

CLAYTON COUNTY, GEORGIA

COMPREHENSIVE PLAN 2005 - 2025

Prepared for:

The Clayton County Board of Commissioners

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CHAPTER 1 INTRODUCTION, CITIZEN PARTICIPATION & COMMUNITY VISION	1
1.1 PURPOSES AND USES OF THE PLAN.....	1
1.2 AMENDMENT AND UPDATE OF THE PLAN.....	2
1.3 REGIONAL LOCATION.....	2
1.4 PLANNING PROCESS AND PUBLIC PARTICIPATION.....	4
1.4.1 <i>Comprehensive Plan Update Schedule</i>	4
1.4.2 <i>Public Participation Program and Actions</i>	4
1.5 CLAYTON COUNTY VISION FOR THE FUTURE.....	6
1.5.1 <i>Vision for the Future of Clayton County</i>	6
1.6 COMMITMENT TO QUALITY COMMUNITY OBJECTIVES.....	8
1.6.1 <i>Economic Development</i>	8
1.6.2 <i>Natural and Cultural Resources</i>	9
1.6.3 <i>Community Facilities</i>	9
1.6.4 <i>Housing</i>	9
1.6.5 <i>Land Use</i>	9
CHAPTER 2 POPULATION	11
INTRODUCTION	11
2.1 COUNTY POPULATION GROWTH.....	11
2.2 HOUSEHOLDS	14
2.3 AGE DISTRIBUTION	15
2.4 RACIAL COMPOSITION.....	17
2.5 EDUCATIONAL ATTAINMENT.....	20
2.6 INCOME.....	21
2.7 ASSESSMENT OF CURRENT AND FUTURE CONDITIONS	23
CHAPTER 3 HOUSING	25
3.1 TYPES OF HOUSING UNITS.....	25
3.2 AGE AND CONDITION OF HOUSING.....	25
3.3 OWNER AND RENTER UNITS.....	27
3.4 COST OF HOUSING.....	28
3.4.1 <i>Cost Burdened Households</i>	29
3.5 HOUSING AND COMMUNITY CHARACTERISTICS	30
3.5.1 <i>Characteristics of Population Affecting Housing</i>	30
3.5.2 <i>Special Needs Housing</i>	31
3.6 ASSESSMENT OF CURRENT AND FUTURE HOUSING NEEDS.....	32
3.7 HOUSING GOALS AND POLICIES	35
CHAPTER 4 ECONOMIC DEVELOPMENT.....	39
INTRODUCTION	39
4.1 EMPLOYMENT BY SECTOR.....	39
4.2 EARNING BY SECTOR.....	41
4.3 WEEKLY WAGES	43
4.4 INCOME BY TYPE.....	45
4.5 COMMUTE PATTERNS	45

4.6 COMMUNITY LEVEL ECONOMIC ACTIVITIES	48
<i>Major Clayton County Employers</i>	48
<i>Unique Economic Activities</i>	48
Tradeport.....	48
Hartsfield-Jackson Atlanta International Airport.....	49
Atlanta State Farmer's Market	49
Gateway Village Project	49
Mountain View Redevelopment	49
Southside Hartsfield Redevelopment and Stabilization Plan.....	50
RiverWalk.....	50
Commuter Rail.....	50
4.7 EMPLOYMENT BY OCCUPATION	50
4.8 EMPLOYMENT STATUS	52
4.9 UNEMPLOYMENT RATES	54
4.10 LOCAL ECONOMIC DEVELOPMENT RESOURCES	55
4.10.1 <i>Economic Development Agencies</i>	55
Clayton County Chamber of Commerce.....	55
Development and Redevelopment Authority of Clayton County.....	55
The Small Business Development Center (SBDC)	55
Joint Development Authority of Metro Atlanta.....	56
MetroSouth	56
4.10.2 <i>Economic Development Programs</i>	56
4.10.3 <i>Education and Training Opportunities</i>	56
4.11 ASSESSMENT OF ECONOMIC DEVELOPMENT NEEDS	57
4.11.1 <i>Summary</i>	58
4.12 ECONOMIC DEVELOPMENT VISION STATEMENT.....	59
4.13 ECONOMIC DEVELOPMENT GOALS AND POLICIES	60
CHAPTER 5 COMMUNITY FACILITIES	64
INTRODUCTION	64
5.1 WATER SUPPLY AND TREATMENT.....	64
5.1.1 <i>Storm water Management</i>	65
5.2 SEWAGE SYSTEM AND WASTEWATER TREATMENT.....	65
5.3 SOLID WASTE MANAGEMENT	67
5.3 SOLID WASTE MANAGEMENT	68
5.4 GENERAL GOVERNMENT BUILDINGS.....	68
5.5 PUBLIC SAFETY	75
5.5.1 <i>Correctional Institution</i>	75
5.5.2 <i>Police Department</i>	75
5.5.3 <i>Sheriff's Department</i>	79
5.5.4 <i>Fire Department</i>	79
5.6 RECREATION FACILITIES	81
5.6 RECREATION FACILITIES	82
5.7 HOSPITALS	85
5.8 EDUCATIONAL FACILITIES.....	85
5.8.1 <i>Public Schools</i>	85
5.8.2 <i>Private Schools</i>	87

5.8.3 Clayton College and State University.....	88
5.9 LIBRARIES AND OTHER CULTURAL FACILITIES	90
5.9.1 Clayton County Library System.....	90
5.9.2 Spivey Hall.....	92
5.9.2 Spivey Hall.....	93
5.9.3 Other Community Facilities and Services	93
5.10 COMMUNITY FACILITIES GOALS AND POLICIES.....	94
5.10.1 Community Facilities Vision.....	94
5.10.2 Water.....	94
5.10.3 Sanitary Sewer	95
5.10.4 Solid Waste Management.....	95
5.10.5 General Government Facilities.....	96
5.10.6 Fire Protection/Emergency Medical Services	96
5.10.7 Police and Sheriff Departments	97
5.10.8 Parks and Recreation.....	97
5.10.9 Hospitals and Health Care	98
5.10.10 Education.....	98
5.10.11 Libraries and Cultural Facilities.....	99
CHAPTER 6 NATURAL AND CULTURAL RESOURCES.....	101
6.1 PUBLIC WATER SUPPLY SOURCES AND WATER SUPPLY WATERSHEDS	101
6.2 WATER SUPPLY WATERSHEDS	101
6.3 GROUNDWATER RECHARGE AREAS	101
6.4 WETLANDS.....	102
6.5 PROTECTED MOUNTAINS.....	104
6.6 PROTECTED RIVERS.....	104
6.7 COASTAL RESOURCES	104
6.8 FLOOD PLAINS.....	104
6.9 SOIL TYPES	106
6.10 STEEP SLOPES	107
6.11 PRIME AGRICULTURAL AND FOREST LAND	109
6.12 PLANT AND ANIMAL HABITATS	111
6.13 MAJOR PARK, RECREATION, AND CONSERVATION AREAS	114
6.14 SCENIC VIEWS AND SITES	116
6.15 CULTURAL AND HISTORIC RESOURCES	116
6.15.1 Jonesboro Historic District.....	116
6.15.2 Stately Oaks Plantation.....	117
6.15.3 Rex Mill.....	117
6.15.4 Crawford - Dorsey House and Cemetery.....	117
6.16 NATURAL AND CULTURAL RESOURCES VISION.....	119
6.17 GOALS AND POLICIES	119
CHAPTER 7 LAND USE.....	122
INTRODUCTION	122
7.1 PRIOR LAND USE PLANNING IN CLAYTON COUNTY	122
7.1.1 Summary of Land Use Map Changes Since 1992.....	122
Rex and Ellenwood Area of Northeast Clayton County.....	122

Highway 138 Corridor	123
Panhandle Area	123
7.1.2 Land Use Classification Name Changes.....	123
7.1.3 Residential Density Changes	124
7.1.4 Other Changes	124
7.2 LAND USE CLASSIFICATIONS	125
7.3 EXISTING LAND USE	126
7.3.1 Description of Existing Land Use in Clayton County.....	127
7.3.1 Description of Existing Land Use in Clayton County.....	128
Agriculture	128
Residential.....	128
Public-Institutional.....	128
Office/Professional	128
Commercial.....	129
Industrial	129
Transportation/Communications/Utilities.....	129
Parks/Recreation/Conservation Uses	129
Vacant/Undeveloped Land.....	129
7.4 SUMMARY OF LAND USE CHANGE 1992 - 2004.....	130
7.5 IDENTIFIED LAND USE ISSUES / PROBLEMS	131
7.5.1 Historical Factors Leading to Development Patterns	131
7.5.2 Land Use Patterns and Densities in Relation to Infrastructure	131
7.5.3 Blighted or Transitional Areas	132
7.5.4 Incompatible Land Uses and Abrupt Zoning Changes.....	133
7.5.5 Lack of Open Space	133
7.6 OPPORTUNITIES FOR INFILL DEVELOPMENT	133
7.7 REDEVELOPMENT PLANS.....	134
7.7.1 Southside Hartsfield Redevelopment and Stabilization Plan	134
7.7.2 RiverWalk.....	134
7.7.3 Mountain View.....	135
7.7.4 Gateway Village.....	135
7.8 CONSIDERATION OF TRADITIONAL NEIGHBORHOOD DEVELOPMENT	135
7.9 PROTECTION OF ENVIRONMENTALLY SENSITIVE AREAS	136
7.10 FUTURE LAND USE PLANNING CONSIDERATIONS	136
7.11 FUTURE LAND USE NARRATIVE	137
7.12 SUMMARY OF FUTURE LAND USE CLASSIFICATIONS	142
7.12.1 Land Use Classification Changes.....	148
7.13 INFRASTRUCTURE IMPROVEMENTS SUPPORTING FUTURE LAND USE.....	148
7.14 LAND USE REGULATIONS CHANGES NEEDED	149
7.14.1 Revised Conservation Subdivision Ordinance.....	149
7.14.2 Mixed-Use Zoning.....	150
7.14.3 Revised Planned Unit Development (PUD) Ordinance.....	151
7.15 LAND USE VISION	152
7.16 LAND USE GOALS AND POLICIES.....	152
CHAPTER 8 TRANSPORTATION	162
INTRODUCTION	162

8.1 EXISTING CONDITIONS	162
8.1.1 <i>Transportation Network</i>	163
Roads and Highways.....	163
Bridge Inventory	168
Bike and Pedestrian Trails Inventory.....	169
Bike and Pedestrian Trails Inventory.....	170
Sidewalks Inventory.....	170
Public Transportation Inventory	171
The Macon-Atlanta Commuter Rail Service	173
Southern Crescent and Mountain View	174
Southern Crescent and Mountain View	175
Airports Inventory.....	175
Hartsfield-Jackson International Airport	175
Tara Field.....	177
Railroads Inventory.....	177
8.1.2 <i>Accident Frequency</i>	178
8.1.3 <i>Road Lanes, Volumes, and Capacities</i>	178
8.1.3 <i>Road Lanes, Volumes, and Capacities</i>	179
8.2 ASSESSMENT OF CURRENT AND FUTURE NEEDS	180
8.2.1 <i>Growth Trends and Travel Patterns</i>	180
Vehicles per Household	180
Vehicle Miles Traveled.....	181
Work Travel Destinations	182
Means of Transportation to Work.....	183
Travel Time to Work	184
Types of Housing and Types of Jobs.....	185
8.2.2 <i>Existing Levels of Service and Land Use</i>	186
8.2.3 <i>Future Levels of Service and Land Use</i>	189
Traffic Performance Measures.....	190
Land Use and Transportation Interaction	192
Livable Centers Initiatives	192
HOV Lanes	193
Ride-Share Programs	193
Commuter Rail.....	193
Proposed Land Use Actions.....	193
8.3 PROPOSED TRANSPORTATION ALTERNATIVES AND IMPROVEMENTS.....	195
8.3.1 <i>Livable Centers Initiatives</i>	195
8.3.2 <i>Transportation Improvement Plan (TIP) and Regional Transportation Plan (RTP) Projects</i>	197
Roadway Capacity and Intersection Upgrade Projects.....	197
Roadway Operation Projects.....	197
Pedestrian Facility Expansion and Improvements	198
Bridge Capacity Expansion and Upgrades	198
8.3.3 <i>SPLOST Projects</i>	198
Road Construction Projects.....	198
Road Widening and Improvement Projects	199

Intersection Improvements.....	199
Upgrade Dirt Roads	200
8.3.4 Newly recommended road improvement projects.....	200
8.3.5 Bike and Pedestrian Considerations.....	202
8.3.6 Proposed alternative modes of travel	202
8.3.7 Emergency Preparedness.....	202
8.3.8 Transportation Operations in Underserved Areas	202
8.4 TRANSPORTATION REQUIREMENTS FOR NON-ATTAINMENT AREAS	203
8.5 ARTICULATION OF COMMUNITY VISION AND GOALS AND IMPLEMENTATION PROGRAM	205
8.5.1 Transportation Vision	205
8.5.2 Goals and Policies	205
CHAPTER 9 INTERGOVERNMENTAL COORDINATION.....	214
9.1 ADJACENT LOCAL GOVERNMENTS	214
9.2 SCHOOL BOARD	214
9.3 OTHER LOCAL GOVERNMENTAL ENTITIES	215
9.3.1 Clayton County Water Authority	215
9.3.2 Hartsfield Jackson International Airport.....	215
9.3.3 Development Authority of Clayton County.....	215
9.3.4 Joint Development Authority of Metro Atlanta.....	215
9.3.5 MetroSouth.....	216
9.4 REGIONAL AND STATE ENTITIES	216
9.4.1 Atlanta Regional Commission.....	216
9.4.2 Metropolitan North Georgia Water Planning District	216
9.4.3 Georgia Department of Transportation.....	217
9.4.4 Georgia Department of Natural Resources	217
9.4.5 Georgia Department of Community Affairs.....	217
9.4.6 Georgia Greenspace Program.....	217
9.5 PRIVATE ENTITIES	218
9.5.1 Clayton County Chamber of Commerce	218
9.5.2 Georgia Power Company	218
9.6 SERVICE DELIVERY STRATEGY	219
9.6.1 Police Services	219
9.6.2 Jails.....	219
9.6.3 Fire Protection.....	219
9.6.4 EMS & 911.....	220
9.6.5 Landfill.....	220
9.6.6 Roadway Construction and Maintenance.....	220
9.6.7 Animal Control.....	220
9.6.8 Parks and Recreation.....	220
9.6.9 Building Services	220
9.6.10 Economic Development	220
9.7 SUMMARY OF DISPUTE RESOLUTION PROCESS.....	221
9.8 SERVICE PROVISION CONFLICTS OR OVERLAPS.....	222
9.9 LAND USE	222
9.9.1 Compatibility of Land Use Plans.....	222

9.9.2 Land Use and Siting Facilities of Countywide Significance.....	223
9.9.3 Developments of Regional Impact	223
9.9.4 Annexation	223
9.10 INTERGOVERNMENTAL COORDINATION GOALS AND POLICIES.....	225
CHAPTER 10 IMPLEMENTATION.....	226
10.1 1999 – 2004 SHORT TERM WORK PROGRAM STATUS REPORT	227
10.2 SHORT TERM WORK PROGRAM 2005 TO 2009	251

Figures

Figure 4.1 Commute Flows for Clayton County Residents.....	47
Figure 4.2 County of Work Place for Clayton County Residents	47
Figure 4.3 County of Residence for Clayton County Workers.....	48

Maps

Map 1.1 Clayton County Location	3
Map 2.1 Population Change by Census Tract 1990 - 2000	12
Map 2.2 2000 Black Population	18
Map 2.3 2000 Hispanic Population.....	19
Map 2.4 2000 Asian Population	19
Map 5.1 Clayton County Water and Wastewater Systems.....	67
Map 5.2 Clayton County Police Precincts	77
Map 5.3 Clayton County Fire Stations	81
Map 5.4 Clayton County Parks and Recreation Facilities.....	84
Map 5.5 Clayton County Public Schools	89
Map 5.6 Library Locations in Clayton County.....	92
Map 6.1 Clayton County Hydrology	103
Map 6.2 Clayton County Floodplains and Water Features	105
Map 6.3 Clayton County Soils	107
Map 6.4 Clayton County Slope.....	108
Map 6.5 Clayton County Prime Agricultural Soils.....	110
Map 6.6 Clayton County Parks and Recreation Facilities.....	115
Map 6.7 Historic and Cultural Resources	118
Map 7.1 Clayton County Existing Land Use.....	127
Map 7.2 Future Land Use Map	147
Table 7.6 Summary of Land Use Classification Changes	148
Map 8.1 Roadway Classifications in Clayton County	167
Map 8.2 Clayton County Bridge Inventory.....	169
Map 8.3 Sidewalk Inventory	170
Map 8.4 Public Transportation in Clayton County.....	172
Map 8.5 Proposed Commuter Rail Station Locations.....	174
Map 8.6 Clayton County Airports.....	175

Map 8.7 Clayton County Signalized Intersection Accidents..... 178
Map 8.8 Clayton County Existing Traffic Volumes 179
Map 8.9 Existing Roadway Level of Service 188
Map 8.10 Future Level of Service..... 191
Map 8.11 Future Level of Service Considering Proposed Land Use Actions..... 194
Map 8.12 Non-attainment Area 204

List of Tables

Table 1.1 Planning Schedule 4

Table 2.1 Population Change Comparisons 13
Table 2.2 2003 Population Estimates 13
Table 2.3 Clayton County Projected Poulation..... 13
Table 2.4 Clayton County Households..... 14
Table 2.5 Projected Households..... 14
Table 2.6 Age Distribution 15
Table 2.7 Age Distribution 1980 – 2000 16
Table 2.8 Projected Age Distribution 17
Table 2.9 Racial Composition of Clayton County..... 18
Table 2.10 Educational Attainment..... 20
Table 2.11 Education Statistics..... 20
Table 2.12 2000 Educational Attainment Comparison 21
Table 2.13 Median Household Income Comparison..... 22
Table 2.14 Per Capita Income Comparison 22
Table 2.15 Household Income Distribution 23
Table 2.16 Surrounding Counties’ Income Distribution..... 23

Table 3.1 Types of Housing in Clayton County 25
Table 3.2 Age of Housing in Clayton County 26
Table 3.3 Age of Housing in Georgia 26
Table 3.4 Age of Housing in the ARC Region 26
Table 3.5 Comparison of Housing Conditions 27
Table 3.6 Clayton County Occupancy Characteristics 27
Table 3.7 ARC Region Occupancy Characteristics 28
Table 3.8 Georgia Occupancy Characteristics 28
Table 3.9 Clayton County Housing Costs 29
Table 3.10 ARC Region Housing Costs 29
Table 3.11 Georgia Housing Costs 29
Table 3.12 Monthly Owner Costs 29
Table 3.13 Clayton County Monthly Renter Costs..... 30
Table 3.14 Clayton County Over Crowded Housing Units..... 30
Table 3.15 Clayton County Housing Unit Projections 33

Table 4.1 Employment by Sector..... 40
Table 4.2 Employment by Sector Comparison 41

Table 4.3 Earnings by Sector	42
Table 4.4 Earnings by Sector Comparison	43
Table 4.5 Average Weekly Wages	44
Table 4.6 Georgia Average Weekly Wages.....	44
Table 4.7 Personal Income by Type	46
Table 4.8 Labor Force by Place of Work.....	46
Table 4.9 County Employment by Occupation	51
Table 4.10 US and Georgia Employment by Occupation	52
Table 4.11 County Labor Force Participation	53
Table 4.12 US and Georgia Labor Force Participation.....	54
Table 4.13 Comparison of Unemployment Rates.....	55
Table 5.1 Reduction in Demand through Conservation Measures	65
Table 5.2 Clayton County Water Reclamation Facilities.....	66
Table 5.3 Clayton County Government Buildings.....	69
Table 5.4 Estimated Police Office Needs 2005 - 2025	78
Table 5.5 Clayton County Park Acreage Assessment.....	83
Table 5.6 CCPS 2004 Capacity	86
Table 5.7 CCPS Anticipated 2008 Capacity	86
Table 5.8 Future Needs for Clayton County Public Libraries.....	91
Table 6.1 Soil Suitability.....	106
Table 6.2 Clayton County Prime Farmland	109
Table 6.3 Threatened and Endangered Plants and Animals in Clayton County....	111
Table 6.4 Threatened and Endangered Plants and Animals in Surrounding Counties	112
Table 7.1 Land Use Classification Name Changes.....	124
Table 7.2 Existing Land Use Distribution	126
Table 7.3 Land Use Distribution Change 1992 – 2003	130
Table 7.4 Residential Zoning Density Maximums in Clayton County.....	132
Table 7.5 Summary of Existing and Future Land Use Change.....	146
Table 7.6 Summary of Land Use Classification Changes	148
Table 8.1 Clayton County Road Types	163
Table 8.2 Roadway Function Classifications.....	165
Table 8.3 Number of Vehicles per Household in Clayton County (1990).....	180
Table 8.4 Number of Vehicles per Household in Clayton County (2000).....	181
Table 8.5 Vehicle Miles Traveled in Clayton County.....	182
Table 8.6 Means of Transportation to Work in Clayton County, 2000	184
Table 8.7 Travel Time to Work in Clayton County, 2000.....	185
Table 8.8 Time Leaving Home to go to Work in Clayton County, 2000.....	185
Table 8.9 Percent Difference Targets for Daily Traffic Volumes by Facility Type	186
Table 10.1 Short Term Work Program	252

CHAPTER 1 INTRODUCTION, CITIZEN PARTICIPATION & COMMUNITY VISION

This document is the comprehensive plan for Clayton County. This plan was prepared to meet the Georgia Departments of Community Affairs Minimum Standards and Procedures for Local Comprehensive Planning.

1.1 Purposes and Uses of the Plan

The Comprehensive Plan for Clayton County is a cornerstone for almost every type of decision that must be made in local government. As the name “comprehensive” suggests, its range is broad and inclusive, and also long-term.

The Comprehensive Plan covers the entirety of unincorporated Clayton County for the time period of 2005 - 2025. Each of the county’s cities is responsible for completing its own plan and a concerted effort has been made to coordinate the plans of the county and cities. The document addresses and coordinates, at a high level, nearly all the essential functions of the county. These functions are classified under the eight key elements or chapters of the plan; population, housing, economic development, community facilities and services, natural and cultural resources, transportation, land use and intergovernmental coordination.

The Future Land Use Map included in the Comprehensive Plan is a physical plan with the purpose of guiding the development and redevelopment of the county by describing what should be built where over the next two decades. The purpose of the Future Land Use Map is to serve as the basis of evaluation for all future rezoning, subdivision, and other development and redevelopment applications or proposals.

The Comprehensive Plan provides a framework of goals and policies based on the county’s current, projected and desired conditions. This framework is meant to serve as a guide to elected officials, county departments and related authorities and organizations who are tasked with implementing the plan.

Lastly, the Short Term Work Program included in the plan provides a list of work items the county will complete to implement the plan and bring forth the vision for the county’s future. The Short Term Work Program will be used to guide the development of the county’s capital improvement program and the individual budgets of various county departments and service providers. The Short Term Work Program is also used to help the county secure state and Federal funds for programs and improvements.

By adopting the Clayton County Comprehensive Plan 2005 – 2025 the County Commission publicly express their consent and support of the Plan’s vision, goals and policies and their dedication to promoting the implementation measures included in the plan.

1.2 Amendment and Update of the Plan

The current Clayton County Comprehensive Plan was completed in 1992 with an outlook to 2012. This plan has been partially updated and amended as recently as 1996. The state legislation that governs local planning, established in 1989, set a benchmark that plans should be fully updated every ten years. This update of the Clayton County Comprehensive Plan serves the planning period of 2005 – 2025.

Many county departments, agencies, business people and the development community rely on the comprehensive plan to be an expression of the county's current policy. To remain effective the plan must continue to accurately reflect the desires of the county as expressed through its elected County Commission. Due to this it may be necessary to amend the plan from time to time when a particular goal or policy on which the plan is based has significantly changed so as to materially detract from the usefulness of the plan to serve as a guide for local decisions making. Under the State of Georgia's current planning guidelines there are provisions for both major and minor plan amendments.

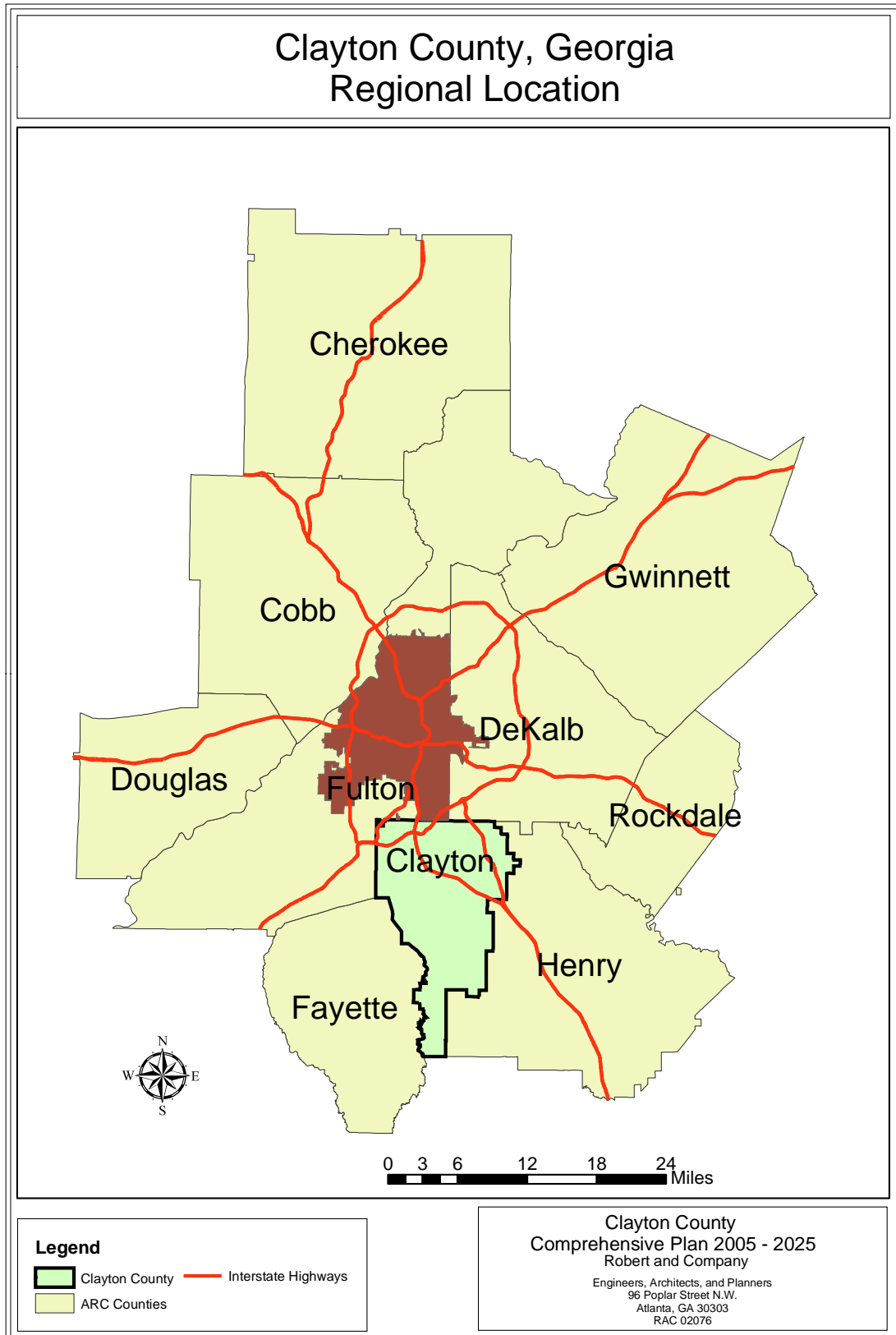
Major plan amendments are those that alter the basic tenets of the overall plan or a significant portion of the plan and/or potentially affect another local government. Examples of changes that typically qualify as major amendments include, change of population greater or equal to 10% and changes to the Future Land Use Map, which show a higher intensity of land use in an area adjacent to another local government's jurisdiction. Minor plan amendments are those that are purely local in nature. The process for making plan amendments follows a process similar to that of the plan update including public participation and regional and state review.

The Short Term Work Program included in the Comprehensive Plan may be updated on an annual or five-year basis at the county's discretion. A minimum of one public hearing must be held by the county to inform the public of its intent to update the program and to receive suggestions and comments on the proposed update.

1.3 Regional Location

Clayton County is located in the southern portion of the Atlanta Regional Commission's 10 county district. Clayton County is directly adjacent the City of Atlanta on the north and bordered by Fulton and DeKalb counties to the north, Fayette to the west, Spalding to the south, and Henry to the east (Map 1.1). Its land size of 145 square miles makes it one of the smallest counties in the State of Georgia. Yet with more than 253,000 residents, it is one of the most densely populated and urbanized counties in the state. Clayton County was formed in 1858 from parts of Fayette and Henry Counties, which were created by the Indian Springs Treaty of 1821. The 125th county created in Georgia, Clayton County was named in honor of Augustine Smith Clayton (1783-1839), a judge and member of the U.S. House of Representatives.

Map 1.1 Clayton County Location



1.4 Planning Process and Public Participation

1.4.1 Comprehensive Plan Update Schedule

The Clayton County Comprehensive Plan Update was completed according to a schedule put forth by the county in order to meet the October 31 2004 deadline of the Georgia Department of Community Affairs. Table 1.1 shows the time frame and activities undertaken during the planning process.

Table 1.1 Planning Schedule

Activity	Time Frame
Project Started	May 2003
Intergovernmental Coordination Meeting	July 2003
Inventory and Assessment of County	September – December 2003
Steering Committee Meetings	January – June 2004 (monthly)
Interdepartmental Coordination Meetings	September 2003 – April 2004
Public Visioning Sessions	February – March 2004
Distribution of Draft Plan	April – June 2004
Work Session with County Commissioners	May 2004
Public Town Hall Meetings	June 2004
Regional and State Review	July – September 2004
Adoption	October 2004

1.4.2 Public Participation Program and Actions

The public participation process for the Clayton County Comprehensive Plan 2005 – 2025 was based on the requirements of the Georgia Department of Community Affairs (DCA), guidance from the Atlanta Regional Commission (ARC) and input from county leaders and staff. Drawing from these sources the following goals were established for the public participation program of the Comprehensive Plan Update.

Goal 1: Raise the level of awareness and understanding of planning in Clayton County.

Goal 2: Provide the citizens of Clayton County with meaningful opportunities for involvement in the planning process.

Goal 3: Involve and maintain close contact with identified key stakeholders throughout the planning process.

Goals 4: Identify and involve traditionally underserved communities (minority, low-income, elderly, etc.) in the planning process.

To achieve these goals the planning team undertook a number of activities. One of the first was the identification of key stakeholders and the formation of a Steering Committee which in conjunction with the County Commission oversaw and directed the planning process.

The Steering Committee included representatives from Chamber of Commerce, Clayton County Public Schools, Clayton College and State University, Clayton County Convention and Visitors Bureau, Jonesboro Housing Authority, Southern Regional Medical Center, Clayton County NAACP, the residential development community, Clayton County Greenspace Board, Spivey Hall, various homeowner's associations, Clayton County Water Authority, Clayton County Code Enforcement Board, Clayton County Development Authority, and Clayton County Habitat for Humanity. The committee also included citizens appointed by the County Commissioners. This group met on a monthly basis during the planning process and was instrumental in the formation of goals and policies included in the Comprehensive Plan.

