



Packet Page -573-

Sandtown Livable Centers Initiative

2014: Five-Year Plan Update

FALL 2014



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I. Evaluation and Appraisal Report

In 2002, the Atlanta regional Commission (ARC) selected Fulton County Department of Environmental and Community Development (E&CD) and the Sandtown Community as a Livable Center Initiative (LCI) recipient. In 2009, E&CD completed and submitted a 5-year plan update, as required by the program. This document offers another update and a 5-year action plan.

The 5-year action will be primarily based on the recently completed Comprehensive Transportation Plan. However, the original Sandtown LCI was built on a variety of studies that included the Sandtown Blueprint, the SR 6 corridor study, the Campbellton Road corridor and the South Fulton Trailnet. Nevertheless, the overall approach of the Sandtown LCI study is to focus on the following four nodes:

- Camp Creek Parkway at Campbellton Road
- Camp Creek Parkway at Enon Road
- Camp Creek Parkway at Butner Road
- Campbellton Road at New Hope Road/Boat Rock Road

The four nodes of focus are considered as vital in the areas of traffic, growth potential and are in keeping with the desires of the local community to have this particular area of the study become more of a walkable community.

A. Land Use Issues

Presented below is an updated review of the land use issues that were identified in the Sandtown LCJ Study. These issues were identified as the result of a number of community outreach exercises, such as community workshops, community questionnaires and an existing conditions analysis. Since the preceding Sandtown LCI update in September of 2009, The Fulton County Comprehensive Plan was updated and adopted in December of 2011, entitled: "The Fulton County 2030 Comprehensive Plan". This Plan added, among other changes and designations, the Character Area definitions/categories of Regional Live Work, Community Live Work, Crossroads Live Work and Industrial Marketplace. Each of these defined character areas impact one or more of the three nodes in the Sandtown LCI Study Area. See the 2030 Comprehensive Plan Map and Character Area Description on the pages, as attached, Appendix 1 and 2, respectively.

Industrial Marketplace (red part of Circle in Appendix 1) was created as part of The Fulton Industrial Redevelopment Initiative, and is located at the LCI Study Area node of Camp Creek and Boat Rock. This Character Area was created to acknowledge the importance of commercial areas to the vitality of industrial corridors, while also preserving the intent of industrial corridors, excluding residential uses. This area designation only allows commercial uses at specific nodes, rather than allowing commercial uses throughout an entire industrial corridor. In addition, A Regional Live Work category was created at this same LCI Study Area, aforementioned, to allow for affordable and high density housing opportunities at this industrial and commercial node. See Appendix 2 for a detailed description of Character Area definitions.

Additionally, a Community Live Work Character Area designation (pink shaded area at the LCI Study Area node of Camp Creek and Campbellton, See Appendix 1) and a Crossroads Live Work character area designation (hashed circle at the LCI Study Area node of Boat Rock and New Hope Roads, See Appendix 1) were both added in the 2030 Comprehensive Plan to allow for small scale retail services at historic and emerging intersections in South Fulton, and medium and high density residential housing, per each area respectively. See Appendix 2 for a detailed description of character area definitions.

a. Lack of Green space & Parks

Study Finding	Update Status
The Sandtown LCI recognized a growing concern on the part of the community regarding the lack of existing greenspace and the concern that with the influx of new development occurring throughout the study area, there would be an even further reduction in the amount of preserved land and greenspace. The LCI study emphasized the importance that areas like parks and recreation facilities be incorporated within community plans. Although no formal land use policy recommendation was made that spoke directly to the lack of greenspace, the intent of this issue was included in a land use policy recommendation under the Site Design category that dealt with the development of large parcels.	The lack of green space and parks has continued to be of concern to the residents of the Sandtown area as well as the remainder of unincorporated South Fulton and Fulton County staff. To address these concerns, Fulton County has made two significant steps forward. First, in April 2004 Fulton County amended the Fulton County Subdivision Regulations to adopt a Conservation Subdivision Ordinance. This voluntary ordinance provides for the permanent protection of a minimum of 40% of the total development acreage with the incentive of a potential density bonus. Second, in late 2007 Fulton County staff engaged in a planning project to create a comprehensive multi-use trail network for unincorporated Fulton County. This project is building on the effort of Community Plans that were adopted in 2003 and the County's Comprehensive Plan that was adopted in 2005. The South Fulton TrailNet Plan was adopted by the Board of Commissioners in 2009. When completed, the trail network will connect parks and important nodes in Sandtown and South Fulton. See Appendix 3- The TrailNet Plan and Map.

b. Lack of Housing Diversity

Study Finding	Update Status
A questionnaire completed during the initial Sandtown LCI study phase identified high density senior housing and single family housing within the \$176,000-\$300,000 price range as two types of housing choices needed throughout the LCI study area. The Sandtown LCI recognized the need for housing diversity but no formal land use policy recommendation was made to address this issue.	In the years that have passed since the completion of the Sandtown LCI, the concern over housing diversity has continued. The concern has focused mainly on the aging population and the lack of senior housing. To address this concern Fulton County amended the Fulton County Zoning Resolution in April 2006 to provide a Senior Housing Use Permit. The Use Permit which must be approved by the Fulton County Board of Commissioners provides an incentive in the form increased density for developments that have at least 80% of the occupied units owned by a person aged 55 or older. To date no developments within the Sandtown LCI study area have applied for or

	been approved for a Senior Housing Use Permit. As a result of the Fulton County 2030 Comprehensive Plan update, Fulton County Government continues to support policies and strategies to provide for greater housing diversity in the LCI study area
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c. Lack of Connectivity

Study Finding	Update Status
The final land use issue identified by the Sandtown LCI was the lack of connectivity not only between existing transportation nodes, but between proposed and existing subdivisions. An analysis of the subdivisions within the study area at the time revealed the overwhelming concentration of cul-de-sac communities that did not allow for as vehicular travel between subdivisions. The Sandtown LCI included a Land Use Policy Recommendation under the category of Streets and Sidewalks that concerned providing connections in new developments.	The Sandtown LCI identified the lack of connectivity as a land use issue but focused solely on vehicular connections. Since the time of the study it has become clear that the land use issue is more appropriately expanded to include pedestrian connectivity between developments. Although a requirement for inter-parcel access has been part of the Fulton County Zoning Resolution since 1993, it has focused strictly on the installation of vehicular connections. Passed in 2009, The South Fulton County Greenway TrailNet is a network of trails that provides alternative transportation routes to parks, schools, shopping centers and community facilities. Its goal is to improve citizen's quality of life and health and to protect and preserve the natural environment. This network with help with connectivity and alternate transportation uses.

B. Land Use Policy Recommendations

The Sandtown LCI recommends that land use policies be put forth to encourage specific guidelines for proposed new developments within the study area. The land use policies proposed comprise two categories: Street & Sidewalk and Site Design. Presented below is an update of Fulton County's implementation status of these recommendations.

A total of 13 new land use policy recommendations were made as part of the Sandtown LCI study, refer to Land Use Policy Recommendations Section in the LCI Study. Since the Adoption of the LCI Study Area and with the adoption of the 2025 Fulton County Comprehensive Plan, and subsequent adoption of the 2030 Comprehensive Plan, Fulton County has continued to implement recommendations to support and promote these Land Use Policy statements, and has been successful in the incorporation of several of them.

Regarding Streets and Sidewalk Recommendations:

Strategies that promote inter-parcel connectivity and transportation through-ways have been achieved by the subsequent adoptions of the 2025 and the 2030 Comprehensive Plans and, through revisions to the Subdivision Regulations, regarding inter-parcel access for both vehicular and pedestrian connections and by limiting the use of cul-de-sacs when natural conditions do not warrant them. Additionally, the adoption of the South Fulton TrailNet Plan further supports the policy regarding pedestrian connections to and from all new developments.

Regarding Site Design Recommendations:

Strategies have also been established that promote development and design sensitivity to natural topography and vegetation through the adoption of many ordinances and revisions to them, including: the Fulton County Stream Buffer Ordinance, the Steep Slopes Ordinance, the Wetlands Ordinance, the Conservation Subdivision Ordinance, and revisions to the Fulton County Tree Preservation Ordinance. Also, per amendments to the Fulton County Subdivision Regulations, all public utilities in new developments are to be located underground.

Additionally, character preference choices for the Sandtown Community are being achieved via the Sandtown Overlay District which has established community based design and development standards, largely aesthetical in nature. The Sandtown Community helped to create these standards/guidelines and also is able to participate in the plan review of building and land disturbance permit submittals to Fulton County, for proposed developments in the LCI Study Area.

Approved Rezoning

The Fulton County Board of commissioners approved the following zonings with the Sandtown LCI area, since the last update.

A. Petition No. 2009Z-0007 SFC

Proposed Zoning: C-1

Proposed Use: Retail Center, Convenience Store with gas pumps, fast foods;

Location: Camp Creek Parkway at Westlake

B. Petition No. 2013Z-0028 SFC

Proposed Zoning: C-1

Proposed Use: retail Service conditional; limit building to 1-story in height

Location: New Hope

C. Petition No. 2013Z-0003 SFC

Proposed Zoning: C-1

Proposed Use: Retail office, 39,000 SF, at 8.125 SF/Density

Location: Riverside Drive

C. Transportation Issues

Unincorporated South Fulton is rich in history, culture, recreational opportunities, and natural resources. It remains one of the most desirable areas in the Atlanta region to live. However, its popularity and quality of life carry challenges as well as opportunities. Its future lies in the decisions and investments we make and the quality of transportation infrastructure we maintain and operate. Poor or mismanaged access to critical points or corridors and failure to maintain the current infrastructure could impair the very qualities that currently attract businesses, residents and visitors.

Recognizing these issues, the transportation division balances the need for maintaining the current infrastructure, providing capacity and addressing safety while complying with a myriad of federal, state and local regulations. It serves the public by providing a transportation system and services that emphasize safety, quality, cost effectiveness, economic vitality and sensitivity to the environment. It is responsible for overseeing and maintaining the County's infrastructure, operations and maintenance of traffic control devices, vehicle fleet and asset management and solid waste management programs. Scope of Maintenance Responsibilities includes:

- 606 miles of paved roads
- 27 miles of unpaved roads
- 61 bridges
- 33 detention ponds
- 73 signalized intersections
- 20 school zone flashing lights
- 12 flashing caution lights
- Fleet maintenance (1,140 vehicles)
- Fuel for 2,500 vehicles and equipment
- Transfer Station Operations
- Landfill Post Closure
- Countywide Inventory/Asset Management

In the past five years since the last update of the Sandtown LCI plan, ARC reached out to the region, state and federal agencies to discuss ideas and project priorities. As federal, state and local funds become scarcer in the County, the transportation division must balance its concerns for the environment with the need for maintaining the current infrastructure, providing capacity and addressing safety while complying with a myriad of federal, state and local regulations.

Inter-agency coordination is vital in the division's effort to ensure that project schedules are met, regulations are addressed and needed funding is secured to plan, design, implement and operate your transportation infrastructure. For example, failure to certify the right-of-way in a particular time may jeopardize federal funding for that project. Frequent meetings with planning and implementing agencies lessen the possibility of such incident to occur. Also, because our transportation issues have far-reaching effects and do not stop at county line, inter-jurisdictional planning and operational solutions will be instrumental in addressing many of the issues.

