportation projects that improve mobility while taking into consideration local community context.
- ▶ Increase Access to Jobs and Education - Prioritize transportation investments that allow workers and students to more easily access these key destinations.
- ▶ Better Accommodate the Movement of Goods - Implement transportation projects that improve freight in the County either by truck or by rail.
- ▶ Improve Maintenance - Ensure the long-term care for existing infrastructure including paving roads and repairing bridges and signal systems.
- ▶ Increase Funding for Improvements - Pursue new local revenue sources that will allow the County to implement additional transportation projects.
- ▶ Encourage Economic Development - Leverage transportation projects that help to encourage revitalization and new development throughout the County.
- ▶ Practice Fiscal Responsibility in Transportation Investments - Prioritize transportation projects that can be implemented in a reasonable timeframe and provide a strong return on investment.



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CHAPTER 06

SMALL AREA PLANS

DEKALB COUNTY SMALL AREA PLANS (SAPs)

Small Area Plans (SAPs) cover a smaller area than a comprehensive plan, and are intended to address specific land use and development issues at a finer level of detail. These plans support the general vision, policies and goals of the community, but allow for a greater degree of detail in guiding development. They may have their own sets of specific policies to shape development, and can include elements such as design guidelines, standards for transitions in development intensities and uses, additional standards for mixed use, investments in infrastructure, connectivity, and greater opportunities for input and control from local residents and businesses. SAPs can take a variety of forms, such as Livable Center Initiatives (LCIs), Master Active Living Plans (MALPs), Corridor Plans, or TOD plans, and are the primary tool by which the county intends to shape development in Activity Centers and along Commercial Redevelopment Corridors. The County intends to work towards implementing SAPs in all Activity Centers, and those that have been completed to date are as follows:

- ▶ **Briarcliff Clairmont Road Plan**
- ▶ **Memorial Drive Revitalization Corridor Plan**
- ▶ **Candler Flat Shoals Activity Center**
- ▶ **Medline Activity Center**
- ▶ **Glenwood Columbia Plan**
- ▶ **North Druid Hills Activity Center**
- ▶ **Kensington Activity Center**
- ▶ **Northlake-Tucker Activity Center**
- ▶ **MARTA I-20 East TOD Plan**
- ▶ **Wesley Chapel Activity Center**
- ▶ **Master Active Living Plans (MALPs)**

BRIARCLIFF CLAIMONT ROAD PLAN (2021)

The Briarcliff- Clairmont Activity Center is a gateway to unincorporated DeKalb County at the intersection of I-85 and Clairmont Road - a major north-south corridor through DeKalb County. The Briarcliff-Clairmont Activity Center is surrounded by growing pockets of activity and redevelopment.

Design Guidelines		
Sub -Area	Proposed Density	Proposed Height
Core Mixed-Use	70 Units/acre 90 Units/acre with density bonuses	Up to 8 stories
Multi-family Residential	24 units/acre	Up to 4 stories, 6 with bonuses
Residential/ Commercial	24 units/acre	1-3 stories subject to zoning classification
Commercial	N/A	1-3 stories subject to zoning classification

Figure 2 - Table of Subareas Proposed Density and Height



Figure 1 - Briarcliff Clairmont Activity Center and Subareas



Figure 3 - Potential Development Concept

The overall vision for the Briarcliff-Clairmont Activity Center is for an integrated, walkable community that serves as the neighborhood activity center for the surrounding neighborhoods. This includes higher density, mixed-use development within the core surrounded by appropriately scaled development that steps down in height as it nears existing single-family neighborhoods. Mixed-use and commercial developments should be focused along the frontages of Clairmont Road and Briarcliff Road or interior public spaces or streets, with minimal curb cuts and interparcel connectivity where reasonable. Appropriate transitions, buffers, and transitional height planes should buffer commercial and mixed-use development from existing single-family homes. The revised Briarcliff-Clairmont Road Small Area Plan includes additional detail and guidance from the Comprehensive Plan specific to the area's character and location. The Activity Center is organized into four subareas, each with recommended densities, maximum heights, and related policies as outlined below.

CANDLER ROAD FLAT SHOALS LCI (2007)

The Candler Road Activity Center derives from the Candler/Flat Shoals Livable Centers Initiative (LCI) Plan. The core of the study is the South DeKalb Mall. Some of the goals of the plan: Encourage diversity of mixed income neighborhoods, employment, and recreational choices. Provide access to a wide range of travel modes, including transit, walking and biking. Develop an outreach process that promotes involvement of all stakeholders. Land Use recommendations from the study are being used as policy guidelines in the comprehensive plan.

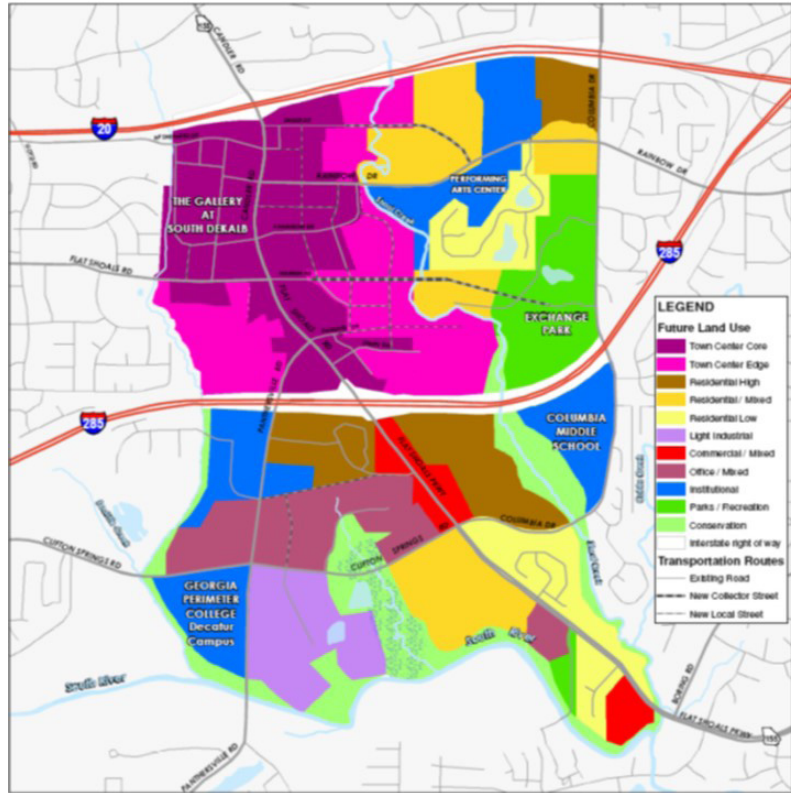


Figure 4 - Future Land Use Map



Figure 5 - Example Development



Figure 6 - Example Development

Candler Road Flat Shoals Parkway LCI Sub-Area Policy Guidelines	
Town Center Core	Use: Compact high density mixed use Density Max: 60 dwelling units/acre Building Heights: 4 -6 Stories 80% Commercial/ Office; 20% Residential
Town Center Edge	Use: Compact high density mixed use Density Max: 45 dwelling units/acre Building Height: 3 -5 Stories 70% Commercial/ Office; 30% Residential
Residential High (Neighborhood Center)	Use: High density consistent w/ zoning Density Max: 24 dwelling units/acre Building Heights: 1 -3 Stories 80% Residential / 20% Open Space
Residential Mixed (Traditional Neighborhood)	Use: Town -homes and Single Family Density Max: 12 dwelling units/acre Building Heights: 1 -2 Stories 20% Commercial/ Office; 80% Residential
Residential Low (Suburban)	Use: Single Family Residential Density Max: 8 dwelling units/acre Building Height: 1 -2 Stories 80% Commercial/ Office; 20% Residential
Light Industrial	Use: Warehouses, Storage, Distribution Density - 60 dwelling units/acre Stories - 4 -6 80% Commercial/ Office; 20% Residential
Commercial Mixed	Use: Compact high density mixed use Density - 60 dwelling units/acre Stories - 4 -6 80% Commercial/ Office; 20% Residential
Office Mixed	Use: Office, medical Density Max - 30 dwelling units/acre Building Height - 1 -2 Stories 70% Commercial/ Office; 30% Residential
Institutional	Use: Civic and educational, large -scale medical and religious.
Parks/Recreational	Use: Parks, athletic fields and recreation centers. No residential or commercial.
Conservation/Open Space	This category identifies streams, buffers, flood plan & other protected, natural features.

Figure 7 - Future Land Use Table

GLENWOOD COLUMBIA PLAN

In partnership with the Atlanta Regional Commission, the DeKalb County Department of Planning & Sustainability has conducted a planning process to identify capital investment and policy changes that can support a more livable, pedestrian friendly environment at the intersection of Glenwood Road and Columbia Drive. This location has been identified as a Commercial Redevelopment Corridor (CRC) in the DeKalb County Comprehensive Plan, indicating a need for improved function and aesthetic appeal. The study area's current state is a result of disinvestment through the 1990s which led to income decline and lack of maintenance.



Figure 8 - Potential Future Development

Townhome Residential

As an additional residential offering, Townhomes can be placed on the edges of the study area, providing low intensity development directly abutting single family homes while keeping consistent with walkable development patterns.

1-3 Story Mixed Use

Striking a balance between optimal use of land and a physical scale that compliments the community is a challenge within itself. Land use policies in place encourage 1-3 stories in a Neighborhood Center Character Area. This analysis and the accompanying engagement efforts point to encouraging three-story mixed-use at the core of the study area, programming in the following way:

- ▶ Ground level Restaurants
- ▶ Retail
- ▶ Entertainment Options
- ▶ 2nd and 3rd Stories Office
- ▶ Healthcare
- ▶ Condos/Apartments

1-2 Story Mixed Use

Continuing outwardly, 1- to 2-story mixed-use buildings will create a natural transition zone to what is currently single-family residential in the surrounding neighborhoods. Building programs would continue similarly, only at a smaller scale:

- ▶ Ground level Restaurants
- ▶ Retail
- ▶ Entertainment Options
- ▶ 2nd Story Office
- ▶ Healthcare
- ▶ Condos/Apartments



Figure 9 - Concept Image



Figure 10 - Concept Image

KENSINGTON LCI & UPDATE (2002, 2003, 2012)

DeKalb County conducted an LCI study for this area and the surrounding area in 2002. The plan has established a long-term vision for the study area by promoting pedestrian-friendly, mixed-use development, enhancing connectivity, ensuring multiple transportation options, and supporting economic growth and a high quality of life.

Since the plan was completed in 2003, some of the action plan items have been completed, such as the Juvenile Justice Center. There are also several action items which turned out to be irrelevant due to changing situations or obstacles that could not be overcome. The purpose of this study is to prepare a comprehensive development plan for the Kensington MARTA Station and the adjacent county-owned property with sufficient specificity and strategies for further implementation of the original LCI plan created in 2002. The redevelopment sites will address both land use and transportation issues to support development that will support a multi-modal environment and optimize utilization at the existing MARTA station.

In 2012, a follow up study was completed for the county-owned land and adjacent parcels. This study identified additional development concepts and public improvements for the area.

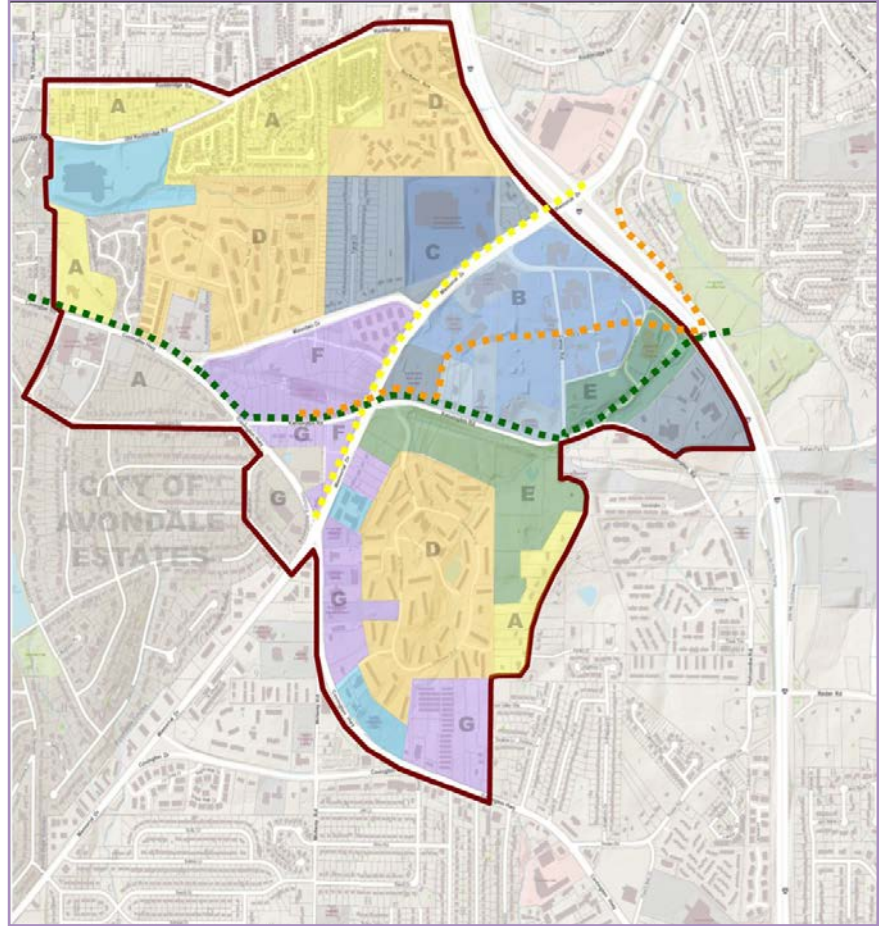


Figure 11 - Kensington Activity Center and Subareas

Sub-Areas (w/Future Land Use Compatibility)	Preferred Uses	Density (dwelling units/acre)	Preferred Building Height
A Single Family Preservation (Suburban)	Single Family Residential, Trails	8	2 Stories Maximum
B. DeKalb County Government Center (Institutional)	Office, Retail, Restaurants, Civic, Amphitheaters	N/A	10 Stories Maximum 5 Stories Minimum
C. Regional Employment Center (Office Professional)	Office, Restaurants, Retail		30 Stories Maximum 10 Stories Minimum
D. Multi-family Redevelopment (Town Center)	Multi-family Residential, Recreation, Parks	60 (core) 45 (Intermediate) 24 (Outer)	3-5 Stories
E. Open Space Enhancements (Conservation/Open Space)	Parks, Trails, Recreation	N/A	N/A
F. Kensington MARTA Station (Regional Center)	Office, Residential mix with Retail & Office Restaurants, Pocket Parks	45	5 Stories
G. Mixed Use Redevelopment (Town Center)	Office, Residential, Retail, Restaurants, Pocket Parks	60 45	Up to 5 Stories

Figure 12 - Subareas Table

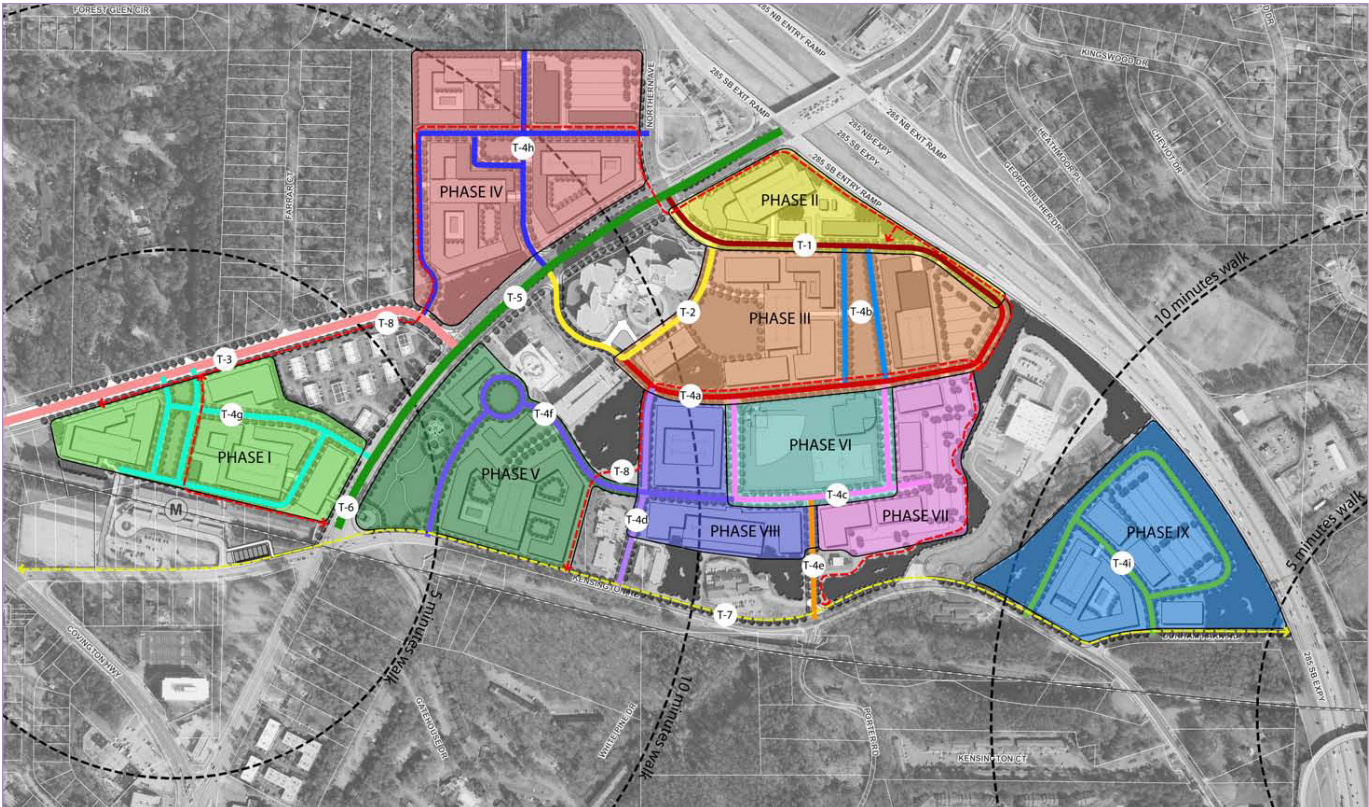




Figure 13 - Phasing Map from 2012 Study




Future Land Use

This activity center functions as a Regional Center character consisting as a focal point for several neighborhoods with a concentration of activities such as general retail, commercial, professional office, higher-density housing, and appropriate public and open space uses easily accessible by pedestrians. **The primary land uses include: townhomes, condominiums, apartments, health care facilities, retail and commercial, office institutional, entertainment and cultural facilities, park and recreational facilities, and public and civic facilities at a density of up to 120 dwelling units per acre.** 1. Preserve single family residential; 2. Consolidate DeKalb County facilities on existing site and establish a Government Center; 3. Develop a regional Employment Center on the Roberds site; 4. Anticipate long-term redevelopment of aging multi-family housing stock; 5. Preserve and expand greenspace; 6. Redevelop the Kensington MARTA Station area as a mixed-use community; and 7. Develop mixed-use along Memorial Drive and Covington Highway to create a 24-hour community.



Transportation and Circulation

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



Kensington LCI Concept Plan

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

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

Figure 14 - 2012 Study Elements

MARTA I-20 EAST TOD PLAN

The Metropolitan Atlanta Rapid Transit Authority (MARTA), in conjunction with DeKalb County and the City of Atlanta, and in cooperation with the Federal Transit Administration (FTA), initiated the I-20 East Transit Initiative to identify transportation and environmental impacts associated with the development of high-capacity transit service from downtown Atlanta to the Mall at Stonecrest in southeastern DeKalb County. The project is intended to improve east-west mobility and accessibility to jobs and housing by providing a high-capacity transit alternative in the I-20 East Corridor. In addition, the project will provide opportunities for economic development and support revitalization efforts as planning partners in the corridor including the City of Atlanta and DeKalb County prepare for anticipated future growth.