Five public "visioning" meetings were held, one in each county commission district plus one central "at-large" meeting. At these meetings participants were asked to provide input on what future development patterns should be, where housing should be developed and at what density level, what areas of the county should be conserved –as park land, as rural, or "no-development" areas such as flood plains, steep slopes, etc , and where additional industry, office, and commercial should be developed. Additionally, a community preference survey was administered to meeting attendees to help discern what type of development patterns and levels of intensity are preferred by the public, i.e. development nodes or corridors, mixed-use vs. single use, density of units per acre, etc. More than one hundred people attended a the visioning meetings and eighty-two responded to the community preference survey. The input received from the public and the results of the preference survey were used to develop the county's "Vision for the Future."

Throughout the development of the Comprehensive Plan Update information about the planning process and the draft elements of the plan were made available to the public "on-line" via a link from the county's homepage. The web page posting also encouraged the public to submit their comments to the county and consultant planners involved in the process. In addition to on-line posting of draft documents, paper copies of the draft plan elements were available to the public in the county's planning office and the headquarters public library in Jonesboro.

When the draft plan update was completed a second series of five public meetings was conducted. A meeting was held in each county commission district and a fifth "at large" meeting was held in Jonesboro. These "town hall" meetings took place in early June and gave the public the opportunity to review the draft plan and discuss it with the county and consultant planners. The meetings included a formal presentation of the draft plan by the consultant planners along with a presentation of the results from the Community Preference Survey conducted during the earlier visioning meetings. Over two hundred county residents attended the "town hall" meetings.

1.5 Clayton County Vision for the Future

The DCA Minimum Standards and Procedures for Local Comprehensive Planning include a requirement for a “Community Vision” to be developed as part of the plan update. This vision is based on public input and an assessment of the current and future needs of the county as identified in the other elements of the plan. The vision also coordinates the future of Clayton County with regional and state planning goals as expressed through the Quality Community Objectives put forth by DCA.

1.5.1 Vision for the Future of Clayton County

Clayton County will continue to grow and become a thriving center for business and living on Atlanta’s south side.

The county’s blighted commercial corridors and residential developments will be redeveloped, some into mixed-use nodes providing citizens with well designed, pedestrian friendly environments including a diverse mix of high quality residential development where they can live, work, and recreate.



Mixed-Use Activity Centers

Older single-family residential neighborhoods will be stabilized and the development of new, high quality and “executive” style single-family housing is actively encouraged.



Maintenance of Rural Environment in Panhandle

The county will maintain the rural nature of the Panhandle through the use of a conservation subdivision ordinances that conserve open space and natural features and adhere to national and regional best practices.

New office and industrial parks will be developed in appropriate places increasing the county’s tax base and providing local employment opportunities.



Office Development

The county will capitalize on the economic development potential provided by the close proximity to Hartsfield-Jackson Atlanta International Airport while undertaking thoughtful planning measures to minimize the negative impacts of the airport on the immediate community.



Traditional Neighborhood Development

The county will provide a safe, attractive, cohesive and efficient environment for residents, businesses, and visitors through the active adherence to the goals and policies set forth in the Comprehensive Plan and the land use plan provided in the Future Land Use Map.



Regional Commuter Rail

The level of services and facilities provided by the county will be adequate to meet the needs of citizens, businesses and visitors.

As county which is home to seven separate incorporated areas and one of ten counties in the larger Atlanta Regional Commission district Clayton County will be connected with other local and regional governments through its commitment to coordination for the betterment of the county, the Southern Crescent, and the Atlanta Metropolitan Region.



“Executive” Housing



Parks & Landscaping



Adequate Schools & Community

1.6 Commitment to Quality Community Objectives

1.6.1 Economic Development

Regional Identity Objective: Clayton County identifies itself with the Southern Crescent of counties on the south side of Atlanta. Beyond the Southside, Clayton County is an active part of the larger Atlanta Regional Commission.

Growth Preparedness Objective: Clayton County has a long history of providing the prerequisites to development such as its world-class water and sewer systems and its county transportation systems. The county's commitment to quality infrastructure will continue and shall be expanded to include a stronger focus on ensuring that infrastructure preparedness for growth includes facilities and services such as schools, parks, and public safety.

Appropriate Business Objective: Due to proximity the economy of Clayton County is heavily linked to Hartsfield-Jackson Atlanta International Airport. The airport has had and is expected to continue to have a significant positive impact on the county's business climate and the county will continue to work with and encourage airport related development. However, the county's economy cannot become dependent upon the airport, therefore the additional office/professional businesses will be sought after to located in the county in order to provide positions fulfilling to an employment sector need identified during the planning process.

Education Opportunities Objective: The number and variety of education opportunities in Clayton County will continue to expand. The county and the public school system are committed to coordinating to ensure that the facilities and educational capacity of the school system is not overtaxed and each Clayton County child receives the best education possible. Clayton College and State University provides a number of excellent higher and continuing educational and workforce training opportunities which respond to the needs of Clayton County employers and the workforce needs of the greater Atlanta metro and the state.

Employment Options Objective: The County's Future Land Use map provides for the expansion of all employment sectors. Additionally the county will provide greater opportunities for workers to live in close proximity to a variety of job types by encouraging the development of mixed-use nodes and adoption zoning ordinances to support the development of mixed-use projects.

1.6.2 Natural and Cultural Resources

Heritage Preservation Objective: The County has a number of significant historic resources that should be protected. The county is committed to developing a historic preservation plan, which provides for the preservation of these resources to and other resources identified through the planning process. Additionally, through the implementation of conservation subdivision zoning consistent with the Future Land Use Map the county will protect and preserve the rural character of the Panhandle area of the county while managing inevitable growth.

Open Space Preservation Objective: By adopting conservation residential zoning and revising its conservation subdivision ordinance the county will strengthen its support for preserving open space from development for use as passive recreation space, greenbelts, and wildlife corridors.

Environmental Protection Objective: The County is committed to protecting air quality and environmentally sensitive areas. Whenever feasible the county shall require the preservation of natural terrain, drainage and vegetation of an area.

Regional Cooperation Objective: Clayton County is and will continue to be active member of many adjacent and regional governmental bodies. Coordination is especially in areas related to the natural environment such as water and air quality and the development trails and greenways.

1.6.3 Community Facilities

Transportation Alternatives Objective: The County is committed to providing pedestrian facilities and transit services as an alternative to autos where feasible and when demand is present. The county Future Land Use Plan has also been formulated to provide opportunities for pedestrian and transit oriented development especially in areas near existing activity nodes such as the Southern Regional Medical Center, Clayton College and State University, and Hartsfield-Jackson Atlanta International Airport.

Regional Solutions Objective: The County will seek out, carefully consider and when appropriate support regional solutions to the needs shared by its residents and those of the seven incorporated cities in Clayton County and other local governments in the region. These solutions will certainly be supported in cases when they will directly benefit the citizens of Clayton County through cost savings and increased efficiency compared to those incurred by the county acting alone.

1.6.4 Housing

Housing Opportunities Objective: The County is dedicated to providing a diverse range of high quality housing types in the county as to allow a significant number of people who work in the county to live in the county.

1.6.5 Land Use

Traditional Neighborhood Objective: Through its redevelopment efforts and the vision set forth in the Future Land Use Map the county supports the mixing of land uses and the development of

activity centers designed on a human scale. The county strongly encourages the development of safe and attractive pedestrian connections between commercial, office, institutional and residential areas.

Infill Development Objective: The majority of Clayton County is developed and the county is focused on opportunities for the redevelopment of older, blighted areas and compatible infill development near existing activity nodes. The mixed-use areas identified in the plan are areas identified for redevelopment.

Sense of Place Objective: Clayton County has a number diverse regions each and encourages the preservation, protection and/or development of unique senses of place for each. Sense of place is achievable through consistent and complimentary development styles and distinctive roadway, pedestrian, and landscaping. In identified redevelopment areas the county encourages the development of design and development standards that will help produce attractive, distinctive environments for residents, businesses, and visitors.

CHAPTER 2 POPULATION

Introduction

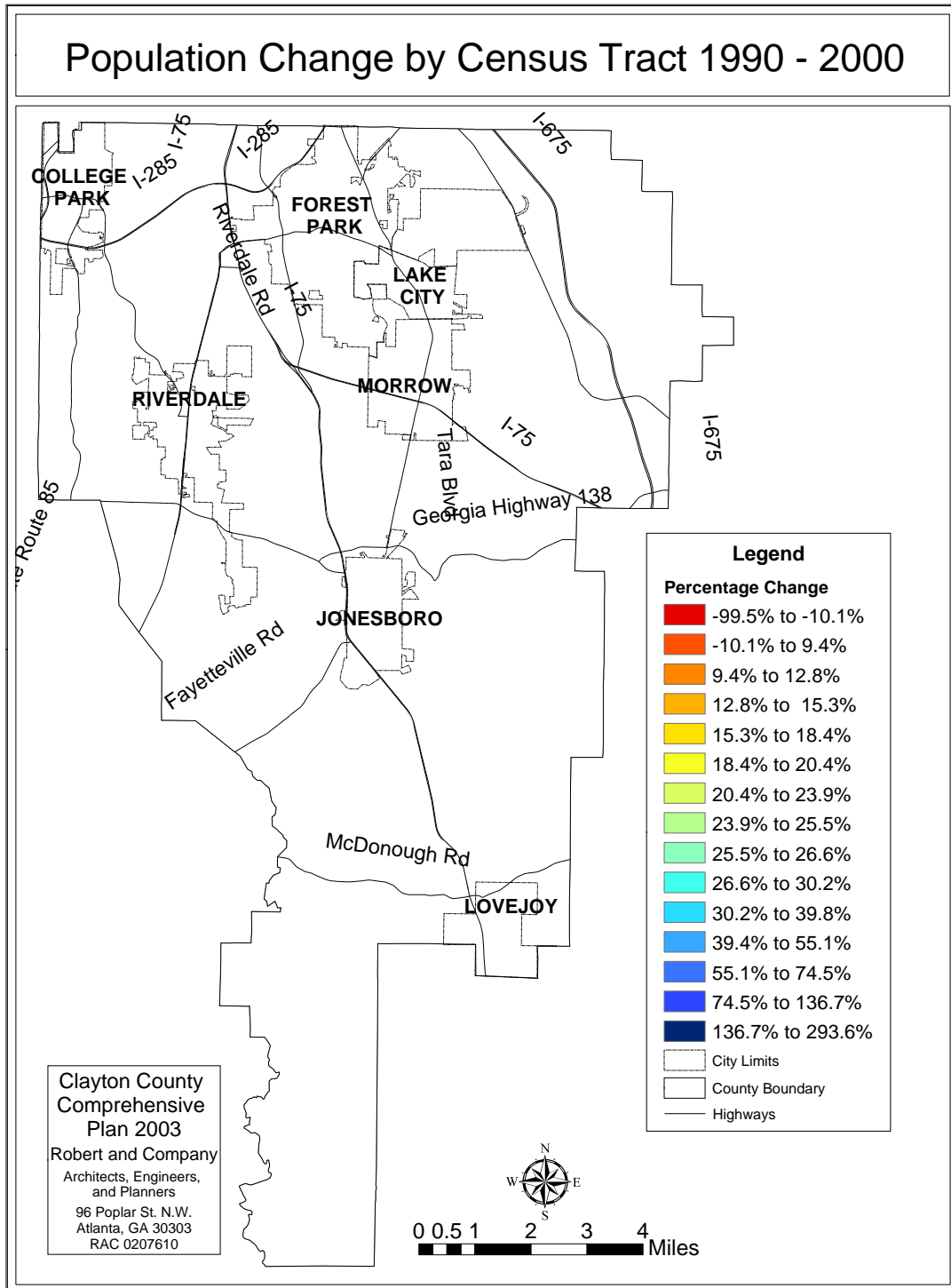
This chapter provides an inventory and assessment of the growth trends and demographic characteristics of the population of Clayton County. A thorough understanding of the county's general population characteristics is a vital first step in completing the comprehensive plan. This information is key to determining the future needs of the community with regards to infrastructure, provision of county services, jobs and economic development, housing, and ultimately the patterns of future land development and redevelopment for the duration of the 2005 – 2025 planning period.

2.1 County Population Growth

Clayton County's population has been growing rapidly over the past twenty years. Between 1980 and 2000 the county has added a total of 86,155 new residents, an increase of 57.30 % (Table 2.1). The areas of the county with the most significant gains in population are the southern end (panhandle area) and the northeastern edge (Rex/Ellenwood area). The northwest area of the county lost population due in part to neighborhood buyouts related to the noise impacts of Hartsfield-Jackson International Airport (See Map 2.1 for population change by Census Tract). In August 2003 the Atlanta Regional Commission released the most recent estimate of the county's population; this estimate of 253,500 represents an increase of 7.18% since the 2000 Census (Table 2.2).

Despite its significant growth, Clayton County increased in population at a slower pace than the metropolitan Atlanta region during 1980's and 1990's. However, estimates show that Clayton County has been matching or even slightly exceeding the Atlanta Metropolitan Area's growth since 2000. Comparing the 1980 – 1990 and 1990 – 2000 growth rates, Clayton County is growing at almost double the rate of the country and a slightly higher rate than the state (Table 2.1).

Map 2.1 Population Change by Census Tract 1990 - 2000



Population projections provided by Woods and Pool Economics Inc. indicate that Clayton County will continue to grow through the end of the planning period in 2025, although at a slower rate than that which was experienced in the past two decades. Between 2005 and 2015 the county is projected to grow 13.45% and between 2015 and 2025 the county is anticipated to grow an additional 12.83% (Table 2.3). These percentages represent over a 50% reduction in the growth rates observed between 1990 and 2000. (Table 2.1).

Table 2.1 Population Change Comparisons

Population Change Comparison					
	1980 Population	1990 Population	1980 – 1990 % Population Change	2000 Population	1990 – 2000 % Population Change
United States	224,810,192	248,032,624	10.33%	281,421,920	13.46%
Georgia	5,457,566	6,478,216	18.70%	8,186,453	26.37%
Atlanta Region	1,896,182	2,557,800	34.86%	3,429,379	34.08%
Clayton County	150,362	182,055	21.08%	236,517	29.92%

Source: Census

Table 2.2 2003 Population Estimates

2003 Population Estimates						
	Census	ARC Estimate	Total Change	% Total Change	Average Annual Change 2000-2003	
	2000	2003	2000 - 2003	2000 - 2003	Persons	Percent
Atlanta Region	3,429,379	3,669,300	239,921	7.00%	79,974	2.3%
Clayton County	236,517	253,500	16,983	7.18%	5,661	2.3%

Source: Atlanta Regional Commission Released Aug 2003

Table 2.3 Clayton County Projected Population

Clayton County Projected Population					
Year	2005	2010	2015	2020	2025
Total	254,503	271,229	288,804	306,956	325,851

Source: Woods & Pool Economics, Inc.

The fast population growth rate and increasing population density of Clayton County present a number of challenges. The costs of providing infrastructure and services such as roads, water and sewer service and schools are growing while available land is disappearing. The county must achieve a balance between residential and commercial and industrial land uses in order to maintain a tax base that can support the required facilities and services.

2.2 Households

The 2000 Census reported 82,243 households in Clayton County. This represents a 25% increase in households in the county between 1990 and 2000 and a 61.74% increase since 1980 (Table 2.4). The average household size in the county decreased during the past 20 years from 2.96 in 1980 to 2.84 in 2000. However, households in the county increased in size during the 1990s, growing from an average of 2.74 to 2.84 persons. This average household size is larger than the average for the state or the nation, 2.65 and 2.59 respectively in 2000. The increase in average household size in Clayton County is also contrary to the national and state trends of decreasing household sizes exhibited during the 1990 to 2000 period.

Table 2.4 Clayton County Households

Clayton County Households						
	1980	1990	2000	% Change	% Change 90 - 00	Net Change
Households	50,850	65,523	82,243	61.74%	25.52%	16,720
Average Household Size	2.96	2.74	2.84	-4.05%	3.65%	N/A

Sources: Woods and Poole Economics, Inc. and Census

Projections for household growth in the county show a gain of 13,551 additional households by 2010 and a total of 113,303 households in 2025 (Table 2.5).

Table 2.5 Projected Households

Projected Number of Households for Clayton County						
Year	2000	2005	2010	2015	2020	2025
Total	82,662*	89,527	96,213	102,591	108,271	113,303

Source: Woods & Pool Economics, Inc. * Note, 2000 total households is an estimate and does not match the actual 2000 Census count.

The increase in households projected for Clayton County will result in a need for new residential development. Due to the county’s dense population many areas have already reached or are nearing build out. The additional housing development required to accommodate household projections will result in increased development pressure on the county’s few remaining rural areas such as the southern “panhandle.” Future housing needs may also result in a need to increase allowable densities in the county’s more urbanized areas and encourage infill housing in order to limit the costs of extending infrastructure to new greenfield developments. However, all residential growth will result in the need additional schools and services such as police and fire protection.

2.3 Age Distribution

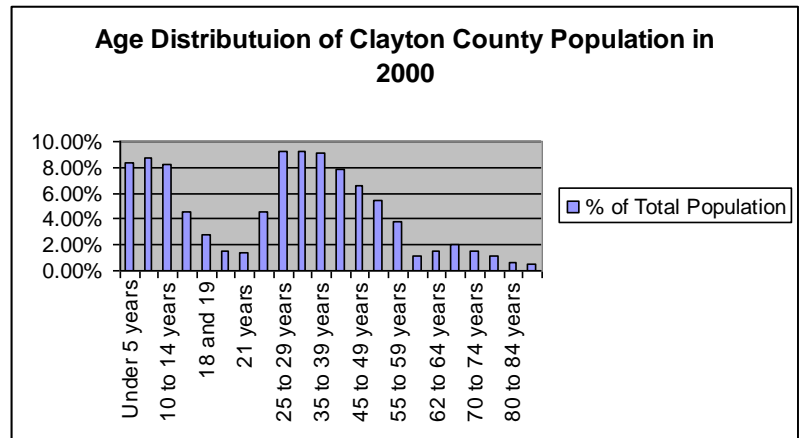
2000 Census figures show that Clayton County has a young population. The majority of the population can be found in one of two age groups, children under 15 and adults between 25 and 34 (Table 2.6/Chart2.1). The portion of the county’s population over 85 years of age is less than 1%, representing the smallest percentage share of total population of any of the age cohorts. The percentage of population over 65 is also fairly small, accounting for only 5.88% of the total population.

Table 2.6 Age Distribution

Age Distribution of Clayton County Population		
	2000	% of Population
Total	236,517	
Under 5 years	19,726	8.34%
5 to 9 years	20,798	8.79%
10 to 14 years	19,598	8.29%
15 to 17 years	10,799	4.57%
18 and 19 years	6,647	2.81%
20 years	3,541	1.50%
21 years	3,434	1.45%
22 to 24 years	10,859	4.59%
25 to 29 years	21,864	9.24%
30 to 34 years	21,747	9.19%
35 to 39 years	21,497	9.09%
40 to 44 years	18,513	7.83%
45 to 49 years	15,450	6.53%
50 to 54 years	12,905	5.46%
55 to 59 years	8,948	3.78%
60 and 61 years	2,752	1.16%
62 to 64 years	3,516	1.49%
65 and 69 years	4,930	2.08%
70 to 74 years	3,628	1.53%
75 to 79 years	2,704	1.14%
80 to 84 years	1,556	0.66%
85 years and over	1,105	0.47%

Source: 2000 Census

Chart 2.1 Age Distribution



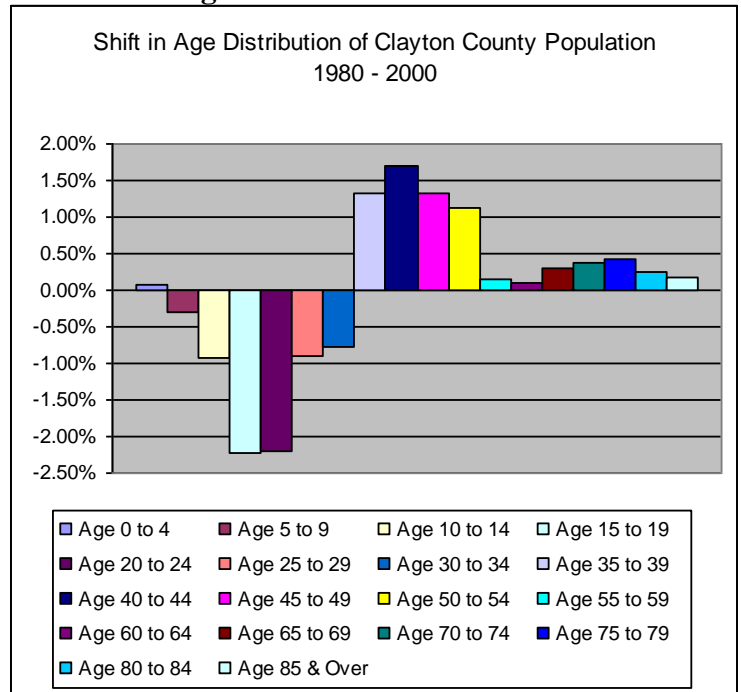
Despite the relative youth of Clayton County’s present population, the county has exhibited an aging trend over the past two decades. Between 1980 and 2000 most of the younger age cohorts lost shares of population while the county’s over 35 population grew (Table 2.7/Chart 2.2). This aging trend is consistent with national trends during the same time period.

Table 2.7 Age Distribution 1980 - 2000

Clayton County Age Distribution 1980 - 2000			
Category	1980	1990	2000
Age 0 to 4	8.26%	8.47%	8.34%
Age 5 to 9	9.09%	7.76%	8.80%
Age 10 to 14	9.22%	7.30%	8.29%
Age 15 to 19	9.61%	7.64%	7.38%
Age 20 to 24	9.75%	8.65%	7.54%
Age 25 to 29	10.13%	10.56%	9.25%
Age 30 to 34	9.96%	9.98%	9.20%
Age 35 to 39	7.76%	8.63%	9.09%
Age 40 to 44	6.12%	7.97%	7.83%
Age 45 to 49	5.21%	6.05%	6.53%
Age 50 to 54	4.34%	4.52%	5.45%
Age 55 to 59	3.63%	3.72%	3.78%
Age 60 to 64	2.54%	2.88%	2.65%
Age 65 to 69	1.79%	2.29%	2.08%
Age 70 to 74	1.17%	1.52%	1.53%
Age 75 to 79	0.72%	1.02%	1.14%
Age 80 to 84	0.40%	0.60%	0.66%
Age 85 & Over	0.29%	0.43%	0.47%

Source: Woods and Poole Economics Inc.

Chart 2.2 Age Distribution 1980 - 2000



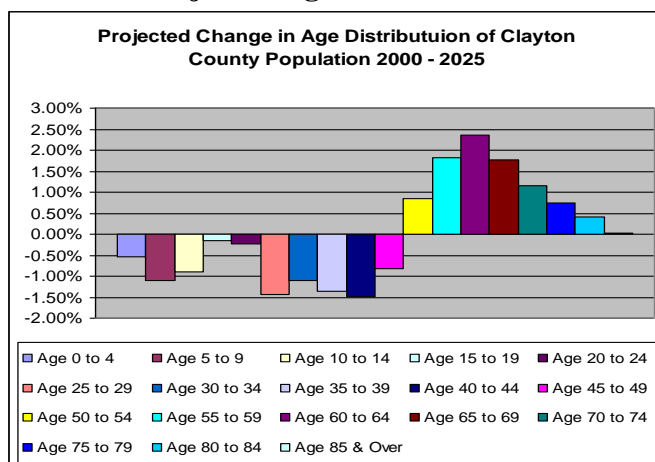
Over the next two decades Clayton County’s aging trend is projected to continue. Projections presented in Table 2.8 and Chart 2.3 show that the county will lose shares of population in all the age brackets under 50 and gain in all of the over 50 brackets.

Table 2.8 Projected Age Distribution

Projected Clayton County Age Distribution 2005 – 2025					
Category	2005	2010	2015	2020	2025
Age 0 to 4	7.98%	8.12%	8.13%	7.93%	7.81%
Age 5 to 9	8.06%	7.71%	7.85%	7.87%	7.68%
Age 10 to 14	8.22%	7.54%	7.22%	7.36%	7.40%
Age 15 to 19	8.10%	8.01%	7.35%	7.06%	7.23%
Age 20 to 24	7.59%	8.31%	8.19%	7.54%	7.30%
Age 25 to 29	7.77%	7.78%	8.53%	8.43%	7.81%
Age 30 to 34	8.81%	7.33%	7.39%	8.22%	8.11%
Age 35 to 39	8.55%	8.20%	6.79%	6.92%	7.74%
Age 40 to 44	8.22%	7.76%	7.46%	6.21%	6.34%
Age 45 to 49	7.01%	7.38%	7.00%	6.80%	5.70%
Age 50 to 54	5.90%	6.35%	6.71%	6.44%	6.30%
Age 55 to 59	4.57%	4.99%	5.42%	5.79%	5.59%
Age 60 to 64	3.12%	3.83%	4.21%	4.62%	5.00%
Age 65 to 69	2.19%	2.61%	3.19%	3.50%	3.85%
Age 70 to 74	1.55%	1.65%	1.98%	2.43%	2.68%
Age 75 to 79	1.15%	1.17%	1.26%	1.53%	1.89%
Age 80 to 84	0.75%	0.77%	0.80%	0.87%	1.06%
Age 85 & Over	0.48%	0.51%	0.51%	0.49%	0.50%

Source: Woods and Poole Economics, Inc.

Chart 2.3 Projected Age Distribution



2.4 Racial Composition

The racial composition of Clayton County shifted significantly over the past two decades. The county’s percentage of white population decreased by over 50% (Table 2.9). This shift led to an

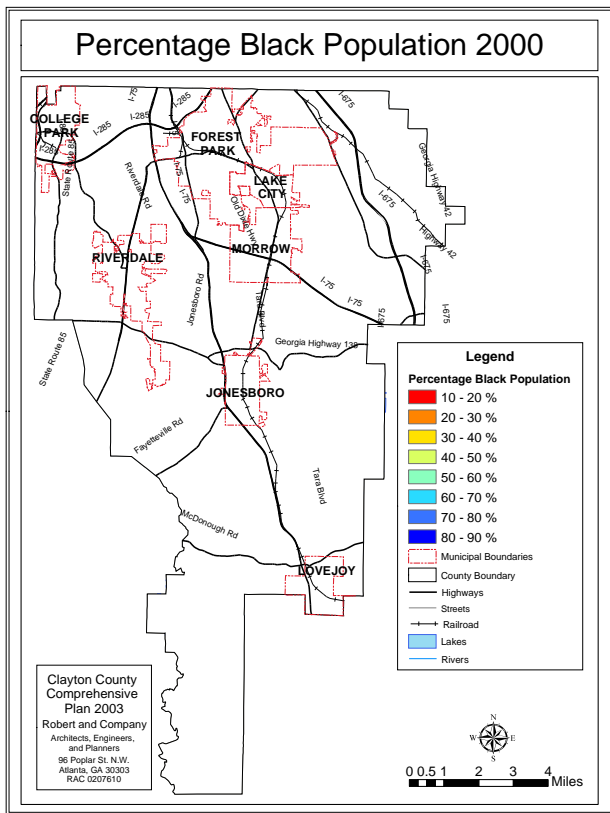
increase in the county’s percentage of black population, which rose by over 35%. The county also had gains in its percentages of Asian and Hispanic population. The 2000 Census shows the county’s population is predominately black (51.55%) or white (38%) with other racial groups accounting for a little over 8% (Table 2.9). Maps 2.2, 2.3, and 2.4, depict the concentrations of the county’s black, Asian and Hispanic populations in 2000.

Table 2.9 Racial Composition of Clayton County

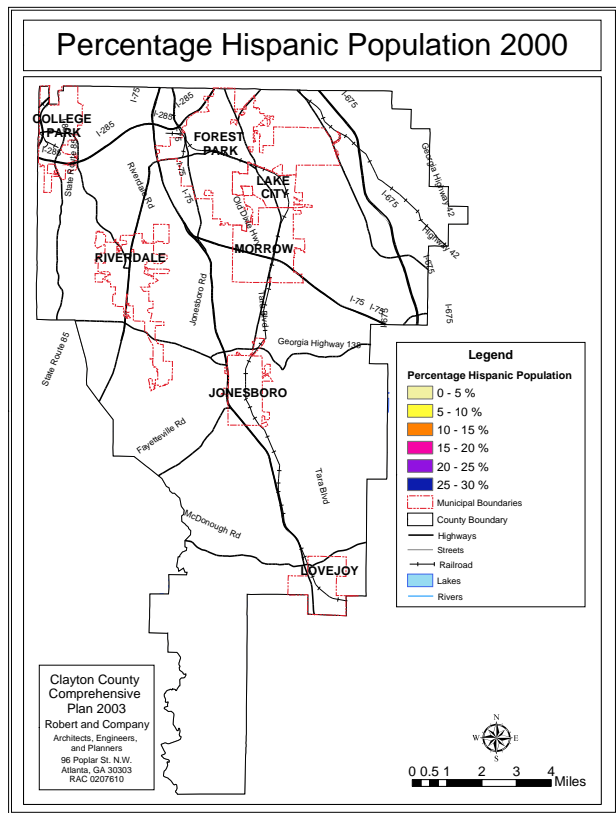
Racial Composition of Clayton County							
Category	1980		1990		2000		Change 1980 - 2000
TOTAL Population	150,362		182,055		236,517		
White	137,949	91.74%	131,726	72.36%	89,741	37.94%	-53.80%
Black	10,495	6.98%	43,403	23.84%	121,927	51.55%	44.57%
American Indian Eskimo or Aleut	334	0.22%	456	0.25%	751	0.32%	0.10%
Asian or Pacific Islander	915	0.61%	5,046	2.77%	10,784	4.56%	3.95%
Other	635	0.42%	1,418	0.78%	8,392	3.55%	3.13%
Persons of Hispanic Origin	1,619	1.08%	3,747	2.06%	17,728	7.50%	6.42%

Source: Census

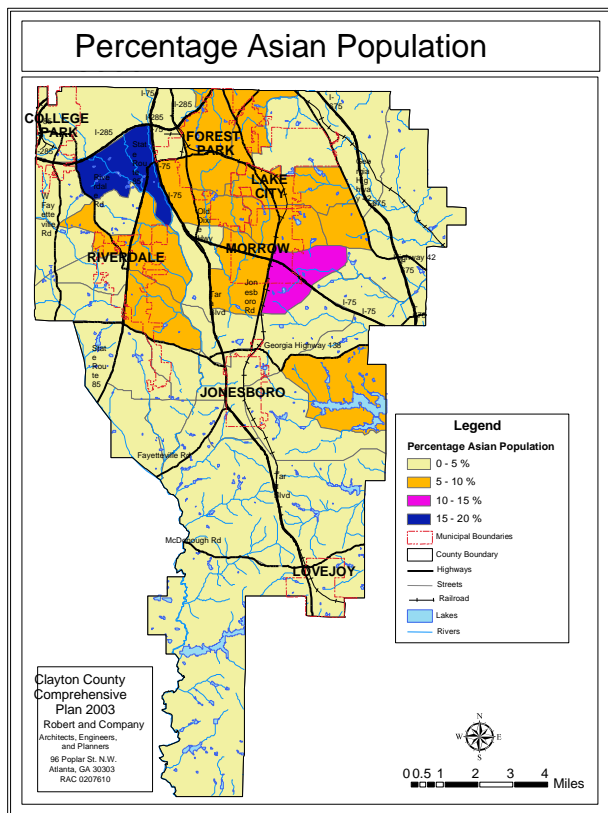
Map 2.2 2000 Black Population



Map 2.3 2000 Hispanic Population



Map 2.4 2000 Asian Population



2.5 Educational Attainment

2000 Census figures show that the majority of Clayton County residents possess a high school diploma and many have college degrees or have attended some college (Table 2.10). The educational levels of the county’s population have remained relatively steady over the past two decades. Comparisons of 1990 and 2000 Census figures show that there has been a slight increase in the percent of the population holding bachelor’s degrees (2%) and small decreases in high school graduates (4%) and those leaving school earlier (3%) (Table 2.10).