II. Implementation Plan

Several pieces of legislations and/or mandates- MPA-21, GDOT's PDP, Congestion, Mitigation and air Quality (CMAQ) - significantly affect the selection, implementation and delivery of projects without providing additional resources. The region, in general, and the County, in particular, is starting to recuperate from the economic recession of the past seven years. Unless they are willing to look at other ways or more creative ways to fund projects, i.e., public-private-partnership, mobility and safety and operations will continue to decline. Finally, the division is required to submit the following reports to the Georgia Department of Natural Resources, Environmental Protection Division for both landfills and for the providence park environmental cleanup.

Below are our accomplishments since the last update:

a. Capital Improvement Program (CIP)

i. Safe Route to Schools (SRTS) at Sandtown Middle

This project consisted of pedestrian and bicycle infrastructure improvements in South Fulton County in the vicinity of Love T. Nolan Elementary. The project improved pedestrian accessibility and connectivity through the installation of new sidewalks, school zone flashing beacons and signs.

Status: Completed

ii. Campbellton Road Sidewalks

The project consists of 10-foot wide sidewalks, 2-foot wide grass strip, 2.5-foot wide curb and gutter on both sides along Campbellton Road from Enon Road to Reynolds Road, which is approximately 2.2 miles. The project will connect pedestrians to three planned activity centers, schools and parks.

Status: Let to Construction

iii. Campbellton Road/Boat Rock/New Hope Intersection Improvement

This is a three-legged un-signalized intersection. The Boat Rock Road/New Hope Road intersection is located within 100 feet of the center of the Campbellton Road intersection. The proximity of these two intersections creates safety and operational issues along both Boat Rock Road and New Hope Road. The project proposes an urban single-lane roundabout for the Boat Rock Road/New

Hope Road intersection. These improvements will rectify the safety and operational issues. Also, the project will provide pedestrian facilities to connect to planned sidewalks along Campbellton Road, Boat Rock Road, and New Hope Road.

Status: Let to design

iv. New Hope Road Sidewalks

The project consists of 8-foot sidewalks along New Hope Road between Campbellton Road and Versailles Road, which is approximately 0.5 miles. The project will connect pedestrians to planned activity centers, schools and parks.

Status: Limits revised to extend from Versailles to Danforth Road. Let to Design

v. Boat Rock Road Sidewalks

The project consists of 8-foot sidewalks along Boat Rock Road between Campbellton Road and Fulton Industrial Boulevard, which is approximately 1.6 miles. The project will connect pedestrians to planned activity centers, schools and parks.

Status: Unfunded. County is seeking Federal Funds for the design, right-of-way and construction of the project.

b. Resurfacing

Nearly nine miles of roads have been paved within the Sandtown LCI boundaries since the 2005 update. The roads, along with the mileage are depicted below:

ROAD	FROM	TO	MILES
Union Road	Campbellton Road	Dead end	1.30
Enon Road	Campbellton Road	Stonewall-tell Road	4.31
Bruce Place	New Hope Road	Boat Rock Road	0.29
Bedford Place	Boat Rock Road	Elva Drive	0.60
Boat Rock Road	Campbellton Road	Fulton Industrial Boulevard	2.14
		Total	8.64

c. Improvements as a condition of Zoningi. Petition No. 2009Z-0007 SFC

- Dedicate at no cost to Fulton County along the entire property frontage, prior to the approval of a Land Disturbance Permit, sufficient land as necessary to provide the following rights-of-way, and dedicate at no cost to Fulton County such additional right-of-way as may be required to provide at least 10.5 feet of right-of-way from the back of curb of all abutting road improvements, as well as allow the necessary construction easements while the rights-of-way are being improved:
- Maintain existing dedication from the centerline of Camp Creek Parkway;
- Maintain existing dedication from the centerline of Westlake Parkway

ii. Petition No. 2013Z-0003 SFC

- Dedicate at no cost to Fulton County along the entire property frontage, prior to the approval of a Land Disturbance Permit, sufficient land as necessary to provide the following rights-of-way, and dedicate at no cost to Fulton County such additional right-of-way as may be required to provide at least 10.5 feet of right-of-way from the back of curb of all abutting road improvements, as well as allow the necessary construction easements while the rights-of-way are being improved:
- 30 feet from centerline of Riverside Drive.
- Participate in the funding of a traffic signal at the intersection of Campbellton Road and Riverside Drive.

d. South Fulton Comprehensive Transportation Plan (SFCTP)

On August 17, 2011, the Board of Commissioners (BOC) executed a Memorandum of Agreement (MOA) with the Cities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto and Union City for Fulton County to manage the planning and development of a Comprehensive Transportation Plan for South Fulton County (SFCTP). On December 18, 2013, the BOC adopted the South Fulton Comprehensive Transportation Plan (SFCTP). The SFCTP focuses on addressing the challenges of growth anticipated in the study area; growth in population, housing, employment, congestion, travel time, vehicle-miles traveled, and emissions. It identifies both local and multi-jurisdictional projects based on an extensive public involvement, sound technical analyses and state of good practices.

The investments recommended in the plan would result in great benefits to South Fulton that include ability to meet expected future growth, opportunity to leverage federal and state funding, better and safe access to transit and businesses, reduction in crashes, congestion, emissions, and vehicle-miles traveled, more transportation options, and a better quality of life.

a. Public Outreach/Involvement

SFCTP has evolved through extensive public involvement efforts. In an effort to ensure that citizens, interested parties, and the business community of South Fulton County are informed and given opportunities to comment on the plan, the consulting team and transportation staff met with several community groups, held public meetings, made presentations to community groups, the Stakeholders, and the Policy Committee (PC). Finally, the department initiated a project website that includes a survey, and placed staked signs at key locations to inform the public of the meetings.



A summary of Public Involvement activities are listed below:

- Seven (7) Project management Team meetings at various locations in South Fulton to go over study progress, schedules, public outreach and assigned tasks
- Two (2) Policy Committee meetings to brief elected on study progress and solicit comments
- Four (4) Stakeholders' meeting to present recommendations and solicit input
- Two sets of three (3) Public Meetings each to inform, educate, present recommendations and solicit input
- Nine (9) presentations to community groups to inform, educate, present recommendations and solicit input

b. What we heard from the Public

Comments voiced and opinions expressed during meetings with the public, stakeholders, policy committee along with technical analysis and data collection were instrumental in drafting the needs, goals and objectives and project recommendations of the CTP. Although input received varies from communities to communities, the issues listed summarize common themes that we heard through the public outreach effort.

- More funding is needed or mobility will continue to decline
- Safety (Vehicles, pedestrians, bicycle)
- Preservation of community character
- Public wants to see more construction and less planning and/or study
- Transit service needs to be improved

- More streetscape and sidewalk projects that provide access to and connect with schools, shopping centers, and parks

A full report is included in Appendix 4

c. Number of projects by Jurisdiction and Tiers

The Plan recommendations includes a total of 286 projects, of which 158 are local (projects that entirely within a jurisdiction or intersects a neighboring jurisdiction). Total project costs are estimated at \$4.1B, including \$2.9B in transit projects and large-sponsored state projects. These investments would result in great benefits to South Fulton that includes the ability to meet expected future growth, opportunity to leverage federal and state funding, better and safe access to transit and businesses, reduction in crashes, congestion, emissions, and vehicle-miles traveled, more transportation options, and a better quality of life. A breakdown by jurisdiction is tabulated below. Please note that the table does not include transit and large state-sponsored projects totaling \$2.9 Billion. The total project listing by tiers is listed in Appendix 5.

d. SFCTP and Plan 2040

The BOC adopted the SFCTP on December 18, 2013. The CTP recommendations are included in and consistent with the goals of Plan 2040. The Atlanta Regional Commission plans to issue a call for projects before the end of the year and projects submitted by Fulton County for funding consideration must be drawn for the adopted SFCTP.

e. 5-Year Action Plan

An update of the various projects, programs and initiatives of the five-year plan can be found in Appendix 6

Table 1

Number and Estimated Project Costs by Jurisdiction

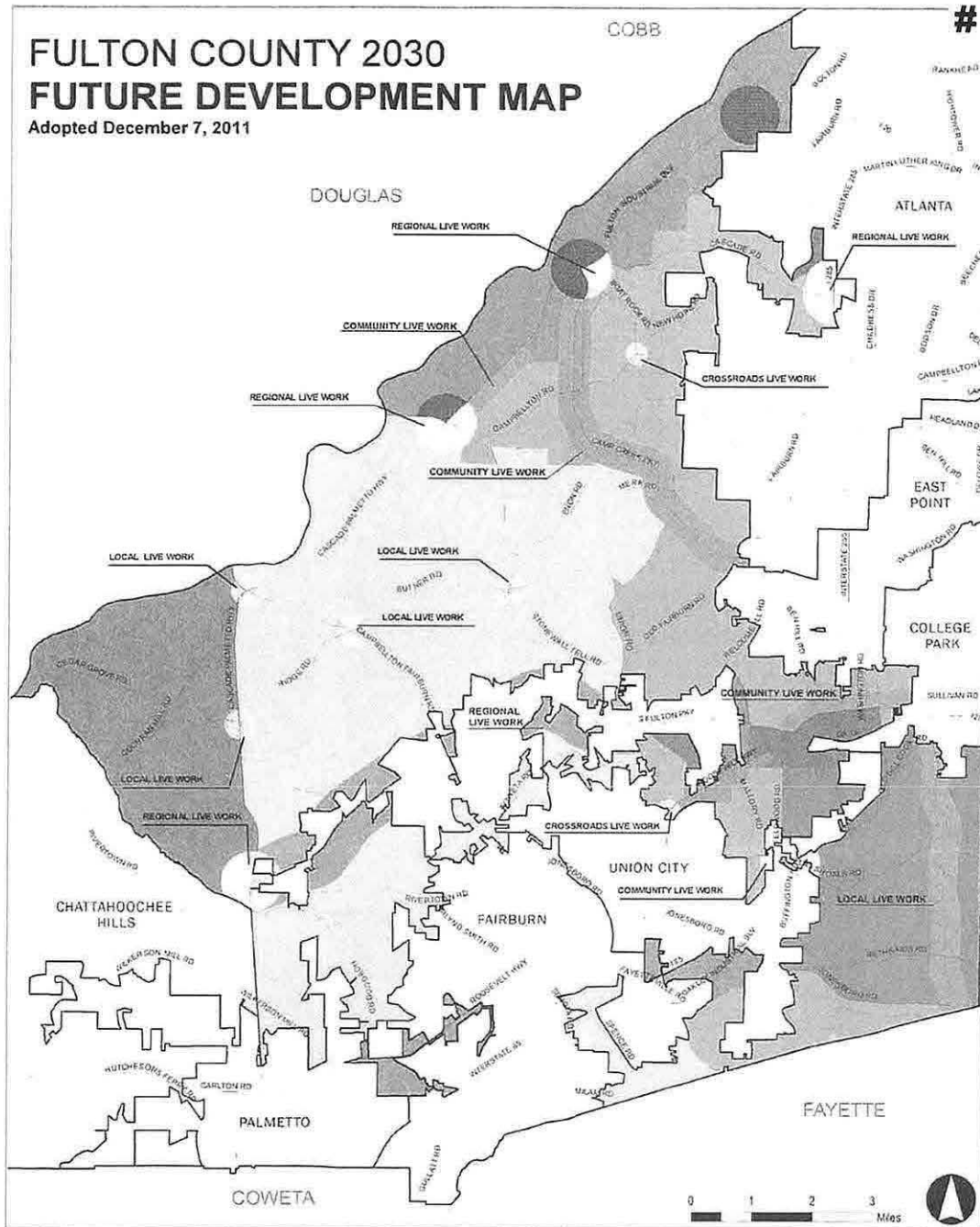
(2013 Millions)

