

COVER SHEET FOR COMMUNITY PLANNING SUBMITTALS

Name(s) of Submitting Government(s): **Clayton County**

RC: **ARC**

Submittal Type:
Comp Plan Amendment (File Copy-Not for Review)

Preparer: RC Local Government Consultant: VHB

Cover Letter Date: **6/30/22**

Date Submittal Initially Received by RC: **6/28/22**

Explain Unusual Time-lags or Other Anomalies, when present:

Inaccurate/incomplete information, above, and nonconformity with the standards articulated, below, are reportable as performance errors under the terms of the annual DCA/RC contract and may lead to adverse audit findings.

- **ALL SUBMITTALS MUST BE TRANSMITTED ELECTRONICALLY USING THE DEPARTMENT'S SHAREPOINT SITE.**
- **COMBINE ALL INDIVIDUAL IMAGES, DOCUMENTS AND SPREADSHEETS INTO ONE SINGLE, SEARCHABLE PDF (INCLUDING COVER LETTERS, APPENDICES, ETC.), PUT THIS COMPLETED FORM AS THE FIRST PAGE OF THE PDF AND THEN UPLOAD IT.**
- **REVISED SUBMITTALS MUST INCLUDE THE ENTIRE DOCUMENT, NOT ONLY THE REVISED PORTION.**
- **EMAILED OR HARDCOPY MATERIALS CANNOT BE ACCEPTED.**
- **ALL SUBMITTALS MUST BE CHanneled THROUGH THE APPROPRIATE REGIONAL COMMISSION.**

June 28, 2022

Atlanta Regional Commission
International Tower
229 Peachtree Street NE | Suite 100
Atlanta, Georgia 30303

RE: Comprehensive Plan Amendment Submittal

In partnership with MARTA, Clayton County has completed an amendment of its comprehensive plan and is submitting it with this letter for review by the Atlanta Regional Commission and the Department of Community Affairs. This amendment reflects MARTA's advancing plans for the proposed Southlake Bus Rapid Transit (BRT) line, and how Clayton County wishes to prepare for this major investment through more transit supportive land uses.

I certify that we have held the required public hearings and have provided opportunities for public input in a manner appropriate to our community's dynamics and resources. Evidence of this has been included with our submittal.

I certify that appropriate staff and decision-makers have reviewed both the Regional Water Plans covering our area and the Rules for Environmental Planning Criteria (O.C.G.A. 12-2-8) and taken them into consideration in formulating our plan.

If you have any questions concerning our submittal, please contact Allison Stewart-Harris, Community Planning Manager at VHB, at astewart-harris@vhb.com or 404.418.5848

Sincerely,



Allison Stewart-Harris
On behalf of MARTA and Clayton County

Enclosures



Clayton County 2034 Comprehensive Plan Plan Amended 2019 [Plan Amended 2022](#)



NATIONAL ARCHIVES AT ATLANTA

October 2019

prepared by the



Atlanta Regional Commission

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Chapter 14

Transit Oriented Development

APPENDIX

COMPREHENSIVE PLAN AMENDMENT CLAYTON COUNTY STATION AREAS

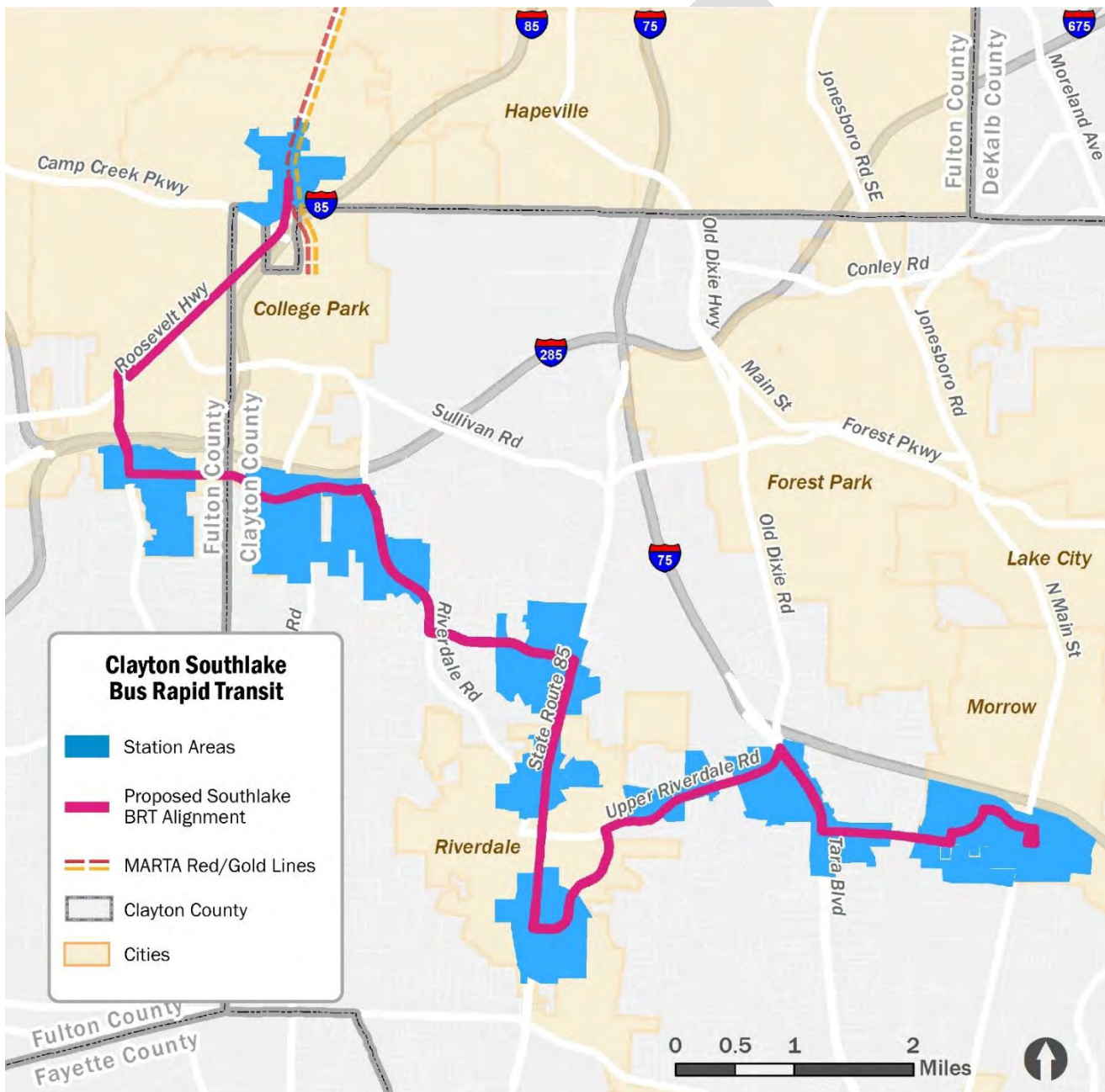


Introduction and Purpose

The purpose of this Comprehensive Plan Amendment is to reflect the significant changes associated with MARTA’s planned Southlake Bus Rapid Transit (BRT) line. Shown in Figure 1, the BRT starts at the existing MARTA heavy rail station in Downtown College Park. It then travels southwest through College Park and into unincorporated Clayton County, entering Riverdale from the north along SR-85. At Lamar Hutcheson Parkway it turns northeast, passes Southern Regional Medical Center, turns south down Tara Boulevard, then runs east on Mt. Zion Road where it ends in Morrow.

This Amendment establishes the policy direction of unincorporated Clayton County’s future station areas. In the County’s next full update process, additional detail and study will be conducted regarding the station areas, particularly around zoning and density.

Figure 1. Map of Planned Southlake BRT Alignment



The future

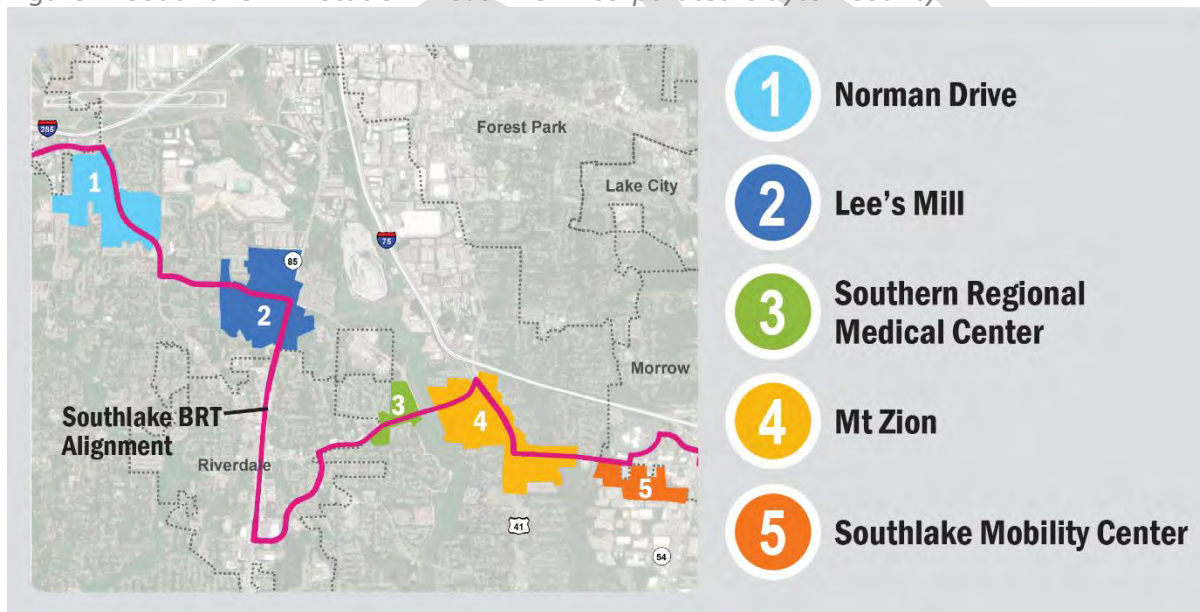
Southlake BRT investment will not only provide access to high-capacity transit in Clayton County but is also anticipated to spur considerable development—particularly around future station areas. MARTA has been studying the proposed BRT line since 2019, and recently completed a detailed study on transit supportive land uses (TSLU) for future station areas. The study focused on the “the Big Five” elements of transit supportiveness:

1. Density/Intensity
2. Mixed Uses
3. Walkability
4. People-Friendly Design
5. Managed Parking

The TSLU study’s purpose was two-fold: develop draft model ordinances to support the future transit investment and identify station area boundaries. Ultimately the TSLU study resulted in three model ordinances that are designed to be context sensitive. Two ordinances are intended to address “core” areas immediately surrounding the station. The first—the TOD-Core Redevelopment/New Build Model Ordinance—focuses on suburban contexts that are in need of higher levels of intervention and change through larger scaled redevelopment. The second core model ordinance—TOD-Core Infill—was developed for station areas that already have strong “bones” and walkable infrastructure in place, such as historic main street communities. The third model ordinance is Residential Support, and is intended to make modest improvements to single-family neighborhoods that are nearby.

In unincorporated Clayton County, MARTA’s TSLU study identified five future station areas on the Southlake BRT. These station areas were based on initial station locations from MARTA and a robust analysis of surrounding parcels looking at 19 metrics of current and future transit supportiveness including proximity to station location, land use, infrastructure, walkability, and development potential. Figure 2 shows MARTA’s recommended Southlake BRT station areas in unincorporated Clayton County.

Figure 2. Southlake BRT Station Areas in Unincorporated Clayton County



The following pages summarize each of the future station areas, including a sample development concept to illustrate transit-supportive land uses on actual parcels.

NORMAN DRIVE STATION AREA

Located at the intersection of Norman Drive and Riverdale Road, the Norman Drive station area currently is home to older strip shopping malls and garden-style apartments. North Clayton High School is a major public facility in the area.

There are two single-family neighborhoods that are in close proximity to the station area. These neighborhoods are expected to remain single family, but allowing accessory dwelling units (ADUs) can encourage gentle density and greater housing diversity.




Figure 3. MARTA's Recommended Norman Drive Station Area



School in station area



Motel use in station area

-  Recommended Norman Drive station area (TOD-Core)
-  Recommended Residential Support Zone
-  Southlake BRT



Aging multi-family buildings

Development Concept

The site chosen to illustrate the possibilities of the new ordinance in the Norman Drive station area is located at the corner of Norman Drive and Riverdale Road. The site is made up of multiple parcels and is currently home to commercial/retail uses including an active but older strip mall, some fast food restaurants, and other services. It is bordered by multi-family garden apartments to the north and North Clayton High School to the west. The site is currently dominated by impervious surfaces with a large amount of surface parking.

In the concept, this site would be transformed into a multi-family residential complex that is more pedestrian friendly and less suburban in its design and orientation to the roadways. Parking is concentrated behind the buildings, and the emphasis is on improved public spaces and pedestrian connectivity.

Figure 4. Development Concept in Norman Drive Station Area



BIG FIVE ELEMENTS IN CONCEPT:



Density/ Intensity

- 35 dwelling units (du)/acre



Mixed Use

- Exempted because of reduced block sizes (see Ordinance page 72)



Walkability

- Streetscape improvements
- Interior walking path in site
- Pedestrian connection to adjacent school



People-Friendly Design

- Neighborhood green space/dog park
- Street trees
- Human-scaled housing



Managed Parking

- Reduced requirements for surface parking
- Parking is located behind buildings



LEE'S MILL STATION AREA

Lee's Mill station area is currently characterized by multiple garden-style multi-family apartment communities. The proposed station area is on the eastern end of the corridor, where it includes Martin Luther King Elementary School, a large multi-family neighborhood owned by the Housing Authority of Clayton County, and the Hindu Temple of Atlanta. A new senior living facility was also recently completed in the station area.

Like other station areas in Clayton County, there are two nearby single-family residential neighborhoods. Although this use is anticipated to remain the same, there are opportunities to make small steps towards additional density such as ADUs.

Figure 5. MARTA's Recommended Lee's Mill Station Area



-  Recommended Lee's Mill Station Area (TOD-Core)
-  Recommended Residential Support Zone
-  Southlake BRT



Existing garden-style residential multi-family



Existing garden-style residential multi-family



Aging strip commercial uses

Sample Development Concept

The sample development concept site is located on Garden Walk Boulevard directly across W Lees Mill Street from the new senior housing development. The site is owned by the Clayton County Housing Authority and is currently majority forest growth with a cut-through road leading to multi-family housing further north. This site presents a unique opportunity to provide connectivity to existing senior and multi-family housing as well as the nearby Hindu Temple of Atlanta.

Figure 3. Development Concept in the Lee's Mill Station Area



BIG FIVE ELEMENTS IN CONCEPT:



- 36 dwelling units (du)/acre



- Mixed Income (Option D in ordinance)



- Pedestrian connections to adjacent land uses
- Internal walkable network connecting to existing network



- Street trees
- Campus-like system of green spaces and amenities
- People-scaled building design and setbacks from roadways



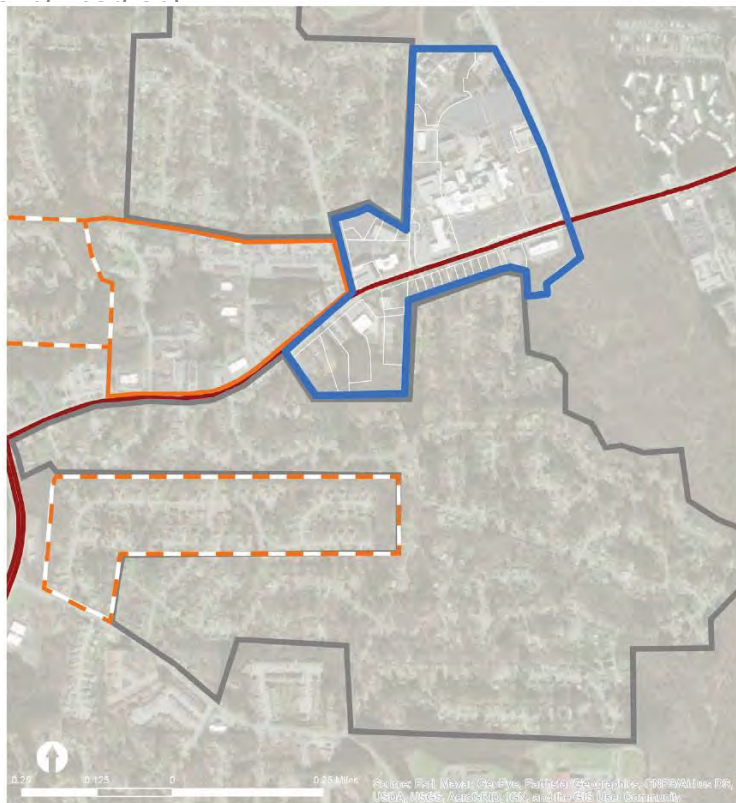
- Structured parking beneath buildings






SOUTHERN REGIONAL MEDICAL CENTER STATION AREA

The proposed Southern Regional Medical Center station area would be governed by the City of Riverdale on its west side and Clayton County on its east side. It is one of the most constrained areas in size along the proposed corridors because of the large amounts of single-family residential in close proximity to the medical center and the Flint River.

Given the small size of the station area, it is even more important that the nearby single-family neighborhoods are as transit supportive as possible. These neighborhoods are expected to remain single family, but allowing accessory ADUs can encourage gentle density and greater housing diversity.

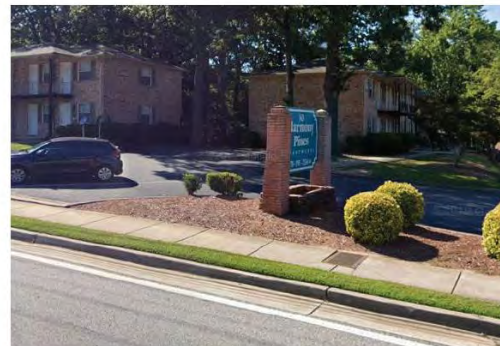
Figure 7. MARTA's Recommended Southern Regional Medical Center Station Area (unincorporated Clayton County)



-  Recommended Medical Center Station Area (TOD-Core) Clayton County
-  City of Riverdale Medical Station Area - TOD Core Boundary
-  Recommended Residential Support Zone
-  City of Riverdale Medical Station Area - Residential Support Boundary
-  Southlake BRT



Southern Region Medical Center



Aging multi-family uses nearby



Nearby single-family residential


MT. ZION STATION AREA

The Mt. Zion station area is the largest—and potentially the most important—of the County’s station areas. Its proximity to I-75 and the Southern Regional Medical Center station area offers some of the most promising opportunity for redevelopment. Figure 8 illustrates the proposed boundaries for the station area.

As a major gateway to Clayton County from I-75, this is an area of focus. Particularly, there is a need to transform Tara Boulevard over time into a more attractive, denser corridor with better mobility options.

Figure 8. MARTA’s Recommended Mt. Zion Station Area



-  Recommended Mt. Zion Station Area (TOD-Core)
-  Recommended Residential Support Zone
-  Southlake BRT



Existing strip commercial



Typical single-family housing in area



Dated townhomes



Sample Development Concepts

There are two sample development concepts for the Mt. Zion area—one at Tara Crossing near the gateway at I-75 and one at the intersection of Mt. Zion Road and Tara Boulevard.