Table 2.10 Educational Attainment

Educational Attainment of Clayton County Population						
Category	1980	1990	% of Population	2000	% of Population	Change 1990 - 2000
TOTAL Adult Population 25 & Over	81,055	109,898		141,554		
Less than 9th Grade	10,899	7,231	6.58%	9,122	6.44%	-0.14%
9th to 12th Grade (No Diploma)	16,253	17,758	16.16%	19,099	13.49%	-2.67%
High School Graduate (Includes Equivalency)	32,632	39,435	35.88%	45,143	31.89%	-3.99%
Some College (No Degree)	NA	22,630	20.59%	36,151	25.54%	4.95%
Associate Degree	NA	6,686	6.08%	8,495	6.00%	-0.08%
Bachelor's Degree	NA	11,261	10.25%	17,280	12.21%	1.96%
Graduate or Professional Degree	NA	4,900	4.46%	6,264	4.43%	-0.03%

Source: Census

Department of Education figures show that the percentage of students dropping out of high school dropped significantly between 1995 and 2001 (Table 2.11), and that greater numbers of students completing high school are going on state colleges and technical schools. Despite these educational gains, however, graduation test scores have dropped.

Table 2.11 Education Statistics

Clayton County: Education Statistics							
Category	1995	1996	1997	1998	1999	2000	2001
H.S. Graduation Test Scores (All Components)	85%	80%	71%	70%	67%	67%	59%
H.S. Dropout Rate	13.80%	11.30%	10.60%	9.40%	9.10%	8.70%	8.10%
Grads Attending Georgia Public Colleges	31.50%	42.50%	40.70%	41.20%	40.00%	NA	NA
Grads Attending Georgia Public Technical Schools	2.50%	3.50%	1.20%	2.50%	3.10%	4.10%	NA

Source: Department of Education

Fewer Clayton County residents hold college or advanced degrees when compared with residents of surrounding counties or the state as a whole. Clayton County also has a higher percentage of

residents with less than a 9th grade education than its surrounding counties. With the exception of Henry County, Clayton County has a higher percentage of the population that has achieved high school graduation or equivalency than neighboring counties or the state.

The recent and projected population growth presents a number of challenges for the county’s public school system. A number of county schools are over crowded and the School Board has reported that new schools usually require modular classrooms soon after, if not before, opening their doors. Overcrowded classrooms and growing student teach ratios may be part of the reason for the declining test scores the county has experienced in the recent decade. Test scores are also partially a result of recent demographic shifts. Many of the county’s new residents are immigrants who have not yet mastered English and/or transient families whose children often have numerous gaps in their education due to frequently relocations. Addressing the issues related to these populations place further requirements and educational needs on the public school system.

Table 2.12 2000 Educational Attainment Comparison

Comparison of 2000 Population Educational Attainment for Clayton County with Surrounding Counties and State						
	Georgia	DeKalb	Fayette	Fulton	Henry	Clayton
<i>Less than 9th Grade</i>	7.58%	5.65%	2.22%	5.14%	4.06%	6.44%
9th to 12th Grade (No Diploma)	13.85%	9.30%	5.40%	10.85%	11.71%	13.49%
High School Graduate (Includes Equivalency)	28.65%	20.32%	24.02%	19.37%	34.31%	31.89%
Some College (No Degree)	20.41%	22.39%	24.95%	18.55%	23.72%	25.54%
Associate Degree	5.20%	6.05%	7.23%	4.70%	6.66%	6.00%
Bachelor's Degree	16.00%	22.74%	23.91%	26.65%	13.53%	12.21%
Graduate or Professional Degree	8.30%	13.56%	12.26%	14.73%	6.02%	4.43%

Source: Census

2.6 Income

The 2000 Census shows a median household income of \$42,697 and an average per capita income of \$18,079 for Clayton County (Tables 2.13 and 2.14). Per capita and household incomes rose in Clayton County between the 1990 and 2000 Censuses, however they rose at significantly lower rates when compared to the state or nation. Although the median household income in Clayton County is higher than the state or national level, per capita incomes in the county are lower in comparison.

Table 2.13 Median Household Income Comparison

Median Household Income Comparison			
Category	United States	Georgia	Clayton County
Median household income in 1989	\$30,056	\$29,021	\$33,472
Median household income in 1999	\$41,994	\$42,433	\$42,697
% Change 89 – 99	39.72%	46.21%	27.56%

Source: Census

Table 2.14 Per Capita Income Comparison

Per Capita Income Comparison			
Category	United States	Georgia	Clayton County
Per capita income in 1989	\$14,420	\$13,631	\$13,577
Per capita income in 1999	\$21,587	\$21,154	\$18,079
% Change 89 - 99	49.70%	55.19%	33.16%

Source: Census

The distribution of household incomes in Clayton County for the 2000 Census year shows that the largest percentage of Clayton County households earn between \$60,000 and \$74,999 per year (Table 2.15). However, almost a quarter (23.24%) of county households earn under \$25,000 per year. Comparatively, only 7.26% of earn over \$100,000 per year.

When the distribution of household incomes in Clayton County is compared to its surrounding counties it becomes Clayton County more closely resembles the distribution of incomes in its more urban neighbors, Fulton and DeKalb Counties, than suburban Fayette and Henry Counties (Table 2.16). Overall, Clayton has significantly fewer households earning in the higher income brackets than any of its surrounding counties. In 2000 only 7.25% of the county’s households earned over \$100,000 per year, compared to low 14% (Henry County) and a high of 29% (Fayette County) of the households in surrounding counties. These discrepancies may indicate that Clayton County is an attractive location for lower income households. If lower income families continue to migrate to Clayton County there will be an increased demand for health and human services provided by the county government during the next two decades.

Table 2.15 Household Income Distribution

Clayton County Household Income Distribution		
	2000	% of Population
Total:	82,272	
Less than \$10,000	5,031	6.12%
\$10,000 to \$14,999	3,286	3.99%
\$15,000 to \$19,999	4,934	6.00%
\$20,000 to \$24,999	5,867	7.13%
\$25,000 to \$29,999	6,280	7.63%
\$30,000 to \$34,999	6,335	7.70%
\$35,000 to \$39,999	5,781	7.03%
\$40,000 to \$44,999	5,963	7.25%
\$45,000 to \$49,999	4,880	5.93%
\$50,000 to \$59,999	9,444	11.48%
\$60,000 to \$74,999	9,934	12.07%
\$75,000 to \$99,999	8,566	10.41%
\$100,000 to \$124,999	3,143	3.82%
\$125,000 to \$149,999	1,196	1.45%
\$150,000 or more	1,632	1.98%

Source: Census

Table 2.16 Surrounding Counties' Income Distribution

2000 Income Distribution in Surrounding Counties					
Total	DeKalb Co.	Fayette Co.	Fulton Co.	Henry Co.	Clayton Co.
\$5000 - \$9999	6.47%	2.85%	11.24%	3.97%	6.12%
\$10000 - \$14999	3.94%	1.94%	5.27%	2.17%	3.99%
\$15000 - \$19999	4.74%	2.70%	5.38%	2.97%	6.00%
\$20000 - \$29999	11.67%	6.59%	11.05%	9.07%	14.76%
\$30000 - \$34999	6.29%	3.93%	5.47%	5.31%	7.70%
\$35000 - \$39999	6.28%	3.95%	4.98%	5.74%	7.03%
\$40000 - \$49999	11.45%	9.30%	8.62%	11.78%	13.18%
\$50000 - \$59999	9.93%	8.27%	7.58%	11.70%	11.48%
\$60000 - \$74999	11.83%	13.62%	8.91%	15.93%	12.07%
\$75000 - \$99999	11.90%	18.02%	9.97%	16.96%	10.41%
\$100000 or more	15.50%	28.82%	21.54%	14.40%	7.25%

Source: Census

2.7 Assessment of Current and Future Conditions

Clayton County’s population has grown rapidly during the past decades and is expected to continue growing, albeit at a somewhat slower rate, during the 2005 to 2025 planning period. The county’s increasing density is transforming it from a suburban enclave to an increasingly urbanized community that is faced with a number of challenges more often associated with cities. These challenges include, declining test scores and household incomes and an increasing

demands for public transportation additional public safety needs. The growing population numbers and increasing density also necessitate additional infrastructure such as roads, water and sewer service and schools. Providing this infrastructure becomes harder as more and more land is developed to provide housing for new households. In the coming decades the county must strive to establish a proportional mixture of residential and commercial and industrial land uses in order to maintain a tax base that can support the growing public facility and service needs.

The amount that per capita incomes in Clayton County are lagging behind the state and national figures in 2000 is cause for concern. Additionally, although the County's median household income is higher than the state or national median, it did not rise at a comparable rate during the past decade. These discrepancies in household incomes may indicate one or a combination of two situations; the county's population may be unable to acquire higher-paying employment opportunities and is in need of job training programs to better prepare them for the workforce and/or there may be factors in the county, such as low cost housing, that make it an attractive home for lower income households in Metropolitan Atlanta.

As detailed in an earlier section of this chapter, projections show that the population of Clayton County is aging and that there will be a significantly greater portion of the county over 65 in 2025. This has a potential to impact the county in a number of ways; median income growth will continue to stagnate as many retirees are living on fixed incomes, there will be an increased demand for assisted living and other housing options geared towards seniors and public funds may be shifted away from education and other county services and into programs focused on elderly. However, the county's current proportion of younger population will continue to require additional growth in the school system and other youth services such as organized recreation programs in the near-term future.

The factor of declining test scores and some of the lowest educational attainment levels in the region is another challenge facing Clayton County. A well-educated population is a key component in recruiting new business and industries to the county and retaining those already in place. It is imperative that Clayton County's educational environment be enhanced in order to attract additional employers to the county and to assist in population retention. As test scores have declined many middle income families have chosen to relocate to other metro area counties with better performing schools. This trend is another factor impacting the growth of household incomes in the County.

CHAPTER 3 HOUSING

3.1 Types of Housing Units

Between 1990 and 2000 the number of housing units in Clayton County grew by over 20%. Despite the fact that Clayton County has been a developed suburban county for several decades, housing growth continues to be primarily a singular type of housing; detached single family homes. The number of units of single family housing units rose by 25% between 1990 and 2000 (Table 3.1). Almost two-thirds of the county’s housing units are single family detached homes. Comparatively, multi-family housing is declining in share of housing in the county, especially in regards to structures with between 3 and 49 units, which accounted for 31.15% of housing in 1990 and only 25.77% in 2000. However, the county did experience slight increases in the number of units in structures with 50 or more units and manufactured homes.

Table 3.1 Types of Housing in Clayton County

Types of Housing in Clayton County					
Category	1990		2000		% Change in Units 1990 to 2000
TOTAL Housing Units	71,931	% of Total Units	86,461	% of Total Units	20.20%
Single Units (detached)	42,656	59.30%	53,335	61.69%	25.04%
Single Units (attached)	1,862	2.59%	2,670	3.09%	43.39%
Double Units	1,156	1.61%	1,260	1.46%	9.00%
3 to 9 Units	13,867	19.28%	15,439	17.86%	11.34%
10 to 19 Units	6,504	9.04%	5,322	6.16%	-18.17%
20 to 49 Units	2,035	2.83%	1,520	1.76%	-25.31%
50 or more Units	596	0.83%	3,046	3.52%	411.07%
Mobile Home or Trailer	2,756	3.83%	3,802	4.40%	37.95%
All Other	499	0.69%	67	0.08%	-86.57%

Source: Census

3.2 Age and Condition of Housing

Most of Clayton County’s housing was built between 1970 and 1979 (26.79%), however a large percentage (23.90%) has also been built since 1990. The statistics in Table 3.2 show that the County has experienced some loss of older housing, especially that built between 1950 and 1959. The apparent increase in housing built before 1939 is assumed to be due to greater accuracy in dating and counting older structures in the 2000 Census.

Table 3.2 Age of Housing in Clayton County

Year Housing Structures Built in Clayton County					
	1990		2000		Change in # of Units
1999 to March 2000			3,273	3.79%	
1995 – 1998			8,428	9.75%	
1990 – 1994			8,961	10.36%	
1980 – 1989	23,668	32.91%	20,825	24.09%	-12.01%
1970 – 1979	23,589	32.80%	23,160	26.79%	-1.82%
1060 – 1969	16,896	23.49%	15,180	17.56%	-10.16%
1950 – 1959	5,636	7.84%	4,438	5.13%	-21.26%
1940 – 1949	1,442	2.00%	1,360	1.57%	-5.69%
1939 or earlier	695	0.97%	836	0.97%	20.29%

Source: Census

Compared to housing statistics for the State of Georgia, less housing was built in Clayton County between 1990 and 2000 (27.89% vs. 23.90%). However, the state as a whole has experienced a greater loss of housing built between 1960 and 1980 (52.04%) than Clayton County (50.93%) (Tables 3.2 and 3.3). A full comparison between the age of housing in Clayton County and in the ARC RDC region is not possible due to reporting errors in the counts of 1939 or earlier housing in Clayton County. However, it appears that there is proportionally less housing of that age in Clayton County (.97%) than at either the regional (3.98%) or state levels (5.88%) (Tables 3.3 and 3.4).

Table 3.3 Age of Housing in Georgia

Year Housing Structures Built in Georgia					
	1990		2000		Change in # of Units
1999 to March 2000			130,695	3.98%	
1995 – 1998			413,557	12.60%	
1990 – 1994			370,878	11.30%	
1980 – 1989	847,309	32.11%	721,174	21.98%	-14.89%
1970 – 1979	646,094	24.49%	608,926	18.55%	-5.75%
1060 – 1969	453,853	17.20%	416,047	12.68%	-8.33%
1950 – 1959	309,335	11.72%	283,424	8.64%	-8.38%
1940 – 1949	168,889	6.40%	144,064	4.39%	-14.70%
1939 or earlier	212,938	8.07%	192,972	5.88%	-9.38%

Source: Census

Table 3.4 Age of Housing in the ARC Region

Housing Built Before 1939 in the ARC RDC Region			
	1990	2000	Change in # of Units
TOTAL Housing Units	1052430	1331264	
1939 or Earlier	56329	52960	-5.98%
% of Housing Built 1939 or Earlier	5.35%	3.98%	

Source: Census

The condition of housing, based upon the presence of plumbing facilities, is better in Clayton County than in the ARC Region or state as a whole. As shown in Table 3.5, only 0.35% of housing lacked plumbing in Clayton County in 2000 compared to 0.49% in the ARC Region and 0.90% statewide.

Table 3.5 Comparison of Housing Conditions

Comparison of Condition of Housing				
Category	1990		2000	
Clayton County Housing Lacking Plumbing Facilities	229	0.32%	306	0.35%
Housing in ARC Region Lacking Plumbing Facilities	4,367	0.41%	6,465	0.49%
Georgia Housing Lacking Plumbing Facilities	28,462	1.08%	29,540	0.90%

Source: Census

3.3 Owner and Renter Units

The majority of occupied housing in Clayton County is and has been owner occupied, however the percentage of owner occupied housing has dropped from a high in 1980 of 64.35% of households to 60.59% of households in 2000 (Table 3.6). Vacancy rates in the county are relatively low, and the vacancy rate among renters has dropped significantly from 14.53 to 6.46 between 1990 and 2000 possibly indicating a tightening of the rental market in the County.

As of 2000 Clayton County had a lower percentage of owner occupied housing than the statewide percentage or that percentage for the ARC region. These percentages are 60.59%, 64.24% and 67.47% respectively. However, the vacancy rates among owners (1.78) and renters (6.46) are lower in Clayton County than the rates for the ARC Region (1.96 and 7.14) (Table 3.7) and the state (2.24 and 8.46) (Table 3.8).

Table 3.6 Clayton County Occupancy Characteristics

Clayton County Occupancy Characteristics						
Category	1980		1990		2000	
TOTAL Households	50,448		65,522		82,272	
Housing Units Vacant	NA		6,403		4,218	
Housing Units Owner Occupied	32,461	64.35%	38,500	58.76%	49,845	60.59%
Housing Units Renter Occupied	17,989	35.66%	27,023	41.24%	32,398	39.38%
Owner to Renter Ratio of Vacancy	NA		0.26		0.4	
Owner Vacancy Rate	NA		3.01		1.78	
Renter Vacancy Rate	NA		14.53		6.46	

Source: Census

Table 3.7 ARC Region Occupancy Characteristics

ARC RDC Region Occupancy Characteristics						
Category	1980		1990		2000	
TOTAL Households	676,693		944,594		126,2401	
Housing Units Vacant	NA		107,826		69,370	
Housing Units Owner Occupied	408,918	60.43%	577,178	61.10%	810,955	64.24%
Housing Units Renter Occupied	267,763	39.57%	367,426	38.90%	450,939	35.72%
Owner to Renter Ratio of Vacancy	NA		0.728		0.775	
Owner Vacancy Rate	NA		3.017		1.956	
Renter Vacancy Rate	NA		13.979		7.139	

Source: Census

Table 3.8 Georgia Occupancy Characteristics

Georgia Occupancy Characteristics						
Category	1980		1990		2000	
TOTAL Households	186,9754		236,6615		300,7678	
Housing Units Vacant	NA		271,803		275,368	
Housing Units Owner Occupied	121,5206	64.99%	153,6759	64.93%	202,9293	67.47%
Housing Units Renter Occupied	654,548	35.01%	829,856	35.07%	977,076	32.49%
Owner to Renter Ratio of Vacancy	NA		0.32		0.51	
Owner Vacancy Rate	NA		2.36		2.24	
Renter Vacancy Rate	NA		12.36		8.46	

Source: Census

Unlike counties in other parts of Georgia, housing units used for seasonal, recreational, or occasional use do not account for a large part of the housing market in Clayton County. This is evidenced by 1990 and 2000 Census statistics which show a 55% increase in the vacancy rate of these types of properties with the number of vacant units rising from 95 in 1990 and 211 in 2000.

3.4 Cost of Housing

The cost of housing is rising in Clayton County. Census data shows that between 1990 and 2000 the median property value in the county rose by 30.60% and median rent rose by 12.59% (Table 3.9). Looking at the longer time period of 1980 to 2000 property values increased by 127.25% and median rent by 173.52% (Table 3.9). Although these percentages seem high they are lower than the increases experienced statewide during the same two decades. Statewide median property values rose by 335.5% and median rent by 230.07% (Table 3.11). This indicates that housing has remained comparatively inexpensive in Clayton County. Further evidence of the low cost of housing in Clayton County are comparisons with housing costs in the ARC region where median property values grew by over 55% and median rents by over 56% between 1990 and 2000 (Table 3.10).

Table 3.9 Clayton County Housing Costs

Clayton County Housing Costs			
Category	1980	1990	2000
Median Property Value	\$ 40,000	\$ 69,600	\$ 90,900
Median Rent	\$ 219	\$ 532	\$ 599

Source: Census

Table 3.10 ARC Region Housing Costs

ARC RDC Region Housing Costs			
Category	1980	1990	2000
Median Property Value	N/A	\$ 93,128	\$ 144,504
Median Rent	N/A	\$ 422	\$ 661

Source: Census

Table 3.11 Georgia Housing Costs

Georgia Housing Costs			
Category	1980	1990	2000
Median Property Value	\$ 23,100	\$ 71,278	\$ 100,600
Median Rent	\$ 153	\$ 365	\$ 505

Source: Census

3.4.1 Cost Burdened Households

Using the 2000 Census data for income distribution in Clayton County found in (Table 2.15 in Chapter 2) of this document and median housing costs from Table 3.9 above, it appears that at least 10% of the county’s households are cost burdened. This means that housing costs are greater than 30% of annual household income. Furthermore, no less than 6% of Clayton County's households are severely cost burdened, meaning that housing costs are more than 50% of their total income. When the total household pool is divided into renters and owners, these numbers shift significantly showing that renters are much more likely to be cost burdened than owners in Clayton County. By comparing statistics shown in Tables 3.12 and 3.13 it can be seen that 15% of owners are cost burdened compared to 22% of renters. Additionally while only 6% of owners are severely cost burdened over double that many (14%) renters fall into this category.

Table 3.12 Monthly Owner Costs

Clayton County Monthly Owner Costs as a Percentage of Household in 1999		
Less than 30% of Income	62.50%	Not Cost Burdened
30% - 49% of Income	14.94%	Cost Burdened
50% of More of Income	6.31%	Severely Cost Burdened
Total Housing Units	45,161	
Median Monthly Owner Costs as % of 1999 Household Income	19.5	

Source: Census

Table 3.13 Clayton County Monthly Renter Costs

Monthly Renter Costs as a Percentage of Household in 1999		
Less than 30% of Income	60.09%	Not Cost Burdened
30% - 49% of Income	22.38%	Cost Burdened
50% of More of Income	14.11%	Severely Cost Burdened
Total Specified Renter Occupied Units	32,306	
Median Monthly Renter Costs as % of 1999 Household Income	24.9	

Source: Census

Antidotal evidence collected during the planning process suggests that many of the newly developed extended stay hotels which have developed along the Tara Boulevard corridor are serving as semi-permanent residences for lower income, cost burdened and severely cost burdened households in Clayton County. This is reportedly placing additional stress on the county’s school system to provide adequate classroom capacity for a growing number of transient students. Additionally there are reports that these establishments place additional demands on the county’s public safety services. Revisions to the county’s zoning ordinances affecting extended-stay hotels, evaluation of the county’s hotel/motel tax structure and augmentation of housing services provided to lower income families could assist in mitigating these circumstances.

Overcrowding of housing units is a symptom of cost burdened households. Table 3.14 supports the data previously presented showing that rental households are much more likely than owner households to be living in overcrowded or severely overcrowded circumstances.

Table 3.14 Clayton County Over Crowded Housing Units

Over Crowded Housing Units by Tenure				
Occupants per Room	Rental		Owned	
	Units	%	Units	%
Overcrowded: 1.01 to 1.50 occupants per room	2,483	7.66%	1314	2.64%
Severely Overcrowded: 1.51 or more occupants per room	1,810	5.59%	831	1.67%

Source: Census

3.5 Housing and Community Characteristics

3.5.1 Characteristics of Population Affecting Housing

There are many characteristics of the population of Clayton County that affect the types of housing needed to meet the needs of county residents. The county’s population can be described as a growing, family oriented, moderate income population that will be aging over the next two decades. Households in Clayton County are larger than average for the state as are the wages paid to workers residing in the county. However, it should be noted that there is evidence that household incomes in the county are stagnating and that their growth may be curtailed in the

future. This summary suggests that the county will need a greater diversity of housing in the future. It is anticipated that detached single family homes will continue to be the housing of choice in the county, however, the projected aging of the population indicates there will be a need for smaller low maintenance residences such as condominiums, retirement communities and assisted living facilities to fulfill the housing needs of a growing number of “empty-nesters.” Additionally, as today’s young families grow in size and income, larger and higher priced homes will be needed to serve their needs as they look to move out of “starter” homes. There is a need for higher priced housing to aid in the county’s efforts to retain professional “working families.”

Detailed information regarding the population characteristics that affect housing are contained in many other elements of this document. For information about population growth and age distribution please see Chapter 2, Sections 2.1. and 2.3. For income related data, reference Chapter 2, Section 2.5 and for household sizes Section 2.2. For information regarding employment and wages please see Chapter 4 Section 4.3.

3.5.2 Special Needs Housing

The Jonesboro Housing Authority administers low-rent public housing units and the Section 8 Housing Voucher program in Clayton County. The Authority currently has 35 low-rent housing units and 1,538 Section 8 vouchers. Of the total Section 8 Vouchers available, 50 are specifically designated for the elderly and disabled, however this does not exclude the elderly and disabled from using additional vouchers. These limited resources are not sufficient for meeting the needs of the poor, elderly, and disabled seeking assistance from the Authority. The Authority reports that the number of requests for housing assistance have risen steadily during the past decade and as the population of the county continues to increase the Authority anticipates requests for assistance to continue to increase as well. To meet these increasing needs the Authority is continually recruiting additional landlords into their Section 8 Housing Voucher program. At this time the Authority does not have any plans to expand its stock of low-rent public housing units.

There are a number of other population groups in addition to those served by the Housing Authority discussed above that have may have a need for special housing. These groups include those living with AIDS, victims of family violence, those with substance abuse problems, and the disabled. Estimates provided by the University of Georgia show that Clayton County had 419 AIDS cases reported between 1981 and 2000. This number is significantly more than either Fayette or Henry counties, with 35 and 70 cases respectively, but much less than either DeKalb or Fulton, which had over 3,000 and 10,000 cases reported. Statistics provided by the University of Georgia also show that one fifth of Clayton County’s population over 16 year of age is disabled. Percentage wise this is more than Fayette County, which has 18% but equal, or less than the other surrounding counties.

In 2001 an estimated 5.27% of Clayton County’s population (13,000 people) needed substance abuse treatment. This estimate is slightly lower than those for adjacent counties, which ranged for 5.59% in DeKalb County and 6.20% in Henry County. The group with the potential for the highest need for special housing in Clayton County is victims of family violence. According to

Georgia Bureau of Investigation statistics for the number of police actions taken in relation to family violence in 2000 there was more than 1 action per every 80 county residents. This is much higher than statistics for surrounding counties, which show approximate actions to population ratios of 1/140 for DeKalb, 1/225 for Fayette, 1/100 for Fulton and 1/190 for Henry.

3.6 Assessment of Current and Future Housing Needs

Wages paid to those working in the county are relatively high when compared to those in surrounding counties. The average weekly wage was \$663 in 1999, equating to a yearly income of approximately \$34,000 per year. Despite high wages, the cost of housing in Clayton County is low, as exhibited by a median housing value of \$90,900 in 2000 which can be compared to median values of \$170,000 in Fayette County, \$120,000 in Henry County, \$176,000 in Fulton County and \$134,000 in DeKalb.

A yearly income of \$34,000 provides purchasing power for housing valued at \$100,000¹. However, the majority of housing in Clayton County (60%) is valued lower. Furthermore, only 3% or 2,974 housing units are valued over \$200,000. This is an affordable price point for households earning \$60,000 or more, which includes approximately 30% or 24,500 of the households in Clayton County as of 2000. In the next two decades annual household incomes are projected to increase in Clayton County from \$45,024 in 2000 to \$83,575 by 2025. To match the housing needs of the future, Clayton County must add a significant number of higher value housing units to its housing stock.

There is also a need for additional housing at the opposite end of the income spectrum. In 2000 approximately 16% or 13,251 of Clayton County households earned under \$20,000 per year. At this income households can afford a monthly housing cost of approximately \$292, which provides the purchasing power for a home valued at approximately \$50,000. While housing costs are lower in Clayton County, there is still very little housing valued at this level. In 2000 only 2.43% or 1,099 housing units were valued at \$50,000 or less. However, there is a large stock of older homes and apartments available for rent in the County which provide lower cost housing options.

One reason for the high concentration of lower income households in Clayton County (16% earning under \$20,000 per year, compared to 7.49% of households in Fayette County and 9.11% in Henry County), could be the lower wages paid in these adjoining counties. In 2000 the average weekly wages for Henry and Fayette Counties were \$526 and \$510, 21% and 23% lower respectively than the average wage in Clayton County. It can be concluded that while many higher paid Clayton workers are choosing to reside outside of the county due to the higher quality of housing and higher school test scores in neighboring counties, many lower paid workers of those counties likely reside in Clayton due to the relatively low cost of housing.

As shown in Section 4.5 of the Economic Development Element many residents of the counties surrounding Clayton (Fulton, DeKalb, Fayette, and Henry) commute into the county for work. It is most likely the case that many workers holding high wage jobs in Clayton County are

¹ Based on a 30-year mortgage at an interest rate of 7% with 20% down payment.

choosing to reside in the surrounding counties. While this is in part due to a lack of housing priced appropriately for these households, there are additional factors. One large factor in the determination of where a household with children will reside is the perceived quality of schools in a locality. Recently, Clayton has fallen behind its neighboring counties in this area as exhibited by high school graduation test scores and high school drop out rates. In 2000 Clayton County had a graduation test passing rate of 59% and a drop out rate of 8.1% (see Chapter 2, Section 1.5, Table 2.11) compared to scores and rates of 84% and 2% for Fayette County and 71% and 4.2% in Henry County. The comparatively low scores of the Clayton County schools is a reason why more affluent families may be choosing to locate in neighboring counties rather than in Clayton.

In 2000 the county was experiencing lower vacancy rates than either the ARC region or the state. This is evidence of the market for lower priced homes and renter opportunities that are prevalent in Clayton County compared with most metropolitan Atlanta counties (especially neighboring Fayette and Henry). Clayton County disproportionately provides the low-to-moderate income housing stock for the metro Atlanta region. Reasons for this phenomenon may be the availability of water and sewer service throughout most of the County, higher percentages of apartments and multi-family housing than surrounding counties, and a greater number of smaller, older homes that tend to be renter occupied. The County’s current zoning regulations have hastened the development of low cost housing in the county through a lack of design and landscaping standards and by encouraging moderate to high density single-family development with 1 acre or smaller lot requirements throughout the entire county.

Based on household projections included in Chapter 2 Table 1.5, Clayton County will need to add approximately 32,507 housing units between 2000 and 2025 (Table 3.15). Many of these new housing units will need to be smaller, low maintenance units to meet the needs of aging residents, or higher priced homes with amenities to fulfill the wants of working families looking for a step up from starter homes. Additionally the county should work with the Clayton County Public School Board to ensure that new housing developments do not heighten school over crowding, a factor that may contribute to low test scores in the County’s schools.

Table 3.15 Clayton County Housing Unit Projections

Clayton County Housing Unit Projections					
	2005	2010	2015	2020	2025
Projected Households	89,527	96,213	102,591	108,271	113,303
Housing Units	94,003	101,024	107,721	113,685	118,968
Single Family Units	61,102	65,665	70,018	73,895	77,329
Multi Family Units	31,961	34,348	36,625	38,653	40,449
Manufactured Housing	3,760	4,041	4,309	4,547	4,759

As exhibited by the housing data provided in this chapter, Clayton County provides a large amount of affordable housing and most people employed in Clayton County could find affordable homes in the County. However, Clayton County is not fully meeting the state’s quality communities housing objective to make it possible for all who work in the county to live in the community. Although there is a sizable percentage of workers employed in Clayton

County making higher incomes, there is a significant lack of higher quality housing priced appropriately for this income group.

3.7 Housing Goals and Policies

Goal 1.0 Provide a wide variety of quality housing options to meet the current and projected needs of all Clayton County residents regardless of age, income, or disabilities.

Policy 1.1 Require new housing development meet higher standards of site planning and residential design through the establishment and enforcement of appropriate subdivision regulations and building codes.

Policy 1.1.1 Develop and/or improve design guidelines for new residential developments to ensure that new housing is of very high quality, is aesthetically compatible with existing development and adds to rather than detracts from the overall visual quality of Clayton County.

Policy 1.2 Revise current zoning and housing codes to ensure that they are coordinated in promoting quality standards in an effective manner.

Policy 1.2.1 Review current residential building codes and revise as necessary to ensure that new housing meets a minimum level of quality throughout all areas of the county.

Policy 1.2.2 Review current county zoning ordinances to determine if residential square footage requirements are effective for providing the level of housing quality desired by Clayton County.

Policy 1.2.2.1 Explore options for reducing residential square footage requirements while increasing the quality standards of new development by including increased landscaping and architectural requirements for new residential developments.

Policy 1.3 Encourage the development and redevelopment of neighborhoods that provide higher quality and higher value housing for professionals within the county.

Policy 1.3.1 Consider institution of an expedited review process for developments that provide housing well above the minimum standard required by the zoning for the parcel in terms of lot size, square footage, open space set asides, and community amenities.