Jurisdiction	Total Projects Costs						
	Short-Term		Mid-Term		Long-Term		Total Costs
	Total	Amount	Total	Amount	Total	Amount	
Chattahoochee Hills	1	\$1.0	1	\$1.2	4	\$19.0	\$21.2
College Park	12	\$31.0	16	\$11.4	4	\$5.0	\$47.4
East Point	9	\$20.3	10	\$33.3	4	\$17.1	\$70.4
Fairburn	10	\$38.2	25	\$92.0	5	\$11.5	\$141.4
Hapeville	2	\$0.1					\$0.1
Palmetto	14	\$20.0	4	\$15.7	2	\$10.7	\$46.4
Union City	6	\$77.1	3	\$25.0		\$83.0	\$135.1
Unincorporated Fulton County	35	\$92.0	24	\$98.0	14	\$148.0	\$338.0
Multi-Jurisdictional	6	\$17.8	8	\$125.0	21	\$227.5	\$370.3
Total	95	\$247.5	91	\$401.6	54	\$521.8	\$1,200.0

FULTON COUNTY 2030 FUTURE DEVELOPMENT MAP

Adopted December 7, 2011

15-0332



CHARACTER AREAS

NEIGHBORHOOD DISTRICT

- AGRICULTURAL NEIGHBORHOOD
- RURAL NEIGHBORHOOD
- SOUTH FULTON PARKWAY TRANSITIONAL ZONE
- SUBURBAN I NEIGHBORHOOD
- SUBURBAN II NEIGHBORHOOD

BUSINESS DISTRICT

- INDUSTRIAL ZONE
- INDUSTRIAL MARKETPLACE
- BUSINESS PARK

MIXED USE DISTRICT

- CROSSROADS CENTER
- LOCAL CENTER
- COMMUNITY CENTER
- REGIONAL CENTER
- CORRIDOR



LOCATION KEY

www.fultoncountygga.gov

The Character Areas are grouped based on three essential development patterns that when combined define a complete community. They provide a basic framework to describe how certain areas should function and develop. These three Community Areas are as follows:

Character Area	General Characteristics	Development Types	Suggested Compatible Land Use Categories		Suggested Active Compatible Zoning Classifications
NEIGHBORHOOD					
Agricultural	Area with agricultural character and defined by agricultural uses and very low density residential; Public infrastructure is limited as the area is currently lacking sewers; Large active agricultural uses (horse, farm, timber); Single family homes on individual lots not in subdivisions.	<ul style="list-style-type: none">• Agricultural uses such as farms, open pastures, timbering• Very low-density single family detached• Natural areas including areas preserved by conservation development	Residential (1 unit or less/ acre)	Open Space	AG-1, R-1, R-2, CUP, SH
Rural	Area characterized by low density residential, represents a transition between agricultural and suburban character areas; Public infrastructure is available but may not be extended to all properties; Low to medium density residential in subdivisions.	<ul style="list-style-type: none">• Established single family homes on large lots• Newer traditional style subdivisions• Civic uses such as schools, places of worship, community centers & facilities• Natural areas including areas preserved by conservation subdivisions	Residential (1 unit or less, 1 to 2 units/acre, 1 to 3 units/acre*)	Open Space	R-2A, CUP, NUP, SH (All Rural)
Suburban	Area characterized by medium density residential located closest to urbanized areas; Wide diversity of housing types and affordability; Public infrastructure is available.	<ul style="list-style-type: none">• Medium-density single family• Civic uses such as schools, place of worship, community centers & facilities• Natural areas including areas preserved by conservation subdivisions	Residential (2 to 3 units/acre, 3 to 5 units/acre *)	Public, Semi-Public & Institutional	R-3, R-3A, R-4A, CUP, NUP, SH (Suburban I & II)
South Fulton Pkwy Transitional				Open Space	R-3*, R-3A* (Transitional Zone Only)
Suburban I					
Suburban II					
BUSINESS DISTRICT					
Industrial	Area that accommodates intense industrial uses, including manufacturing and warehousing; Highest intensity industrial uses requiring the most stringent regulations and site control; Large buffers and separation of uses to limit the impacts of use.	<ul style="list-style-type: none">• Industrial uses such as wholesale trade distribution centers, manufacturing, etc.• Industrial parks• Large-scale distribution activities	Industrial	Open Space	M-1, M-1A, M-2
Business Park	Area that accommodates multiple businesses of less intense industrial uses; Less intense industrial, office park and warehousing uses.	<ul style="list-style-type: none">• Industrial parks• Industrial uses such as wholesale trade distribution centers, manufacturing, etc.	Office	Open Space	M-1, M-1A
Industrial Marketplace	Area that provides commercial/retail uses providing services to industrial uses; Commercial/retail services located at major transportation intersections; Residential uses are not appropriate.	<ul style="list-style-type: none">• Shopping centers, convenience retail• Industrial uses such as wholesale trade distribution centers, manufacturing, etc.• Industrial parks	Retail Industrial	Open Space	M-1, M-1A, M-2, C-1, C-2, O-I
			Business Park	Industrial	
			Commercial & Office	Public, Semi-Public & Institutional	
MIXED-USE DISTRICT					
Crossroads	Based on a 1000 foot distance, an area located at historic or emerging intersections providing locally serving retail and services. Residential development is not appropriate.	<ul style="list-style-type: none">• Convenience retail• Small scale commercial/service such as banks, drug stores, etc.• Small multi-tenant shopping centers• Office in existing structure	Crossroads Live Work	Open Space	C-1, C-2, O-I, SH
Local	Based on 1/4 mile distance, an area at an intersection or along a corridor that provides for a balanced mix of uses to create a live work environment. Medium density residential development is appropriate.	<ul style="list-style-type: none">• Small scale commercial/service such as banks, drug stores, etc.• Small multi-tenant shopping centers• Office in existing structure• Single family residential	Local Live Work	Open Space	MIX, C-1, C-2, O-I, SH
Community	Based on a 1/2 mile distance for nodes and 1/4 mile distance for corridors, an area at an intersection or along a corridor that provides for a balanced mix of uses to create a live work environment. Medium to high density residential development is appropriate.	<ul style="list-style-type: none">• Convenience retail• Commercial/service such as banks, drug stores, etc.• Multi-tenant shopping centers• Office• Single family duplex, townhomes, etc.	Community Live Work	Open Space	MIX, C-1, C-2, O-I, SH
Regional	Based on a 1/2 mile distance for nodes and corridors, an area at an intersection or along a corridor that provides for a balanced mix of uses to create a live work environment. High density residential development is appropriate.	<ul style="list-style-type: none">• Big box retail, major grocery stores, home improvement centers• High density residential such as apartments• Office• Single family duplex, townhomes, apartments, etc.	Regional Live Work	Open Space	MIX, C-1, C-2, O-I, SH
				Public, Semi-Public & Institutional	



South Fulton TrailNet

Greenway Trail

Trailhead Location

Areas of Interest

Schools



Library



Golf Course



Neighborhoods



Shopping Centers



Connecting Trail Systems

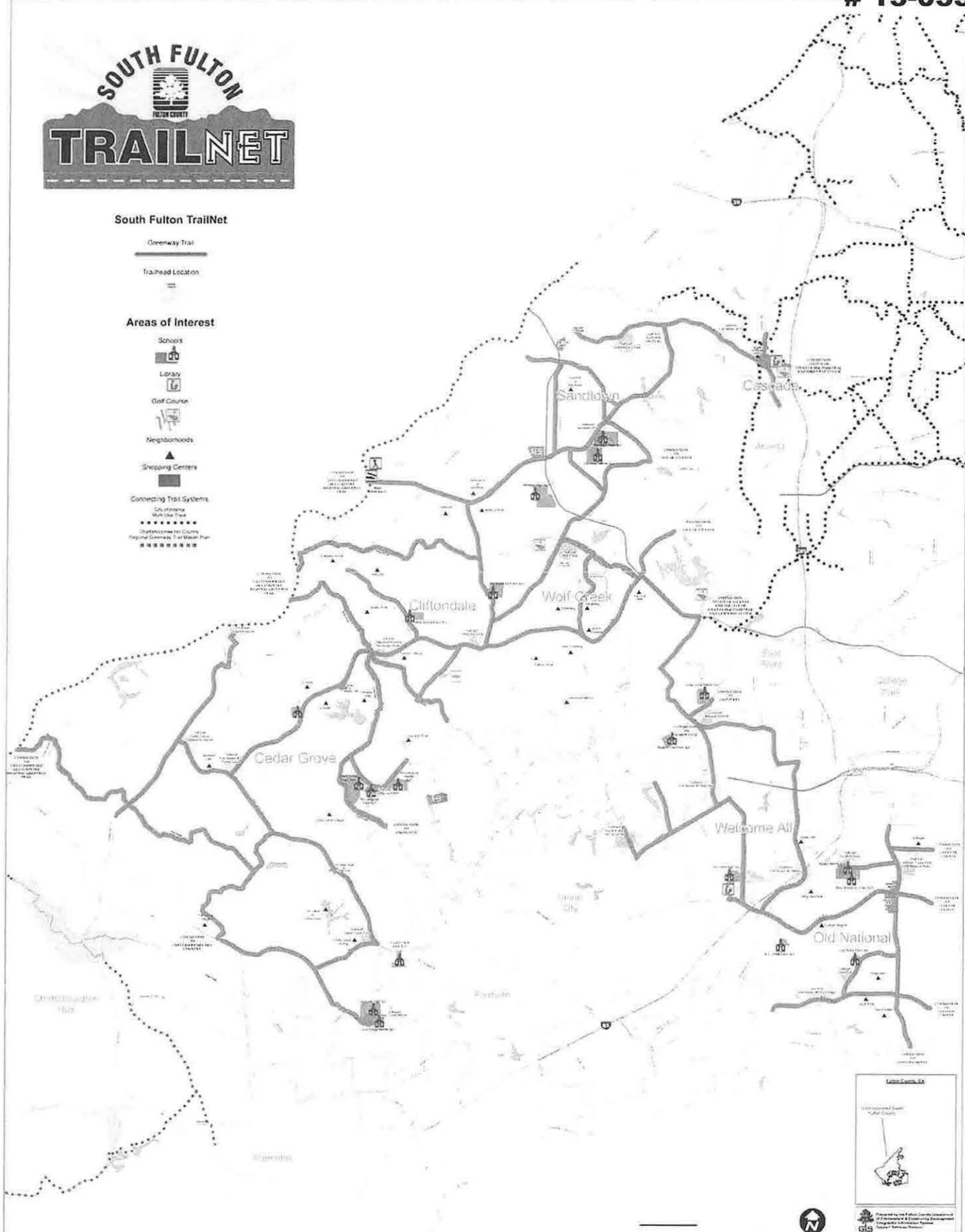
City, Planning

Multi-Use Trail

Dispersed or County

Regional Community Trail Main Plan

Trailhead Location



South Fulton TrailNet
 Prepared by the Fulton County Department of Transportation & Community Development
 August 2015



Public Comment Summary Report

South Fulton Comprehensive Transportation Plan

SUMMER 2014



DEPARTMENT OF FACILITIES AND TRANSPORTATION SERVICES

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SECTION I: INTRODUCTION

The Department of Facilities and Transportation Services (FTS), Transportation Division undertakes many projects and planning efforts that provide opportunities for public participation. These efforts include the update of the Long Range Transportation Plan, the annual development of the Transportation Improvement Program (TIP) and transportation improvement priorities, as well as, the annual solicitation of project applications.