Figure 15 - Indian Creek Station Concept



Figure 16 - Covington Highway Station Concept

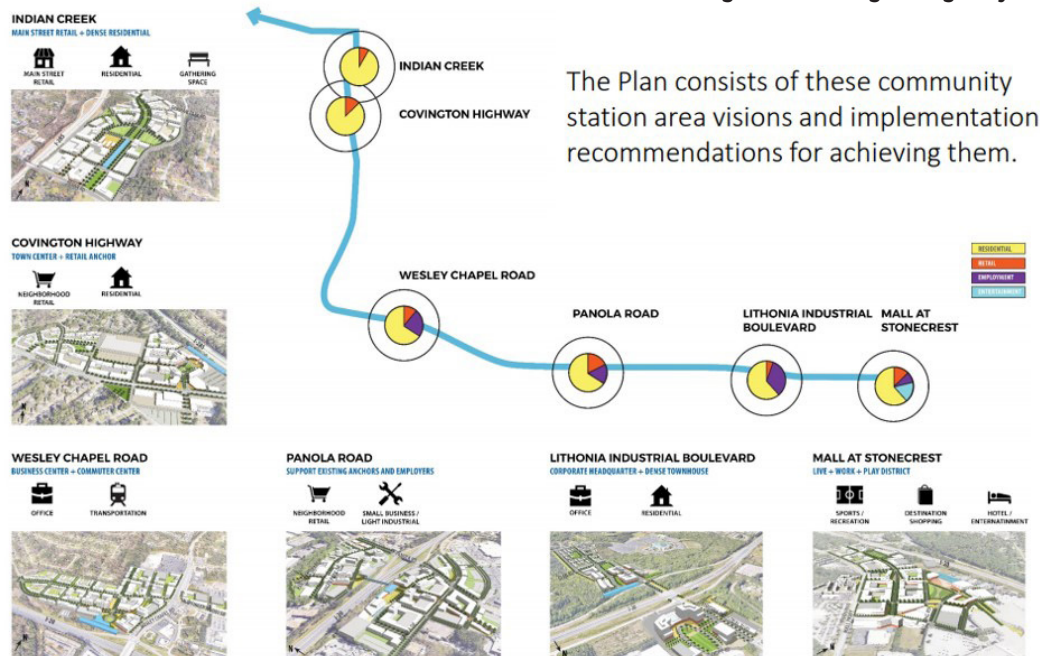


Figure 17

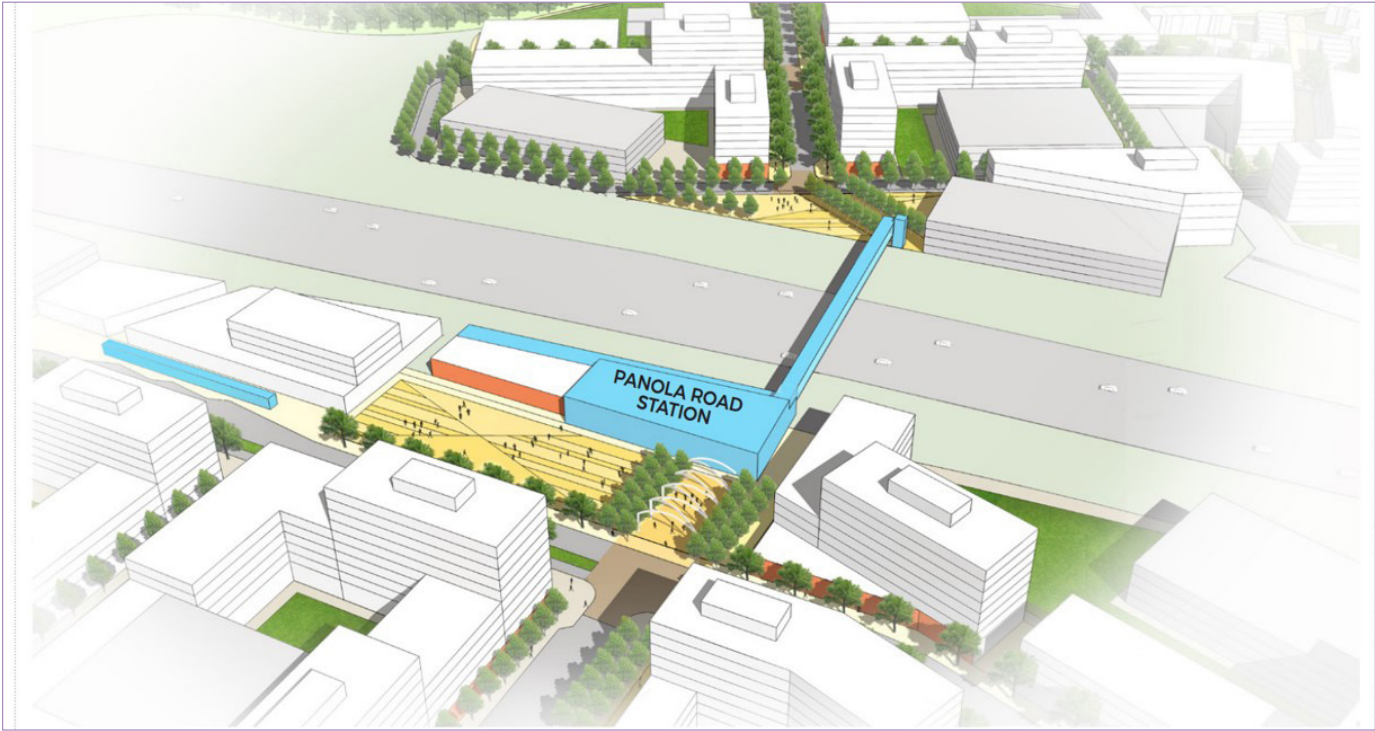


Figure 18 - Panola Road Station Concept

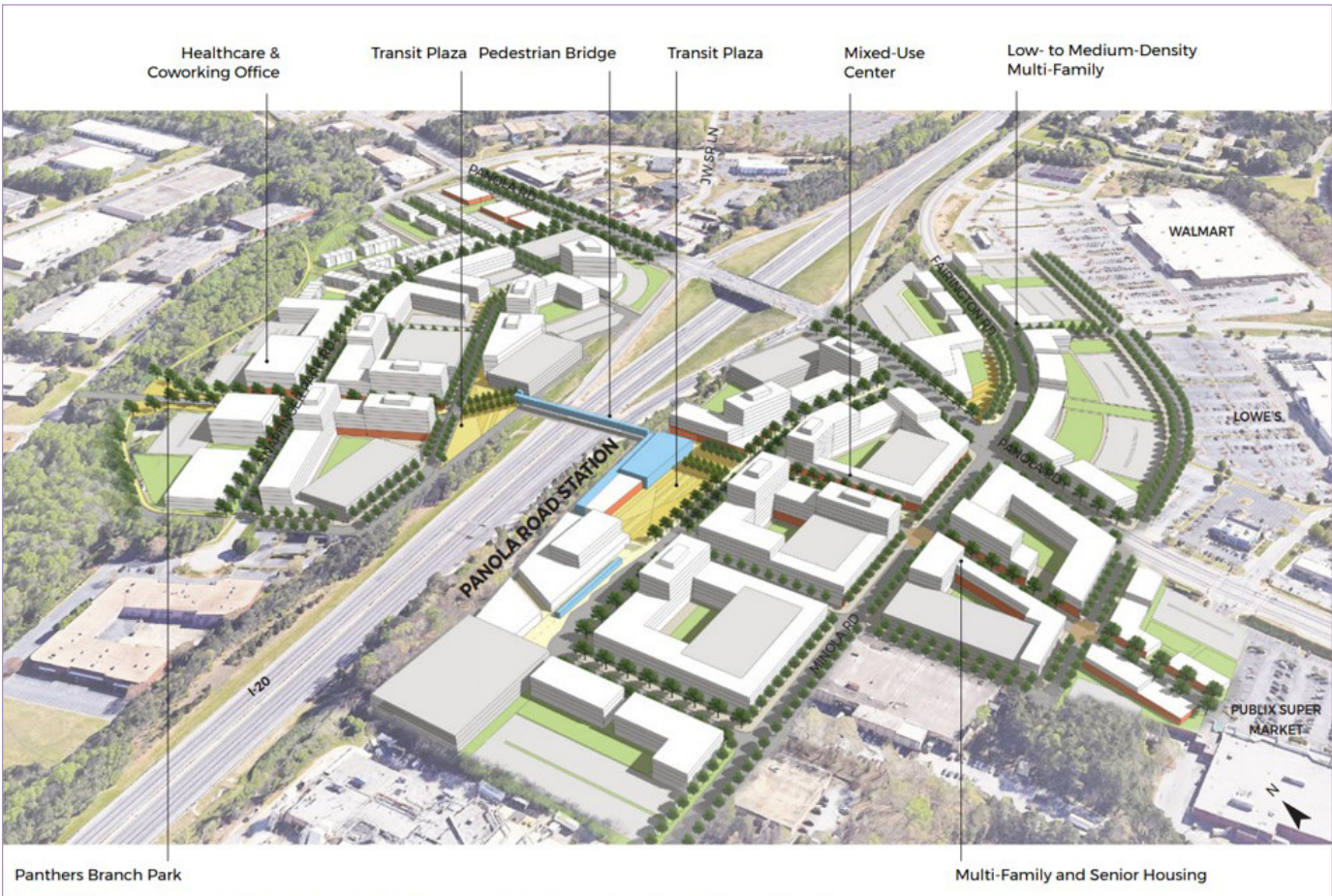


Figure 19 - Additional Panola Road Station Concept

MASTER ACTIVE LIVING PLANS (MALPS) (2013)

Chronic diseases are among the most common and costly of all health problems in the United States, but they also are among the most preventable.

Lack of physical activity and poor nutrition, two modifiable risk factors for obesity, and tobacco use are responsible for much of the illness, suffering, and death related to chronic diseases.¹ To

help address these health issues, the U.S. Department of Health and Human Services (HHS)

created Communities Putting Prevention to Work (CPPW), which is led by the Centers for Disease Control and Prevention (CDC). Through these programs, DeKalb County, Georgia is tackling public health threats throughout its region by creating a Master Active Living Plan (MALP). The integration of physical activity and other healthy behaviors into the daily routines of DeKalb County residents is the focus of this study. By planning communities with a deliberate focus on health, the health and quality-of-life of their residents can be improved. The proposed MALP's are as follows:

- ▶ Indian Creek MARTA Station
- ▶ Panola Road/Salem Road
- ▶ Belvedere Study Area
- ▶ Covington Highway Corridor



Figure 20 - Indian Creek MARTA Station Concept



Figure 21 - Covington Highway Concept

MEMORIAL DRIVE REVITALIZATION CORRIDOR PLAN

With a focus on four strategic areas along the corridor, the expressed vision for the corridor encourages redevelopment to start in these areas: 1. Gateway West: A regional center at the I-285 interchange 2. Global City: A community that reflects the diversity of the corridor 3. Hambrick Village: A neighborhood serving commercial node 4. Gateway East: With easy access to Stone Mountain Freeway, this area represents unique opportunities to bring craft-oriented employment to the corridor.



Figure 22 - Future Land Use



Figure 23 - Development Intensity

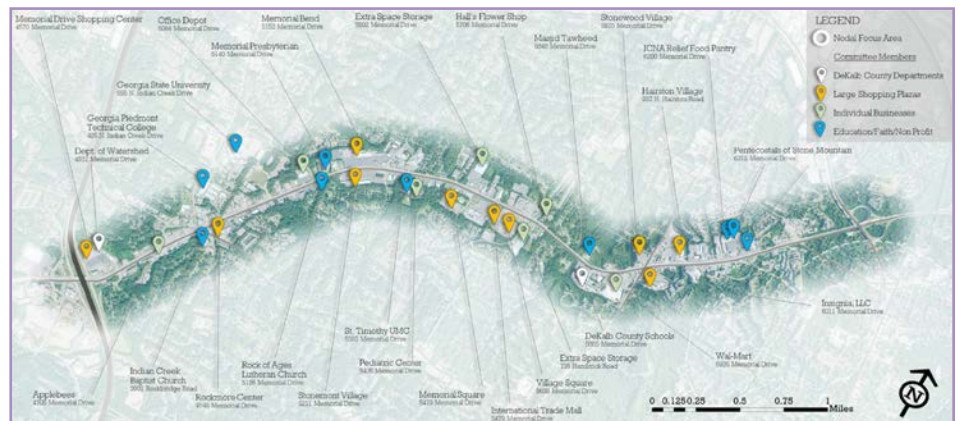


Figure 24 - Community Facilities, Schools, Institutions along Corridor

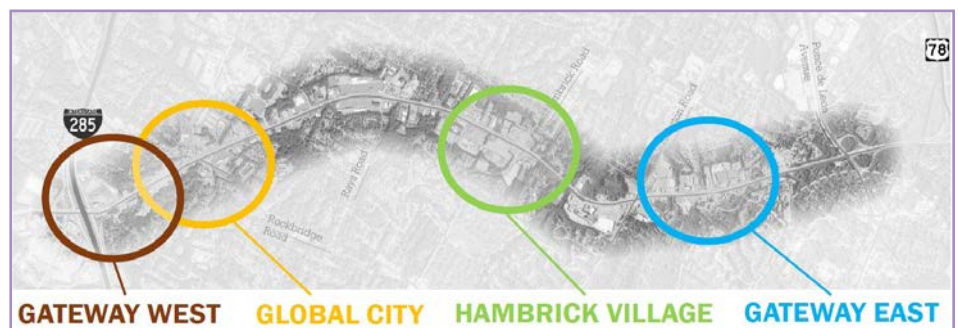


Figure 25 - Memorial Drive Character Areas

GATEWAY WEST



Figure 26 - Gateway West Character Area

GLOBAL CITY



Figure 27 - Global City Character Area



Figure 28 - Gateway West Concept



Figure 29 - Global City Concept

HAMBRICK VILLAGE



Figure 30 - Hambrick Village Character Area

GATEWAY EAST



Figure 31 - Gateway East Character Area



Figure 32 - Hambrick Village Concept



Figure 33 - Gateway East Concept

MEDLINE LCI (2014)

The Medline study area totals 520 acres in unincorporated DeKalb County, framed by four major intersecting corridors: Church Street, Scott Boulevard/Lawrenceville Highway, North Decatur Road and DeKalb Industrial Way. General boundaries are defined by Jordan Lane to the north, Medlock Road to the west, Remington Lane to the south and DeKalb Industrial Way to the east. The DeKalb Medical Center, Patel Plaza and Suburban Plaza are all popular destinations located within the study area. The study area is approximately two miles north of Downtown Decatur, 10 miles from downtown Atlanta and just 2 miles west of the I-285 interchange. The Medline LCI area is characterized by major regional corridors flanked by commercial and vacant properties. Over 30 acres of the land along these corridors is vacant, greyfield parcels. The corridors provide ease of access for automobiles but are lacking in pedestrian and bicycle infrastructure, making the area unhealthy and difficult to traverse without a car.

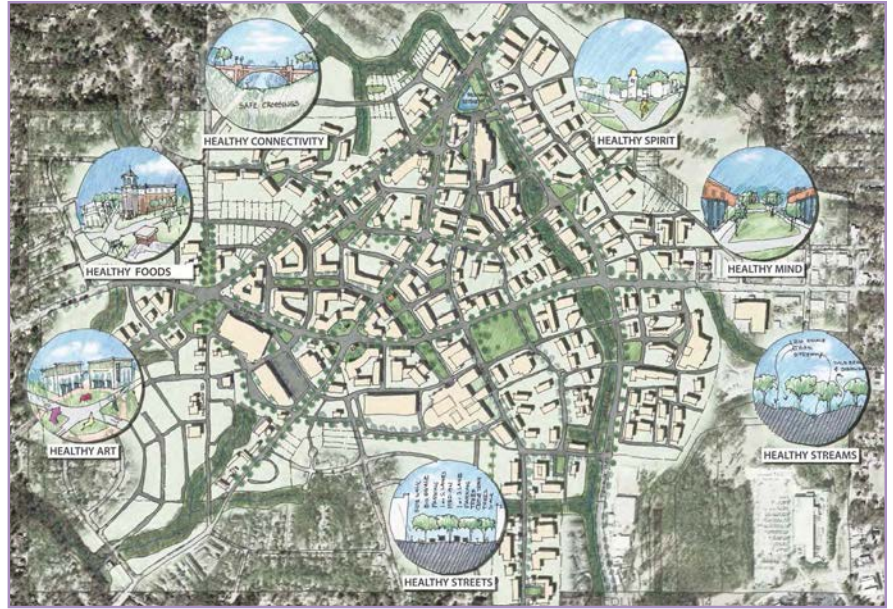


Figure 34 - Visionary Master Plan

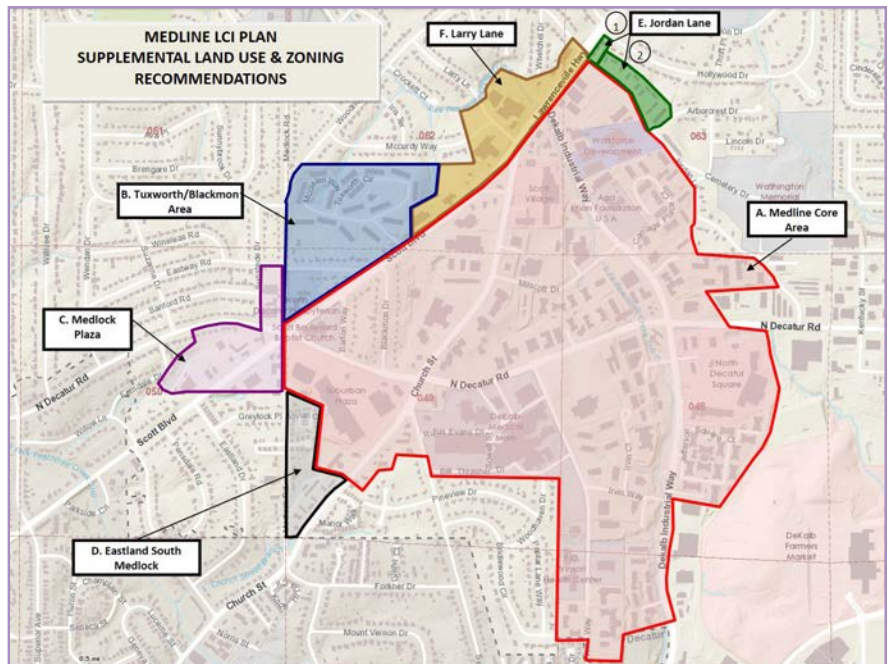


Figure 35 - Character Areas Map



Figure 36 - Example Illustration of Healthy Street Development



Figure 37 - Proposed Location of Medical Technical College



Figure 38 - Proposed Location of Community Garden within Mixed-Use Development



Figure 39 - Proposed Location of a Hindu Temple

NORTH DRUID HILLS LCI & UPDATES (2010, 2021)

The North Druid Hills Livable Centers Initiative (LCI) study was commissioned by DeKalb County and the office of Commissioner Jeff Rader in conjunction with the Atlanta Regional Commission. The Briarcliff Node portion of the overall LCI was updated in 2021. The intent of the study is to improve the quality of life in the North Druid Hills Road Corridor and create a unique identity for the area by linking transportation improvements and land use recommendations. The LCI study was managed by DeKalb County. A Core Team of area stakeholders was formed to provide guidance and input during the course of study. Institutions, land owners, developers, and neighborhood associations with interests in the North Druid Hills LCI study area comprised the membership of the Core Team. In addition to the stakeholder group, public input opportunities including a design workshop, survey, comment forms, and study website were provided throughout the process, with a total of four public meetings held.



Figure 40 - LCI Study Area Map

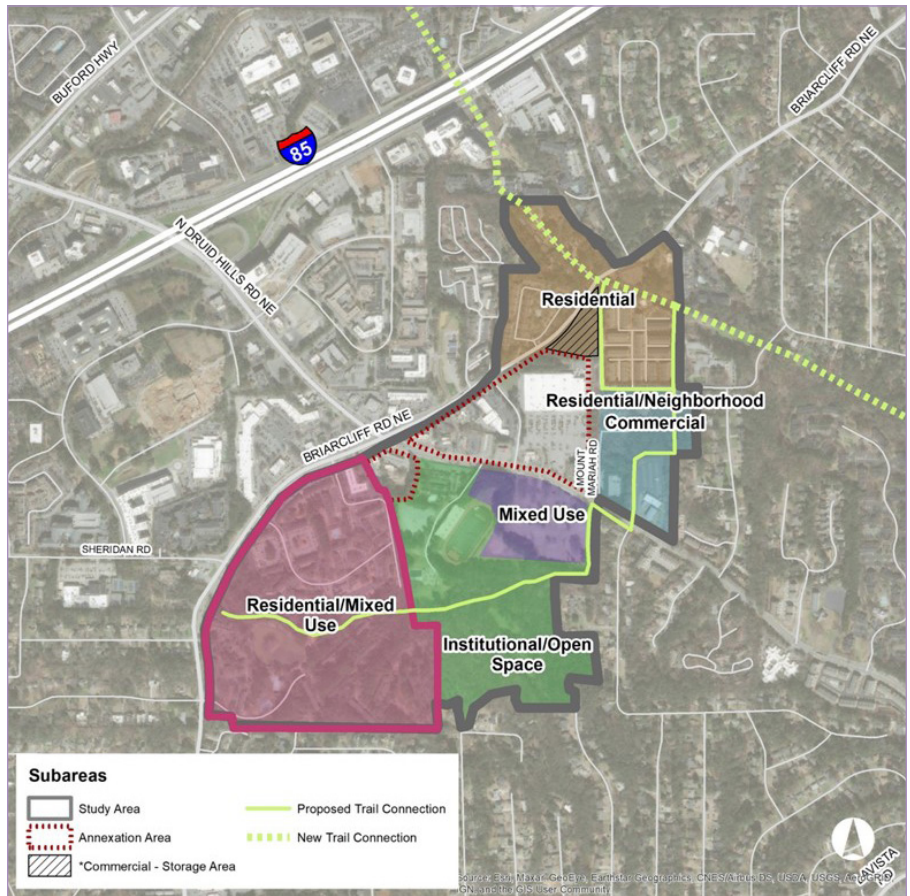


Figure 41 - Briarcliff Node Character Areas



Figure 42: Mason Mill Park Node



Figure 43: Interstate 85 Node



Figure 44: Toco Hill Node



Figure 45: Residential Corridor

WESLEY CHAPEL LCI (2011)

The Wesley Chapel Activity Center derives from the Wesley Chapel Livable Centers Initiative (LCI) Study. The core of the study is the nexus of Interstate 20 and Wesley Chapel Road. Some of the goals of the plan: Encourage diversity of mixed income neighborhoods, employment, and recreational choices. Provide access to a wide range of travel modes, including transit, walking and biking. Develop an outreach process that promotes involvement of all stakeholders. Land Use recommendations from the study are being used as policy guidelines in the comprehensive plan.

I. Lifelong Communities – ensuring that design captures the needs of young, old, and everyone in between by promoting multimodal access, diverse housing options, and desirable community spaces

II. Multimodal Transportation Investments - Provide improvements for vehicle , pedestrian, and other ways of getting around.

III. Green Communities Standards – reducing energy consumption through more efficient building design and land use choices, and pursuing new opportunities for energy production.

