

4 STATION AREA EXISTING CONDITIONS

This chapter presents the existing physical, social, and market conditions for the proposed station areas along the I-20 East corridor. Station areas—defined as one-half mile from the proposed station sites—are presented in terms of their built environment, multimodal connectivity, and previous studies and planned projects. The goal of the TOD Community Plan is to identify strategies necessary to encourage compact, walkable, mixed-use development at the station areas to support transit ridership and spur economic development in the corridor. A thorough understanding of each station area—including what has been built and what the area is prepared to support—is necessary for crafting policies and strategies that can be tailored to each area’s conditions and potential. Later TOD planning and strategies will use the existing conditions to identify and capitalize on the unique strengths of each station area.

Most of the existing I-20 East corridor is residential in nature, well-located in the Atlanta metro area, and well-served by the interstate system (as detailed in the Corridor Existing Conditions Report). Each of the station areas, except for Indian Creek, is a commercial node with an existing concentration of business uses. Most of the station areas have uses that are already attractors and destinations, albeit not to the extent that this strategy intends to develop.

Station areas vary in stage and style of existing development. While some station areas (like Wesley Chapel and Panola Road) serve their surrounding neighborhoods with retail and restaurants, and the Mall at Stonecrest station area serve large regional retail and service markets, others (like Indian Creek, Covington Highway, and Lithonia Industrial Boulevard) remain commercially underdeveloped but house important community resources. Each of these station areas is described in detail on the following pages.

4.1 INDIAN CREEK

The Indian Creek Station is the existing eastern terminus of MARTA heavy rail service. The station area is characterized by the large surface parking lots that provide 2,350 spaces for end-of-the-line commuters. Indian Creek station is located east (or “outside”) of I-285, the roadway that forms Atlanta’s “perimeter,” and serves as a barrier between the eastern and western communities in the station area. Unlike many of the other proposed station sites, the Indian Creek Station is not located near a full interchange with an interstate. The existing station can be accessed directly via slip ramp from I-285 by northbound traffic only; slip ramps also allow southbound traffic to return to I-285 southbound. Other traffic accesses the site via local roads. Apart from some strip development along Redan Road, the proposed station area is surrounded by residential development, much of it single family.

4.1.1 STATION AREA CONTEXT

LAND USE

The Indian Creek Station area is in unincorporated DeKalb County. DeKalb County adopted its 2035 Comprehensive Plan in 2016. The Comprehensive Plan illustrates existing as well as future land use in unincorporated DeKalb County as well as that in the city of Stonecrest. According to the Comprehensive Plan, most of the station area is considered suburban (57.5 percent). To the east of I-285, low-density, single-family homes sit along local, two-lane roads. The suburban areas to the west of I-285 typically consist of slightly denser, multifamily apartment complexes, such as Redan Cove Apartments, or single-family residential developments. Station area land uses and community resources can be found in Figure 4-1.

The station area also contains retail, office, and commercial opportunities that make up a Town Center area (42.1 percent of station area) located to the east of I-285 and Redan Road. Redan Road contains mostly local offices and retail opportunities, including grocery stores, banks, and





restaurants. The town center also includes the existing Indian Creek Station and parking lot, as well as the large undeveloped parcel to the south. The Indian Creek Station area has Kensington Station on its west area, which is considered a regional center in the Comprehensive Plan. The Covington Highway Corridor is to the south of Indian Creek station area.

ZONING

The Indian Creek Station area’s zoning typically reflects the existing land use. Most of the station area is zoned as residential (about 80 percent, highlighted in the table below), with residential complexes to the west of I-285 zoned as Medium-Density Residential. The existing transit station and parking lot as well as the location of the proposed station relocation is zoned as Office-Industrial.

Table 4-1: Indian Creek Station Area Zoning

ZONING	DESCRIPTION	PERCENTAGE SHARE WITHIN ½ MILE
C-1	Local Commercial	5.5%
C-2	General Commercial	0.2%
MR-1	Medium-Density Residential - 1	15.1%
MR-2	Medium-Density Residential - 2	20.5%
MU-4	Mixed-Use High Density	4.1%
OI	Office-Institutional	9.6%
R-100	Residential Medium Lot	6.4%
R-75	Residential Medium Lot	33.0%
RSM	Small Lot Residential Mix	5.6%

Source: DeKalb County GIS

Tier III (Indian Creek Wellness Community) of the Memorial Drive Overlay District was approved in September 2017. The purpose of this district is to capitalize on existing MARTA stations to promote higher-density TOD. It also focuses on health-oriented development by creating walkable communities that connect residents with walkable amenities. Proposed scale of development in this district is expected to be small to medium (one to six stories), while the area of Tier III stretches north-south along the east side of I-285 from Redan Road to Memorial Drive and east-west along Redan Road from Holcombe Road to South Indian Creek Drive. The core of the area is between the existing MARTA station and Redan Road.

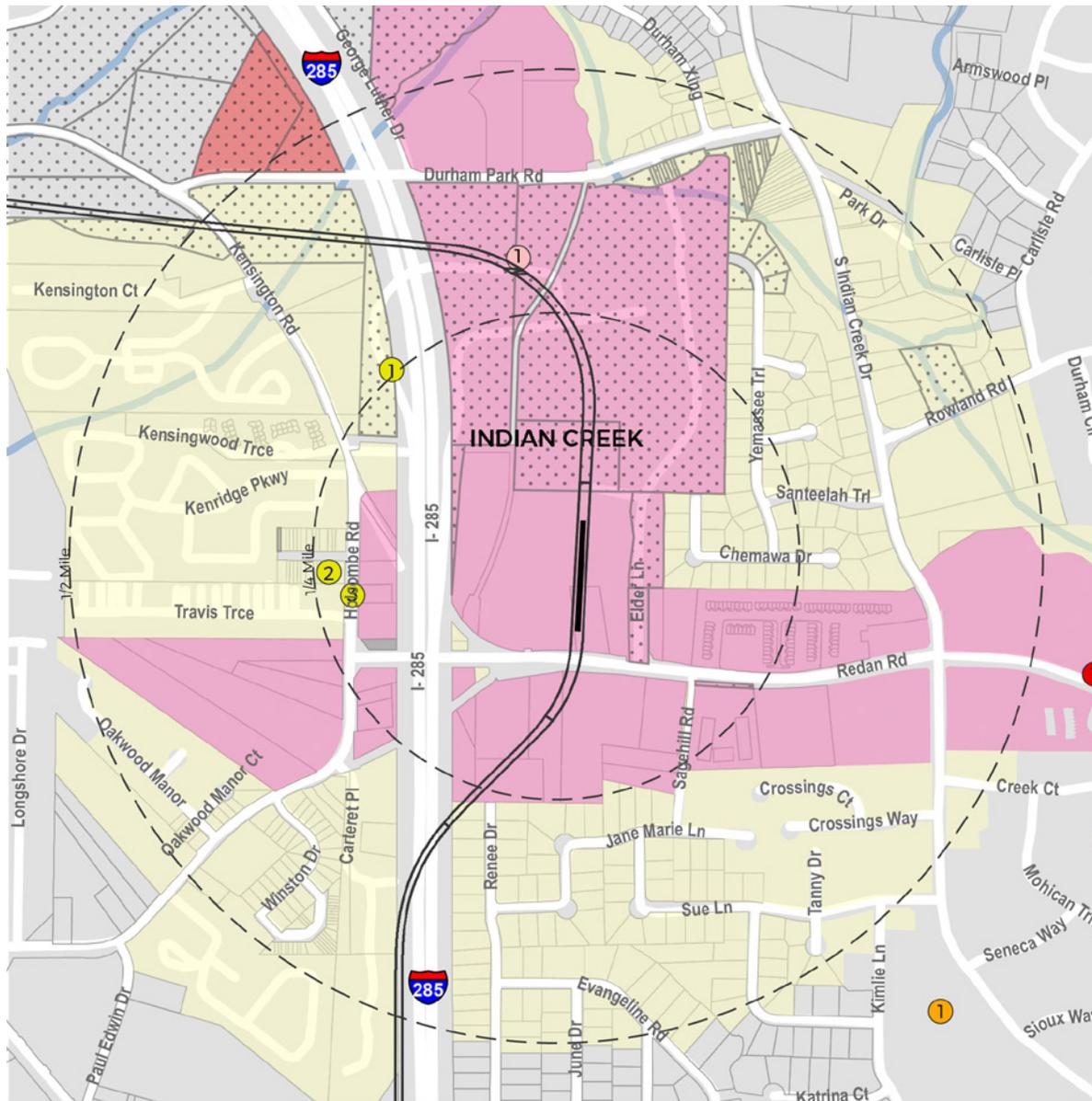
OWNERSHIP

Most of the station area (80.6 percent) is privately owned. MARTA owns the existing Indian Creek Station, parking lot, and surrounding undeveloped parcels to the south of Durham Park Road and along Elder Lane. Additionally, parcels to the northwest of the station area are publicly owned by DeKalb County, Georgia Department of Transportation (GDOT), and the State of Georgia and include the Georgia Army National Guard Recruiting School, Transportation Department, and DeKalb County Sanitation.

RESOURCES

The station area contains community institutions that include the DeKalb County Fires Services Station 24 on Redan Road, Rowland Elementary School on S. Indian Creek Drive, and the MARTA Police Department just south of Durham Park Road. The station area is also home to the following three historic resources:

- 3900 Kensington Road: Type – Single dwelling (single living unit); constructed in 1956
- 3854 Redan Road: Type – Single dwelling (single living unit); constructed in 1934
- 3851 Redan Road: Type – Single dwelling (single living unit); constructed in 1935



INDIAN CREEK

- Proposed Transit Alignment
- Proposed Transit Station
- Proposed Station Area

Current Land Use

- Regional Center
- Commercial Redevelopment Corridor
- Highway Corridor
- Institutional
- Light Industrial
- Suburban
- Town Center
- Traditional Neighborhood

Resources + Facilities

- Historic Resources
 1. 3900 Kensington Road
 2. 3854 Redan Road
 3. 2851 Redan Road
- Educational Institutions
 1. Rowland Elementary School
- Fire Stations + EMS
 1. DeKalb County Fire Services Station 24
- Solid Waste
 1. MARTA Police Department
- Law Enforcement
 1. MARTA Police Department

Ownership

- Publicly owned

Figure 4-1: Indian Creek Land Use and Community Resources

Source: DeKalb County GIS; ARC Open Data Portal

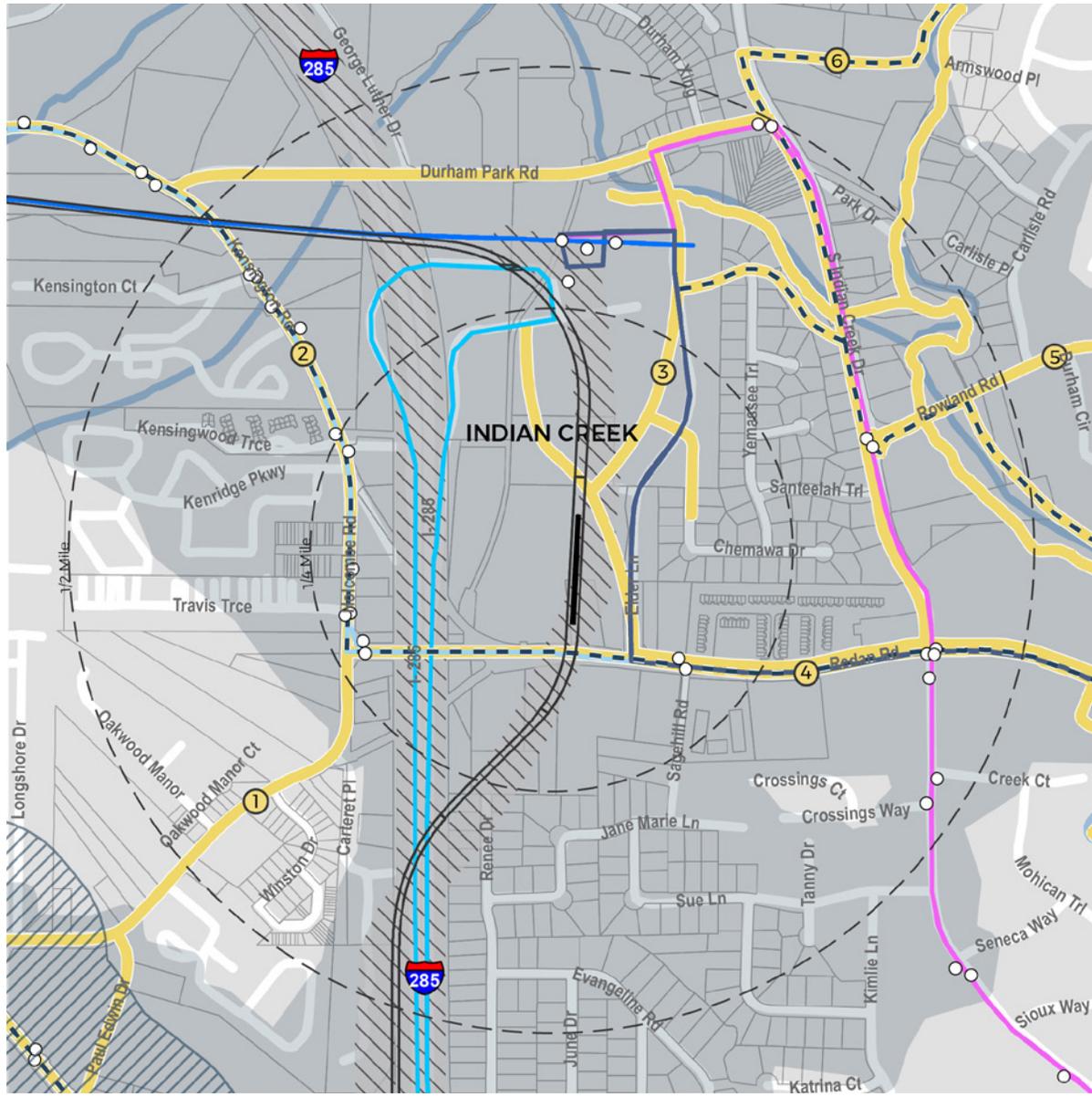
4.1.2 MULTIMODAL CONNECTIVITY

Running up to eight lanes and framed by sound barriers in some areas, the I-285 divides the station area, with Durham Park Road and Redan Road serving as the only east-west connections. To the west of I-285, Kensington Road serves as the major north-south connector and provides access to lateral local residential roads. To the east of I-285, Durham Park Road and Redan Road serve as the major east-west roadways and connect with the north-south running South Indian Creek Drive. These three roadways serve as the collector roads for the local residential roads. Most of this road network lacks pedestrian or cyclist infrastructure, limiting connectivity within the station area, as well as access to transit opportunities. Existing and planned multimodal connectivity within the station area is illustrated in Figure 4-2.

TRANSIT

The station area contains the following transit routes:

- MARTA Blue Line: Indian Creek Station is the eastern terminus of the existing Blue Line of MARTA's rail service. The Blue Line runs between Hamilton E. Holmes Station, as western terminus, and Indian Creek Station every 10 minutes during peak and every 20 minutes during off-peak hours of operation. The Blue Line connects Indian Creek Station with major destinations such as Downtown Atlanta, Georgia State University, Mercedes Benz Stadium, Phillips Area, and Decatur. The Blue Line also provides a transit connection to the Red/Gold Lines at Five Points Station, which provides transit connection to major destinations such as the airport, midtown, and Buckhead.
 - MARTA 111 – Snapfinger Woods Drive/Stonecrest: This route operates from Indian Creek Station to Stonecrest Mall. This route also serves DeKalb Medical Center and Alice Williams Towers.
 - MARTA 115 – Covington Highway/South Hairston Road: This route operates every 15 to 25 minutes between Indian Creek Station and Lithonia Plaza Shopping Center. This route also serves Hidden Hills Village Shopping Center, Miller Grove Middle School, and Miller Grove High School.
 - MARTA 116 – Redan Road/Stonecrest: This route operates between Indian Creek Station and the Mall at Stonecrest every 15 to 30 minutes depending on time of day. This route also serves Redan Village, Crow's Crossing, Hairston Crossing Branch Public Library, Redan high School, and East DeKalb Health Center.
 - MARTA 119 – Kensington/Hairston Rd: This route operates between Kensington and Indian Creek Stations and Goldsmith PNR every 30-45 minutes, depending on time of day. This route also serves DeKalb County Animal Services, DeKalb County Central Transfer Station, Hairston Square, Hairston Park, Redan Village, Crow's Crossing, Rockbridge Crossing, Spring Mill Village, Stonewood Village, and Hairston Village.
 - MARTA 24 – East Lake/Hosea Williams: This route operates between Edgewood Candler Park and Indian Creek Stations. This route serves MLK Jr Middle School, Atlanta DeKalb Human Services Complex, Kirkwood Library, and Columbia High School.
 - MARTA's paratransit service covers the station area.
- MARTA 116 provides access from the Indian Creek Station to the surrounding neighborhood. MARTA 24 provides east-west connections in the station area, running along Kensington Road and Redan Road to cross I-285.