During the month of May, the transportation division held three open house meetings for the public throughout Unincorporated Fulton County to receive input and feedback on prioritizing the short-term recommendations of the South Fulton Comprehensive Transportation Plan (SFCTP). In anticipation for a call for projects late summer, the public was asked to review and prioritize the short-term project recommendations since the adoption of the South Fulton Comprehensive Transportation Plan (SFCTP). These projects were ranked in the SFCTP based on safety, mobility improvement, congestion management; freight movement, economic vitality and sustainability. The list is enclosed in Appendix A for your information and use.

Additionally, the Division used the opportunity to bring awareness of the Adopt-A-Road Program and inform on other transportation services (Construction Operations Maintenance and Traffic Operations) provided by the Division.

The information collected from these community sessions will be used as feedback for staff to help prioritize future funding opportunities.



In addition to input gathered at the public meetings, the division conducted an online survey at <https://www.surveymonkey.com/s/DCZVP6C>. The survey remained open until May 31. The results of the survey are discussed in Section III of this report.

SECTION II: SUMMARY- PUBLIC OPEN HOUSES

This section seeks to provide a complete summary of the public meeting process, including means of advertisement, participation and documentation of feedback received.

I. Means of Advertisement/Public Outreach

The Transportation Division of FTS used several avenues to inform residents and disseminate notice of the upcoming meetings, including:

a. Fulton County, Office of Communications

The division worked with the office of communications to have meeting notices posted on the county website and available through social Medias.

b. The planning partners- cities, counties and agencies

Information, meeting notices and project recommendations list, was sent to all cities in Fulton County, neighboring counties, Fulton County schools, the Atlanta Regional Commission, the Georgia Regional Authority, the Georgia Department of Transportation and MARTA for distribution.

c. Regular Mails

The division mailed notices of meeting, comment forms and project list to over 300 registered residents. The list can be found in Appendix B.

d. Emails to Registered users

The division provided to over 300 registered residents via email, notices of meeting, comment forms and project list

e. Road signs

Road signs were placed at key locations along Butner Road, Old national Highway and Cascade Road.

f. County Staff

Flyers in large-sized poster formats were placed in the Government Center and in front the meeting venues.



II. Overview of Public Meetings

Each meeting was held from 06:00-08:30pm and included several presentations (project prioritization, adopt a road, operations and maintenance and traffic operations) and a QA/QC session. Comments ranged from variety of issues, including safety, congestion, need for sidewalks, signal timing and maintenance. Nearly eighty people attended the three meetings. A summary of the comments received by location and a copy of the sign-in sheets are included in Appendix C and D, respectively. The meeting dates and locations are tabulated below.

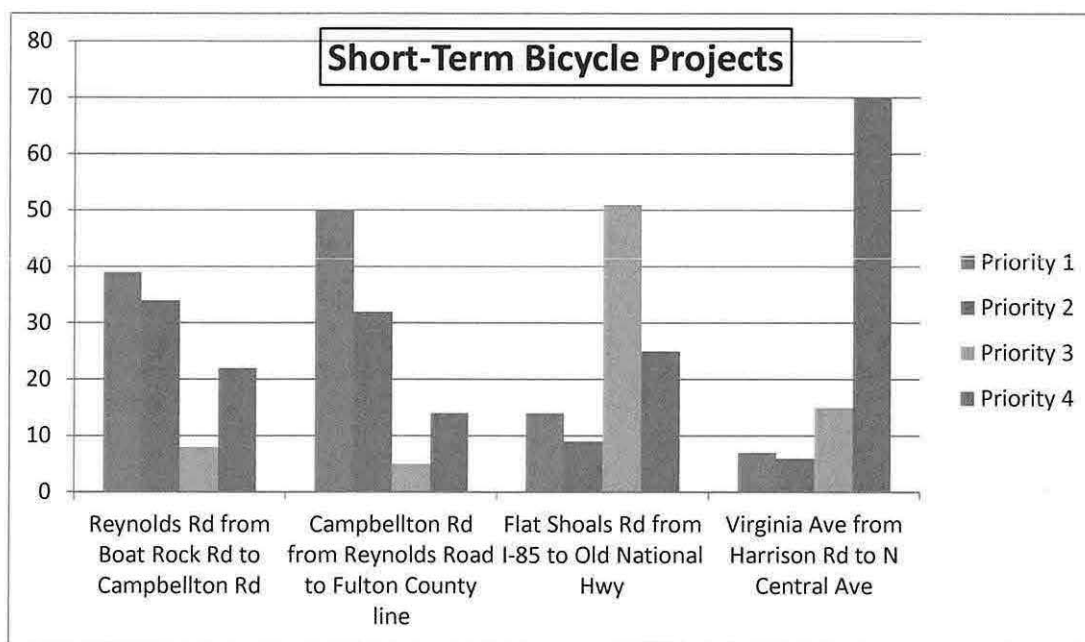
Date	Location	Time
Tuesday, May 13	Cliftondale Community Center 4645 Butner Rd. College Park, Georgia 30349	6:30- 8:30Pm
Monday, May 19	Burdett Gymnasium, Multipurpose Room 2945 Burdett Road College Park, GA 30349	
Thursday, May 22	Southwest Arts Center 915 New Hope Road Atlanta GA 30331	

SECTION III: SURVEY

Participants attending the public meetings were asked to complete a survey about prioritizing a list of short-term projects ranked by categories. The survey consisted of a total of eight questions. In the first six questions, participants were given the opportunity to prioritize the various types of projects based on needs and/or knowledge of the area and perceived issues. These questions are depicted and summarized in the next few pages. Individual responses to questions 7 and 8 are included in Appendix E. Participants could either complete the survey in person or online via Survey Monkey. As of May 31, 2014 a total of 113 participants completed the survey online.

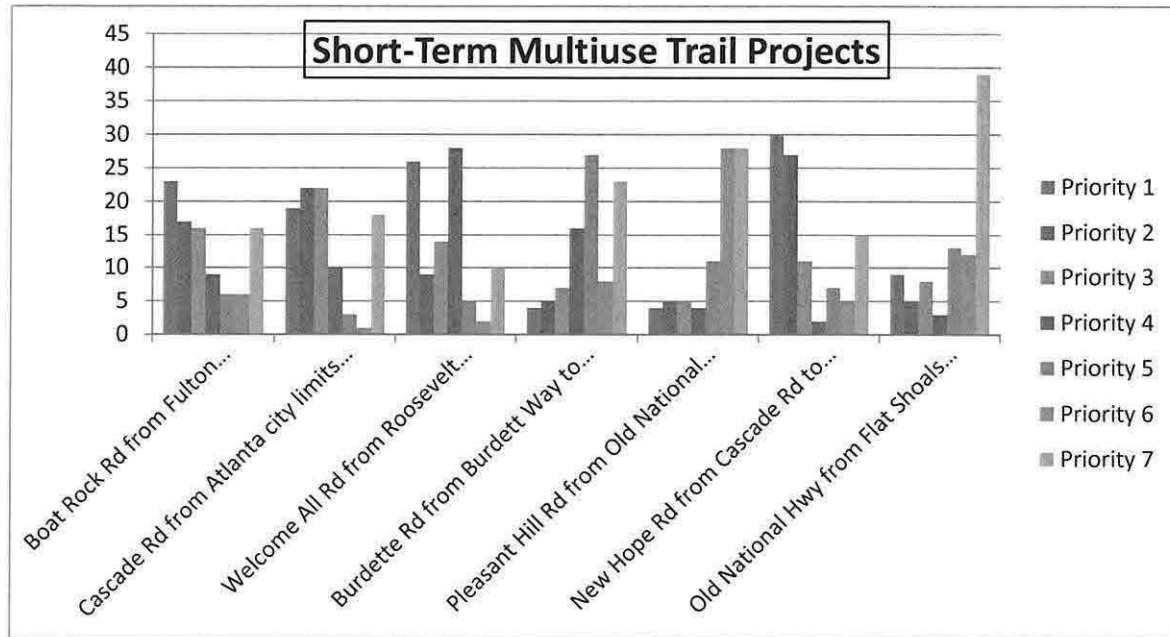
Project Survey Results

1. How would you prioritize the following bicycle projects? (#1 being highest priority)



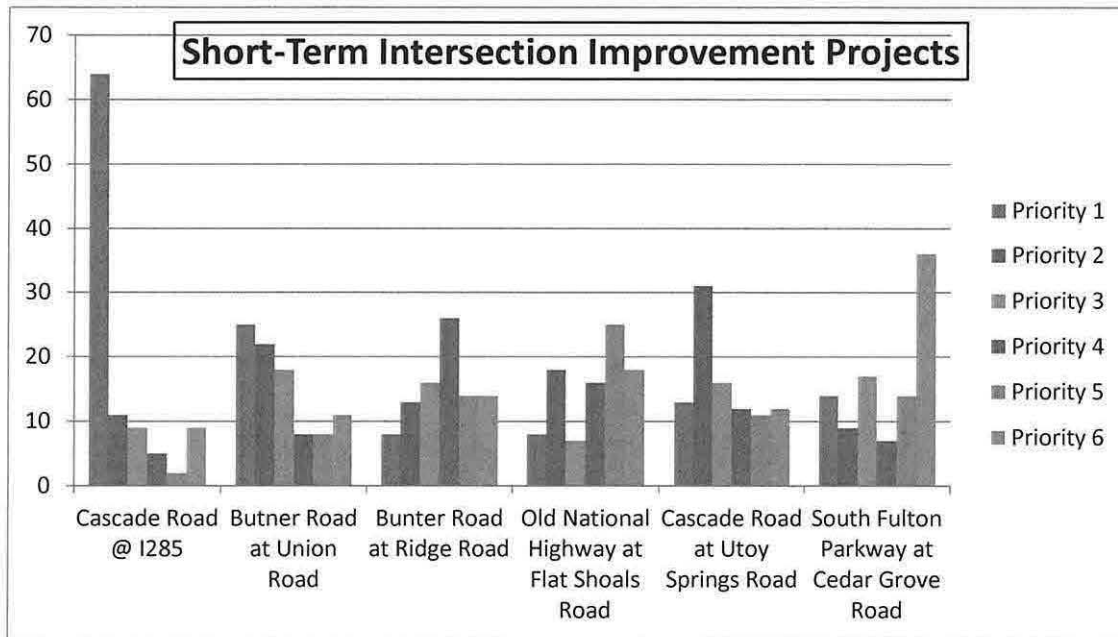
Answer Options	1	2	3	4	Rating Average	Response Count
Reynolds Rd from Boat Rock Rd to Campbellton Rd	39	34	8	22	2.13	103
Campbellton Rd from Reynolds Road to Fulton County line	50	32	5	14	1.83	101
Flat Shoals Rd from I-85 to Old National Hwy	14	9	51	25	2.88	99
Virginia Ave from Harrison Rd to N Central Ave	7	6	15	70	3.51	98
answered question						106
skipped question						7