IV. Public Private Partnerships – Encourage collaboration between public and private partnerships.

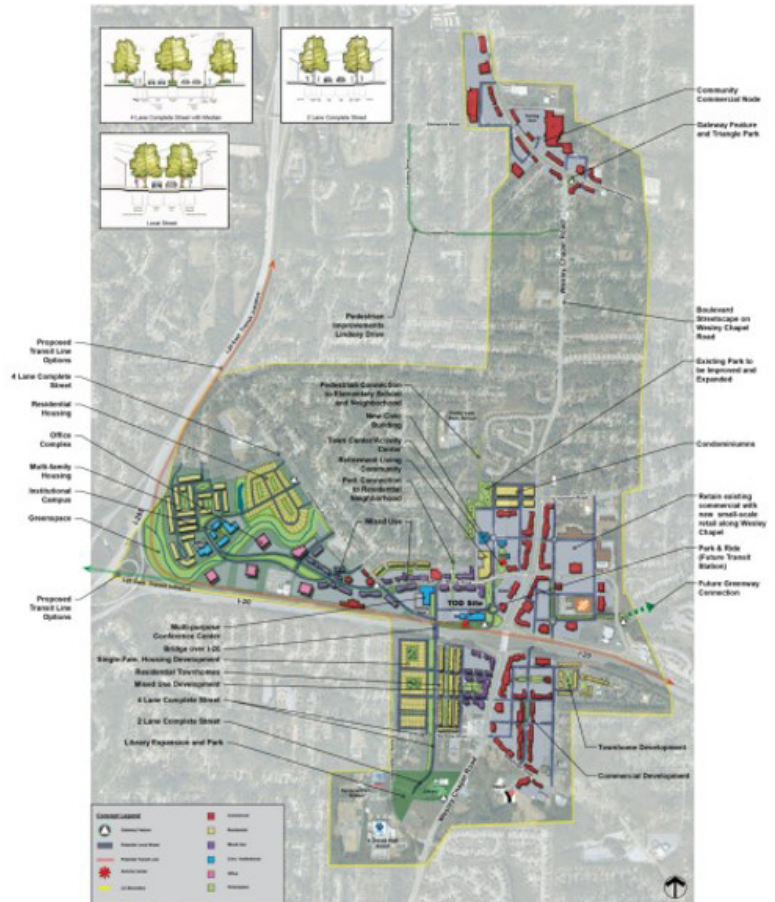


Figure 46 - LCI Master Plan

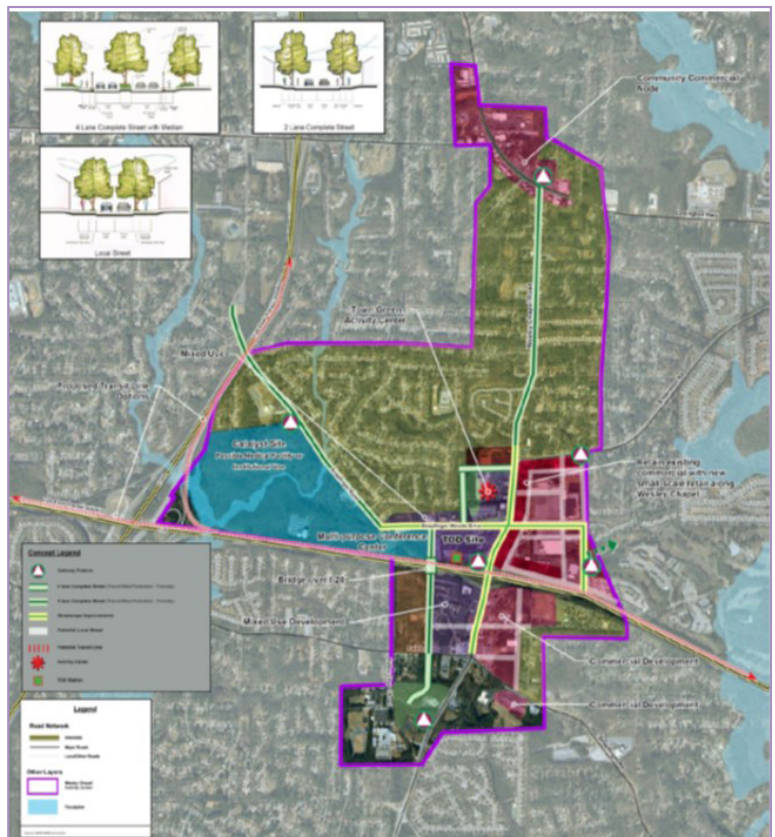


Figure 47 - LCI Concept Plan



CHAPTER 07

REPORT OF ACCOMPLISHMENTS



REPORT OF ACCOMPLISHMENTS - ROADS AND DRAINAGE			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
01	Develop, adopt, and fund an annual curb installation and maintenance plan and schedule for regular maintenance of sidewalks, curbs, and crosswalks. For Historic Districts and sites use materials as recommended by the Historic Preservation Commission.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
02	Prepare a 15-year plan to upgrade, maintain, and repair corrugated metal drainage pipe and catch basins	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
03	Create a 15-year Bridge Renewal Fund to maintain and repair bridges suffering from rust, erosion, lead paint, and age such as those at Flat Shoals near Candler Road and Clifton Church, and the bridge where Montreal Road crosses Stone Mountain Freeway.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
04	Maintain, mill, patch, and resurface county roadways rated above 32.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
05	SPLOST resurfacing plan. Continue road resurfacing using SPLOST funds.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
06	Currently using SPLOST funds to install new sidewalk	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
07	Bridge Maintenance utilizing SPLOST funds. continue existing maintenance plan	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments

REPORT OF ACCOMPLISHMENTS - TRANSPORTATION			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
01	2014 Transportation projects. Three tiers of unincorporated DeKalb County projects were created. Please refer to list of projects in the recommendations report located in the Transportation plan. www.dekalbtransportationplan2014.com	Completed	
02	Develop a study/plan on how to adapt our current and planned transportation system to ensure the resilience of our communities despite changes in our weather due to climate change in the future.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
03	North Druid Hills Bridge Replacement (scoping phase) (CTP PI # 4016)	Underway	
04	SR 42 (Moreland Avenue) Scoping Study. Include a study @ Bailey Road with intersection improvements and signalization. (CTP PI # 6025).	Underway	
05	Covington Trails & Kensington MARTA Station Road Diet Scoping Study (CTP PI # 6031).	Underway	
06	SR 8 (Lawrenceville Highway) Pedestrian and Bicycle Alternatives Study (CTP PI # 2950)	Underway	
07	South River Trail – Phase V – From South River Trail—Phase I to Waldrop Road—ROW Phase (CTP PI # 6031) (GDOT 0009029)	Underway	
08	South River Trail – Phase V – Construction Phase (CTP PI # 6031) (GDOT 0009029)	Underway	
09	South River Multiuse Trail – Scoping Phase (CTP PI # 0503A)	Underway	
10	Clifton Corridor Bicycle and Pedestrian Study (CTP PI # 5094)	Underway	
11	As part of the Comprehensive Transportation Plan, establish a sidewalk priority plan for DeKalb County	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments

REPORT OF ACCOMPLISHMENTS - WATERSHED MANAGEMENT			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
01	Water Meter Upgrade and Replacement Program	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
02	Paint and repair tanks at Columbia, Whites Mill and Dunwoody	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
03	Water Replacement, Service Renewals and Cul de Sac Contracts	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
04	CD Program Managers - WIFIA	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
05	CIP Program Managers, Hydraulic Modeling & Master Planning - WIFIA	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
06	Program Managers, Hydraulic Modeling & Master Planning - Non-WIFIA	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
07	CIP Staffing, Rent and Overheads	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
08	Design Services for Contracts where not already included	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
09	CM Services for Contracts where not already included	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
10	Easement Research and Easement Purchase not in Budget	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
11	Scott Blvd Water Replacement Phase II	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments

REPORT OF ACCOMPLISHMENTS - WATERSHED MANAGEMENT			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
12	Scott Blvd. Phase III - 30 in Main Replacement	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
13	Glendale Water - 36 in Main Replacement (remainder)	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
14	Scott Candler Clear Well Redundancy	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
15	Scott Candler Primary Electrical Feed Redundancy	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
16	Scott Candler Studies and SCADA	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
17	Manhole Raising Contract (1 Year Base - 2 Renewals)	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
18	Relocation Roadway Projects - Undefined 2015 - Excl. Briarcliff below	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
19	Emergency Rehab Contracts #2	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
20	CD PASARP Rehab Packages - WIFIA Compliant	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
21	City of Atlanta – RM Clayton/UV System Replacement	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
22	Upgrade of 3 Lower Crooked Creek Stations	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments

REPORT OF ACCOMPLISHMENTS - WATERSHED MANAGEMENT			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
23	City of Atlanta WW Svcs Clean Water Atlanta CIP	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
24	Snapfinger WWTP Expansion Construction PH 2	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
25	Snapfinger WWTP Expansion PH3A (\$50M*1.2=\$60.0)	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
26	Gwinnett County Redirect (\$25MM *1.15 total = \$28.75 MM prior to 2024)	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
27	Fire Hydrant Repair Replacement Annual Contracts	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
28	Annuals - WIFIA Compliant	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
29	Avondale Water Main - 30 in Replacement	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
30	Reindeer (top 10)	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
31	Miriam/Ousley	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
32	Donaldson Drive (mid)	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
33	Trunk sewer capacity improvement projects – multiple contracts	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments

REPORT OF ACCOMPLISHMENTS - WATERSHED MANAGEMENT			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
34	Avondale Elevated Storage Tank Replacement	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
35	Claremont Elevated Storage Tank Replacement	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
36	West Tucker Ground Storage Tank and Pump Station	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
37	Whites Mill Ground Storage Tank and Pump Station Replacement	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
38	New 2025 - 60" Transmission Loop - Phase A Design	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
39	New 2025 - Northlake 60-inch Transmission Main - Phase A - Design	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
40	New 2030 - 60" Transmission Loop - Phase B Design	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
41	New 2030 - N. Shallowford 30-inch Transmission Main -Design	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
42	Sewer Tanks - Shoal Creek Confluence	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
43	Sewer Tanks - Snapfinger Creek	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
44	OSARP Rehabilitation projects – design and commence rehab	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments

REPORT OF ACCOMPLISHMENTS - WATERSHED MANAGEMENT			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
45	Valve Location, Exercise, Repair and Replacement Annual Program	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
46	Consent Decree Assessment – various contracts	Underway	
47	Consent Decree Program Management Services	Underway	

REPORT OF ACCOMPLISHMENTS - FIRE AND RESCUE			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
01	Fire Station Replacement Program: several fire stations will have reached beyond their lifespan regarding effectiveness, living standards and structural integrity.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
02	Public Safety Training Center: The training center is limited in space, facilities and equipment to adequately serve the needs of the department.	Underway	
03	Complete the implementation of DeKalb Fire Service's five-year Capital Improvement Program that began June 1996. Station #3, Clarendon Avenue, is scheduled for replacement. Six stations require major renovations/remodeling. Develop and implement a revised plan to include CIP's for fire stations, apparatus and existing facility renovations.	Underway	
04	Determine the need for additional fire stations	Underway	
05	Update and revise Mutual/Automatic Aid agreements with all neighboring jurisdictions.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments

REPORT OF ACCOMPLISHMENTS - COMMUNITY DEVELOPMENT			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
01	Utilize HOME and CDBG funds to develop new affordable single-family housing by partnering with local CHDOs, the DeKalb Housing Authority, or other private developers.	Underway	
02	Utilize NSP funds to purchase and rehabilitate foreclosure homes within targeted neighborhood to stabilize community.	Underway	
03	Utilize CDBG funds to contract with an agency that will undertake emergency repairs, minor home repairs, installation of safety equipment, and heavy property maintenance to 50 elderly heads of households.	Underway	
04	Utilize the CDBG program's Section 108 Loan Program to facilitate major industrial development projects that will create jobs for low- and moderate-income workers.	Underway	
05	Enforce the housing code for apartment structures which are substandard and use the police power to upgrade and comply with the building code.	Underway	
06	Develop resident associations and Neighborhood Watch Programs in apartment complexes and public housing which meet regularly with the police to determine problems and develop solutions.	Underway	
07	Coordinate with the State Dept. of Education, DSS, to ensure there is a plan in place to serve children with disabilities and special needs.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
08	Provide CDBG funds to address the problems of foreclosure/predatory lending.	Underway	

REPORT OF ACCOMPLISHMENTS - COMMUNITY DEVELOPMENT			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
09	Utilize CDBG funds to support youth related summer recreational, self-esteem, enrichment programs and activities to be administered and implemented by the County for approximately 300 County income-eligible youth.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
10	Provide CDBG funds to encourage services for small business micro-enterprise training and entrepreneur development.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
11	Provide CDBG funds for a Small Business Revolving Loan Fund Program to lend funds from \$10,000-\$35,000 for business in DeKalb County. For every \$35,000 in funds loaded (1) fulltime equivalent job must be created.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
12	Produce a comprehensive countywide Housing Plan, with recommended policy guidelines.	Underway	
13	A new Central Senior Center and South Senior Center were recently constructed. CDBG dollars paid for the design and engineering for Fire Station No. 7. SPLOST funds will pay for construction of the new Fire Station No. 7.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
14	Community Development Department has a rolling application process for HOME loans for the development of affordable units, affordable rental units and multifamily housing. Community Development will continue accepting and underwriting applications through 2022.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
15	Community Development provides funds for Community Development Housing Organizations to promote to acquire and rehabilitate single family structures. These rehabilitated single-family structures will then be sold to low- and mod-income eligible families - CDBG.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments

REPORT OF ACCOMPLISHMENTS - COMMUNITY DEVELOPMENT			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
16	Construction of new Tobie Grant Recreation Center.	Completed	
17	Construction of the new East Dekalb Senior and Community Center at Bruce Street.	Not Started	
18	Construction of a Community and Senior Center in District 4 and 7 to fill the gap identified in the Senior Center Feasibility Study.	Not Started	
19	Identify county-owned surplus and/or tax delinquent properties for redevelopment opportunities according to policies set forth in Comprehensive Plan Text. Prior to marketing these properties, provide bi-annual reports to Board of Commissioners during a work session.	Not Started	

REPORT OF ACCOMPLISHMENTS - PLANNING AND SUSTAINABILITY			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
01	Impact Fees – Secure funds to Initiate a study to evaluate the feasibility for Impact Fees in DeKalb County.	Underway	
02	LCI Update - Candler Road LCI	Underway	
03	Land Use Amends – Establish core intensities for all activity center character areas.	Underway	
04	Land Use Amendment—North Druid Hills LCI	Underway	
05	Intergovernmental - DeKalb will coordinate with existing cities on developing amenable annexation plans.	Underway	
06	Departmental Coordination - Establish regular staff-level meetings with the following departments to share data, new plans/policies and new projects: Decide DeKalb, Community Development, Watershed, Transportation/Public Works, and Parks & Recreation	Underway	
07	Land Use Policy / Departmental Coordination - Work with the Watershed Department to investigate sewer issues that could impact future land use/development decisions and determine any needed land use policy changes.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
08	Land Use Policy / Departmental Coordination - Work with the Watershed Department to investigate stormwater run-off issues in neighborhoods where complaints have increased due to new development. Determine if any land use policy changes are needed.	Underway	

REPORT OF ACCOMPLISHMENTS - PLANNING AND SUSTAINABILITY			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
09	Economic Development / Departmental Coordination - Work with the newly formed Decide DeKalb to explore new programs/policies to redevelop, rehab or re-use declining commercial corridors.	Underway	
10	Land Use Policy/ Departmental Coordination - Work with Decide DeKalb, Community Development and the Multi-family Task Force members to explore new programs/ policies to redevelop or rehab declining/ troubled multi-family developments.	Underway	
11	Environmental Planning - Work towards preparing a Climate Resiliency Plan for the County.	Underway	
12	Demographics Projections - Coordinate with ARC research group in the reassessment of forecasting demographics.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
13	Land Use Policy - Utilize findings from #17 as well as outside research to explore ways to inform county citizens of the need for multi-family housing and propose polices to assure that multi-family developments can have a positive impact within existing neighborhoods.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
14	2050 Unified Plan - Undergo a major update to the comprehensive plan and transportation plans. This project will combine both The Comprehensive Plan and Comprehensive Transportation Plan into one document.	Underway	
15	Glenwood Columbia Plan - The purpose is to prepare a plan that provides education and a toolkit for the business community to build a consensus on how to strengthen economic development in the area.	Completed	
16	DeKalb Green Sustainability Program Description: Program to promote and support habits or activities that ensure the long-term viability and success social, economic, and environmental well-being of DeKalb County.	Underway	

REPORT OF ACCOMPLISHMENTS - PLANNING AND SUSTAINABILITY			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
17	GA Department of Community Affairs Mandate that DeKalb County update the Comprehensive Plan every 5 and 10 years.	Completed	
18	Neighborhood Registry Dashboard and App Description: Create an online source for DeKalb County neighborhoods to see profiles of demographics and current planning and transportation projects in their neighborhood.	Underway / Not Started	
19	DeKalb County Zoning Code Update Description: Update DeKalb County Ordinance, Chapter 27 Zoning	Not Started	
20	Memorial Drive Gateway project	Not Started	
21	Memorial Drive Re-Branding project	Not Started	
22	Sustainability Zoning Audit - Staff will identify improvements needed to ensure that environmental, equity, and economic needs are balanced in our zoning code.	Not Started	
23	Intergovernmental - DeKalb Elected Officials will work with GA legislative representatives (liaisons) to develop policy to regulate the process of annexations and incorporations.	Underway	
24	Develop a strategic plan for Transit-oriented Development in the I-20 East Corridor	Completed	
25	Create a central location to gather contact information on civic groups and for them to get informed.	Completed	
26	Update or Create new MALP	Underway	

REPORT OF ACCOMPLISHMENTS - CODE ENFORCEMENT			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
01	Code Enforcement will take a block-by-block strategic approach in delivering its inspection and enforcement services throughout the county. In addition to normal code enforcement activities, special operation teams will be deployed to conduct sweeps within commercial zones as identified in the Economic Development Strategic Plan. The commercial zone targeted sweeps will occur along commercial corridor and intersections utilizing a multi-departmental approach to blight reduction.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
02	With a focus on prevention, a comprehensive educational strategy is part of the Code Enforcement approach to blight reduction. An effective educational outreach campaign will raise awareness of property maintenance standards. The campaign will include grassroots community outreach, technology access, and community resources.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
03	Code Enforcement will coordinate with the Office of Neighborhood Empowerment to conduct capacity building training within impacted by blight. Capacity building training will help to empower residents to maintain and enhance neighborhoods to sustain a safe and aesthetically attractive environment. Code Enforcement will partner with Keep DeKalb Beautiful to focus cleanup efforts along commercial zones and to create more synergy through partnerships with neighborhood groups, businesses, and not-for-profit agencies.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
04	To qualify for abatement/demolition, properties must be structurally unsound, vacant and unsecured, have high weeds and grass, and/or have open storage of trash and debris. The properties are inspected and adjudicated resulting in a court order allowing the county to abate the nuisance.	Postponed	

REPORT OF ACCOMPLISHMENTS - CODE ENFORCEMENT			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
05	A multi-agency collaborative effort targeting hotels and motels with the highest levels of crime, and health, life safety and building violations. The project includes coordinated sweeps, policy changes, and relocation of extended stay residents.	Underway	
06	Focuses on the exterior of apartment complexes with specialized emphasis on housing conditions and the quality of life of the residents in multi-family dwellings. Coordinated sweeps of apartment complexes in the unincorporated area of DeKalb County are collaborative efforts that often include Code Enforcement, Police, Fire, and the Health Department.	Underway	
07	Continued effort to hold owners of foreclosed and vacant property(s) responsible for maintenance and security of the properties. Property owners are required to register the property with the county, pay a fee of \$100 or face fines up to \$1000.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments

REPORT OF ACCOMPLISHMENTS - POLICE			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
1	Construct Property Room	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
2	Construct Special Operations facility and hangar	Underway	
3	Build new Training Academy	Underway	
4	Implement Emergency Police Dispatch (EPD) software through International Academies of Emergency Dispatch (IAED): Emergency Police Dispatch (EPD) software through International Academies of Emergency Dispatch (IAED) are protocols that ensure every dispatcher, day in day out, asks consistent questions. For every call, regardless of the situation, the public and first responders in the field can rely on dispatchers gathering and distributing reliable information.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
5	College to Cop Program: This program will provide college students interested in a career in law enforcement an internship with DeKalb County Police as a career option. The program will focus on students ages 18 to 22.	Not Started	
6	Career Exploration Program: This program will provide middle and high school students with an internship with the DeKalb County Police Department to expose them to the culture, values, and traditions of the police profession, along with helping to build better relationships and trust with law enforcement.	Not Started	

REPORT OF ACCOMPLISHMENTS - PARKS AND RECREATION			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
01	Implement the DeKalb Community Greenspace Plan which in part seeks to develop a partnership to acquire and preserve flood plain areas which are suitable for park, recreational, and greenway use.	Underway	
02	Continue to restore open areas of parks along Ponce de Leon in accordance with historic landscape preservation guidelines. Establish parks and open space standards based on equity of access, optimal level of service and cost effectiveness, and a positive and inviting image.	Underway	
03	Refine the county's greenway program, continue to apply for grant(s) from the Georgia Greenspace Trust Fund and complete all necessary steps to qualify for a grant. Ensure that all grants are properly spent in support of the county's greenway program.	Underway	
04	Develop 80 miles of greenways as connections to nature for people (8 miles per year).	Underway	
05	Acquire 200 acres of open space per year to provide for active and passive parks, multi-dimensional recreation facilities, and trails.	Underway	
06	Develop a program to rebuild and maintain the Decatur-Stone Mountain bicycle trail as part of countywide bicycle trail plan. Provide park-like areas as rest and exercise stops	Underway	
07	Implement a Capital Improvements Plan to construct new facilities and rehabilitate existing parks.	Completed	
08	Using creative financing, create four new community parks that provide a balance of active and passive spaces	Underway	
09	Project #1: Rainbow Park Amphitheater– An Amphitheater will be construction at Rainbow park for outdoor concerts	Completed	
10	Project #2: Tobie Grant Recreation Center– A new recreation center will be constructed at Tobie Grant Park	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments

07 - REPORT OF ACCOMPLISHMENTS

REPORT OF ACCOMPLISHMENTS - PARKS AND RECREATION			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
11	Project #3: Hairston Community Center– A new community center will be constructed at Hairston	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
12	Project #4: NH Scott Pool– Renovation of pool at NH Scott Park	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
13	Project #5: Glen Emerald Park– The lake and dam at Glen Emerald Park will be renovated	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
14	Project #6: Ellenwood Park– Phase I construction of a playground and parking area	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
15	Project #9: Pleasantdale Park– Addition of concession building and renovation of soccer fields	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
16	Project #10: Bransby Park – Phase I for an addition of a greenhouse, community garden, general store and renovations to the pool at the Bransby.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
17	Implement a Capital Improvement Plan to construct new facilities and rehabilitate existing parks	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
18	Project #12: Mystery Valley– Bunker Renovations and clubhouse renovations	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
19	Project #13: Sugar Creek – Bunker Renovations and Bridge Improvements	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
20	Project #14: Little Creek Horse Park Project/ activity – Renovations to the community building	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
21	Project #15: Playground replacements– Outdated playgrounds will be replaced at the following parks: WD Thomson, Shoal Creek I, II, III, Oakcreek, Pleasantdale, Washington, Medlock, Emmie Smith, Emory Grove, Princeton, Cedar, Bruce Street, County Line, and Tobie Grant 2.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments

REPORT OF ACCOMPLISHMENTS - PARKS AND RECREATION			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
22	The 2001 and 2006 Bond Funds have either been spent or allocated for projects. We now have SPLOST funding to rehabilitate Roofs, shelters, athletic fields, golf and tennis, pools and other projects.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
23	Project # 16: Building Improvements/ Renovations– Outdated structures and buildings will be renovated at the following parks: NH Scott, Emmie Smith, Exchange, Lou Walker, Glen Emerald, County Line, Truelove, Emory Grove, Wade Walker, Washington, Exchange, Shoal Creek II, Lithonia, Stoneview, Cedar Park 2.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
24	Project #17: Athletic Field Renovations– Athletic Field renovations will be performed at the following parks: Truelove, Gresham, Exchange, Redan, Shoal Creek I, Midway, Wade Walker, Rock Chapel and Hamilton 2.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
25	Tennis Court Renovations: – Tennis Courts will be replaced or repaired at the following locations: DeKalb Tennis Center, Midway, WD Thomson, County Line, Shoal Creek II, Glen Emerald, and Emory Grove 2	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
26	Lithonia Pool renovations – Renovations to the pool and poolhouse at Lithonia Park 2.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
27	Update and expand a minimum of five special facilities to generate revenue and provide destination parks.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
28	Acquire land for future park and community facility development in accordance with the Parks and Recreation Strategic Plan.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
29	Project #7: DeKalb Tennis Center– Construction of a new tennis facility at Mason Mill Park.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments

REPORT OF ACCOMPLISHMENTS - ECONOMIC DEVELOPMENT			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
01	Develop and maintain close contacts with the network of economic development organizations active in DeKalb County and provide quarterly reports to the Board of Commissioners.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
02	Implement a Capital Improvements Plan to construct new facilities and rehabilitate existing parks	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
03	Continue to strengthen working relationships with the DeKalb Workforce Center and DeKalb Employer Committee to assist with developing strategies that address businesses' employment needs.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
04	Use economic development/real estate groups (DeKalb County Staff, Georgia Industry, Trade & Tourism, Georgia Power, the Chambers of Commerce, Atlanta Gas & Light Company, major commercial and industrial real estate firms, financial institutions, etc.) to improve economic conditions in the county.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
05	Train staff and members of TEAM DEKALB in successful techniques for marketing DeKalb County to new and existing businesses; report this to Board of Commissioners during work session.	Not Applicable/ Discontinued	Decide DeKalb recently completed a Strategic Economic Development Plan which does not contemplate these activities
06	Prepare a feasibility study for the redevelopment and reuse of the Mercer University area according to the Comprehensive Plan text & map.	Completed	Mercer University completed a strategic plan for the property it owns.
07	Convene an annual developer's day session designed to market targeted areas of the County in order to promote business development in commercial, industrial, and underserved retail markets.	Underway	

REPORT OF ACCOMPLISHMENTS - ECONOMIC DEVELOPMENT			
NUMBER	PROJECT/ACTIVITY	STATUS	STATUS EXPLANATION
08	Proposed Economic Development Organization (EDO) is comprised of the DeKalb County CEO, Economic Development Department, DeKalb Chamber of Commerce, Development Authority of DeKalb County and corporate partners. This partnership will recommend an economic development strategic plan to local officials and administrators.	Completed	
09	Develop promotional materials for marketing declining/blighted areas of the county that have strong economic potential but are currently underutilized with unoccupied buildings.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
10	Publish a regular E-Newsletter for citizens and businesses providing informative economic development information.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
11	Exchange economic development marketing information with the DeKalb Chamber of Commerce and the DeKalb Convention & Visitors Bureau.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
12	Participate in Industry Associations for high tech and high wage industries to promote business growth in DeKalb County.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
13	Promote the growth of small business in DeKalb County by providing information to help businesses have access to capital, identify public and private resources, opportunities for networking, so businesses can aid one another.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
14	Market DeKalb County as a preferred business location for international firms to generate private job creation and investment, with special emphasis on China.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments
15	Emphasize business promotion among the higher paying industry groups that can take advantage of DeKalb County labor force and employee accessibility from other counties, such as Transportation, Communications and Utilities; Wholesale Trade; Finance, and Insurance.	Not Applicable/ Discontinued	No longer a priority/ reassigned to other efforts or departments



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CHAPTER 08

COMMUNITY WORK PROGRAM

KEY UPCOMING ACTION ITEMS

The Community Work Program identifies key activities DeKalb County will undertake during the next five years to address the Issues and Opportunities of the 2050 Comprehensive Development Plan. The table below includes a project name or description, the timeframe when the activity will be accomplished, the responsible party or department, estimated cost, and potential funding sources. These activities were identified through input and outreach to the community, stakeholders, elected or appointed officials and DeKalb County staff.

COMMUNITY WORK PROGRAM - PLANNING AND SUSTAINABILITY		
NUMBER	PROJECT/ACTIVITY	RESPONSIBILITY (DEPARTMENT)
01	Neighborhood Registry Dashboard and App Description: Create an online source for DeKalb County neighborhoods to see profiles of demographics and current planning and transportation projects in their neighborhood.	Planning and Sustainability
02	DeKalb County Zoning Code Update Description: Update DeKalb County Ordinance, Chapter 27 Zoning	Planning and Sustainability
03	Memorial Drive Gateway project	Planning and Sustainability
04	Memorial Drive Re-Branding project	Planning and Sustainability
05	Environmental Planning - Work towards preparing a Climate Resiliency Plan for the County.	Planning and Sustainability
06	Economic Development / Departmental Coordination - Work with the Decide DeKalb to explore new programs/policies to redevelop, rehab or re-use declining commercial corridors.	Planning and Sustainability
07	Land Use Policy/ Departmental Coordination - Work with the Decide DeKalb, Community Development and the Multi-family Task Force members to explore new programs/policies to redevelop or rehab declining/troubled multi-family developments.	Planning and Sustainability

COMMUNITY WORK PROGRAM - PLANNING AND SUSTAINABILITY						
YEAR(S) IMPLEMENTED					ESTIMATED COSTS	FUNDING SOURCE(S)
2022	2023	2024	2025	2026		
X	X	X			Staff Time	DeKalb County
X	X	X	X	X	\$300,000	DeKalb County
X	X	X			\$50,000	DeKalb County
X	X				Staff Time	DeKalb County
X					Staff Time	DeKalb County
X	X	X	X	X	Staff Time	DeKalb County
X	X	X	X	X	Staff Time	DeKalb County

COMMUNITY WORK PROGRAM - PLANNING AND SUSTAINABILITY		
NUMBER	PROJECT/ACTIVITY	RESPONSIBILITY (DEPARTMENT)
08	Departmental Coordination - Establish regular staff-level meetings with the following departments to share data, new plans/policies and new projects: Decide DeKalb, Community Development, Watershed, Transportation/Public Works, and Parks & Recreation	Planning and Sustainability
09	Land Use Policy / Departmental Coordination - Work with the Watershed Department to investigate stormwater run-off issues in neighborhoods where complaints have increased due to new development. Determine if any land use policy changes are needed.	Planning and Sustainability
10	Impact Fees – Secure funds to Initiate a study to evaluate the feasibility for Impact Fees in DeKalb County.	Planning and Sustainability
11	LCI Update - Candler Road LCI	Planning and Sustainability
12	Land Use Amendments – Establish core intensities for all activity center character areas.	Planning and Sustainability
14	Intergovernmental - DeKalb Elected Officials will work with GA legislative representatives (liaisons) to develop policy to regulate the process of annexations and incorporations.	Planning and Sustainability
15	Intergovernmental - DeKalb will coordinate with existing cities on developing amenable annexation plans.	Planning and Sustainability
16	Sustainability Zoning Audit - Staff will identify improvements needed to ensure that environmental, equity, and economic needs are balanced in our zoning code.	Planning and Sustainability
17	Creation of Visionary Plans in Select Communities	Planning and Sustainability

COMMUNITY WORK PROGRAM - PLANNING AND SUSTAINABILITY						
YEAR(S) IMPLEMENTED					ESTIMATED COSTS	FUNDING SOURCE(S)
2022	2023	2024	2025	2026		
X	X	X	X	X	Staff Time	DeKalb County
X	X	X	X	X	Staff Time	DeKalb County
X					Staff Time	DeKalb County
	X	X	X		\$250,000	ARC LCI, DeKalb County
X	X	X	X		Staff Time	DeKalb County
X	X	X			Staff Time	DeKalb County
X	X	X			Staff Time	DeKalb County
X	X	X			Staff Time	DeKalb County
	X	X	X	X	\$100,000 (per study)	ARC LCI, DeKalb County/ DeKalb Board of Health

COMMUNITY WORK PROGRAM - PLANNING AND SUSTAINABILITY		
NUMBER	PROJECT/ACTIVITY	RESPONSIBILITY (DEPARTMENT)
18	Arts and Culture Master Plan	Planning and Sustainability
19	Sustainability Plan	Planning and Sustainability
20	Achieve ARC Green Communities recertification and maintenance	Planning and Sustainability
21	Historic resource inventory/survey (District, age, style, etc.)	Planning and Sustainability
22	Presidential Parkway/Mercer Study	Planning and Sustainability
23	Update MARTA I-20 east TOD study after LPA is revised	Planning and Sustainability
24	Updated Kensington Station LCI	Planning and Sustainability
25	Consider staff and department recommendations in future budget, department, or staff planning	Planning and Sustainability

COMMUNITY WORK PROGRAM - PLANNING AND SUSTAINABILITY						
YEAR(S) IMPLEMENTED					ESTIMATED COSTS	FUNDING SOURCE(S)
2022	2023	2024	2025	2026		
	X	X	X		\$250,000	DeKalb County/ARC
X	X	X			\$250,000	DeKalb County
X	X	X	X	X	Staff Time	DeKalb County
	X	X	X		\$100,000	DeKalb County/ARC LCI/ARC CDAP
X	X	X			\$75,000	ARC LCI/DeKalb County
	X	X	X		\$500,000	MARTA/ARC/FTA
		X	X	X	\$300,000	ARC LCI/DeKalb County
X	X				Staff Time	DeKalb County

COMMUNITY WORK PROGRAM - PLANNING AND SUSTAINABILITY		
NUMBER	PROJECT/ACTIVITY	RESPONSIBILITY (DEPARTMENT)
26	Consider findings and recommendations of recent convention center feasibility study in relevant studies and small area plans	Planning and Sustainability
27	Update DeKalb County Sign Ordinance	Planning and Sustainability
28	Intergovernmental – Coordinate with the DeKalb County School District on planning for land use, transportation, and other improvements, as well as the construction of new schools or reuse of excess DCSD properties.	Planning and Sustainability
29	At least annually, review and if needed, update the FLUM based on new or updated LCIs, small area plans, Freight Cluster studies or other studies.	Planning and Sustainability
30	Create new zoning district to allow appropriate light industrial uses in Activity Centers and Commercial Redevelopment Corridors. Appropriate uses in this new category may include breweries and makerspaces.	Planning and Sustainability

COMMUNITY WORK PROGRAM - PLANNING AND SUSTAINABILITY						
YEAR(S) IMPLEMENTED					ESTIMATED COSTS	FUNDING SOURCE(S)
2022	2023	2024	2025	2026		
X	X				Staff Time	DeKalb County
		X	X	X	\$75,000	DeKalb County
X	X	X	X	X	Staff Time	DeKalb County
X	X	X	X	X	Staff Time	DeKalb County
	X	X	X		\$50,000 / Staff Time	DeKalb County

COMMUNITY WORK PROGRAM - TRANSPORTATION		
NUMBER	PROJECT/ACTIVITY	RESPONSIBILITY (DEPARTMENT)
01	North Druid Hills Bridge Replacement (scoping phase) (CTP PI # 4016)	Transportation/ Planning
02	SR 42 (Moreland Avenue) Scoping Study. Include a study @ Bailey Road with intersection improvements and signalization. (CTP PI # 6025).	Transportation/ Planning
03	Covington Trails & Kensington MARTA Station Road Diet Scoping Study (CTP PI # 6031).	Transportation/ Planning
04	SR 8 (Lawrenceville Highway) Pedestrian and Bicycle Alternatives Study (CTP PI # 2950)	Transportation/ Planning
05	South River Trail – Phase V – From South River Trail—Phase 1 to Waldrop Road—ROW Phase (CTP PI # 6031) (GDOT 0009029)	Transportation/ Planning
06	South River Trail – Phase V – Construction Phase (CTP PI # 6031) (GDOT 0009029)	Transportation/ Planning
07	South River Multiuse Trail – Scoping Phase (CTP PI # 0503A)	Transportation/ Planning
08	Clifton Corridor Bicycle and Pedestrian Study (CTP PI # 5094)	Transportation/ Planning
09	Countywide Trails Master Plan	Transportation/ Planning

COMMUNITY WORK PROGRAM - TRANSPORTATION						
YEAR(S) IMPLEMENTED					ESTIMATED COSTS	FUNDING SOURCE(S)
2022	2023	2024	2025	2026		
X	X	X	X	X	\$4,000,000	Surface Transportation Block Grant program
X	X	X			\$200,000	Surface Transportation Block Grant program
X	X				\$100,000	Surface Transportation Block Grant program
X	X	X			\$150,000	STP Urban Local
X	X	X			\$550,000	TAP Urban Local
X	X	X	X	X	\$1,400,000	TAP Urban Local
X	X	X	X	X	\$65,000	TAP Urban Local
X	X	X	X	X	\$125,000	TAP Urban Local
X	X	X			\$250,000	DeKalb County/ARC/GDOT

COMMUNITY WORK PROGRAM - WATERSHED MANAGEMENT		
NUMBER	PROJECT/ACTIVITY	RESPONSIBILITY (DEPARTMENT)
01	Consent Decree Assessment – various contracts	DWM
02	Consent Decree Program Management Services	DWM

COMMUNITY WORK PROGRAM - POLICE		
NUMBER	PROJECT/ACTIVITY	RESPONSIBILITY (DEPARTMENT)
01	Construct Special Operations facility and hangar	Police Department
02	Build new Training Academy	Police Department
03	College to Cop Program: This program will provide college students interested in a career in law enforcement an internship with DeKalb County Police as a career option. The program will focus on students ages 18 to 22.	Police Department
04	Career Exploration Program: This program will provide middle and high school students with an internship with the DeKalb County Police Department to expose them to the culture, values, and traditions of the police profession, along with helping to build better relationships and trust with law enforcement.	Police Department

COMMUNITY WORK PROGRAM - WATERSHED MANAGEMENT						
YEAR(S) IMPLEMENTED					ESTIMATED COSTS	FUNDING SOURCE(S)
2022	2023	2024	2025	2026		
X					\$76,400,000	Multiple sources – bonds and R&E
X	X	X			\$9,800,000	Multiple sources – WIFIA, bonds and R&E

COMMUNITY WORK PROGRAM - POLICE						
YEAR(S) IMPLEMENTED					ESTIMATED COSTS	FUNDING SOURCE(S)
2022	2023	2024	2025	2026		
X	X	X			\$3,500,000	General /CIP/Forfeiture
X	X	X	X	X	\$25,000,000	General /CIP/Forfeiture
X	X	X	X	X	\$34,560	Police Budgeted funds
X	X	X	X	X	\$1,920	Police Budgeted Funds

COMMUNITY WORK PROGRAM - FIRE AND RESCUE		
NUMBER	PROJECT/ACTIVITY	RESPONSIBILITY (DEPARTMENT)
01	Public Safety Training Center: The training center is limited in space, facilities and equipment to adequately serve the needs of the department.	Fire Station
02	Complete the implementation of DeKalb Fire Service's five-year Capital Improvement Program that began June 1996. Station #3, Clarendon Avenue, is scheduled for replacement. Six stations require major renovations/remodeling. Develop and implement a revised plan to include CIP's for fire stations, apparatus and existing facility renovations.	Fire Station
03	Determine the need for additional fire stations	Fire Station

COMMUNITY WORK PROGRAM - CODE ENFORCEMENT		
NUMBER	PROJECT/ACTIVITY	RESPONSIBILITY (DEPARTMENT)
01	A multi-agency collaborative effort targeting hotels and motels with the highest levels of crime, and health, life safety and building violations. The project includes coordinated sweeps, policy changes, and relocation of extended stay residents.	Code Enforcement
02	Focuses on the exterior of apartment complexes with specialized emphasis on housing conditions and the quality of life of the residents in multi-family dwellings. Coordinated sweeps of apartment complexes in the unincorporated area of DeKalb County are collaborative efforts that often include Code Enforcement, Police, Fire, and the Health Department.	Code Enforcement

COMMUNITY WORK PROGRAM - FIRE AND RESCUE						
YEAR(S) IMPLEMENTED					ESTIMATED COSTS	FUNDING SOURCE(S)
2022	2023	2024	2025	2026		
X	X	X	X	X	\$150,000,000	SPLOST
X	X	X	X	X	\$2,300,000	SPLOST
X	X	X	X		\$90,000	SPLOST

COMMUNITY WORK PROGRAM - CODE ENFORCEMENT						
YEAR(S) IMPLEMENTED					ESTIMATED COSTS	FUNDING SOURCE(S)
2022	2023	2024	2025	2026		
X	X	X	X	X	\$32,000/yr	General Fund (Tax Revenue)
X	X	X	X		\$300,000/yr	General Fund (Tax Revenue)

COMMUNITY WORK PROGRAM - COMMUNITY DEVELOPMENT		
NUMBER	PROJECT/ACTIVITY	RESPONSIBILITY (DEPARTMENT)
01	Construction of new Tobie Grant Recreation Center.	Community Development
02	Construction of the new East Dekalb Senior and Community Center at Bruce Street.	Community Development
03	Construction of a Community and Senior Center in District 4 and 7 to fill the gap identified in the Senior Center Feasibility Study.	Community Development
04	Identify county-owned surplus and/or tax delinquent properties for redevelopment opportunities according to policies set forth in Comprehensive Plan Text. Prior to marketing these properties, provide bi-annual reports to Board of Commissioners during a work session.	Community Development
05	Utilize the CDBG program's Section 108 Loan Program to facilitate major industrial development projects that will create jobs for low- and moderate-income workers.	Community Development
06	Enforce the housing code for apartment structures which are substandard and use the police power to upgrade and comply with the building code.	Community Development
07	Develop resident associations and Neighborhood Watch Programs in apartment complexes and public housing which meet regularly with the police to determine problems and develop solutions.	Community Development
08	Produce a comprehensive countywide Housing Plan, with recommended policy guidelines.	Community Development

COMMUNITY WORK PROGRAM - COMMUNITY DEVELOPMENT						
YEAR(S) IMPLEMENTED					ESTIMATED COSTS	FUNDING SOURCE(S)
2022	2023	2024	2025	2026		
X					\$9,112,043	CDBG General Fund
X					\$5,498,994	CDBG General Fund
X					\$7,700,000	CDBG Section 108 Loan to be repaid with General Funds
X	X	X	X		\$300,000	Home
X	X	X	X		\$1,000,000	CDBG Funds
X	X	X			\$275,000	NSP Funds
X	X	X			\$100,000	CDBG Funds
X	X				Staff	DeKalb County

COMMUNITY WORK PROGRAM - COMMUNITY DEVELOPMENT		
NUMBER	PROJECT/ACTIVITY	RESPONSIBILITY (DEPARTMENT)
09	Utilize HOME and CDBG funds to develop new affordable single-family housing by partnering with local CHDOs, the DeKalb Housing Authority, or other private developers.	Community Development
10	Utilize NSP funds to purchase and rehabilitate foreclosure homes within targeted neighborhood to stabilize community.	Community Development
11	Utilize CDBG funds to contract with an agency that will undertake emergency repairs, minor home repairs, installation of safety equipment, and heavy property maintenance to 50 elderly heads of households.	Community Development
12	Provide CDBG funds to address the problems of foreclosure/predatory lending.	Community Development

COMMUNITY WORK PROGRAM - ECONOMIC DEVELOPMENT		
NUMBER	PROJECT/ACTIVITY	RESPONSIBILITY (DEPARTMENT)
01	Promote the growth of small business in DeKalb County by providing information to help businesses have access to capital, identify public and private resources, opportunities for networking, so businesses can aid one another.	Economic Development
02	Convene an annual developer's day session designed to market targeted areas of the County in order to promote business development in commercial, industrial, and underserved retail markets.	Economic Development
03	Update Strategic Economic Development Plan	Decide DeKalb
04	Conduct retail analysis to determine current space and future demand, and identify strategies for attracting retail and services to underserved areas of the County.	Planning and Sustainability Decide DeKalb

COMMUNITY WORK PROGRAM - COMMUNITY DEVELOPMENT						
YEAR(S) IMPLEMENTED					ESTIMATED COSTS	FUNDING SOURCE(S)
2022	2023	2024	2025	2026		
	X	X			\$250,000	HOME and CDBG Funds
	X	X			\$250,000	NSP Funds
	X	X	X		\$300,000	CDBG Funds
	X	X	X		\$200,000	CDBG Funds

COMMUNITY WORK PROGRAM - ECONOMIC DEVELOPMENT						
YEAR(S) IMPLEMENTED					ESTIMATED COSTS	FUNDING SOURCE(S)
2022	2023	2024	2025	2026		
X	X	X	X		\$15,000	Annual Budget
X	X	X	X	X	\$10,000	Annual Budget
	X	X	X	X	\$150,000	Decide DeKalb/EDA
	X	X			\$65,000	Annual Budget/Decide DeKalb