- INDIAN CREEK**
- Proposed Transit Alignment
 - Proposed Transit Station
 - - - Proposed Station Area
- Bicycle Priority Network**
- - - Bicycle Priority Network
- Pedestrian Priority Areas**
- ▨ Pedestrian Priority Areas
- Bike-Ped Activity Centers**
- Bike-Ped Activity Centers
- Transit**
- MARTA 111
 - MARTA 115
 - GRTA 428
 - MARTA 119
 - MARTA 24
 - MARTA BLUE
 - Transit Stops
- Regional Transportation Plan**
- ▨ Regional Transportation Plan
- DeKalb CTP - Proposed Projects**
- ① Covington Trails - Phase II (South)
 - ② Covington Trails and Kensington MARTA Station Road Diets
 - ③ Indian Creek MARTA Station Trails
 - ④ Redan Road Multimodal Corridor Improvements
 - ⑤ Rowland Road Pedestrian Improvements
 - ⑥ Snapfinger Trail - PATH

Figure 4-2: Indian Creek Station Area Multimodal Connectivity

Source: DeKalb County Comprehensive Transportation Plan (2014); DeKalb County GIS; ARC Open Data Portal; MARTA

BICYCLE AND PEDESTRIAN NETWORK

The station area contains limited resources for safe pedestrian and cyclist access and connectivity. Of the major roadways in the area, S. Indian Creek Drive, Redan Road, and Kensington Road have sidewalks; however, they are located only on one side of the street, and safe crossings are sparse and limited to spaced intersections. The primary access routes to the existing Indian Creek Station, including Elder Lane, do not contain sidewalk or cyclist infrastructure.

The lack of safe pedestrian and cyclist connectivity has been recognized, and most of the station area has been classified as a Bike-Ped Activity Center by the Atlanta Regional Commission's (ARC) Unified Growth Policy Map. Kensington Road, Redan Road, and portions of S. Indian Creek Drive have been designated as a bicycle priority network. These designations represent a priority for future facilities and improvements; however, there are no specific projects or plans in place.

FUTURE PLANS AND PROJECTS

The GDOT is planning several transportation improvements in the station area as part of the *Regional Transportation Plan (RTP)*. These projects are described in greater detail in the Corridor Area Existing Conditions chapter.

- I-285 Managed Lanes: The project is likely to be built concurrently with the Stone Mountain Freeway Interchange rebuild. The station area will have managed lanes access through partial managed lanes interchanges on Durham Park Road and Redan Road.
- Durham Park Bridge Improvement as a part of GDOT's Major Mobility Improvement Program that will support improved traffic operations over I-285.

Additionally, *DeKalb County's 2014 Transportation Plan* identified the following recommendations and projects within the station area to address transportation needs and priorities for the county:

- Covington Trails – Phase II (South): This phase will create a trail system to connect the MARTA Kensington Station to the MARTA Indian Creek Station and surrounding neighborhoods. Estimated at approximately \$7 million, the project is prioritized as a Tier 2B project that will be funded when new revenues are generated.
- Covington Trails and Kensington MARTA Station Road Diets: The first phase of the project will create an approximately 3.25-mile trail system to connect the MARTA Kensington Station to the MARTA Indian Creek Station and surrounding neighborhoods. The project also consists of a road diet on Kensington Road and Mountain Drive, and includes removing two vehicular lanes and adding bicycle lanes. Estimated at \$4 million, the project is classified as a Tier 1 priority.
- MARTA Indian Creek Station Trails: The project will create a 3.47-mile trail system to connect the MARTA Indian Creek Station to surrounding neighborhoods. Estimated at \$4.7 million, the project is prioritized as Tier 3 and will be funded when new revenues are generated.
- Redan Road Multimodal Corridor Improvements: The project will widen Redan Road from two lanes to four lanes and includes a management plan, as well as bike and pedestrian improvements. The 4.13-mile project is estimated at \$46 million and is a Tier 2C prioritized project that will be funded when new revenues are generated.
- Snapfinger Trail PATH: The project will expand the PATH Foundation trail system (Snapfinger Trail) from Stone Mountain Trail and Clarkston to South River Trail. A multiuse path was assumed for the entire 17.1-mile project, but a detailed corridor study is needed to determine recommended improvements. Estimated at \$26.9 million, the project is classified as a Tier 3 project that will be funded when new revenues are generated.

4.1.3 PRIOR STUDIES

DeKalb County's 2035 Comprehensive Plan includes details about future characteristic areas for the unincorporated parts of the county, which suggests the future land use in the county. The immediate vicinity of the existing Indian Creek Station is planned to be a town center. However, most of the Indian Creek station area (62.5 percent) is planned to be a suburban area around Redan Road. Between Holcombe Road and I-285 is planned to be a highway corridor. The area around Indian Creek and Snapfinger Creek is planned as conservation/green space area.

Table 4-2: Indian Creek Station Area Future Land Uses

FUTURE LAND USE	PERCENTAGE SHARE WITHIN ½ MILE
Conservation/Greenspace Area	7.73%
Highway Corridor	1.75%
Suburban	62.48%
Town Center	28.05%

Source: *DeKalb County 2035 Comprehensive Plan*

The following studies have been completed for the area near Indian Creek Station:

- Unified Growth Policy Map (UGPM)*: As discussed in the Corridor Area Existing Conditions chapter, ARC has developed the UGPM to provide direction for future growth in the region based on local plans as well as regional forecasts. It illustrates ARC’s vision for future development in the region. The UGPM recognizes the area around Indian Creek Station as a maturing neighborhood. Maturing neighborhoods on the UGPM were primarily developed before 1970. These areas are mostly adjacent to the region’s core and employment corridors, and together they encompass 49 percent of the region’s jobs and 18 percent of the population. The UGPM also notes that the area around Indian Creek Station is already urbanized.
- Indian Creek Master Active Living Plan (MALP)*: The framework plan for the Indian Creek Station area was completed in 2013. The goal of the framework plan was to set a framework to improve public health by improving bike/pedestrian access to nearby neighborhoods, parks, schools, public facilities and other amenities, and by encouraging development with an emphasis on mixed-use, compact development with interconnected streets and improved multimodal accessibility with increased public space. Apart from recommending appropriate land use and transportation policies, the MALP also recommends trails and sidewalks in the station area. The MALP also recommends various policies to improve health in the surrounding communities by addressing some of the major health issues through urban design.

4.2 COVINGTON HIGHWAY STATION

The Covington Highway Station is proposed for the northwest corner of the Covington Highway interchange with I-285. The station area is characterized by two largely vacant shopping centers and Peace Baptist Church, which draws up to 1,400 worshipers to its services. West of I-285, the station area includes multifamily/medium-density apartments along Covington Highway, and east of I-285, the station area consists mostly of single-family, low-density residential subdivisions long local, winding roads, including Mountain Brook, Meadowdale, and others.

4.2.1 STATION AREA CONTEXT

LAND USE

The Covington Highway Station area is in unincorporated According to the *DeKalb County 2035 Comprehensive Plan*, most of the station area (over 60 percent) is residential, consisting mostly of low-density, single-family homes. These homes sit along local, winding roads that connect to larger collector streets that typically provide access to residential subdivision entrances.

The remaining non-residential uses run parallel along Covington Highway and I-285. Parcels running east-west along Covington Highway are designated as a Commercial Redevelopment Corridor, and include gas stations and automobile-oriented businesses, hotels, fast food restaurants, and other retail uses, interspersed with entrances to residential developments. Parcels backed to I-285 but south of Aldea Drive are considered a Highway Corridor and include retail and religious uses that can be accessed with local parallel roads. North of Aldea Drive—the triangle formed by the intersection of Redwing Circle and Covington Highway—contains institutional uses, including a church and the DeKalb Preparatory Academy. Station area land uses and community resources can be found in Figure 4-3





ZONING

The station area land uses typically reflect the permitted zoning. Residential areas are zoned as Residential Medium Lot (R-75) and Medium-Density Residential (MR-1, MR-2). Parcels running along Covington Highway within the Commercial Redevelopment Corridor are zoned a variety of local and general commercial (C-1, C-2), office (OI, OD), and residential (R-75). While the Highway Corridor along I-285 consists of office (OD), commercial (C01), and high-density mixed use (MU-4). The following table shows the zoning breakdown of the station area.

The Tier I - Covington Gateway Overlay district of the Memorial Drive Overlay, which covers a part of the Covington Highway Station Area, was approved in September 2017. The Covington Gateway district focuses on providing walkable access and building healthy communities. It is intended to be a gateway to three communities: Avondale Estates, Belvedere-East Lake, and Decatur. The Covington Gateway district recommends small to medium center level of development ranging from one to six stories. The overlay district recommends uses such as restaurants, retail, office and institutional buildings, residential, parks and recreational uses.

Table 4-3: Covington highway Station Area Zoning

ZONING	DESCRIPTION	PERCENTAGE SHARE WITHIN ½ MILE
C-1	Local Commercial	14.1%
C-2	General Commercial	1.8%
MU-4	Mixed-Use High Density	4.8%
OD	Office - Distribution	6.0%
OI	Office - Institutional	2.2%
R-75	Residential Medium Lot	56.9%
MR-1	Medium-Density Residential - 1	2.9%
MR-2	Medium-Density Residential - 2	11.3%

Source: DeKalb County GIS

OWNERSHIP

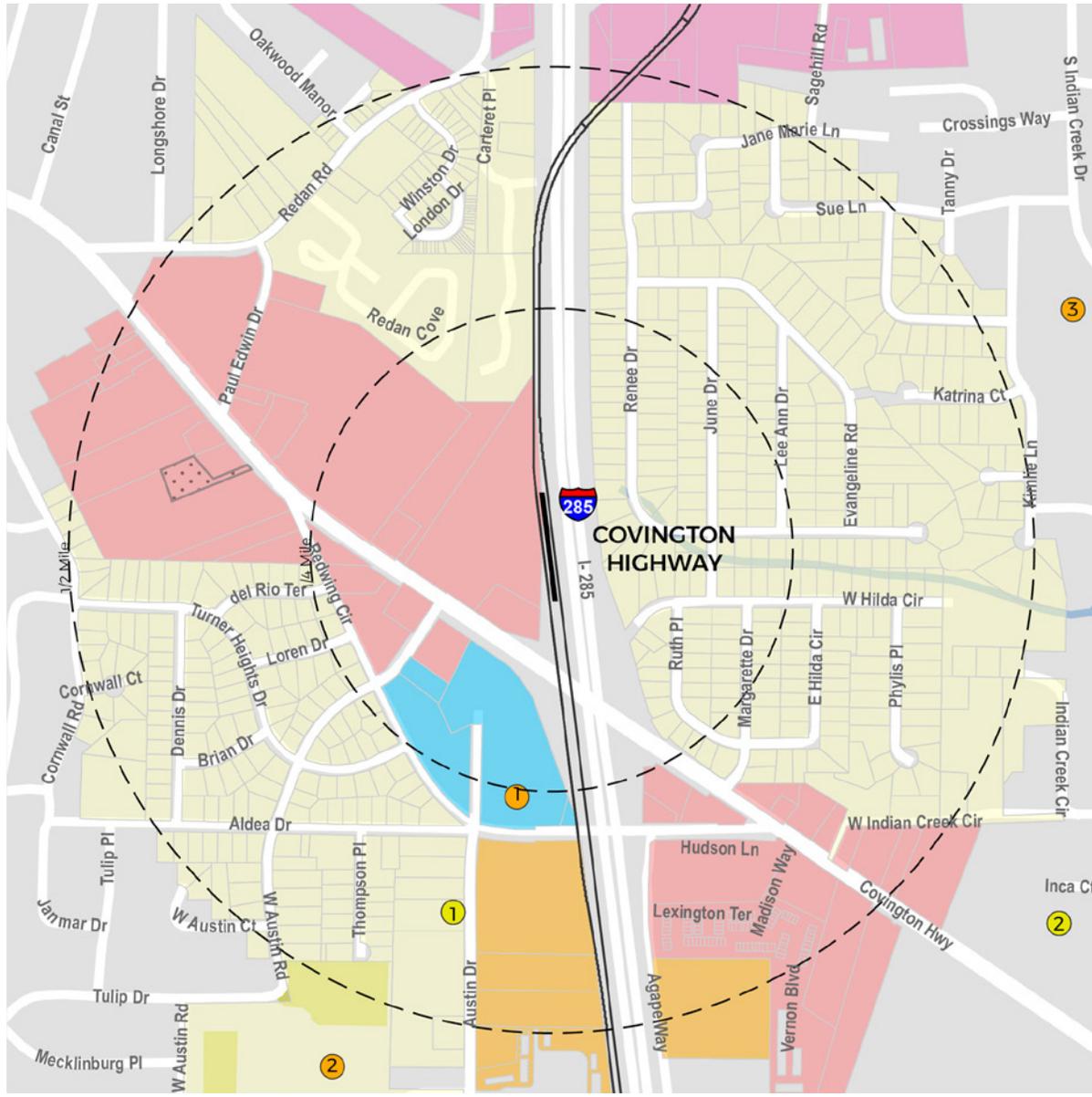
All parcels within the station area are privately owned, with the exception of a parcel fronting Covington Highway Drive that is owned by DeKalb County.

COMMUNITY RESOURCES

The Covington Highway Station area contains three educational institutions, DeKalb Preparatory Elementary Academy, Towers High School, and Rowland Elementary School. Places of worship feature prominently in the immediate vicinity of the proposed station location. The station area has two places of worship, Peace Baptist Church near the proposed station site and The Hand of the Lord on Redwing Circle.

The station area also contains the following historic resources:

- 1531 Austin Drive: Type - Single dwelling (single living unit); constructed in 1934
- 4425 Covington Highway: Craftsman style Single dwelling (single living unit); constructed in 1940



COVINGTON

- Proposed Transit Alignment
 - Proposed Transit Station
 - Proposed Station Area
- Current Land Use**
- Regional Center
 - Commercial Redevelopment Corridor
 - Highway Corridor
 - Institutional
 - Light Industrial
 - Suburban
 - Town Center
 - Traditional Neighborhood
- Resources + Facilities**
- Historic Resources
 1. 1531 Austin Drive
 2. 4425 Covington Highway
 - Educational Institutions
 1. DeKalb Preparatory Academy – Elementary
 2. Towers High School
 3. Rowland Elementary School
 - Fire Stations + EMS
 - Solid Waste
 - Law Enforcement
- Ownership**
- Publicly owned

Figure 4-3: Covington Land Use and Community Resources

Source: DeKalb County GIS; ARC Open Data Portal

4.2.2 MULTIMODAL CONNECTIVITY

The proposed Covington Highway Station is situated at the intersection of two major roadways, Covington Highway and I-285, that connect into the regional roadway network. I-285 is an interstate highway loop that encircles Atlanta. The highway runs north-south through the center of the station area. Direct access to I-285 provides the station area with an excellent vehicular connection with the region. On the other hand, I-285 creates a physical barrier, dividing the community and limiting vehicular, pedestrian, and cyclist east-west connectivity within the station area. Covington Highway and Redwing Circle are the only two east-west connections within the station area. There are no planned access improvements to/from I-285 at this location. Existing and planned multimodal connectivity within the station area is illustrated in Figure 4-4.

TRANSIT

The station area is serviced by the following transit routes:

- MARTA 107 - Glenwood Road: This route operates between Inman Park/Reynoldstown and Kensington Stations every 20 to 30 minutes. This route also serves Edgewood retail district, Branan Towers, and East Atlanta Village.
- MARTA 111 - Snapfinger Woods Dr/Stonecrest: This route operates from Indian Creek Station to Stonecrest Mall. This route also serves DeKalb Medical Center and Alice Williams Towers.
- MARTA's paratransit service covers this station area.

MARTA 111 runs north-south along I-285. MARTA 24 runs along Covington Highway and crosses I-285 via Redwing Circle, serving as an east-west connector through the station area.