2. How would you prioritize the following Multiuse Trails? (#1 being highest priority)



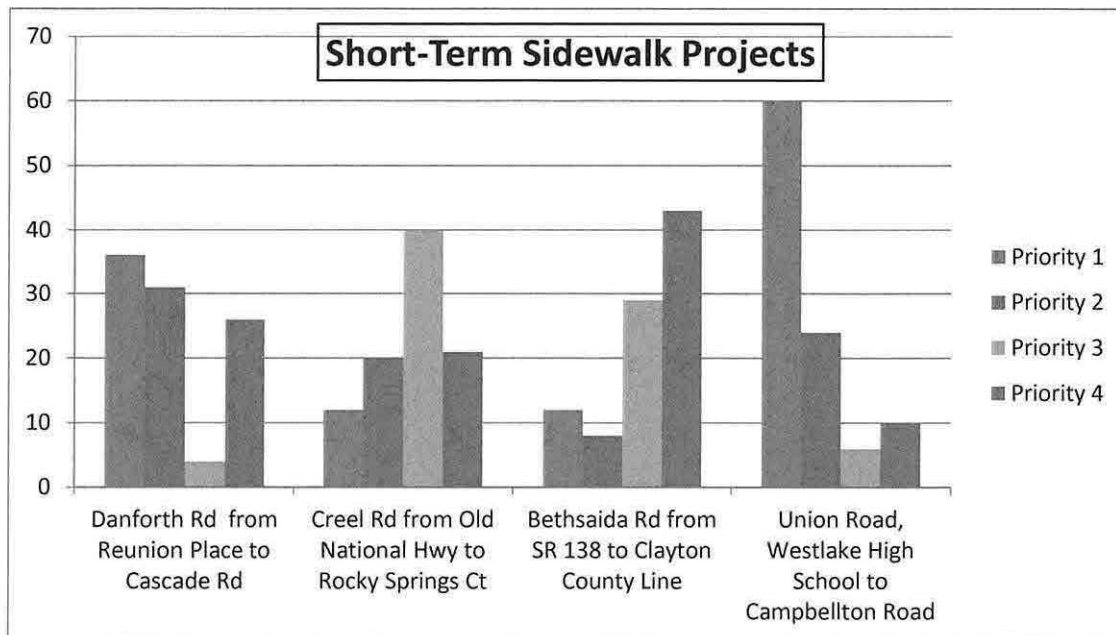
Answer Options	1	2	3	4	5	6	7	Rating Average	Response Count
Boat Rock Rd from Fulton Industrial Blvd to Chattahoochee River	23	17	16	9	6	6	16	3.43	93
Cascade Rd from Atlanta city limits to intersection w/ FIB	19	22	22	10	3	1	18	3.33	95
Welcome All Rd from Roosevelt Hwy to Jailette Rd, Thaxton Rd, Old Fairburn Rd, Camp Creek Pkwy to end at Butner Rd	26	9	14	28	5	2	10	3.24	94
Burdette Rd from Burdett Way to Old National Hwy	4	5	7	16	27	8	23	4.92	90
Pleasant Hill Rd from Old National Hwy to Fulton County line	4	5	5	4	11	28	28	5.46	85
New Hope Rd from Cascade Rd to Campbellton Rd	30	27	11	2	7	5	15	3.04	97
Old National Hwy from Flat Shoals to SR 138	9	5	8	3	13	12	39	5.22	89
answered questions									103
skipped questions									10

3. How would you prioritize the following Intersection Improvements? (#1 being highest priority)



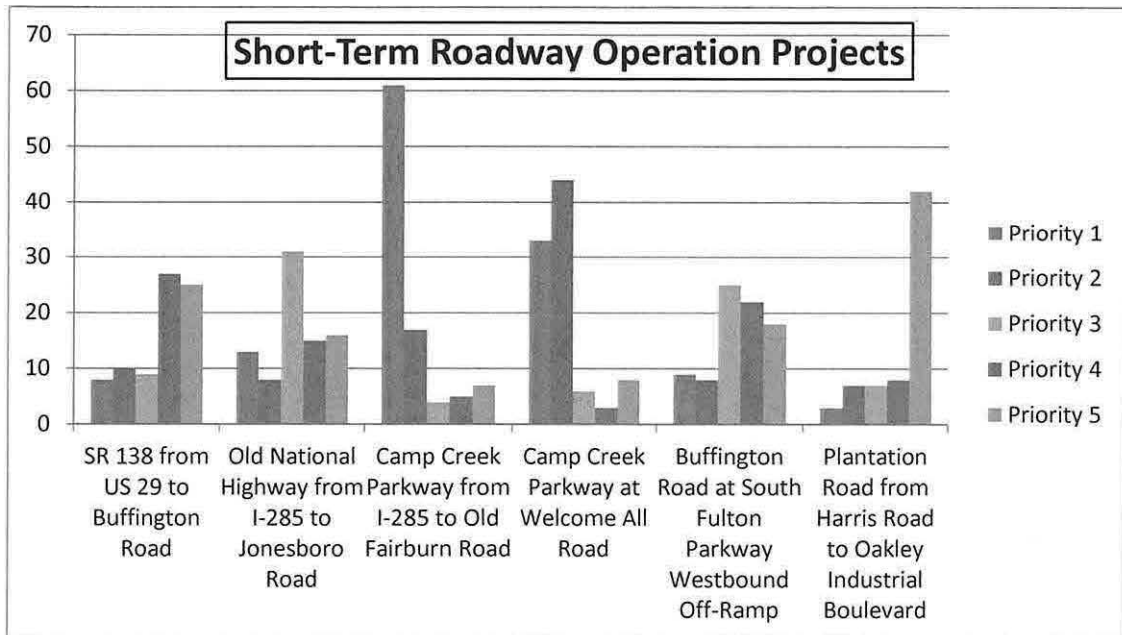
Answer Options	1	2	3	4	5	6	Rating Average	Response Count
Cascade Road @ I285	64	11	9	5	2	9	1.97	100
Butner Road at Union Road	25	22	18	8	8	11	2.84	92
Bunter Road at Ridge Road	8	13	16	26	14	14	3.74	91
Old National Highway at Flat Shoals Road	8	18	7	16	25	18	3.93	92
Cascade Road at Utoy Springs Road	13	31	16	12	11	12	3.14	95
South Fulton Parkway at Cedar Grove Road	14	9	17	7	14	36	4.09	97
answered question								104
skipped questions								9

4. How would you prioritize the following sidewalk projects? (#1 being highest priority)



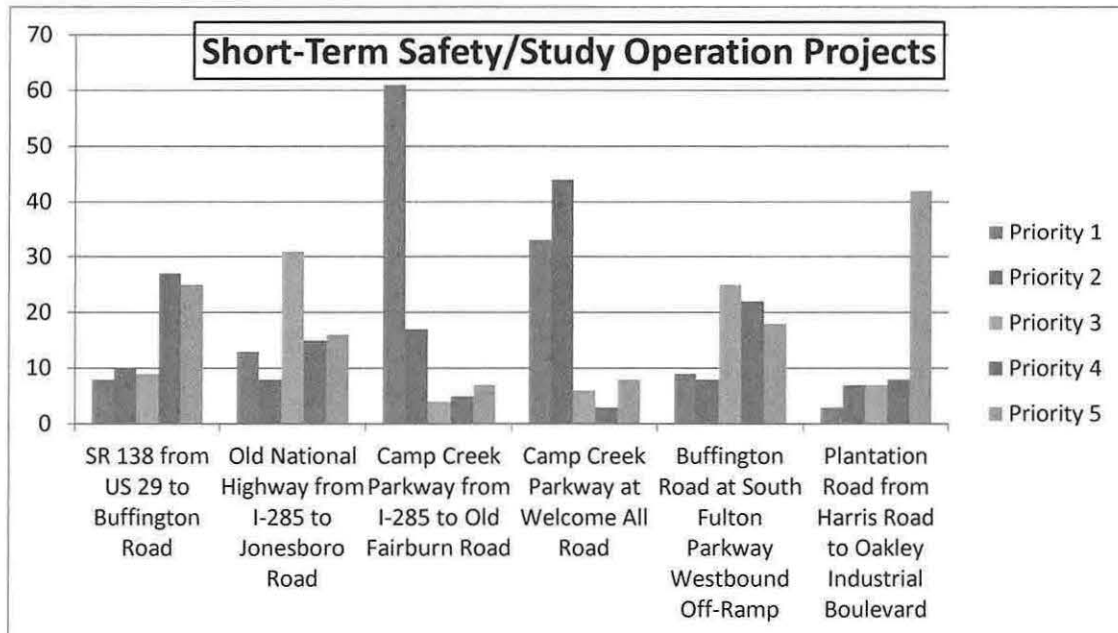
Answer Options	1	2	3	4	Rating Average	Response Count
Danforth Rd from Reunion Place to Cascade Rd	36	31	4	26	2.21	97
Creel Rd from Old National Hwy to Rocky Springs Ct	12	20	40	21	2.75	93
Bethsaida Rd from SR 138 to Clayton County Line	12	8	29	43	3.12	92
Union Road, Westlake High School to Campbellton Road	60	24	6	10	1.66	100
answered question						103
skipped question						10

5. How would you prioritize the following Roadway Operations Projects? (#1 being highest priority)



Answer Options	1	2	3	4	5	Rating Average	Response Count
SR 138 from US 29 to Buffington Road	8	10	9	27	25	3.65	79
Old National Highway from I-285 to Jonesboro Road	13	8	31	15	16	3.16	83
Camp Creek Parkway from I-285 to Old Fairburn Road	61	17	4	5	7	1.72	94
Camp Creek Parkway at Welcome All Road	33	44	6	3	8	2.03	94
Buffington Road at South Fulton Parkway Westbound Off-Ramp	9	8	25	22	18	3.39	82
Plantation Road from Harris Road to Oakley Industrial Boulevard	3	7	7	8	42	4.18	67
<i>answered question</i>							98
<i>skipped question</i>							15

6. How would you prioritize the following safety/study projects? (#1 being highest priority)



Answer Options	1	2	3	Rating Average	Response Count
Camp Creek Parkway Safety Improvements	66	22	9	1.41	97
Campbellton Road at Union Road Safety and Geometric Improvements	34	47	13	1.78	94
SR 92 at Jones Road Planning Study	16	16	59	2.47	91
<i>answered question</i>					101
<i>skipped question</i>					12