The current Tara Crossing Shopping Center site is located on Upper Riverdale Road near the intersection with Tara Boulevard. The site is made up of several parcels owned by multiple different owners of older, lightly used strip mall retail/commercial development. This site presents a unique opportunity of transforming a dated shopping center with massive amounts of surface parking into a regional retail/commercial/medical destination capitalizing on the uses of the two station areas it touches.

Figure 9. Development Concept in the Mt. Zion Station Area – Tara Crossing



BIG FIVE ELEMENTS IN CONCEPT:



- 0.79 floor to area ratio (FAR)



- Horizontal mixed use (Option B in ordinance)
- Mix of housing types



- Addition of new local roadway connections
- Enhanced streetscape on Upper Riverdale Road
- Internal sidewalk network



- Series of plazas/urban parklets
- Street trees
- People-scaled buildings and orientation to roadways



- Parking structures
- Surface parking at far back and along edges
- Reduced parking minimums

The second site concept looks at two adjacent underused parcels. The property is located near the corner of Tara Boulevard and Mt. Zion Road, and is adjacent to the recently built Starbucks. Currently, the site is home to a large strip mall development behind an expansive surface parking lot, a stand-alone suburban-style restaurant, and two stand-alone Class C office buildings.

Figure 10. Development Concept in the Mt. Zion Station Area – Mt Zion Road + Tara Boulevard



BIG FIVE ELEMENTS IN CONCEPT:



- 0.73 floor area ration (FAR), 17.5 (dwelling units) du/Acre



- Horizontal mixed use (Option B in ordinance)
- Mix of housing types



- Addition of new local roadway connections
- Enhanced streetscape on Upper Riverdale Road
- Internal sidewalk network



- Series of plazas/urban parklets
- Street trees
- People-scaled buildings and orientation to roadways



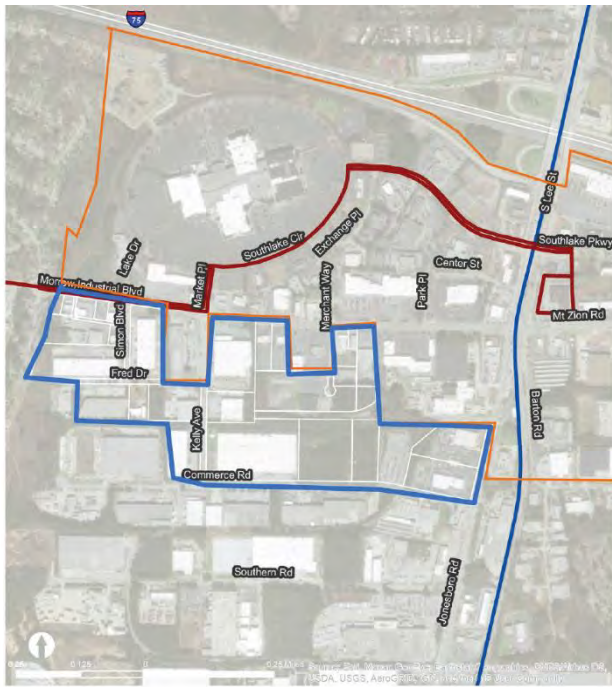
- Parking structures
- Surface parking at far back and along edges
- Reduced parking minimums

SOUTHLAKE MOBILITY CENTER STATION AREA

The Southlake Mobility Center station area is predominantly in the City of Morrow, but is partially in unincorporated Clayton County. It is an important station, as it is the only planned connection between the Southlake BRT line and the proposed high-capacity line that will follow SR 54 to the east.

Only about 1/5 of the proposed station area is located in unincorporated Clayton County. These parcels are predominantly light industrial and commercial in use.




Figure 11. MARTA's Recommended Southlake Mobility Center Station Area



Existing commercial uses



Some pedestrian enhancements are in place

-  Recommended Southlake Mobility Center Station Area (TOD-Core)
-  City of Morrow Southlake Mobility Center Station Area (TOD-Core)
-  Southlake LPA



Distribution and warehousing uses

Engagement

To vet these station areas and their associated policies, MARTA and Clayton County collaborated to provide the following opportunities for public input:

- MARTA’s Southlake BRT Public Workshop – March 28, 2022
- Online Survey – available March 28 – April 16, 2022
- Community Information Meeting #1 – May 4, 2022
- Community Information Meeting #2 – May 11, 2022
- Zoning Advisory Group – June 6, 2022
- Clayton County Board of Commissioners Public Hearing – June 21, 2022

Input gathered at these opportunities was generally in favor of these station areas and the proposed policies for transit supportive land uses.

The online survey attracted responses from 85 residents, workers, and stakeholders in Clayton County. It introduced respondents to MARTA’s transit-supportive land use project, showed an example of an illustrative concept for development in a future station area, and asked for feedback on the five proposed overarching goals (see page 13). Four out of the five goals had over 70 percent of respondents mark “Yes! This is a good goal for future station areas.” Goal 5, which promotes a variety of housing options including affordable housing, had the lowest percentage of respondents supporting it with 62.9 percent.

Although not the majority, multiple survey respondents did note concerns over increased traffic, density, and multi-family housing. A small minority did not support MARTA’s extension into Clayton County altogether.

Additional Community Goals and Policies

In addition to Clayton County's existing community goals that support transit and mixed use, the following are additional goals and policies to specifically support transit-oriented development around future Southlake BRT stations.

GOAL: ENCOURAGE NEW GROWTH AND DEVELOPMENT IN STATION AREAS

- Ensure growth around future transit stations that is dense enough to support ridership, with a goal of at least 15 dwelling units/acre for residential development and floor area ratios (FAR) of 1.0 for non-residential development
- Encourage a mix of land uses around future station areas to activate areas throughout the day and evening
- Prohibit land uses that are heavily car-oriented in station areas
- Prioritize locations within future station areas for new County facilities
- Incentivize high-trip generation land uses to locate in future station areas
- Prioritize infrastructure capital improvements in future station areas to support and encourage development

GOAL: ENHANCE TRANSIT-FRIENDLY CHARACTER OF THE SOUTHLAKE BRT CORRIDOR AND AROUND ITS STATION AREAS

- Prohibit block lengths of over 800 feet in station areas
- Require people-oriented development setbacks, particularly short setbacks at building frontages
- Encourage active, people-friendly building design with active facades, high-quality design and materials, and entrances oriented toward the sidewalks
- Promote vertical and horizontal mixed uses in station areas, striving towards a diverse mix of commercial and residential uses

GOAL: EXPAND AND ENHANCE PEDESTRIAN INFRASTRUCTURE AND AMENITIES IN STATION AREAS TO CREATE A COMFORTABLE, WALKABLE ENVIRONMENT

- Develop new local street connections that prioritize people and safety, minimizing lane widths and maximizing space for pedestrians, bicycles, and transit
- Design roadways to reduce crossing length for pedestrians and include pedestrian safety islands/medians where appropriate
- Require high-quality streetscape components such as trees, pedestrian-scaled lighting, benches, and substantial buffer between the sidewalk and travel lanes
- Prioritize pedestrian infrastructure that provides direct links to existing and planned regional pedestrian/bicycle connections
- Ensure sidewalk facilities are designed to maximize accessibility and accommodate the movement of people of all ability levels

GOAL: REDUCE THE AMOUNT AND VISIBILITY OF PARKING IN STATION AREAS

- Prohibit surface parking areas in front of buildings in new developments and limit parking to the sides of buildings
- Reduce parking minimums and establish parking maximums in station area zoning
- Work towards a goal of less than 2.75 parking spaces per 1,000 building square feet within station areas
- Encourage surface parking lot design that is conducive to future infill development
- Encourage shared parking
- Encourage coordinated parking districts in station areas

GOAL: PROTECT AND PROMOTE DIVERSE HOUSING OPTIONS IN STATION AREAS

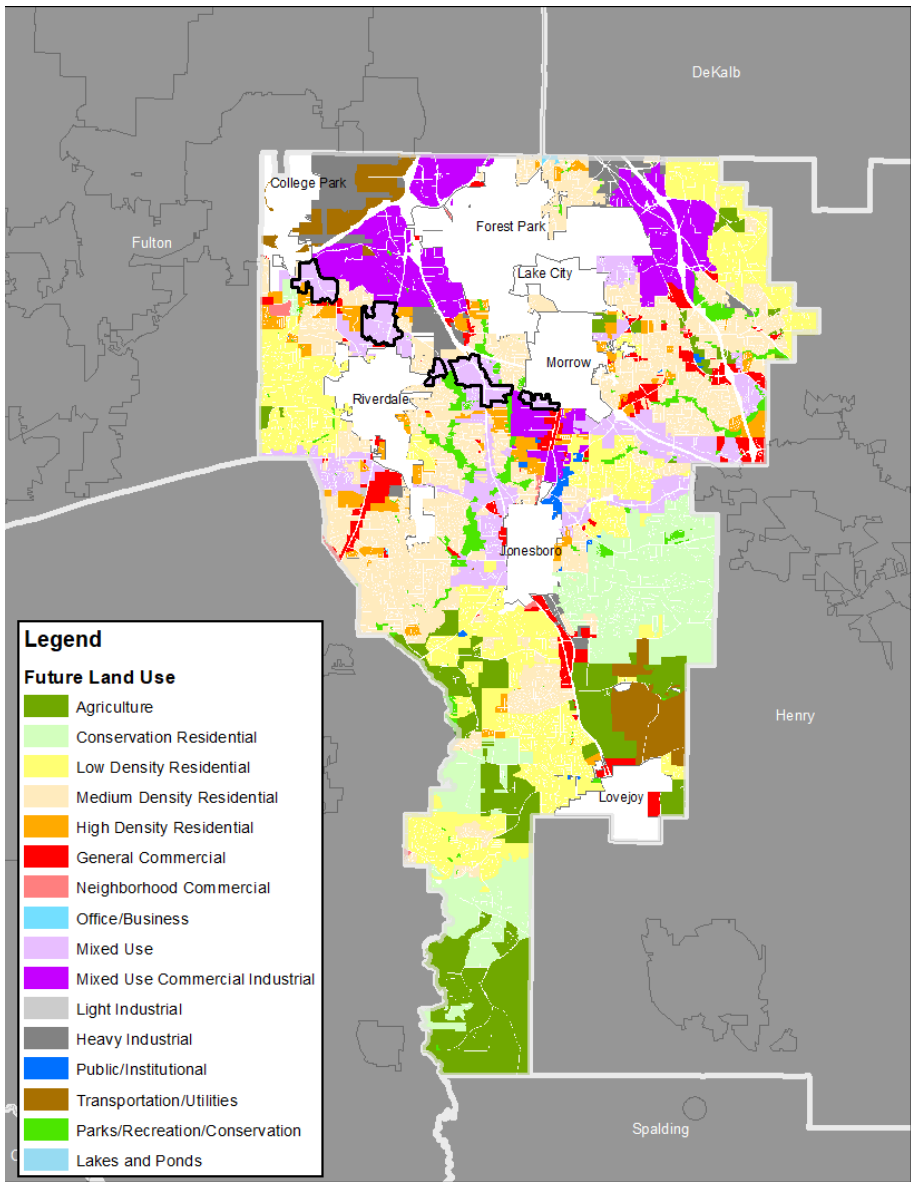
- Pursue an affordable housing strategy to maintain existing affordability in the BRT corridor
- Support inclusionary housing initiatives in station areas
- Enable the construction of small residential unit sizes to promote a variety of housing types

Future Land Use

Clayton County’s future land use map was last updated in 2019. Since this time, planning for the Southlake BRT has advanced and should be reflected in this vision for development in the County.

To acknowledge the future transit station areas and the different growth patterns desired, this Amendment shows future station areas being designated as Mixed Use. Mixed Use is a future land use that is already established in the Comprehensive Plan, described as:

Figure 12. Updated Future Land Use Map (Changes Outlined in Black)



“Allows a mixture of retail, residential, and office uses in a town center style. Uses may include residentially compatible retail uses such as grocery stores, drugstores, banks on ground floors or fronting on commercial streets. There may also be a residential component including lofts, condominiums, apartments, town homes, and smaller single-family houses located above commercial uses or in other portions of the development. Residential densities of 4 to 16 units per acre are appropriate. Higher densities may be allowable if the mix of uses results in a town center style development which can be expected to cut down the number of car trips that would otherwise be generated. A key method for reducing car trips would be balancing the likely jobs with supplied appropriately priced housing. Mixed-use development must be designed to encourage walking and bicycling as well as be designed to be transit-ready.”

To underscore support for growth around transit stations, this Amendment adds the following sentence to the description: “Station areas are encouraged to have higher densities to promote transit-oriented development (TOD).”

Development Nodes

In addition to future land use, the Clayton County Comprehensive Plan outlines special Development Nodes. The future transit station areas should be added to this map in the County’s upcoming update, with the following suggested text:

Future Station Areas

MARTA is advancing its plans for BRT in the Clayton County. Unincorporated Clayton County has five station areas located on the Southlake BRT line: Norman Drive, Lee’s Mill, Southeastern Regional Medical Center, Mt. Zion, and the Southlake Mobility Center. The areas surrounding these five station areas are in need of special consideration for transit-oriented development (TOD). Specifically, there is a need to plan for context-sensitive density, mixed uses, walkability, people-friendly design, and managed parking to support these transit investments long term. They are also opportunities to provide a broader diversity of housing types.”

New Community Work Program Items

The following text amendments integrate transit-supportive land use principles into two new work program items. Although there are many additional projects that would support future station areas, the County will be undergoing a complete update of its Comprehensive Plan beginning in 2023 and can identify specific actions through that process.

Description	'20	'21	'22	'23	'24	Est. Cost	Responsible Department/Agency	Funding Source
Community Development								
Update transit station area zoning following market analysis and FTA funding				X		n/a	Community Development	n/a
Work with MARTA on Southlake BRT Transit Oriented Development Pilot Study			X	X		n/a	MARTA/Community Development	n/a

Public Engagement Materials

Kemp creates panel to address health-care workforce shortage

By Dave Williams
Capitol Beat News Service

ATLANTA — Gov. Brian Kemp issued an executive order Thursday creating a task force to look for ways to grow the ranks of Georgia's health-care workforce.

The 15-member Healthcare Workforce Commission will focus on shortages plaguing a wide range of health-care professions including physicians, nurses, respiratory therapists and emergency medical personnel.

Kemp's executive order cites the pandemic as a contributor to a health-care workforce shortage that existed before COVID-19 struck two years ago.

"Our health-care heroes have been through it all during the pandemic, and we thank them immensely for the sacrifices made and dedication shown," the governor said. "To ensure the future health of Georgians and Georgia's health-care system, it is imperative for the public and private sector to come together and examine current needs and identify strategies for workforce recruitment and retention."

Shortages among Georgia's health-care workforce have long been on the radar

screens of state policy makers. Most recently, the mental health system overhaul the General Assembly passed unanimously late last month includes a service-cancelable loan program offering loan forgiveness to several types of mental-health specialists.

The new commission will work to develop strategies for retaining the state's current health-care workforce as well as expanding education initiatives — including scholarship and loan forgiveness programs — to build up the pipeline that feeds new workers into the system.

The panel will be chaired by the commissioner of the Georgia Department of Community Health and include representatives of doctors, nurses, emergency medical responders, mental health-care workers, long-term care workers, health-care educators and the hospital industry.

The executive order calls for the commission to issue recommendations by the end of December.

This story is available through a news partnership with Capitol Beat News Service, a project of the Georgia Press Educational Foundation.



Erin Scott/Reuters

Rep. Marjorie Taylor Greene (R-GA) wears a "Trump Won" face mask as she arrives on the floor of the House in January 2021. While Greene was alarmed on January 6, by the next day she was apologizing that the efforts to block Biden's certification had failed.

Mark Meadows' text messages reveal Trump's inner circle communications before and after events of January 6

By Jamie Gangel, Jeremy Herb and Elizabeth Stuart
CNN

CNN has obtained 2,319 text messages that former President Donald Trump's White House chief of staff Mark Meadows sent and received between Election Day 2020 and President Joe Biden's January 20, 2021 inauguration.

The vast trove of texts offers the most revealing picture to date of how Trump's inner circle, supporters and Republican lawmakers worked behind the scenes to try to overturn the election results and then reacted to the violence that effort unleashed at the US Capitol on January 6, 2021.

The logs, which Meadows selectively provided to the House committee investigating the January 6 attack, show how the former chief of staff was at the nexus of sprawling conspiracy theories baselessly claiming the election had been stolen. They also demonstrate how he played a key role in the attempts to stop Biden's certification on January 6.

The never-before-seen texts include messages from Trump's family — daughter Ivanka Trump, son-in-law Jared Kushner and son Donald Trump Jr. — as well as White House and campaign officials, Cabinet members, Republican

Party leaders, January 6 rally organizers, Rudy Giuliani, My Pillow CEO Mike Lindell, Sean Hannity and other Fox hosts. There are also text exchanges with more than 40 current and former Republican members of Congress, including Sen. Ted Cruz of Texas and Reps. Jim Jordan of Ohio, Mo Brooks of Alabama and Marjorie Taylor Greene of Georgia.

The texts include everything from plans to fight the election results to surprising and unexpected reactions on January 6 from some of Trump's staunchest allies. At 2:28 p.m., Greene, the conservative firebrand who had helped to plan the congressional objections that day, texted Meadows with an urgent plea for help as the violence was unfolding at the Capitol.

"Mark I was just told there is an active shooter on the first floor of the Capitol Please tell the President to calm people This isn't the way to solve anything," Greene wrote. Meadows does not appear to reply.

More messages flooded in. "Mark: he needs to stop this, now. Can I do anything to help?" Mick Mulvaney, Trump's former acting White House chief of staff, texted Meadows.

"It's really bad up here on the hill. They have breached the Capitol," Georgia Republican Rep. Barry Loudermilk wrote.

"The president needs to stop this ASAP," texted GOP Rep. William Timmons of South Carolina.

"POTUS is engaging," Meadows sent in response to Loudermilk. "We are doing it," he texted to Timmons.

"Thanks. This doesn't help our cause," Loudermilk replied.

Shortly after, Donald Trump Jr. weighed in: "This his(sic) one you go to the mattresses on. They will try to f--- his entire legacy on this if it gets worse."

"TELL THEM TO GO HOME !!!" texted Trump's first chief of staff, Reince Priebus.

In the 16 months since January 6, hundreds of indictments have shown nearly all of those who breached the Capitol were in fact pro-Trump supporters.

While Greene was alarmed on January 6, by the next day she was apologizing that the efforts to block Biden's certification had failed.

"Yesterday was a terrible day. We tried everything we could in our objection to the 6 states. I'm sorry nothing worked. I don't think that President Trump caused the attack on the Capitol. It's not his fault," she wrote the morning of January 7. "Absolutely no excuse and I fully denounce all of it, but after shut downs all year and a stolen election, people are saying that they have no other choice."

Twitter employees raise questions on Musk takeover in all-hands meeting

By Clare Duffy and Donie O'Sullivan
CNN Business

Elon Musk is officially set to buy Twitter, and the company's employees have questions.

At an all-hands meeting Monday afternoon with CEO Parag Agrawal and Board Chair Bret Taylor, Twitter employees raised questions about everything from what the deal would mean for their compensation to whether former US President Donald Trump would be let back on the platform, according to audio of the call obtained by CNN.