BICYCLE AND PEDESTRIAN

The proposed station's location at the intersection of two regional roadways impacts bicyclist and pedestrian infrastructure. I-285 lacks bicyclist and pedestrian infrastructure and crossings, limiting mobility between the western and eastern halves of the station area. Covington Highway west of I-285 has sidewalks on both sides; however, the east side of I-285 sidewalk connectivity is limited and safe crossings along the highway remain spaced out.

Much of the station area, specifically along Covington Highway and I-285, was recognized as a bicyclist/pedestrian activity center by *DeKalb County's Comprehensive 2014 Transportation Plan*. Covington Highway to the west of I-285, as well as additional side streets to the north and south, have been designated as pedestrian priority areas.

While bicyclists can use non-interstate road infrastructure, the station area does not have any specific bike infrastructure such as bike lanes or sharrows. Covington Highway is recognized as a bicycle priority network and is therefore a priority for future facilities and improvements, but does not currently have specific projects or plans in place.

While Covington Highway Station area is fairly car dependent, it has areas with a higher percentage of households without access to a vehicle than the county average. Some census block groups between Covington Highway and I-285 have 31 percent or more households without access to a vehicle. Low vehicle availability in a car-dependent area can affect access to opportunities for residents. These households would benefit from redevelopment that includes improvements to bike and pedestrian infrastructure.

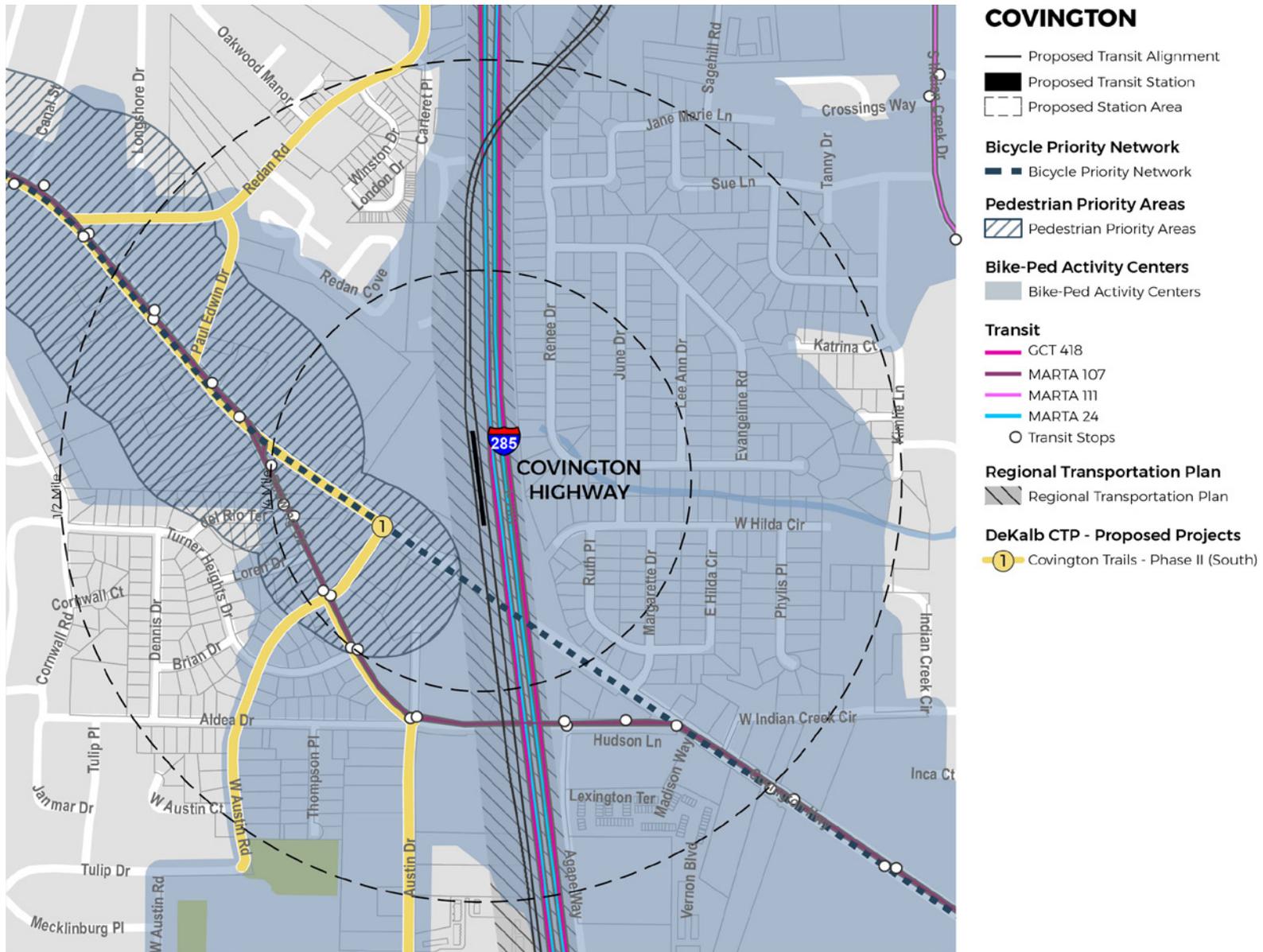


Figure 4-4: Covington Station Area Multimodal Connectivity

Source: DeKalb County Comprehensive Transportation Plan (2014); DeKalb County GIS; ARC Open Data Portal; MARTA

FUTURE PLANS AND PROJECTS

The following transportation improvements are planned in the station area as a part of the RTP, and described in greater detail in the Corridor Area Existing Conditions Chapter:

- o I-285 East Managed Lanes: The Covington Highway Station is not expected to have direct access to managed lanes near the interchange with I-285. Nearest access to managed lanes would be through direct ramps on Durham Park Road and Redan Road near Indian Creek Station and through slip ramps south of Glenwood Road

Additionally, *DeKalb County's 2014 Transportation Plan* identified the following recommendations and projects within the station area to address transportation needs and priorities for the county:

- o Covington Highway at I-285 Bridge Improvement: This \$8.6 million project will replace the Covington Highway bridge crossing at I-285. The project includes consideration for bicycle and pedestrian improvements to improve multimodal access across the interstate. The project is prioritized as a Tier 1 project; however, it is not featured on the programmed list of projects for the region.
- o Replacement of the bridge on Redwing Circle and on Glenwood Road over I-285 as a part of GDOT's Major Mobility Improvement Program that will support improved traffic operations over I-285.
- o Covington Trails - Phase II (South): This project would create a trail system to connect the MARTA Kensington Station to the MARTA Indian Creek Station and surrounding neighborhoods. The project is estimated at \$7 million and is prioritized as a Tier 2B project that will be funded when new revenues are generated.

The Covington Highway Station area does not have projects to improve I-285 Interchange. Since this area is not expected to have a direct managed lanes access, an increase in vehicle activity at this interchange would likely result in adverse impacts on traffic in this area.

4.2.3 PRIOR STUDIES, PLANNED DEVELOPMENTS, AND INVESTMENTS

DeKalb County's Comprehensive Plan recognizes parts of Covington Highway Station area as one of the employment centers in the county with characteristics of a highway corridor and a commercial redevelopment corridor. While the areas along Covington Highway are expected to comprise land uses akin to commercial redevelopment corridor (CRC), large portions of the station area are expected to have suburban land uses. The CRC is intended to promote redevelopment and in-turn improve economic vitality of the area. It also includes recommendations for aesthetic and functional design improvements. The CRC includes land uses such as healthcare, offices, institutional, entertainment, residential and parks and recreational. Suburban characteristic areas are intended to recognize existing suburban uses in the area while promoting new development to have improved accessibility and connectivity.

Table 4-4: Covington Highway Station Area Future Land Use

FUTURE LAND USE	PERCENTAGE SHARE WITHIN ½ MILE
Commercial Redevelopment Corridor	23.8%
Highway Corridor	5.4%
Institutional	4.0%
Suburban	66.4%
Town Center	0.4%

Source: DeKalb County 2035 Comprehensive Plan

The proposed station location is near the Covington Place Shopping Center, which contains businesses that have experienced some challenges in maintaining economic vitality. The future land use plan recognizes these challenges and identifies these following areas for redevelopment:

The following studies have been completed for area near Covington Highway Station:

- *UGPM*: The UGPM recognizes the area around Covington Highway Station as a Maturing Neighborhood. Maturing Neighborhoods on the UGPM were primarily developed prior to 1970. These areas are primarily adjacent to the Region's Core and Employment Corridors and together they encompass 49 percent of region's jobs and 18 percent of population. The UGPM also notes that the areas around Covington Highway Station is already urbanized.
- *Covington Highway Corridor Master Active Living Plan (MALP)*: This framework plan proposed a mix of uses geared toward improving economic vitality and quality of life in the corridor:
 - Redevelop vacant and underutilized commercial properties and creating public parks/open spaces with active uses such as paths, running tracks, playgrounds, and sports courts in existing and new development.
 - Provide appropriate transitions between higher-density development and existing single-family neighborhoods.
 - Amend subdivision regulations to improve inter-parcel connectivity.
 - Adopt health promoting urban design standards.
 - Produce quality design rather than specific architectural style in the corridor.
 - Incorporate crime prevention through environmental design principles.

4.3 WESLEY CHAPEL ROAD

Wesley Chapel Road Station is proposed for the northwest corner of the Wesley Chapel Road interchange with I-20. As wide as 10 lanes in some areas, I-20 runs east-west through the center of the station area, separating the communities to the north and south. Most of the station area consists of large-scale and big-box retail connected through parking lots and collector roads. The remaining residential land is divided mostly into developments containing communities of low-density, single-family homes along local roadways.

4.3.1 STATION AREA CONTEXT

LAND USE

The Wesley Chapel Road Station area is in unincorporated DeKalb County. According to the *DeKalb County 2035 Comprehensive Plan*, over two-thirds of the station area is classified as Town Center with much of this land use concentrated to the west of Snapfinger Road. To the north of I-20, the station area contains Wesley Chapel Square, Wesley Chapel Crossing, and Chapel Hall Shopping Centers. The shopping centers are all fronted by large parking lots and contain a mix of retail uses, with many storefronts occupied by national chains and big-box retailers such as Home Depot, Kroger, and Dollar Tree. Additional retail and commercial storefronts and strip malls line Wesley Chapel Road, including many chain and fast-food restaurants such as Subway, Taco Bell, Waffle House, and Chick-Fil-A. These storefronts can be accessed directly from Wesley Chapel Road and are serviced by surrounding parking lots. While a retail corridor, much of the town center remains underdeveloped with vacant storefronts and parking lots that are typically not filled to capacity. To the south of I-20, retail continues to line Wesley Chapel Road and includes some more local uses including banks, restaurants, and automobile-dependent uses.

The remaining station area is mostly (30 percent) residential with low-density, single-family homes situated within development communities.





Within these developments, homes often sit along winding local roads; however, the developments themselves are typically accessed via main entrances along Wesley Chapel Road or other major thoroughfares.

Lastly, 3 percent of the station area, located north of I-20 to the west of Snapfinger Road, is considered a highway corridor and remains mostly wooded and undeveloped. Station Area land uses and community resources can be found in Figure 4-5

ZONING

Residential areas to the north of the station area are mostly zoned as R-75, while those to the south are R-100. These zones are both residential and vary only slightly in regards to minimum size lot and open space

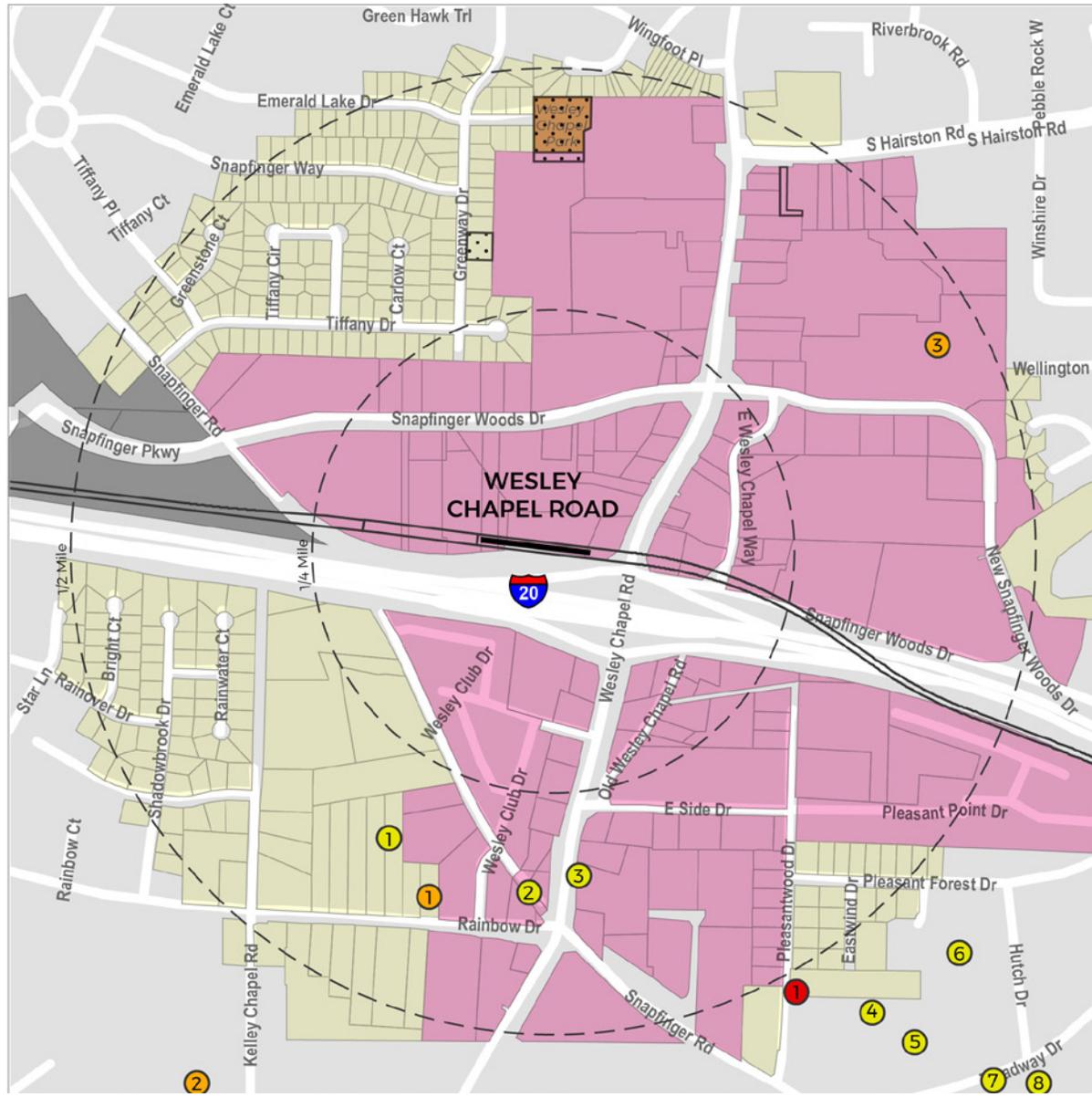
requirements. The town center includes an array of zoning including commercial, industrial, office, and residential. The following shows the zoning breakdown of the station area:

Large parts of the Wesley Chapel Road Station area near the interchange with I-20 East are included in the I-20 Corridor Compatible Use Overlay District. It contains three tiers for the scale of development, including Tier 1 – High Intensity (height up to 20 stories and density up to 60 units dwelling per acres); Tier 2 – Medium Intensity (height up to 8 stories and density up to 40 units dwelling per acres); and Tier 3 – Low Intensity (height up to 4 stories and density up to 40 units dwelling per acres). The station area also includes transitional areas where these tiers merge.