South Fulton Comprehensive Transportation Plan

Short-Term Recommendations

15-0332

Project ID	Project Location	Category	Description	Distance (Miles)	Location
B-2	Reynolds Rd from Boat Rock Rd to Campbellton Rd	Bicycle	4' bike lanes striped on street	1.64	Unincorporated Fulton County
B-3	Campbellton Rd from Reynolds Road to Fulton County line	Bicycle	4' bike lanes striped on street	3.60	Unincorporated Fulton County
B-21	Flat Shoals Rd from I-85 to Old National Hwy	Bicycle	4' bike lanes striped on street	2.87	Unincorporated Fulton County
B-29	Virginia Ave from Harrison Rd to N Central Ave	Bicycle	4' bike lanes striped on street	1.28	Hapeville, East Point, Unincorporated Fulton County
R-25	Buffington Road over South Fulton Parkway	Bridge	Widen bridge to include 12' lanes and bike/ped facilities	N/A	College Park, Unincorporated Fulton County
R-163	Porter Terry Road over Little Pea Creek	Bridge	Bridge Replacement	N/A	Unincorporated Fulton County
R-169	Harris Road over White Woverer Creek Tributary	Bridge	Bridge Replacement	N/A	Unincorporated Fulton County
R-170	Oakley Road over Broadanax Creek	Bridge	Bridge Replacement	N/A	Unincorporated Fulton County
R-174	Koweta Road over Deep Creek	Bridge	Bridge Replacement	N/A	Unincorporated Fulton County
R-176	Jones Road over Line Creek	Bridge	Bridge Replacement	N/A	Unincorporated Fulton County
R-177	Cochran Road over Camp Creek	Bridge	Bridge Replacement	N/A	Unincorporated Fulton County
R-178	Cochran Road over Deep Creek	Bridge	Bridge Replacement	N/A	Unincorporated Fulton County
R-179	Demooney Road over Deep Creek	Bridge	Bridge Replacement	N/A	Unincorporated Fulton County
R-180	Butner Road over Camp Creek	Bridge	Bridge Replacement	N/A	Unincorporated Fulton County
R-20	Cascade Road at I-285	Interchange Improvement	Provide additional ramp and arterial capacity in vicinity of interchange	N/A	Unincorporated Fulton County
R-210	Butner Road at Union Road	Intersection Improvements	Intersection improvements	N/A	Unincorporated Fulton County
R-211	Bunter Road at Ridge Road	Intersection Improvements	Intersection improvements	N/A	Unincorporated Fulton County
R-35	Old National Highway at Flat Shoals Road	Intersection Operation	Safety Study and Improvements	N/A	Unincorporated Fulton County
R-39	Cascade Road at Utoy Springs Road	Intersection Operation	Safety Study and Improvements	N/A	Unincorporated Fulton County
R-151	South Fulton Parkway at Cedar Grove Road	Intersection Operation	Intersection improvements	N/A	Unincorporated Fulton County

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South Fulton Comprehensive Transportation Plan

Short-Term Recommendations

Project ID	Project Location	Category	Description	Distance (Miles)	Location
M-3	Boat Rock Rd from Fulton Industrial Blvd to Chattahoochee River	Multi-use Trail	Multi-use trail	0.38	Unincorporated Fulton County
M-6	Cascade Rd from Atlanta city limits to intersection w/ FIB	Multi-use Trail	8' -10' wide Cascade off-road trail	1.90	Unincorporated Fulton County
M-8	Welcome All Rd from Roosevelt Hwy to Jaillette Rd, Thaxton Rd, Old Fairburn Rd, Camp Creek Pkwy to end at Butner Rd	Multi-use Trail	8'-10' wide Welcome All off-road trail	9.60	Unincorporated Fulton County
M-12	Burdette Rd from Burdett Way to Old National Hwy	Multi-use Trail	8'-10' wide trail	1.10	Unincorporated Fulton County
M-13	Pleasant Hill Rd from Old National Hwy to Fulton County line	Multi-use Trail	8'-10' wide trail	0.80	Unincorporated Fulton County
M-14	New Hope Rd from Cascade Rd to Campbellton Rd	Multi-use Trail	8' -10' wide Cascade off-road trail	2.30	Unincorporated Fulton County
M-9/P-28	Old National Hwy from Flat Shoals to SR 138	Multi-use Trail/Sidewalk	8'-10' wide Old National on-road trail on one side of the road and standard sidewalk on the other	2.70	Unincorporated Fulton County
P-6	Danforth Rd from Reunion Place to Cascade Rd	Pedestrian	Sidewalks on both sides of the road	0.50	Unincorporated Fulton County
P-27	Flat Shoals Rd from Old National Hwy to Creel Dr	Pedestrian	Sidewalks on both sides of the road	0.62	Unincorporated Fulton County
P-29	Creel Rd from Old National Hwy to Rocky Springs Ct	Pedestrian	Sidewalks on both sides of the road	0.36	Unincorporated Fulton County
P-46	Bethsaida Rd from SR 138 to Clayton County Line	Pedestrian	Sidewalks on both sides of the road	2.90	Unincorporated Fulton County
P-52	Union Road, Westlake High School to Campbellton Road	Pedestrian	5- foot wide sidewalks	0.60	Unincorporated Fulton County
R-24a	SR 138 from US 29 to Buffington Road	Roadway Operation	Regular signal timing and maintenance program	7	Fairburn, Union City, Unincorporated Fulton County
R-24b	Old National Highway from I-285 to Jonesboro Road	Roadway Operation	Regular signal timing and maintenance program	4.9	College Park, Unincorporated Fulton County
R-24d	Camp Creek Parkway from I-285 to Old Fairburn Road	Roadway Operation	Regular signal timing and maintenance program	1.9	College Park, East Point, Unincorporated Fulton County
R-160	Camp Creek Parkway at Welcome All Road	Roadway Operation	Operational improvements	N/A	Unincorporated Fulton County
R-161	Buffington Road at South Fulton Parkway Westbound Off-Ramp	Roadway Operation	Improve right-turn radius for westbound traffic	N/A	Unincorporated Fulton County
R-194	Plantation Road from Harris Road to Oakley Industrial Boulevard	Roadway Operation	Lane widening and improved shoulders	0.3	Unincorporated Fulton County
R-30	Camp Creek Parkway Safety Improvements	Safety, Geometric Improvement	Safety improvements along Camp Creek Parkway	6.4	Unincorporated Fulton County
R-22a	Campbellton Road at Union Road	Study/Planning	Intersection Signal Study	N/A	Unincorporated Fulton County
R-22d	SR 92 at Jones Road	Study/Planning	Intersection Signal Study	N/A	Unincorporated Fulton County

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Project ID	Project Location	Category	Description	Distance (Miles)	Recommended Implementation Phase (Based on Priority, Community, Stakeholder and PMT Input)	Location
B-5	Wallace Rd from Campbellton Rd to Enon Rd	Bicycle	4' bike lanes striped on street	1.02	Mid-Term	Unincorporated Fulton County
B-22	Creel Rd from Old National Hwy to Bethsaida Rd	Bicycle	4' bike lanes striped on street	1.43	Mid-Term	Unincorporated Fulton County
M-1	Pea Creek from intersection w/ Chattahoochee River and continues through future Friendship Village development. Starts at Bear Creek between Creekside H.S. and Bear Creek M.S. and continues to intersection w/ Hobgood Rd	Multi-use Trail	8'-10' wide Cedar Grove greenway and off-road trail 26.9mi long	20.00	Mid-Term	Unincorporated Fulton County
M-2	Existing sewer easements along Deep Creek and Line Creek. Starts at Camp Creek intersection w/ Chattahoochee River to intersection w/ Stonewall Tell Rd. Starts at Deep Creek at intersection of Chattahoochee River and ends at intersection w/ Jones Rd. Starts at Line Creek at intersection w/ Deep Creek south of Butner Rd and ends at intersection w/ South Fulton Pkwy	Multi-use Trail	8'-10' wide Cliftondale greenway and off-road trail 25.1mi long	18.00	Mid-Term	Unincorporated Fulton County
M-5	Camp Creek Pkwy and Butner Rd, Merk Rd and Enon Rd	Multi-use Trail	8'-10' wide Wolf Creek greenway and off-road trails 14.0mi long	4.30	Mid-Term	Unincorporated Fulton County
P-1	Fulton Industrial Blvd from Frederick Dr to Riverside Dr	Pedestrian	Sidewalks on one side of road	5.20	Mid-Term	Unincorporated Fulton County
P-3	Reynolds Rd from Boat Rock Rd to Campbellton Rd	Pedestrian	8' sidewalk on one side	1.64	Mid-Term	Unincorporated Fulton County
P-7	Wallace Rd from Campbellton Rd to Enon Rd	Pedestrian	8' sidewalks on both sides of street	1.02	Mid-Term	Unincorporated Fulton County
P-10	Stonewall Tell Rd from Forest Downs Ln to Campbellton Rd	Pedestrian	Sidewalks on one side of the road	6.82	Mid-Term	Unincorporated Fulton County
P-12	Butner Rd from Camp Creek Pkwy to Stonewall Tell Rd	Pedestrian	Sidewalks on one side of road	3.40	Mid-Term	Unincorporated Fulton County
P-13	Pittman Rd from Stonewall Tell Rd to Butner Rd	Pedestrian	Sidewalks on one side of road	1.26	Mid-Term	Unincorporated Fulton County
P-14	Scarborough Rd from Creekside Rd to Jaillette Rd	Pedestrian	Sidewalks on both sides of the road	0.56	Mid-Term	Unincorporated Fulton County

Project ID	Project Location	Category	Description	Distance (Miles)	Recommended Implementation Phase (Based on Priority, Community, Stakeholder and PMT Input)	Location
P-45	Ridge Rd from Cascade Palmetto Hwy to Campbellton Fairburn Rd	Pedestrian	Sidewalks on one side of the road	2.50	Mid-Term	Unincorporated Fulton County
P-47	Bruce Rd from Boat Rock Rd to New Hope Rd	Pedestrian	Sidewalks on one side of the road	0.30	Mid-Term	Unincorporated Fulton County
R-13	New Hope Road from Boat Rock Road to Cascade Road	Roadway Widening	Widen from 2 to 3 lanes (2.3 miles)	2.3	Mid-Term	Unincorporated Fulton County
R-21	Cascade Road between Fairburn Road and I-285	Roadway Widening	Widen from 4 to 6 lanes (0.5 miles)	0.5	Mid-Term	Unincorporated Fulton County
R-32	SR 14 at Buffington Road	Intersection Operation	Add 145' right turn lane	N/A	Mid-Term	Unincorporated Fulton County
R-33	SR 14 at Stonewall Tell Road	Intersection Operation	Signalize Intersection	N/A	Mid-Term	Unincorporated Fulton County
R-88	Railway from SR 74 to SR 138	Rail Crossing Improvement	Railroad quiet zone application/implementation	2.8	Mid-Term	Fairburn, Union City, Unincorporated Fulton County
R-132	Camp Creek Parkway at Fulton Industrial Boulevard	Intersection Operation	Intersections improvements	N/A	Mid-Term	Unincorporated Fulton County
R-165	Ono Road over Bear Creek	Bridge	Bridge Replacement	N/A	Mid-Term	Unincorporated Fulton County
R-188	Ben Hill Road from Will Lee Road to US 29	Roadway Operation	Widen to 12' lanes with shoulder	0.8	Mid-Term	Unincorporated Fulton County
R-193	Harris Road from Plantation Road to Spence Road	Road Paving	Pave existing gravel road	0.5	Mid-Term	Unincorporated Fulton County
R-205	Fulton Industrial Boulevard from Campbellton Road to I-20	Intersection Improvements	Increase turn radii for freight movements at select locations; Repair and/or replace curbs; Install signals at three locations (Westgate Drive, Riverside Drive, Westgate Parkway); Intersection improvements at six locations (Camp Creek Pkwy, Cascade Road, Bakers Ferry Road, Marvin Miller Drive, Fulton Industrial Circle, and Shirley Drive); Install cameras and fiber	7.3	Mid-Term	Unincorporated Fulton County
R-206	I-20 at Fulton Industrial Boulevard	Interchange Improvement	Improvements to interchange and arterials in vicinity of interchange; aesthetic improvements	N/A	Mid-Term	Unincorporated Fulton County