Policy 1.4 Encourage the development of housing to meet the specific need of disabled and elderly county residents including single story residences, managed condominium communities, communities designed for multi-generational living and assisted living facilities.

Goal 2.0 Maximize public safety, health and convenience in all residential areas, regardless of value or location.

Policy 2.1 Encourage the maintenance and/or improvement of the individual character and identity of established neighborhoods and communities.

Policy 2.1.1 Vigorously enforce housing codes to ensure an appropriate level of safety and sanitary conditions in all neighborhoods.

Policy 2.1.1.1 Provide sufficient support to the County Code Enforcement Department.

Policy 2.1.1.1.1 Retain a staff of enforcement officers that is sufficient to meet the code enforcement needs of the County and responds to citizens in a timely manner.

Policy 2.1.1.1.1.1 Implement an on-line code violation reporting system so county residents can report and receive information about code violations in their neighborhood electronically.

Policy 2.2 Direct new residential development near Hartsfield-Jackson International Airport into areas specifically designated for residential development in the Southside Hartsfield Redevelopment Plan to reduce the negative impacts airport generated noise and air pollution on residents.

Policy 2.3 Require developers of all new housing developments to establish Homeowner's Associations to ensure the continued maintenance and upkeep of the development after completion by the developer.

Goal 3.0 Stabilize and enhance the county's existing housing stock by promoting conservation practices, supporting revitalization plans and encouraging the replacement of dilapidated structures.

Policy 3.1 Support revitalization of existing, deteriorating neighborhoods to encourage stability in the resident population.

Policy 3.1.1 Explore ways to engage the non-profit agency, Clayton County Housing Corp., to accomplish pockets of revitalization.

Policy 3.1.2 Explore opportunities for public-private partnerships that can be formed to aid in the revitalization of blighted neighborhoods

Policy 3.1.3 Provide support to existing Home Owners Associations (HOAs) and encourage establishing or reactivating HOAs in older neighborhoods where they have never existed or have lapsed.

Policy 3.1.3.1 Designate a county employee to coordinate with HOAs, code enforcement, and planning and zoning to spearhead the stabilization and enhancement of the county’s existing residential communities.

Policy 3.1.4 Conduct a neighborhood study to identify a priority list of neighborhoods in need of revitalization and recommend specific revitalization strategies.

Policy 3.1.5 Coordinate neighborhood revitalization efforts with the redevelopment plans of the Clayton County Economic Development Authority.

Goal 4.0 Prevent the encroachment of incompatible land uses into established residential land use areas.

Policy 4.1 Consider all existing adjacent land uses and projected land uses for an area as indicated by the Future Land Use Map when making decisions concerning residential rezoning requests.

Goal 5.0 Prevent the occurrence of discrimination in housing based on race, color, religion, sex or national origin.

Goal 6.0 Have new residential development, particularly higher-density residential development, to occur in areas where adequate transportation facilities and commercial and public services exist or are planned. These land uses should be located in close proximity to centers of employment and higher education.

Policy 6.1 Encourage the development of compatible residential infill and open space. In Established residential areas, careful consideration should be given to determining the appropriate types of redevelopment and infill land uses to occur.

Policy 6.1.1 Ensure that new development is compatible with surroundings and to allow developers greater creativity and flexibility that what may be available through the underlying zoning ordinance.

Goal 7.0 Implement new and innovative approaches to residential development that will expand housing opportunities and/or minimize public costs.

Policy 7.1 Revise county zoning ordinances to allow for mixed-use developments that combine residential and commercial uses.

Policy 7.2 Study the establishment of impact fees for new residential development to ensure that current residents are not burdened with the cost of new infrastructure required to service new residential developments

Policy 7.2.1 Consider requiring developers of residential subdivision of a certain size to set aside a minimum amount of land for new schools or other appropriate public services.

Policy 7.3 Mitigate the impacts of extended stay hotels on the county’s public services.

Policy 7.3.1 Revise the zoning to limit the development of extended stay hotels to areas where they can directly serve business travelers and corporate users, such as the airport redevelopment area and office nodes as they develop in the future.

Policy 7.3.2 Consider modifying the county's hotel/motel tax structure to help offset the high cost of public safety and school use that the county is reportedly incurring from extended-stay motels.

CHAPTER 4 ECONOMIC DEVELOPMENT

Introduction

This chapter includes information regarding Clayton County’s economic base, labor force, special economic development programs and plans and general economic trends. Throughout the chapter, information on the economic conditions at the state, regional, and national level is also given in order to provide points of comparison to the conditions in Clayton County. The purpose of inventory and assessment of the current economic conditions in the county is to identify economic development needs and integrate them into the overall comprehensive planning process. After determining the county’s needs, the land uses necessary to support economic development can be determined, and the infrastructure and programmatic and policy support needed to fulfill the economic development goals can be provided.

4.1 Employment by Sector

In 2000 the sectors accounting for the greatest proportions of employment in Clayton County were transportation, communications and utilities (TCU) (28.14%), services (21.72%) and retail trade (18.74%) (Table 4.1). Over the next twenty years the county's TCU sector is projected to continue growing, and may account for up to a third of all employment by 2025 (Table 4.2). Employment in the retail trade sector is projected to steadily decline, dropping from 18.74% of total employment in 2000 to 16.39% in 2025. Employment in the services sector is expected to remain steady at around 21% (Table 4.2). Overall, no significant shifts in the employment shares of each sector are projected for the county.

Clayton County has a significantly higher concentration of jobs in the TCU sector in comparison to the distribution of employment across the major sectors at the state level. The location of Hartsfield-Jackson International Airport is the primary reason for this concentration of employment. Another notable difference between the state and Clayton County’s employment distributions is the difference in manufacturing employment. The state is much more reliant on this sector for jobs (12.63%) than Clayton County (5.53%). Despite these differences, Clayton County and the state share comparable concentrations of employment in the retail trade sector and both are expected to see job growth in their services sectors over the next twenty years (Table 4.2).

Table 4.1 Employment by Sector

Clayton County Employment by Sector								
Category	1990	1995	2000	2005	2010	2015	2020	2025
Total	103,558	122,374	141,987	157,175	172,092	186,053	198,429	208,839
Farm	83	66	60	59	58	56	55	54
Agricultural Services, Other	398	585	544	588	639	690	737	779
Mining	42	71	66	68	70	72	74	76
Construction	5,462	6,705	6,610	6,728	6,872	7,038	7,238	7,481
Manufacturing	5,868	6,416	7,854	8,115	8,375	8,619	8,843	9,046
Trans, Comm, & Public Utilities	24,173	29,562	39,957	48,239	56,126	63,036	68,353	71,629
Wholesale Trade	6,117	7,571	8,866	9,748	10,459	11,095	11,713	12,347
Retail Trade	25,396	25,224	26,604	28,682	30,591	32,198	33,418	34,223
Finance, Insurance, & Real Estate	4,015	4,818	5,538	5,795	6,057	6,324	6,601	6,892
Services	17,825	27,930	30,834	33,396	36,356	39,674	43,380	47,536
Federal Civilian Government	2,713	2,065	2,101	2,086	2,043	1,977	1,888	1,779
Federal Military Government	819	829	849	862	873	880	884	886
State & Local Government	10,647	10,532	12,104	12,809	13,573	14,394	15,245	16,111

Source: Woods and Pool Economics, Inc.

Table 4.2 Employment by Sector Comparison

Employment by Sector for Georgia and Clayton County									
	Sector	1990	1995	2000	2005	2010	2015	2020	2025
Georgia	Farm	2.01%	1.63%	1.39%	1.24%	1.11%	1.00%	0.90%	0.82%
Clayton Co.	Farm	0.08%	0.05%	0.04%	0.04%	0.03%	0.03%	0.03%	0.03%
Georgia	Agricultural Services, Other	0.85%	1.06%	1.13%	1.15%	1.16%	1.17%	1.17%	1.16%
Clayton Co.	Agricultural Services, Other	0.38%	0.48%	0.38%	0.37%	0.37%	0.37%	0.37%	0.37%
Georgia	Mining	0.29%	0.22%	0.20%	0.18%	0.17%	0.17%	0.16%	0.15%
Clayton Co.	Mining	0.04%	0.06%	0.05%	0.04%	0.04%	0.04%	0.04%	0.04%
Georgia	Construction	5.75%	5.58%	6.10%	6.05%	5.94%	5.80%	5.66%	5.52%
Clayton Co.	Construction	5.27%	5.48%	4.66%	4.28%	3.99%	3.78%	3.65%	3.58%
Georgia	Manufacturing	15.51%	14.27%	12.63%	12.07%	11.56%	11.03%	10.50%	9.97%
Clayton Co.	Manufacturing	5.67%	5.24%	5.53%	5.16%	4.87%	4.63%	4.46%	4.33%
Georgia	Trans, Comm, & Public Utilities	5.86%	5.72%	6.10%	6.17%	6.19%	6.16%	6.09%	5.97%
Clayton Co.	Trans, Comm, & Public Utilities	23.34%	24.16%	28.14%	30.69%	32.61%	33.88%	34.45%	34.30%
Georgia	Wholesale Trade	6.18%	5.73%	5.69%	5.74%	5.73%	5.71%	5.69%	5.66%
Clayton Co.	Wholesale Trade	5.91%	6.19%	6.24%	6.20%	6.08%	5.96%	5.90%	5.91%
Georgia	Retail Trade	16.44%	17.14%	16.80%	17.08%	17.32%	17.51%	17.65%	17.76%
Clayton Co.	Retail Trade	24.52%	20.61%	18.74%	18.25%	17.78%	17.31%	16.84%	16.39%
Georgia	Finance, Insurance, & Real Estate	6.64%	6.36%	7.12%	7.05%	6.98%	6.91%	6.83%	6.76%
Clayton Co.	Finance, Insurance, & Real Estate	3.88%	3.94%	3.90%	3.69%	3.52%	3.40%	3.33%	3.30%
Georgia	Services	23.75%	26.61%	28.63%	29.27%	30.10%	31.07%	32.16%	33.35%
Clayton Co.	Services	17.21%	22.82%	21.72%	21.25%	21.13%	21.32%	21.86%	22.76%
Georgia	Federal Civilian Government	2.79%	2.33%	1.90%	1.76%	1.63%	1.53%	1.43%	1.35%
Clayton Co.	Federal Civilian Government	2.62%	1.69%	1.48%	1.33%	1.19%	1.06%	0.95%	0.85%
Georgia	Federal Military Government	2.46%	2.24%	1.93%	1.82%	1.71%	1.61%	1.51%	1.42%
Clayton Co.	Federal Military Government	0.79%	0.68%	0.60%	0.55%	0.51%	0.47%	0.45%	0.42%
Georgia	State & Local Government	11.46%	11.11%	10.39%	10.44%	10.40%	10.33%	10.22%	10.10%
Clayton Co.	State & Local Government	10.28%	8.61%	8.52%	8.15%	7.89%	7.74%	7.68%	7.71%

Source: Woods and Pool Economics, Inc.

4.2 Earning by Sector

In Clayton County the transportation communications and utilities (TCU) sector accounts for the highest percentage of the county’s earning (42.5% in 2000) (Table 4.3). The second and third highest earning sectors are services (17.29%) and retail trade (18.74%). This dispersion matches the distribution of employment by sector for the county. There are no major shifts in earning by

sector expected over the next two decades for Clayton County. The TCU sector’s dominance is projected to increase and may account for half of all earnings by 2025 (Table 4.4).

The services sector is the highest earning sector at the state level (Table 4.4) followed by manufacturing and state and local government. However, the proportions of manufacturing earnings are expected to decline at the state level and in Clayton County over the next two decades (Table 4.4). Additionally, the economy at both levels is expected to experience slight declines in retail trade earnings and growth in their services sectors earnings during the 2005 – 2025 time period (Table 4.4).

Table 4.3 Earnings by Sector

Clayton County Earnings by Sector				
Category	1990		2000	
Total	\$ 3,210,470,000		\$4,921,800,000	
Farm	\$ 216,000	0.01%	\$287,000	0.01%
Agricultural Services, Other	\$ 6,171,000	0.19%	\$9,950,000	0.20%
Mining	\$ 1,536,000	0.05%	\$2,568,000	0.05%
Construction	\$ 152,471,000	4.75%	\$219,436,000	4.46%
Manufacturing	\$ 198,107,000	6.17%	\$297,570,000	6.05%
Trans, Comm, & Public Utilities	\$ 1,336,460,000	41.63%	\$2,091,680,000	42.50%
Wholesale Trade	\$ 204,306,000	6.36%	\$357,081,000	7.26%
Retail Trade	\$ 427,274,000	13.31%	\$480,596,000	9.76%
Finance, Insurance, & Real Estate	\$ 78,017,000	2.43%	\$118,053,000	2.40%
Services	\$ 388,045,000	12.09%	\$850,752,000	17.29%
Federal Civilian Government	\$ 96,952,000	3.02%	\$88,100,000	1.79%
Federal Military Government	\$ 9,514,000	0.30%	\$10,849,000	0.22%
State & Local Government	\$ 311,403,000	9.70%	\$394,868,000	8.02%

Source: Woods and Pool Economics, Inc.

Table 4.4 Earnings by Sector Comparison**Earnings by Sector for Georgia and Clayton County**

	Sector	1990	1995	2000	2005	2010	2015	2020	2025
GA	Farm	1.36%	1.40%	0.98%	0.93%	0.89%	0.85%	0.82%	0.79%
Clayton	Farm	0.01%	0.01%	0.01%	0.01%	0.01%	0.00%	0.00%	0.00%
GA	Agricultural Services, Other	0.46%	0.53%	0.59%	0.60%	0.61%	0.62%	0.62%	0.62%
Clayton	Agricultural Services, Other	0.19%	0.21%	0.20%	0.20%	0.19%	0.19%	0.19%	0.19%
GA	Mining	0.36%	0.29%	0.27%	0.25%	0.22%	0.21%	0.19%	0.18%
Clayton	Mining	0.05%	0.05%	0.05%	0.05%	0.04%	0.04%	0.04%	0.03%
GA	Construction	5.82%	5.39%	6.00%	5.86%	5.67%	5.46%	5.26%	5.06%
Clayton	Construction	4.75%	4.81%	4.46%	3.96%	3.59%	3.31%	3.13%	3.04%
GA	Manufacturing	17.51%	16.84%	14.86%	14.45%	14.05%	13.59%	13.08%	12.53%
Clayton	Manufacturing	6.17%	6.00%	6.05%	5.58%	5.22%	4.96%	4.77%	4.66%
GA	Trans, Comm, & Public Utilities	8.75%	9.43%	9.89%	9.99%	10.01%	9.96%	9.84%	9.63%
Clayton	Trans, Comm, & Public Utilities	41.63%	41.61%	42.50%	45.77%	48.18%	49.71%	50.35%	50.10%
GA	Wholesale Trade	8.86%	8.17%	8.44%	8.36%	8.21%	8.05%	7.88%	7.71%
Clayton	Wholesale Trade	6.36%	7.33%	7.26%	6.91%	6.54%	6.23%	6.02%	5.92%
GA	Retail Trade	9.17%	9.08%	8.99%	8.97%	8.93%	8.87%	8.80%	8.71%
Clayton	Retail Trade	13.31%	10.46%	9.76%	9.11%	8.55%	8.08%	7.68%	7.34%
GA	Finance, Insurance, & Real Estate	6.43%	6.86%	7.57%	7.66%	7.73%	7.78%	7.81%	7.82%
Clayton	Finance, Insurance, & Real Estate	2.43%	2.86%	2.40%	2.28%	2.19%	2.13%	2.11%	2.11%
GA	Services	21.95%	24.33%	26.77%	27.78%	29.02%	30.44%	32.02%	33.73%
Clayton	Services	12.09%	16.20%	17.29%	16.97%	16.96%	17.26%	17.91%	18.95%
GA	Federal Civilian Government	4.66%	4.17%	3.39%	3.11%	2.87%	2.67%	2.49%	2.33%
Clayton	Federal Civilian Government	3.02%	2.23%	1.79%	1.57%	1.37%	1.21%	1.08%	0.96%
GA	Federal Military Government	2.69%	2.49%	2.06%	1.94%	1.83%	1.72%	1.62%	1.53%
Clayton	Federal Military Government	0.30%	0.26%	0.22%	0.20%	0.18%	0.17%	0.16%	0.15%
GA	State & Local Government	11.97%	11.01%	10.18%	10.10%	9.95%	9.78%	9.58%	9.37%
Clayton	State & Local Government	9.70%	7.96%	8.02%	7.41%	6.98%	6.70%	6.56%	6.53%

Source: Woods and Pool Economics, Inc.

4.3 Weekly Wages

Based on 1999 data from the United States Bureau of Labor Statistics the transportation, communications and utilities sector (TCU) provides the highest average weekly wage (\$943) in Clayton County (Table 4.5). Following TCU for wages are wholesale industries (\$736) and manufacturing (\$698). The lowest wages in Clayton County are found in retail trade (\$341) and agriculture, forestry and fishing (\$417) (Table 4.5). Wages in Clayton County increased during the period from 1990 to 1999; overall the average weekly wage grew 34%. Wages increased the fastest in the services sector, which saw an increase of over 50%.

Wages are higher in Clayton County than at the state level. However, wages increased much more significantly at the state level between 1990 and 1999 with the average weekly wage for all industries growing by 48%. In 1999 the highest wages at the state level are found in wholesale trade jobs at \$932 per week. This wage is 21% higher than the average wholesale trade wage in Clayton County (\$736 per week) (Table 4.6). The second highest wages at the state level are in

finance, insurance and real estate (FIRE), \$900 per week; this is 30% more than the average Clayton County weekly wage for the sector (\$623). TCU is the third ranking sector for wages in the state, paying an average of \$895 per week; this is \$48 or 5% less than the 1999 average weekly wage for the sector in Clayton County.

Table 4.5 Average Weekly Wages

Clayton County: Average Weekly Wages											
Category	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
All Industries	\$468	\$494	\$522	\$546	\$546	\$549	\$555	\$586	\$611	\$635	\$663
Agriculture, Forestry, Fishing	NA	324	348	309	294	298	308	NA	NA	382	417
Mining	NA	NA	NA	NA	635	NA	NA	NA	NA	NA	NA
Construction	NA	456	471	484	487	509	522	565	597	629	658
Manufacturing	NA	499	519	548	560	588	616	659	649	676	698
Transportation, Comm, Util	NA	841	844	835	860	872	883	908	910	916	943
Wholesale	NA	505	548	589	615	619	631	661	696	743	736
Retail	NA	255	264	276	265	272	283	295	305	329	341
Financial, Insurance, Real Estate	NA	425	459	482	482	491	507	505	546	554	623
Services	NA	375	390	424	406	403	434	484	527	539	577
Federal Government	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
State Government	NA	NA	NA	NA	NA	NA	NA	554	577	596	623
Local Government	NA	NA	NA	NA	NA	NA	442	473	507	502	555

Source: US Bureau of Labor Statistics

Table 4.6 Georgia Average Weekly Wages

Georgia: Average Weekly Wages											
Category	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
All Industries	\$404	\$424	\$444	\$471	\$480	\$488	\$509	\$531	\$562	\$598	\$629
Agriculture, Forestry, Fishing	267	276	285	297	304	312	322	336	347	373	390
Mining	561	589	605	NA	NA	698	734	741	781	832	866
Construction	NA	434	439	451	461	479	508	534	556	590	623
Manufacturing	NA	450	473	503	511	531	555	588	620	656	684
Transportation, Comm, Util	NA	603	635	689	709	720	737	769	805	842	895
Wholesale	NA	603	632	669	695	711	729	762	809	873	932
Retail	NA	236	244	255	260	267	275	286	299	318	335
Financial, Insurance, Real Estate	NA	544	569	627	648	648	693	741	799	872	900
Services	NA	414	439	464	471	475	501	519	551	580	611
Federal Government	NA	543	584	612	651	667	666	701	774	791	808
State Government	NA	451	462	460	471	NA	493	517	533	561	579
Local Government	NA	387	401	401	410	420	440	461	480	506	523

Source: US Bureau of Labor Statistics

4.4 Income by Type

In 2000 wages and salaries accounted for approximately 90% of personal income for Clayton County residents. In comparison wages and salaries accounted for only 61% of personal income at the state level (Table 4.7). Clayton County and the state are comparable in most income categories with the exception of dividends, interest and rent, which accounts for 16.8% of personal income at the state level compared to only 12.02% of personal income in Clayton County.

4.5 Commute Patterns

Resident adjustment figures show that Clayton County is increasingly becoming a bedroom community. This means that residents may work in one county but live, pay taxes and spend most of their income in their resident county. The degree to which a county serves as a bedroom community can be measured by a “resident adjustment” to the county personal income. A positive figure, such as Clayton County’s 20.51% in 2000 (Table 4.7), implies that a significant portion of the county’s residents commute outside of the county for work.

The place of work statistics presented in Table 4.8 support this assertion. These statistics show where county residents worked in 1990 and 2000. County residents commuting elsewhere for work grew by over 7% between 1990 and 2000. The 2000 Census figures showed that 62% of Clayton County’s residents commuted outside the county for work (Figure 4.1).

Table 4.7 Personal Income by Type

Personal Income by Type (%) for Georgia and Clayton County									
	Category	1990	1995	2000	2005	2010	2015	2020	2025
Clayton	Wages & Salaries	76.57%	80.98%	89.86%	91.31%	92.43%	93.17%	93.49%	93.35%
GA	Wages & Salaries	60.36%	59.07%	61.18%	61.09%	61.00%	60.94%	60.92%	60.92%
Clayton	Other Labor Income	10.53%	12.05%	10.23%	10.25%	10.24%	10.19%	10.08%	9.93%
GA	Other Labor Income	8.68%	8.63%	6.84%	6.71%	6.60%	6.48%	6.38%	6.28%
Clayton	Proprietors Income	3.91%	3.44%	3.95%	3.96%	3.97%	3.96%	3.93%	3.88%
GA	Proprietors Income	7.11%	7.96%	8.65%	8.52%	8.43%	8.34%	8.26%	8.19%
Clayton	Dividends, Interest, & Rent	12.31%	11.36%	12.02%	11.74%	11.56%	11.47%	11.49%	11.61%
GA	Dividends, Interest, & Rent	17.34%	16.31%	16.80%	16.76%	16.70%	16.61%	16.49%	16.34%
Clayton	Transfer Payments to Persons	8.25%	11.54%	10.86%	10.82%	10.91%	11.16%	11.57%	12.16%
GA	Transfer Payments to Persons	10.94%	12.62%	11.13%	11.25%	11.43%	11.66%	11.93%	12.25%
Clayton	Less: Social Ins. Contributions	5.45%	5.97%	6.41%	6.78%	7.15%	7.47%	7.72%	7.92%
GA	Less: Social Ins. Contributions	4.33%	4.45%	4.49%	4.67%	4.86%	5.04%	5.19%	5.33%
Clayton	Residence Adjustment	-6.12%	13.40%	20.51%	21.30%	21.96%	22.48%	22.84%	23.03%
GA	Residence Adjustment	-0.10%	-0.15%	-0.11%	0.33%	0.70%	1.00%	1.21%	1.35%

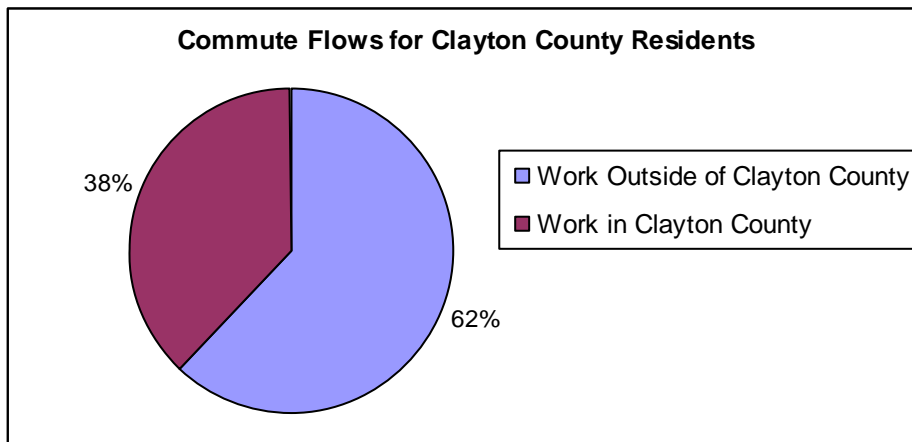
Source: Woods and Pool Economics, Inc.

Table 4.8 Labor Force by Place of Work

Clayton County Labor Force by Place of Work				
	1990		2000	
Worked in County of Residence	43,879	46.02%	42,924	38.44%
Worked outside county of Residence	51,467	53.98%	68,727	61.56%

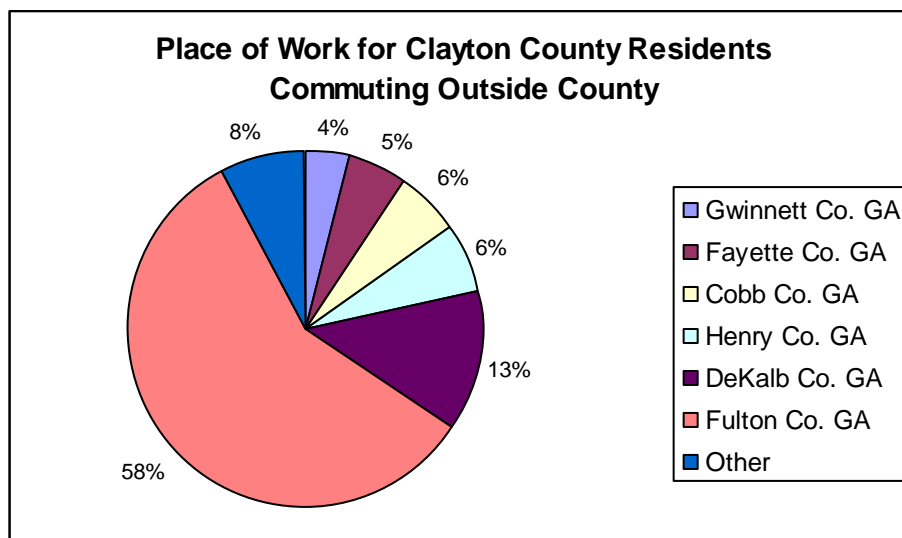
Source: Census

Figure 4.1 Commute Flows for Clayton County Residents



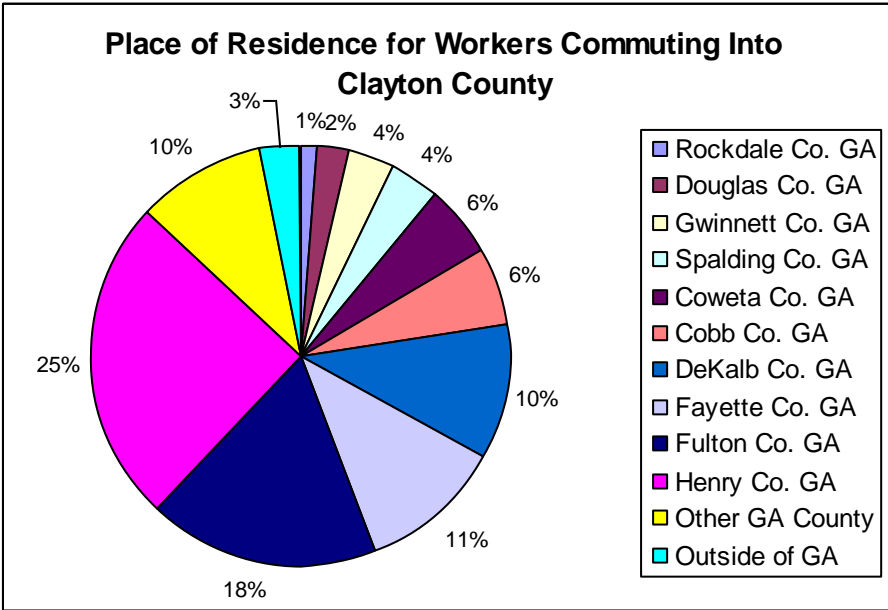
Of the 62% of residents commuting outside of the county for work most are commuting to neighboring counties, such as Henry, Fulton, Fayette, and DeKalb (Figure 4.2). Over half of the out-commuters are commuting into Fulton County.

Figure 4.2 County of Work Place for Clayton County Residents



There are also a high number of workers who commute into Clayton County from surrounding counties. The 2000 Census figures show that workers residing outside the County hold approximately 56% of the 141,987 jobs in Clayton County. The place of residence distribution for workers commuting into Clayton County is shown in Figure 4.3.

Figure 4.3 County of Residence for Clayton County Workers



4.6 Community Level Economic Activities

Major Clayton County Employers

- Delta Air Lines
- Clayton County School System
- U.S. Army at Fort Gillem
- State Farmers Market
- Southern Regional Medical Center
- Clayton County Government
- J.C. Penney Co. (retail store, distribution center, and catalog center)
- Northwest Airlines
- Clayton College & State University
- Georgia Department of Revenue
- The JWI Group (includes Atlanta Felt, Atlanta Wireworks, and Drytex)

Unique Economic Activities

Tradeport

To the east of Hartsfield-Jackson International Airport Clayton County has supported the development of the Atlanta Tradeport, home of the Atlanta Foreign Trade Zone. Foreign trade zones provide significant tax advantages to companies importing foreign goods, especially if

used in the manufacturing process. Goods may be brought into the zones without formal custom entries, payment of duties, or excise taxes. Duties are paid only if items are shipped into the United States. Items held in the zones are also exempt from property taxation. Goods may be stored, displayed, manipulated, and assembled while in the Foreign Trade Zone. A significant portion of the land in the Atlanta Tradeport has been developed over the past decade, however expansion opportunities exist within the designated area and to the east in the Mountain View Redevelopment Area.

Hartsfield-Jackson Atlanta International Airport

The impact of Hartsfield-Jackson Atlanta International Airport on Clayton County is immeasurable. The largest portion of the nation's busiest airport in passenger traffic lies mostly within Clayton County's borders, along with the midfield terminal and the international concourse. The airport's largest carrier, Delta Air lines, also has offices and operations located within Clayton County. Cargo companies in close proximity to the airport put every major U.S. city within direct reach of the Clayton County industrial community and the international routes bring the entire world close to Clayton's borders.

Atlanta State Farmer's Market

At 146 acres, the Atlanta State Farmer's Market is the largest wholesale distribution hub for the Southeast and contributes over \$1 billion directly to the local economy. It features a garden center, wholesale and retail activities, and is a major marketing hub and distribution point for fresh produce in the Southeast and throughout the country. The Atlanta Market also has a restaurant, welcome center and USDA Federal-State office. A new Market Hall is planned for development in next few years. This hall will provide approximately 50,000 square feet that will house 50 merchants and 250 employees, and is anticipated to generate \$42 million in sales annually.

Gateway Village Project

Gateway Village is a master-planned 165-acre mixed-use development adjacent to the Clayton College and State University Campus in Morrow. Planned adjacent to a future commuter rail station are office, housing, retail and hotel/conference developments as well as the new location for the Southeastern Regional headquarters for the National Archives and Records Administration. Within minutes of Hartsfield-Jackson Atlanta International Airport, and thus two hours from 80% of the U.S. population, Gateway Village is also located at the epicenter of Georgia's land transportation system with access to three major interstate highways: I-85, I-75, I-285. Gateway Village will include one of the first of Georgia's new passenger rail stations that will connect Metro Atlanta with the entire state.

Mountain View Redevelopment

The Redevelopment Authority of Clayton County prepared a redevelopment plan for the Mountain View area in 1989 and updated it in 2000. This portion of unincorporated Clayton County is located directly east of the airport along the Aviation Boulevard axis. The plan

includes the partially developed Atlanta Tradeport area as well as East Mountain View, much of which is under the ownership of the City of Atlanta following airport noise-related acquisition. Redevelopment plans for Mountain View call for a "community of commerce" including retail commercial, office and light industrial developments surrounding the planned multi-modal Southern Crescent Transportation Service Center. It is also likely that the Mountain View area will meet some of the projected need for airport related parking following construction of the East International Terminal.