Table 4-5: Wesley Chapel Road Station Area Zoning

ZONING	DESCRIPTION	PERCENT SHARE WITHIN ½ MILE
C-1	Local Commercial	40.0%
C-2	General Commercial	2.0%
M	Light Industrial	4.0%
MU-1	Mixed-Use Low Density	0.2%
OD	Office – Distribution	2.3%
OI	Office – Institutional	8.0%
RSM	Small Lot Residential Mix	1.2%
R-75	Residential Medium Lot	12.1%
R-85	Residential Medium Lot	0.4%
R-100	Residential Medium Lot	20.0%
MR-1	Medium-Density Residential - 1	1.2%
MR-2	Medium-Density Residential - 2	5.2%
HR-2	High-Density Residential - 2	3.4%

Source: DeKalb County GIS



WESLEY CHAPEL ROAD

- Proposed Transit Alignment
 - Proposed Transit Station
 - Proposed Station Area
- Current Land Use**
- Regional Center
 - Commercial Redevelopment Corridor
 - Highway Corridor
 - Institutional
 - Light Industrial
 - Suburban
 - Town Center
 - Traditional Neighborhood
- Resources + Facilities**
- Historic Resources
 1. 4147 Rainbow Drive
 2. Ranch house west of Wesley Chapel Road
 3. Wesley Chapel Methodist Church
 4. Hall-Parlor
 5. American small house
 6. 2871 Treadway Drive
 7. American small house
 8. 2726 Snapfinger Road
 - Educational Institutions
 1. Love Thy Children
 2. Rainbow Elementary School
 3. Everest Institute
 - Fire Stations + EMS
 1. DeKalb County Fire Department Station
 - Solid Waste
 - Law Enforcement
- Ownership**
- Publicly owned

Figure 4-5: Wesley Chapel Road Land Use and Community Resources

Source: DeKalb County GIS; ARC Open Data Portal

OWNERSHIP

Most of the station area is privately owned with the exception of three parcels accounting for less than 1 percent of the station area. Located on Greenway Drive, Emerald Lake Drive, and S. Hairston Road, DeKalb County owns these parcels.

RESOURCES

The Wesley Chapel Road Station area contains a public park spread over 2 acres: Wesley Chapel Park. It has a multiuse playing field, playground and picnic area. The Wesley Chapel Road Station area has three educational institutions, including Love Thy Children (private school), Rainbow Elementary School and Everette Institute (an Associate Degree level technical and trade school).

The Southeastern boundary of the station area includes a fire station and emergency medical services (EMS). The station area also includes several places of worship such as the Wesley Chapel Methodist Church, Restored Life Bible Church and Bahai Unity Center. The outskirts of the station area also include places of worship such as New Beginnings Worship Center, Wesley Chapel United Methodist Church and New Piney Grove Missionary Baptist Church.

The Wesley Chapel Road Station area also includes the following historic resources:

- 4147 Rainbow Drive: Craftsman-style single dwelling (single living unit); constructed in 1932
- Ranch house west of Wesley Chapel Road: Single dwelling (single living unit); constructed in 1954
- Wesley Chapel Methodist Church (2792 Wesley Chapel Road): Colonial Revival-style religious facility; constructed in 1884
- Hall-Parlor (2654 Snapfinger Road): Craftsman-style single dwelling (single living unit); constructed in 1950
- American small house, south side of Snapfinger Road: Single dwelling (single living unit); constructed in 1952
- 2871 Treadway Drive: Craftsman-style single dwelling (single living unit); constructed in 1928
- American small house (2705 Snapfinger Road): Single dwelling (single living unit); constructed in 1949
- 2726 Snapfinger Road: Craftsman-style single dwelling (single living unit); constructed in 1930

4.3.2 MULTIMODAL CONNECTIVITY

The proposed Wesley Chapel Road Station is located along the north side of I-20. Running up to 10 lanes and framed by sound barriers in some areas, I-20 cuts through the station area and divides the area to the north and south. Westley Chapel Road, a regional retail corridor, serves as the only north-south running connection in the Station Area. Existing and planned multimodal connectivity within the station area is illustrated in Figure 4-6.

TRANSIT

The station area contains the following transit routes:

- MARTA 86 - Fairington Rd/McAfee Road: This route operates between Kensington Station and Mall at Stonecrest. This route also serves Snapfinger Elementary School, DeKalb Medical Center at Hillandale, and GRTA PNR lot at Panola Rd. This route operates every 20-25 minutes.
- MARTA 111 - Snapfinger Woods Dr/Stonecrest: This route operates from Indian Creek to Stonecrest Mall and serves DeKalb Medical Center and Aluce Williams Towers. This route operates every 20-40 minutes, depending on time of day.
- MARTA 186 - Rainbow Dr./South DeKalb: This route operates between Five Points Station and Wesley Chapel Road and serves Georgia State Station and Gallery at South DeKalb. This route operates every 15-30 minutes depending on time of day.

MARTA's paratransit service covers the station area. The station area to the north of I-20 is serviced by MARTA 86 (which runs east-west along Snapfinger Woods Drive) and MARTA 111 (which provides north-south access along Wesley Chapel Road and east-west access along New Snapfinger Woods Drive). MARTA 186, which runs east-west along Snapfinger Road before turning onto Wesley Chapel Road, is the only transit option providing north-south connections across I-20.

BICYCLE AND PEDESTRIAN

The proposed station's location along I-20 would affect bicyclist and pedestrian access and connectivity within the station area. I-20 is a through highway, lacking opportunities for pedestrian or cyclist access and crossings with an exception at Wesley Chapel Road. Wesley Chapel Road has sidewalks on both the east and west sides of the street; however, safe crossings across the busy road are sparse and limited to spaced out intersections. Sidewalks are also found on Snapfinger Road and S Hairston Road. However, sidewalks on Snapfinger Woods Drive Eastside Drive can be found only on one side of the street.

Most of the station area was recognized as a Bike-Ped Activity Center by the *DeKalb County 2014 Comprehensive Transportation Plan*. In particular, Wesley Chapel Road, S Hairston Road, Snapfinger Road, and Snapfinger Woods Road to the west of Wesley Chapel Road have been designated a bicycle priority network.

FUTURE PLANS AND PROJECTS

The following transportation improvements are planned in the station area as a part of the RTP, and described in greater detail in the Corridor Area Existing Conditions Report:

- I-20 East Managed Lanes: This project, in the long range plan, would construct one managed lane in each direction of travel on I-20 east of I-285

Additionally, *DeKalb County's 2014 Transportation Plan* identifies the following recommendations and projects within the station area to address transportation needs and priorities for the county:

- Wesley Chapel Road Pedestrian Improvements: This project would install sidewalks and pedestrian crossing improvements for over 3.5 miles along the Wesley Chapel Road from Covington Highway in the north to Flat Shoals Parkway in the south. The improvements are estimated at approximately \$1.4 million and are prioritized as a Tier 2B project that will be funded when new revenues are generated. For example, a Special Options Sales Tax, which is to be on the 2018 election ballot, would be a possible source of funding.
- Rainbow Drive Bicycle/Pedestrian Improvements: Running along Rainbow Drive to the west of Wesley Chapel Road, the Rainbow Drive improvements would improve access for bikes and pedestrians along this corridor. The full project is planned for 2 miles from Columbia Drive to Wesley Chapel Road, with a cyclist side path on one side of the road and a sidewalk on the other. The improvements are estimated at approximately \$4.9 million and are identified as a Tier 2C project that will be funded when new revenues are generated.
- Flat Shoals Parkway/Flakes Mill Road/Snapfinger Road/Wesley Chapel Road ATMS: Covering approximately 8 miles, the project would convert dial-up to Ethernet via fiber along I-20 from Wesley Chapel Road connecting to Panola Road. Estimated at approximately \$200,000, the project is classified as a Tier 2C project.

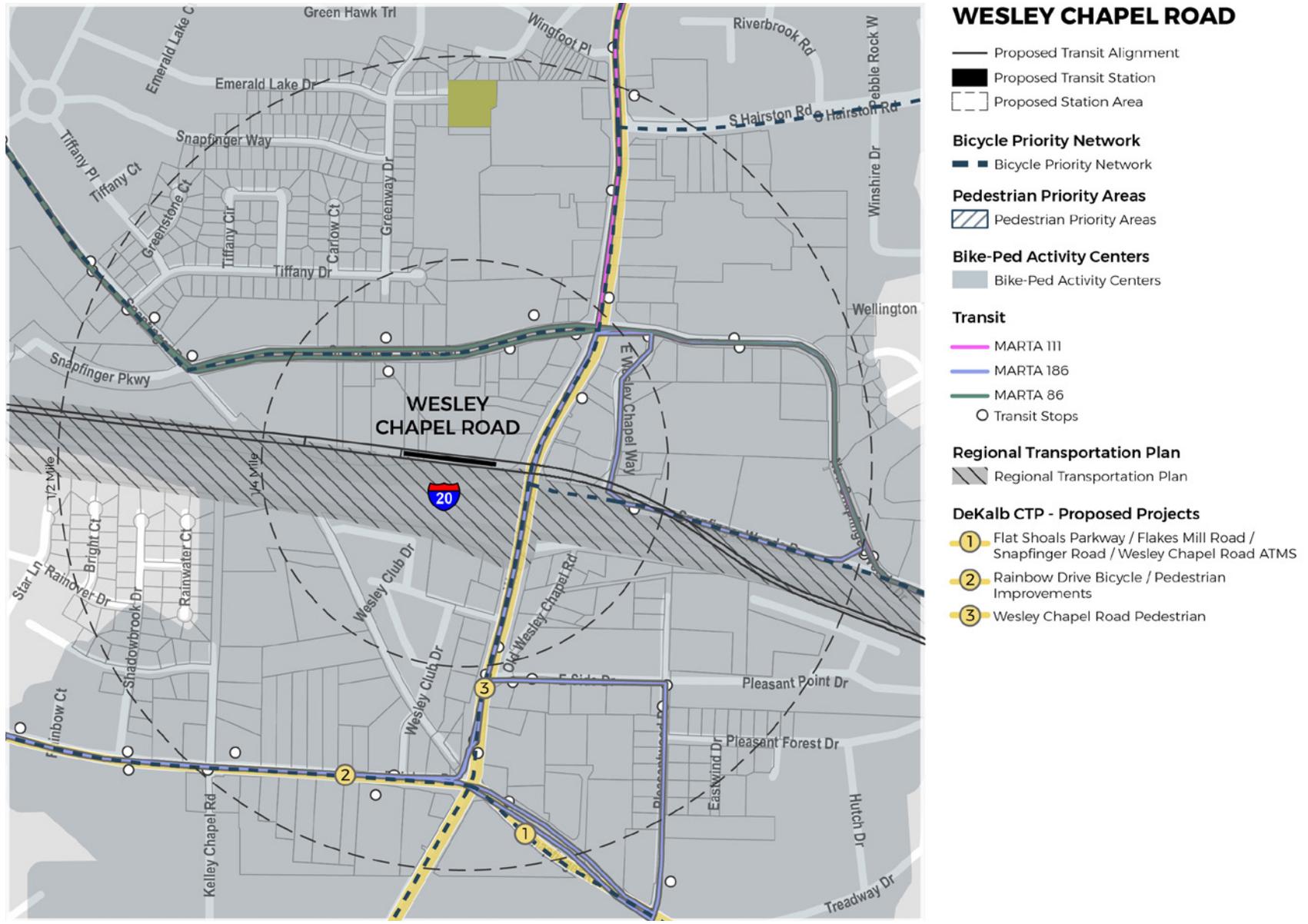


Figure 4-6: Wesley Chapel Road Station Area Multimodal Connectivity

Source: DeKalb County Comprehensive Transportation Plan (2014); DeKalb County GIS; ARC Open Data Portal; MARTA

4.3.3 PRIOR STUDIES, PLANNED DEVELOPMENTS, AND INVESTMENTS

DeKalb County's 2035 Comprehensive Plan recognizes the area around Wesley Chapel Road interchange with I-20 East as an employment center with characteristics of a town center. The future character area of the town center forms the majority of the Wesley Chapel Road Station area. The town center character area concentrates residential and commercial mixed-use developments to serve many communities and act as a catalyst in reducing automobile travel, improving walkability, and increasing transit use. The town center character area includes a multitude of land uses such as general retail, commercial, offices, high-density residential, and pedestrian accessible parks & open spaces. The core of a town center may have density as high as 60 dwelling units per acre. The Comprehensive Plan also recognizes a sizable part of the station area as suburban.

Table 4-1: Wesley Chapel Road Station Area Future Land Use

FUTURE LAND USE	PERCENT SHARE WITHIN ½ MILE
Conservation/Green Space	0.7%
Highway Corridor	3.6%
Suburban	34.6%
Town Center	61.0%

Source: *DeKalb County 2035 Comprehensive Plan*

The following studies have been completed for the area near Wesley Chapel Road Station:

- UGPM*: The UGPM notes that the area near Wesley Chapel Road interchange on I-20 is a Community Activity Center. Community Activity Centers are similar to Regional Centers, but are smaller in scale. These centers attract people from surrounding communities for a mix of uses such as employment, retail and entertainment. The UGPM also notes that these centers need good connections with regional transportation networks and transit services. The UGPM recognizes the area around Wesley Chapel Road Station as a Maturing Neighborhood. Maturing Neighborhoods on the UGPM were mainly developed before 1970. These areas are primarily adjacent to the region's core and employment corridors and together they encompass 49 percent of the region's jobs and 18 percent of the population. The UGPM also notes that the area around Wesley Chapel Road Station is already urbanized.
- Livable Centers Initiative (LCI) Study for Wesley Chapel Road*: The LCI study was completed for the Wesley Chapel Road area in 2011. The purpose of this multidisciplinary planning study was to serve as a blueprint for addressing transportation, land use, economic development, and community design issues near the Wesley Chapel Road area. A summary of recommendations from the LCI study is presented in the following table:

Table 4-2: Summary Of The Livable Centers Initiative (LCI) Wesley Chapel Road Study Recommendations

RECOMMENDATIONS/IMPLEMENTATION STRATEGIES	NOTES
Catalyst Redevelopment Projects	<p>Three catalyst areas:</p> <ul style="list-style-type: none"> ○ The town green ○ An institutional campus ○ A transit oriented development (TOD) <p>Four supplemental redevelopment project areas:</p> <ul style="list-style-type: none"> ○ The Covington Highway-Wesley Chapel Road neighborhood commercial node ○ The Wesley Chapel Road-Snapfinger Woods Drive Commercial redevelopment ○ The Wesley Chapel - I-20 mixed-used redevelopment area ○ The Wesley Chapel - I-20 commercial redevelopment area
Multimodal Transportation Improvements	<ul style="list-style-type: none"> ○ Improve local mobility by improving conditions for bikers, pedestrians and transit users. ○ Pedestrian bridge over I-20. ○ Multiuse path connections to parks.
Land Use and Community Design Policies	<ul style="list-style-type: none"> ○ Update overlay district guidelines to have specific guidelines for Wesley Chapel TOD. ○ Improve signage.
Economic Growth Strategies	<ul style="list-style-type: none"> ○ Leverage existing financial tools and pursuing new and creative funding strategies. ○ Create a TAD and a CID along with securing LCI funding. ○ Other potential strategies: Opportunity zone tax-incentive program, Low Income Housing Tax Credits, Brownfield Redevelopment Programs; ○ Utilize new market tax credits financing. ○ Promote greater use of Enterprise Zone Program. ○ Work with the community for housing and neighborhood preservation.
Community Organization Strategies	<ul style="list-style-type: none"> ○ Maintain and build on relationships formed through efforts to create the overlay district and the Wesley Chapel Community Overlay Committee. ○ Leverage existing organizational strength and resources. ○ Provide coordination and excitement for redevelopment efforts. ○ Tap into county, regional and state resources. ○ Form a CID that can represent interests of local businesses.
Land Use and Zoning Regulatory Recommendations	<ul style="list-style-type: none"> ○ Change properties south of Snapfinger Woods from Tier 2 to Tier 1. ○ Consider changing frontage along Snapfinger Road to at least Tier 2. ○ Improve sign regulations to allow additional sign for dual frontage lots and for single-lot commercial developments exceeding certain size. ○ Amend overlay to impose use restriction and to ensure consistency with design guidelines. ○ Develop Wesley Chapel specific design guidelines. ○ Grayfield to Greenfield provisions; Requirement for smaller blocks.. ○ Make the following improvements to the multimodal transportation network: capacity improvements, complete streets and pedestrian improvements, intersection improvements, transit improvements.

Source: Wesley Chapel Activity Center, LCI, Redevelopment Plan Report (2011)

4.4 PANOLA ROAD

The Panola Road Station is proposed for the southwest corner of the interchange of Panola Road with I-20, which runs east-west through the center of the station area, dividing the neighborhoods to the north and south. Panola Road is the only north-south connector in the station area. Aside from the notable Kaiser Permanente Panola Medical Center, most of the station area consists of big-box commercial, fast-food, and office uses along Panola Road.