COMMUNITY WORK PROGRAM - PARKS AND RECREATION		
NUMBER	PROJECT/ACTIVITY	RESPONSIBILITY (DEPARTMENT)
01	Implement the DeKalb Community Greenspace Plan which in part seeks to develop a partnership to acquire and preserve flood plain areas which are suitable for park, recreational, and greenway use.	Parks and Recreation
02	Continue to restore open areas of parks along Ponce de Leon in accordance with historic landscape preservation guidelines. Establish parks and open space standards based on equity of access, optimal level of service and cost effectiveness, and a positive and inviting image.	Parks and Recreation
03	Refine the county's greenway program, continue to apply for grant(s) from the Georgia Greenspace Trust Fund and complete all necessary steps to qualify for a grant. Ensure that all grants are properly spent in support of the county's greenway program.	Parks and Recreation
04	Develop 80 miles of greenways as connections to nature for people (8 miles per year).	Parks and Recreation
05	Acquire 200 acres of open space per year to provide for active and passive parks, multi-dimensional recreation facilities, and trails.	Parks and Recreation
06	Develop a program to rebuild and maintain the Decatur-Stone Mountain bicycle trail as part of countywide bicycle trail plan. Provide park-like areas as rest and exercise stops	Parks and Recreation
07	Using creative financing, create four new community parks that provide a balance of active and passive spaces.	Parks and Recreation

COMMUNITY WORK PROGRAM - PARKS AND RECREATION						
YEAR(S) IMPLEMENTED					ESTIMATED COSTS	FUNDING SOURCE(S)
2022	2023	2024	2025	2026		
X	X	X			1,000,000	SPLOST
X	X	X	X		2,500,000	SPLOST
X	X	X	X	X	1,500,000	SPLOST
X	X	X	X	X	500,000	SPLOST
X	X	X	X	X	6,900,000	SPLOST
X	X	X	X	X	1,000,000	SPLOST
X	X	X	X		7,800,000	Park Bond



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CHAPTER 09

STAKEHOLDER & PUBLIC OUTREACH

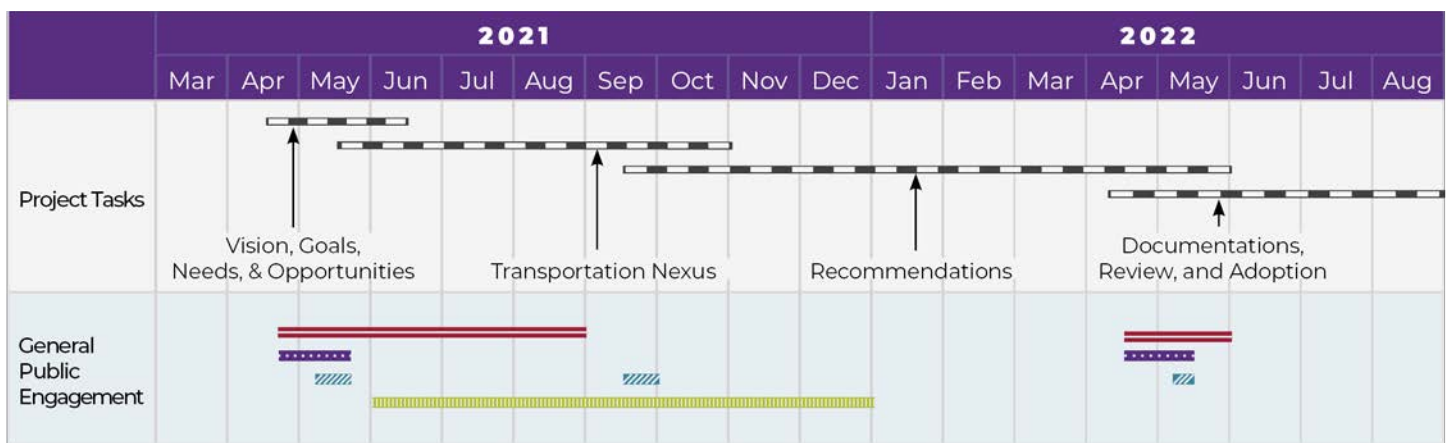
STAKEHOLDER AND PUBLIC OUTREACH OVERVIEW

Rooted in robust and meaningful engagement, the DeKalb 2050 Unified speaks for the broad spectrum of stakeholders who live, work, and play in the County. For this process and the County’s decision-making framework to be successful, it was critical that every part of DeKalb’s diverse community is heard. To this end, the key objectives to educate, consult and collaborate with the community were established to ensure meaningful involvement of all stakeholders:

- ▶ Educate and involve the general public throughout the process.
- ▶ Public outreach tools were utilized to educate, listen to, and learn from the public throughout the planning process. The goal was to ensure that all stakeholders interested in and affected by the plan have an opportunity to be educated, ask questions, and provide input.
- ▶ Consult with staff, representatives, and agency partners to gather a broad range of ideas. This process relies upon the knowledge and experience of key municipal staff and agency partners serving the community. Individuals were recognized who interacted with and plan for DeKalb’s stakeholders were a key source of information and insight throughout the process.
- ▶ Collaborate with stakeholders for issue identification and the creation of solutions. This process provided an opportunity for DeKalb’s stakeholders to voice their needs, desires and opinions. Coordination with residents, business owners, and other members of the community provided invaluable perspective to the process that lead to solutions-based planning and implementation strategies.

These objectives guided the development of the outreach program and selection and timing of outreach activities. The timeline in Figure 1, highlights the opportunities for engagement planned throughout all phases of the project.

PROJECT TIMELINE



LEGEND: ■ Online Survey ■ Community Events ■ Public Meetings ■ Focus Groups

Figure 1

The Vision, Goals, Needs, and Opportunities Phase focuses on understanding the future community vision and sets the direction and tone for the remainder of the study. It also includes a robust understanding of current conditions and needs both today and in the future. The Transportation Nexus Phase builds upon the existing conditions and needs assessment to bring the transportation and land use elements together. The Recommendations Phase commences once needs have been determined. At that point, possible project and policy recommendations can be identified. The recommendations then are prioritized after evaluation against a set of metrics built on the goals from early in the plan. During the final phase, Documentations, Review, and Adoption, the final reports will be provided to the CEO and Board of Commissioners for review and adoption.

OUTREACH STRATEGIES

A combination of digital and in-person engagement tools were employed for Phase I and Phase II outreach. This allowed for broad engagement among targeted groups and the general public and promoted inclusion. Additionally, as restrictions related to COVID-19 have set limitations on public gatherings, creative and innovative public engagement strategies as alternatives to in-person meetings were a necessity

TARGETED STAKEHOLDER OUTREACH

Targeted stakeholder outreach allows for focused discussions to occur among entities with common interests and backgrounds. Four types of stakeholder groups were engaged during Phase I and Phase II: Standing Committees/Leadership, Transportation and Land Use Committees, Stakeholder Group Meetings, and Focus Groups.

Collectively, these groups are guiding the planning process by actively engaging at key points, championing the Unified Plan in the community by identifying and advertising public involvement opportunities and attending meetings and events; and reviewing documents and providing feedback on recommendations.

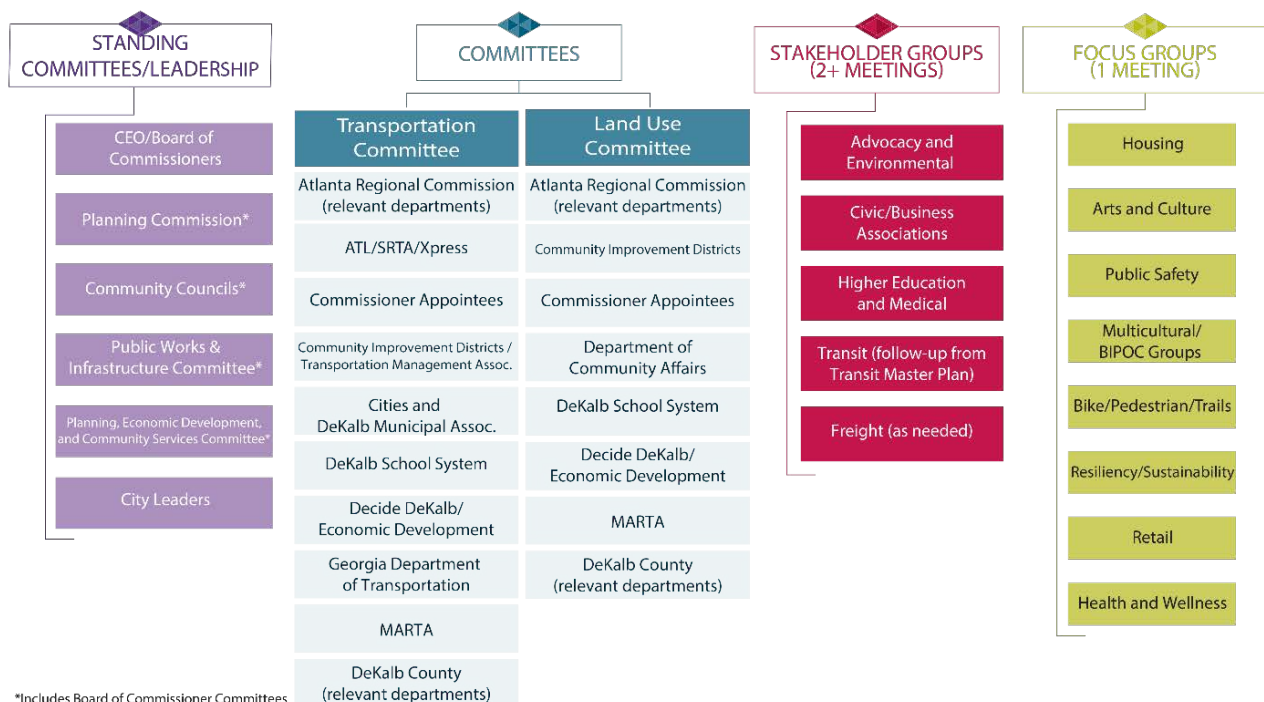


Figure 2

County Leadership

Involving elected officials and community leadership is critical to the development and implementation of the Unified Plan's recommendations. These stakeholders were engaged multiple times during Phase I and Phase II outreach.

Transportation and Land Use Committees (Stakeholder Committee)

Separate Transportation and Land Use committees have been established to focus on the two primary parts of the Unified Plan. Joint meetings with breakouts for each primary topic area were held in May 2021 and May 2022.

Stakeholder Group Meetings

These typically focused meetings include discussions among key stakeholder groups. During Phase I and Phase II discussions were hosted with the Advocacy & Environmental, Civic & Business Association, and Higher Ed & Medical stakeholder groups.

Focus Groups

Focus groups provided an opportunity for the planning team to meet with a small group of community members to talk about a specific topic area in more detail. These small, personalized engagement opportunities also assisted in reaching traditionally underrepresented populations. A total of eight focus group categories were targeted. During Phase I, sessions were hosted with the Bike/Ped, Development Community, Housing/Housing Affordability, Black Leaders, and NAACP Focus Groups. During Phase II, sessions were hosted with the Multicultural/BIPOC Groups, Public Safety, Health and Wellness, Arts/Culture, and Sustainability groups.

GENERAL PUBLIC OUTREACH

In addition to meetings with targeted groups, general public outreach was conducted during both Phase I and II. The combination of in-person, socially distanced events and virtual meetings provided a wide array of opportunities to engage with the public.

Intercepts

Intercepts are casual, pop-up style engagements that meet stakeholders where they are – at parks, riding transit, or shopping to name a few. In Phase I, seven (7) intercepts were staged in May and June 2021 throughout the County at Arabia Mountain, The Mall at Stonecrest, the Dunwoody Farmers Market at Brook Run Park, Doraville MARTA Transit Station, Indian Creek MARTA Transit Station, Kensington MARTA Transit Station, and the District 3 Fitness Day at Exchange Park. In Phase II, five (5) intercepts were staged in May 2022 at Tucker Days on Main Street Tucker, Good Neighbor Day at DeKalb Peachtree Airport, Gresham Park Baseball at Gresham Park, Wade Walker Park, and The Mall at Stonecrest.

Public Meetings

Public meetings provide an opportunity for more in depth engagement and additional time for the public to offer feedback. A series of three (3) virtual public meetings were held in May 2021 to officially kick off the Unified Plan, followed by five (5) virtual community charrettes held in September 2021 to gather input on potential development and transportation priorities for specific areas within the County. Three (3) virtual public meetings were held in May 2022 to gather input on draft recommendations. Meetings were webinar style in nature and began with a presentation about the project overview, schedule, ongoing engagement, and the relevant land use or transportation update for each particular meeting. There were live polling opportunities and attendees were encouraged to use the chat function to direct questions to the panelists. The remainder of the time was used for virtual breakout rooms or open discussion with an opportunity to converse with meeting facilitators about Land Use or Transportation. Lastly, there were two (2) required Public Hearings. The first public hearing took place during Board of Commissioners meeting, held on April 27, 2021, via Zoom and was available for live stream on DCTV's webpage and DCTVChannel23.TV. The

second public hearing was held during the Board of Commissioners meeting held on July 12, 2022.

Online Survey

Online surveys provide opportunities for people to engage and provide feedback from the comfort of their home and on their own schedule. Two online surveys were launched in May of 2021 and 2022 and distributed to study area stakeholders via intercept events, virtual meetings, County Commissioner and DeKalb Relay newsletter email campaigns, and social media. A total of 1217 survey responses were received.

Website and Social Media

Online engagement provides a convenient way to engage with the public and to share information. The project website included project information, updates, and key engagement opportunities in addition to reports, meeting materials, and related links. DeKalb County Twitter and Facebook platforms were also leveraged to reach local residents and stakeholders. Content focused on increasing website traffic, promoting the virtual public meetings, and encouraging participation in the online surveys.

Collateral

Project promotion began at the onset of the planning process with the development of an informational factsheet. The document discussed what is encompassed in a Unified Plan, why DeKalb is creating one, the planning horizon and timeline, and how the public can remain involved. The factsheet was made available in English, Spanish, Chinese, Korean, Nepali, Burmese, and Hindi.

Home Resources Schedule Provide Feedback

Project Overview

The DeKalb County 2050 Unified Plan will combine two of the County's long-range plans into one: a Comprehensive Transportation Plan that identifies priority transportation projects and policy recommendations and a Comprehensive Land Use Plan that establishes the framework for future growth and development. Transportation and land use investments have a direct impact on one another, so the combined plan will create a more consistent, unified strategy. The combined plan will address arts and culture, housing, health and wellness, public safety, sustainability, retail, and annexation.

The recommendations of this planning process will help DeKalb leadership determine which transportation projects to pursue for both local funding opportunities and state and federal dollars. The Plan will also include recommendations within unincorporated DeKalb activity centers for the types of growth and development that may occur based on new market realities and trends.

DRAFT RECOMMENDATION REPORTS FOR PUBLIC REVIEW

The DeKalb Unified Plan team has conducted multiple rounds of community engagement including early input on needs and priorities, community charrettes in subareas of the County, and feedback on draft transportation and land use recommendations. We hosted virtual public meetings and a town hall, engaged stakeholders through focus group meetings, and met the community at parks and festivals around the County. The team is now nearing the final stages of the plan with draft documents for review by the public. Three recommendations documents will be available for public review:

- Draft Comprehensive Land Use Plan (PDF, 48.3 MB)

Future Documentation Coming Soon!

TRANSPORTATION PROJECT INTERACTIVE MAP

Interested to learn more about some of the transportation projects that are being considered? The interactive map link below includes two maps: The first map is for projects in unincorporated DeKalb County, and the second is for projects in the cities. City projects shown here include larger investments from multiple different planning efforts.

Feedback on projects reflected in the map comes from our most recent round of input on draft recommendations. No new input is able to be provided in the map at this time, but it provides information on the projects that were discussed.

TRANSPORTATION PROJECTS

Project Website Home Page

PHASE I: OUTREACH

Input received during Phase I engagement informed future phases of work including the Transportation Nexus which will bring the transportation and land use elements together and Recommendations. Table 1, ordered by date, summarizes all of the engagement that occurred in Phase I.

Outreach Technique	Date	Event Location	Audience Reached
Transportation & Land Use Committee	5/5/2021	Virtual	Local, regional and state planning partners; economic development organizations; Commissioner appointees.
Intercept Surveys	5/8/2021 5/21/2021 5/22/2021 5/26/2021 6/2/2021 6/2/2021 6/12/2021	<ul style="list-style-type: none"> ▶ Arabia Mountain National Heritage Area; The Mall at Stonecrest; Dunwoody Farmer’s Market; ▶ Doraville MARTA Transit Station; ▶ Indian Creek MARTA Transit Station; ▶ Kensington MARTA Transit Station; ▶ District 3 Fitness Day at Exchange Park 	All interested members of the public and stakeholders.
County-wide Public Meetings	5/17/2021 5/19/2021 5/20/2021	Virtual	All interested members of the public and stakeholders.
Stakeholder Meetings	6/29/2021 7/19/2021 7/20/2021 7/29/2021 8/17/2021	Virtual	Advocacy & Environmental Stakeholders Group Civic & Business Association Higher Ed & Medical Association Community Council Public Safety
Focus Groups	7/12/2021 8/5/2021 8/11/2021 8/25/2021 9/08/2021	Virtual	NAACP Black Leaders in DeKalb Bicycle/Pedestrian Housing Developer
Community Charrettes	9/16/2021 9/16/2021 9/23/2021 9/27/2021 9/28/2021	Virtual	All interested members of the public and stakeholders.

Table 1

PHASE II: OUTREACH

Input received during Phase II engagement informed the findings and recommendations phases of work, including policy recommendations, future land use revisions, and priority transportation projects. Table 2, ordered by date, summarizes all of the engagement that occurred in Phase II.

Outreach Technique	Date	Event Location	Audience Reached
Stakeholder Meetings	9/30/21 10/28/21 4/26/2022 4/27/2022 4/27/2022	Virtual	<ul style="list-style-type: none"> ▶ MARTA ▶ MMIP GDOT ▶ Community Council ▶ ED/Medical ▶ Civic and Business
Focus Groups	11/9/2021 11/10/2021 11/13/2021 11/13/2021 1/27/2022 12/8/2021 12/14/2021 12/16/2021 1/27/2022 2/16/2022	Virtual	<ul style="list-style-type: none"> ▶ Multicultural/BIPOC Groups ▶ Korean Focus Group Meeting ▶ Bhutanese Focus Group Meeting ▶ African Diaspora Community Focus Group Meeting ▶ Burmese Focus Group Meeting ▶ Hispanic Focus Group Meeting ▶ Public Safety ▶ Health and Wellness ▶ Arts/Culture ▶ Sustainability
Transportation & Land Use Committee	4/20/2022	Virtual	Local, regional and state planning partners; economic development organizations; Commissioner appointees.
Community Intercepts	5/7/2022 5/14/2022 5/15/2022 5/21/2022 5/22/2022	Tucker Days at Main Street Tucker; Good Neighbor Day at DeKalb Peachtree Airport; Gresham Park Baseball at Gresham Park; The Mall at Stonecrest	All interested members of the public and stakeholders.
County-wide Virtual Public Meetings	5/11/2022 5/12/2022 5/14/2022	Virtual	All interested members of the public and stakeholders.