Southside Hartsfield Redevelopment and Stabilization Plan

Initiated as a joint effort of the Development Authorities of Clayton and Fulton Counties, the preparation of a redevelopment plan for a 3,400-acre area south of Hartsfield Airport is an important step towards shaping the future of metro Atlanta's Southside. The plan for this area encourages redevelopment activities to occur in the northern portion of the area and encourages neighborhood stabilization efforts in the southern portion. A higher intensity of land use is recommended near I-285 with a mixture of commercial, office, business and distribution development. Land use intensity decreases as a transition is made from commercial to higher density residential (multi-family, mixed-use) to lower density residential (single-family) neighborhoods.

RiverWalk

Clayton County, the Development Authority of Clayton County, and the Southern Regional Medical Center (SRMC) prepared a redevelopment plan for the Upper Riverdale Road corridor. SRMC is located along Upper Riverdale Road in unincorporated Clayton County adjacent to the City of Riverdale. The plan includes a SRMC Campus Village and a gateway at each end of the study area. This area has been labeled River Walk due to its proximity to the Flint River.

Commuter Rail

The proposed commuter rail line from Atlanta to Macon includes five transit stations in Clayton County. These proposed stations include Southern Crescent Transportation Services Center, Forest Park, Morrow, Jonesboro, and Lovejoy. The cities of Forest Park, Morrow and Jonesboro have each developed plans for redevelopment around the proposed stations. An environmental impact study was completed from Atlanta to Macon and funding was released for rail improvements and purchase of land for the station areas. The section from Atlanta to Lovejoy will be the first leg for commuter rail service in Georgia and is anticipated to be operational by 2006.

4.7 Employment by Occupation

The most common occupations among Clayton County residents are professional and technical jobs. These occupations represented the jobs of 13.4% of Clayton residents in 2000, an increase of almost 5% since 1990 (Table 4.9). The county also gained residents employed in service occupations and as machine operators, assemblers and inspectors during the 1990s. Precision

production, craft and repair professions had the most significant loss of residents during this time period, the category decreased by almost 7%.

Compared to the distribution of persons by occupation at the state and national levels, Clayton County has higher concentrations of residents employed in occupations such as machine operators, transportation and material moving and clerical services (Table 4.10). The state and the nation show higher percentages of persons employed in executive, professional, and sales positions compared to Clayton County in 2000. The county, state, and nation had comparable percentages of their populations employed in service occupations in 2000 (Table 4.10).

Table 4.9 County Employment by Occupation

Clayton County Employment by Occupation				
Category	1990		2000	
TOTAL All Occupations	96,775	100.00%	114,468	100.00%
Executive, Administrative and Managerial (not Farm)	10,665	11.02%	12,206	10.66%
Professional and Technical Specialty	8,482	8.76%	15,340	13.40%
Technicians & Related Support	3,381	3.49%	NA	NA
Sales	10,471	10.82%	10,362	9.05%
Clerical and Administrative Support	22,614	23.37%	24,706	21.58%
Private Household Services	138	0.14%	NA	NA
Protective Services	2,232	2.31%	NA	NA
Service Occupations (not Protective & Household)	9,347	9.66%	13,389	11.70%
Farming, Fishing and Forestry	702	0.73%	135	0.12%
Precision Production, Craft, and Repair	13,319	13.76%	8,196	7.16%
Machine Operators, Assemblers & Inspectors	4,947	5.11%	13,444	11.74%
Transportation & Material Moving	5,892	6.09%	12,444	10.87%
Handlers, Equipment Cleaners, Helpers & Laborers	4,585	4.74%	NA	NA

Source: Census

Table 4.10 US and Georgia Employment by Occupation

United States and Georgia Employment by Occupation				
	GA	USA	GA	USA
Category	1990		2000	
TOTAL All Occupations	100.00%	100.00%	100.00%	100.00%
Executive, Administrative and Managerial (not Farm)	12.26%	12.32%	14.03%	13.45%
Professional and Technical Specialty	12.39%	14.11%	18.68%	20.20%
Technicians & Related Support	3.58%	3.68%	NA	NA
Sales	12.28%	11.79%	11.64%	11.25%
Clerical and Administrative Support	16.00%	16.26%	15.14%	15.44%
Private Household Services	0.51%	0.45%	NA	NA
Protective Services	1.70%	1.72%	NA	NA
Service Occupations (not Protective & Household)	9.77%	11.04%	11.57%	12.01%
Farming, Fishing and Forestry	2.20%	2.46%	0.64%	0.73%
Precision Production, Craft, and Repair	11.86%	11.33%	9.02%	8.49%
Machine Operators, Assemblers & Inspectors	8.50%	6.83%	10.83%	9.45%
Transportation & Material Moving	4.60%	4.08%	6.63%	6.14%
Handlers, Equipment Cleaners, helpers & Laborers	4.34%	3.94%	NA	NA

Source: Census

4.8 Employment Status

During the 1990s the labor force participation rate of Clayton County residents declined approximately 5%. The majority, 4.6%, of this decline was in the civilian labor force as less than 1% of the total labor force is employed by the armed forces. Statistics show reductions in labor force participation of both sexes, however they are more significant for men (8.68%) than women (1.4%) (Table 4.11). The county’s reduction in labor force participation has been more pronounced than declines at the state (-1.8%) and national (-1.36%) levels (Table 4.12). The decline of men in the labor force experienced in Clayton County between 1990 and 2000 is consistent with national and state-wide trends, however the decline in Clayton County (9%) was much higher than the state or national rates which were between 3.5% and 4.0%.

Table 4.11 County Labor Force Participation

Clayton County Labor Force Participation				
Category	1990		2000	
TOTAL Males and Females	136,834	100.00%	172,507	100.00%
In Labor Force	103,823	75.88%	122,396	70.95%
Civilian Labor Force	102,474	74.89%	121,146	70.23%
Civilian Employed	96,778	70.73%	114,468	66.36%
Civilian Unemployed	5,696	4.16%	6,678	3.87%
In Armed Forces	1,349	0.99%	1,250	0.72%
Not in Labor Force	33,011	24.12%	50,111	29.05%
TOTAL Males	65,645	100.00%	82,107	100.00%
Male In Labor Force	55,363	84.34%	62,122	75.66%
Male Civilian Labor Force	54,197	82.56%	61,183	74.52%
Male Civilian Employed	51,494	78.44%	57,897	70.51%
Male Civilian Unemployed	2,703	4.12%	3,286	4.00%
Male In Armed Forces	1,166	1.78%	939	1.14%
Male Not in Labor Force	10,282	15.66%	19,985	24.34%
TOTAL Females	71,189	100.00%	90,400	100.00%
Female In Labor Force	48,460	68.07%	60,274	66.67%
Female Civilian Labor Force	48,277	67.82%	59,963	66.33%
Female Civilian Employed	45,284	63.61%	56,571	62.58%
Female Civilian Unemployed	2,993	4.20%	3,392	3.75%
Female In Armed Forces	183	0.26%	311	0.34%
Female Not in Labor Force	22,729	31.93%	30,126	33.33%

Source: Census

Table 4.12 US and Georgia Labor Force Participation

Labor Force Participation Rates for Georgia and United States				
Category	Georgia		USA	
	1990	2000	1990	2000
TOTAL Males and Females	100.00%	100.00%	100.00%	100.00%
In Labor Force	67.89%	66.07%	65.28%	63.92%
Civilian Labor Force	66.41%	65.00%	64.39%	63.39%
Civilian Employed	62.60%	61.43%	60.34%	59.73%
Civilian Unemployed	3.80%	3.57%	4.05%	3.66%
In Armed Forces	1.48%	1.07%	0.89%	0.53%
Not in Labor Force	32.11%	33.93%	34.72%	36.08%
TOTAL Males	100.00%	100.00%	100.00%	100.00%
Male In Labor Force	76.65%	73.11%	74.48%	70.75%
Male Civilian Labor Force	73.87%	71.20%	72.82%	69.81%
Male Civilian Employed	70.07%	67.65%	68.18%	65.81%
Male Civilian Unemployed	3.80%	3.55%	4.63%	3.99%
Male In Armed Forces	2.78%	1.91%	1.66%	0.94%
Male Not in Labor Force	23.35%	26.89%	25.52%	29.25%
TOTAL Females	100.00%	100.00%	100.00%	100.00%
Female In Labor Force	59.88%	59.43%	56.79%	57.54%
Female Civilian Labor Force	59.59%	59.15%	56.60%	57.39%
Female Civilian Employed	55.78%	55.57%	53.10%	54.04%
Female Civilian Unemployed	3.81%	3.59%	3.51%	3.35%
Female In Armed Forces	0.29%	0.28%	0.19%	0.15%
Female Not in Labor Force	40.12%	40.57%	43.21%	42.46%

Source: Census

4.9 Unemployment Rates

After rising in the early 1990s, the unemployment rate in Clayton County consistently dropped until it rose slightly (.1%) in 2000. However, the 2000 rate of 3.6% is still well below the 1990 rate of 5.4% (Table 4.13). Compared to surrounding counties, Clayton County's unemployment rate is consistent or lower than rates for DeKalb and Fulton Counties, but higher than rates in either Fayette or Henry County. Since 1996 Clayton County has experienced unemployment rates lower than the state or nation.

Table 4.13 Comparison of Unemployment Rates

Unemployment Rates for Clayton County, Surrounding Counties, Georgia and United States											
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Clayton County	5.40%	5.70%	7.30%	6.20%	5.60%	5.10%	4.50%	4.10%	3.80%	3.50%	3.60%
DeKalb County	5.00%	4.60%	6.60%	5.70%	5.40%	4.90%	4.40%	4.50%	4.10%	3.90%	3.60%
Fulton County	5.70%	5.30%	7.40%	6.40%	5.80%	5.40%	5.00%	4.60%	4.10%	3.90%	3.70%
Fayette County	3.30%	3.70%	4.20%	3.30%	2.90%	2.60%	2.30%	2.30%	2.30%	1.80%	1.90%
Henry County	4.60%	4.60%	5.40%	4.10%	3.70%	3.40%	2.80%	2.60%	2.30%	2.00%	2.10%
Georgia	5.50%	5.00%	7.00%	5.80%	5.20%	4.90%	4.60%	4.50%	4.20%	4.00%	3.70%
United States	5.60%	6.80%	7.50%	6.90%	6.10%	5.60%	5.40%	4.90%	4.50%	4.20%	4.00%

Source: U.S. Bureau of Labor Statistics

4.10 Local Economic Development Resources

4.10.1 Economic Development Agencies

Economic development agencies are established to promote economic development and growth in a jurisdiction or region. The agencies create marketing techniques and provide coordination and incentives for new businesses wishing to locate their establishments or subsidiaries in Clayton County. Economic development agencies also assist existing businesses in a jurisdiction with expansion and relocation techniques. Agencies involved in economic development in Clayton County include:

Clayton County Chamber of Commerce

A non-profit membership organization, the Clayton County Chamber of Commerce provides assistance to new businesses wishing to locate their establishments in the county. The agency's activities are focused in the areas of business recruitment and retention.

Development and Redevelopment Authority of Clayton County

The Development and Redevelopment Authority of Clayton County has the jurisdiction to issue tax exempt or taxable bonds to businesses wishing to locate in Clayton County. In accordance with the Georgia Redevelopment Powers Act, of 1985, the Authority can also create special district taxes on approved urban redevelopment issues. The authority also has jurisdiction to provide incentives such as tax breaks, venture capital programs, tax abatements and enterprise zones to new businesses locating in Clayton County as well as existing businesses. Additionally, the Authority has the power to buy and sell property and construct buildings.

The Small Business Development Center (SBDC)

This center, located at Clayton College and State University, is a partnership between the U.S. Small Business Administration and colleges and universities from around the state. The SBDC office at CCSU serves new and existing businesses in Clayton, Fayette, Henry and Spalding

Counties. The center provides one-on-one counseling on a wide range of issues including: developing and updating business plans, identifying sources of capital, financial records analysis, specialized research geared to the specific needs of the business owner, accounting, marketing strategies, and governmental regulation compliance. The center also provides confidential services to companies seeking operational and strategic planning advice.

Joint Development Authority of Metro Atlanta

Through participation in the Joint Development Authority of Metropolitan Atlanta, Clayton, DeKalb, Douglas and Fulton Counties work together to address economic development as a region. The combined population of counties participating in the Joint Authority represents approximately 25% of the population of Georgia. By participating in the alliance, the member counties enable each company located within its jurisdiction to take advantage of a \$1,000-per-job state tax credit.

MetroSouth

Founded in 1993, Metro South was among the nation's first regional economic development marketing initiatives. The organization initially incorporated only four of its current members: Clayton, Fayette, Henry and South Fulton counties. Within two years, both Coweta and Spalding were added.

4.10.2 Economic Development Programs

Clayton County has a large number of programs and tools that are currently being utilized to foster local economic development. These programs and tools include industrial recruitment opportunities, business incubators, special tax districts, and industrial parks; as well as other similar activities.

4.10.3 Education and Training Opportunities

Clayton College & State University is an accredited, moderately selective four-year state university in the University System of Georgia. Located on 163 beautifully wooded acres with five lakes, Clayton State serves the population of metropolitan Atlanta, focusing on south metro Atlanta. The school's enrollment exceeds 5,700. Clayton State students live throughout Atlanta and represent every region of the United States and some 25 foreign countries. While one-third of the students are under 22, the median age is 28. The 2003 US News & World Report ranking of colleges identified Clayton State as having the most diverse student body population among comprehensive baccalaureate-level colleges and universities in the Southeastern United States. Clayton State has 158 full-time faculty. Two-thirds of the faculty teaching in programs leading to the bachelor's degree hold the highest degrees in their field. Through ITP Choice, the second phase of the Information Technology Project (ITP), all faculty and students are required to have access to a notebook computer. Now one of only 36 "Notebook Universities" nationwide, Clayton State was the third public university in the nation to require notebook computers when ITP started in January 1998.

4.11 Assessment of Economic Development Needs

Clayton County's economy continued to grow in the past decade. Between 1990 and 2000 employment in the county grew by 37% and earnings by 35%. (Table 4.1 and 4.3). Projections show that the County's job market is expected to grow by 47% between 2000 and 2025 (Table 4.3). However, the majority of this growth is concentrated in the Transportation, Communications, and Utilities sector, which is projected to gain approximately 32,000 or 53% of the anticipated 67,000 jobs the county is projected to add by 2025. It is recognized that the TCU sector will always be the strongest sector of the Clayton County economy due to the location of Hartsfield-Jackson International Airport. However, over-dependence on a singular industry increases the county's vulnerability to economic downturns or industry specific events, such as the impacts of September 11th on the aviation industry. To limit the effects of such circumstances on the local economy, Clayton County needs to make a concerted effort to diversify the local economy by expanding and developing its other economic sectors.

Other than the services sector, which is projected to gain an additional 1% of the County's employment and earning by 2025, all other sectors are projected to decline. Despite the decline in most of the County's employment sectors, job growth projections are strong. In 2000 there were 0.60 jobs per county resident. To sustain this level, 195,511 jobs will be needed in 2025, however 208,839 or 0.64 jobs per resident are projected (Table 4.1).

In spite of the availability of jobs in Clayton County, over two thirds (62%) of the working residents commute outside the county for work, with the majority of these workers (58%) commuting to jobs in Fulton County. This out-commuting is not due to a lack of jobs in Clayton County as statistics show that of the 141,987 jobs in the county in 2000, only 42,924 or 30% were filled by Clayton County residents. This discrepancy indicates that there may be a mismatch between the skills of the resident Clayton County labor force and the needs of employers located in the County.

Indicators of the mismatch between the occupations held by Clayton County residents and the jobs available in the county can be seen in the statistics for jobs in the county and occupations held by county residents. In 2000 28.14% of jobs in the county were in the Transportation, Communication, Public Utilities sector and many of these jobs require technically skilled workers. Conversely, 21.58% of county residents reported working in the clerical and administrative support occupations. This indicates a need to expand opportunities for education in professional technical specialties in order to fill local technical jobs with Clayton residents as well as a need to expand the office professional sectors in the County to provide more clerical and administrative job opportunities for residents.

The outflow of workers also has a negative affect on the Clayton County economy because workers spend a relatively large sum of money for goods and services such as food, fuel, and retail items near their place of employment. With such a large percentage of residents employed outside the county, a large amount of retail revenue is likely being spent outside Clayton County. Providing more opportunities for employment of county residents in Clayton County will also bolster the county's retail and service sectors by capturing the dollars they are spending elsewhere on services and retail items.

A bright point in the county's economic development outlook is the redevelopment projects underway in the county. The Southside Hartsfield project with its focus on the development of additional office and retail/commercial space in the north-western area of the county will provide an opportunity for the development of additional office based professional jobs which may afford local employment to many county residents. New business nodes such as Gateway Village, Mountain View and Southside Hartsfield should also be used to help attract new businesses to the county and create a greater diversity among the economic sectors of the county.

4.11.1 Summary

The following Economic Development needs in Clayton County have been determined based on the preceding assessment and input from community stakeholders gathered through Community Visioning Meetings and the Steering Committee process. The Economic Development Vision Statement, Goals and Policies are designed to be responsive to identified needs and to provide guidance for future economic development activities and investments.

The local economy needs to become more diversified among all economic sectors in order to shield the economy from negative effects of declines in a single sector such as transportation, communications, and utilities.

Specific strategies are needed to encourage quality commercial development and mixed-use development in appropriate areas of the County as delineated by the Future Land Use Map and coordinated redevelopment plans.

There is a need to redevelop empty or failing strip centers and to revitalize declining corridors in the County such as the Tara Boulevard/19/41 corridor. Corridor specific merchants or business associations are needed.

Areas of blight need to be reclaimed and empty buildings revitalized through public-private partnerships to attract businesses.

A wider variety of restaurants is needed in the vicinity of Spivey Hall to capture additional entertainment revenue from concert attendees.

The County should continue to support existing industrial employers and make efforts to recruit higher paying industries in order to secure good jobs with living wages for county residents without a college degrees.

Clayton County needs to encourage the creation of additional office professional employment opportunities to balance the local economy and reduce the trend of residents commuting outside of the County for work.

The workforce training opportunities at Clayton College and State University should be continued and expanded and additional ways to partner County businesses and industries with

educational programs to prepare County residents to enter the local workforce should be encouraged.

The Small Business Development Center at Clayton College and State University should be supported and encouraged to expand services to aid entrepreneurship in Clayton County.

Clayton County needs to maintain or improve the quality of life citizens of the County currently enjoy. Quality of life factors include development of clean industry, an educated workforce, appropriate infrastructure, protection of the environment well-paying jobs, proper regulation and development (zoning) and good cooperation between governments.

Stakeholders (to include investors, bankers, the Clayton County Development and Redevelopment Authority, the Chamber of Commerce, entrepreneurs, and potential businesses) need to be actively involved in community decisions.

Infrastructure (roads, water/sewer service, telecommunications, etc.) needs to be adequate to support business growth.

4.12 Economic Development Vision Statement

To serve the purposes of local Economic Development, Clayton County will establish a business climate that:

Attracts industries and businesses that provide a diversity of jobs that are appropriate for the wide variety of skills and educational levels held by residents of the County;

Ensures that residents have access to educational opportunities that prepare them adequately for jobs available in the County; and

Improves the quality of life for all Clayton County residents.

4.13 Economic Development Goals and Policies

Goal 1.0 Attract a greater diversity of jobs to Clayton County to create more options for Clayton County residents desiring to work in the county.

Policy 1.1 Coordinate with economic development agencies to develop programs attracting office-professional businesses to Clayton County.

Policy 1.1.1 Develop and maintain an up-to-date inventory of available existing office space within the County and market it to prospective businesses.

Policy 1.2 Develop a program of industrial recruitment aimed at attracting jobs that pay living wages for individuals without college degrees.

Policy 1.2.1 Work with industrial businesses relocating to Clayton County to develop job training programs that will prepare Clayton residents for employment by the company.

Policy 1.3 Support and promote the services provided by the Small Business Development Center at Clayton College and State University.

Goal 2.0 Support redevelopment of specific areas of the County such as identified on the Future Land Use Map and in coordinated redevelopment plans.

Policy 2.1 Develop, or as necessary update existing long-range plans for redevelopment areas which coordinate and address the needs of all involved jurisdictions.

Policy 2.2 Assist the State Farmers Market in updating its market potential.

Policy 2.3 Continue to support and strengthen the Clayton County Development and Redevelopment Authority and the economic development efforts of the Clayton Chamber of Commerce.

Policy 2.4 Develop forums and programs that promote cooperation among all local governments and between governments and the private sector.

Policy 2.5 Ensure that Clayton County and its cities work in cooperation, not competition, to attract new businesses and industries.

Policy 2.5.1 Develop work groups and forums to discuss economic development in Clayton County and jobs recruitment and retention. Ensure that all stakeholders, including investors, bankers, economic development professionals, and employers, are represented in these groups.

Policy 2.6 Identify and develop plans for the revitalization of declining or vacant strip shopping centers and “big-box” commercial structures throughout the County.

Policy 2.6.1 Study the feasibility of developing local ordinances that require owners to tear down strip centers or “big-boxes” that remain vacant for a specified period of time.

Policy 2.6.2 Establish incentives for developers that purchase and redevelop blighted shopping centers in Clayton County.

Policy 2.7 Develop revitalization plans for the declining commercial corridors in Clayton County, i.e. Tara Boulevard/19/41 corridor.

Policy 2.7.1 Encourage the formation of business associations in these corridors to help develop and fund needed revitalization plans.

Goal 3.0 Coordinate planning for land use and transportation in order to provide economic development opportunities.

Policy 3.1 Cooperate in development of the new International Terminal at Hartsfield Jackson International Airport and encourage the City of Atlanta and the Georgia Department of Transportation to develop a multi modal station in Clayton County that will serve international passengers.

Policy 3.2 Pursue funding assistance for the continuation of efforts to improve the Tara Boulevard entrance to Clayton County.

Policy 3.3 Encourage the conversion of Aviation Boulevard into a four lane road with an interchange at I-285; also Hwy. 138 to I-75 and I-85.

Policy 3.4 Address needed changes to the interchange at Southlake Mall to provide better access to the mall and Southlake Festival.

Policy 3.5 Encourage the widening of Church Street in Riverdale and the continued widening of Hwy. 54 through Clayton County.

Policy 3.6 Study redesign of intersection of Georgia 85, Forest Parkway, Sullivan Road and I-75 for improved efficiency and safety.

Goal 4.0 Increase tourism awareness inside and outside of Clayton County.

Policy 4.1 Support efforts of the Clayton County Convention and Visitors' Bureau.

Policy 4.2 Develop a current marketing plan for the county and explore the most Effective media for promoting opportunities in Clayton County; i.e. magazines, Web

sites, advertising, etc.

Policy 4.3 Support Metro South (Clayton, Fayette, Henry and South Fulton counties) in their efforts to market the area for new and expanding businesses.

Policy 4.4 Develop a recruitment strategy to attract up-scale dining establishment to the area around Spivey Hall in order to provide appropriate dining opportunities to patrons of the nationally recognized concert facility.

Goal 5.0 Locate and regulate new businesses and industries so as to improve the quality of life in Clayton County.

Policy 5.1 Prohibit spot zoning for commerce and industry.

Policy 5.2 Insure the visual cohesiveness of businesses and other adjacent and nearby land uses through appropriate screening, buffers, landscaping, and other measures.

Policy 5.3 Require all businesses and industries to meet appropriate standards with respect to air quality, noise, signage, and lighting.

Policy 5.3.1 Strengthen the County's ordinances regulating business signage along commercial corridors to improve the visual quality of the County's retail nodes and corridors.

Policy 5.4 Encourage mixed use developments that include office, retail and residential land uses in order to provide workers the opportunity to live, work, and shop within a single area and reduce the need for long commutes to work and/or numerous trips to disparate locations for shopping and services.

Policy 5.4.1 Revise zoning codes to require the inclusion of open space and/or recreational amenities in mixed use developments and larger employment centers and residential subdivisions.

Goal 6.0 Support, publicize, and as appropriate develop new educational and training opportunities for county residents that are beneficial both to local and prospective employers and employees.

Policy 6.1 Support vocational/technical education programs at Clayton College and State University that train workers for the County's health care and aviation industries.

Policy 6.2 Develop and enhance existing educational programs that provide training and skills for office/professional and technical jobs.

Policy 6.3 Support the degree programs of Clayton College and State University

Policy 6.4 Use economic incentives to encourage businesses to assist in training local residents for employment.

Policy 6.5 Concentrate industrial/office park and commercial land uses in areas as defined by the future land use plan and map.

CHAPTER 5 COMMUNITY FACILITIES

Introduction

The purpose of this chapter is to provide an inventory of a wide range of community facilities and services and assess their adequacy for serving the present and future population and economic needs of Clayton County. The information contained in this chapter will assist Clayton County in coordinating the planning of public facilities and services with new development and redevelopment projects in order to make the most efficient use of existing infrastructure as well as future investments and expenditures for capital improvements and long term operation and maintenance costs. The county's goal is to provide the best possible public facilities and the highest level services in a cost-effective manner to all citizens and businesses. This chapter includes a series of policies and implementation recommendations intended to aid the county in meeting this goal.

5.1 Water Supply and Treatment

The Clayton County Water Authority (CCWA) was created by an act of the Georgia Legislature in 1955 to have supervision and control over the water and sewer systems of Clayton County. The Authority is governed by a seven member board appointed by the Clayton County Board of Commissioners. A general manager, responsible for the daily operation of the Water Authority, is employed by and reports to the Water Authority Board.

The Clayton County Water Authority operates three water treatment plants; the William J. Hooper Plant located in Henry County, the J.W. Smith Plant located in the panhandle area, and the Freeman Road Plant, a new facility that opened in October 1999. Water is treated and pumped to the system from the William J. Hooper Plant located in Henry County and the J.W. Smith Plant located in the panhandle area (See Map 5.1). The County's Water Service Area covers nearly the entire county minus a small portion of the northwest corner of the county which includes part of the City of College Park.

The 2000 CCWA Master Plan is based on historical data through 1998, that shows increased water capacity needs from a 2000 demand of 38mgd (million gallons per day) to between 48.6 and 51mgd by 2020. Based on population projections included in Chapter 2, demand is anticipated to reach 55.5mgd by 2025. The current combined capacity of the water treatment plants is 42mgd. The result of projected growth will be an additional demand of 13.5mgd by 2025, with current capacity being reached before 2010.

The anticipated water demand is based on historical data and the implementation of passive water conservation measures. Passive conservation, which occurs through increases in efficiency resulting from changes in plumbing codes, routine replacement of water fixtures and increases in residential water rates, is anticipated to decrease water demand by 4%. Under aggressive conservation measures, CCWA could achieve a 9% (0.39% per year) reduction in per capita demand (Table 5.1). Aggressive conservation is undertaken through increases in efficiency as described above and other active measures such as summer surcharges for residential customers and a rebate program on low-flow toilets.

Table 5.1 Reduction in Demand through Conservation Measures

	1998	Passive Conservation			Aggressive Conservation		
		2000	2010	2020	2000	2010	2020
Total Population	208,999	215,950	256,160	291,933	215,950	256,160	219,933
Per Capita Water Demand gpd	135	134	132	130	134	128	123
Annual Avg Water Demand, mgd	28.17	29.00	33.78	37.81	28.88	32.89	35.98
Max Day Water Demand, mgd	38.03	39.15	45.61	51.04	38.99	44.4	48.58

Source: CCWA Master Plan, Jan. 2000.

As stated above, projected year 2025 demand is approximately 55mgd and will require upgrades and or expansion of the County’s existing water treatment plants by 2010 to meet the additional demand.

The 2000 CCWA Master Plan states that both the William J. Hooper and Smith water treatment plants (WTP) are aging and in need of upgrades to extend their life and increase efficiency. The 2000 CCWA Master Plan proposes that the additional treatment capacity can be obtained by increasing the hydraulic capacity of each of the three WTP by 10 to 20 percent, which would negate the need to construct new capacity. It was also identified that rehabilitation of filters may also be necessary to provide for higher rate settling systems, which would also provide additional capacity. All of these measures have been identified as possibly more economical than building new water treatment capacity in the county. Additionally, the 2000 CCWA Master Plan identifies that distribution system and storage tank improvements are critical to the successful operation of the water system and should be a high priority

5.1.1. Storm Water Management

Clayton County is in the early stages of evaluating alternative methods of funding storm water management programs. CCWA is in the process of completing a study on this topic; staff has recommended a utility approach. It is anticipated that county officials will reach a decision on this matter in late 2004 or early 2005.

5.2 Sewage System and Wastewater Treatment

The county’s sewer service area cover most areas of the county with the exception of the southern most end of the panhandle and areas east of Jonesboro surrounding Lake Spivey and south to Lovejoy, the extents of the sewer service area are depicted on Map5.1. The Clayton County Water Authority (CCWA) has four water reclamation facilities (WRF) and two land application sites (LAS). The LAS receive secondary treated effluent that is land applied in a slow-rate irrigation system.. The locations of these facilities are noted on Map 5.1. The current capacity and future demands on the facilities as stated in the 2000 CCWA Master Plan are show in Table 5.2.

Table 5.2 Clayton County Water Reclamation Facilities

Water Reclamation Facility	Capacity	Demand		
		Current	2000	2010
W.B. Casey	15	15.03	18.43	21.7
R.L Jackson	4.5	4.56	5.74	6.76
Shoal Creek	2.2	1.89	2.43	2.92
Northeast	6.0	5.84	7.91	9.65
Total Clayton Co. Capacity/ Demand	27.7	27.3	34.5	41.0
Outside Clayton Co.*		2.45	3.19	3.8
Projected WRF Demand		29.78	37.7	44.83

*Includes flows from City of Atlanta and DeKalb County based on per capita flows for the four WRF’s

Source: CCWA Master Plan, Jan. 2000.

The demand projections outlined in the 2000 CCWA Master Plan show that the county will need an additional 17.13mgd of treatment capacity by 2020. Based on population projections included in the Population Element - Chapter 2, the county will need 50.17mgd of treatment capacity by 2025 (for a total of 18.47mgd over the current capacity). The CCWA Master Plan includes plans for 27mgd expansions by 2020. These expansions of capacity will take place as follows:

The W.B. Case WRF will be retrofitted and re-rated to 12mgd capacity. Expansion ultimately to 22mgd capacity is anticipated in the Master Plan, the first phase of which will bring the facility to 18mgd.

The R.L. Jackson facility will be expanded to a capacity of 7mgd

The Northeast facility will be expanded to 10mgd.