4.4.1 BUILT ENVIRONMENT

LAND USE

Most of the Panola Road Station area is in city of Stonecrest. According to the *DeKalb County 2035 Comprehensive Plan*, the Panola Road Station area consists mostly of a light industrial (52 percent) and town center (41 percent) area. The town center runs along Panola Road with a mix of retail and commercial buildings facing the roadway including restaurants, gas stations, grocery stores, and other businesses. Additional big-box retailers including a Walmart Supercenter and a Lowe's Home Improvement center are located to the south of I-20 east of Panola Road. The light industrial area runs along Panola Industrial Boulevard located to the north of I-20, and Minola Drive to the south. This area includes a range of uses including Georgia Power and Georgia United Credit Union. Panola Industrial Boulevards is fronted with numerous office parks containing various offices and industrial uses, and surrounding parking areas; however, many office parks remain vacant or underutilized.





A smaller residential area (7 percent) is located to the west of Panola Road. A small residential development—Creekside Crossing Apartment Homes—consists of denser apartment homes and can be accessed from Panola Road while additional single-family homes can be accessed from Thompson Mills Road. Station area land uses and community resources can be found in Figure 4-7.

ZONING

The station area land uses are typically reflective of the permitted zoning. The light industrial area contains a mix of zoning including industrial (40 percent) and office (16 percent). The town center is zoned as local commercial (30 percent). Less than 10 percent of the station area is zoned residential. Northeast portions of the station area have a concentration of healthcare providers such as Kaiser Permanente.

Table 4-3: Panola Road Station Area Zoning

ZONING	DESCRIPTION	PERCENT SHARE WITHIN ½ MILE
C-1	Local Commercial	32.6%
M	Light Industrial	40.8%
MR-1	Medium Density Residential - 1	2.2%
OD	Office - Distribution	8.4%
OI	Office - Institutional	8.6%
R-75	Residential Medium Lot	7.3%
R-100	Residential Medium Lot	0.0%

Source: DeKalb County GIS

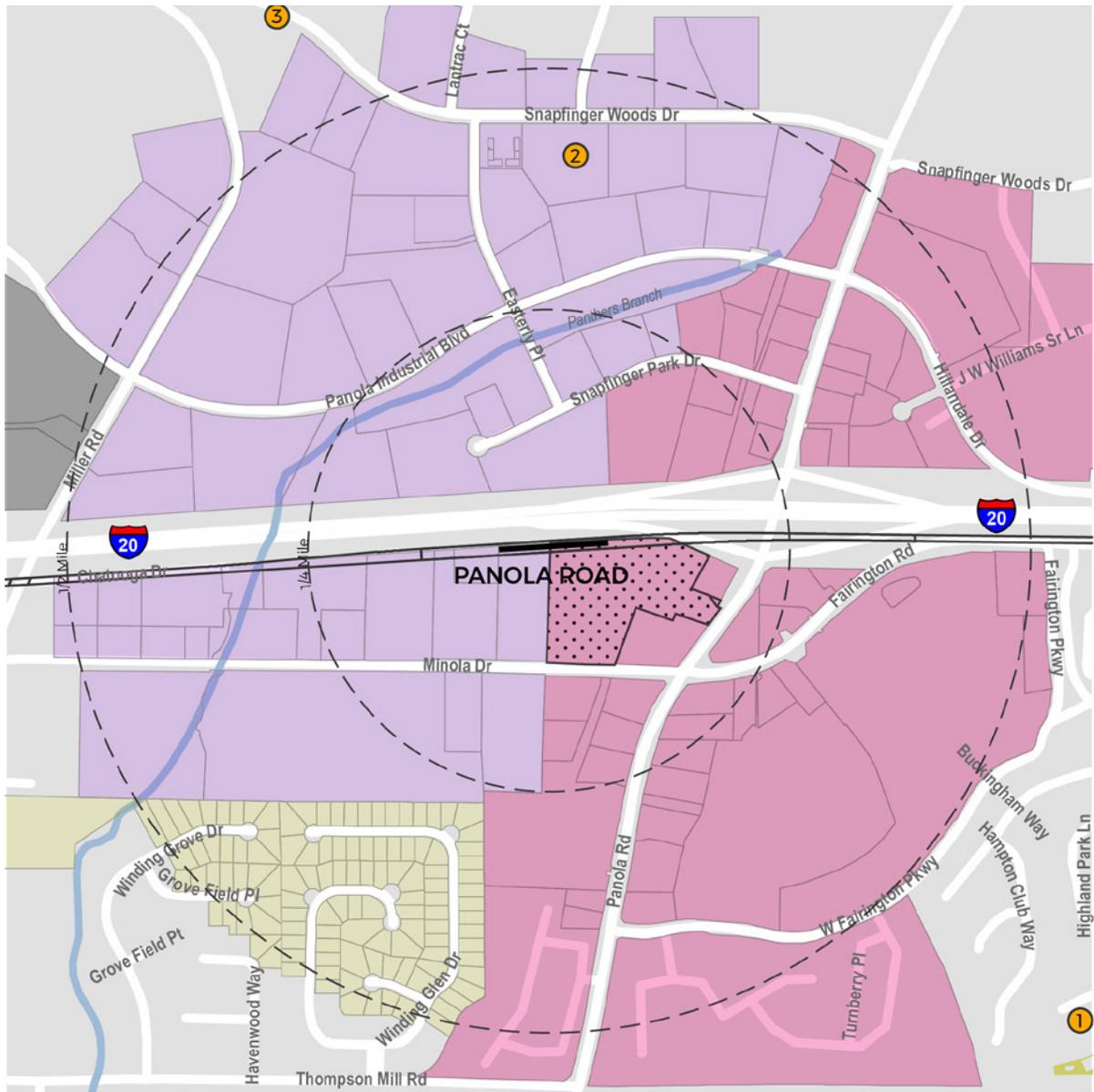
Large parts of the Panola Road Station area near the interchange with I-20 East are included in the I-20 Corridor Compatible Use Overlay District. It contains two tiers for the scale of development: Tier 1 – High Intensity (height up to 20 stories and density up to 60 units dwelling per acres) and Tier 2 – Medium Intensity (height up to 8 stories and density up to 40 units dwelling per acres). It also includes transitional areas where these tiers merge.

OWNERSHIP

All parcels within the station area are privately owned, with the exception of a parcel fronting Minola Drive with I-20 to the north. Located at 5289 Minola Drive, the Panola Road Park and Ride serves two MARTA bus routes (MARTA 86 and MARTA 117) and three regional GRTA Xpress buses (GRTA 423, 426 and 428).

RESOURCES

The station area contains numerous community resources. In addition to the Panola Road Park and Ride, the station area contains three educational Institutions: Kingdom Group, Fairington Elementary School, and Gupton Jones College of Funeral Services. The Fairington Elementary school also has a 1.9-acre recreational facility attached that includes a multiuse field and playground. The station area has various places of worship, including Salem Baptist Church, The Refreshing Place Ministry, and New Life International Family Church.



PANOLA ROAD

- Proposed Transit Alignment
 - Proposed Transit Station
 - Proposed Station Area
- Current Land Use**
- Regional Center
 - Commercial Redevelopment Corridor
 - Highway Corridor
 - Institutional
 - Light Industrial
 - Suburban
 - Town Center
 - Traditional Neighborhood
- Resources + Facilities**
- Historic Resources
 1. Kingdom Group – Private School
 2. Fairington Elementary School
 3. Gupton Jones College of Funeral Services
 - Educational Institutions
 - Fire Stations + EMS
 - Solid Waste
 - Law Enforcement
- Ownership**
- Publicly owned

Figure 4-7: Panola Road Land Use and Community Resources

Source: DeKalb County GIS; ARC Open Data Portal

4.4.2 MULTIMODAL CONNECTIVITY

The proposed Panola Road Station is situated at the intersection of I-20 and Panola Road. With I-20 running east-west through the center of the station area, the highway creates a physical barrier, limiting vehicular, pedestrian, and cyclist connectivity to the north and south. Panola Road is the only north-south connections in the station area. Miller Road provides an alternate north-south connection just outside of the station area. To the north, Snapfinger Woods Drive and Panola Industrial Boulevard serve as main east-west throughways across Panola Road. While to the south, Minola Drive turns into Farrington Road to cross over Panola Road. Due to large parcel sizes, there are few additional north-south roadways with the exception of local roads in the residential developments found in the southern portion of the station area. Existing and planned multimodal connectivity within the station area is illustrated in Figure 4-8.

TRANSIT

The station area contains the following transit routes:

- MARTA 86 - Fairington Rd/McAfee Road: This route operates between Kensington Station and Mall at Stonecrest and serves Snapfinger Elementary School, DeKalb Medical Center at Hillandale, the park-and-ride lot at Panola Road.
- MARTA 111 - Snapfinger Woods Dr/Stonecrest: This route operates between Indian Creek and Stonecrest Mall and serves DeKalb Medical Center and Alice Williams Towers.
- MARTA 117 - Rockbridge Rd./Panola Rd: This route operates between Avondale Station and Panola Road Park and Ride, and serves DeKalb Medical Center, T.O. Vinson Health Center, Wade Walker Park, and Lou Walker Senior Center.
- MARTA's paratransit service covers the station area.

- GRTA Xpress 423: This route provides commuter access between East Conyers/West Conyers/Panola Road and Midtown every 15–30 minutes in AM and PM peak periods in the peak direction.
- GRTA Xpress 426: This route provides commuter access between East Conyers/West Conyers/Panola Road and Downtown every 15–30 minutes in AM and PM peak periods in the peak direction.
- GRTA Xpress 428: This route provides commuter access between West Conyers/Panola Road and Perimeter every 35–65 minutes in AM and PM peak periods in the peak direction.

GRTA Xpress 423, 426, and 428 run express along I-20 and stop at the park-and-ride lot on Minola Drive. These routes provide commuter access to business centers at Midtown and Downtown Atlanta and the Perimeter area. MARTA 86 runs north-south along Miller road and east-west along Minola Drive.

BICYCLE AND PEDESTRIAN NETWORK

The proposed station's location along I-20 limits bicyclist and pedestrian access and connectivity within the station area. Panola Road has sidewalks on both the east and west sides of the street from Snapfinger Woods Drive to Thompson Mill Road, as well as along Snapfinger Woods Drive East of Panola Road. Pedestrian crossings and safe access across I-20 are sparse, and continuity in sidewalk infrastructure is limited on most major streets in this area.

Most of the station area was recognized as a Bike-Ped Activity Center by the *DeKalb County Comprehensive 2014 Transportation Plan*. Panola Road and Snapfinger Woods Drive to the west of Panola Drive are designated as a bicycle priority network. .

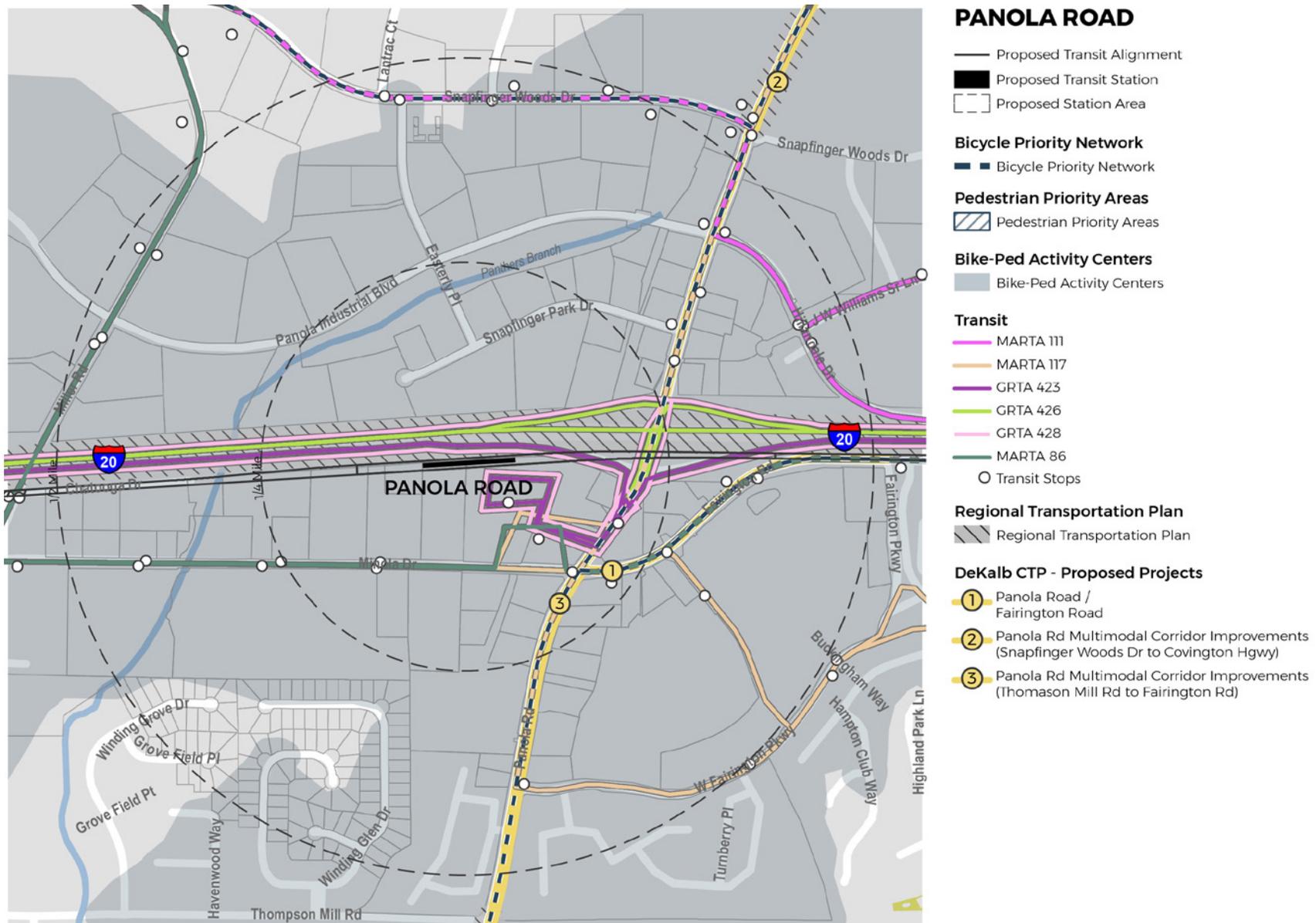


Figure 4-8: Panola Road Station Area Multimodal Connectivity

Source: DeKalb County Comprehensive Transportation Plan (2014); DeKalb County GIS; ARC Open Data Portal; MARTA

FUTURE PLANS AND PROJECTS

The following transportation improvements are planned in the station area as a part of the RTP, and described in greater detail in the Corridor Area Existing Conditions Chapter:

- I-20 East Managed Lanes: This project, in the long range plan, would construct one managed lane in each direction of travel on I-20 east of I-285.
- I-20 East Movable Barrier Zipper Lane: The existing typical section along I-20 between Columbia Drive and Panola Road consists of three 12-foot through lanes in each direction. The project will construct a 2-foot Zipper barrier at the inside edge of the second lane. The proposed typical section in the off-peak direction would consist of a minimum of two travel lanes. The first travel lane will be 12 feet wide. The proposed typical section along the peak direction consists of a minimum of four travel lanes. Three of the four travel lanes will match the existing configurations. The fourth travel lane will consist of the lane that is converted from the off-peak direction to travel in the peak direction.
- I-20 East Interchange Improvements at Panola Road: This project is programmed in ARC's 2016–2021 TIP. It is expected to be constructed 2024–2030. This is an interchange rehabilitation project on Panola Road between Fairington Road to Snapfinger Woods Drive including the I-20 interchange. This project includes reconstructing the existing bridge. The project will have two bike lanes—three travel lanes per direction—and two turn lanes per direction of travel, totaling 10 motor vehicle travel lanes and two lanes for people cycling.
- Panola Road Segment 2 Operation Improvement: This segment of Panola Road is from Snapfinger Woods Drive to US 278 (Covington Highway). This project is programmed in ARC's 2016-2021 TIP and expected to be completed by 2019/2020.

- Panola Road Segment 4 Operations Improvement: This segment of Panola Road is between Snapfinger Woods Drive and SR 12 (Covington Highway). Design phase will also include an access managed plan. It is listed in ARC's *Long Range RTP*.

Additionally, *DeKalb County's 2014 Transportation Plan* identified the following recommendations and projects within the station area to address transportation needs and priorities for the county.