The call comes after Twitter's board announced on Monday that it had reached a deal to sell the company to Musk for \$54.20 per share. The deal caps off a



Yichuan Cao/Sipa USA/FILE

Elon Musk is officially set to buy Twitter. Musk is shown here at SpaceX Headquarters in Hawthorne, California in 2019.

stunning news cycle in which the Tesla and SpaceX CEO became one of Twitter's largest shareholders, was offered and turned down a seat on its board and bid to buy the company — all in less than a month — and

puts the world's richest man in charge of one of the most influential social networks. It also raises big questions about how Musk's proposed changes for the platform, including loosening content restrictions, will take shape.

NOTICE OF PUBLIC HEARINGS FOR ZONING MATTERS

Clayton County will hold Community Meetings to consider the following zoning matters:

BOC-2204-0197 (TEXT)

The Clayton County Board of Commissioners initiates an amendment to the Comprehensive Plan to reflect the significant changes associated with MARTA's planned Southlake Bus Rapid Transit (BRT) line. The BRT starts at the existing MARTA heavy rail station in Downtown College Park. It then travels southwest through College Park and into unincorporated Clayton County, entering Riverdale from the north along SR-85. At Lamar Hutcheson Parkway it turns northeast, passes Southern Regional Medical Center, turns south down Tara Boulevard, then runs east on Mt. Zion Road where it ends in Morrow. This Amendment establishes the policy direction of unincorporated Clayton County's future station areas. In the County's next full update process, additional detail and study will be conducted regarding the station areas, particularly around zoning and density.

BOC-2204-0198 (TEXT)

The Clayton County Board of Commissioners initiates an amendment to the Official Zoning Ordinance Text and Map to establish new Transit Oriented Development (TOD) Zoning Overlay Areas for the following five proposed station areas in unincorporated Clayton County on MARTA's planned Southlake Bus Rapid Transit (BRT) line: Norman Drive, Lee's Mill, Southern Regional Medical Center, Mt Zion, and Southlake Mobility Center. The intent of the new Zoning Overlay Areas is to create high-density mixed-use housing and other land-uses that spark economic development; address the shortage of quality housing and balanced housing types; provide clustered economic development footprints for expansion and creation of job centers; and for other purposes.

The County will hold a **Community Information Meeting (CIM)** on Wednesday, May 4, 2022, at 6:30 pm in the Virginia Burton Gray Recreation Center at 1475 E Fayetteville Rd, Riverdale GA 30274.

The County will hold a **Community Information Meeting (CIM)** on Wednesday, May 11, 2022, at 6:30 pm in the J. Charley Griswell Senior Center at 2300 Highway 138 SE, Jonesboro GA 30236 (inside the Clayton County International Park).

The County invites the public to participate in-person at the addresses stated above. Please check with the Clayton County website (www.claytoncountyga.gov) for further updates regarding public meetings. Please provide any comments to the Office of Planning, Zoning, and Sustainability via email to planning.zoning@claytoncountyga.gov. Please check MARTA's project website (<https://connectclayton.com/>) for additional information. An additional Notice will provide the details of the Public Hearings.

CLAYTON COUNTY BOARD OF COMMISSIONERS PUBLIC NOTICE BUDGET HEARING

The Clayton County Board of Commissioners will hold a Budget Hearing on Tuesday, May 17, 2022, at 5:30 p.m. for all interested citizens of Clayton County. The meeting will be held in the Commissioners' Board Room, 112 Smith Street, Jonesboro, Georgia. The proposed FY 2023 budget will be presented.

The proposed budget will be available for the public to view beginning May 10, 2022. The proposed budget document may be reviewed online at www.claytoncountyga.gov as well as in-person at the Forest Park Library, 4812 West Street Forest Park, Georgia, the Headquarters Library, 856 Battlecreek Road, Jonesboro, Georgia, at the Lovejoy Library, 1721 McDonough Road, Hampton, Georgia, at the Morrow Library, 6225 Maddox Rd, Morrow, Georgia and at the Riverdale Library, 420 Valley Hill Road SW, Jonesboro, Georgia during regular library hours. All interested citizens will have the opportunity to give written and oral comments. Citizens are encouraged to attend.

CITIES

From A1

provides legislative advocacy, educational, employee benefit and consulting

services to its 538 member cities.

During this week, city officials want to recognize the role city government plays in peoples' lives: from historic preservation to trash collection to public safety

to promoting the area's culture and recreation.

For additional information on the events planned for the week, please contact City Hall at 770-478-3800 or via email at events@jonesboroga.com.

REPAVING

From A1

Village Crossing Circle to Cul-de-sac
Village Crossing Lane from Village Crossing Circle to Cul-de-sac

Village Park Drive East from Grant Road to Villagewood Lane

Village Park Drive West from Grant Road to Village Crossing Lane

Villagewood Lane from dead end to Parish Court
Winmar Lane from Rocklane Drive to dead end

District 2

Embassy Trace from State Route 138 to Nations Trail
Garden Walk Boulevard from State Route 85 to State Route 139

Lee's Mill Road from State Route 85 to State Maintain

Nations Trail from Cul-de-sac to Cul-de-sac

District 3

Alyah Drive from James Madison Drive to Cul-de-sac
Ashton Road from Flint River Road to Nina Court

Fitzgerald Road from Tara Road to Mundy's Mill Road

James Madison Drive from McDonough Road to Onalee Drive

Leonard Street from James Madison Drive to Aliyah Drive

New Hope Road from McDonough Road to Panhandle Road

Onalee Drive from James Madison Drive to Aliyah Drive
Plantation Parkway from County Line Road to Northbridge Road

Towngate Boulevard from State Route 54 to dead end

District 4

Freeman Road from Ga. Highway 19/41 to McDonough Road

Mead Court from Amherst Court to Cul-de-sac

Players Drive from Spivey Road to Seven Oaks Drive
Runnymede Drive from State Routh 138 to Cul-de-sac

Thornton Road from Lake Jodeco Road to Cheyenne Trail

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Clayton County police investigating murder at mobile home park

By Heather Middleton
hmiddleton@news-daily.com

JONESBORO — Clayton County police are investigating a homicide at the Clayton Village Mobile Home Park in Jonesboro.

Police responded to a person shot call in the early morning hours of April 30. It's unclear if police have

identified the victim or a suspect.

A media advisory issued by the Clayton County Police Department stated that due to the ongoing investigation, "we are unable to release further information on this matter. Nothing further."

According to the village website, the park, located at 6347 Tara Blvd., is home to 115 sites.

Clayton Police Dept.: Rex active shooter in custody

By Heather Middleton
hmiddleton@news-daily.com

REX — A report of shots fired led Clayton County Police officers to discover an active shooter situation on Fielder Road in Rex Sunday morning. Police reported the suspect,

Jerry Theodore Bland II, is in custody. Department officials said no one was injured as a result of the incident.

"Due to this still being an ongoing investigation, we are unable to release further information at this time," department officials said.

OSHA cites two companies in fatal bridge collapse

By Dave Williams
Capitol Beat News Service

ATLANTA — A federal workplace investigation has determined that two companies failed to follow required safety standards that could have prevented a bridge collapse in Newton County last October that killed one worker and seriously injured another.

U.S. Occupational Safety and Health Administration (OSHA) investigators cited B&D Concrete Cutting of Atlanta and Georgia Bridge and Concrete of Tucker — the project's prime contractor — after an overstressed section of Access Road bridge over the Yellow River west of Covington that was being dismantled collapsed and fell into the river.

During the collapse, a concrete saw weighing more than 1,700 pounds struck and killed a worker employed by B&D Concrete Cutting. A second B&D worker was injured and had to be hospitalized.

Following the collapse, a 500-ton crane was brought to the site to remove a pickup truck, an excavator and other equipment that fell to the river below when the bridge span collapsed. The OSHA investigation concluded



Special Photo

This aerial shot shows the collapse of one span of the bridge over the Yellow River on Access Road. The span collapsed as workers were cutting concrete in preparation for replacing the bridge.

the companies failed to ensure a competent inspector had performed an engineering survey of the bridge before allowing workers to begin the dismantling.

In addition, company personnel did not ensure procedures were in place to prevent structures from being overstressed during dismantling operations. This failure exposed workers to falling hazards.

"If the employers had conducted a proper survey on this highly technical project as required, the tragic loss of one worker and serious injuries to another may not have happened," said Joshua Turner, OSHA's area office director for Atlanta-East. "Established safety standards exist to ensure workers get home safely and don't leave families, friends and communities to grieve a preventable fatality."

NOTICE OF PUBLIC HEARINGS FOR ZONING MATTERS

Clayton County will hold meetings to consider the following zoning matters:

BOC-2202-0180 (CUP)

A request by Devin Everson for a Conditional Use Permit at 10273 TARA BLVD, JONESBORO, GA 30236 to operate a Special Event Facility in a 1,260 SF unit, which is in the Planned Unit Development (PUD) Zoning District. Said property, consisting of 1.17+/- acres, is located within the Iris Walk Station shopping plaza at the intersection of Tara Blvd and Iris Walk, and is further known as parcel 06095A A122.

Commissioner District 3 - Felicia Franklin

BOC-2202-0182 (CUP)

The applicant Frank Birdsong on behalf of Syros VII-Delaware, LLC is requesting a Conditional Use permit for the operation of a new automotive sales and services center within the General Business (GB) District and within the Tara Boulevard Overlay on 2.067+/- acres of land. The subject property is located at 7710 TARA BLVD, JONESBORO GA 30236, which is further known as parcel 13207C A006. The site is located south of the Main Street and Tara Boulevard intersection.

Commissioner District 4 – DeMont Davis

BOC-2202-0188 (REZ)

The applicant AE Partners on behalf of First Christian Church of Jonesboro is requesting a rezoning from General Business (GB) District to Multi-Family Residential (RM) District to construct a Multi-Family Senior Housing project (48-Units) on 11.78 +/- acres of land. The subject property is located at 625 Highway 138 fka 665 North Ave, Jonesboro GA 30236, which is further known as parcel 13210C A001. The subject property is located within the Highway 138 Overlay and adjacent west of the Kroger shopping center near the City of Jonesboro.

Commissioner District 4 – DeMont Davis

BOC-2202-0189 (FLUM)

The applicant AE Partners on behalf of First Christian Church of Jonesboro is requesting a Future Land Use Amendment from General Commercial – GC to High-Density Residential- HDR to construct a Multi-Family Senior Housing project (48-Units) on 11.78 +/- acres of land. The subject property is located at 625 Highway 138 fka 665 North Ave, Jonesboro, GA 30236, which is further known as parcel 13210C A001. The subject property is located within Highway 138 Overlay and adjacent west of the Kroger shopping center near the City of Jonesboro.

Commissioner District 4 – DeMont Davis

BOC-2203-0193 (REZ)

A request by Integrated Science & Engineering to rezone 2559 Mt Zion Rd, Jonesboro GA 30236 from General Business District (GB) to Agriculture District (AG) for the construction of an Aquaponics Farm Facility. Said property, consisting of 5.00 acres, is located near the Richardson Parkway and Mt. Zion Road fork, and is further known as Parcel 12085D B003.

Commissioner District 1 - Dr. Alieka Anderson

BOC-2203-0194 (FLUM)

A request by Integrated Science & Engineering to amend the Future Land Map Category for 2559 Mt Zion Rd, Jonesboro GA 30236 from Mixed Use Designation to Agriculture Designation for the construction of an Aquaponics Farm Facility. Said property, consisting of 5.00 acres, is located near the Richardson Parkway and Mt. Zion Road fork, and is further known as Parcel 12085D B003.

Commissioner District 1 - Dr. Alieka Anderson

BOC-2204-0195 (MOD)

A request by Parampal Singh on behalf of Spivey Crossing Development LLC, for a modification of conditions for a Conditional Use Permit approved under CUP-1903-0023 at 1795 HIGHWAY 138, JONESBORO GA 30236 for memory care, multi-family, senior independent and assisted living in the Mixed Use (MX) Zoning District and Highway 138 (East-West) Overlay District. Said property, consisting of 2.569+/- acres, is located between Thrailkill Road and Wright Circle, and is further known as parcel 12046A A001.

Commissioner District 4 - DeMont Davis

BOC-2204-0196 (REZ)

The applicant Joshua Mahoney is requesting to rezone the subject property to Light Industrial (LI) to construct a truck parking lot. Currently, the subject property is within the General Business (GB) Zoning District on 7.56 +/- acres of land. The subject property is located at 2781 Quiktrip Way, Ellenwood, GA 30294, which is further known as parcel 12182C A001. The subject property is located within the Highway 42 Overlay District.

Commissioner District 1 - Dr. Alieka Anderson

BOC-2204-0197 (TEXT)

The Clayton County Board of Commissioners initiates an amendment to the Comprehensive Plan to reflect the significant changes associated with MARTA's planned Southlake Bus Rapid Transit (BRT) line. The BRT starts at the existing MARTA heavy rail station in Downtown College Park. It then travels southwest through College Park and into unincorporated Clayton County, entering Riverdale from the north along SR-85. At Lamar Hutcheson Parkway it turns northeast, passes Southern Regional Medical Center, turns south down Tara Boulevard, then runs east on Mt. Zion Road where it ends in Morrow. This Amendment establishes the policy direction of unincorporated Clayton County's future station areas. In the County's next full update process, additional detail and study will be conducted regarding the station areas, particularly around zoning and density.

BOC-2204-0198 (TEXT)

The Clayton County Board of Commissioners initiates an amendment to the Official Zoning Ordinance Text and Map to establish new Transit Oriented Development (TOD) Zoning Overlay Areas for the following five proposed station areas in unincorporated Clayton County on MARTA's planned Southlake Bus Rapid Transit (BRT) line: Norman Drive, Lee's Mill, Southern Regional Medical Center, Mt Zion, and Southlake Mobility Center. The intent of the new Zoning Overlay Areas is to create high-density mixed-use housing and other land-uses that spark economic development; address the shortage of quality housing and balanced housing types; provide clustered economic development footprints for expansion and creation of job centers; and for other purposes.

The County will hold a **Community Information Meeting (CIM)** on Wednesday, May 18, 2022, at 6:00 pm in the J. Charley Griswell Senior Center at 2300 Highway 138 SE, Jonesboro GA 30236 (inside the Clayton County International Park).

The **Zoning Advisory Group (ZAG)** of Clayton County will hold a Public Hearing to consider the foregoing zoning matters on Monday, June 6, 2022, at 7:00 pm in the Commissioners' Board Room at 112 Smith St, Jonesboro GA 30236 (inside the Clayton County Administration Building).

The **Clayton County Board of Commissioners (BOC)** will hold a Public Hearing to consider the foregoing zoning matters on Tuesday, June 21, 2022, at 6:30 pm in the Commissioners' Boardroom at 112 Smith St, Jonesboro GA 30236 (inside the Clayton County Administration Building).

The public is invited to participate in-person at the addresses stated above. Please check with the Clayton County website (www.claytoncountyga.gov) for further updates regarding public meetings. Written comments may be submitted prior to the hearings to the Office of Planning, Zoning, and Sustainability, planning.zoning@claytoncountyga.gov.

Southlake Bus Rapid Transit Public Meeting

Your feedback is important as we **KICK-OFF** the federal process. **Join the Conversation!**

MARTA invites you to join the conversation on the Southlake Bus Rapid Transit (BRT) project. This proposed high-capacity transit option would provide fast, frequent, more reliable, “rail-like” service with better connections to jobs in Clayton County and the metro region.

For project information and to provide feedback, visit connectclayton.com.

 **In-Person Public Meeting**

**Tuesday, March 29th
at 6:30 p.m.**

Riverdale Centre
7210 Church Street,
Riverdale, GA 30274

Meeting accessible via MARTA bus routes:
89 - Old National Highway, 191 - Riverdale/ATL International
Terminal, 193 - Morrow/Jonesboro, and 196 - Upper Riverdale

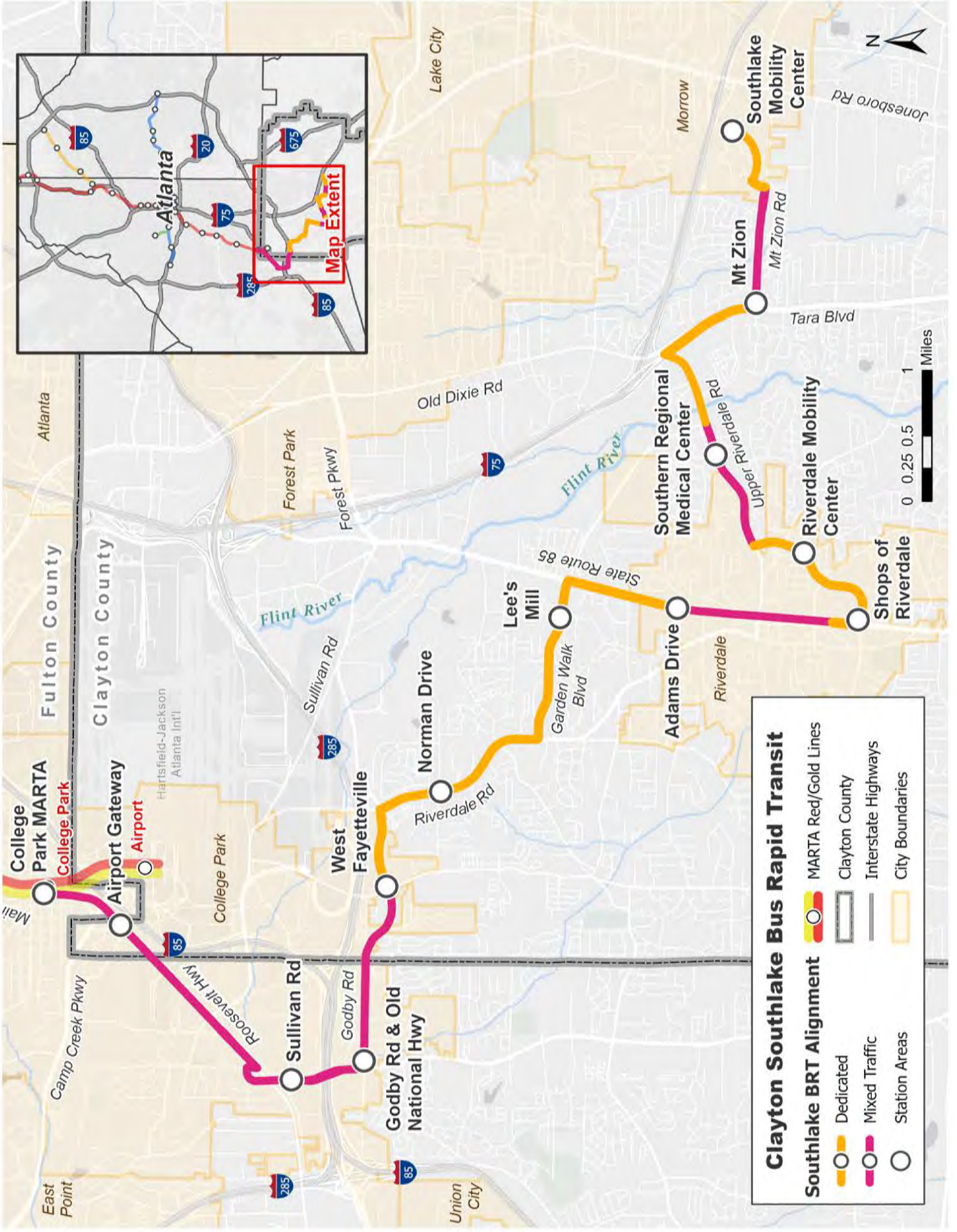
 **Join via Zoom**

Register at bit.ly/3CCKeD3
or scan the QR Code

 **Dial-in to listen**

Dial-in: 301-715-8592
Meeting ID: 985 9785 3602
Passcode: 293568





Clayton Southlake Bus Rapid Transit

Southlake BRT Alignment

- Dedicated
- Mixed Traffic
- Station Areas

MARTA Red/Gold Lines

- Clayton County
- Interstate Highways
- City Boundaries



CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

What is Transit Supportive Land Use and Why is It Important?