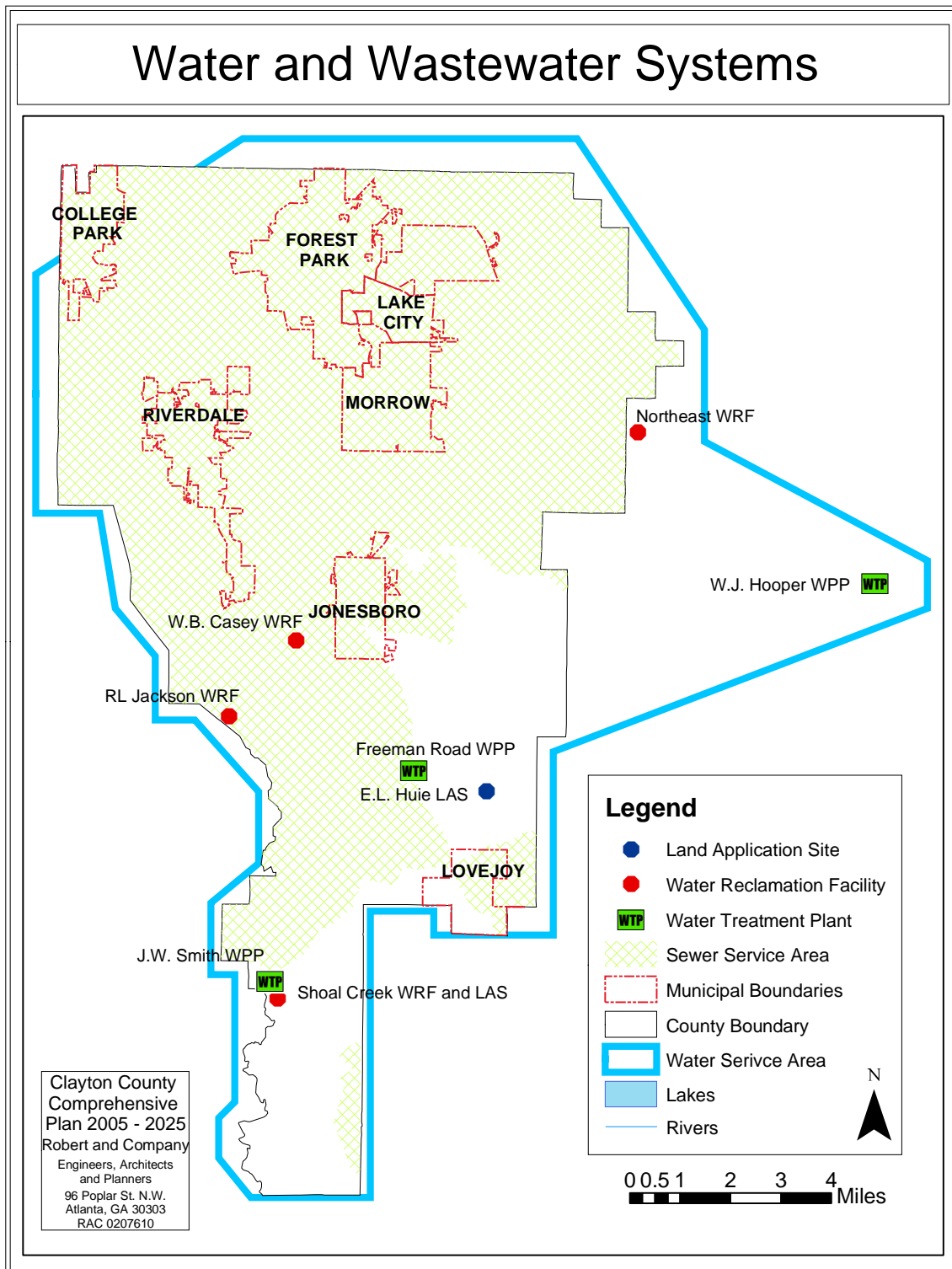
The plan does not include any planned expansions of the Shoal Creek WRF. These planned expansions will provide 51.2mgd capacity by 2020, this capacity is sufficient to meet the 51.2mgd projected for 2025.

The CCWA Shoal Creek Land Application Site is a 325-acre facility with a holding pond and pump station. The E.L. Huie LAS is located upstream from the CCWA’s William J. Hooper Raw Water Reservoir, north of Lovejoy. This facility is a 3,700-acre site. The 2000 CCWA Master Plan recommends that the maximum sustainable amount of water that can be applied at these sites is 1.25 inches per week. This is equivalent to a total average disposal capacity of 10mgd at the E.L. Huie LAS and 0.6mgd at the Shoal Creek LAS. To accommodate flows in excess of this capacity the CCWA will modify the sites to operate at the maximum sustainable rate and implement wetland-treatment systems for alternate and wet-weather surface discharge. By making these improvements CCWA will be able to maintain its tradition of natural treatment systems.

The CCWA’s 2000 Master Plan does not include plans for the expansion of the current sewer service area. Due to this, new residential construction in those areas of Clayton County without

sewer service must be limited to large lot development that can support septic systems while meeting minimum drainfield sizes required by the County Health Department.

Map 5.1 Clayton County Water and Wastewater Systems



5.3 Solid Waste Management

The Clayton County Transportation and Development Department is responsible for the operation and maintenance of a landfill at 11678 Hastings Bridge Road in Lovejoy. This landfill accepts waste from Clayton County and the surrounding area according to E.P.D. standards and is funded entirely through fees collected for waste disposal. The Clayton County Landfill does not receive tax money. In conjunction with the landfill the County also funds and operates a recycling center located at 1430 Highway 138 in Jonesboro and a processing center at 11650 SLR Blvd. in Lovejoy. The County does not provide waste collection services, waste pick up is provided by private haulers. The Clayton County landfill currently accepts 230 tons of residential and commercial waste per day and is operating at an adequate level of service. It is estimated that at least 50% of the waste generated in Clayton County is transported outside the County for disposal. The County's landfill has a total capacity of 4,423,363 cubic yards of waste. At the present rate of collection, the landfill is projected to have capacity through 2020. After reaching capacity it is anticipated that the facility would be converted to a transfer station and waste hauled out of the county for disposal due to rising land costs in the area. Clayton County's Transportation and Development department is currently updating the County's 1993 Comprehensive Solid Waste Management Plan, additional information regarding level of service and demand projections for the county maintained landfill will be included in this document.

In addition to the county managed landfill a private construction and demolition landfill is scheduled to open in the early spring of 2005. This facility will be located at the intersection of Flat Shoals Road and GA Hwy 85 in the industrial section of the northwest portion of the county. The facility has been designed with a capacity of 12,000,000 cubic yards and is anticipated to have a 20 to 25 year lifespan.

The Clayton County Recycling Drop Off Center is located at 1430 State Route 138, in Jonesboro, GA (behind the CCPS bus maintenance building). The Center accepts the following items: magazines, newspapers, cardboard, glass containers (clear, brown, & green), plastic containers (HDPE Nos. 1 & 2), Aluminum Cans, Office Paper, and Telephone Books. The Center cannot accept egg cartons, mirrors, light bulbs, window glass, drinking glass, ceramics, heat resistant ovenware, crystal, plastic bags, or paper bags. In addition to the Drop Off Center there are a number of newspaper recycling drop off locations in the county including the Board of Education on Maddox Road, CWMI on Cook Road off Forest Parkway, Home Depot, Morrow City Hall, Sam's Club Parking lot, the Clayton County Fire Station on Walt Stevens Road and the SaveRite on Hwy 42, in Rex (near 675).

5.4 General Government Buildings

The Clayton County Building and Maintenance department is responsible for the maintenance of all county owned and operated buildings, renovation of existing county owned and operated buildings, and the construction of new county owned and operated buildings. Employees in this department respond to approximately 1000 calls per month. Work performed includes: plumbing, electrical, cabinetry, locksmith, roofing, flooring, concrete, and heating and air conditioning. Recent county renovation projects include: 112 Smith Street Building, County Administration Buildings at 120 and 121 Smith Street, the Central Services Department, International Park VIP Complex, Extension Service, Tag Office, Tax Assessors Office, and

Transportation and Department’s Transportation Control Center. Recent building projects include The International Park Tennis Complex, concession stands at Flat Shoals and Forest Parks, the Lovejoy Recreation Complex, a concession stand at the Panhandle Park Office, the Refuse Control building, the Recycling Center, and an addition at the Reynolds Nature Preserve. Table 5.3 includes a listing of all of the buildings owned or leased by the county, the department or service occupying them and/or their function, the year built, (if available), and the total square footage.

Table 5.3 Clayton County Government Buildings

Clayton County Government Buildings			
Facility	Location	Year built or acquired by Clayton Co.	Square Footage
C.C. COURTHOUSE w/Annex 2	121 MCDONOUGH ST	1898	11,416
JUVENILE COURT SERVICES	259 ARROWHEAD BLVD, C-2	-	2,898
C.C. COURTHOUSE ANNEX 3	121 MCDONOUGH ST	1978	51,340
JONESBORO HEALTH CENTER	134 NW SPRING ST	1957	5,203
JONESBORO LIBRARY	124 SMITH ST	1966	6,689
PANHANDLE COMMUNITY CENTER	12818 PANHANDLE RD	1989	1,020
C.C. FIRE STATION 06	10580 PANHANDLE RD	1971	4,546
H.R. BANKE JUSTICE COMPLEX	9151 TARA BLVD	2000	726,855
SOUTHERN CRESCENT HABITAT HUMANITY	170 SE FLINT RIVER RD	1974	3,304
COMMUNITY SUPPORT CENTER	217 STOCKBRIDGE RD	1980	14,600
JONESBORO RECREATION CENTER	101 LAKE JODECO RD	1955	4,730
C.C. ADMINISTRATION OFFICE - Annex I	112 SMITH ST	1972	29,808
CONCESSION STAND W/ CANOPY	10930 PANHANDLE RD	2001	3,441
PRESSBOX / CONCESSION	10930 PANHANDLE RD	1980	512
PRESSBOX / CONCESSION	10930 PANHANDLE RD	1980	288
RESTROOM BUILDING	10930 PANHANDLE RD	1980	300
RESTROOM BUILDING	10930 PANHANDLE RD	1980	300
PAVILION	10930 PANHANDLE RD	1980	720
RESTROOM / STORAGE BUILDING	8970 THOMAS RD	1981	484
PAVILION	8970 THOMAS RD	1981	720
PERSONNEL/AUDITOR	120 SMITH ST	1962	8,364
BONANZA MINIPARK POOL RESTROOMS	FLICKER RD	1983	192
CONCESSION STAND	140 SMITH ST	1980	260
PRESSBOX / STORAGE	140 SMITH ST	1980	256
PRESSBOX / RESTROOMS	140 SMITH ST	1980	400
RESTROOM BUILDING	140 IRVIN ST	2000	300
PAVILION	140 IRVIN ST	2000	300
JESTER'S CREEK PARK PAVILION	844 JESTER LAKE DR	1999	309

Clayton County Government Buildings			
Facility	Location	Year built or acquired by Clayton Co.	Square Footage
REFUSE CONTROL	7984 N MCDONOUGH ST	2000	3,700
ROAD TO TARA MUSEUM	104 N MAIN ST	1867	4,150
CLAYTON MENTAL HEALTH	123 NORTH MAIN ST	1930	2,310
CLAYTON MENTAL HEALTH	114 BROAD ST	1972	6,080
T&D CONSTRUCTION BUILDING	7960-D N MCDONOUGH ST	1955	16,892
PARKS & RECREATION MAINTENANCE SHOP	1391 GOVERNMENT CIR	1985	4,800
MATERIAL STORAGE SHED	1391 GOVERNMENT CIR	1985	3,000
T&D HOG HOUSE	7960-F N MCDONOUGH ST	1950	648
FLEET MAINTENANCE SERVICE STATION	1347 GOVERNMENT CIR	1981	2,664
CANOPY	1347 GOVERNMENT CIR	1981	800
ICE HOUSE	1347 GOVERNMENT CIR	1981	80
TRANSPORTATION / DEVELOPMENT	7960-A N. MCDONOUGH ST	1950	8,713
T&D TRAFFIC / BUILDING MAINTENANCE	7960-B N. MCDONOUGH ST	1975	6,426
T&D ANNEX - ADMINISTRATION / RECORDS	7960-C N. MCDONOUGH ST	1975	7,600
C.C. POLICE HEADQUARTERS	7930 N MCDONOUGH ST	1970	10,253
CIVIL DEFENSE / COMMUNICATIONS	7946 N MCDONOUGH ST	1972	17,312
C.C. HUMANE SOCIETY	7810 N MCDONOUGH ST	1962	2,588
BUILDING MAINTENANCE EQUIPMENT BLDG I	7960-B MCDONOUGH ST	1986	940
BUILDING MAINTENANCE EQUIPMENT BLDG II	7960-B MCDONOUGH ST	1986	1,400
C.C. FIRE STATION 03	1077 BATTLECREEK RD	1991	5,562
C.C. FIRE STATION 05	2135 WALT STEPHENS RD	1970	4,408
CENTRAL SERVICES WAREHOUSE / PRINT SHOP	1330 GOVERNMENT CIR	1974	7,554
MATERIAL STORAGE SHED	1330 GOVERNMENT CIR	1994	3,200
DOCK SHELTER	1330 GOVERNMENT CIR	1994	800
COMPUTER CENTER	1285 GOVERNMENT CIR	1974	10,200
POLICE WAREHOUSE	7930 N MCDONOUGH ST	1974	1,000
VOTER REGISTRATION	148 COURTHOUSE ST	-	3,080
EVIDENCE BUILDING	7930 N MCDONOUGH ST	1980	4,710
SOUTH CLAYTON POLICE PRECINCT	1669 FLICKER RD	1964	4,620
C.C. FIRE STATION 07	8796 ROBERTS RD	2000	6,417
CONCESSION STAND W/ RR & OFFC	1303 GOVERNMENT CIR	1965	2,122

Clayton County Government Buildings			
Facility	Location	Year built or acquired by Clayton Co.	Square Footage
STORAGE BUILDING	1303 GOVERNMENT CIR	1965	585
PAVILION	1303 GOVERNMENT CIR	1980	720
OFFICE / CONCESSION W/ CANOPY	1303 GOVERNMENT CIR	1984	2,511
STORAGE BUILDING	1303 GOVERNMENT CIR	1984	900
C.C. SENIOR CITIZENS CENTER	849 BATTLECREEK RD	1958	10,947
ELECTRONIC TECHNICAL SUPPORT	1383 GOVERNMENT CIR	1991	6,772
CentralSvcs Bldg. (formerly Comm.Develop)	7994 N MCDONOUGH ST	1986	21,020
LIBRARY HEADQUARTERS	865 BATTLECREEK RD	1988	32,938
C.C. HEALTH CENTER	853 BATTLECREEK RD	1988	14,770
DEPT FAM CHILD SERV / RAINBOW HOUSE INC	877 BATTLECREEK RD	1988	30,458
DEPT FAM CHILD SERV ANNEX	877 BATTLECREEK RD	1993	30,501
RAINBOW CONNECTION	879 BATTLECREEK RD	2000	5,202
T&D STORAGE SHED	7960-F N MCDONOUGH ST	2001	5,100
POLICE STORAGE BUILDING	7930 N MCDONOUGH ST	1970	1,000
POLICE DEPARTMENT ANNEX - RYDC	7908 N MCDONOUGH ST	1965	8,567
RADIO SHOP STORAGE BUILDING	1381 GOVERNMENT CIR	1988	320
TARA HEALTH CENTER	6439 TARA BLVD, 17	-	8,625
FLEET MAINTENANCE BUILDING	1348 GOVERNMENT CIR	1992	23,864
VIP COMPLEX W/ METAL BLEACHERS, RR, CONC	2300 HIGHWAY 138 S.E.	1996	29,343
METAL BLEACHERS VOLLEYBALL COURT	2300 HIGHWAY 138 S.E.	1996	-
ADMINISTRATIVE OFFICES - P&R DEPT	2300 HIGHWAY 138 S.E.	1995	3,800
BEACH KITCHEN	2300 HIGHWAY 138 S.E.	1995	1,320
BEACH MAINTENANCE	2300 HIGHWAY 138 S.E.	1995	4,640
NASSAU BUILDING	2300 HIGHWAY 138 S.E.	1995	16,200
BEACH OFFICE	2300 HIGHWAY 138 S.E.	1996	600
STORAGE BUILDING	2300 HIGHWAY 138 S.E.	1995	720
BEACH MAIN GATE	2300 HIGHWAY 138 S.E.	1996	1,400
ST. THOMAS PAVILION W/ CONCESSION	2300 HIGHWAY 138 S.E.	1995	9,100
ST. THOMAS PAVILION RESTROOM BLDG	2300 HIGHWAY 138 S.E.	1995	460
ST. MARTIN PAVILION W/ CONC & RR	2300 HIGHWAY 138 S.E.	1993	6,800
ST. JOHN PAVILION W/ CONC & RR	2300 HIGHWAY 138 S.E.	1993	6,800
RESTROOM BUILDING	2300 HIGHWAY 138 S.E.	1993	2,040

Clayton County Government Buildings			
Facility	Location	Year built or acquired by Clayton Co.	Square Footage
GRAND CAYMAN PAVILION	2300 HIGHWAY 138 S.E.	1993	1,350
ST. BARTS PAVILION	2300 HIGHWAY 138 S.E.	1993	2,520
ST. KITTS PAVILION	2300 HIGHWAY 138 S.E.	1993	6,000
SALES OFFICE	2300 HIGHWAY 138 S.E.	1996	2,520
STORAGE BUILDING	2300 HIGHWAY 138 S.E.	1993	640
SAN JUAN PAVILION	2300 HIGHWAY 138 S.E.	1993	2,400
ST. VINCENT PAVILION	2300 HIGHWAY 138 S.E.	1993	3,200
CENTRAL SERVICES STORAGE BUILDING	1330-A GOVERNMENT CIR	1996	3,200
HELICOPTER HANGAR (NEW)	7930 N MCDONOUGH ST	1998	8,000
POLICE ACADEMY/NARCOTICS	1560 COMERCIAL CT	1991	20,180
CLAYTON COLLABORATIVE AUTHORITY	696 MOUNT ZION RD, 8A	-	1,200
ANIMAL CONTROL CENTER	1396 GOVERNMENT CIR	1996	7,008
T&D EQUIPMENT / CONSTRUCTION MAINTENANCE	7960-E N MCDONOUGH ST	1998	6,000
RECYCLING CENTER	1430 HIGHWAY 138	1998	408
SPORTS PAVILION	2300 HIGHWAY 138 S.E.	1999	1,500
KENDRICK PERSONAL CARE HOME	8132-A KENDRICK RD	1955	1,924
KENDRICK PERSONAL CARE HOME	8132-B-C KENDRICK RD	1955	1,848
HOUSING & COMMUNITY DEVELOPMENT	136 S MAIN ST	-	1,500
SECURUS HOUSE	942 Battle Creek Road	1984	
Health Dept./Archive & Record Retention	1117 Battle Creek Road	1983	222,605
	1117 Battle Creek Road		2,400
	1117 Battle Creek Road		154,250
	1117 Battle Creek Road		460
	1117 Battle Creek Road		600
C.C. FIRE STATION 12	280 Mundy's Mill Road	2003	920,110
Pintail Personal Care Home	1585 Pintail Road		1,372
C.C. FIRE SUPPLY	1125 E. FAYETTEVILLE RD	1967	3,710
C.C. FIRE STATION 01	6375 GARDEN WALK RD	1986	8,591
RIVERDALE LIBRARY (OLD)	6701 HIGHWAY 85	1968	6,254
C.C. FIRE STATION 11 & F.D. HQ	7810 HIGHWAY 85	1990	17,610
C.C. FLINT RIVER CENTER	6315 GARDEN WALK RD	1976	15,287
PRESSBOX / CONCESSION W/ CANOPY	1915 FLAT SHOALS RD	1978	2,848
N CLAYTON ATHLETIC ASSC BLD	1915 FLAT SHOALS RD	2000	1,364
CONCESSION STAND	1915 FLAT SHOALS RD	2000	207
PAVILION	1915 FLAT SHOALS RD	1980	720

Clayton County Government Buildings			
Facility	Location	Year built or acquired by Clayton Co.	Square Footage
RIVERDALE RECREATION CENTER	7208 CHURCH ST	-	4,320
FD BURN BUILDING	7810 HIGHWAY 85	1991	2,756
FD TRAINING TOWER	7810 HIGHWAY 85	1991	2,420
CONFINED SPACE SIMULATOR	7810 HIGHWAY 85	1997	400
FD TRAINING CLASSROOM	7810 HIGHWAY 85	2002	1,440
RIVERDALE LIBRARY	420 VALLEY HILL RD	1997	12,463
NORTH CLAYTON POLICE PRECINCT	6335 CHURCH ST	1969	9,277
C.C. SENIOR CITIZENS CENTER (NEW)	6213 RIVERDALE RD	2002	25,726
Youth Center - Riverdale	6179 Riverdale Rd.	1998	7,485
REYNOLDS NATURE PRESERVE	5665 REYNOLDS RD	1980	2,880
RESTROOM BUILDING	5665 REYNOLDS RD	1990	384
OUTDOOR CLASSROOM	5665 REYNOLDS RD	1990	400
FOREST PARK HEALTH CENTER	685 FOREST PKWY	1985	7,168
JUDGE REYNOLDS HOME	5605 REYNOLDS RD	1867	2,180
BARN	5605 REYNOLDS RD	1867	1,344
FOREST PARK LIBRARY	696 MAIN ST	1967	8,625
TEEN CLINIC & YOUTH DEVELOPMENT CTR	675 FOREST PKWY	1963	2,828
MARCUS LAYSON ATHLETIC BUILDING	667 SOUTH AVE	1992	1,760
CONCESSION STAND W/ CANOPY	667 SOUTH AVE	2000	1,800
TOOL STORAGE / OFFICE	5605 REYNOLDS RD	1992	1,920
COMMUNITY SERVICE AUTHORITY INC.	667 SOUTH AVE	1992	19,518
STORAGE/ CLASSROOM BUILDING	667 SOUTH AVE	1992	1,440
OLD OAK COURTHOUSE	1200 TERRELL MILL RD	1955	600
ROBERT A. DEYTON DETENTION FACILITY	11866 HASTINGS BRIDGE RD	1986	160,331
FEE COLLECTION & SCALE HOUSE	11678 HASTINGS BRIDGE RD	1992	1,826
C.C. CORRECTIONAL INSTITUTE	11420 S.L.R. BLVD	1992	33,478
MAINTENANCE SHOP	11420 S.L.R. BLVD	1992	980
LARRY YOUNG PISTOL RANGE	11590 S.L.R. BLVD	1994	1,811
GUARD TOWER - DETENTION FACILITY	11866 HASTINGS BRIDGE RD	1997	64
GUARD TOWER - DETENTION FACILITY	11866 HASTINGS BRIDGE RD	1997	64
LANDFILL EQUIPMENT BARN	11678-B HASTINGS BRIDGE RD	1997	3,200
STORAGE BUILDING	11678-A HASTINGS	1993	904

Clayton County Government Buildings			
Facility	Location	Year built or acquired by Clayton Co.	Square Footage
	BRIDGE RD		
LANDFILL MAINTENANCE SHELTER	11678-C HASTINGS BRIDGE RD	1994	2,800
RECYCLING PROCESSING CENTER	11650 S.L.R. BLVD	1998	8,000
POLICE TOWER - DRIVING COURSE	11590 S.L.R. BLVD	1999	164
PD PAVILION - DRIVING COURSE	11590 S.L.R. BLVD	1999	1,200
C.C. FIRE STATION 09	4320 OLD DIXIE ROAD	1979	3,826
HOPE SHELTER	4231 OLD DIXIE HIGHWAY	1950	3,353
MORROW LIBRARY	6225 MADDOX RD	1991	10,080
C.C. FIRE STATION 08	6700 MADDOX RD	1978	7,015
PARADISE PARK RESTROOMS	5455 ATTUCK BLVD	1992	400
STATE ADULT PROBATION	1331 CITIZENS PKWY	-	9,568
C.C. HEALTH DEPARTMENT	1380 SOUTHLAKE PLAZA DR	-	7,818
C.C. Health Dept. (Admin. Offices)	1384 Southlake Plaza Dr.	-	-
CONCESSION STAND W/ RR & OFFC	5555 NORTHLAKE DR	1998	900
PAVILION	5555 NORTHLAKE DR	1998	1,200
PRESSBOX W/ RR & CONC	5555 NORTHLAKE DR	1980	840
STORAGE BUILDING	5555 NORTHLAKE DR	1980	800
MOTOR VEHICULE TAG OFFICE	1388 SOUTHLAKE PLAZA DR	-	2,500
PRESSBOX W/ RR, CONC, & OFFC	3499 REX RD	1981	1,276
PAVILION	3499 REX RD	1981	1,200
PRESSBOX W/ STORAGE	3499 REX RD	1981	1,536
CONCESSION STAND W/ RR & STOR	3499 REX RD	1996	900
CONCESSION STAND W/ CANOPY	WILKERSON RD	1987	1,200
ELLENWOOD J.P. COURTHOUSE	5245 BOULDERCREST RD	1956	1,000
C.C. FIRE STATION 02	5329 HIGHWAY 42	1989	5,618
UTILITY BUILDING TARA FLD	474 MT PLEASANT RD	1985	120
HANGAR A W/ MAIN OFFICE TARA FLD	474 MT PLEASANT RD	1985	11,520
HANGAR B W/ T-HANGARS TARA FLD	474 MT PLEASANT RD	1985	17,790
HANGAR C W/ T-HANGARS TARA FLD	474 MT PLEASANT RD	1985	17,478
CONTROL TOWER	474 MT PLEASANT RD	1995	-
HANGAR G HALE AIRCRAFT TARA FLD	474 MT PLEASANT RD	1999	13,134
AIRCRAFT FUEL TANKS TARA FLD	474 MT PLEASANT RD	1999	-
C.C. FIRE STATION 10	12554 PANHANDLE RD	1988	4,476
MCDONOUGH PARK CONCESSION	1935 MCDONOUGH RD	1996	2,394

Clayton County Government Buildings			
Facility	Location	Year built or acquired by Clayton Co.	Square Footage
STAND			
MCDONOUGH PARK PRESSBOX / CONCESSION	1935 MCDONOUGH RD	2001	2,317
MCDONOUGH PARK PRESSBOX / CONCESSION	1935 MCDONOUGH RD	2001	2,312
MCDONOUGH PARK TENNIS BLDG	1935 MCDONOUGH RD	2001	633
MCDONOUGH PARK MAINTENANCE BLDG	1935 MCDONOUGH RD	2001	2,400
NARCOTICS - ATLANTA AIRPORT	4960 RIVERDALE RD, W-100	-	1,550

5.5 Public Safety

5.5.1 Correctional Institution

The Clayton County Correctional Institution is located at 11420 S.L.R. Boulevard in Lovejoy. In 2003 the Institution had 50 employees, 1 less than the total number of staff authorized. There are plans to fill the open position as soon as possible. The Correctional Institution’s operating capacity is 226 medium custody and below inmates. In 2003 an average of 220 inmates per month were housed in the Institution’s four dormitories. The Institution operated with a net monetary benefit of \$1,464,483 in 2003, this benefit is due in part to the value of inmate labor provided to various Clayton County government departments and agencies. The Correctional Institution reported the annual value of inmate labor at \$2,674,270. The Institution’s annual report states that it is exceeding all State standards and that all facilities and equipment are in good working order. The Institution does not report any significant plans for additions to staff, facilities, or equipment in the upcoming years.

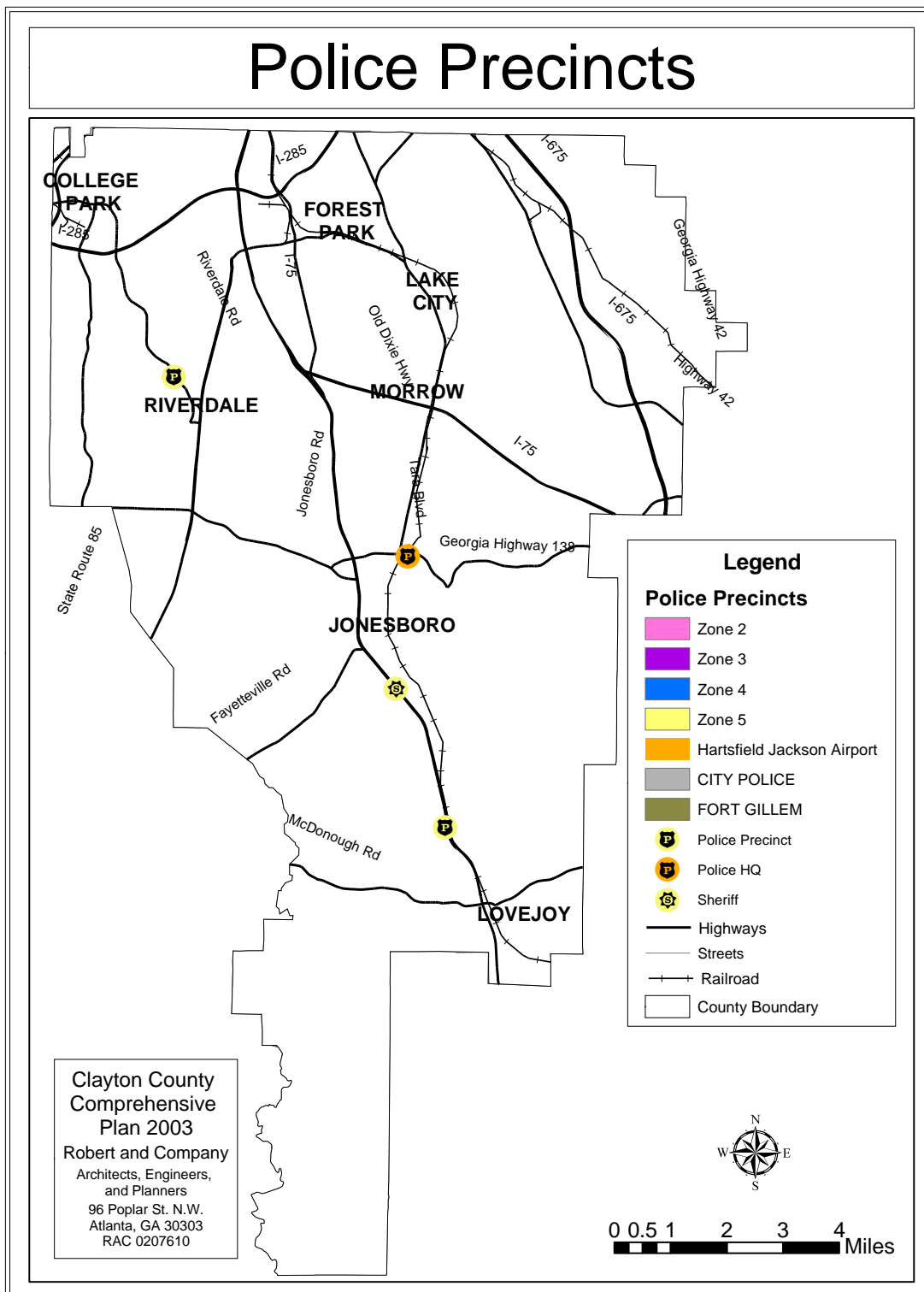
5.5.2 Police Department

The Clayton County Police Department is a full service law enforcement agency responsible for handling all calls for emergency service in the unincorporated areas of Clayton County. Officers of the Police Department report to the Chief of Police, who is appointed by the County Commission. It is the responsibility of the Clayton County Police Department's Uniform Patrol Division to handle all calls for service within the unincorporated areas of Clayton County.

The County is divided into two Patrol Districts with two zones in each district (See Map 5.2). District One consists of Zones 2 and 3 while District Two consists of Zones 4 and 5. The District One Precinct, or North Clayton Precinct is located at 6335 Church Street, Riverdale. The District Two Precinct, or South Clayton Precinct is located at 1669 Flicker Road, Jonesboro. The police department also maintains a mini-precinct at Southern Regional Medical Center to handle walk-in victims at the hospital. During special events or serious incidents the Clayton County Police Department's state-of-the-art Mobile Precinct and Command Center may be utilized.

Officers of the Department's Uniform Division work in one of four zones within Clayton County. When not responding to calls for service, officers of the Uniform Patrol Division aggressively enforce the traffic laws of the State of Georgia and patrol their assigned areas to ensure the safety of the citizens in the County. Assignments within the Uniform Division include, but are not limited to: Patrol, D.U.I. Task Force, H.E.A.T. (Highway Enforcement of Aggressive Traffic), Accident Investigations and Traffic/Commercial Safety Unit.