Table 2

DOCUMENTATION OF COMMUNITY INVOLVEMENT ACTIVITIES

Public Hearing #1 – April 27, 2021



DeKalb County Government

Manuel J. Maloof Center
1300 Commerce Drive
Decatur, Georgia 30030

Agenda - Final

Board of Commissioners

Commissioner Steve Bradshaw, Presiding Officer, District 4
Comm. Lorraine Cochran-Johnson, Deputy Presiding Officer, District 7

Commissioner Robert Patrick, District 1
Commissioner Jeff Rader, District 2
Commissioner Larry Johnson, District 3
Commissioner Steve Bradshaw, District 4
Commissioner Mereda Davis Johnson, District 5
Commissioner Edward "Ted" Terry, Super District 6
Commissioner Lorraine Cochran-Johnson, Super District 7

Tuesday, April 27, 2021 9:00 AM Manuel J. Maloof Auditorium

*This meeting will be conducted via teleconference (Zoom). Simultaneous public access to the meeting will be available (1) via live stream on DCTV's webpage, and (2) on DCTV Channel 23 TV.
Public Comment may be submitted by sending an email no longer than one page to PublicComment@dekalbcountyga.gov which must be received between 9:00 a.m. and 10:00 a.m. on the day of the meeting. Only those emails received during the allotted time may be read aloud and broadcast. Emails received outside of the allotted time will be included in the Public Comments record for the next meeting after the receipt of those emails. The body of your email must include your first and last name, followed by your address. By submitting an email at any time for public comment, you agree to have your name, address, and email broadcast on the teleconference (Zoom) and entered in the record/minutes. Abusive, profane or derogatory language will not be permitted. The Public Comment segment will not exceed 30 minutes and individual emails will be read by the Clerk for no more than 3 minutes each. The County reserves the right, at the County's sole discretion, to (1) add your email to the record/minutes without reading any of it into the broadcast or (2) add your email to the record/minutes and read all or a portion of your email into the broadcast*

A. INSPIRATIONAL

Dr. Jamal Harrison Bryant, Pastor
New Birth Missionary Baptist Church

PLEDGE OF ALLEGIANCE

Commissioner Mereda Davis Johnson
District 5

Board of Commissioners Agenda - Final April 27, 2021

- [2021-2446](#) Commission District(s): All Districts (County-wide)
Public Hearing to accept the public process for the 2050 Unified Plan.
(4/20/21 Committee of the Whole: [accepted to BOC agenda - Public Hearing](#))
- [2021-2520](#) Commission District(s): All
Small Box Discount Store Moratorium Extension
(4/20/21 Committee of the Whole: [accepted to BOC agenda - Public Hearing](#))

E. APPEALS

NONE

F. APPOINTMENTS

Chief Executive Office

- [2021-2443](#) Commission District(s): All
Appoint the CEO's nominee, Clara Burks, to the DeKalb County Recreation, Parks and Cultural Affairs Citizen Advisory Board.
(4/6/21 Committee of the Whole: [accepted to BOC agenda - Appointment](#))
(4/13/21 PECS-Planning, Economic Development & Community Services Committee: [recommended for approval to the Board of Commissioners](#))
(4/13/21 Board of Commissioners: [deferred to the next meeting to the Board of Commissioners](#))

ITEMS FOR RECORDING IN THE MINUTES

Board of Commissioners - District 2

- [2021-2483](#) Commission District(s): District 2
Recording the Appointment of Jim Smith to the District 2 Community Council
(4/20/21 Committee of the Whole: [accepted to BOC agenda - Appointment](#))

Public Hearing #2 – July 12, 2022 (Placeholder)

Transportation and Land Use Committee (Stakeholder Committee) Meeting – May 5, 2021

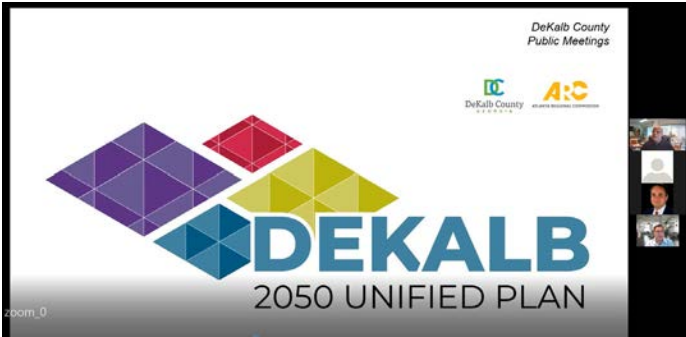
DeKalb County
Transportation and Land Use Committee
May 5, 2021



Microsoft Teams Meeting Report - Attendees		
Full Name	User Action	Timestamp
#1 404-292-9465	Joined before	5/5/2021, 2:28:31 PM
Austin Shelton	Joined before	5/5/2021, 2:28:31 PM
Hines, C. Hunter	Joined before	5/5/2021, 2:28:31 PM
Jen Price	Joined before	5/5/2021, 2:28:31 PM
Joannes, Chris	Joined before	5/5/2021, 2:28:31 PM
Lawrence Kaiser	Joined before	5/5/2021, 2:28:31 PM
Mayor Jonathan Elmore,	Joined before	5/5/2021, 2:28:31 PM
Pastore, Cristina	Joined before	5/5/2021, 2:28:31 PM
Shawanna Qawiy	Joined before	5/5/2021, 2:28:31 PM
Tuley, Jon	Joined	5/5/2021, 2:28:31 PM
Geierman, Joseph L.	Joined	5/5/2021, 2:28:38 PM
Rachel Staley	Joined	5/5/2021, 2:28:47 PM
Michael Hightower	Joined	5/5/2021, 2:28:48 PM
Smith, Sylvia	Joined	5/5/2021, 2:28:54 PM
Lynn Deutsch (Guest)	Joined	5/5/2021, 2:29:04 PM
Sunny Anderson	Joined	5/5/2021, 2:29:50 PM
Cain Williamson	Joined	5/5/2021, 2:29:53 PM
Meyer, Eric A.	Joined	5/5/2021, 2:29:57 PM
Brewer, Brian N.	Joined	5/5/2021, 2:30:10 PM
McLoyd, Johnathan G	Joined	5/5/2021, 2:30:30 PM
Pelton, David	Joined	5/5/2021, 2:30:37 PM
Bosman, Eric	Joined	5/5/2021, 2:30:43 PM
Braun, Jonathan	Joined	5/5/2021, 2:31:06 PM
Corrao, Laurel B.	Joined	5/5/2021, 2:31:13 PM
Stephens, Preston L.	Joined	5/5/2021, 2:31:14 PM
Davis Fox (Guest)	Joined	5/5/2021, 2:31:26 PM
David Haynes	Joined	5/5/2021, 2:31:27 PM
Stigler, Osaze	Joined	5/5/2021, 2:31:27 PM
Webster, Jonathan	Joined	5/5/2021, 2:31:34 PM
Alison Clark (Guest)	Joined	5/5/2021, 2:31:41 PM
Daniel Studdard	Joined	5/5/2021, 2:31:51 PM
Mitchell, Winston	Joined	5/5/2021, 2:31:53 PM
Aileen Daney	Joined	5/5/2021, 2:32:00 PM
Hudson, Cedric	Joined	5/5/2021, 2:33:17 PM
Chuck Ellis (Guest)	Joined	5/5/2021, 2:34:00 PM
Pearl, Shelley	Joined	5/5/2021, 2:34:05 PM
Keeter, Patrece	Joined	5/5/2021, 2:34:09 PM
Diez, Laura E.	Joined	5/5/2021, 2:34:40 PM
Brooks, Alesia D.	Joined	5/5/2021, 2:34:56 PM
Alhadeff, Heather	Joined	5/5/2021, 2:35:09 PM
Hobbs, James	Joined	5/5/2021, 2:35:15 PM
Samyukth Shenbaga	Joined	5/5/2021, 2:35:26 PM
David Haynes	Joined	5/5/2021, 2:35:58 PM
Faith Allen	Joined	5/5/2021, 2:36:50 PM
Patti Garrett (Guest)	Joined	5/5/2021, 2:37:29 PM
Mayor John Ernst (Guest)	Joined	5/5/2021, 2:37:42 PM
Lemke, Richard (Rick) W.	Joined	5/5/2021, 2:38:20 PM
Davis, G. Leah	Joined	5/5/2021, 2:41:10 PM
Sidney Douse	Joined	5/5/2021, 2:43:52 PM
Williams, Donald	Joined	5/5/2021, 2:48:29 PM
Dorian DeBarr	Joined	5/5/2021, 2:50:52 PM
Cox, Billy J.	Joined	5/5/2021, 2:51:46 PM
McCoy, Demetrius	Joined	5/5/2021, 3:00:11 PM
Barnes, Korey	Joined	5/5/2021, 3:05:19 PM
RWallace (Guest)	Joined	5/5/2021, 3:13:08 PM
Larry Kaiser (Guest)	Joined	5/5/2021, 3:45:18 PM
Rachel Staley	Joined	5/5/2021, 4:01:06 PM
SaVaughn Irons	Joined	5/5/2021, 4:01:10 PM

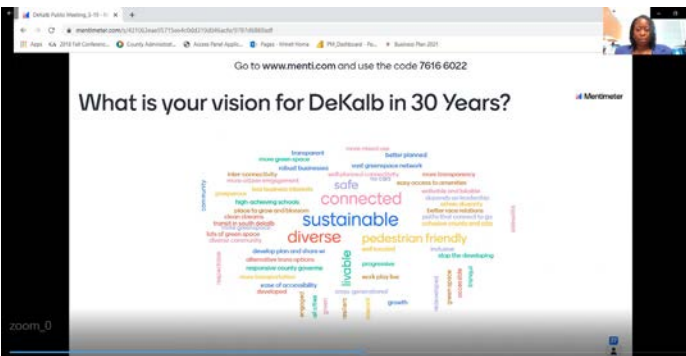
09 - STAKEHOLDER & PUBLIC OUTREACH

Countywide Virtual Public Meetings (3) – May 17-20, 2021



Meeting Logistics

- First part of meeting: webinar style
 - Have questions? Chat them to our panelists.
 - Live polling opportunities
 - Documents emailed in advance
- Second part of meeting: breakout discussions
 - Additional link at the end of the meeting
 - Opportunity to converse with meeting facilitators
 - Breakout groups: Land Use or Transportation



Attendee Report		Report Generated: 5/21/2021 13:55		Actual Start Time		Actual Duration (minutes)		# Registered	# Cancelled	Unique Viewers	Total Users	Max Concurrent Viewers
Topic		Webinar ID		5/17/2021 17:29		111		28	0	27	58	25
Details Unified Plan Virtual Meeting		985.9832.4483										
Attendee Details												
Attended	User Name (Original Name)	Email	Join Time	Leave Time	Time in Session (minutes)	Country/Region Name						
Yes	Cole Smith (Cole.Smith@kimley-horn.com)	Cole.Smith@kimley-horn.com	5/17/2021 17:29	5/17/2021 19:26	111	United States						
Panelist Details												
Attended	User Name (Original Name)	Email	Join Time	Leave Time	Time in Session (minutes)	Country/Region Name						
Yes	Michelle Alexander	malexander@tdcfat.com	5/17/2021 17:42	5/17/2021 19:36	84	United States						
Yes	Ed Caddell	ed.caddell@camerereconsulting.com	5/17/2021 17:51	5/17/2021 19:36	75	United States						
Yes	Michael Hightower	mhighower@tdcfat.com	5/17/2021 17:40	5/17/2021 19:34	95	United States						
Yes	Chris Joannes	chris.joannes@kimley-horn.com	5/17/2021 17:31	5/17/2021 19:36	96	United States						
Yes	Robert J. Patrick	rpatrick@dekalbcountyga.gov	5/17/2021 17:30	5/17/2021 19:38	98	United States						
Yes	Eric Bosman	ericbosman@kimley-horn.com	5/17/2021 17:50	5/17/2021 19:37	78	United States						
Yes	Jonathan Webster	jwebster@tdcfat.com	5/17/2021 17:45	5/17/2021 19:38	83	United States						
Yes	Winston Mitchell	winston.mitchell@kimley-horn.com	5/17/2021 17:21	5/17/2021 19:37	96	United States						
Yes	Laurel Corrao	lcorrao@dekalbcountyga.gov	5/17/2021 17:30	5/17/2021 19:37	97	United States						
Yes	Jeff Rader	jrader@dekalbcountyga.gov	5/17/2021 17:30	5/17/2021 19:36	96	United States						
Yes	Tracy McClure	tmcclure@tdcfat.com	5/17/2021 17:30	5/17/2021 19:39	99	United States						
Yes	Tracy McClure	tmcclure@tdcfat.com	5/17/2021 19:09	5/17/2021 19:11	3	United States						
Yes	Tracy McClure	tmcclure@tdcfat.com	5/17/2021 19:11	5/17/2021 19:12	1	United States						
Yes	Tracy McClure	tmcclure@tdcfat.com	5/17/2021 19:12	5/17/2021 19:12	1	United States						
Yes	Tracy McClure	tmcclure@tdcfat.com	5/17/2021 19:12	5/17/2021 19:13	1	United States						
Yes	Brian Brewer	BBrewer@dekalbcountyga.gov	5/17/2021 17:37	5/17/2021 19:36	95	United States						
Yes	Cristina Pastore	cristina.pastore@kimley-horn.com	5/17/2021 17:27	5/17/2021 19:36	95	United States						
Yes	Sylvia Smith	ssmith@dekalbcountyga.gov	5/17/2021 17:30	5/17/2021 19:39	99	United States						
Yes	Andrew Baker	abaker@dekalbcountyga.gov	5/17/2021 17:31	5/17/2021 19:37	96	United States						
Yes	Tu Nguyen (Tu.Nguyen@kimley-horn.com)	Tu.Nguyen@kimley-horn.com	5/17/2021 17:32	5/17/2021 18:59	87	United States						
Yes	Richard Wise	rwise@dekalbcountyga.gov	5/17/2021 17:31	5/17/2021 18:36	35	United States						
Yes	Richard Wise	rwise@dekalbcountyga.gov	5/17/2021 18:06	5/17/2021 19:36	61	United States						
Yes	Cedric Hudson	chudson@dekalbcountyga.gov	5/17/2021 17:34	5/17/2021 19:38	94	United States						
Yes	Cedric Hudson	chudson@dekalbcountyga.gov	5/17/2021 19:12	5/17/2021 19:15	3	United States						
Yes	Jon Tuley	jon.tuley@kimley-horn.com	5/17/2021 17:35	5/17/2021 19:36	92	United States						
Yes	Jon Tuley	jon.tuley@kimley-horn.com	5/17/2021 19:37	5/17/2021 19:38	2	United States						
Yes	Rachel Stanley	rstanley@tdcfat.com	5/17/2021 17:36	5/17/2021 19:37	91	United States						
Attendee Details												
Attended	User Name (Original Name)	First Name	Last Name	Email	Registration Time	Approval Status	Join Time	Leave Time	Time in Session (min)	Country/Region Name	Team	
Yes	Betsy Eggers	Betsy	Eggers	betsy@psadtransrock.org	5/17/2021 18:38	approved	5/17/2021 18:38	5/17/2021 19:05	38	United States		
Yes	Christian	Christian	Thomas	christian_arregui@me.com	5/17/2021 18:10	approved	5/17/2021 18:10	5/17/2021 18:54	44	United States		
Yes	Thomas	Thomas	George	hbookingsm1@gmail.com	5/17/2021 18:43	approved	5/17/2021 18:43	5/17/2021 19:06	64	United States		
Yes	George	George	Country	cgeorge@tdcfat.com	5/17/2021 17:19	approved	5/17/2021 17:59	5/17/2021 19:06	67	United States		
Yes	Davis Fox	Davis	Fox	dfox@tdcfat.com	5/17/2021 18:09	approved	5/17/2021 18:09	5/17/2021 19:06	51	United States		
Yes	Dorian DeBar	Dorian	DeBar	ddebar@dekalbcountyga.gov	5/17/2021 18:31	approved	5/17/2021 18:31	5/17/2021 19:05	35	United States		
Yes	Eric	Eric		eribarden1@gmail.com	5/17/2021 18:57	approved	5/17/2021 18:57	5/17/2021 19:06	68	United States		
Yes	ERIC MEYER	ERIC	MEYER	eromeyer@dekalbcountyga.gov	5/17/2021 18:00	approved	5/17/2021 18:00	5/17/2021 19:06	67	United States	Team	
Yes	Eric Scott	Eric	Scott	eric.scott@oneatl.com	5/17/2021 17:58	approved	5/17/2021 17:59	5/17/2021 19:05	67	United States		
Yes	Gary Sparrow	Gary	Sparrow	gsparrow01@gmail.com	5/17/2021 18:01	approved	5/17/2021 18:01	5/17/2021 19:05	65	United States		
Yes	Health Education Advocacy and Learning Inc			health@dekalbcountyga.gov	5/17/2021 18:46	approved	5/17/2021 18:46	5/17/2021 19:06	28	United States		
Yes	Joe Hughes	Joe	Hughes	dekalb60eyplan@tdcfat.com	5/17/2021 17:01	approved	5/17/2021 17:59	5/17/2021 19:06	67	United States		
No	Joe Hughes	Joe	Hughes	dekalb60eyplan@tdcfat.com	5/17/2021 17:51	approved	-	-	-			
Yes	Joseph Santoro	Joseph	Santoro	jsantoro@regionalgovnet.net	5/17/2021 18:03	approved	5/17/2021 18:03	5/17/2021 18:04	1	United States		
Yes	Joseph Santoro	Joseph	Santoro	jsantoro@regionalgovnet.net	5/17/2021 18:03	approved	5/17/2021 18:03	5/17/2021 18:19	7	United States		
Yes	Karla EACA LUZ	Karla	EACA LUZ	karla.causey@gmail.com	5/17/2021 17:48	approved	5/17/2021 17:59	5/17/2021 19:06	68	United States		
Yes	Lance Lance-Hammonds@metrotroikes.com	Lance	Lance-Hammonds	lance.hammonds4@gmail.com	5/17/2021 18:07	approved	5/17/2021 18:07	5/17/2021 19:20	74	United States		
Yes	Leslie	Leslie		bishopi@kiddshear.com	5/17/2021 17:59	approved	5/17/2021 17:59	5/17/2021 18:59	68	United States		
Yes	Linda Luthier	Linda	Luthier	summertec@tdcfat.com	5/17/2021 13:03	approved	5/17/2021 17:59	5/17/2021 19:20	81	United States		
Yes	Marilyn	Marilyn		marlyngnet4@tdcfat.com	5/17/2021 18:13	approved	5/17/2021 18:13	5/17/2021 18:19	7	United States		
Yes	Marilyn	Marilyn		marlyngnet4@tdcfat.com	5/17/2021 18:13	approved	5/17/2021 18:13	5/17/2021 19:08	56	United States		
Yes	Matt Leutherman	Matt	Leutherman	grammyms@gmail.com	5/17/2021 18:25	approved	5/17/2021 18:25	5/17/2021 18:31	6	United States		
Yes	Regenia Roberts	Regenia	Roberts	regeniaboberts@bellouth.net	5/17/2021 18:01	approved	5/17/2021 18:01	5/17/2021 19:07	66	United States		
Yes	Rigel Cable	Rigel	Cable	rigo@regionalgovnet.net	5/17/2021 17:57	approved	5/17/2021 17:59	5/17/2021 19:06	67	United States		
Yes	ROD	ROD	Frison	rodfrison17@tdcfat.com	5/17/2021 18:08	approved	5/17/2021 18:08	5/17/2021 19:06	59	United States		
Yes	Rod Frison	Rod	Frison	rodfrison1@tdcfat.com	5/17/2021 18:01	approved	5/17/2021 18:01	5/17/2021 19:09	69	United States		
Yes	Susan Neeking	Susan	Neeking	sneeking203@gmail.com	5/17/2021 17:51	approved	5/17/2021 17:59	5/17/2021 19:05	67	United States		
Yes	Victoria Webb	Victoria	Webb	vwebb@runsdreams.com	5/17/2021 18:07	approved	5/17/2021 18:07	5/17/2021 19:05	64	United States		
Yes	William M. Toliver	William	M. Toliver	wmtoliver@tdcfat.com	5/17/2021 18:15	approved	5/17/2021 18:15	5/17/2021 19:06	51	United States		
Yes	Yvette	Yvette		ypayo@dekalbcountyga.gov	5/17/2021 18:25	approved	5/17/2021 18:25	5/17/2021 19:14	50	United States	Team	

Countywide Virtual Public Meetings (3) – May 17-20, 2021

Attendee Report for 5/21/2021 13:02. Report Generated: 5/21/2021 13:02. Topic: DeKalb Unified Plan Virtual Meeting #344 2482 5135. Includes columns for User Name, Email, Join Time, Leave Time, Time in Session, and Country/Region Name.

Attendee Report for 5/21/2021 13:02. Report Generated: 5/21/2021 13:02. Topic: DeKalb Unified Plan Virtual Meeting #344 2482 5135. Includes columns for User Name, Email, Join Time, Leave Time, Time in Session, and Country/Region Name.

Stakeholder and Focus Group Meetings – June 29-September 8, 2021

CIVIC & BUSINESS ASSOCIATION

Future Land Use Recommendations

New Walkable Residential Character Area

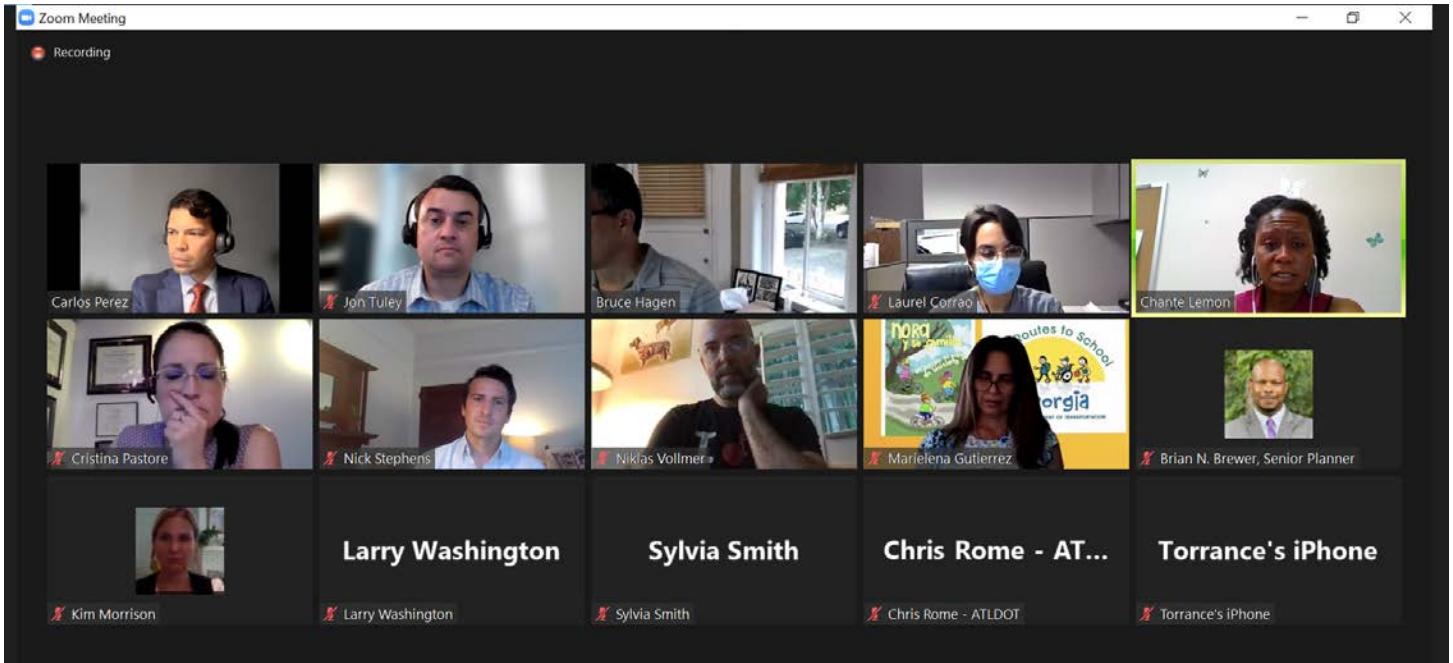
To what degree do you agree or disagree with the creation of this new character area?