Transit and land use go hand in hand—although both can operate independently, transit investments are significantly more impactful when complemented by transit supportive land uses. Transit supportive land uses refer to current or future land uses that represent the density, mix of uses, and urban design that helps ensure long-term viability of transit.

Transit-supportive land uses cluster near transit stations, providing nearby residents and workers access to daily needs, commercial services, and key destinations within a walkable distance. This density, mix, and compact pattern of development around transit generate a critical mass of potential transit riders, all-day travel demand, and local multimodal connectivity to transit. Not only does they help increase transit ridership, transit supportive land uses are livable, walkable places that people want to be.

Building Blocks of Transit Supportive Land Use: The Big Five

There are 5 major components common to almost all transit supportive land uses:

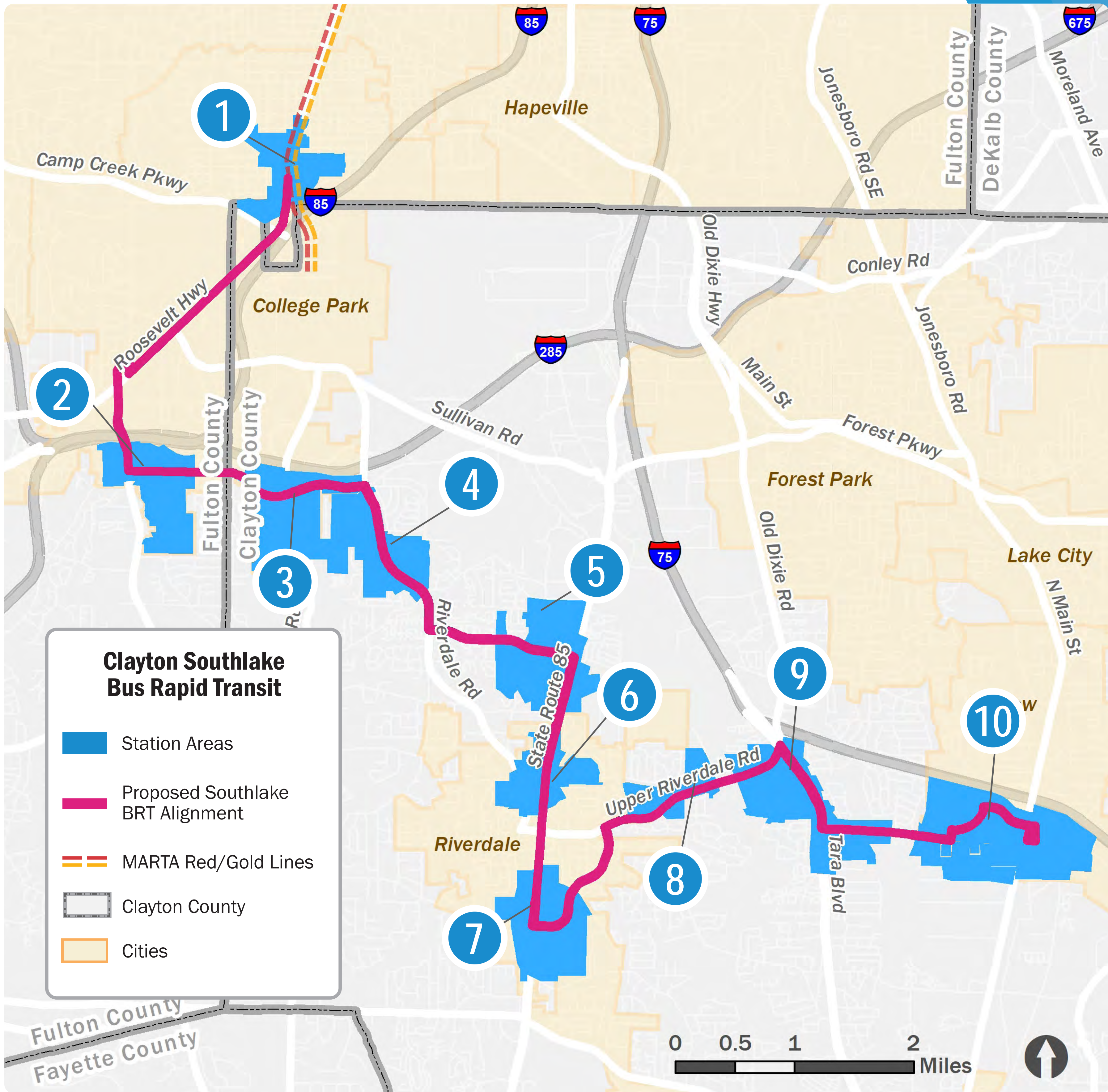
<p>1</p>  <p>DENSITY/ INTENSITY</p> <ul style="list-style-type: none"> • Number of people • Number of jobs <p>HERE IS WHERE WE ARE:</p>   <p>HERE IS WHERE WE WANT TO GO...</p>  	<p>2</p>  <p>MIXED USES</p> <ul style="list-style-type: none"> • Creates diversity • Encourages activity day & night <p>HERE IS WHERE WE ARE:</p>   <p>HERE IS WHERE WE WANT TO GO...</p>  	<p>3</p>  <p>WALKABILITY</p> <ul style="list-style-type: none"> • Wide sidewalks • Small block sizes • Intersection density <p>HERE IS WHERE WE ARE:</p>   <p>HERE IS WHERE WE WANT TO GO...</p>  	<p>4</p>  <p>PEOPLE-FRIENDLY DESIGN</p> <ul style="list-style-type: none"> • Trees and green spaces • Great streetscapes • Buildings with interesting facades and lots of windows <p>HERE IS WHERE WE ARE:</p>   <p>HERE IS WHERE WE WANT TO GO...</p>  	<p>5</p>  <p>MANAGED PARKING</p> <ul style="list-style-type: none"> • Reduced and hidden parking • Encourages use of transit, walking, and other modes of travel <p>HERE IS WHERE WE ARE:</p>   <p>HERE IS WHERE WE WANT TO GO...</p>  
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CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

What Did MARTA Study?

Over the past two years, MARTA studied the land uses around the proposed Southlake BRT line to help identify future station areas and make recommendations to improve their transit supportiveness.

Where Are the Station Areas?



STATION AREAS

- | | | |
|------------------------------------|--|-------------------------------------|
| 1 College Park MARTA | 5 Lee's Mill | 9 Mt Zion |
| 2 Godby Road + Old National | 6 Adam's Drive | 10 Southlake Mobility Center |
| 3 West Fayetteville | 7 Shops of Riverdale | |
| 4 Norman Drive | 8 South Regional Medical Center | |

CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

What's Next? - Comprehensive Plan Amendments

MARTA's next step is to apply to the Federal Transit Administration (FTA) for funding. When FTA evaluates MARTA's application, it will look at each jurisdiction's Comprehensive Plan to see if the community has clear land use goals and policies in place to support the transit line.

What is a comprehensive plan?

It's a high-level plan that guides how cities and counties grow in the next 10-20 years. This plan is required by the State of Georgia to be eligible for certain funding. They must be updated every 5 years, but amendments outside of the full updates are common.

Draft Comprehensive Plan Goals - What Do You think?

The chart below lists draft Comprehensive Plan goals that would demonstrate the community's commitment to land uses that will support transit. Specifically, these goals would help guide how the future station areas develop and grow. What do you think?

Tell us what you think!

Station Area Goal	What Would That Mean?	Yes! This is a good goal for future station areas.	No, this goal does not make sense for future station areas
Encourage new growth and development	<ul style="list-style-type: none"> • Aiming for more density: at least 3-5 stories around the stations • A mix of housing, retail, office, and recreation/entertainment • Development that is designed around people, not cars • Prioritizing station areas for future public facilities and infrastructure improvements 		
Enhance transit-friendly character	<ul style="list-style-type: none"> • Buildings that come up to the sidewalk and street (short setbacks) • Attractive building facades • Outdoor eating and gathering spaces 		
Create a comfortable, walkable environment	<ul style="list-style-type: none"> • Shorter blocks that make it easier to walk • Better street design, including crosswalks and pedestrian safety islands/medians • Attractive streetscapes, including trees, benches, and lighting • Connections to trails • Sidewalks that are designed for easy access and user comfort 		
Reduce the amount and visibility of parking	<ul style="list-style-type: none"> • No parking lots in front of buildings in new development • Parking lots to the sides and backs of buildings • Fewer required parking spaces to avoid a sea of parking lots 		
Protect and promote a variety of housing options	<ul style="list-style-type: none"> • Maintain and expand affordable housing options • Allow smaller residential unit sizes in new developments for better affordability • Having a range of housing types, from apartments, to condos to townhouses 		

CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

City of College Park - Proposed Station Areas

There are three proposed stations areas in the City of College Park:

1 College Park MARTA

2 Godby Road + Old National

3 West Fayetteville

— Southlake BRT Alignment

How were these station areas chosen?

By balancing optimal station spacing, current ridership, and transit-supportive land use qualities such as walkability and development potential.

Tell me more about these proposed stations...

1 College Park MARTA

With an existing MARTA rail station and great main street character already in place, the College Park MARTA station area will continue to grow through small-scaled infill projects.

What Could Development Look Like?

Proposed Character Area Change in Comprehensive Plan?

None! The current character area designations are already transit supportive.

2 Godby Road + Old National

This station area will benefit from great Interstate access and large tracts of under-used land. The vision is for mixed use redevelopment, but with an emphasis on shopping and entertainment.

What Could Development Look Like?

Proposed Character Area Change in Comprehensive Plan?

A new character area—Transit Oriented Redevelopment—is recommended.

3 West Fayetteville

Of all proposed station areas on the Southlake BRT line, West Fayetteville has the best potential to be a job center. Supported by mixed uses—including some retail and residential—the focus of this station area will slant more towards offices.

What Could Development Look Like?

Proposed Character Area Change in Comprehensive Plan?

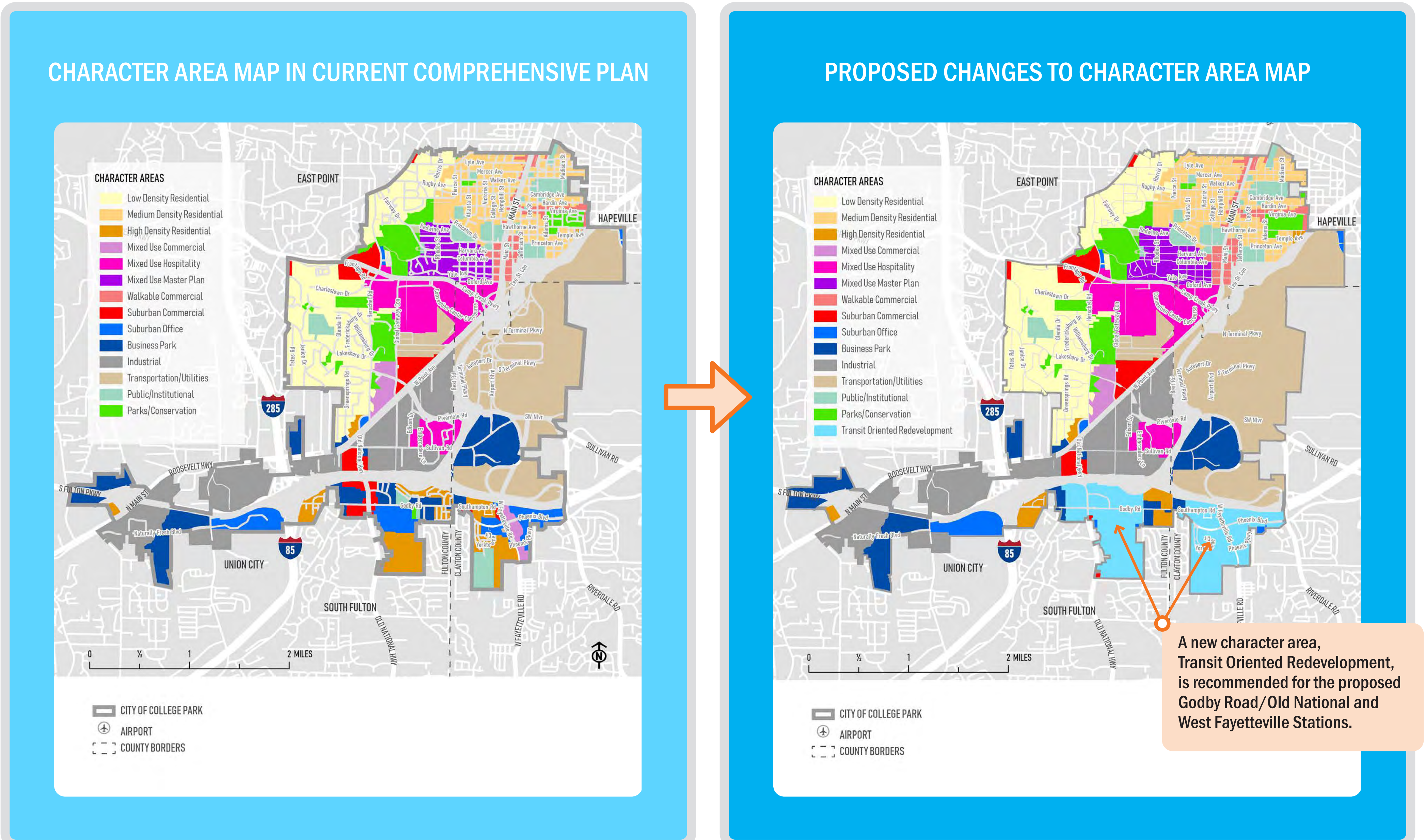
A new character area—Transit Oriented Redevelopment—is recommended.

CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

City of College Park - Character Areas

WHAT IS A CHARACTER AREA?

The Character Area Map is a representation of the community's vision for future development within the city. For each Character Area, there is text describing the appropriate land uses, desired development patterns, and implementation strategies, as well as example pictures of the type and style of development desired. It should be noted that the Character Area Map does not change the current zoning of any property—their intent is to guide policy decisions for the next five years.



Recommended New Transit Oriented Redevelopment Character Area Description

Land Use

This character area is primarily reserved for a mix of transit-supportive uses including commercial, residential, artisanal manufacturing, and civic uses. TOD Redevelopment (future zoning designation) should be expanded in these areas, whereas single-use zoning should not.

Appropriate Zoning Districts

Districts: TOD Redevelopment (Future Zoning Designation)
Overlays: None

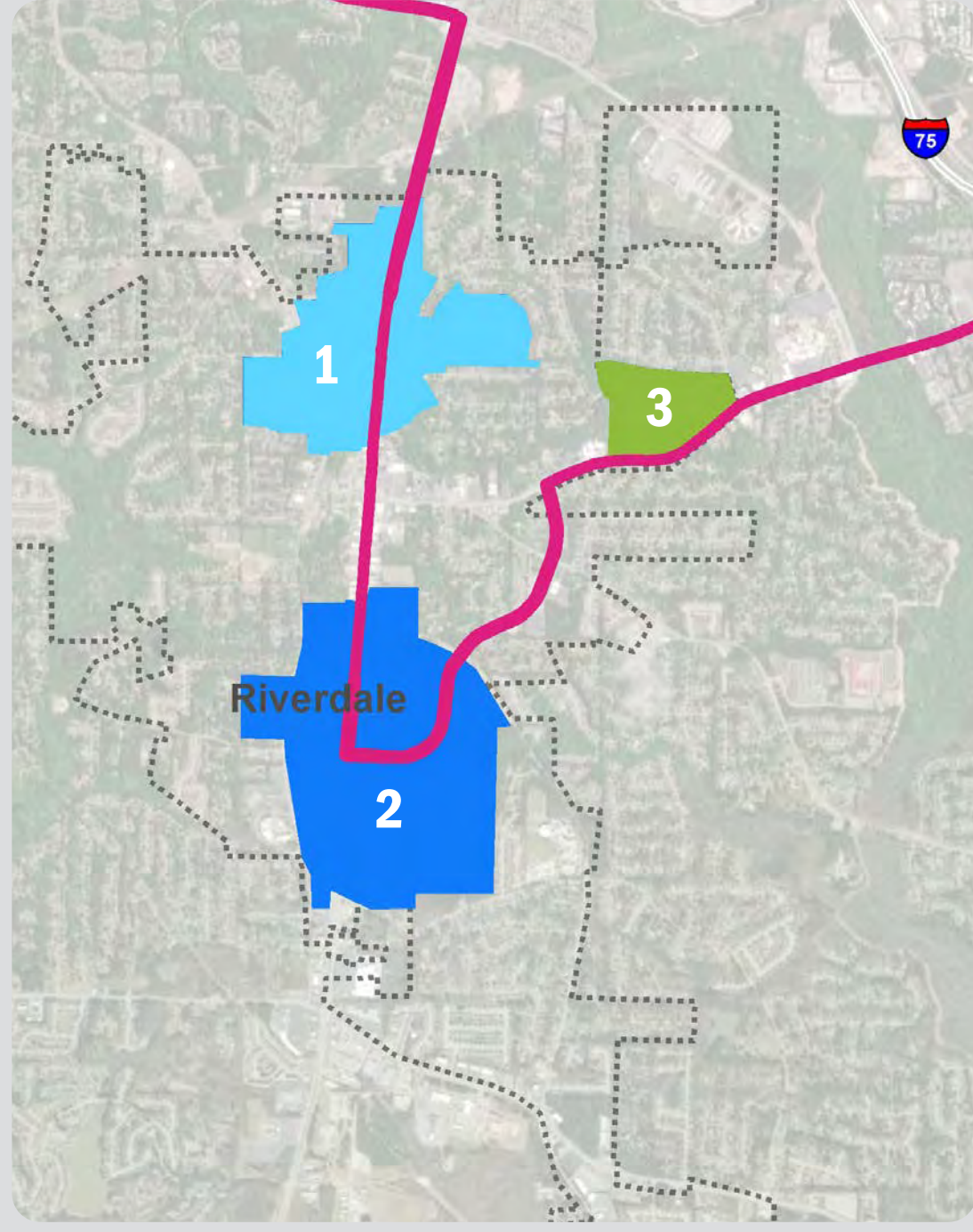
Built Form

Currently, the Godby Road/Old National and West Fayetteville areas exhibit a patchwork of suburban style development. Both areas feature large-scale, commercial strip mall and office uses accessed by wide roads with large parking lots. While sidewalks are present in some areas, existing site design prioritizes cars over people. New development should better support transit by adding density, a mix of uses, and pedestrian/people-oriented design, including better sidewalk networks and block structure, streetscape improvements, green space, and managed parking strategies.

CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

City of Riverdale - Proposed Station Areas

There are three proposed stations areas in the City of Riverdale:



- 1** Adam's Drive
- 2** Shops of Riverdale
- 3** Southern Regional Medical Center

— Southlake BRT Alignment

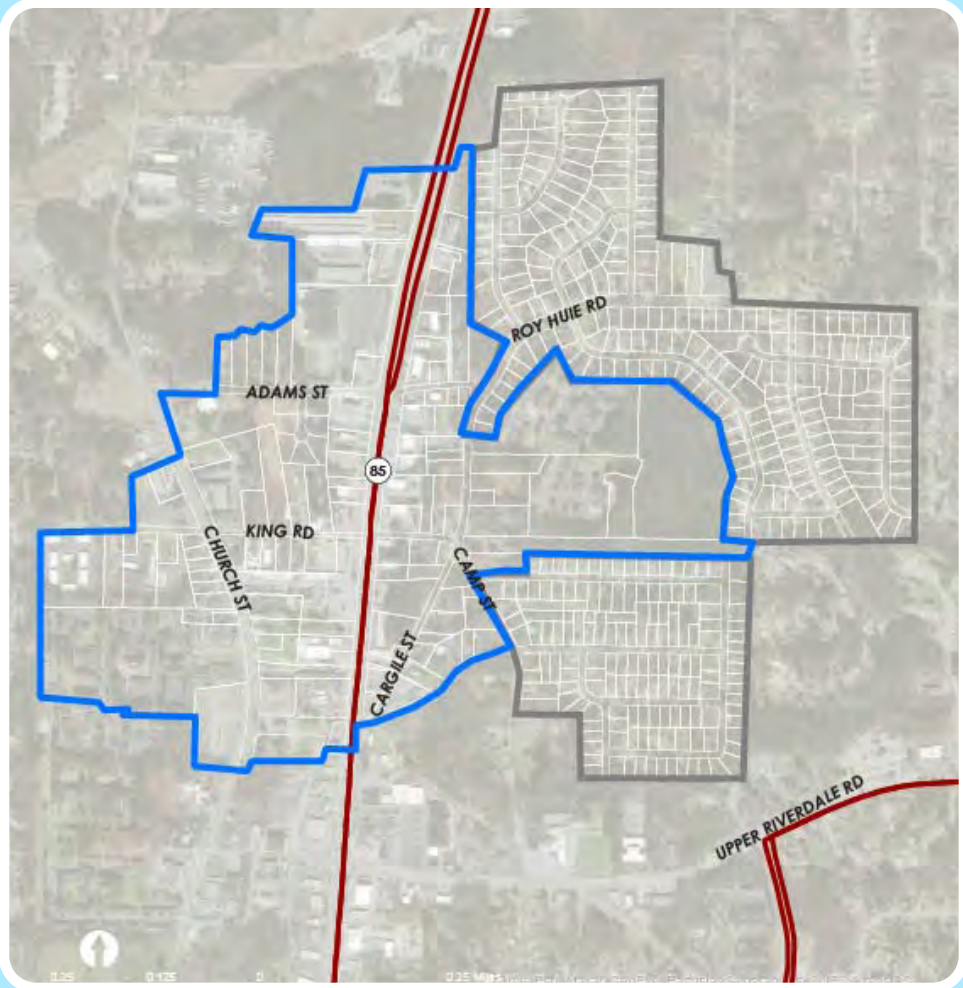
How were these station areas chosen?

By balancing optimal station spacing, current ridership, and transit-supportive land use qualities such as walkability and development potential.


Tell me more about these proposed stations...

1 Adam's Drive

Located near H-Mart, the Adams Drive station area could serve as a gateway to Riverdale from the north.



What Could Development Look Like?

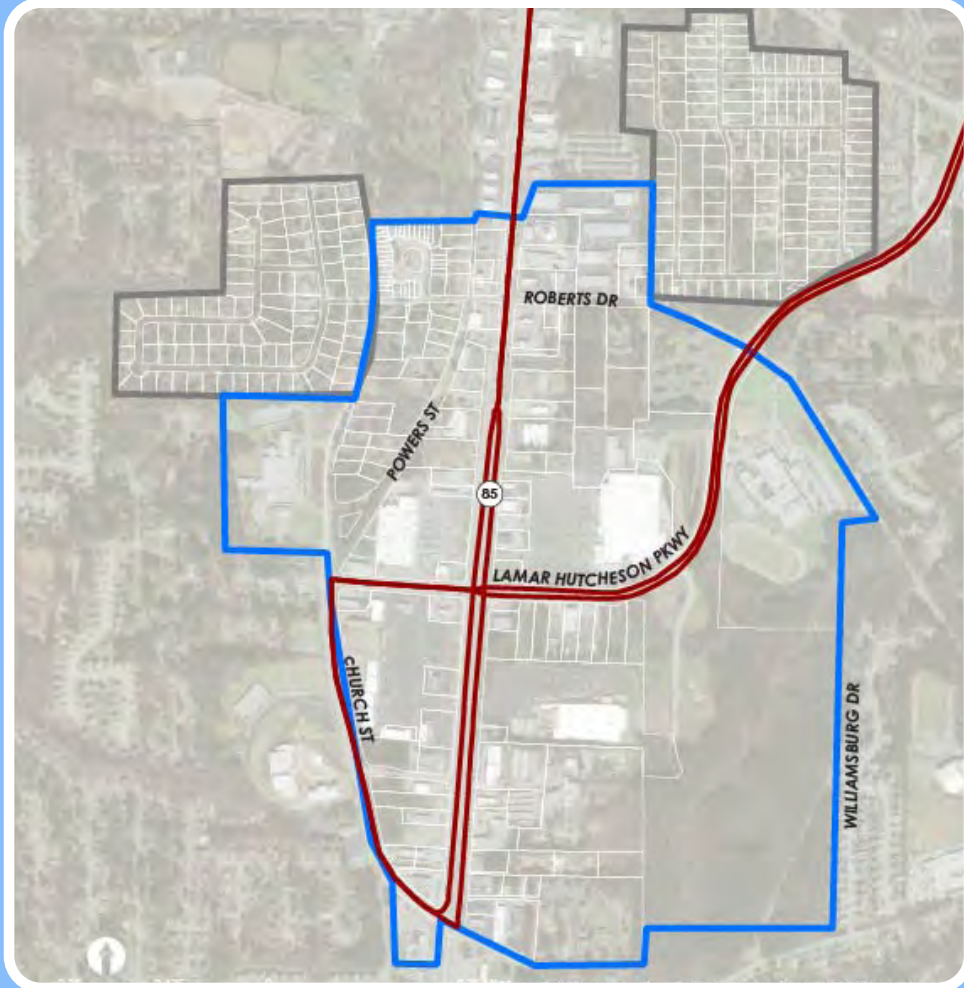


Proposed Future Land Use Change in Comprehensive Plan?


MARTA recommends that all parcels in the station area be designated as Mixed Use Town Center.

2 Shops of Riverdale

Located near Riverdale's retail core and complementary to Town Center, the Shops of Riverdale station area has tremendous opportunity for large-scaled development.



What Could Development Look Like?




Proposed Future Land Use Change in Comprehensive Plan?

MARTA recommends that all parcels in the station area be designated as Mixed Use Town Center.

3 Southern Regional Medical Center

This station area is shared with Clayton County. It is very constrained in its size, and focused around uses that will support Southern Regional Medical Center and healthy living.



What Could Development Look Like?



Proposed Future Land Use Change in Comprehensive Plan?

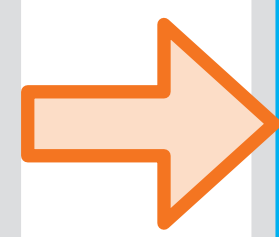
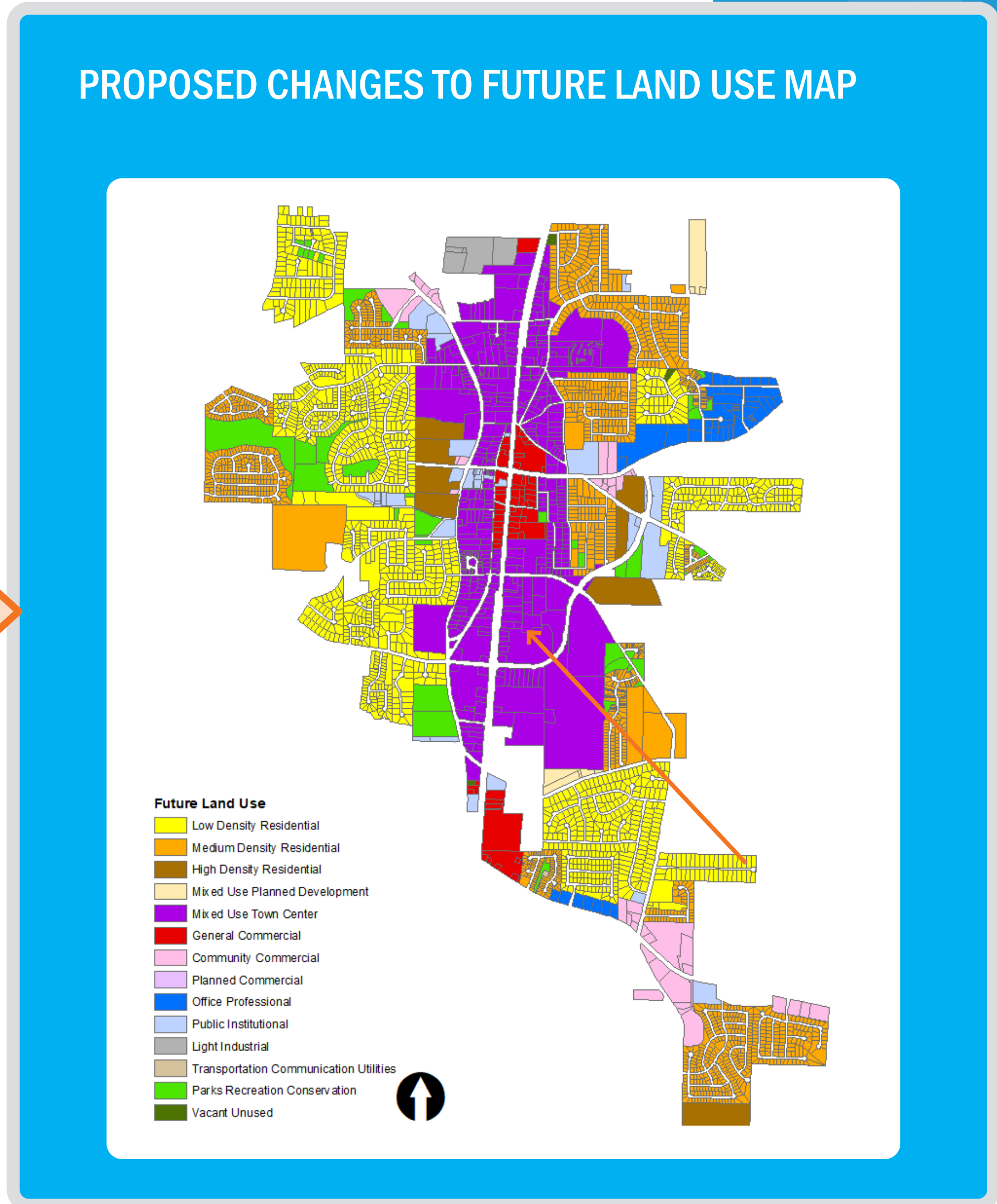
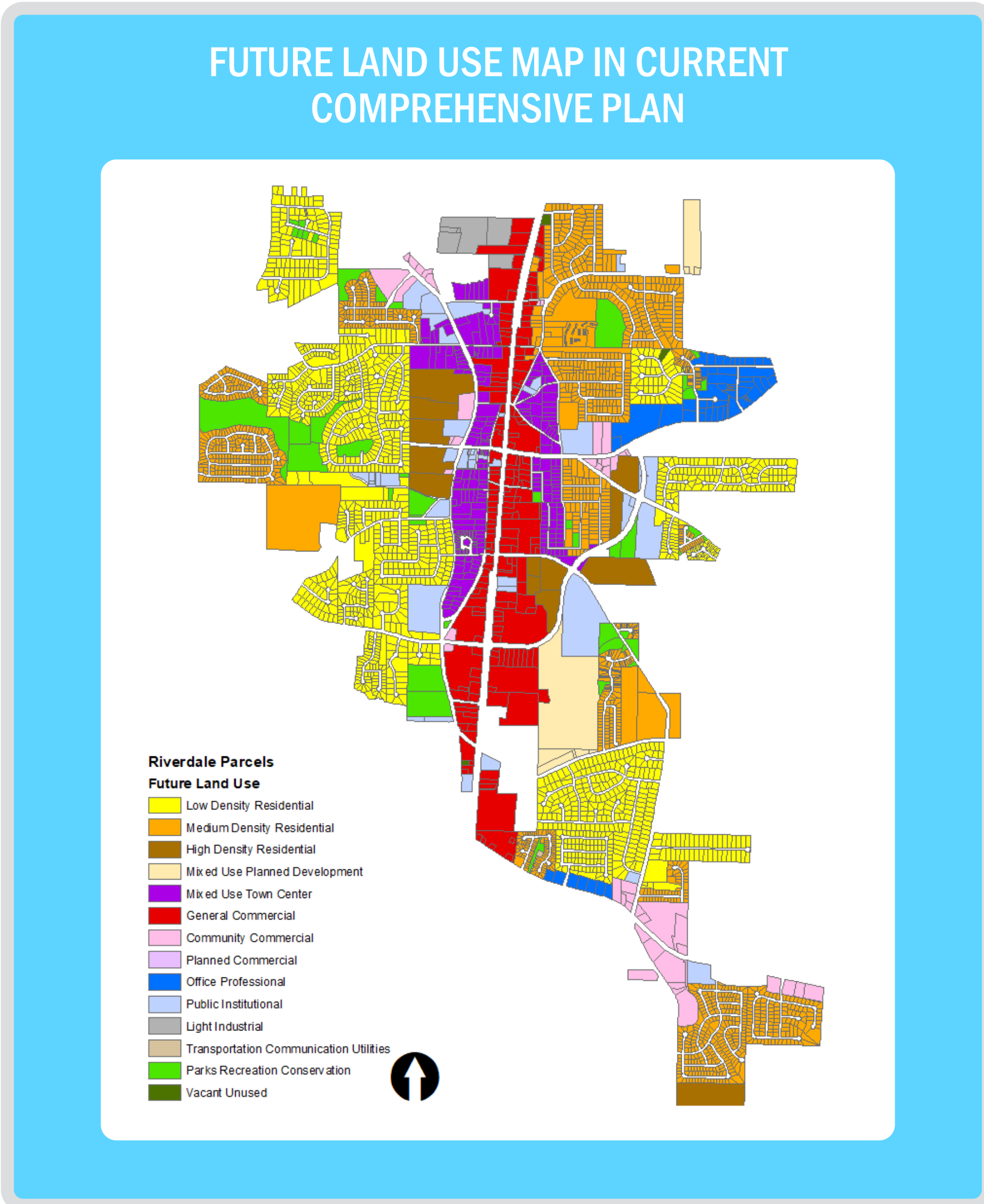
MARTA recommends that the future land use remain Office Professional, but that the description of the future land use be updated to explicitly mention walkability and multi-modal connectivity.

CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

City of Riverdale - Future Land Use

WHAT IS FUTURE LAND USE?

The Future Land Use Map is a representation of the community's vision for future development within the city. For each future land use, there is text that gives a general description of the character, uses, and intensities of development. It should be noted that the future land use map does not change the current zoning of any property—its intent is to guide policy decisions for the next five years.



Shown in purple above, Mixed Use Town Center is a future land use already in the City of Riverdale Comprehensive Plan. The plans says that “Mixed Use Town Center allows for a mixture of retail, residential and office uses in a traditional neighborhood main street fashion. Uses include neighborhood friendly retail, commercial uses which may front on commercial streets with a mixture of residential units (condominiums, apartments, town homes, and smaller single family detached residential units, and or offices) located above or behind.” MARTA recommends applying Mixed Use Town Center to both Adam’s Drive and Shops of Riverdale Station Areas.

Recommendation 1:
Expand the existing Mixed Use Town Center designation

Recommendation 2:
Make a small change to Office Professional for the Southern Regional Medical Center Station Area.

Current Description

“This classification is envisioned as a planned business environment incorporating office uses and limited retail directly associated with professional uses in a campus like setting.”

Draft Recommended Description

“This classification is envisioned to primarily support an office environment, with supporting retail and residential uses. It is campus-like in setting, with a focus on walkability and connectivity to different modes of transportation.”

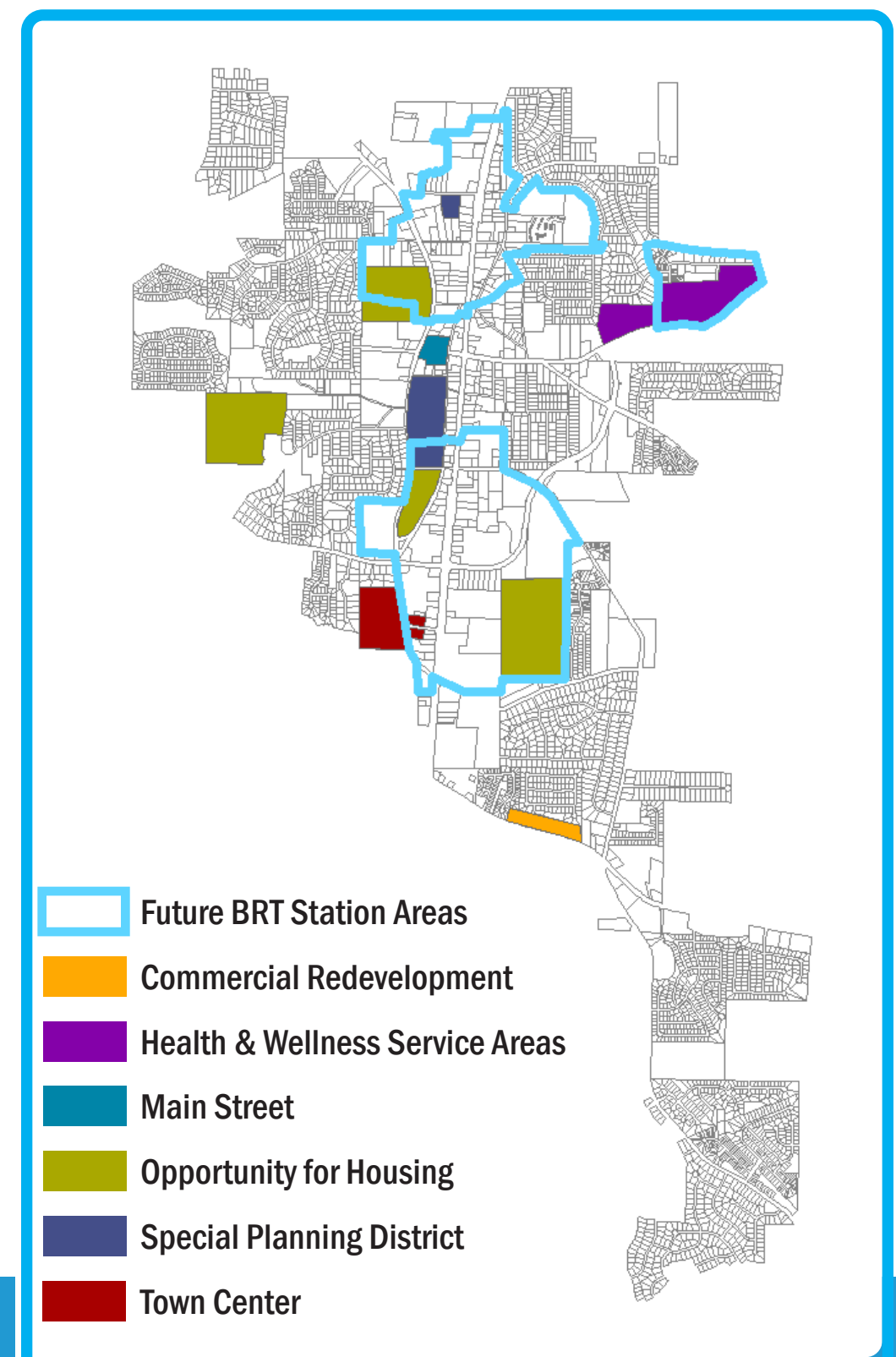
Special Planning Areas

The City of Riverdale also mentions Special Planning Areas in its Comprehensive Plan. MARTA recommends the following changes:

1. Add the Adams Drive Station Area as a “Future BRT Station Area”
2. Add the Shops at Riverdale Station Area as a “Future BRT Station Area,” replacing the “Opportunity for Housing” area currently shown
3. Matching the Health and Wellness Service Area to include the whole proposed Southern Regional Station Area

Recommended Description for Future BRT Station Areas

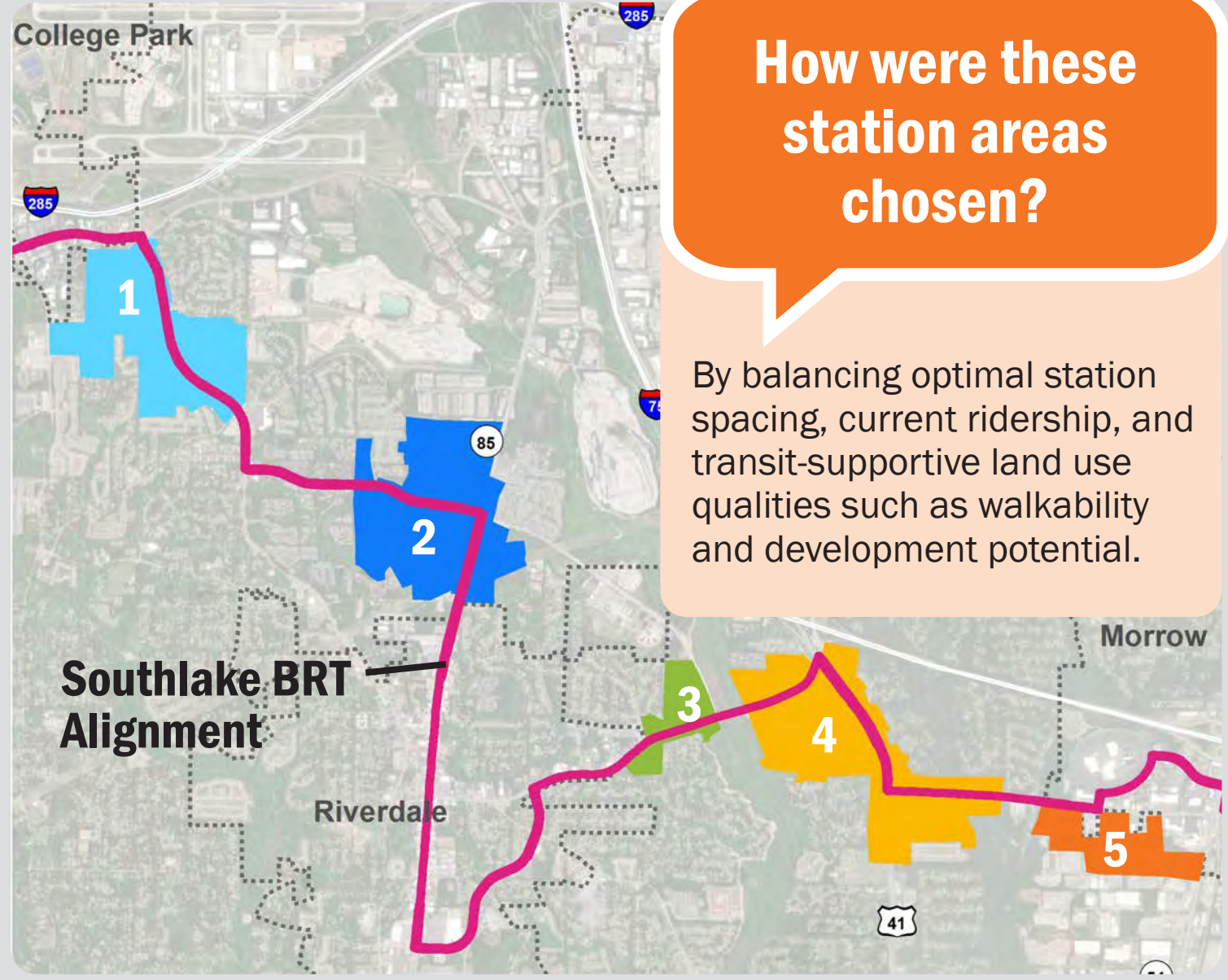
“MARTA is advancing its plans for BRT in the City of Riverdale. The areas surrounding the future station areas are in need of special consideration to plan for context-sensitive density, mixed uses, walkability, people-friendly design, and managed parking. They are also opportunities to provide a broader diversity of housing types.”



CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

Clayton County - Proposed Station Areas

There are five proposed stations areas on the Southlake BRT line in unincorporated Clayton County:



How were these station areas chosen?

By balancing optimal station spacing, current ridership, and transit-supportive land use qualities such as walkability and development potential.

- 1 Norman Drive
- 2 Lee's Mill
- 3 Southern Regional Medical Center
- 4 Mt Zion
- 5 Southlake Mobility Center

Tell me more about these proposed stations...

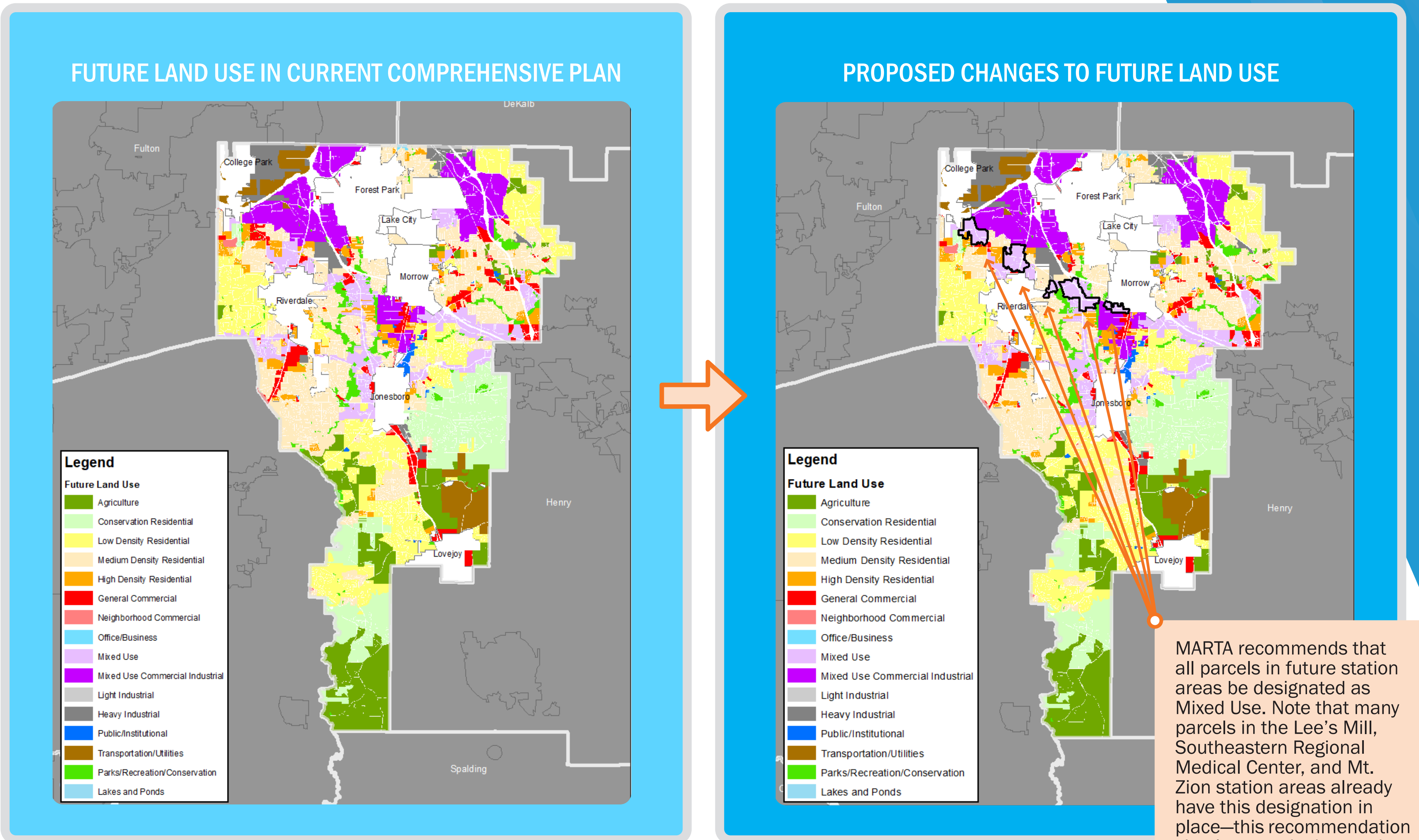
	<p>1 Norman Drive</p> <p>Located at the intersection of Norman Drive and Riverdale Road, this area currently is home to older strip shopping malls and garden-style apartments. North Clayton High School is a major public facility in the area.</p>	 <p>What Could Development Look Like?</p>	<p>Proposed Future Land Use Change in Comprehensive Plan?</p> <p>MARTA recommends that all parcels in the station area be designated as Mixed Use.</p>
	<p>2 Lee's Mill</p> <p>Lee's Mill is one of the most heavily residential station areas, in close proximity to many apartment communities and a new senior living facility.</p>	 <p>What Could Development Look Like?</p>	<p>Proposed Future Land Use Change in Comprehensive Plan?</p> <p>Many parcels in this station area are already designated as Mixed Use; MARTA recommends that the rest of the parcels be changed to Mixed Use.</p>
	<p>3 Southern Regional Medical Center</p> <p>This station area is shared with the City of Riverdale. It is constrained by its small size, and focused around uses that will support the Southern Regional Medical Center and healthy living.</p>	 <p>What Could Development Look Like?</p>	<p>Proposed Future Land Use Change in Comprehensive Plan?</p> <p>Many parcels in this station area are already designated as Mixed Use; MARTA recommends that the rest of the parcels be changed to Mixed Use.</p>
	<p>4 Mt Zion</p> <p>The Mt. Zion station area is the largest—and potentially the most important—of the County's station areas on the Southlake BRT line. Its proximity to I-75 and the Southern Regional Medical Center station area offers some of the most promising opportunity for redevelopment.</p>	 <p>What Could Development Look Like?</p>	<p>Proposed Future Land Use Change in Comprehensive Plan?</p> <p>Many parcels in this station area are already designated as Mixed Use; MARTA recommends that the rest of the parcels be changed to Mixed Use.</p>
	<p>5 Southlake Mobility Center</p> <p>This station area is shared with the City of Morrow. The part of the station area located in unincorporated Clayton County is characterized by light industrial and commercial uses.</p>	 <p>What Could Development Look Like?</p>	<p>Proposed Future Land Use Change in Comprehensive Plan?</p> <p>MARTA recommends that the future land use be changed to Mixed Use.</p>

CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

Clayton County - Future Land Use

WHAT IS FUTURE LAND USE?

The Future Land Use Map is a representation of the community's vision for future development within unincorporated Clayton County. For each future land use, there is text describing the appropriate land uses, desired development patterns, and implementation strategies, as well as representative pictures of the type and style of development desired.



What is Mixed Use ?

Mixed Use is a future land use already in the Clayton County Comprehensive Plan that MARTA recommends expanding to cover the proposed station areas. The Comprehensive Plan's description of the future land use is: "Allows a mixture of retail, residential, and office uses in a town center style. Uses may include residentially compatible retail uses such as grocery stores, drugstores, banks on ground floors or fronting on commercial streets. There may also be a residential component including lofts, condominiums, apartments, town homes, and smaller single-family houses located above commercial uses or in other portions of the development. Residential densities of 4 to 16 units per acre are appropriate. Higher densities may be allowable if the mix of uses results in a town center style development which can be expected to cut down the number of car trips that would otherwise be generated. A key method for reducing car trips would be balancing the likely jobs with supplied appropriately priced housing. Mixed-use development must be designed to encourage walking and bicycling as well as be designed to be transit-ready."

Corresponding Zoning Districts: Medical Mixed Use (MMX), Neighborhood Mixed Use (NMX), Regional Mixed Use (RMX)"

To underscore support for growth around transit stations, MARTA recommends adding the following sentence to the description: "Station areas are encouraged to have higher densities to enable transit-oriented development (TOD)."

TRANSIT SUPPORTIVE LAND USE STUDY

What's Next? - Comprehensive Plan Amendments

MARTA's next step is to apply to the Federal Transit Administration (FTA) for funding. When FTA evaluates MARTA's application, it will look at each jurisdiction's comprehensive plan to see if the community has clear land use goals and policies in place to support the transit line.

What is a comprehensive plan?

It's a high-level plan that guides how cities and counties grow in the next 10-20 years. This plan is required by the State of Georgia to be eligible for certain funding. They must be updated every 5 years, but amendments outside of the full updates are common.

Draft Comprehensive Plan Goals - What Do You think?

The chart below lists draft comprehensive plan goals that would demonstrate the community's commitment to land uses that will support transit. Specifically, these goals would help guide how the future station areas develop and grow. What do you think?

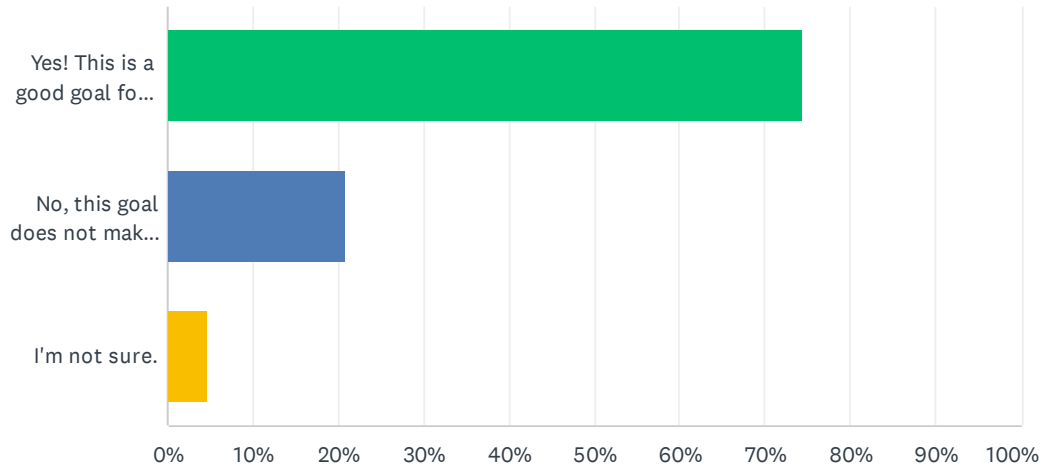
- CLAYTON COUNTY
- CITY OF RIVERDALE
- CITY OF COLLEGE PARK
- GENERAL/OTHER JURISDICTION

Tell us what you think!

Station Area Goal	What Would That Mean?	Yes! This is a good goal for future station areas.	No, this goal does not make sense for future station areas
Encourage new growth and development	<ul style="list-style-type: none"> • Aiming for more density; at least 3-5 stories around the stations • A mix of housing, retail, office, and recreation/entertainment • Development that is designed around people, not cars • Prioritizing station areas for future public facilities and infrastructure improvements 		
Enhance transit-friendly character	<ul style="list-style-type: none"> • Buildings that come up to the sidewalk and street (short setbacks) • Attractive building facades • Outdoor eating and gathering spaces 		
Create a comfortable, walkable environment	<ul style="list-style-type: none"> • Shorter blocks • Better street design, including crosswalks and pedestrian safety islands/medians • Attractive streetscapes, including trees, benches, and lighting • Connections to trails • Sidewalks that are designed for easy access and pedestrian comfort 		
Reduce the amount and visibility of parking	<ul style="list-style-type: none"> • No parking lots in front of buildings in new development • Parking lots to the sides and backs of buildings • Fewer required parking spaces to avoid a sea of parking lots 		
Protect and promote a variety of housing options	<ul style="list-style-type: none"> • Maintain and expand affordable housing options • Allow smaller residential unit sizes in new developments for better affordability • Having a range of housing types, from apartments, to condos to townhouses 		

Q1 Does Draft Station Area Goal #1 make sense for future station areas in Clayton County?

Answered: 86 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes! This is a good goal for future station areas.	74.42%	64
No, this goal does not make sense for future stations.	20.93%	18
I'm not sure.	4.65%	4
TOTAL		86

Q2 Any comments on this goal? Share them here:

Answered: 29 Skipped: 58

#	RESPONSES	DATE
1	I'm not certain I fully understand. I think a transit system may work better for the community than buses, but again, I'm not certain what these stations represent as defined here.	4/11/2022 6:26 PM
2	none	4/7/2022 9:35 AM
3	3 to 5 should certainly be the minimum! But we shouldn't forget about middle housing like affordable townhomes and quad plexes.	4/6/2022 9:36 PM
4	I would like to make sure that it won't increase property values in that area. My parents love there and they are elderly and worked hard to pay their home off and I don't want them to be pushed out because of rising property values like the residents of the City of Atlanta.	4/6/2022 12:20 PM
5	Having been a resident of Clayton County since 1986 I don't believe the income level of the families living in the area will support something like this. It might initially succeed, and then quickly abandoned due to foreclosures.	4/6/2022 6:04 AM
6	It is taken too long!	4/5/2022 8:31 PM
7	Keep Marta trains out of Clayton County	4/5/2022 5:36 PM
8	NO!!! WE DO NOT WANT THIS FOR CLAYTON COUNTY!!! THIS WILL BRING ADDITIONAL CRIME TO OUR AREA AND WE DON'T NEED ANYMORE CRIME!!!	4/5/2022 5:36 PM
9	Make sure housing is high-end. We have enough affordable housing.	4/5/2022 5:22 PM
10	We are aging community; walking is not the best thought for us getting around...cars are important!!!!	4/5/2022 5:00 PM
11	Yes, please add a density of new housing and more.	4/5/2022 4:13 PM
12	Light rail would be better. If BRT sits in car traffic, then this makes no sense. BRT should have right of way over car traffic---- like trains.	4/5/2022 11:09 AM
13	More density!	4/5/2022 9:24 AM
14	Parking maximums are needed in these areas to encourage no car or car-lite lifestyles and better land use. Wide sidewalks will encourage walkability.	4/5/2022 9:18 AM
15	Keep crime and people safety first. This is good for growth but we don't want growth happening in the wrong areas of our lively hood.	4/5/2022 7:57 AM
16	we already have multiple apartment complexes that are 3 or more stories. we have complexes with vacant buildings, crime, and blight.	4/4/2022 8:42 PM
17	Please prioritize quality low income housing and include areas to sit and for children to play for free	4/2/2022 5:55 PM
18	Include senior citizen housing? Green space between buildings?	4/1/2022 11:42 PM
19	There are already plenty of commercial vacancies in this area, esp. Morrow. By creating MORE commercial spaces, it seemingly will take away from other commercial properties who still struggle to stay viable in this area.	4/1/2022 12:48 PM
20	Transit should extend from the 197 Route on Mt. Zion Road coming from the Clayton County side of Stockbridge because currently you cannot take that route directly to Southlake Mall to go shopping.	4/1/2022 12:47 PM
21	I think access from local residents also has to be kept in mind, else we create bubbles of high income keeping out the lower income residents.	4/1/2022 11:10 AM
22	No comments. However, I do believe it is much needed due to the renewed interested and	4/1/2022 10:04 AM

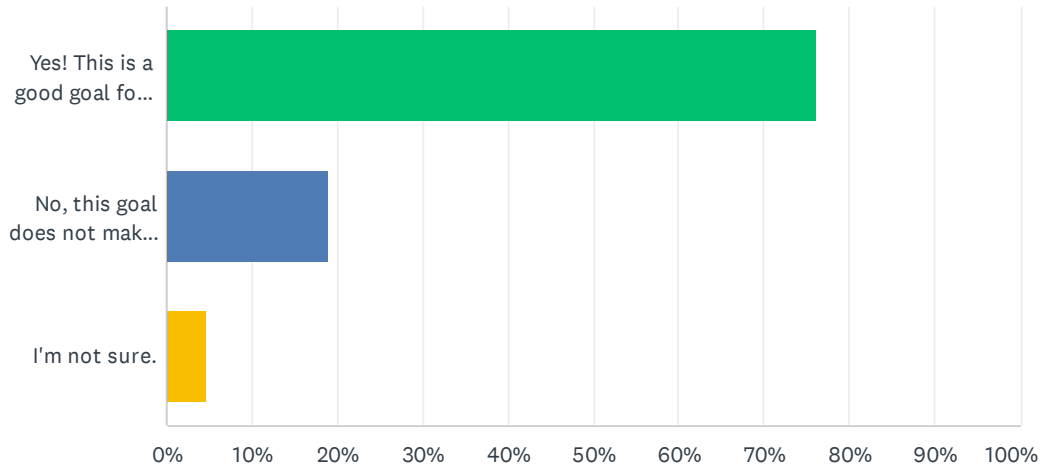
Clayton Southlake BRT Transit Supportive Land Use Survey - Clayton County

growth in the county.