- Panola Road/Fairington Road ATMS: This project will convert existing signals to Ethernet from south of Covington Highway to Thompson Mill Road. The improvements are estimated at approximately \$32,000 and are prioritized as a Tier 2B project that will be funded when new revenues are generated.
- Panola Road Multimodal Corridor Improvements (Snapfinger Woods Drive to Covington Highway): This project will include operational improvements including the conversion of the existing two-lane road to incorporate two lanes with a center turn lane, bicycle lanes, and sidewalks. The project is estimated at \$21 million and is prioritized as a Tier 3 project.
- Panola Road Widening (Browns Mill Road to Thompson Mill Road) - Right of Way: This project includes the preliminary engineering and right-of-way (Phase I) for widening the existing roadway from 2 to 4 lanes while incorporating access/mobility improvements, including bicycle lanes and pedestrian features, as well as intersection improvements as appropriate. The project is estimated at \$3 million and is prioritized as a Tier 1 project.
- Panola Road Multimodal Corridor Improvements (Thompson Mill Road to Fairington Road): The project will widen the existing roadway from 4 to 6 lanes and incorporate access/mobility improvements, including bicycle lanes and pedestrian features, as well as intersection improvements as appropriate. The project is estimated at \$17 million and is prioritized as a Tier 2C project.

- o Panola Road Widening (Browns Mill Road to Thompson Mill Road) – Construction: This project will begin construction (Phase II) to widen the existing 2-lane roadway to 4 lanes and incorporate access/mobility improvements, including bicycle lanes and pedestrian features, as well as intersection improvements as appropriate. The project is estimated at \$19 million and is prioritized as a Tier 2A project.

4.4.3 PRIOR STUDIES, PLANNED DEVELOPMENTS, AND INVESTMENTS

DeKalb County's 2035 Comprehensive Plan recognizes the area around Panola Road interchange with I-20 East as an employment center with characteristics of a town center. The plan recommends conducting a market study for the Panola Road area to examine ways to maximize its economic potential.

Table 4-6: Panola Road Station Area Future Land use

FUTURE LAND USE	PERCENTAGE SHARE WITHIN ½ MILE
Conservation/Green Space	3.0%
Highway Corridor	0.3%
Suburban	7.7%
Light Industrial	47.3%
Town Center	41.6%

Source: *DeKalb County 2035 Comprehensive Plan*

Most of the station area is planned to have a combination of light industrial and town center character areas. These two land uses cover about 89 percent of the station area. The light industrial character area identifies areas appropriate for industrial uses while preserving appeal and appearance of surrounding residential or commercial uses. Light

industrial uses include activities that do not generate excessive nuisance characteristics such as noise, vibration, or air pollution among others.

The town center character area promotes concentration of residential and commercial mixed-use developments to serve many communities and act as a catalyst in reducing automobile travel, improve walkability and increase transit use. The town center character area includes a multitude of land uses such as general retail, commercial, offices, high-density residential and pedestrian accessible parks and open spaces. The core of a town center can have a density as high as 60 dwelling units per acre.

The Comprehensive Plan recognizes a small part of the station area in southwest as suburban. The Comprehensive Plan also notes the area near Panthers Branch, a minor perennial stream as conservation/open space

ARC's UGPM notes that the area near Panola Road interchange on I-20 is a community activity center. Community activity centers are similar to regional centers, but are smaller in scale. These centers attract people from surrounding communities for mix of uses such as employment, retail, and entertainment. The UGPM also notes that these centers need good connections with a regional transportation network and transit service. The UGPM recognizes parts of the area around Panola Road Station as a developing or established suburb. Established suburbs are generally areas of residential development that occurred after 1970 to around 1995, and developing suburbs are areas that were constructed from around 1995 to today. The UGPM also notes that the area around Panola Road Station is already urbanized.

4.5 LITHONIA INDUSTRIAL BOULEVARD

The proposed Lithonia Industrial Boulevard station is located south of I-20, at the terminus of Lithonia Industrial Boulevard. To the north of I-20, the station area is home to residential neighborhoods with some retail and commercial destinations along Lithonia Industrial Boulevard. Commercial/Industrial parks have not found much success in the northern parts of the Station Area. To the south of I-20, the station area consists primarily of undeveloped land and the 25,000-member New Birth Missionary Baptist Church. The proposed extension of Lithonia Industrial Boulevard to the south is likely to improve access to and around this proposed station location.

4.5.1 BUILT ENVIRONMENT

LAND USE

Lithonia Industrial Boulevard Station Area is in City of Stonecrest. DeKalb County adopted its 2035 Comprehensive Plan in 2016. The Comprehensive Plan illustrates existing as well as future land use in unincorporated DeKalb County as well as that in City of Stonecrest. The majority of Lithonia Industrial Boulevard Station Area is considered institutional (45%) due to the New Birth Missionary Baptist Church located just to the south of the station. Surrounded by wooded undeveloped land, the church and its surrounding parking lots are accessed through a single entrance along Woodrow Road. To the east of the Church, low-density, single family homes sit along smaller local roads including Stewart Lake Court, East Glen Road, and Woodrow Road that feed into the north-south running Evans Mill Road. Evans Mill Road is fronted by residential, as well as some retail and community uses including hotels, learning centers, and educational institutions.

The area just to the north of I-20 and south of Chupp Road is classified as a Highway Corridor (18%). This corridor contains a mix of uses including retail and commercial, industrial, and residential. To the west of Lithonia Industrial Boulevard, the Highway Corridor includes a laundry, cemetery,





and self-storage unit, while to the east, there is a variety of residential and industrial uses. The residential areas include multi-family apartment complexes, like the Oaks at Stonecrest, which can be accessed from Evans Mill Road. Many parcels to the north of I-20 are undeveloped or vacant and provide opportunities for future development.

To the north of the Highway Corridor, the Station Area contains residential communities, as well as a Commercial Redevelopment Corridor along Lithonia Industrial Boulevard. Most of the residential consists of low-density single-family homes or apartment complexes including Windward Forest, and Arbor Crossings Apartments. Station area land use and community resources can be found in Figure 4-9.

ZONING

The Station Area contains a mix of zoning including industrial, residential, office, and multi-zone with the New Birth Missionary Baptist Church and surrounding area zoned as multi-zone. Multi-zone areas are about 36 percent of the station area. About 42 percent of the station area is zoned

Table 4-7: Lithonia Industrial Boulevard Station Area Zoning

ZONING	DESCRIPTION	PERCENTAGE SHARE WITHIN ½ MILE
M	Light Industrial	19.0%
MR-1	Medium Density Residential - 1	8.0%
MZ	MultiZone	36.0%
OD	Office - Distribution	2.0%
OI	Office - Institutional	2.0%
R-100	Residential Medium Lot	30.0%
R-75	Residential Medium Lot	3.0%
RSM	Small Lot Residential Mix	1.0%

Source: DeKalb County GIS

residential, 33 percent of which is zoned as residential with medium lots. Areas along Lithonia Industrial Boulevard and Chupp Road north of I-20 East are zoned as light industrial, which accounts for about 19 percent of the station area.

Apart from residential areas in north-western and south-eastern parts of the station area, most of the station area comes under Stonecrest Overlay Districts - Tier 2, Tier 4 and Mixed or Partial Tier. Tier 2 of Stonecrest Overlay District indicates a mid-rise mixed use zone (maximum height of 10 stories and FAR not to exceed 4, including FAR bonus) while Tier 4 of the overlay includes transitional mixed use zone (maximum height of 5 stories and FAR not to exceed 3, including FAR bonus). Northern parts of station area along I-20 are in Tier 2 of the overlay district. Parts of station area around the proposed station location are in Tier 4 or Mixed or Partial Tier.

OWNERSHIP

All parcels within the Station Area are privately owned, with the exception of a parcel owned by the GDOT just to the south of I-20 west of Evans Mill Road.

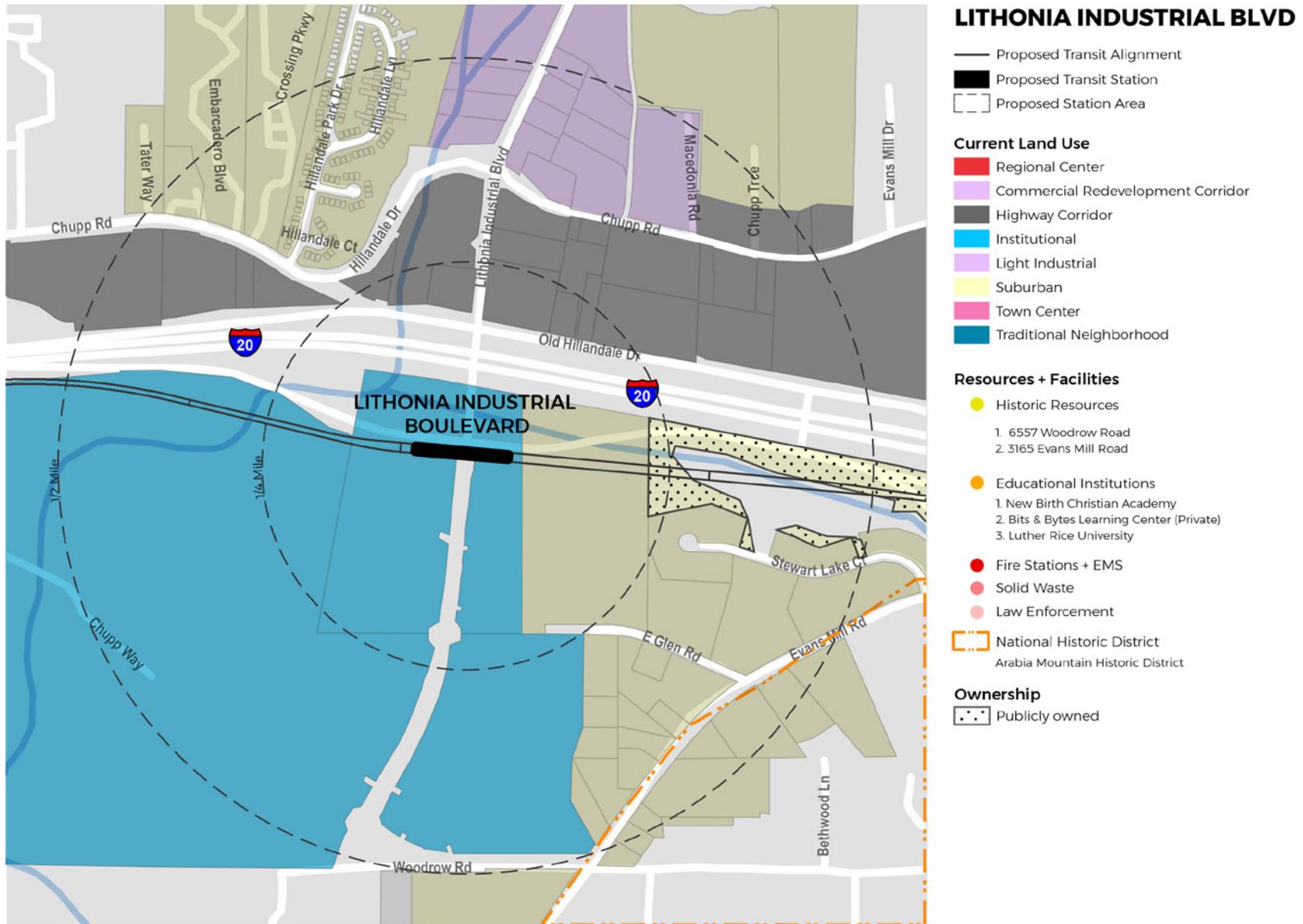


Figure 4-9: Lithonia Industrial Boulevard Land Use and Community Resources

Source: DeKalb County GIS; ARC Open Data Portal

RESOURCES

The Station Area is home to three educational institutions. Bits and Bytes Learning Center and Luther Rice University both sit along Evans Mill Road, while the New Birth Christian Academy sits within the Church's campus. Additionally, the Station Area contains the following historic resources:

- Craftsman style Single dwelling (single living unit) at 6557 Woodrow Road. Constructed in 1939.
- Craftsman style Single dwelling (single living unit) at 3165 Evans Mill Road. Constructed in 1940.

The Station Area also includes a portion of a National Historic District. The Arabia Mountain Historic District is in the southeastern portion of the Station Area, to the west of Evans Mill Road. The district ensures the conservation and preservation of the area around Arabia Mountain including the greenspace, ecosystem, and historic buildings. The preserve is a resource for the community, providing recreational space, bike paths, and programming.

4.5.2 MULTI-MODAL CONNECTIVITY

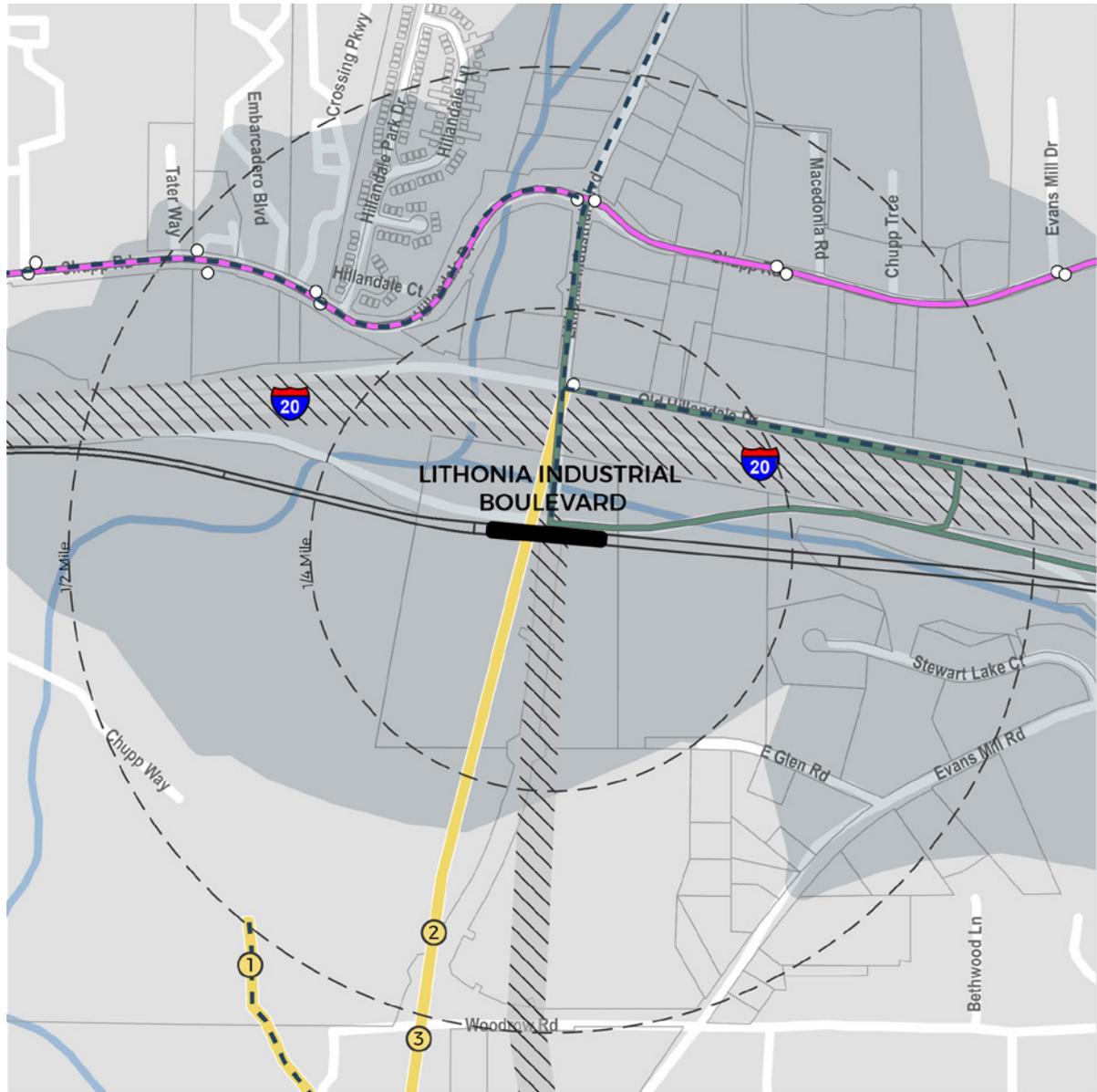
The proposed Lithonia Industrial Boulevard will be situated along the I-20 access road at the southern terminus of Lithonia Industrial Boulevard. To the south of the interstate, there is a limited roadway network due to large parcel and building sizes, in particular the New Birth Christian Academy. Smaller, local roads feed into Evans Mill Road which serves as the main north-south roadway and provides access across I-20. To the north, Lithonia Industrial Boulevard is the main roadway providing north-south access. Chupp road provides the main east-west connectivity across Lithonia Industrial Boulevard and serves as a collector for more local roads. Existing and planned multimodal connectivity within the station area is illustrated in Figure 4-10.