Map 5.2 Clayton County Police Precincts



The Clayton County Police Department currently employs 262 officers and 34 support personnel. The department staffs three shifts per day, morning and day watch are staffed with 49 officers each and evening watch is staffed with 60. Equipment used by the department include, Ford Crown Victoria Police Interceptors, Chevrolet Impalas, 2 helicopters, 5 motorcycles, a Mobile Precinct/Command Center and an Armored Personnel Carrier.

In 2003 officers responded to approximately 113,230 calls or 0.4466 calls per person based on the 2003 ARC population estimate of 253,500. Calls for service are broken down by shift as follows:

Day Shift 36,031
 Evening Shift 50,789
 Morning Shift 26,410

The method used to determine whether Clayton County has adequate police protection is the International Association of Chiefs of Police modified workload analysis. This analysis assumes an average of 30 minutes for call completion.

Total calls for service per year X no. of minutes for call completion = No of hours
 60 minutes per hour

$$\frac{113,230 \text{ calls} \times 30 \text{ minutes}}{60 \text{ minutes}} = 56615 \text{ hours}$$

2) $\frac{\text{No. hours}}{1800 \text{ hrs. per officer per year}} = \text{Number of officers needed to answer calls}$

$$= \frac{56,615}{1800} = 31.45 \text{ officers needed for calls}$$

The office currently staffs each shift with between 49 and 60 officers so this analysis shows that the department is currently adequately staffed during each shift. To determine the adequacy of the police force in the future the same calculations were conducted using population projection figures as a basis for projecting the number of calls anticipated per year in the future (See Table 5.4).

Table 5.4 Estimated Police Office Needs 2005 - 2025

Estimated Officer Needs 2005 - 2025			
Year	Population	Projected Calls	Number of Officers Needed
2005	254,503	113,678	31.57
2010	271,229	121,131	33.64
2015	288,804	128,979	35.82
2020	306,956	137,087	38.07
2025	325,851	145,525	40.42

These projections show that the department should be adequately staffed to meet the police protection needs of the County for some time into the future assuming that current staffing levels are maintained.

5.5.3 Sheriff's Department

Clayton County is also served by the Clayton County Sheriff's Office. The Sheriff's responsibilities include the operation of the county jail, courthouse security, civil process, crime scene investigations and fugitive apprehension. The department moved into new facilities in August 2003. Department staff report that these facilities are adequate for meeting their needs however they do not have the staff to operate the facility at its capacity; portions of the facility are yet to be occupied due to short staffing. In FY2000 the department made a personnel request to the County for an additional 169 staff positions. In the following four years 47 of these requests have been filled, 122 remain open. Of the 122 unfilled positions, 96 are for additional corrections officers to man the County Jail. Currently a number of deputy sheriffs are serving duty in the jail to ensure the proper level of surveillance for inmates. As additional correction officer positions are authorized and filled these deputy sheriffs will be released into the field to fulfill law enforcement duties.

5.5.4 Fire Department

The Clayton County Fire Department is a community-based organization focused on excellence in customer service. The department's primary responsibilities are to respond to medical emergencies, vehicle crashes, natural gas leaks, building fires, vehicle fires, woods/grass fires, and natural disasters, and to protect the citizens of Clayton County. Non-emergency services provided to the citizens include fire code inspections, building plan review, pre-fire planning for large businesses, assessing water supply for fire fighting, injury prevention programs, equipment demonstrations, fire cause determination, arson investigation and many other customer services.

With almost 300 members, the Clayton County Fire Department staffs three shifts at a total of 12 stations covering the 142 square mile area of unincorporated Clayton County (See Map 5.3). The Clayton County Fire Department opened three new fire stations in September 2002. Two of the stations, Four and Nine, were built to replace existing stations, which were built in 1967 and 1957 respectively. The old stations were antiquated and ill equipped to meet the requirements of a modern day fire department. Station Twelve, built on Mundy's Mill Road is a new addition to the County's compliment of stations. The site for Station Twelve was specifically chosen so the department could more quickly respond to the ever-increasing number of calls in the Jonesboro area. All three stations, built identically, are state-of-the-art facilities boasting environmental safety features and technically advanced amenities.

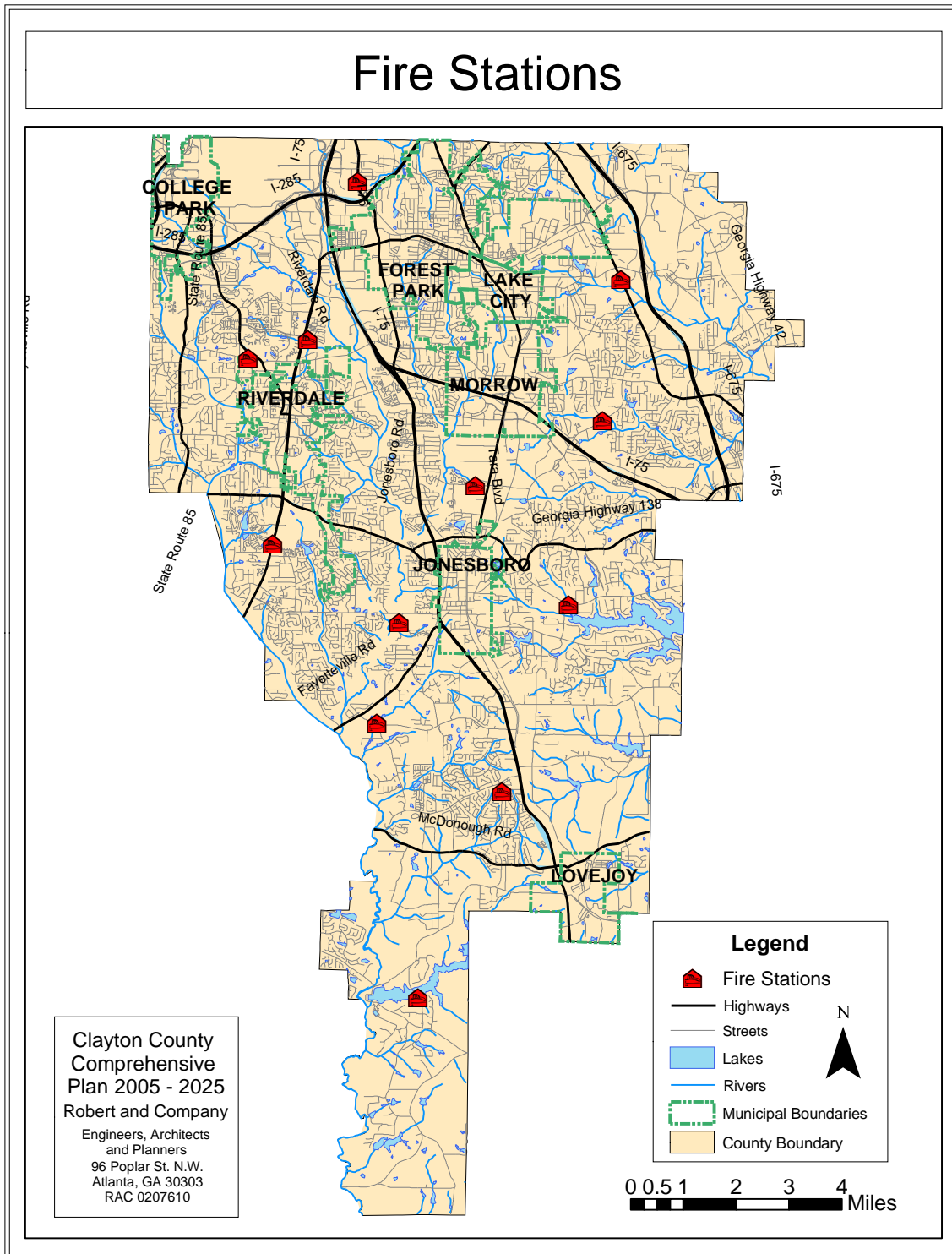
According the Fire Department's 2001 Annual Report, the department responded to 21,855 emergencies requiring 33,104 calls. This represents almost a 10% increase in emergencies since 1999, when there were 19,929 reports of emergencies filed by the department. As a result of the department's 2001 calls it treated 16,025 patients and transported 9,309 people. Of the calls to which the department responded, 73% were medical emergencies and only 6% fires. 421 of the fires the department responded to were structural fires and the department had an average save of the structures rate equal to 78% of the building value. The average response time for structure fires was 6 minutes and 11 seconds.

The Clayton County Fire Department is proud of the County's ISO Class Three rating and is committed to preserving this rating by providing citizens with the best, most advanced department. The County's ISO rating reduces the cost of fire insurance for homeowners and businesses in Clayton County. Additionally, The Clayton County Fire Department is one of two fire departments in the metro Atlanta area equipped with a certified arson investigation team. This team has been certified by the Maine Criminal Justice Academy through a program underwritten by State Farm Insurance Companies. The CCFD goes beyond the everyday fire fighting skills by training personnel in specialties like confined space rescue, trench rescue, and rope rescue.

The Clayton County Fire Department's Emergency Medical Services contingent has expanded during the past decade. In the past two years the department has added eight (8) advanced life support (ALS) engines. These engines allow fire trucks to respond to medical calls first and provide initial care freeing up the departments advanced life support transports (ambulances) for more serious call that require transportation of injured to medical facilities immediately. In the past five years the departments has purchased and put into use two additional ambulances. Personnel has also been increased with three additional positions in the Emergency Medical Services (EMS) training division and a medical director position for EMS. The EMS medical director oversees department protocol, provides on going education for the departments staff and participates in the departments CQI (continued quality improvement) committee.

To meet the needs of new development and the county's growing population, and maintain the county's ISO rating of 3, the Fire Department has identified the need for additional stations in the following areas during the next five years. A station in the Ellenwood area is expected to open in 2004 followed by stations in the Panhandles, the Stockbridge area, W. Fayetteville Road and the Hall Road area. These stations should be located in the Ellenwood, Panhandle, and W. Fayetteville Road areas of the County. The fire department's EMS section plans acquire three additional ALS transports and upgrade the departments remaining five fire engines to ALS engines during the next five years. Additionally the department will add a quick response vehicle that will be dispatched to assess medical needs during emergency situations, the department plans to add a supervisor position to oversee the unit assigned to this vehicle.

Map 5.3 Clayton County Fire Stations



5.6 Recreation Facilities

The Clayton County Parks and Recreation Department maintains 670 acres of park land which includes a variety of recreational facilities and programs geared to meet the leisure needs of the county's citizens. The location of County recreation facilities are shown on Map 5.4. The Department has 35 park locations, 70 athletic fields, 29 tennis courts, three community centers, 13 playgrounds, 17 picnic areas (10 picnic pavilions), one nature preserve, two senior adult centers, one swimming pool and two fishing ponds. The Department provides youth and adult athletic programs, recreation center programs for physical fitness and senior adult activities. Two of the Recreation Department's most notable recreation facilities are the Clayton County International Park and the William H. Reynolds Nature Preserve.

The Clayton County International Park was home of the 1996 Olympic Beach Volleyball competition. The park has a picnic area, indoor arcade, game room, concessions, scenic walking and fitness trails, fishing, volleyball, and bike trails. The park contains 13 regulation beach volleyball courts for open play, leagues and weekend tournaments. The VIP Complex can accommodate wedding receptions, corporate meetings and parties. In addition to a water park and concert facility which is open during the summer season, the park provides acres of fishing lakes, picnic areas and bike trails for year-round family recreation.

The William H. Reynolds Nature Preserve is dedicated to promoting public awareness and appreciation of our natural environment. The preserve encompasses 146 acres of undisturbed woodlands, ponds, and streams. Four miles of hiking trails provide an opportunity to commune with nature while enjoying recreational pursuits. A wheelchair accessible native plants trail is located just outside the Preserve Interpretive Center native woodland, where aquatic and granite outcrop plants are represented. The Interpretive Center offers exhibits on native species and is open Monday through Friday, the Preserve is open to the public daily.

The National Recreation and Parks Association (NRPA) has published nationally recognized guidelines for evaluating the public's need for recreational facilities. However, the provision of parks and associated recreation facilities in an interactive relationship of many factors and the NRPA guidelines should serve as a basic level of evaluation and are not appropriate for detailed recreation planning actions in all jurisdictions. The factors that should be considered in determining the need for park land include; additional recreation facilities available to residents of the County such as parks/recreation facilities in adjacent jurisdictions, use of school facilities, private recreation centers such as YMCAs, pools, playgrounds and tennis courts in residential subdivisions and proximity to State, National, and other public parks and lakes. Additionally, the usage level of the existing facilities in the County should be considered.

For the purpose of comprehensive planning, a ratio of ten acres of park land per 1,000 residents of Clayton County has been established. Table 5.6 provides an analysis of recreational needs for Clayton County based on existing population counts and future population projections.

Table 5.5 Clayton County Park Acreage Assessment

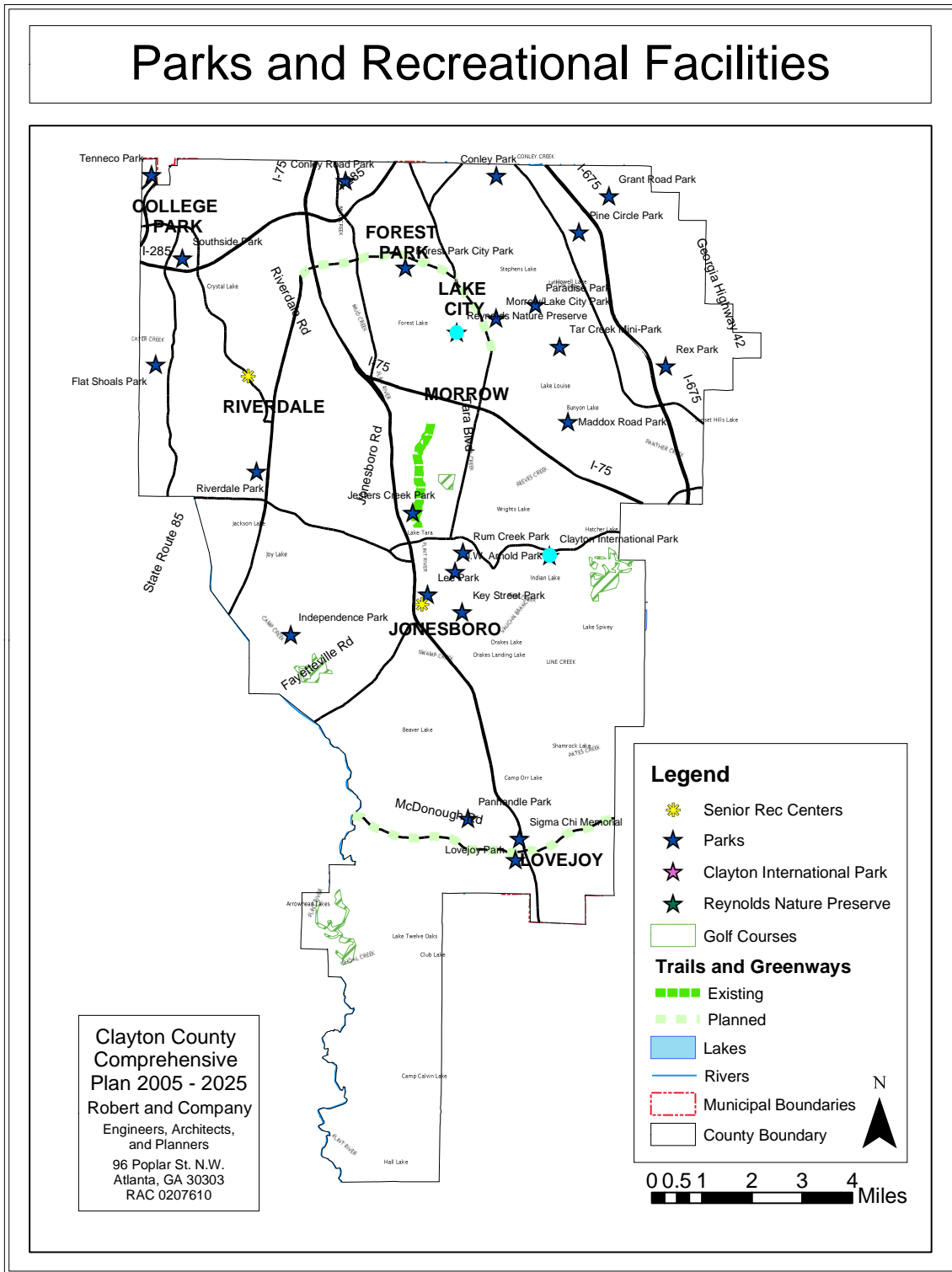
	2003 Population 253,500	2025 Population 325,851
Acres of Parkland	670	670
NRPA Standard 10 acres per 1,000 persons	2,355 acres	3,259 acres
Excess or Deficit	-1,685 acres	-2,589 acres

In comparing the acreage listed above and the standards provided in Table 5.6, it is clear that the County has a substantial deficit in total park acreage, and if not appropriately addressed by 2025 this deficit will be severe. It should be noted that this analysis does not include recreation space at public schools, within subdivisions or provided by private entities which may significantly offset the deficit shown above. Additionally, it should be remembered that when using standards, it is not anticipated that a community can always attain these "desired" facility or acreage standards. However, standards do help a community to "benchmark" how it is doing in light of these standards. In addition, if the facilities are not geographically dispersed to provide access to the County’s population centers or are not adequately maintained, meeting the "numbers" in standards will not adequately meet the needs of county residents.

The County’s current Parks and Recreation 10 Year Master Plan outlines a number of improvements recommended for Clayton County in the near future. Planned improvements include six recreation centers containing a total of approximately 30,000 square feet, two gymnasiums, a dance room, aerobics room, art room, game room, registration arena, three meeting/program rooms, two outdoor pools, and outdoor basketball areas. The Master Plan also calls for a new county gymnasium, four outdoor tracks of 10 acres each, the completion of the Lovejoy Regional Outdoor Pool located at Lovejoy Regional Park, the upgrading of lighting on ball fields, building new restrooms concession buildings, the addition of new playground equipment and building walking/jogging tracks and picnic pavilions at the following parks: Flat Shoals Park, Rex Park, Riverdale Park, Morrow-Lake City Park, South Clayton, Jonesboro Recreation Center.

The citizens of Clayton County recently passed a Special Purpose Local Option Sales Tax (SPLOST) the revenues of which will be used in part to fund a new Senior Center at the Beach, a new recreation center in North Clayton, and the expansion of the County's aquatic center. While these facilities will greatly expand the recreation options of Clayton County residents, the County will need to make an assessment of it’s park land needs and establish appropriate local standards and a program of land acquisition to ensure it meets the needs of its projected future population.

Map 5.4 Clayton County Parks and Recreation Facilities



5.7 Hospitals

The primary source of medical care in Clayton County is Southern Regional Medical Center, a 406-bed, medical / surgical, facility located in Riverdale, Georgia. This center provides a wide range of state-of-the-art services including: anesthesiology, cardiology, a community care center, diagnostic imaging, emergency medicine, gastroenterology, general medicine, general surgery, gynecology, neurology, obstetrics, oncology, orthopedics, pain management, pathology, pediatrics, psychiatric, and wound, ostomy, and continence care. The center's emergency department is one of Georgia's busiest serving more than 70,000 patients annually. Southern Regional Health Systems has recently completed upgrades to the Fast Track area of the Emergency Department to maximize patient care and efficiency while improving patient flow. The goal of Fast Track is to have non-urgent patients treated and released within sixty minutes of their arrival.

Other recent improvements to the health care facility include the opening of the Women's Life Center in May 2001. This center, which provides comprehensive women's healthcare in one convenient location has quickly become the premiere facility for women's health care in the Atlanta area. The hospital has also added an additional Magnetic Resonance Imaging (MRI) unit to accommodate increasing volume in this service area. The new piece of equipment is a special open MRI unit which is more comfortable for patients who feel claustrophobic in traditional "closed" MRI's. In October of 1999, Southern Regional Medical Center became the first facility in the state of Georgia to use the new Endoscopic Vessel Harvesting system in treating peripheral vascular disease (PVD) a condition restricts blood flow in the legs. Additionally, a new Campus Support Building has been constructed in order to free up more space in the medical center for patient care areas. The 42,000 square foot, three-story, building houses storage for medical records, film and equipment, print and carpentry shops, home health, information systems, Southern Crescent Health Network, accounting, patient accounts, public relations and marketing, planning and development, and physician services.

Southern Regional Medical Center is designed to meet not only Clayton County's needs, but also the needs of the southern crescent of the Atlanta metropolitan area. Therefore, healthcare services provided by Southern Regional are more than adequate to meet the needs of the county's current and future population.

5.8 Educational Facilities

5.8.1 Public Schools

Although Clayton County is the third smallest county in geographic size in Georgia, the county's public school system is the 6th largest. The school system reported a total enrollment of 50,367 students for the 2003-2004 academic year; 49 % of these students are in elementary school, with 25% and 26% in middle and high school respectively.

In 1994, the school system projected a 2003 enrollment of 48,000 students, due to the county's growth this enrollment level was reached by 2001. Since 1994 the school systems' total enrollment has increased by almost 40%. The recent population growth in the county has

brought an average of 1,200 new students, nearly enough to fill a standard high school, to the county each year. Current projections provided by Clayton County Public Schools show total enrollment reaching 56,000 during the 2007-2008 school year. The Clayton County Public School’s available and projected facilities and capacity are shown in the Tables 5.7 and 5.8.

Table 5.6 CCPS 2004 Capacity

Type	Average Student Capacity per School	Current Capacity	Enrollment	Difference
Elementary Schools	618	31 Schools – 19,174	24,567	+28%
Middle Schools	792	12 Schools – 9,506	12,465	+31%
High Schools	1490	8 Schools – 11,925	13,335	+12%

Table 5.7 CCPS Anticipated 2008 Capacity

Type	Under Construction (2003-2004)	To be Built	Total Capacity 2008
Elementary Schools	2 ES #9 – 5885 Maddox Rd, Marrow ES #10 – 10990 McDonough Rd Hampton Capacity: 1540	9 Capacity: 6315	27,029
Middle Schools	1 MS #5 – 95 Valley Hill Rd, SW, Riverdale Capacity: 850	3 Capacity: 3677	14,033
High Schools	None – Mundy’s Mill High School opened in 2003	2 Capacity: 2912	14,836

The County also operates an alternative school, an evening high school for adults, and a special education center for students with special needs. Map 5.5 shows the locations of the county’s public schools.

Clayton County Public Schools is one of Clayton County’s larger employers with 7,838 employees, and increase of almost 63% since 1994. Approximately 45% or 3,532 of the system’s employees are teachers, this equates to a student/teacher ratio of 14 to 1. In comparison the average student to teacher ratio for Georgia Schools was 16 to 1 in 2001 as reported by the National Center for Education Statistics.

The Transportation Department of the Clayton County School System operates a fleet of 181 regular busses and 87 special education busses to transport all eligible children in the school system (i.e. those outside 1.5 miles of the school). The Department is also responsible for transporting additional children in hazardous situations. Over 34,000 students (including 1,265 special education students) are transported by the department. This number represents 85% of the school system's total enrollment.

According to data provided in Table 5.6 Clayton County’s public schools are currently over crowded. Additionally, the county’s public schools have larger average enrollments than the averages for the state as reported by the National Center for Education Statistics. In 2001 the average enrollments for elementary, middle, and high schools in Georgia were as follows, 607, 834, and 1,177. To remedy the current state of overcrowding, CCPS has an ambitious plan for constructing new schools. As shown in table 5.7 the school system needs to construct 14 new schools in the next four years in order to provide adequate facilities to meet the needs of the projected 2008 enrollment.

CCPS has secured land for a handful of these future schools, as indicated in Table 5.8. In order to ensure that adequate land is available for the additional schools included in CCPS current building plan there is a need for coordination between CCPS and the county’s planning and zoning department. A process must be developed for the provision of school capacity concurrent with the development of new housing developments that are anticipated to generate additional public school students. Additionally, CCPS and county officials should work together to identify and secure locations for future schools as early as possible.

In addition to facility needs, demographic information related to the education of the County’s population contained in the Population Element, (Chapter 2, Section 2.5) show that there are needs for improving test scores and reducing drop out rates.

5.8.2 Private Schools

In addition to the public school system, there are a number of private schools located in Clayton County. A list of private schools and their enrolments is provided.

Bible Baptist Christian

Enrollment: 250

Grades: K4–12th

Community Christian Academy

Enrollment: 320

Grades: PreK–8th

Forest Park Christian School

Enrollment: 130

Grades: K-12

Mount Zion Christian Academy

Enrollment: 612

Grades: K3–12th

Woodward Academy, Busey Campus

Enrollment: 240

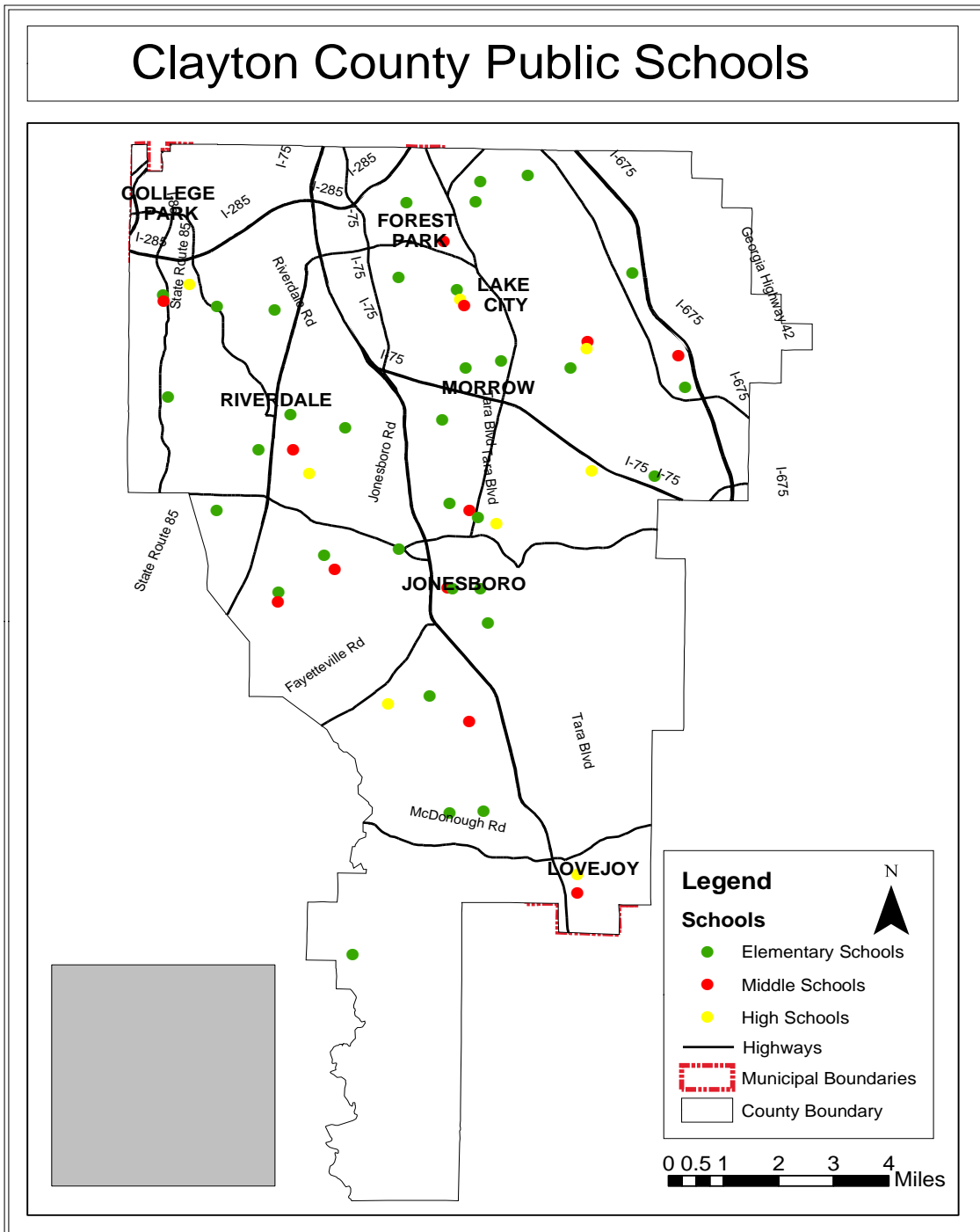
Grades: PreK–6th

5.8.3 Clayton College and State University

Clayton College and State University is a four-year state university in the University System of Georgia with an enrollment exceeding 5,700. The university campus is located just east of the City of Morrow on 163 wooded acres with five lakes. Clayton State serves the population of metropolitan Atlanta, focusing on south metro Atlanta. Clayton State has 158 full-time faculty. Two-thirds of the faculty teaching in programs leading to bachelor's degrees hold the highest degrees in their field.

As Georgia's only university that also houses a regional technical institute, Clayton State is a unique institution. This status enables the university to serve as a practical bridge between Georgia's two systems of post-secondary education the liberal arts and specialized career/vocational tracks. Clayton College and State University's core mission is to provide superior career-oriented studies that will prepare students to succeed in the world of work in the 21st Century and to provide services and continuing education that will assist the Southern Crescent and the State in improving the quality of life for residents.

Map 5.5 Clayton County Public Schools



5.9 Libraries and other Cultural Facilities

5.9.1 Clayton County Library System

The Clayton County Library system operates 5 libraries, two in Jonesboro, and one each in Forest Park, Morrow, and Riverdale (See Map 5.6). Services provided by the Clayton County Library System include books, audio tapes, video tapes and framed art prints to check out, weekly story time at the Headquarters Library for preschool children, BabyTalk! for children ages 0 - 24 months and parents/care givers at the Headquarters Library, a Vacation Reading Program for young readers during the summer, scheduled programs for school age children, voter registration forms, income tax forms, free Internet access, a local history and genealogy room, and typewriters for public use.

The library system is currently constructing the Lovejoy Branch Library on McDonough Road. This 12,000 square foot branch library will have shelf space for 60,000 items and includes a public meeting room with seating for forty. The budget for the project is \$2,176,400, which includes design, construction, furniture and equipment. It is anticipated to open in November 2004. With this newest branch, geographic coverage of the county will be complete. However, the library system will still be well below the American Library Association's minimum space standard for public libraries. Due to Clayton's growing population, the Headquarters Library needs a 10,000 square foot addition and to be retrofitted for technology. In addition to these improvements the Forest Park Branch needs to be renovated, retrofitted for technology and made wheelchair accessible and the Jonesboro Branch needs some renovation, the addition of a meeting room and to be retrofitted for wheelchair accessibility and technology.

To assess the level of service provided by the Clayton County Library system the collections, staffing, and hours of operation of all the libraries in the system were compared to the Georgia Public Library Standards. These standards have a tri-level system for rating libraries ranging from a low of Essential to a high of Comprehensive. The Clayton County Library System provides 1.72 volumes per capita, this does not meet the Essential level of service which is defined as 2 volumes per capita. The libraries provide 2.39 subscriptions per 1000 population which slightly exceeds the Essential level standard of 2 per 1,000. Totaling and averaging the hours and days per week all the libraries in the Clayton County system are open to the public resulted in total of 6.2 days per week and 61 hours. This falls between the ratings for systems with a population between 200,000 and 499,999 which are as follows Comprehensive 7 days/52 hours, Full 7 days/46 hours and Essential 6 days/40 hours. Table 5.9 shows the county's library needs in the future based upon population projections provided in the Population Element - Chapter 2. This analysis shows that the county will need an additional 327,341 volumes and 90,929 sq. feet of library space to meet the minimum level of service for the projected 2025 population of 325,851.