Project ID	Project Location	Category	Description	Distance (Miles)	Recommended Implementation Phase (Based on Priority, Community, Stakeholder and PMT Input)	Location
ASP-FA-342	SR 279 from SR 138 to SR 85	Roadway Widening	Roadway widening	4	Long-Term	Unincorporated Fulton County
ASP-FS-202	Oakley Industrial Boulevard from Gullatt to Flat Shoals Road	Roadway Widening	Roadway widening and extension; Potentially 4 phases: Flat Shoals to SR 138, SR 138 to Fayetteville Road, Fayetteville Road to SR 74, SR 74 to Gullatt Road	7.5	Long-Term	Fairburn, Union City, Unincorporated Fulton County
ASP-FS-223	SR 138/SR 92 from I-85 South to South Fulton Parkway	Roadway Widening	Roadway widening	7.5	Long-Term	Fairburn, Union City, Unincorporated Fulton County
ASP-FS-226	US 29 from SR 279 to South Fulton Parkway	Roadway Widening	Roadway widening	2.6	Long-Term	College Park, Unincorporated Fulton County
ASP-FS-230	SR 92 from South Fulton Parkway to SR 70	Roadway Widening	Roadway widening	4.6	Long-Term	Unincorporated Fulton County
FS-003	SR 70 from SR 6 to I-20	Roadway Widening	Add one general purpose lane in each direction	3.9	Long-Term	Unincorporated Fulton County
FS-225	SR 70 from SR 166 to SR 6	Roadway Widening	Widen from 4 to 6 lanes	3.5	Long-Term	Unincorporated Fulton County
R-1	Old National Highway from Flat Shoals to I-285	Study/Planning	Widen from 4 to 6 lanes (2.3 miles) and add raised median	2.3	Long-Term	College Park, Unincorporated Fulton County
R-23a	Camp Creek Parkway at Butner Road	Roadway Operation	Intersection Improvement	N/A	Long-Term	Unincorporated Fulton County
R-23b	Old National Highway at Bethesda Road	Roadway Operation	Intersection Improvement	N/A	Long-Term	Unincorporated Fulton County
R-94	Campbellton Road Reliever - Phase I	New Connection	New facility connecting Riverside Drive to Campbellton Road north of Sandtown Park (1.5 miles)	1.5	Long-Term	Unincorporated Fulton County
R-95	Campbellton Road Reliever - Phase II	New Connection	New facility connecting Campbellton Road north of Sandtown Park to Enon Road east of Enon Mill Drive (0.8 miles)	0.8	Long-Term	Unincorporated Fulton County
R-96	Reynolds Road Extension	New Connection	Extend Reynolds Road from intersection with Campbellton Road to existing terminus of Reynolds Road SW (0.4 miles)	0.4	Long-Term	Unincorporated Fulton County

Project ID	Project Location	Category	Description	Distance (Miles)	Recommended Implementation Phase (Based on Priority, Community, Stakeholder and PMT Input)	Location
R-97	Owl Rock Road Extension	New Connection	Extend Owl Rock Road from current intersection with Union Road to new Reynolds Road Connector (0.4 miles); includes roundabout at intersection with Reynolds Road Connector	0.4	Long-Term	Unincorporated Fulton County
R-99	Campbellton Road at Wallace Road	Intersection Operation	Roundabout	N/A	Long-Term	Unincorporated Fulton County
R-102	Fulton Industrial Boulevard at Cascade Road	Intersection Operation	Intersection improvements	N/A	Long-Term	Unincorporated Fulton County
R-103	Cascade Road at Carlo Woods Drive	Intersection Operation	Intersection improvements	N/A	Long-Term	Unincorporated Fulton County
R-104	Cascade Road ATMS from Shanter Trail to Fulton Industrial Boulevard	Roadway Operation	Install fiber, signal coordination, emergency preemption	4.4	Long-Term	Unincorporated Fulton County
R-114	South Fulton Parkway at Derrick Road	Grade Separation	Construct a tight diamond interchange	N/A	Long-Term	Unincorporated Fulton County
R-119	South Fulton Parkway at Cedar Grove Road	Grade Separation	Construct a tight diamond interchange	N/A	Long-Term	Unincorporated Fulton County
R-122	South Fulton Parkway at Short Road	Intersection Operation	Intersection improvements	N/A	Long-Term	Unincorporated Fulton County
R-130	Rivertown Road from Cedar Grove Road to Hobgood Road	Roadway Widening	Widen from 2 to 3 lanes (1.3 miles)	1.3	Long-Term	Unincorporated Fulton County
R-134	Jones Road from Hall Road to Campbellton Fairburn Road	General Maintenance	Paving and shoulder improvements	0.6	Long-Term	Unincorporated Fulton County
R-152	South Fulton Parkway at SR 154	Grade Separation	Construct a tight diamond interchange	N/A	Long-Term	Unincorporated Fulton County
R-156	Campbellton Road at Enon Road	Intersection Operation	Intersection improvements	N/A	Long-Term	Unincorporated Fulton County
R-209	SR 70 (Fulton Industrial Boulevard) from I-20 to Campbellton Road	Roadway Operation	Widen outside lane to 13' and install ITS truck sensors at 5 locations	34.9	Long-Term	Unincorporated Fulton County

Sandtown LCI 5-Year Schedule of Actions - Final Draft

	Immediate (1 - 2 Years)
	Short-Term (3 - 5 Years)
	Long-Term (5 + Years)

Description	Engineering Year	Engineering Costs	Construction Year	Construction Cost	Total Project Cost	Comments	
Transportation							
Pedestrian/Bicycle							
Sidewalks along Campbellton from Enon to Suber Road	8' wide sidewalk; 10' wide in Sandtown Village area on both sides of street	2005	\$ 320,913	2010	\$ 4,159,790	\$ 5,380,703	Let to Construction
Sidewalks along Boat Rock Road from Fulton Industrial to Campbellton	8' wide sidewalk (one side)	2005	\$ 200,200	2010	\$ 2,365,200	\$ 3,140,400	Unfunded-
Sidewalks on New Hope Road from Versailles Road to Campbellton	8' wide sidewalk (one side)	2005	\$ 126,247	2010	\$ 552,000	\$ 1,253,247	Will let to design by end of Year. Limit revised to extend to Danforth Road
Sidewalks on Wallace Road from Campbellton to Enon	8' wide sidewalk (one side)	2003	\$ 23,000	2004	\$ 442,000	\$ 465,000	The County is still committed to implement these projects. ARC and GDOT recently issued a call for projects. The County is aggressively seeking funds, through the process, to move these projects forward. The County is also seeking local and possibly private funding assistance as well.
Sidewalks on Enon Rd. from Campbellton Rd. to Wallace Rd.	8' wide sidewalk (one side)	2003	\$ 24,000	2004	\$ 478,000	\$ 502,000	
Study for additional sidewalks on New Hope Road from Versailles Road to the Arts Center	Sidewalk Study	2004	\$ 20,000	N/A	None	\$ 20,000	
Striped bike lane along Campbellton from Enon to Suber Road	4' Bike Lanes	2006	\$ 21,000	2007	\$ 415,000	\$ 436,000	
Striped bike lane along Boat Rock Road from Campbellton to the Chattahoochee River	4' Bike Lanes	2006	\$ 17,000	2007	\$ 337,000	\$ 354,000	
Striped bike lane along Reynolds Road from Boat Rock to Campbellton	4' Bike Lanes	2006	\$ 20,000	2007	\$ 261,000	\$ 281,000	
Striped bike lane along New Hope Road from Versailles Road to Campbellton	4' Bike Lanes	2006	\$ 8,000	2007	\$ 80,000	\$ 88,000	
Striped bike lane along Wallace Road from Campbellton to Enon	4' Bike Lanes	2006	\$ 13,000	2007	\$ 168,000	\$ 181,000	
Striped bike lane on Bruce Place	4' Bike Lanes	2006	\$ 5,000	2007	\$ 47,000	\$ 52,000	
Striped bike lane on Enon Rd. from Campbellton Rd. to Wallace Rd.	4' Bike Lanes	2006	\$ 13,585	2007	\$ 181,130	\$ 194,715	
Sidewalks along Reynolds Road from Boat Rock to Campbellton	8' wide sidewalk (one side)	2009	N/A	2009 +	N/A	N/A	
Sidewalks on Bruce Place	8' wide sidewalk (one side)	2009	N/A	2009+	N/A	N/A	
Trail Projects							
Additional study for right-of-way acquisition and plan lay-out	Trail Study / Concept Design	2004	\$ 55,000	N/A	None	\$ 55,000	The County, through its Environment and Community Development Department, has recently completed a trail network map depicting potential trail routes throughout the County. The department will shortly release the information to the public for comments. Also, the department plans to conduct a comprehensive and an in-depth technical analysis that will include right-of-way requirements, feasibility, environmental, impact, etc.
Sandtown Park Trail around existing ball fields	Multi-use trail	2003	\$ 10,000	2004	\$ 96,000	\$ 106,000	
Sandtown Trail through entire community	Multi-use trail	2009	N/A	2009 +	N/A	N/A	
Connector trails from subdivisions to Sandtown Trail	Multi-use trail	2009	N/A	2009 +	N/A	N/A	
Trail from Boat Rock/Fulton Ind. intersection to Chattahoochee River	Multi-use trail	2009	N/A	2009 +	N/A	N/A	

Sandtown LCI 5-Year Schedule of Actions - Final Draft

	Immediate (1 - 2 Years)
	Short-Term (3 - 5 Years)
	Long-Term (5 + Years)