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

DeKalb Unified Plan Civic Business Association Stakeholder Meeting-20220427_180602-Meeting Recording

Meeting Summary	
Total Number of Participants	38
Meeting Start Time	7/20/2021, 5:20:03 PM
Meeting End Time	7/20/2021, 7:32:29 PM
Full Name	
Join Time	
Keeter, Patrece	7/20/2021, 5:20:03 PM
Pastore, Cristina	7/20/2021, 5:20:12 PM
Conn, Brett (Intern)	7/20/2021, 5:24:15 PM
Brewer, Brian N.	7/20/2021, 5:25:49 PM
Tuley, Jon	7/20/2021, 5:26:13 PM
Sunny Anderson	7/20/2021, 5:28:59 PM
Honey Van De Kreke (Guest)	7/20/2021, 5:29:30 PM
Pearson, Daine X	7/20/2021, 5:29:40 PM
Shelbia Jackson	7/20/2021, 5:29:53 PM
Randi Mason	7/20/2021, 5:29:54 PM
Eric Schwartz	7/20/2021, 5:30:03 PM
Malaika (Guest)	7/20/2021, 5:30:07 PM
Smith, Sylvia	7/20/2021, 5:30:20 PM
Kelly Stocks EABA	7/20/2021, 5:30:21 PM
Lawrence Kaiser	7/20/2021, 5:30:21 PM
Christopher Sanders (Guest)	7/20/2021, 5:30:29 PM
Jennifer Ohme (Guest)	7/20/2021, 5:30:31 PM
Van Biesel - DHCA (Guest)	7/20/2021, 5:30:50 PM
Shavonne Reed	7/20/2021, 5:30:53 PM
Victoria Webb (Guest)	7/20/2021, 5:30:54 PM
Ted Rhinehart	7/20/2021, 5:31:07 PM
Braun, Jonathan	7/20/2021, 5:31:11 PM
Embry Hills Civic Assoc-Vicki Hood (Guest)	7/20/2021, 5:31:12 PM
Jana Johnson (Guest)	7/20/2021, 5:31:19 PM
Jennifer Ohme (Guest)	7/20/2021, 5:31:47 PM
Matthew Lee	7/20/2021, 5:32:16 PM
Frankie Atwater (Guest) DeKalb Chamber of Commerce	7/20/2021, 5:32:17 PM
14043074272	7/20/2021, 5:33:45 PM
Angela Threadgill	7/20/2021, 5:37:13 PM
Mike St Louis (Guest)	7/20/2021, 5:37:30 PM
Victoria Webb (Guest)	7/20/2021, 5:37:33 PM
14044846248	7/20/2021, 5:38:47 PM
Embry Hills Civic Assoc-Vicki Hood (Guest)	7/20/2021, 5:40:31 PM
Jen Hagler	7/20/2021, 5:43:57 PM
Baker, Andrew	7/20/2021, 5:45:33 PM
Terry, Ted	7/20/2021, 5:45:39 PM
Terry, Ted	7/20/2021, 6:02:36 PM
Washington, Larry	7/20/2021, 5:48:18 PM
Michael St. Louis	7/20/2021, 5:54:14 PM

BICYCLE/PEDESTRIAN FOCUS GROUP



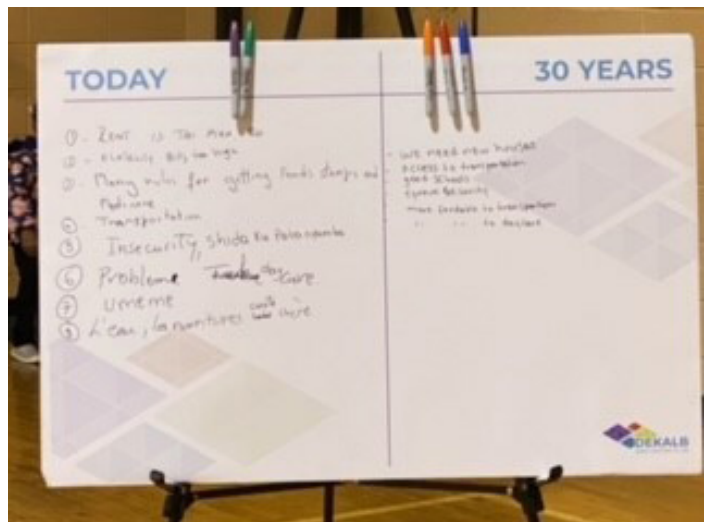
DEVELOPER ROUND TABLE ATTENDEES

In this meeting (17) Mute all

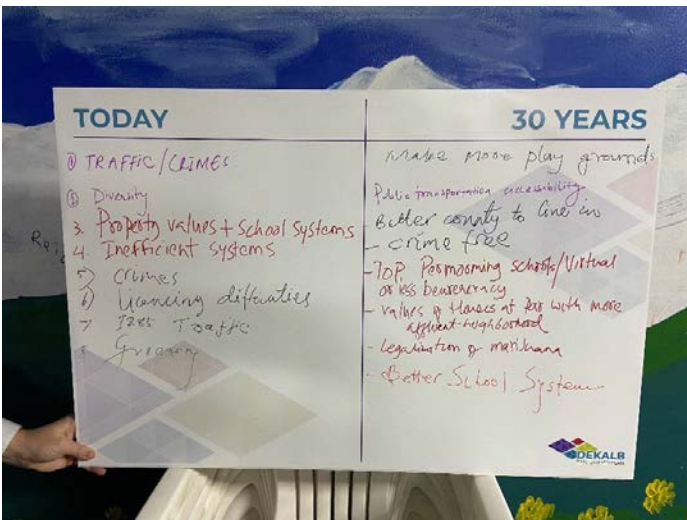
- Conn, Brett
- +14047750894
- +14048611261
- Amy Haase (Guest)
- Brewer, Brian N.
- Garrett Wiley - GAHBA (Guest)
- Hudson, Cedric
- Josh Marx - Prestwick (Guest)
- Keeter, Patrece
- Mitchell, Winston
- Rossi, Jessica
- Seth Daniels
- Sylvia Smith (Guest)
- Tuley, Jon (Organizer)

- Washington, Larry
- Will Casaday
- Will Johnston (MLI) (Guest)
- Others invited (2)
 - Bosman, Eric
 - Pastore, Cristina
- Others from chat (2)
 - Smith, Sylvia (Guest)
 - Brewer, Brian N. (Guest)

AFRICAN DIASPORA FOCUS GROUP MEETING

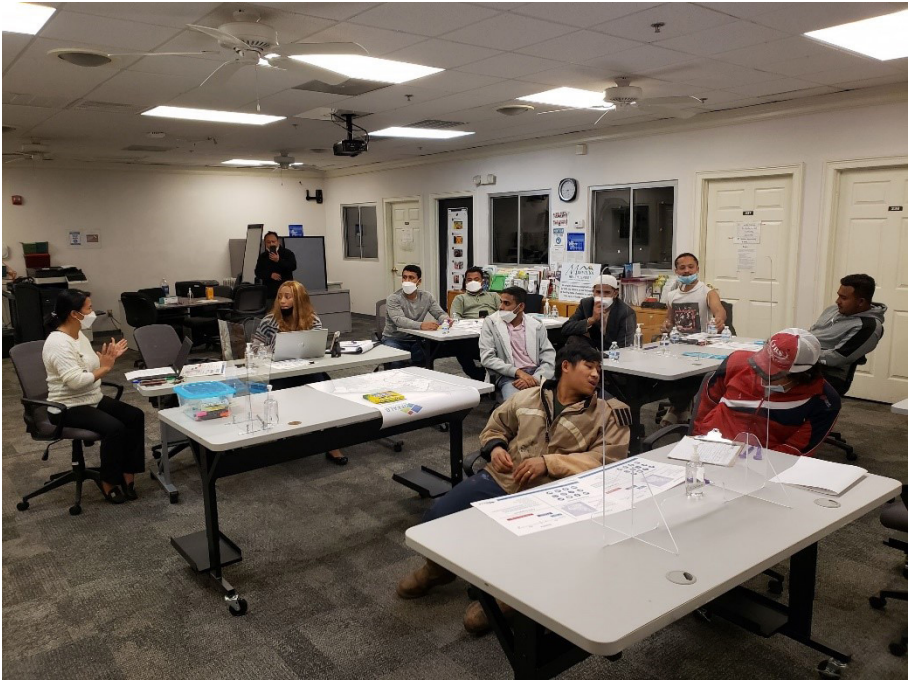


BHUTANESE COMMUNITY FOCUS GROUP MEETING





BURMESE COMMUNITY FOCUS GROUP MEETING



KOREAN COMMUNITY FOCUS GROUP MEETING



COMMUNITY COUNCIL MEETING

Future Land Use Recommendations

Activity Center Changes

To what degree do you agree that Small Area Plans should be used in this way to address these issues?

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

video1082603781

COMMUNITY CHARRETTES – SEPTEMBER 15-28, 2021

What do you want DeKalb County to look like in 5 years? 10 years? 30 years?

Help us shape the plan by providing input! DeKalb County is developing a Unified Plan, which is two long-range plans in one: a transportation plan to identify priority transportation projects and policies and a comprehensive land use plan that sets the framework for future growth and development across the County.

GET INVOLVED!
¡INVOLUCRARSE!
참여하십시오!
參與!
कृपया इसमें हिससा लीजिए!

Click on a date below to register for any of our five virtual public meetings:

- 1 Southeast DeKalb County
Wednesday, September 15th
6:00-7:30 PM
- 2 Southwest DeKalb County
Thursday, September 16th
6:00-7:30 PM
- 3 East Central DeKalb County
Thursday, September 23th
6:00-7:30 PM
- 4 West Central DeKalb County
Monday, September 27th
6:00-7:30 PM
- 5 North DeKalb County
Tuesday, September 28th
6:00-7:30 PM

Each meeting provides opportunities to give input for a different part of the county. Participate in one meeting, or more!

#ItsInDeKalb
#UnifiedDeKalb
dekalb2050unifiedplan.com
2050unifiedplan@dekalbcountyga.gov

Breakout Room 2

What types of new development are appropriate and/or needed in this part of the county?

What are the biggest challenges related to mobility in this part of the county? This can be places like specific intersections, roadways, or interchanges, but we are mainly starting with vehicle/roadway challenges.

This area has experienced growth in industrial development. How does it compare to 2000-2010, and how industrial has been here for many decades, and the relatively low land costs would the extent of industrial development be an appropriate result?

What are the biggest challenges related to housing in this part of the county?

What are the biggest challenges related to public transit/pedestrian and/or transit connectivity in this part of the county?

What other jobs, services, or amenities are currently missing and what is needed to bring them to the area?

Are there any issues related to beauty and aesthetics that need to be addressed in this part of the county, and if so, what are they?

Where should the bounding lines transition within and outside the activity center?

What is needed to improve bicyclist connectivity and safety?

What types of housing are appropriate in this activity center?

Are the types of development being aligned with what you want to see in the future?

What is working in this activity center? What is not working? Comment.

What is needed to improve transportation and connectivity? Comment.

09 - STAKEHOLDER & PUBLIC OUTREACH



Zoom Meeting Report	
Name (Original Name)	Join Time
Jon Tuley	9/15/2021 17:53
Luis Taboada	9/15/2021 17:53
Cristina Pastore	9/15/2021 17:53
Grady Smith	9/15/2021 17:53
Sylvia Smith	9/15/2021 17:53
Brian Brewer	9/15/2021 17:53
Brett Conn	9/15/2021 17:53
Laurel Corrao	9/15/2021 17:53
JULIANA PIERRE	9/15/2021 17:53
Eric Bosman	9/15/2021 17:53
Winston Mitchell	9/15/2021 17:53
Q&A (Brett Conn - KH) (Brett Conn)	9/15/2021 17:53
Larry Washington	9/15/2021 17:53
Cristina Pastore	9/15/2021 17:53
Eric Bosman	9/15/2021 17:53
Jen Price	9/15/2021 17:53
Luis Taboada	9/15/2021 17:53
Winston Mitchell	9/15/2021 17:53
Sylvia Smith	9/15/2021 17:53
Katrina Highsmith	9/15/2021 17:53
Michael Hightower	9/15/2021 17:54
Karla Causey	9/15/2021 17:54
Patrece Keeter	9/15/2021 17:54
Osaze Stigler	9/15/2021 17:54
Mereda Johnson	9/15/2021 17:54
Andrew Baker	9/15/2021 17:54
Patrece Keeter	9/15/2021 17:55
Michael Hightower	9/15/2021 17:55
Mereda Johnson	9/15/2021 17:55
Osaze Stigler	9/15/2021 17:55
Katrina Highsmith	9/15/2021 17:55
Jen Price	9/15/2021 17:55
Grady Smith	9/15/2021 17:55
Laurel Corrao	9/15/2021 17:55
Larry Washington	9/15/2021 17:55
Andrew Baker	9/15/2021 17:55
Brian Brewer	9/15/2021 17:55
Amy Haase	9/15/2021 17:55
Adam Ivory	9/15/2021 17:55
Kelly Jordan	9/15/2021 17:56
Patrece Keeter	9/15/2021 17:56
Patrece Keeter	9/15/2021 17:57
Amy Haase	9/15/2021 17:57
Adam Ivory	9/15/2021 17:57
Marcus Hodge	9/15/2021 17:58
Patrece Keeter	9/15/2021 17:59
Alison Clark	9/15/2021 17:59
Patrece Keeter	9/15/2021 17:59
Dennis Quinn	9/15/2021 18:00
jen hagler	9/15/2021 18:01
C Hudson	9/15/2021 18:03
C Hudson	9/15/2021 18:04
Karla Lightfoot Causey EACA (Karla Causey)	9/15/2021 18:05
Dennis Quinn	9/15/2021 18:05
Kelly Jordan	9/15/2021 18:05
jen hagler	9/15/2021 18:05
Marcus Hodge	9/15/2021 18:05
JULIANA PIERRE	9/15/2021 18:05
Carolyn Jones	9/15/2021 18:08
Carolyn Jones	9/15/2021 18:08
Sidney Douse III	9/15/2021 18:09
Sidney Douse III	9/15/2021 18:09
Pat Culp	9/15/2021 18:12
16786349067	9/15/2021 18:12
Pat Culp	9/15/2021 18:12
Grady Smith	9/15/2021 18:14
Grady Smith	9/15/2021 18:14
Scott Welker	9/15/2021 18:16
Marc Bolden	9/15/2021 18:16
Marc Bolden	9/15/2021 18:16
Scott Welker	9/15/2021 18:16
Scott Welker	9/15/2021 18:22
Scott Welker	9/15/2021 18:59
Scott Welker	9/15/2021 19:12
Scott Welker	9/15/2021 19:12
James Colvin	9/15/2021 19:17
James Colvin	9/15/2021 19:17
Andrew Baker	9/15/2021 19:18
Andrew Baker	9/15/2021 19:19
Patrece Keeter	9/15/2021 19:19

Community Charrette 2 – 6:00 PM September 16, 2021

DeKalb County District 3 – Southwest DeKalb

Attendees (23): Edward Caddell, Deborah Wilson, Dorothy Kirby, Eric Schwartz, Harry Holley Sr., Jacqueline Humphrey, Joscelyn O’Neil, Karla Causey, LaShun Atwaters, Lawrence Kaiser, Lemuel Horton, Marcus Dorsey, Michael ~~Alatalo~~, Pat Culp, Rosemary Hicks, Ayaz Ali, Brittney Newton, Christopher Sanders, Sybil Bolivar, Toya Washington, Wayne Powell, ~~Zandro~~ Zaragoza, Unknown #

County Staff (6): Larry Johnson (Commissioner), Sylvia Smith, Brian Brewer, Larry Washington, Laurel Corrao, Patrece Keeter

KH Staff (6): Winston Mitchell, Jon Tuley, Cristina Pastore, Eric Bosman, Brett Conn, Osaze Stigler

Additional Consultants (5): Amy Haase, Jonathan Webster, Katrina Highsmith, Michael Hightower, Rachel Staley, Nick Stephens,

Breakout Group Discussions

After the presentation, attendees were placed into smaller breakout groups to maximize the collection of input received from the community. Each group was asked about the issues and opportunities pertaining to Land Use and Development, Transportation, and Economic and Community development in the area. The questions asked included:

- What types of new development are appropriate and/or needed in this part of the county?
- What are the biggest challenges related to mobility in this part of the county?
- What are the biggest challenges related to pedestrian/bicycle and/or transit connectivity in this part of the county?
- What should the future of industrial development be in unincorporated DeKalb?
- What other jobs, services, or amenities are currently missing and what is needed to bring those to the area?
- Are there any issues related to health and wellness that need to be addressed in this part of the county, and if so, what are they?

There were also questions asked pertaining to the district activity center as follows:

- What types of housing are appropriate in this activity center?
- What is needed to improve transportation and connectivity?
- Are the types of development here aligned with what you want to see in the future?
- What is needed for greenspace and Civic Space?
- Where should the housing types transition within and outside the activity center?
- What is working in this activity center? What is not working?
- What types of new development are needed or will be needed in this activity center?
- What is needed to improve bike/ped connectivity and safety?



Breakout Room 1

Community Charrette 3 – 6:00 PM September 23, 2021



DeKalb County District 4 – East Central DeKalb

Attendees (13): Carlotta Rozzi, Chandra Blanks, Ella Gray, Jana Johnson, Joe Jean Borowski, Joe Arlington Lance Hammonds, Larry Coles, Sonya Bradley, Ted Rhinehart, Alesia Brooks, Carlos Perez, Kristine Hansen-Dederick,

County Staff (5): Brian Brewer, Sylvia Smith, Laurel Corrao, Patrece Keeter, Larry Washington

KH Staff (6): Jon Tuley, Cristina Pastore, Eric Bosman, Osaze Stigler, Brett Conn, Winston Mitchell

Additional Consultants (5): Katrina Highsmith, Rachel Staley, Adam Ivory, Jonathan Webster, Jen Price

Breakout Group Discussions

After the presentation, attendees were placed into smaller breakout groups to maximize the collection of input received from the community. Each group was asked about the issues and opportunities pertaining to Land Use and Development, Transportation, and Economic and Community development in the area. The questions asked included:

- What types of new development are appropriate and/or needed in this part of the county?
- What are the biggest challenges related to mobility in this part of the county?
- What are the biggest challenges related to pedestrian/bicycle and/or transit connectivity in this part of the county?
- What should the future of industrial development be in unincorporated DeKalb?
- What other jobs, services, or amenities are currently missing and what is needed to bring those to the area?
- Are there any issues related to health and wellness that need to be addressed in this part of the county, and if so, what are they?

There were also questions asked pertaining to the district activity center as follows:

- What types of housing are appropriate in this activity center?
- What is needed to improve transportation and connectivity?
- Are the types of development here aligned with what you want to see in the future?
- What is needed for greenspace and Civic Space?
- Where should the housing types transition within and outside the activity center?
- What is working in this activity center? What is not working?
- What types of new development are needed or will be needed in this activity center?
- What is needed to improve bike/ped connectivity and safety?

Charrette 3
Breakout Room 2

Map 1: What types of new development are appropriate and/or needed in this part of the county?

Map 2: What are the biggest challenges related to mobility in this part of the county? (This can be plans like transit, transportation, walking, or bicycling, but we are really starting with cellular/roadway challenges)

Map 3: This area has experienced growth in industrial development, likely due to proximity to Interstate 20, raising industrial that has been here for many decades, and this proximity has led us to, what should the future of industrial development be in unincorporated DeKalb?

Map 4: What other jobs, services, or amenities are currently missing and what is needed to bring those to the area?

Map 5: What are the biggest challenges related to housing in this part of the county?

Map 6: What are the biggest challenges related to pedestrian/bicycle and/or transit connectivity in this part of the county?

Map 7: Are there any issues related to health and wellness that need to be addressed in this part of the county, and if so, what are they?

Map 8: What types of housing are appropriate in this activity center?

Map 9: What is needed to improve transportation and connectivity?

Map 10: Are the types of development here aligned with what you want to see in the future?

Map 11: What is needed for greenspace and Civic Space?

Map 12: Where should the housing types transition within and outside the activity center?

Map 13: What is working in this activity center? What is not working?

Map 14: What types of new development are needed or will be needed in this activity center?

Map 15: What is needed to improve bike/ped connectivity and safety?

09 - STAKEHOLDER & PUBLIC OUTREACH

Microsoft Whiteboard

to move people to and from those new Job Ops? Falls are going to be very important.

Stop looking at Single family as sacred we need to integrate gentle density

Need infrastructure for electric cars.

minimms but creating parking maximums. Lots of parking is being built do to lack of maximums.

of the 85 N Druid Hills area that is very congested now. Can we pull from those to influence the plan.

Would like to see more trails.

Desire multimodal transportation. Difficult to see happen due to car dependency.

neighborhoods and adhering to the desire of people that want to own their own homes.

"single family." Segregated zoning is what caused a lot of the transit issues we have

efficient. Have done plenty of zoning in the past without necessary amenities to make it work.

zoom 0
What types of new development are appropriate in this part of the county?

DEKALB
2020 UNIFIED PLAN

Charrette 4 Breakout Room 2

What types of new development are appropriate and/or needed in this part of the county?

What are the biggest challenges related to mobility in this part of the county? This can be generic like specific interchanges, roadways, or interchanges, but we are mainly starting with critical roadway challenges

What are the biggest challenges related to housing in this part of the county?

What are the biggest challenges related to pedestrian/bicycle and/or transit connectivity in this part of the county?

This area has experienced growth in industrial development, likely due to proximity to Interstate 20, existing industrial that has been here for many decades, and the relatively low land costs. What should the future of industrial development be in redeveloped DeKalb?

What other jobs, services, or amenities are currently missing and what is needed to bring those to the area?

Are there any issues related to health and wellness that need to be addressed in this part of the county and if so, what are they?

What types of housing are appropriate in this activity center?
Where should the housing types transition within and outside the activity center?
What types of housing are appropriate in this activity center?
What is needed to improve transportation and connectivity?

What is working in this activity center? What is not working?

What types of new development are needed or will be needed in this activity center?

What is needed for greenspace and Civic Space?

Are the types of development here aligned with what you want to see in the future?

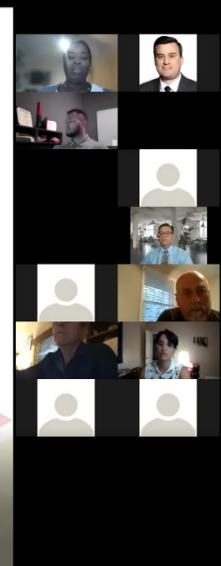
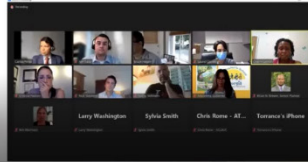
What is needed to improve sidewalk connectivity and safety?