TRANSIT

The Station Area contains the following transit routes:

- MARTA 86 - Fairington Rd/McAfee Road: This route operates between Kensington Station and Mall at Stonecrest. This route also serves Snapfinger Elementary School, DeKalb Medical Center at Hillandale, GRTA PNR lot at Panola Rd. This route operates every 20-25 minutes.
- MARTA 111 - Snapfinger Woods Dr/Stonecrest: Indian Creek to Stonecrest Mall. This route also serves DeKalb Medical Center, Alice Williams Towers. This route operates every 20-40 minutes depending on time of day.
- Station Area is covered by MARTA's paratransit service

MARTA 86 runs east-west along Chupp Road and Old Hallandale Road, connected by north-south access along Lithonia Industrial Boulevard. Marta 111 runs east-west along Chupp Road. The main roadways in the area including I-20, Lithonia Industrial Boulevard, and Chupp road are all serviced,



LITHONIA INDUSTRIAL BLVD

- Proposed Transit Alignment
- Proposed Transit Station
- Proposed Station Area

Bicycle Priority Network

- Bicycle Priority Network

Pedestrian Priority Areas

- ▨ Pedestrian Priority Areas

Bike-Ped Activity Centers

- Bike-Ped Activity Centers

Transit

- MARTA 111
- MARTA 86
- Transit Stops

Regional Transportation Plan

- ▨ Regional Transportation Plan

DeKalb CTP - Proposed Projects

- ① Arabia Mountain Trail - PATH Phase II
- ② Lithonia Industrial Boulevard Extension Phase II
- ③ Lithonia Industrial Boulevard Extension Phase IV

Figure 4-10: Lithonia Industrial Boulevard Station Area Multimodal Connectivity

Source: DeKalb County Comprehensive Transportation Plan (2014); DeKalb County GIS; ARC Open Data Portal; MARTA

BICYCLE AND PEDESTRIAN NETWORK

The Station Area contains limited resources for safe and connected bicycle and pedestrian access. Apart from sidewalks along portions of Lithonia Industrial Boulevard, most major roads do not have sidewalks. While bicycles can use all non-interstate roads in the area, there are no separate bike lanes.

Much of the Station Area is specified as a Bike-Ped Activity Center by the ARC's UGPM. Lithonia Industrial Boulevard and Chupp Road to the west of Lithonia Industrial Boulevard have been designated as a bicycle priority network. These designations represent a priority for future facilities and improvements, but do not currently have specific projects or plans in place.

FUTURE PLANS AND PROJECTS

The following transportation improvements are planned in the station area as a part of the RTP, and described in great detail in the Corridor Area Existing Conditions Chapter.

- I-20 East Managed Lanes: This project, in the long range plan, would construct one managed lane in each direction of travel on I-20 east of I-285
- Extend Lithonia Industrial Boulevard south of Hillandale Drive: The project was planned to add four 12-foot-wide lanes divided by a 20-foot raised grassed median from Hillandale Drive to Woodrow Road. Adding Sidewalk/trails on either side was also a part of this project. This project was completed in 2017.
- Extend Lithonia Industrial Boulevard south of Woodrow Road to Evans Mill Road: This is a long range, the project is expected to be completed sometime between 2024 and 2030. The proposed roadway would consist of four 12-foot-wide lanes divided by a 20-foot raised grassed median. The eastern side of the proposed roadway would have a 5-foot-wide sidewalk, while the western side would have a 10-foot-wide trail from Rock Springs Road to Woodrow Road. The proposed 10-foot-wide trail from Rock Springs Road to Woodrow Road would tie into to a proposed future Arabia Mountain PATH (multi-use) trail in the area, which would connect Turner Hill Road and Stonecrest Mall to the east with the New Birth Missionary Baptist Church to the west and would use several existing roads in the project area. As part of the proposed project, Evans Mill Road would be realigned from just south of its existing intersection with Rockview Way approximately 600 feet westward to a new T-intersection with the proposed Lithonia Industrial Boulevard extension. This realigned section of Evans Mill Road would consist of two travel lanes, one in each direction, and an exclusive left-turn lane onto the Lithonia Industrial Boulevard extension and 12-foot-wide shoulders, including 5-foot sidewalks and 30-inch curb and gutter

on both sides of the roadway. All existing driveway access along Evans Mill Road would be maintained.

Additionally, *DeKalb County's 2014 Transportation Plan* identified the following recommendations and projects within the Station Area to address transportation needs and priorities for the county.

- Lithonia Industrial Boulevard Extension - Phase III (Hillandale Dr to Woodrow Rd): Included in ARC's TIP (DK-328A), this project extends 4-lanes of Lithonia Industrial Boulevard for .62 miles south of Hillandale Drive to Woodrow Road. Estimated at \$9.6M, this project is prioritized a Tier 1 project.
- Lithonia Industrial Boulevard Extension - Phase IV (Woodrow Rd to Evans Mill Rd): Included in ARC's TIP (DK-328B), this project extends 4 lanes of Lithonia Industrial Boulevard south for .57 miles from Woodrow Road to Evans Mill Road. Estimated at \$5M, this project is prioritized as a Tier 3 project.
- Arabia Mountain Trail - PATH - Phase II (Joel's Lake to Arabia Mt Nature Preserve/ Vaughters Farm): This project would expand the PATH Foundation trail system approximately 1.7 miles from Joel's Lake to Arabia Mountain Natural Preserve/Vaughters Farm. The project assumes a multiuse path, however, a detailed corridor study will be needed to determine recommended improvements. The trail is estimated at over \$2.6M and is prioritized as a Tier 3 project that will be funded when new revenues are generated.

4.5.3 PRIOR STUDIES, PLANNED DEVELOPMENTS, AND INVESTMENTS

DeKalb County's 2035 Comprehensive Plan recognizes most of the station area as Suburban in the future land use plan. Areas around natural resources such as Pole Bridge Creek are planned to be Conservation/Green Space areas, accounting for about 14 percent of the station area. Parts of station area north of I-20 are planned to have characteristics of a Highway Corridor. Highway Corridor includes uses such as mixed use, retail and commercial.

The *ARC's UGPM* recognizes parts of the area around Lithonia Industrial Boulevard Station as a Developing or Established Suburb. Established Suburbs are generally areas of residential development that occurred after 1970 to around 1995 and Developing Suburbs are areas that were constructed from around 1995 to today. The UGPM also notes that area around Lithonia Industrial Boulevard Station is already urbanized.

Table 4-8: Lithonia Industrial Boulevard Station Area Future Land Use

FUTURE LAND USE	PERCENT SHARE WITHIN ½ MILE
Conservation/Green Space	13.9%
Highway Corridor	16.3%
Institutional	12.4%
Suburban	57.4%

Source: *DeKalb County 2035 Comprehensive Plan*

4.6 MALL AT STONECREST

The proposed Mall at Stonecrest Station would be the last station along the I-20 extension, which would terminate at the Mall at Stonecrest. The Station Area is considered an employment center due to the Mall at Stonecrest and surrounding retail and commercial storefronts. Mall of Stonecrest opened in 2001 with total retail floor area of over a million square feet. Mall at Stonecrest has been reported to have some issues with its performance and debt. Recently, Sears announced that their outlet in the mall will close in early 2018. Large parcels of undeveloped and unoccupied land to the west of the Mall represent opportunities for future growth and development. The Station Area also contains residential areas consisting mostly of low-density, single family homes or apartment complexes. The station would serve the existing retail and residential in the area, as well as support potential new development opportunities in the Station Area.

4.6.1 STATION AREA CONTEXT

LAND USE

The Mall at Stonecrest Station Area, south of I-20, is in City of Stonecrest. Most of the Station Area north of I-20 is in unincorporated DeKalb County, but a small section of the Station Area north-west of the proposed station location is in City of Lithonia. According to the *DeKalb County 2035 Comprehensive Plan*, the Station Area is considered a regional center (85%). The Mall at Stonecrest occupies much of the Station Area to the south of I-20 and is a major employment and retail center in the region. The Mall, and its surrounding parking lots, are encircled and accessed by Mall Ring Road. Additional retail and commercial storefronts surround the mall to the east and south. To the west of the mall, there are a few additional commercial opportunities, including a Hilton Inn just south of I-20 and car dealerships that front Mall Parkway, however, much of the land to the north of Mall Parkway is largely undeveloped or vacant. Additionally, there is a residential community consisting of dense, multi-family apartments, Providence Apartments, that sits off Klondike Road.





To the north of I-20, the Station Area is classified a mix of Regional Center and Suburban. The area west of Cagle Street and north of Swift Street is made up of a low-density, single-family homes along local roads. Additional commercial buildings line Covington Highway including a U-haul dealer, a self-storage unit, car rental companies, and a gas station. Station area land use and community resources can be found in Figure 4-11.

ZONING

The Regional Center area of the Station Area contains both residential and commercially zoned parcels. Overall, over 67% of the Station Area is zoned as local or general commercial, with the remaining parcels mostly zoned as residential. The unoccupied and undeveloped land to the south of I-20 is zoned for C-1 local commercial.

Table 4-4: Mall at Stonecrest Station Area Zoning

ZONING	DESCRIPTION	PERCENT SHARE WITHIN ½ MILE
C-1	Local Commercial	66.2%
C-2	General Commercial	0.9%
M	Light Industrial	0.3%
MR-1	Medium Density Residential - 1	8.5%
MR-2	Medium Density Residential - 2	0.1%
R-100	Residential Medium Lot	1.0%
R-60	Residential Small Lot	3.3%
R-75	Residential Medium Lot	15.1%
R-85	Residential Medium Lot	4.5%
RE	Residential Estate	0.2%

Source: DeKalb County GIS

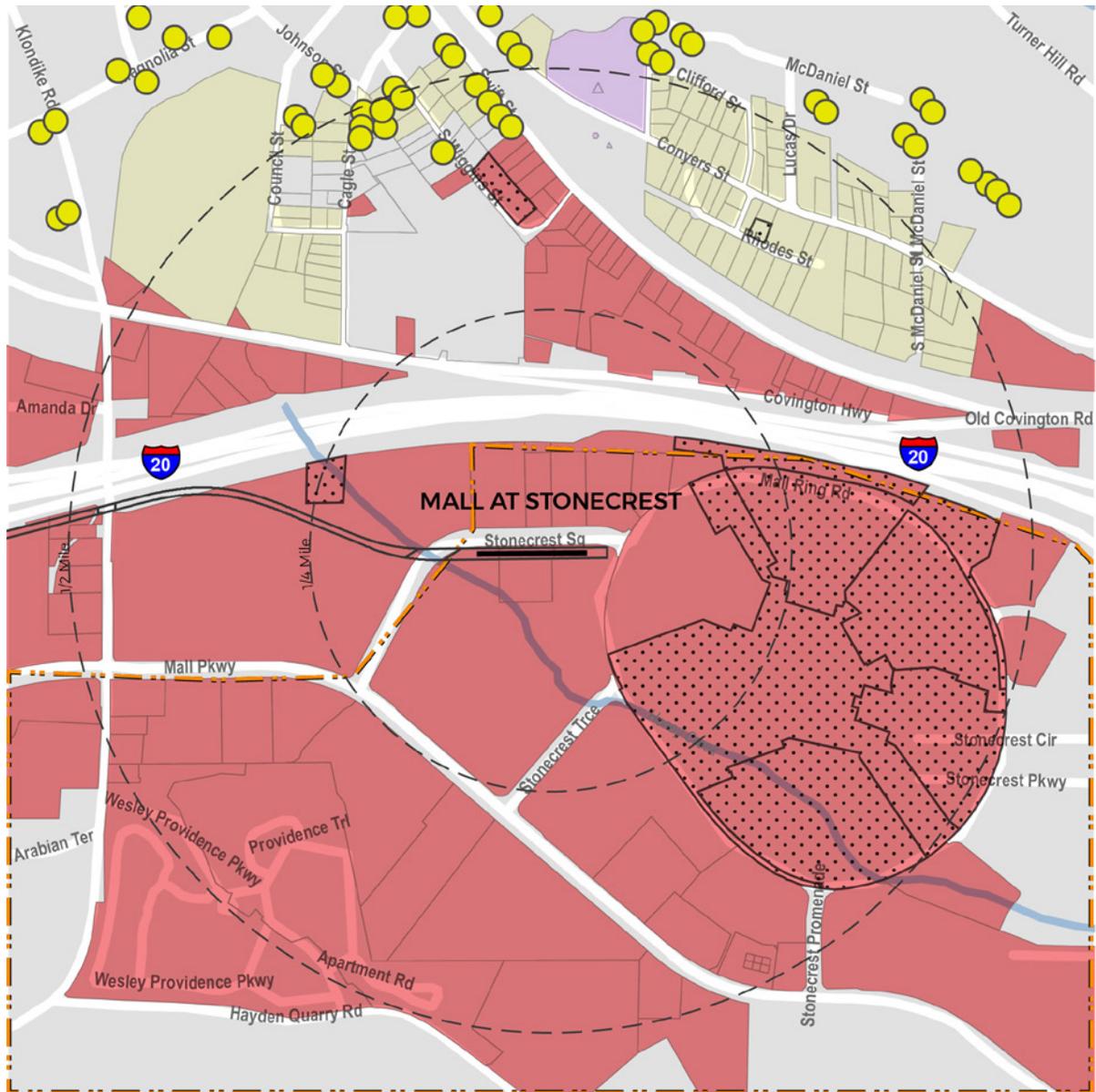
Most of the station area, apart from a suburban area in north-east section of the Station Area, is covered by the Stonecrest Overlay District. Mall at Stonecrest and areas along I-20 East south of the interstate are in Tier I of the overlay district. Areas farther from the Mall at Stonecrest are in Tiers II and III of the overlay district. Tier I of the Stonecrest Overlay District suggests a high-rise mixed use zone (no specific limit on number of stories and FAR not to exceed 6, including FAR bonus). Tier II of Stonecrest Overlay District indicates a mid-rise mixed use zone (maximum height of 10 stories and FAR not to exceed 4, including FAR bonus) while Tier III of the overlay includes low-rise mixed use zone (maximum height of 3 stories and FAR not to exceed 2, including FAR bonus).

OWNERSHIP

Most of the parcels within the Station Area are privately owned. DeKalb County owns some additional parcels including undeveloped properties on Rhodes Street and a parcel fronting I-20 to the south, as well as a vacant residential building on S. Wiggins Street. Additionally, the Mall at Stonecrest and surrounding parking lots are owned by the Development Authority of DeKalb.