Description		Engineering Year	Engineering Costs	Construction Year	Construction Cost	Total Project Cost	Comments
Streetscape Projects							
Along new connector roads in Camp Creek Crossing	Streetscapes on both sides of road	2003	\$ 50,000	2005	\$ 300,000	\$ 350,000	The County is still committed to implement these projects. ARC and GDOT recently issued a call for projects. The County is aggressively seeking funds, through the process, to move these projects forward. The County is also seeking local and possibly private funding assistance as well.
Along Reynolds, Campbellton, Boat Rock triangle	Streetscapes on both sides of road	2003	\$ 80,000	2005	\$ 600,000	\$ 680,000	
Campbellton Rd streetscape (through Sandtown Village)	Streetscapes on both sides of road	2006	\$ 150,000	2008	\$ 1,200,000	\$ 1,350,000	
Placement of overhead utilities underground as per Blueprint Sandtown Master Plan (low priority due to cost)	Utility Relocation	2009	N/A	2009 +	N/A	N/A	
Roadway (new connectors)							
East-west Connector north of Camp Creek Crossing (approx 1/2 mile north of Camp Creek/Campbellton intersection tying in to Campbellton in Sandtown Village and new north-south Connector in Village)	New Road	2003	\$ 134,000	2005	\$ 1,786,000	\$ 1,920,000	The three developments (Sandtown Village, Sandtown Crossing, and Camp Creek Crossings) proposed in the study have not yet been built. The County plans to address the recommendations, upon construction of these facilities or as a condition of zoning.
North-south Connector through Sandtown Village (tie Campbellton Rd to Enon Rd)	New Road	2003	\$ 150,000	2005	\$ 2,500,000	\$ 2,652,005	
Continuation of Reynolds Road at Campbellton T-Intersection to Reynolds Rd. SW	Road Extension	2006	\$ 30,000	2008	\$ 399,000	\$ 429,000	
East West Connector from Union Road to new Reynolds Road connector	New Road	2006	\$ 42,000	2008	\$ 551,000	\$ 593,000	
East-west Connector along southern edge of Sandtown Center and crossing Camp Creek Pkwy (tie in to Boat Rock Rd)	New Road	2006	\$ 126,000	2008	\$ 1,672,000	\$ 1,798,000	
East-west Connector south of Camp Creek Crossing (approx 1 mile south Camp Creek Pkwy/Campbellton intersection)	New Road	2006	\$ 66,000	2008	\$ 874,000	\$ 940,000	
Traffic Calming/Intersection Improvement Projects							
Traffic Signal Upgrades along Camp Creek Parkway (3 Intersections)	Signal Upgrade	2003	\$ 21,000	2004	\$ 270,000	\$ 291,000	Lack of support from GDOT has delayed any progress on these projects. County has met on several occasions with community to consider conventional intersection improvements to address operational and safety issues at said locations. A decision is still pending.
Detailed Traffic Analysis as per GDOT requirements of the proposed Blueprint Sandtown Master Plan traffic improvements	Traffic Study	2003	\$ 60,000	N/A	None	\$ 60,000	
Roundabouts (2) on Reynolds in Camp Creek Crossing	Roundabout	2004	\$ 60,000	2005	\$ 700,000	\$ 760,000	
Traffic circles (4) on Enon Road at Wallace, Erin Rd, Dublin Dr, new Sandtown Village connector, Enon Pines	Traffic Circle	2004	\$ 80,000	2005	\$ 400,000	\$ 480,000	
Traffic circles (5) on Reynolds (north of Camp Creek Crossing)	Traffic Circle	2006	\$ 100,000	2008	\$ 500,000	\$ 600,000	
Roundabouts (7) on Campbellton at Wallace, 4 new Sandtown Village nodes, New Hope/Boat Rock, Enon	Roundabout	2006	\$ 180,000	2008	\$ 1,450,000	\$ 1,630,000	
Roundabout on Boat Rock (southeast corner of Sandtown Center)	Roundabout	2006	\$ 30,000	2008	\$ 350,000	\$ 380,000	
Detailed Traffic Analysis as per GDOT requirements of the proposed Sandtown Center traffic improvements	Traffic Study	2006	\$ 50,000	2008	None	\$ 50,000	

Sandtown LCI

Sandtown LCI 5-Year Schedule of Actions - Final Draft

	Immediate (1 - 2 Years)
	Short-Term (3 - 5 Years)
	Long-Term (5 + Years)

Description		Engineering Year	Engineering Costs	Construction Year	Construction Cost	Total Project Cost	Comments
Gateway Projects							
Gateway elements at the approaches of the 3 main centers (10 major locations, 4 minor locations)	Gateway Features	2006	\$ 70,000	2008	\$ 960,000	\$ 1,030,000	Gateways are recommended for installation at the entrances to the Sandtown Center, Sandtown Village, and Camp Creek Crossing activity areas. As previously stated, the villages have not been built. The County plans to address these recommendations,, possibly as condition of zoning, upon permit request.
Transit Service							
Study of rail line from proposed MARTA west extension to Airport passing through (proposed) Boat Rock Station at Boat Rock/Fulton Ind. Intersection and (proposed) Sandtown Station at Campbellton/Camp Creek intersection	Rail Extension Study	2007	\$ 250,000	N/A	None	\$ 250,000	The County is working closely with MARTA and Transportation Planning Board (TPB) staff in implementing these recommendations.
Shuttle service between three focus nodes (once Master Plans are developed)	Shuttle Service	2009	N/A	2009 +	N/A	N/A	
Shuttle service from 3-nodes to proposed MARTA west extension (once Master Plans are developed)	Shuttle Service	2009	N/A	2009 +	N/A	N/A	
Freight Movement							
Subarea freight study (concentration on Fulton Industrial Blvd corridor and flows to/from)	Freight Study	2003	\$ 100,000	N/A	None	\$ 100,000	The County has worked closely with ARC in developing a regional freight plan. The plan identified operational issues that require further studies. The County will seek funding through ARC in the next RTP update to address these issues.
			\$ 2,705,945		\$ 24,094,120	\$ 28,852,070	

Sandtown LCI 5-Year Transportation Improvement Plan - Summary of Costs by Implementation Priority

Priority Color Code	Implementation Priority	Engineering Costs	Construction Year	Construction Cost	Total Project Cost
	Immediate (1 - 2 Years)	\$ 1,514,360	(FY2004-FY2005)	\$ 14,648,990	\$ 18,215,355
	Short-Term (3 - 5 Years)	\$ 1,191,585	(FY2006-FY2008)	\$ 9,445,130	\$ 10,636,715
	Long-Term (5 + Years)	N/A	(FY 2009 +)	N/A	N/A
		\$ 2,705,945		\$ 24,094,120	\$ 28,852,070

Sandtown LCI 5-Year Schedule of Actions - Final Draft

	Immediate (1 - 2 Years)
	Short-Term (3 - 5 Years)
	Long-Term (5 + Years)

Description	Engineering Year	Engineering Costs	Construction Year	Construction Cost	Total Project Cost	Comments
Housing Initiatives						
Negotiate with developers to include workforce housing at the nodes	2004					
Work to implement policy changes at the county level to encourage workforce housing	2018					
Construction of housing development with workforce housing options	2020		2025			

Description	Type of Improvement	Engineering Year	Engineering Costs	Construction Year	Responsible Party	Comments
Local Actions						
Update the Southwest Fulton Land Use Plan to incorporate recommendations for the Sandtown LCI.		2002			Community and County	The Southwest Fulton Land Use Plan has been incorporated into the Fulton County 2030 Comprehensive Plan. December 7, 2011
Amend the Sandtown Overlay District Standards, which are the design guidelines for the Sandtown Community.		2003				The Sandtown Overlay District was last amended on: February 1, 2012
Amend the Zoning Resolution to reflect recommendations		2003				The Fulton County Zoning Resolution was amended October 1, 2014
Adoption of the Conservation Subdivision Ordinance		Ongoing from 2004				The Fulton County Zoning Resolution was amended in April of 2004 to include Conservation Subdivision Standards.
Amend the Subdivision Regulations to reflect recommendations		Ongoing from 2004				The Fulton County Subdivision Regulations were amended in April of 2004
Adopt a Housing Policy to increase the affordable housing stock.		2003				Fulton County adopted policy April 2006
Identify funding for a detailed safety and capacity analysis to be performed on Campbellton Road.		2003				Not implemented
Application for LCI implementation funds		2002				
Formation of a committee for formulating/implementing action plan		2003				Recommendations Implemented April 2006
Establishing formal relationship with chamber of commerce		Ongoing from 2004				
Review improvement implementation plan		Ongoing from 2004				
Work with D.O.T. to ensure that plans of development compliment each other		Ongoing from 2004				Fulton County coordinates with the GDOT on all proposed projects.
Engage S.W. Fulton Revitalization to promote the visions of the LCI Study to compete for services and economic development opportunities		N/A				This particular recommendation is implemented by the Fulton County Economic Department.
Seek additional funding for next phase of projects		2004				Recommendation is a on-going
Review developers plans for future projects		Ongoing from 2003				All proposed plans are review by Fulton County for future projects.
Create a marketing plan for promoting economic development in community		Ongoing from 2004				This particular recommendation is implemented by the Fulton County Economic Department.
Feasibility analysis for parks and community spaces		Ongoing from 2009				This particular recommendation is incorporated in the Fulton County Trailnet Plan.
Implement outreach plan for business attraction		Ongoing from 2005				This particular recommendation is implemented by the Fulton County Economic Department.
Acquire sites for community facilities		N/A			County	N/A
Acquire sites for recreation centers		N/A			County	
Negotiations with commercial tenants		Ongoing from 2005			Community and County	

Sandtown LCI

Sandtown LCI 5-Year Schedule of Actions - Final Draft

	Immediate (1 - 2 Years)
	Short-Term (3 - 5 Years)
	Long-Term (5 + Years)

Description	Engineering Year	Engineering Costs	Construction Year	Construction Cost	Total Project Cost	Comments
Building community facilities	N/A			County	This particular recommendation is implemented by the Fulton	

**A RESOLUTION TO ADOPT THE FIVE-YEAR UPDATE OF THE
SANDTOWN LIVABLE CENTERS INITIATIVE ACTION PLAN**

WHEREAS, Fulton County, Georgia and the Sandtown Community received a grant from the Atlanta Regional Commission (ARC) in 2002 to conduct a livable Centers Initiative (LCI) Study for the Sandtown Community; and

WHEREAS, the LCI study was conducted in 2002 and resulted in the development of the Sandtown LCI Study and Action Plan ("LCI Action Plan"); and

WHEREAS, in order to remain an LCI community in good standing and be eligible for additional LCI transportation funds, supplemental funds or other related LCI activities, the Atlanta Regional Commission requires that Sandtown updates the LCI Action Plan every five years; and

WHEREAS, on September 16, 2009, Fulton County adopted the first five-year update to the LCI Action Plan that reports the progress of implementation of the projects recommended in the 2002 plan

WHEREAS, the Fulton County has prepared a second five-year update to the LCI Action Plan that reports the progress of implementation of the recommendation made in the 2009 update and revises the Action Plan in response to the development that has taken place within the LCI study area; and


NOW, THEREFORE, BE IT RESOLVED, that the Board of Commissioners do hereby adopt the attached Five-Year Update to LCI Study and Action Plan

BE IT FURTHER RESOLVED, that this Resolution shall become effective upon its adoption and that all resolutions and parts of resolutions in conflict with this resolution are hereby repealed to the extent of such conflict.

SO RESOLVED by the Board of Commissioners of Fulton County, Georgia, this 15th day of April 2015.




ATTEST BY:


Mark Masey, Clerk to the Commission

SPONSORED BY:


John H. Eaves, Chairman
Fulton County Board of Commissioners

APPROVED AS TO FORM:


R. David Ware, County Attorney