23	Please be sure to include parking decks at each zone. Plan for tree lined streets and Clayton Connects trail access where feasible. Employ a landscape engineer to ensure that each stop has a "postcard" view on either side. That could mean a space similar to the entrance of Grant Park flanked by vertical development.	3/31/2022 10:25 PM
24	I'd like to know how this will effect lower income areas.	3/31/2022 4:05 PM
25	There should be at least 2 stops at Forest Pkwy and Old Dixie and Forest Pkwy at Jonesboro Rd and Tara Blvd at Upper Riverdale all are major intersections and are undeserved in Clayton County.	3/31/2022 2:06 PM
26	I am not in favor of any type of low income housing. The area has enough low income housing. Also, I would prefer single family homes instead of townhomes and apartments. This area cannot withstand the population growth that this project will bring. Furthermore, please do not extend further into Clayton County.	3/31/2022 1:55 PM
27	While this goal makes good sense, in order to be successful Clayton County must widen roads or if possible create additional roads or build bridges over existing roads to accommodate all the new traffic. The county's traffic continues to grow and get worse on major roadways and the smaller surface streets. Please do something about the traffic before building new homes/offices, etc.	3/31/2022 10:58 AM
28	Will there be senior assisting living in the area?	3/31/2022 9:22 AM
29	Hell no - We are not a metropolis like Atlanta - Fix the Roads first then we can talk	3/30/2022 3:15 PM

Q3 Does Draft Station Area Goal #2 make sense for future station areas in Clayton County?

Answered: 84 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes! This is a good goal for future station areas.	76.19%	64
No, this goal does not make sense for future stations.	19.05%	16
I'm not sure.	4.76%	4
TOTAL		84

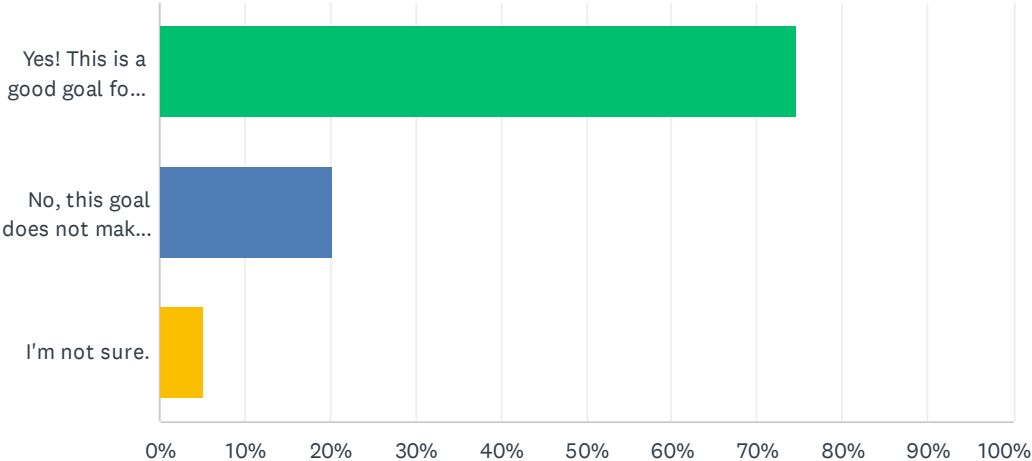
Q4 Any comments on this goal? Share them here:

Answered: 20 Skipped: 67

#	RESPONSES	DATE
1	My only issue is that CC isn't pedestrian friendly, so would people actually go?	4/12/2022 10:46 AM
2	Please bring in businesses that have late-night hours for adults to have a date night.	4/11/2022 3:13 PM
3	This will definitely help attract new residents and customers for local businesses	4/8/2022 6:28 AM
4	Non-car space is the most entertaining space.	4/6/2022 9:37 PM
5	I do not go to places in Atlanta because of parking. I would not use public transit, so you are creating a problems for people like me	4/6/2022 1:04 PM
6	Same as before. The areas chosen are NOT the areas where individuals that would enjoy this setting live. The individuals that use rapid transit in this area are NOT those like you see in Metro Atlanta - higher income that believe in clean air and support public transportation with that goal in mind. This is not the type of rider you're going to get in the proposed areas. I live right behind Southlake. Sorry.	4/6/2022 6:06 AM
7	WE DON'T WANT THE CRIME!!!	4/5/2022 5:37 PM
8	NO	4/5/2022 5:36 PM
9	The friendly, community oriented theme is interesting; pulls people in after commuting.	4/5/2022 5:01 PM
10	More density and destinations along the BRT!	4/5/2022 9:24 AM
11	Main building entrances should face sidewalk and transit stops. Secondary entrances can be in back or side parking lots as needed.	4/5/2022 9:19 AM
12	Sounds good, as long as the environment stays positive.	4/5/2022 7:58 AM
13	Please make sure sidewalks are wide enough for two wheel chairs to pass each other; the current minimum standard for sidewalks is way too narrow, especially once benches and trash cans are added	4/2/2022 5:57 PM
14	Where is this draft two located?	4/1/2022 12:56 PM
15	Yes this makes sense because everyone does not have a working vehicle that they can use to run errands or go to medical appointments.	4/1/2022 12:49 PM
16	Great idea. However, areas such as this can at times create gathering spaces that are not family friendly as years progress. If the areas keep family friendly and appealing places I support it.	4/1/2022 10:04 AM
17	This is only recommended for streets that already have three lanes on either end or in cases where road widening is impossible.	3/31/2022 10:27 PM
18	No	3/31/2022 1:55 PM
19	This is fantastic. See Key West's Duvall Street. They are set up perfectly for foot traffic and outdoor dining.	3/31/2022 10:59 AM
20	No these areas will be abandoned after they throw trash higher crime rate nope we will end up like the underground in 5 points .	3/30/2022 3:16 PM

Q5 Does Draft Station Area Goal #3 make sense for future station areas in Clayton County?

Answered: 79 Skipped: 8



ANSWER CHOICES	RESPONSES	
Yes! This is a good goal for future station areas.	74.68%	59
No, this goal does not make sense for future stations.	20.25%	16
I'm not sure.	5.06%	4
TOTAL		79

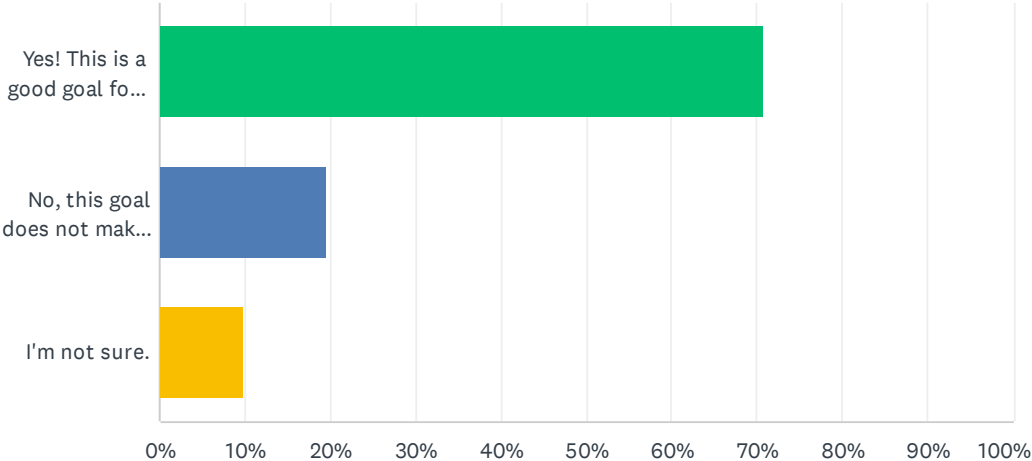
Q6 Any comments on this goal? Share them here:

Answered: 20 Skipped: 67

#	RESPONSES	DATE
1	Pedestrian friendly streets are definitely needed. Hopefully enough housing would be built to support businesses.	4/12/2022 10:48 AM
2	Shorter blocks and spaces to sit/experience settings with other people enlivens street culture.	4/6/2022 9:38 PM
3	No	4/6/2022 12:20 PM
4	no	4/6/2022 10:02 AM
5	Same as before.	4/6/2022 6:06 AM
6	WE DON'T WANT THE CRIME!!!	4/5/2022 5:38 PM
7	NO	4/5/2022 5:36 PM
8	Make sure they are straight line sidewalks; not the ones that twist and curve for no reason other than visual appeal.	4/5/2022 11:12 AM
9	More density and destinations along the BRT!	4/5/2022 9:24 AM
10	New street connections may be needed for this in the long run, and those new streets should be designed primarily for pedestrian and bike activity.	4/5/2022 9:20 AM
11	Keep the safety of the community at top of goals.	4/5/2022 7:59 AM
12	There has to be provision for residents and other visitors to get to the facilities, not only when they are transiting. Undoubtedly, it will add to the bottom line of the areas.	4/4/2022 12:02 PM
13	I would like to see bike lanes or sidewalks inclusive of bikes as part of this goal	4/2/2022 5:58 PM
14	Great idea!	4/2/2022 2:25 AM
15	Love the plantings!	4/1/2022 11:43 PM
16	This might be a stretch as connection for pedestrians will be something the cities around the stations need to keep in mind as well. As it is, there's not enough walkability or sidewalks to make these zones accessible enough	4/1/2022 11:11 AM
17	Very much supported. Pedestrian friendly and enticing areas are a great idea. Walkable communities are welcomed by not only younger but the older population as well.	4/1/2022 10:07 AM
18	Clayton County is growing and the traffic is herendous. There should be a land use study for light rail which can travel above street level like the Sky Train at Hartsfield-Jackson Airport.	3/31/2022 2:09 PM
19	Please provide trash cans along the streets and walkways. Around many bus stops and Marta stations, trash is everywhere.	3/31/2022 2:00 PM
20	No This will cause more congestion in traffic	3/30/2022 3:20 PM

Q7 Does Draft Station Area Goal #4 make sense for future station areas in Clayton County?

Answered: 82 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes! This is a good goal for future station areas.	70.73%	58
No, this goal does not make sense for future stations.	19.51%	16
I'm not sure.	9.76%	8
TOTAL		82

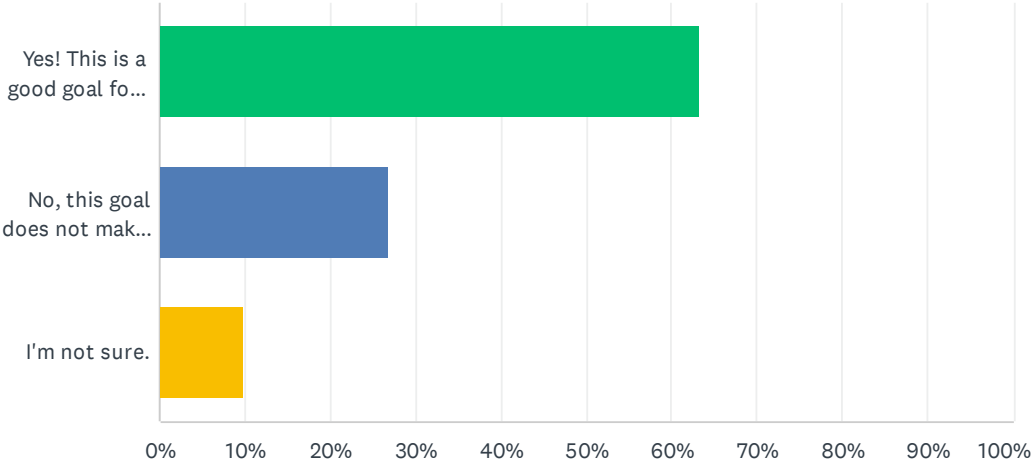
Q8 Any comments on this goal? Share them here:

Answered: 17 Skipped: 70

#	RESPONSES	DATE
1	Yes! Too much unused space in ClayCo because of huge parking lots	4/12/2022 10:49 AM
2	If parking lots are being moved to the side/back of building, there must be security cameras and plenty of lighting. It would be better as well to station security guards, 24/7.	4/11/2022 10:44 PM
3	I would need to attend a session in which I can ask questions before I can say this is a good idea or not.	4/11/2022 6:27 PM
4	Please do not make these paid parking spots for those that need to drive to experience this neighborhood.	4/11/2022 3:15 PM
5	Parking lots are wasted space. While we can't cut off cars very quickly, we can't continue to let demand expand.	4/6/2022 9:39 PM
6	WE DON'T WANT THE CRIME!!!	4/5/2022 5:38 PM
7	NO	4/5/2022 5:37 PM
8	Place parking in back. Set standards for facades.	4/5/2022 5:24 PM
9	Correct. Parking lots in front of buildings should not be allowed under any circumstances.	4/5/2022 11:13 AM
10	More density and destinations along the BRT!	4/5/2022 9:24 AM
11	Parking maximums should be included in zoning, and more of the parking should be paid so that those who do drive help pay for the maintenance of the parking lots and structures.	4/5/2022 9:22 AM
12	Cars are still a very real necessity, and for local residents trying to access public transit, to make that transition, we need somewhere to park our cars since Bus transport is still unreliable/inaccessible	4/1/2022 11:13 AM
13	It's a chore to find parking in Atlanta, I'd simply recommend hiding it from view or go vertical with it. Street parking isn't something I'd like to see in Clayton County, railroad downtowns being the exception. A parking sign an arrow would help people visiting by car.	3/31/2022 10:32 PM
14	This sounds good, but reducing required parking spaces does not make sense. Traffic is increasing greatly. A solution could be to use the vertical space to build parking decks but hide them in place site. Create an attractive facade. Make them look like something other than a parking deck or turn the whole exterior into a work of art. Get local artists, etc. to design and paint. Let go of the boring grey structure.	3/31/2022 11:04 AM
15	Will there be parking fees from investors, residences, and business owners in the area? Will there be assigned security from the private or County Public Safety?	3/31/2022 9:29 AM
16	I think a mix use of parking spaces and parking lot would be great. That would give people with disabilities access to the building quickly.	3/30/2022 3:39 PM
17	No - Then you will eventually charge for mandatory parking ? - Our roads are not even well maintained to be sufficient keep the lots fix the roads then we can talk	3/30/2022 3:20 PM

Q9 Does Draft Station Area Goal #5 make sense for future station areas in Clayton County?

Answered: 82 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes! This is a good goal for future station areas.	63.41%	52
No, this goal does not make sense for future stations.	26.83%	22
I'm not sure.	9.76%	8
TOTAL		82

Q10 Any comments on this goal? Share them here:

Answered: 26 Skipped: 61

#	RESPONSES	DATE
1	Great idea. Especially since ATL is becoming so expensive people will need options	4/12/2022 10:50 AM
2	It doesn't make sense for the units to be smaller to equate to affordability. Equitable housing to facilitate growth and inspire expansion should be the goal. Please have more 2 - 4 room housing available, instead of the majority being single or studio options.	4/11/2022 3:19 PM
3	My problem with affordable housing, is that I certainly hope that doesn't mean a lot of cheap housing types going up in the area just to draw a certain demographics to this area and away from the Atlanta area. Like Atlanta, I would like to see beautiful infrastructure that will put Riverdale back on the map, and increase our property value.	4/9/2022 9:47 PM
4	Affordable housing options are abundant in the county; what is needed are more middle to upper middle class developments to attract desirable development.	4/7/2022 9:35 AM
5	Range of all housing types! Affordability must be key as well.	4/6/2022 9:39 PM
6	Mixed use is a good goal, but I also know people who will not live in a mixed use. Just do townhomes and let the market decide who moves in. Most people do not want or use public transportation. Small unites for single people or people w/o kids is good. Increase the tax base with out increasing the amount of kids in the school, which are overcrowded.	4/6/2022 1:09 PM
7	WE DON'T WANT THE CRIME!!!	4/5/2022 5:39 PM
8	NO	4/5/2022 5:37 PM
9	We are already about 70% affordable. We need high-end housing so high salaried employees don't have to move to Fayette County.	4/5/2022 5:25 PM
10	Quality construction in varying square footage increments...good.	4/5/2022 5:04 PM
11	need to keep things just above affordability to maintain a sense of pride in what you have	4/5/2022 4:28 PM
12	Enforce occupancy limits so you don't have multiple drug dealers and gang members crammed into one apartment to afford the rent.	4/5/2022 11:16 AM
13	More density and destinations along the BRT!	4/5/2022 9:25 AM
14	A mix of housing types and a mix of rental and to-own homes would encourage long-term sustainability. Consider models where in market-rate units help subsidize lower-cost units in the same building.	4/5/2022 9:24 AM
15	Hopefully affordability is focused on cost of living and really affordable but we don't need these developments to become the hood.	4/5/2022 8:01 AM
16	renovate the existing townhomes and apartment complexes. do not clear more trees to build more.	4/4/2022 8:47 PM
17	DO NOT allow smaller units to be built, this is what drives the horrible rent inflation up in New York City. Low income families deserve comfortably sized living rooms, bathrooms, kitchens, and bedrooms, and as many bedrooms and bathrooms as needed for their size of family. Otherwise, yes, I am in favor of additional low income housing and mixed types of housing.	4/2/2022 6:06 PM
18	Don't forget housing without steps for seniors!	4/1/2022 11:45 PM
19	It makes sense because Metro Atlanta has a big population boom and everyone does not have a vehicle they can drive.	4/1/2022 12:51 PM
20	I definitely believe in afforable housing but it must be regulated and monitored properly to ensure the requirements are being followed and are not removing opportunities for growth and residents.	4/1/2022 10:14 AM

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21	Unless condominiums are high rises, they don't tend to do well in Georgia long-term. Townhouses are ok, but new single family detached developments can be written out of the plan. Apartments are easy to control, and tax-credits are a reasonable option to implement for working people.	3/31/2022 10:38 PM
22	Affordable housing is a yes. However, low income housing is a no. Clayton County already has enough low income housing. Furthermore, please rethink the proposal for more apartments and townhomes. More single family homes would be a plus for Clayton County. The county has enough apartments and townhomes.	3/31/2022 2:15 PM
23	We are severely lacking in affordable housing in Clayton County. So many are being priced out of the area. Why not build smaller apartments and rent for the size. However, renters should be heavily vetted and the first sign of trouble remove them. We want these homes to stay visually beautiful on the exterior. The old saying about a broken window in the neighborhood applies.	3/31/2022 11:07 AM
24	Will this included Senior Assisting Living areas to have closer connection to the Sr. Centers, Recreation Parks, Libraries, Churches and Retail establishment?	3/31/2022 9:34 AM
25	That would be great, just as long as the condos and townhomes are affordable for single people too!	3/30/2022 3:41 PM
26	Hell no - Clayton county has a higher crime rate because of the relocation the projects you will turn this county into 5 points ..	3/30/2022 3:22 PM

Q11 Any additional comments on all five proposed goals?