Zoom Meeting Report	
Name (Original Name)	Join Time
Jon Tuley	9/27/2021 17:42
Winston Mitchell	9/27/2021 17:42
Brett Conn	9/27/2021 17:43
Adam Ivory	9/27/2021 17:43
Andrew Baker	9/27/2021 17:43
Luis Taboada	9/27/2021 17:43
Sylvia Smith	9/27/2021 17:44
14046809148	9/27/2021 17:44
Patrece Keeter	9/27/2021 17:44
Cristina Pastore	9/27/2021 17:44
Laurel Corrao	9/27/2021 17:46
Rachel Staley	9/27/2021 17:47
Jonathan Webster	9/27/2021 17:47
Brian Brewer	9/27/2021 17:50
Sara Fountain	9/27/2021 17:51
Katrina Highsmith	9/27/2021 17:54
Osaze Stigler	9/27/2021 17:55
Barbara Vargas	9/27/2021 17:55
Nick Stephens	9/27/2021 17:56
Ted Daniel	9/27/2021 17:58
VICTOR WILLS	9/27/2021 17:58
Carolyn Law	9/27/2021 17:59
Mary Hinkel	9/27/2021 17:59
Eric Meyer	9/27/2021 18:00
Clarice Belcher	9/27/2021 18:00
Adam Manchester	9/27/2021 18:00
James Burge	9/27/2021 18:01
Jack Kittle	9/27/2021 18:01
Aileen de la Torre	9/27/2021 18:01
Jenny Lee	9/27/2021 18:02
Victoria Webb	9/27/2021 18:02
Gunter Sharp	9/27/2021 18:03
Bob Brewer	9/27/2021 18:03
Kathie Gannon	9/27/2021 18:03
Bernice Washington	9/27/2021 18:04
Eric Bosman	9/27/2021 18:05
Richard Alembik	9/27/2021 18:05
Gail Harris	9/27/2021 18:06
Eric B	9/27/2021 18:07
Cedric Hudson	9/27/2021 18:07
Costa Panos	9/27/2021 18:07
JEFF RADER	9/27/2021 18:08
jen hagler	9/27/2021 18:08
Larry Washington	9/27/2021 18:13
Kelly Jordan	9/27/2021 18:15
Terry Brantley	9/27/2021 18:17
Michael Heaphy	9/27/2021 18:18
12516890513	9/27/2021 18:21
Maurice White	9/27/2021 18:22
Joe Arrington	9/27/2021 18:29
Ed Caddell	9/27/2021 18:38
Q&A - Brett Conn (KH)	9/27/2021 18:38
Chris Hester	9/27/2021 18:54
Debbie Miller	9/27/2021 19:09

Zoom Meeting Report	
Name (Original Name)	Join Time
Aileen de la Torre	9/28/2021 18:02
Andrew Baker	9/28/2021 17:58
Brett Conn	9/28/2021 17:46
Brian Brewer	9/28/2021 17:44
Carlos Perez	9/28/2021 17:44
Chris Handley	9/28/2021 18:45
Chris Hester	9/28/2021 17:57
Chudson	9/28/2021 18:36
Cindy Dennis	9/28/2021 18:00
Costa Panos	9/28/2021 18:10
Cristina Pastore	9/28/2021 17:52
Doris Mukangu	9/28/2021 18:05
Edgard Lequerique	9/28/2021 18:08
Edward Caddell	9/28/2021 17:57
Eric Bosman	9/28/2021 17:48
James Mahony	9/28/2021 18:07
Jeffri Epps	9/28/2021 17:43
jen hagler	9/28/2021 18:02
John Ford	9/28/2021 17:54
Jon Tuley	9/28/2021 17:42
Jonathan Webster	9/28/2021 17:48
Katrina Highsmith	9/28/2021 17:53
Larry Washington	9/28/2021 17:59
Laurel Corrao	9/28/2021 17:43
Lauren Kiefer	9/28/2021 18:04
Martha Gross	9/28/2021 17:59
Michael Boyce	9/28/2021 17:57
Michael Godin	9/28/2021 18:31
Michael Hightower	9/28/2021 18:03
Nick Stephens	9/28/2021 17:52
OJI ONWUDEGU	9/28/2021 18:06
Osaze Stigler	9/28/2021 17:51
Patrece Keeter	9/28/2021 17:54
Q&A - Brett Conn (KH)	9/28/2021 18:30
Rachel Staley	9/28/2021 17:50
Rhys Saraceni	9/28/2021 17:59
Robert Patrick	9/28/2021 17:47
Serina Shyu	9/28/2021 18:01
Susan Fraysse	9/28/2021 18:03
Sylvia Smith	9/28/2021 17:47
Van Biesel	9/28/2021 18:01
Vinona Lei	9/28/2021 18:57
Winston Mitchell	9/28/2021 17:47

Public Engagement

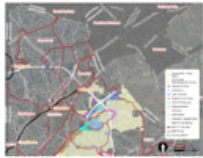
- Website: www.dekalb2050unifiedplan.com/
- Social media: #UnifiedDeKalb, #ItsInDeKalb
- Email address: 2050unifiedplan@dekalbcountyga.gov
- Community intercepts: Throughout the County
- Community presentations
- Public meetings: Three virtual meetings in May
 - Presentation and meeting recording available on the website
- Stakeholders and Focus Groups
- Online survey
- Upcoming Community Charrettes: Five subareas



zoom_0



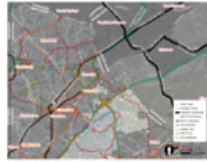
Charrette 5 Breakout Room 2



What types of new development are appropriate and/or needed in this part of the county?

What are the biggest challenges related to housing in this part of the county?

What are the biggest challenges related to mobility in this part of the county? This can be plans for specific infrastructure, roadway, or interchanges, but we are mostly starting with intermodal/travelway challenges.



What are the biggest challenges related to mobility in this part of the county? This can be plans for specific infrastructure, roadway, or interchanges, but we are mostly starting with intermodal/travelway challenges.

What are the biggest challenges related to public transit and/or transit connectivity in this part of the county?

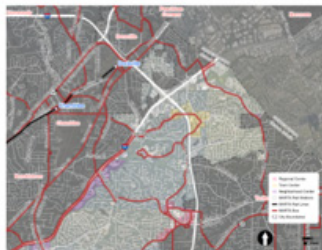
What are the biggest challenges related to public transit and/or transit connectivity in this part of the county?



What are the biggest challenges related to mobility in this part of the county? This can be plans for specific infrastructure, roadway, or interchanges, but we are mostly starting with intermodal/travelway challenges.

What are the biggest challenges related to mobility in this part of the county? This can be plans for specific infrastructure, roadway, or interchanges, but we are mostly starting with intermodal/travelway challenges.

What are the biggest challenges related to mobility in this part of the county? This can be plans for specific infrastructure, roadway, or interchanges, but we are mostly starting with intermodal/travelway challenges.



What is working in this activity center? What is not working?

What types of new development are needed or will be needed in this activity center?

What is needed to improve physical connectivity and safety?

What is needed for green space and Open Space?

What is needed to improve transportation and connectivity? Are the types of development being allowed with you want to use in this district? What should the housing form, transit/walk and transit be activity center?

What types of housing are appropriate in this activity center?

What types of housing are appropriate in this activity center?

What types of housing are appropriate in this activity center?

What types of housing are appropriate in this activity center?

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What types of housing are appropriate in this activity center?

TRANSPORTATION AND LAND USE COMMITTEE (STAKEHOLDER COMMITTEE) MEETING – APRIL 20, 2022

*Draft Recommendations
Transportation and Land Use Committee Meeting
April 20, 2022*

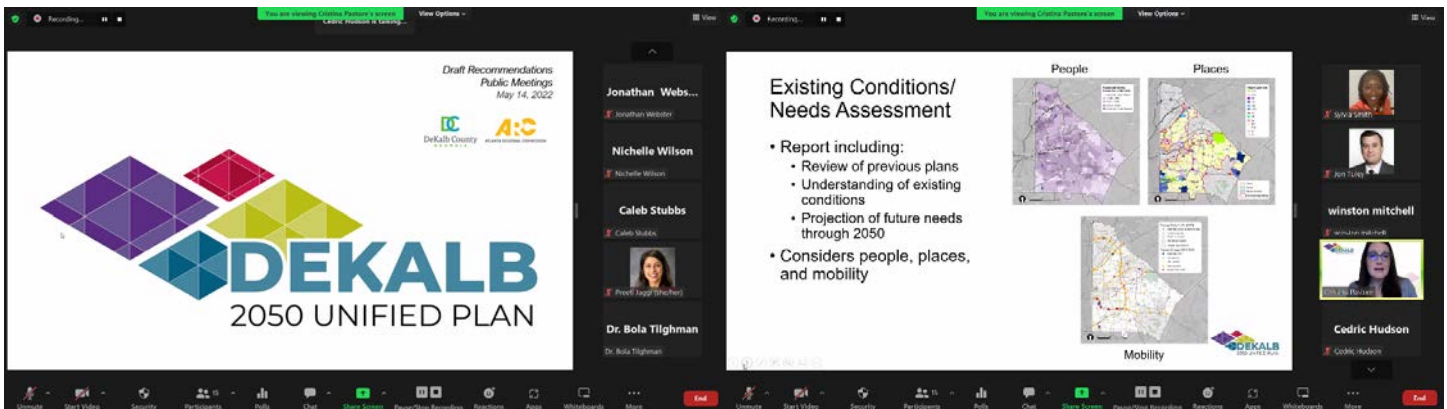


1. Summary	
Attended participants	60
Start time	4/20/22, 1:22:11 PM
End time	4/20/22, 4:02:18 PM
Meeting duration	2h 40m 8s
Average attendance time	1h 15m 15s
2. Participants	
Name	First join
Lewis, Jerry A.	4/20/22, 1:24:35 PM
Marcel Jackson	4/20/22, 1:25:20 PM
Mitchell, Winston	4/20/22, 1:25:38 PM
John Garbal	4/20/22, 1:25:43 PM
Bosman, Eric	4/20/22, 1:26:24 PM
Brewer, Brian N.	4/20/22, 1:26:28 PM
Lawrence Kaiser	4/20/22, 1:26:33 PM
Tom Roberts	4/20/22, 1:26:53 PM
Byron Rushing	4/20/22, 1:27:06 PM
Cara Scharer	4/20/22, 1:27:48 PM
Pastore, Cristina	4/20/22, 1:27:55 PM
Hudson, Cedric	4/20/22, 1:28:02 PM
Cain Williamson	4/20/22, 1:28:06 PM
Allison Dancy	4/20/22, 1:28:18 PM
Kester, Patreca	4/20/22, 1:28:31 PM
David Junger	4/20/22, 1:28:39 PM
Conn, Brett	4/20/22, 1:28:51 PM
Andrew Long	4/20/22, 1:29:10 PM
Michah Seibel	4/20/22, 1:29:11 PM
Washington, Larry	4/20/22, 1:30:04 PM
Smith, Sylvia	4/20/22, 1:30:08 PM
Matthew Lee	4/20/22, 1:30:16 PM
Weiss, Megan J	4/20/22, 1:30:20 PM
Ken Hildebrandt	4/20/22, 1:30:26 PM
Taboada, Luis	4/20/22, 1:30:28 PM
Forté, Monique B.	4/20/22, 1:30:30 PM
Sidney Douse	4/20/22, 1:30:31 PM
Hayes, David E.	4/20/22, 1:30:31 PM
Daniel Studdard	4/20/22, 1:30:39 PM
Davis, G. Leah	4/20/22, 1:31:14 PM
Kristin Moneez	4/20/22, 1:31:16 PM
Ryan Sellers	4/20/22, 1:31:28 PM
Christopher Sanders (Guest)	4/20/22, 1:31:35 PM
Katie Perambetti	4/20/22, 1:31:57 PM
Patti Garrett (Guest)	4/20/22, 1:32:13 PM
Floyd, Greg	4/20/22, 1:32:27 PM
Hari Karikaran	4/20/22, 1:32:48 PM
Choi, Jessica	4/20/22, 1:33:01 PM
Allison Clark	4/20/22, 1:33:07 PM
Johnson, Anna A	4/20/22, 1:33:20 PM
Richard McLeod	4/20/22, 1:34:04 PM
Davis Fox (Guest)	4/20/22, 1:34:13 PM
Ellis, Chuck	4/20/22, 1:34:39 PM
Dorian DeBarr	4/20/22, 1:35:21 PM
Angela Threaddgill	4/20/22, 1:36:04 PM
Morgan, Jason	4/20/22, 1:37:35 PM
Michael Smith	4/20/22, 1:37:59 PM
Allison de la Torre	4/20/22, 1:40:06 PM
Mayor John Ernst (Guest)	4/20/22, 1:41:54 PM
Evans, Mario A.	4/20/22, 1:42:16 PM
Allison Clark (Guest)	4/20/22, 1:42:17 PM
Barnes, Korey	4/20/22, 1:42:33 PM
Pelton, David	4/20/22, 1:42:35 PM
Linda Abaray	4/20/22, 1:44:28 PM
Allison Clark (Guest)	4/20/22, 1:48:04 PM
Ermyr (Guest)	4/20/22, 1:52:41 PM
Margaretta Mangham	4/20/22, 1:52:52 PM
Michelle Beeston-Alexander	4/20/22, 2:00:03 PM
Allison Clark	4/20/22, 2:05:37 PM
McCoy, Demetrius	4/20/22, 2:21:01 PM

1. Summary	
Attended participants	60
Start time	4/20/22, 1:22:11 PM
End time	4/20/22, 4:02:18 PM
Meeting duration	2h 40m 8s
Average attendance time	1h 15m 15s
2. Participants	
Name	First join
Lewis, Jerry A.	4/20/22, 1:24:35 PM
Marcel Jackson	4/20/22, 1:25:20 PM
Mitchell, Winston	4/20/22, 1:25:38 PM
John Garbal	4/20/22, 1:25:43 PM
Bosman, Eric	4/20/22, 1:26:24 PM
Brewer, Brian N.	4/20/22, 1:26:28 PM
Lawrence Kaiser	4/20/22, 1:26:33 PM
Tom Roberts	4/20/22, 1:26:53 PM
Byron Rushing	4/20/22, 1:27:06 PM
Cara Scharer	4/20/22, 1:27:48 PM
Pastore, Cristina	4/20/22, 1:27:55 PM
Hudson, Cedric	4/20/22, 1:28:02 PM
Cain Williamson	4/20/22, 1:28:06 PM
Allison Dancy	4/20/22, 1:28:18 PM
Kester, Patreca	4/20/22, 1:28:31 PM
David Junger	4/20/22, 1:28:39 PM
Conn, Brett	4/20/22, 1:28:51 PM
Andrew Long	4/20/22, 1:29:10 PM
Michah Seibel	4/20/22, 1:29:11 PM
Washington, Larry	4/20/22, 1:30:04 PM
Smith, Sylvia	4/20/22, 1:30:08 PM
Matthew Lee	4/20/22, 1:30:16 PM
Weiss, Megan J	4/20/22, 1:30:20 PM
Ken Hildebrandt	4/20/22, 1:30:26 PM
Taboada, Luis	4/20/22, 1:30:28 PM
Forté, Monique B.	4/20/22, 1:30:30 PM
Sidney Douse	4/20/22, 1:30:31 PM
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Ermyr (Guest)	4/20/22, 1:52:41 PM
Margaretta Mangham	4/20/22, 1:52:52 PM
Michelle Beeston-Alexander	4/20/22, 2:00:03 PM
Allison Clark	4/20/22, 2:05:37 PM
McCoy, Demetrius	4/20/22, 2:21:01 PM

COUNTYWIDE VIRTUAL PUBLIC MEETINGS - MAY 11-14, 2022

Zoom Meeting Report	
Name (Original Name)	Join Time
Angelita Streeter	5/11/2022 12:31
Brett Conn	5/11/2022 12:31
Brian Brewer	5/11/2022 12:28
Carey Maiké Caudle-Rozhavsky	5/11/2022 13:26
Ced Hudson	5/11/2022 12:50
Chris Handley	5/11/2022 12:59
Cristina Pastore	5/11/2022 12:34
DCTV BROADCAST (Mekel Blackwell)	5/11/2022 12:35
Eric Schieb	5/11/2022 12:57
Janea Dix	5/11/2022 13:17
Jennifer Rockhill	5/11/2022 13:00
Jessica Choi	5/11/2022 12:43
John Kittle	5/11/2022 12:58
Jon Tuley	5/11/2022 12:27
Jonathan Webster	5/11/2022 12:40
Kristin Moretz	5/11/2022 12:58
Kristine Hansen-Dederick	5/11/2022 12:33
Larry Washington	5/11/2022 12:27
Luis Taboada	5/11/2022 12:34
Mekel Blackwell	5/11/2022 12:34
Patrece Keeter	5/11/2022 12:33
Q&A_Winston (winston mitchell)	5/11/2022 12:35
Sylvia Smith	5/11/2022 12:36
winston mitchell	5/11/2022 12:34
Zandro Zaragoza	5/11/2022 13:35



Zoom Meeting Report	
Name (Original Name)	Join Time
Aileen de la Torre	5/12/2022 18:00
Brian Brewer	5/12/2022 17:29
Brittany Brison	5/12/2022 17:33
Cedric Hudson	5/12/2022 17:36
Chameka Small	5/12/2022 18:06
Christopher Hendrix	5/12/2022 18:00
Cristina Pastore	5/12/2022 17:33
DCTV (william rembert)	5/12/2022 17:44
Eric Barden	5/12/2022 18:32
Eric Bosman	5/12/2022 17:51
Gary Rhymer	5/12/2022 18:51
Grady Smith	5/12/2022 17:32
Jon Tuley	5/12/2022 17:25
Luis Taboada	5/12/2022 17:36
Patrece Keeter	5/12/2022 17:32
Paul Leonhardt	5/12/2022 18:02
Q&A - Winston (winston mitchell)	5/12/2022 17:48
Sandy Johnson	5/12/2022 17:31
Sharon Grant	5/12/2022 17:57
Sharon Steele	5/12/2022 18:02
Shelby Hall	5/12/2022 18:01
Sylvia Smith	5/12/2022 17:29
william rembert	5/12/2022 17:31
winston mitchell	5/12/2022 17:30

Zoom Meeting Report	
Name (Original Name)	Join Time
Andrew Baker	5/14/2022 10:32
Brian Brewer	5/14/2022 10:29
Caleb Stubbs	5/14/2022 10:52
Cedric Hudson	5/14/2022 10:33
Cristina Pastore	5/14/2022 10:34
Dr. Bola Tilghman	5/14/2022 10:57
Eric Bosman	5/14/2022 10:45
John Doxey	5/14/2022 11:47
Jon Tuley	5/14/2022 10:28
Jonathan Webster	5/14/2022 10:39
Katrina Highsmith	5/14/2022 10:44
Lance Hammonds	5/14/2022 11:11
Luis Taboada	5/14/2022 10:34
Michael Hightower	5/14/2022 10:52
Nichelle Wilson	5/14/2022 10:40
Patrece Keeter	5/14/2022 10:33
Preeti Jaggi	5/14/2022 11:01
Q&A Winston (winston mitchell)	5/14/2022 10:37
Rep Viola Davis (Viola Davis)	5/14/2022 11:50
Sylvia Smith	5/14/2022 10:35
T. Tony Osinaiya	5/14/2022 11:26
winston mitchell	5/14/2022 10:36
Zandro Zaragoza	5/14/2022 11:24

SUPER DISTRICT VIRTUAL TOWN HALL – JUNE 1, 2022

2022 DEKALB COUNTY 2050 UNIFIED PLAN TOWN HALL

The DeKalb County 2050 Unified Plan combines two of the County's long-range plans into one—the Comprehensive Transportation Plan and Comprehensive Land Use Plan.

**JUNE 1, 2022
6 PM**

Lorraine Cochran-Johnson
Commissioner, District 7
DeKalb County, GA

Ted Terry
Commissioner, District 6
DeKalb County, GA

Join Commissioner Lorraine Cochran-Johnson and Commissioner Ted Terry for this critical discussion and be a part of the conversations that will be the blueprint for future transportation and development in DeKalb County.

Andrew Baker
Director
DeKalb County Planning & Sustainability

Cristina Pastore
Traffic Engineer/Transportation Planner
Kimley-Horn

Grady Smith
Southeast Regional Transportation Director
Vanasse Hangen Brustlin, Inc.

Sylvia Smith
DeKalb Project Manager
DeKalb County 2050 Plan

Jon Tuley
Land Use Planner
Kimley-Horn

TOPICS TO BE DISCUSSED:

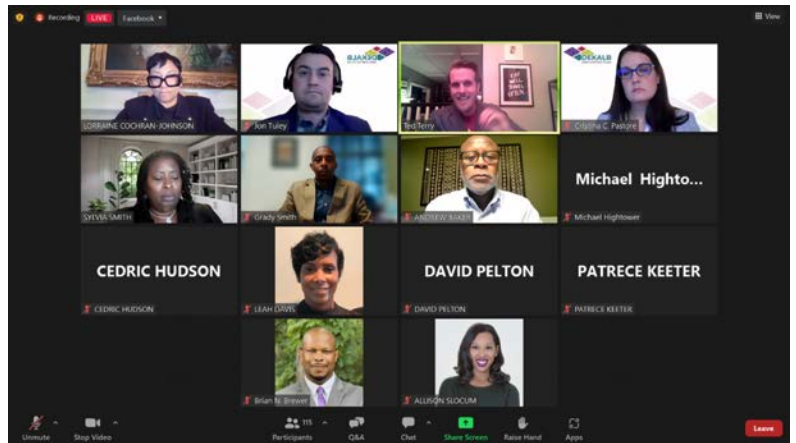
TRANSPORTATION

- Trail and sidewalk investments
- Roadway improvement projects
- Transit next steps
- Transportation policies

LAND USE

- Redevelopment and reinvestment
- Future growth areas
- Economic development & housing
- Quality of life improvements

REGISTRATION:
<https://bit.ly/sqjonM5>



*Draft Recommendations
Super District Town Hall
June 1, 2022*



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