RESOURCES

Most of the Station Area to the south of I-20 is classified as the Arabia Mountain Heritage Area and Arabia Mountain Historic District. These districts ensure the conservation and preservation of the area around Arabia Mountain including the greenspace, ecosystem, and historic buildings. The preserve is a resource for the community, providing recreational space, bike paths, and programming. Additionally, the northern portion of the Station Area, including Covington Highway, Conyers Street, Swift Street, Cagle Street, and Johnson Street, contains numerous buildings and homes recognized at the city and state level for their historic character. Following is a list of historic resources and markers around the station area:



MALL AT STONECREST

- Proposed Transit Alignment
 - Proposed Transit Station
 - Proposed Station Area
- Current Land Use**
- Regional Center
 - Commercial Redevelopment Corridor
 - Highway Corridor
 - Institutional
 - Light Industrial
 - Suburban
 - Town Center
 - Traditional Neighborhood
- Resources + Facilities**
- Historic Resources
 - National Historic District
Arabia Mountain Historic District
- Ownership**
- Publicly owned

Figure 4-11: Mall at Stonecrest Land Use and Community Resources

Source: DeKalb County GIS; ARC Open Data Portal

- Craftsman style Single dwelling (single living unit) at 6557 Woodrow Road. Constructed in 1939.
- Craftsman style Single dwelling (single living unit) at 3165 Evans Mill Road. Constructed in 1940.
- Single dwelling (single living unit) at 7693 Covington Highway. Constructed in 1944.
- Single dwelling (single living unit) at 2726 Council Street. Constructed in 1930.
- Craftsman style Single dwelling (single living unit) at 2718 Cagle Street. Constructed in 1920.
- Single dwelling (single living unit) at 7183 Swift Street. Constructed in 1900.
- Single dwelling (single living unit) at 7072 Conyers Street. Constructed in 1920.
- Single dwelling (single living unit) at 7522 Conyers Street. Constructed in 1920.
- Single dwelling (single living unit) at 7516 Conyers Street. Constructed in 1920.
- Single dwelling (single living unit) at 7600 Conyers Street. Constructed in 1920.
- Single dwelling (single living unit) at 7636 Conyers Street. Constructed in 1904.
- Single dwelling (single living unit) at 7244 North McDaniel Street. Constructed in 1920.
- Single dwelling (single living unit) at 7618 Conyers Street. Constructed in 1920.
- Single dwelling (single living unit) at 7688 Conyers Street. Constructed in 1920.
- Store - specialty store/shop at 7111 Swift Street. Constructed in 1921.
- Single dwelling (single living unit) at 7133 Swift Street. Constructed in 1890.
- Single dwelling (single living unit) at 7139 Swift Street. Constructed in 1890.
- Single dwelling (single living unit) at 7155 Swift Street. Constructed in 1890.
- Single dwelling (single living unit) at 7163 Swift Street. Constructed in 1890.
- Single dwelling (single living unit) at 7171 Swift Street. Constructed in 1890.
- Single dwelling (single living unit) at 7177 Swift Street. Constructed in 1890.
- Single dwelling (single living unit) at 2635 Cagle Street. Constructed in 1890.
- Single dwelling (single living unit) at 2661 Wiggins Street. Constructed in 1910.
- Single dwelling (single living unit) at 2667 Wiggins Street. Constructed in 1910.
- Single dwelling (single living unit) at 2695 Wiggins Street. Constructed in 1930.
- Single dwelling (single living unit) at 2674 Cagle Street. Constructed in 1910.
- Single dwelling (single living unit) at 2686 Cagle Street. Constructed in 1910.
- Single dwelling (single living unit) at 2690 Cagle Street. Constructed in 1910.
- Single dwelling (single living unit) at 2689 Johnson Street. Constructed in 1890.
- Folk Victorian style Single dwelling (single living unit) at 2671 Johnson Street. Constructed in 1890.

- o Single dwelling (single living unit) at 2637 Johnson Street. Constructed in 1890.
- o Queen Anne style Single dwelling (single living unit) at 2644 Johnson Street. Constructed in 1890.
- o Neoclassical Revival Style Single dwelling (single living unit) at 2644 Johnson Street. Constructed in 1890.
- o Single dwelling (single living unit) at 2633 Council Street. Constructed in 1900.
- o Single dwelling (single living unit) at 6901 Magnolia Street. Constructed in 1890.
- o Single dwelling (single living unit) at 6884 Magnolia Street. Constructed in 1890.
- o Single dwelling (single living unit) at 6865 Magnolia Street. Constructed in 1930.
- o Single dwelling (single living unit) at 6850 Magnolia Street. Constructed in 1920.
- o Single dwelling (single living unit) at 6863 Robinson Street. Constructed in 1890.
- o Single dwelling (single living unit) at 7514 Conyers Street. Constructed in 1890.
- o Craftsman style Single dwelling (single living unit) at 7526 Conyers Street. Constructed in 1890.
- o Religious Facility at 2687 Klondike Road. Constructed in 1929.

4.6.2 MULTI-MODAL CONNECTIVITY

The proposed Mall at Stonecrest station will be situated just east of and connecting to the Mall at Stonecrest south of I-20. South of I-20, Mall Parkway connects to Evans Mill Road in the west and Turner Hill Road in the east. Hayden Quarry Drive runs roughly parallel to Mall Parkway between these two arterials south of the station area. Existing and planned multimodal connectivity within the station area is illustrated in Figure 4-12.

TRANSIT

The Station Area contains the following transit routes:

- o MARTA 86 - Fairington Rd/McAfee Road: This route operates between Kensington Station and Mall at Stonecrest. This route also serves Snapfinger Elementary School, DeKalb Medical Center at Hillandale, GRTA PNR lot at Panola Rd. This route operates every 20-25 minutes.
- o MARTA 111 - Snapfinger Woods Dr/Stonecrest: Indian Creek to Stonecrest Mall. This route also serves DeKalb Medical Center, Alice Williams Towers. This route operates every 20-40 minutes depending on time of day.
- o MARTA 116 - Redan Road/Stonecrest: This route operates between Indian Creek Station and Mall at Stonecrest, every 15 to 30 minutes depending on time of day. This Route also serves Redan Village, Crow's Crossing, Hairston Crossing Branch Public Library, Redan high School, and East DeKalb Health Center.
- o Station Area is covered by MARTA's paratransit service

MARTA 86, MARTA 111, and MARTA 116 all run east-west along Mall Parkway and provide access to the Mall at Stonecrest. However, north-south transit options are limited. The Station Area is connected with the nearest major transit stations such as Indian Creek and Kensington, however, those stations are more than 10 miles away from the Mall at Stonecrest station area and absence of premium transit service limits access to regional business centers.

BICYCLE AND PEDESTRIAN NETWORK

The Station Area contains limited resources for safe pedestrian and cyclist access and connectivity. Klondike Road provides north-south connectivity to pedestrians and bicycles and the Arabia Mountain Trail connects the Mall at Stonecrest with the Arabia Mountain National Heritage Area. However, I-20 runs through the center of the Station Area and limits north-south access. Additionally, the Mall at Stonecrest and surrounding parking lots encourage vehicular access and lacks bicycle and pedestrian infrastructure. Overall, while there is some local sidewalk connectivity, the scale of development and parking priority in the Station Area provide a challenge in making this area truly walkable.

Moving forward, much of the Station Area is specified as a Bike-Ped Activity Center by the ARC UGPM. Mall Parkway, Klondike Road, and Covington Highway have been designated as a bicycle priority network. These designations, however, represent a priority for future facilities and improvements and do not currently have specific projects or plans in place.

FUTURE PLANS AND PROJECTS

The following transportation improvements are planned in the station area as a part of the RTP, and described in greater detail in the Corridor Area Existing Conditions Report:

- I-20 East Managed Lanes: This project, in the long range plan, would construct one managed lane in each direction of travel on I-20 east of I-285
- Old Covington Highway Widening: This project would widen the existing Old Covington highway from 2 lanes to 4 lanes between Evans Mill Road and Sigman Road. This project is included in the long-range plan and expected to be constructed between 2024 and 2030.

Additionally, *DeKalb County's 2014 Transportation Plan* identified the following recommendations and projects within the Station Area to address transportation needs and priorities for the county.

- Heritage Corridor Study: This multimodal corridor study will consider roadway, bike, and pedestrian improvements to connect Stone Mountain and Lithonia downtowns. The approximately 12 mile study is prioritized a Tier 1 project.
- Covington Highway Multimodal Corridor Improvements - Phase I (Evans Mill Rd to Sigman Rd): The improvements will widen the roadway from 2 to 4 lanes including a center turn lane from Evans Mill Rd in DeKalb County to Sigman Rd in Rockdale County with a median treatment with bicycle and pedestrian improvements. Running approximately 2.65 miles, the project is estimated at approximately \$9M and prioritized a Tier 1 project. The project is also featured in ARC's long range plan (DK-030) and is expected to be completed between 2024-2030.

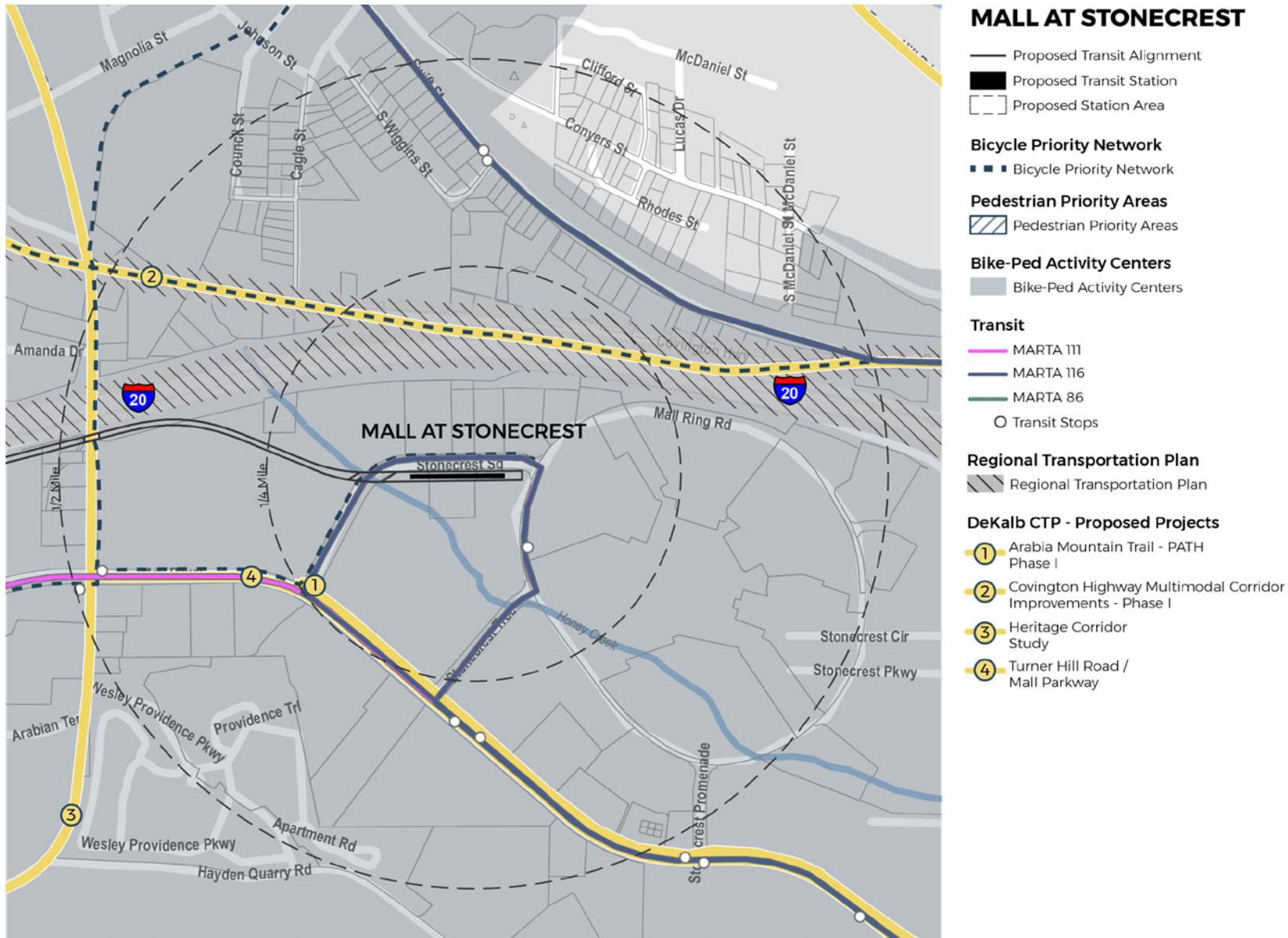


Figure 4-12: Mall at Stonecrest Station Area Multimodal Connectivity

Source: DeKalb County Comprehensive Transportation Plan (2014); DeKalb County GIS; ARC Open Data Portal; MARTA

- Turner Hill Road/Mall Parkway ATMS (Klondike Rd to Rock Chapel Rd/ Union Grove Rd): This project will Install fiber optic interconnect, convert signals to Ethernet, and install fiber optic link to library. Running 3.55 miles, the project is prioritized in Tier 2B.
- Arabia Mountain Trail - PATH - Phase I (Klondike Rd to Stonecrest Sq): The project will expand the PATH Foundation trail system approximately 5 miles from Kondike Road to Stonecrest Square. The project assumes a multiuse path, however, a detailed corridor study will be needed to determine recommended improvements. The trail is estimated at over \$6.6M and is prioritized a Tier 3 project that will be funded when new revenues are generated.

4.6.3 PRIOR STUDIES, PLANNED DEVELOPMENTS, AND INVESTMENTS

DeKalb County's 2035 Comprehensive Plan indicates that most of the station area is planned to remain a Regional Activity Center. Regional Activity Center is intended to encourage concentration of regional serving activities to a centralized location that allow for a variety of uses such as regional commercial, office, employment areas, high density residential and higher-education facilities. The concentration of various land uses with high intensity is intended to result in reducing automobile travel, promoting walkability and increased transit usage. Northern parts of the Station Area, north of I-20, are planned to be suburban. Area north of I-20 will also have small areas of agricultural land use, accounting for about 3.5 percent of the station area. Area around natural resources such as Honey Creek, a major perennial stream, is planned to be Conservation/Greenspace.

Table 4-9: Mall at Stonecrest Station Area Future Land Use

FUTURE LAND USE	PERCENT SHARE WITHIN ½ MILE
Agriculture Area	3.5%
Conservation/Greenspace Area	4.1%
Regional Activity Center	78.4%
Suburban	14.1%

Source: *DeKalb County 2035 Comprehensive Plan*

The following studies have been completed for area near Mall at Stonecrest Station:

- UGPM: The UGPM notes that area near Mall at Stonecrest is a Community Activity Center from regional perspective. Community Activity Centers are similar to Regional Centers, but are smaller in scale. These centers attract people from surrounding communities for mix of uses such as employment, Retail and Entertainment. The UGPM also notes that these centers need good connections with regional transportation network and transit service. The UGPM recognizes parts of the area around Mall at Stonecrest Station as a Developing Suburb. Developing Suburbs are areas that were constructed from around 1995 to today. The UGPM also notes that area around Mall at Stonecrest Station is already urbanized.

An LCI study was completed for Mall at Stonecrest Station Area in 2013. The following table summarizes recommendations from the LCI study:

Table 4-10: Summary Of The Livable Centers Initiative (LCI) Mall at Stonecrest Study Recommendations

RECOMMENDATIONS	NOTES
Land Use	<ul style="list-style-type: none"> ○ Develop 3 character areas/Nodes: ○ Stonecrest Lifestyle Center Entertainment Node, ○ Suburban Village Node at Turner Hill Rd and Rockland Rd, ○ Rural Historic Village Node at Pluckett Rd and Rockland Rd
Stonecrest Lifestyle Center Entertainment Node timeline	<ul style="list-style-type: none"> ○ 2017: Lifestyle Center and Park & Ride Trail Head; ○ 2022: Mixed-use adjacent to Lifestyle Center and Amphitheater; ○ 2027: Conference Center; Corporate Office, Multi-cultural Community Center, Theater and Marketplace; ○ 2032: Relocate Sports Fields, expand Mixed-use and add Corporate office; ○ 2037: Corporate Office, MARTA Plaza with Mixed-use and Shared Parking Deck; ○ 2042: Magnet performing Arts High School and Residential Development
Zoning - Overlay District	<ul style="list-style-type: none"> ○ Update overlay districts to align density with market to accelerate development (a concern that higher density might inflate property values); ○ Greenspace preservation and transfer of development rights; ○ Lot size limits in tier V to support Cluster/Village Development; ○ Consider allowing Outdoor Amusement and Recreation uses in Tier I/II; ○ Consider Single family detached housing in Tier III; ○ Street connectivity requirements to promote walkable, pedestrian friendly environments
Zoning - Design Guidelines	<ul style="list-style-type: none"> ○ Develop guidelines for character areas/Nodes; ○ Consider improving signage regulations as per inputs from business owners; ○ Update requirements regarding building finishes and landscaping to better suit businesses
Future Transit	<ul style="list-style-type: none"> ○ Station design to suit surrounding development; ○ Improve street network around station to create a well-connected system for all modes of transportation; ○ Break-up superblock south of Hayden Quarry Rd; ○ Expand Trail System; ○ Streetscape improvement; ○ Turner Hill Bridge Improvements

RECOMMENDATIONS	NOTES
Green Strategies	<ul style="list-style-type: none"> ○ Conservation area buffering the river south of Hayden Quarry Rd; ○ Promote and develop plan for green branding of the area; ○ Trail expansion and access; ○ Compact village nodal development; ○ Energy and energy conservation; ○ Low Impact Development; ○ Promote Green Programs; ○ Orient buildings for energy efficiency
Economic Development	<ul style="list-style-type: none"> ○ Redevelop vacant and underutilized properties near mall into a mixed-use community, focused on a lifestyle center; ○ Develop a trail head/park and ride; ○ National Sports Complex; ○ Regional Conference Center and Amphitheater; ○ Develop a CID; ○ Implement a TAD; ○ Create an Economic, Marketing and Branding campaign; ○ Allow for manufacturing and light industrial uses along I-20

Source: Stonecrest LCI Plan (2013)