Answered: 16 Skipped: 71

#	RESPONSES	DATE
1	Good luck	4/12/2022 10:50 AM
2	A plan should be made to get occupants/buyers to current residential areas and to enforcing code violations.	4/11/2022 2:27 PM
3	These are all awesome goals! Let's make it happen.	4/6/2022 9:39 PM
4	Need more single people who work in the city. The job market in Clayton is bad. The schools are bad. You need a bedroom community to attached single people to increase the tax base w/o using the schools. Express busses, not Marta.	4/6/2022 1:09 PM
5	Better code enforcement to help in make sure neighborhoods are "clean" and aesthetically pleasing. Absentee landlords not maintaining properties are problems in the Clayton County area.	4/5/2022 8:59 PM
6	WE DON'T WANT THE CRIME!!!	4/5/2022 5:39 PM
7	Please make sure areas are walkable and provide density to create more residences and destinations along BRT	4/5/2022 9:25 AM
8	How about adding parking areas close enough to each area, which would: generate revenue for the county and its partners and increase business activities?	4/4/2022 12:05 PM
9	For all real estate, please take steps to ensure that residential and retail spaces won't be bought up by real estate speculators or vacation rental companies. I am generally against HOAs, but a clause about not being able to sell units to non-resident companies might be a good idea. Also, I would like to see connections to the local schools and public services.	4/2/2022 6:06 PM
10	There are already plenty of commercial vacancies in this area, esp. Morrow. By creating MORE commercial spaces, it seemingly will take away from other commercial properties who still struggle to stay viable in this area.	4/1/2022 12:57 PM
11	All is good as long as the areas are kept up. If the mall in the county can't sustain I dont see that stores in smaller areas would maintain.	4/1/2022 9:36 AM
12	At every planned stop, there should definitely be a panoramic view that welcomes the commuter to Clayton County. The space surrounding the actual stop shouldn't feel cramped. Landscaping should be taken into account. We want visitors to feel rewarded that they chose to travel South versus North	3/31/2022 10:38 PM
13	Plan will hopefully allow youth to trsvel by bus to psrt time jobs while in school and also have access to Clayton State College and increase job opportunity.	3/31/2022 9:55 PM
14	Please do not extend further into Clayton County. The population growth and traffic are too much for the area. This is having an adverse impact on the quality of life in Clayton County.	3/31/2022 2:15 PM
15	Link with Marta Mobility in all sections of the county. How close are these stations to school bus drop off locations so students can get to jobs? It doesn't seem s if any of these BRT projects serve the neglected Mountain View area of Clayton County. This area has available "run-down" properties that could be razed and re-built with high quality High density housing and BRT service.	3/31/2022 1:27 PM
16	Fix the roads work on existing infrastructure - Clayton County is falling down hill and you know it	3/30/2022 3:22 PM

Q12 What do you think about the proposed additional sentence and map changes?

Answered: 45 Skipped: 42

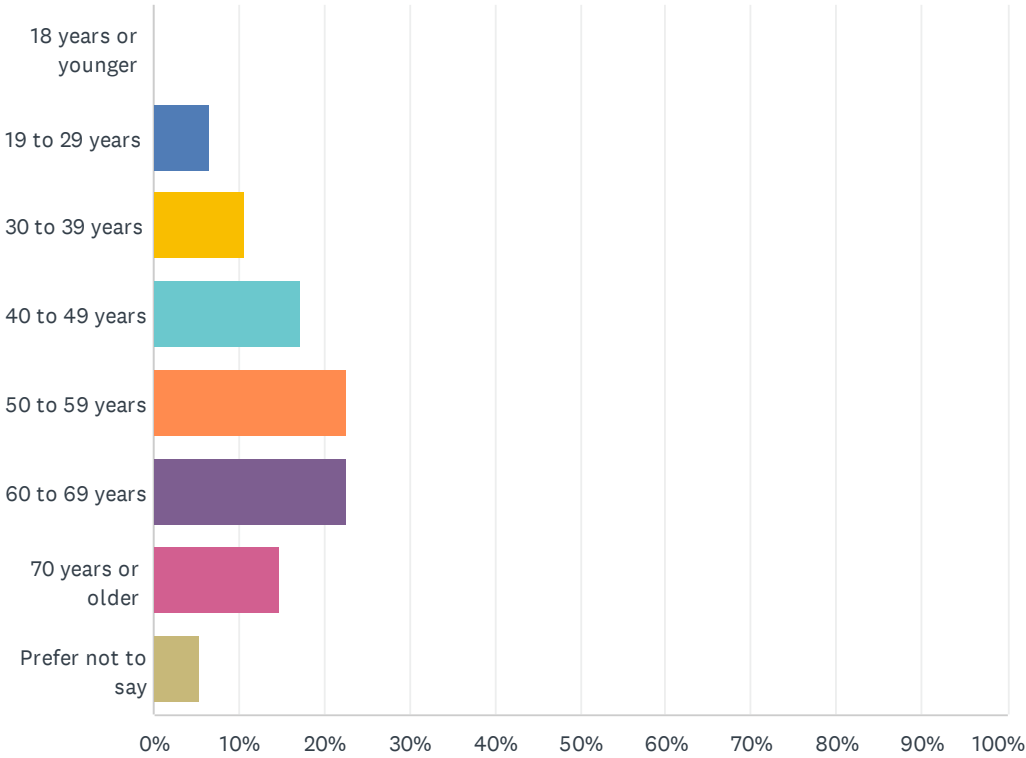
#	RESPONSES	DATE
1	Just change it to "must have". Encouragement means it won't happen.	4/12/2022 12:07 PM
2	Should stations be "required", not encouraged? Unfortunately, I am unable to view the map with clarity.	4/11/2022 11:52 PM
3	I'll need a Q&A before answering properly.	4/11/2022 6:28 PM
4	The station areas should be mandated to have higher densities with equitable housing to enable TOD.	4/11/2022 3:22 PM
5	Changes is needed, here, in Clayton County, and long overdue. So, as long as it is for the betterment of the County, I think it's great.	4/9/2022 9:56 PM
6	Not a big fan of high density housing	4/7/2022 1:09 PM
7	good	4/7/2022 10:38 AM
8	Its fine.	4/7/2022 9:37 AM
9	Much needed .	4/6/2022 9:57 PM
10	Yes, this is the right idea.	4/6/2022 9:44 PM
11	Not good, no MARTA train. The busses are empty as is and my tax dollars are being waisted.	4/6/2022 1:10 PM
12	I'm done as long a property values don't start rising through the roof	4/6/2022 12:24 PM
13	Makes sense.	4/6/2022 6:08 AM
14	Seems appropriate	4/5/2022 9:00 PM
15	Not necessarily.	4/5/2022 8:33 PM
16	NO!!!!	4/5/2022 5:40 PM
17	No Marta Transit Stations	4/5/2022 5:38 PM
18	It will work. Good idea.	4/5/2022 5:36 PM
19	Yes I like the sentence	4/5/2022 4:15 PM
20	Great	4/5/2022 1:04 PM
21	Instead of saying "are encouraged", why not say something more concrete. Example: "Station areas are required to have higher densities to enable transit-oriented development (TOD)."	4/5/2022 12:08 PM
22	Yes, encourage higher density.	4/5/2022 11:17 AM
23	Mixed use always has a different meanings to current residents versus developers. Hopefully the additional proposed mixed use development areas can be supported by the economic base of the county.	4/5/2022 10:05 AM
24	These changes will encourage better development in Clayton County, increase the tax base, and be a model for future transit corridors.	4/5/2022 9:26 AM
25	Love it, the more density, walking, and mixed-use spaces, the better	4/5/2022 9:25 AM
26	We're is the train?	4/5/2022 9:24 AM
27	The additional sentence is fine as long as we are thinking of the long term and safety piece of this development.	4/5/2022 8:04 AM

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28	tear down or renovate existing buildings.	4/4/2022 8:50 PM
29	Looks good.	4/4/2022 12:06 PM
30	I don't know enough about the impact of this change to have an opinion.	4/2/2022 6:07 PM
31	Very hard to view in detail	4/1/2022 12:58 PM
32	Just make sure you have enough Marta Police officers and cameras to keep an eye on all activity.	4/1/2022 12:53 PM
33	What about Forest Park?	4/1/2022 11:14 AM
34	I agree. A larger population around these areas not just because of the stations will hopefully prompt more desirable retail and eateries.	4/1/2022 10:17 AM
35	This is good.	3/31/2022 10:45 PM
36	With the film industry expanding. into the outer counties, mixed use deveooment with affordable hoysung will encourage young professionas to consider Clayton County to live and work in.	3/31/2022 10:01 PM
37	It sounds as if we will be congested. Too many things in such a small space.	3/31/2022 9:19 PM
38	I am not in favor of the additional sentence because it supports high density. I wish that the project didn't promote high density of any kind.	3/31/2022 2:23 PM
39	very good plan, Clayton County needs more affordable housing	3/31/2022 2:06 PM
40	It makes sense to have higher density housing close to the Bus Rapid Transit hubs.	3/31/2022 1:27 PM
41	I DO NOT agree with the higher density. An increase in bus users and commercial visitors will happen naturally when you begin to offer things like banks, grocery stores, coffee shops or deli/restaurants. Such locations can be a destination for riders heading into Atlanta or heading home from the city. The program with starting with high density is there's no going back. Often, high density will become overrun. Why not take it slowly and consider both residents and visitors to the area before going high density.	3/31/2022 11:12 AM
42	Good.	3/31/2022 9:34 AM
43	U need to include the location description for each one of the draft location survey question areas. You can't even go back to the beginning map to review and memorize and then return to the survey. Where's the quality control and attention to detail to make this survey useful?	3/30/2022 4:37 PM
44	IDK	3/30/2022 3:44 PM
45	NO NO NO NO	3/30/2022 3:22 PM

Q13 My Age

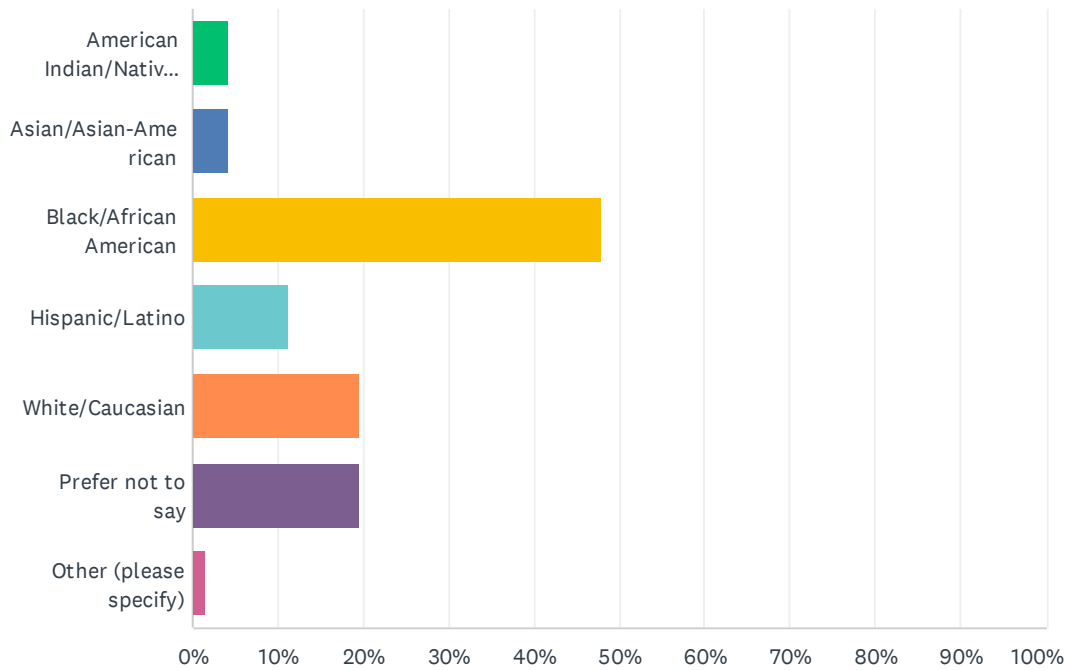
Answered: 75 Skipped: 12



ANSWER CHOICES	RESPONSES	
18 years or younger	0.00%	0
19 to 29 years	6.67%	5
30 to 39 years	10.67%	8
40 to 49 years	17.33%	13
50 to 59 years	22.67%	17
60 to 69 years	22.67%	17
70 years or older	14.67%	11
Prefer not to say	5.33%	4
TOTAL		75

Q14 I identify with the following races/ethnicities (mark all that apply):

Answered: 71 Skipped: 16

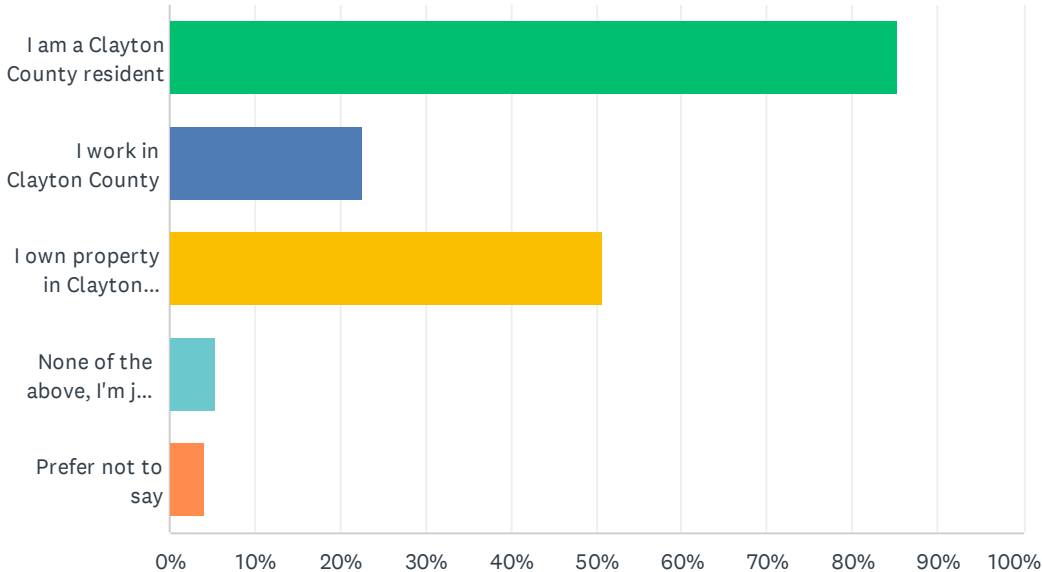


ANSWER CHOICES	RESPONSES
American Indian/Native American	4.23% 3
Asian/Asian-American	4.23% 3
Black/African American	47.89% 34
Hispanic/Latino	11.27% 8
White/Caucasian	19.72% 14
Prefer not to say	19.72% 14
Other (please specify)	1.41% 1
Total Respondents: 71	

#	OTHER (PLEASE SPECIFY)	DATE
1	American	4/5/2022 9:24 AM

Q15 Mark all that apply:

Answered: 75 Skipped: 12



ANSWER CHOICES	RESPONSES	
I am a Clayton County resident	85.33%	64
I work in Clayton County	22.67%	17
I own property in Clayton County	50.67%	38
None of the above, I'm just interested!	5.33%	4
Prefer not to say	4.00%	3
Total Respondents: 75		

Q16 Your residential zip code:

Answered: 59 Skipped: 28

#	RESPONSES	DATE
1	30228	4/26/2022 6:06 PM
2	30297	4/12/2022 12:08 PM
3	30274	4/11/2022 11:53 PM
4	30294	4/11/2022 6:28 PM
5	30228	4/11/2022 3:23 PM
6	30236	4/11/2022 2:29 PM
7	30274	4/9/2022 9:57 PM
8	30273	4/8/2022 11:36 AM
9	30296	4/8/2022 6:31 AM
10	30236	4/7/2022 1:10 PM
11	30236	4/7/2022 10:38 AM
12	30297	4/7/2022 9:37 AM
13	30238	4/6/2022 9:58 PM
14	30345	4/6/2022 9:44 PM
15	30274	4/6/2022 1:10 PM
16	30296	4/6/2022 12:24 PM
17	30294	4/6/2022 12:18 PM
18	30238	4/6/2022 10:03 AM
19	30297	4/6/2022 6:08 AM
20	30238	4/6/2022 1:04 AM
21	30274	4/5/2022 9:00 PM
22	30274	4/5/2022 8:34 PM
23	30274	4/5/2022 5:40 PM
24	30273	4/5/2022 5:39 PM
25	30215	4/5/2022 5:37 PM
26	30273	4/5/2022 5:30 PM
27	30236	4/5/2022 5:26 PM
28	30297	4/5/2022 5:06 PM
29	30296	4/5/2022 4:33 PM
30	30296	4/5/2022 2:32 PM
31	30238	4/5/2022 1:04 PM
32	30260	4/5/2022 12:08 PM
33	30274	4/5/2022 10:06 AM

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34	30318	4/5/2022 9:26 AM
35	30309	4/5/2022 9:25 AM
36	30274	4/5/2022 9:24 AM
37	30274	4/5/2022 8:04 AM
38	30274	4/4/2022 8:52 PM
39	30297	4/4/2022 12:07 PM
40	30288	4/2/2022 6:08 PM
41	30294	4/1/2022 11:50 PM
42	30260	4/1/2022 12:59 PM
43	30281	4/1/2022 12:54 PM
44	30297	4/1/2022 11:14 AM
45	30236	4/1/2022 11:14 AM
46	30274	4/1/2022 10:17 AM
47	30228	4/1/2022 6:51 AM
48	30094	3/31/2022 10:46 PM
49	30228	3/31/2022 10:02 PM
50	30236	3/31/2022 9:20 PM
51	30238	3/31/2022 3:59 PM
52	30238	3/31/2022 2:24 PM
53	30236	3/31/2022 2:07 PM
54	30236	3/31/2022 1:27 PM
55	30236	3/31/2022 11:13 AM
56	30260	3/31/2022 9:36 AM
57	30296	3/30/2022 4:37 PM
58	30236	3/30/2022 3:44 PM
59	30215	3/30/2022 3:24 PM