In addition to collections needs there has been an identified need for greater computing capacity at the county's public libraries. Many Clayton County residents do not have access to computers at home or at work. Due to this, one of the major roles the county's library system has taken on during the past five years is providing (free) public use computers with Internet and word processing at all its libraries. The county's headquarters library has twenty-five public access

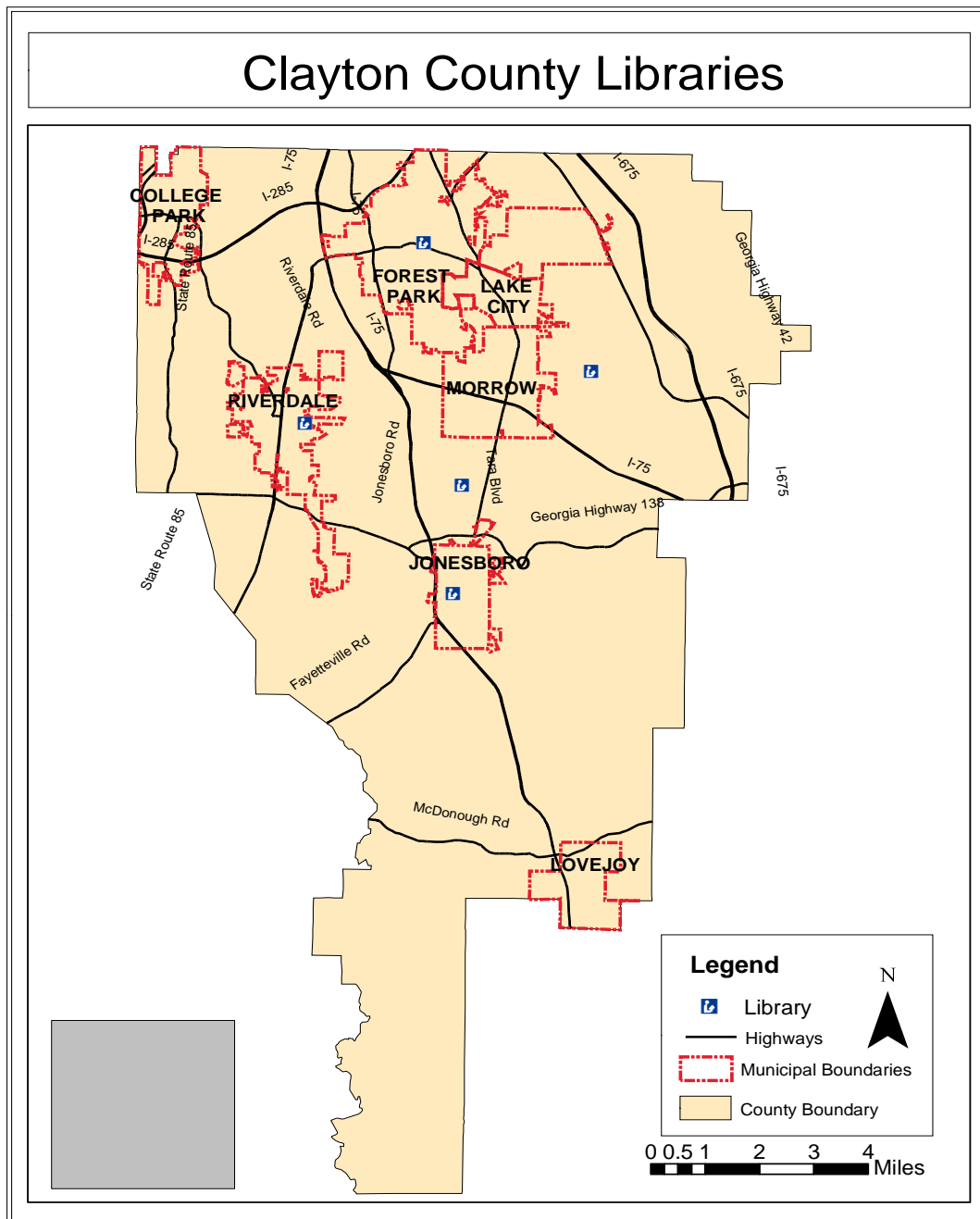
computers, which are used by 300 citizens on a typical day. Citizens use the library computers for email, job searches, resume writing, and personal and educational research. At the Forest Park branch library there are four computers, which also provide interactive GED study software (bought with a federal grant). Despite the overwhelming demand for technology services the library system is using aged, obsolete computers. While progress has been made in the recent past by upgrading the library system’s network, replacing a small percentage of its computers and installing software to schedule user sessions, there are still many computers that require constant attention and perform at a low level. Funding to support a systematic plan to replace computers every three years is needed to alleviate the current state of low performance. Skilled technical support for the library’s networks and for troubleshooting problems with PCs and printers is also needed.

Lastly, the need for increased collaboration between the county’s public schools and local libraries for after school and other enrichment programs for school age youth was identified during the planning process. The Clayton County Public Library System is specifically interested in working with area schools and other agencies to provide tutor.com access.

Table 5.8 Future Needs for Clayton County Public Libraries

	2003 Population 253,500	2025 Population 325,851
Existing Volumes	324,361	324,361
Min Volumes	2 per capita = 507,000	2 per capita = 651,702
Excess or Deficit	- 182,639	- 327,341
Existing Sq. footage	71,997 (includes Lovejoy)	71,997
Minimum Square Footage	.5 sq. ft / person = 126,750 sq. ft.	.5 sq. ft / person = 162,926 sq. ft.
Excess or Deficit	- 54,753 sq. feet	- 90,929 sq. feet

Map 5.6 Library Locations in Clayton County



5.9.2 Spivey Hall

Since opening its doors in 1991, Spivey Hall, located on the campus of Clayton College and State University in Morrow, GA, has earned renown as one of the premiere recital halls in the United States, boasting the finest acoustics and a perennial top-notch concert season. Spivey Hall offers a wide-ranging season that features the finest in piano, vocal, chamber, jazz, world, choral, organ, string and early music. Artists, patrons and journalists have all sung the hall's praises.

5.9.3 Other Community Facilities and Services

Clayton County provides a number of services for senior citizens. These services include two senior centers and a volunteer program for retired and senior persons. (See Map 5.2 for location of Senior Centers)

The Wilma W. Shelnett Senior Adult Center located at 849 Battle Creek Road in Jonesboro is a senior adult recreation center. The Senior Adult Center offers retired leisure services that include local and worldwide travel, to places such as Rome, Venice, London, Alaska, Nov Scotia and Maine. Patrons of the center stay fit with aerobics, line and ballroom dancing. The center also offers classes in computer technology, writing and various artistic disciplines as well as bridge and billiards competitions.

The Clayton Senior Center is a 25,600 sq. ft. center located at 6213 Riverdale Road. This center opened on April 25, 2002 giving senior adults a place for learning, exercising and interacting in the Riverdale area. U. S. Housing and Urban Development's Community Development Block Grant funds paid for the center. The center includes a main lobby with a covered drop-off, classrooms, an arts and crafts area, a library, a computer lab, an exercise room, a complete training kitchen, an indoor therapy pool, a full-service locker room and a multipurpose room with a stage that will seat approximately 150.

The citizens of Clayton County recently passed a SPLOST the revenues of which will be used in part to fund a new Senior Center at the Beach, the amenities of this center are proposed to be comparable to those at the Clayton Senior Center on Riverdale Road.

The Retired and Senior Volunteer Program (RSVP Program) which is active in Clayton County is one of the largest volunteer efforts in the nation. This program has been matching has matched local problems with older Americans who are willing to help since 1971. RSVP projects link the skills of the volunteers with identified community needs. The volunteers determine how many hours a week they can serve. RSVP volunteers do not receive any stipend, but the RSVP project may reimburse them for certain out-of-pocket costs associated with their service activities.

5.10 Community Facilities Goals and Policies

5.10.1 Community Facilities Vision

Clayton County will maintain planned and orderly growth consistent with the county's ability to extend or provide the necessary supporting public services and facilities and assure that public funds appropriated to provide needed public services and facilities are utilized in a manner that provides the highest level of service in a cost-effective manner that does not overly burden current taxpayers for new facilities or expanded services required by new development.

Policy 1.0 Provide ample, high quality public services and facilities to serve county residents and establish criteria to ensure that privately supplied community facilities are adequately designed, constructed and maintained.

Policy 2.0 Achieve the orderly growth and improvement of public service facilities according to need, population density, land use continuity, natural resource suitability, user safety and community objectives.

Policy 3.0 Extend and improve public services and facilities on a priority basis into areas with an existing need or into areas where the timing for new development is appropriate.

Policy 4.0 Ensure that public facilities comply with all local, state, and Federal environmental regulations and other standards.

Policy 5.0 Require the identification and consideration of the potential impacts on all county services when reviewing requests for rezoning or approval of new developments.

5.10.2 Water

Goal 1.0 Continue to deliver safe, potable water of an approved quality at a reasonable cost to the residents of Clayton County.

Policy 1.1 Pursue a program of passive conservation to aid in limiting water demand and conserving capacity at the CCWA's Water Treatment Plants.

Policy 1.2 Implement appropriate aggressive conservation measures to aid efforts to decrease water demand and conserve treatment capacity.

Policy 1.3 Increase hydraulic capacity of CCWA's existing Water Treatment Plants to extend their life and increase efficiency and capacity in order to meet projected 2025 capacity demands.

Policy 1.4 Investigate the opportunity to rehabilitate filters at the existing Water Treatment Plants to provide a higher rate of settling and additional capacity.

Policy 1.5 Promote the extension of distribution systems and expansion of water service areas in coordination with areas identified for growth on the Future Land Use Map.

Policy 1.6 Explore opportunities to pay for new infrastructure and increased capacity costs resulting from providing service to new development through impact fees versus increasing costs to existing water customers.

5.10.3 Sanitary Sewer

Goal 1.0 Maintain a cost effective sewer service delivery that protects the health and welfare of the county's households, businesses, and institutions.

Policy 1.1 Pursue a program of expanding water reclamation capacity to meet projected 2025 demand in accordance with the 2000 CCWA Master Plan.

Policy 1.2 Target sanitary sewer expansion to areas designated for development on the Future Land Use Map.

Goal 2.0 Maintain the Clayton County's tradition of natural treatment systems.

Policy 2.1 Modify the county's existing land application sites to operate at the maximum sustainable rate.

Policy 2.2 Implement wetland treatment systems for alternate wet weather surface discharge.

5.10.4 Solid Waste Management

Goal 1.0 Maintain solid waste treatment and disposal facilities that meet all regulatory requirements, have the ability to meet capacity requirements during the ten-year planning horizon and have limited impacts on surrounding communities.

Policy 1.1 Pursue a policy that limits the siting of new landfills within Clayton County.

Policy 1.2 Maintain and implement a Solid Waste Management Plan that is updated as required by Georgia Department of Community Affairs every ten years.

Goal 2.0 Reduce the amount of solid waste received at the county's landfill by promoting source reduction policies such as reuse and recycling.

Policy 2.1 Continue to expand the county's network of recycling drop off facilities to make recycling as convenient as possible for residents.

Policy 2.2 Encourage private haulers to provide recycling pickup for residential and commercial customers.

5.10.5 General Government Facilities

Goal 1.0 Expand and develop new public buildings and other facilities in a manner that enhances the quality of the surrounding community, conserves natural resources, and produces the maximum benefit for the investment of public funds.

Policy 1.1 When feasible and appropriate use multi-story construction for all new public buildings.

5.10.6 Fire Protection/Emergency Medical Services

Goal 1.0 Maintain a countywide fire protection ISO rating of 3.

Policy 1.1 Develop new fire stations in areas of identified need, specifically in the Ellenwood Panhandle, West Fayetteville Road, Stockbridge, and Hall Road areas of the County.

Policy 1.2 Explore the implementation impact fees for residential subdivision and commercial/industrial development in order to maintain the Fire Department's response time targets and provide the facilities and equipment needed to maintain ISO rating.

Goal 2.0 Improve coordination of fire and ambulance services and reduce response times.

Policy 2.1 Acquire a state-of-the-art transmission and receiver radio system for the enhanced 911 system that can be tied to a countywide Geographic Information System.

Goal 3.0 Continue to improve fire and emergency medical services (EMS).

Policy 3.1 Plan for future service needs based on population projections, and consider encouraging the development of privately operated ambulance services to supplement county service.

Policy 3.2 Maintain EMS equipment and staff at a level consistent with call volumes.

Policy 3.2.1 Acquire three more advanced live support transport vehicles (ambulances).

Policy 3.2.2 Upgrade the department's remaining fire engines to advanced life support engines.

Policy 3.2.3 Acquire a quick response vehicle for the assessment of medical needs in emergency situations.

Policy 3.2.3.1 Secure an supervisor position to oversee the unit assigned to the quick response vehicle.

Policy 3.3 Develop a countywide master street address guide and eliminate duplicate street names to improve EMS/911 response times.

Policy 3.4 Institute workplace language instruction programs to improve communication between EMS and firefighters and the county's growing ethnic communities.

5.10.7 Police and Sheriff Departments

Goal 1.0 Maintain a public safety force that meets or exceeds the service need of the county's population

Policy 1.1 Require all public safety agencies to develop or update an existing baseline report of level of service provided to Clayton County citizens, this report should be based on state or national standards for level of service.

Policy 1.2 Support initiatives that will supply funding to adequately staff all public safety agencies to meet or exceed industry standards of ratio of staff per population.

Policy 1.2.1 Provide the Sheriff's Department with the staff necessary to fully staff the Clayton County Corrections Institution and provide enough officers to fulfill the department's other law enforcement duties.

Policy 1.3 Institute a workplace language instruction programs to improve communication between officers and the county's growing ethnic communities.

Goal 2.0 Reduce instances of crime and drug use in Clayton County.

Policy 2.1 Undertake a comprehensive effort to address crime prevention and drug problems.

Policy 2.2 Increase support of law enforcement efforts, bolster treatment programs offered in the county, improve crime awareness and drug education programs and support state and federal governments in their efforts to create stiffer penalties and develop innovative techniques in the fight against drugs.

5.10.8 Parks and Recreation

Goal 1.0 Expand the County's parks and recreation offerings to meet the needs of all residents and to increase citizen's accessibility to parks and other recreation facilities.

Policy 1.1 Conduct a full needs assessment to determine the appropriate ratio of park land and facilities per population in Clayton County.

Policy 1.2 Update the County's Recreation Master Plan to include a schedule for acquiring land and developing additional parks and facilities to achieve the recommended ratio of population to parks and facilities by 2025.

Policy 1.3 Develop new parks and facilities to ensure that all residents are no more than a 10 minute drive from a recreation facility by 2025.

Policy 1.4 Develop incentive programs or requirements for developers to provide green space and age appropriate recreation outlets with all new housing developments.

Policy 1.5 Coordinate with the Clayton County Water Authority to create a recreation corridor along restored sections of East Jester’s Creek, and restored stream corridors in the Rex area.

Policy 1.6 Expand coordination and joint use of facilities with Clayton County Public Schools.

Policy 1.7 Consider permanently protecting the Headwaters of the Flint River and developing the area for passive recreation.

Policy 1.8 Coordinate with the CCWA to develop the CCWA property in the southern area of the county for parks and recreation or open space.

5.10.9 Hospitals and Health Care

Goal 1.0 Assist Southern Regional Medical Center in maintaining its reputation as the premiere health care facility in the Southern Crescent Region.

Policy 1.1. Coordinate land use planning and development in the area surrounding Southern Regional Medical Center with the hospital’s long range facility planning efforts.

Policy 1.2 Support residential development that provides “executive housing” to help Southern Regional Medical Center attract and retain world class medical personnel.

5.10.10 Education

Goal 1.0 Coordinate the county’s development and future growth with the Clayton County School

Board’s plans for provision of public schools to ensure that demand for school facilities does not outpace capacity.

Policy 1.1 Expand school facilities to match population growth and encourage use of school facilities for a variety of purposes that enhance the quality of life of the surrounding community.

Policy 1.2 Explore the implementation of a program of impact fees for new development to pay for required school improvements and/or require all new

residential developments (except Senior Housing Communities) over 300 units to include land set-asides for new schools.

Goal 2.0 Provide a quality educational environment for all Clayton County public school students.

Policy 2.1 Maintain an adequate school facilities throughout the county so that enrollment at any school does not exceed its capacity by more than 10% for more than 5 years.

Policy 2.2 Support initiatives that will provide Clayton County schools with the funds required to meet facility construction and maintenance needs.

Policy 2.3 Consider the impact of zoning changes on local schools and require sufficient school capacity for rezoning or new residential development approval.

Goal 3.0 Maintain and expand upon the county's reputation as a center for excellence in higher education.

Policy 3.1 Support and aid in an appropriate manner Clayton College and State University's expansion of vocational and technical programs that will attract students, businesses and commercial and industrial prospects to Clayton County.

Policy 3.2 Assist Clayton College and State University's expansion efforts by aiding in identifying possible locations for satellite learning centers in Clayton County.

5.10.11 Libraries and Cultural Facilities

Goal 1.0 Improve and expand the Clayton County Library System to meet needs of current and future population.

Policy 1.1 Support the Library's expansion plans and when appropriate help identify possible locations for new facilities near existing or projected population centers.

Policy 1.2 Pursue funding mechanisms that will provide the Library with the resources to increase its level of service to meet or exceed all of the State's standards for an essential level of service by 2015.

Policy 1.3 Continue to provide free computing capabilities and internet access to citizens of Clayton County.

Policy 1.3.1 Pursue funding to support a systematic plan to replace computers at the county's public libraries every three years.

Policy 1.3.2 Provide adequate technical support to maintain the library’s network and troubleshoot problems with computers and printers so that a high level of computing capability is maintained.

Goal 2.0 Continue to provide first class outlets for performing arts in Clayton County that attract patrons from the region and beyond.

Policy 2.1 Encourage the development of upscale dining establishments near Spivey Hall to aid the concert facility’s regional draw and expand the commercial economy of Clayton County.

Policy 2.2 Coordinate with the Clayton County Convention and Visitor’s Bureau to better advertise facilities such as Spivey Hall and the Beach for entertainment and tourism purposes.

CHAPTER 6 NATURAL AND CULTURAL RESOURCES

This chapter provides information related to the natural, cultural, and historic resources located in Clayton County. The chapter addresses the county's hydrology, topography, soil types, prime agricultural and forest lands, plant and animal habitats, recreation areas, historic properties and cultural amenities. The identification and inventory of these resources is necessary to develop a sound land use plan for the future that protects the county's sensitive environments and steers development to the most suitable areas.

6.1 Public Water Supply Sources and Water Supply Watersheds

Public water supply sources are very limited in Clayton County. A major factor contributing to the county's lack of water sources is the subcontinental divide bisecting Clayton County north to south. Due to this major ridge and the county's relatively small land area, most streams have their headwaters in the county and have insufficient flows for drinking water sources. Clayton County's primary raw water source is located 7.5 miles into Henry County on Little Cotton Indian Creek just before its confluence with Big Cotton Indian Creek. The Flint River is also a water source for the county with the J.W. Smith Water Treatment Plant located on Shoal Creek in the panhandle of Clayton County. Other water sources include a secondary water intake on Cotton Indian Creek, also in Henry County, and purchase of treated water from the city of Atlanta.

6.2 Water Supply Watersheds

A water supply watershed is an area where rainfall runoff drains into a river, stream, or reservoir used as a source of public drinking water supply. Clayton County has three small drinking water supply watersheds and two large drinking water supply watersheds. The county identifies the Shoal Creek Watershed (J.W. Smith Reservoir and Shoal Creek Reservoir), Pates Creek Watershed (Shamrock Reservoir and Edgar Blalock, Jr. Reservoir), and Little Cotton Indian Creek Watershed (William J. Hooper Reservoir) as small drinking water supply watersheds. The large drinking water supply watersheds are the Flint River Watershed and Big Cotton Indian Creek Watershed. All drinking water reservoirs in both small and large drinking water supply watersheds are protected by a reservoir management plan and a Watershed Protection District ordinance (See Map 6.1 for watershed locations).

6.3 Groundwater Recharge Areas

Groundwater recharge areas, as defined by state law, are any portion of the earth's surface where water infiltrates into the ground to replenish an aquifer. Probable "significant recharge areas" have been mapped by the Georgia Department of Natural Resources. Mapping of recharge areas is based on outcrop area, lithology, soils type and thickness, slope, density of lithologic contacts, geologic structure, the presence of karst, and potentiometric surfaces. Standards have been promulgated for their protection, based on their level of pollution susceptibility. Significant recharge areas are generally those with thick soils and slopes of less than 8%. The areas have not been mapped at a scale that corresponds to county maps and are therefore difficult to locate with precision.

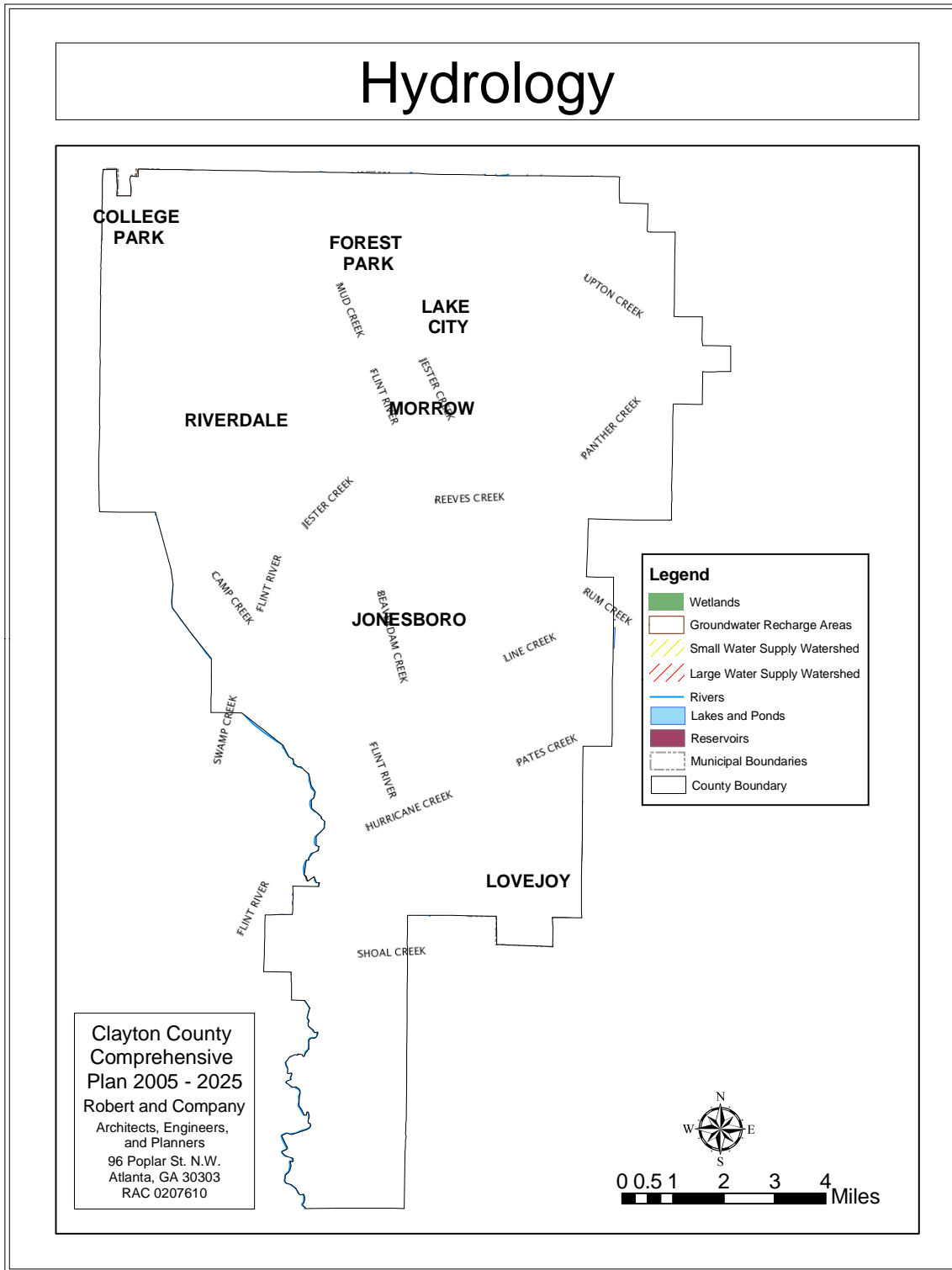
A review of significant groundwater recharge areas as mapped by the Department of Natural Resources in Hydrologic Atlas 18 indicates that there are three recharge areas within Clayton County (See Map 6.1). The largest area can be found in the extreme northwestern corner of the county. This recharge area is within the College Park city limits and adjacent to the western edge of the Atlanta Hartsfield Airport. Heavy development has already occurred within this recharge area and groundwater pollution is inevitable. Development is also occurring in the northwestern portion of this recharge area, which is located in Fulton County.

The other two recharge areas are located in the extreme southeastern corner of the county. The larger of the two recharge areas extends into the City of Lovejoy and continues east into Henry County. Since this recharge area is partially within the city limits and outlying areas of Lovejoy, development has occurred in some portions. Below this recharge area, a smaller recharge area is located along the eastern and southern borders of the county. This recharge area is small in comparison with the other two recharge areas but it is within an area that is not developed. Further development in either of these recharge areas should be prohibited so that the areas are not polluted.

6.4 Wetlands

There are a few acres of wetlands in Clayton County. The majority of these areas are located in the southwestern portions of the County along the boarder with Fayette County (See Map 6.2). The majority of the wetlands are associated with the system of rivers and creeks throughout the county but there are also many small, natural and man-made, ponds within the county. The predominant wetland type along the river and creek system in Clayton County tends to be a forested area with broad-leaved deciduous terrain, which is temporarily flooded during the year. Secondary characteristics of the wetlands include scrub land and land which is semi-permanently flooded or constantly emerged. Because of the extensive flood plain, the wetlands located along the system of rivers and creeks are less likely to be endangered by development except, where they are bisected by roadways. Further development within the wetland areas should be prevented.

Map 6.1 Clayton County Hydrology



6.5 Protected Mountains

Protected mountain are land areas 2,200 feet or more above mean sea level, that have a slope of 25% or greater for at least 500 feet horizontally, this also includes any crests, summits, and ridge tops which lie at elevations higher than any such area. There are no protected mountains in Clayton County.

6.6 Protected Rivers

Protected rivers are perennial rivers and watercourse with average annual flows of at least 400 cubic feet per second as determined by appropriate U.S. Geological Survey documents. However, segments of river covered by the Metropolitan River Protection Act or the Coastal Marshlands Protection Act are specifically excluded from the definition of a protected river. There are no protected rivers in Clayton County.

6.7 Coastal Resources

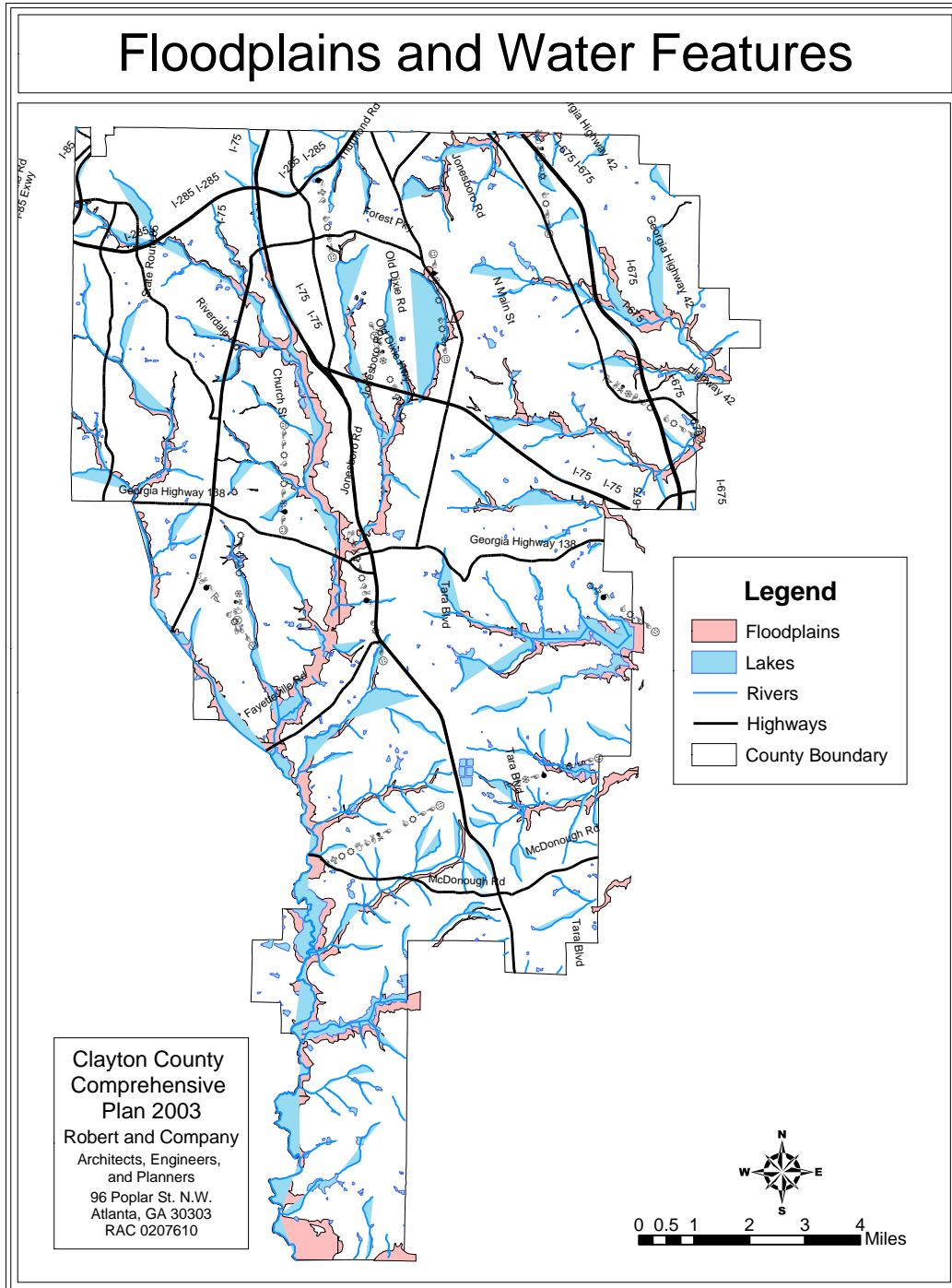
NOT APPLICABLE

6.8 Flood Plains

Clayton County has one major flood plain area associated with the Flint River and several other smaller flood plain areas throughout the county (See Map 6.2). The most extensive flood plain is located along the Flint River which flows north to south throughout the middle of the county and then curves toward the west, continuing a southerly flow. In several areas, the flood plain reaches one thousand feet in width and overlaps into developed areas of the city. This flood plain is crossed by several major roadways including Highway 85, Highway 54, Upper Riverdale Road and Flint River Road.

Another significant flood plain is associated with Camp Creek, which runs along the western border of the county. Camp Creek and its associated flood plain merge with the Flint River and its associated flood plain, which then continues southward. Five smaller flood plains can be found on the eastern side of the county, all associated with a creek or a lake. All of the following have flood plains which follow them eastward, out of the county: Cotton Indian Creek, Panther Creek, Reeves Creek, Spivey Lake and Pates Creek.

Map 6.2 Clayton County Floodplains and Water Features



6.9 Soil Types

Clayton County soils are classified by the U.S. Soil Conservation Service according to six major soil associations (Cartecay-Wehadkee, Cecil-Applying-Pacolet, Cecil-Pacolet-Madison, Gwinntt-Cecil, Pacolet-Ashlar Gwinnett, Urban Land) and generally consist of sandy loam surface soils and red clay subsoils. Each association exhibits a distinct pattern of soils, drainage and landscape; however, the soils comprising one association can occur in other associations in different patterns. The distribution of soil types in Clayton County is illustrated on Map 6.3.

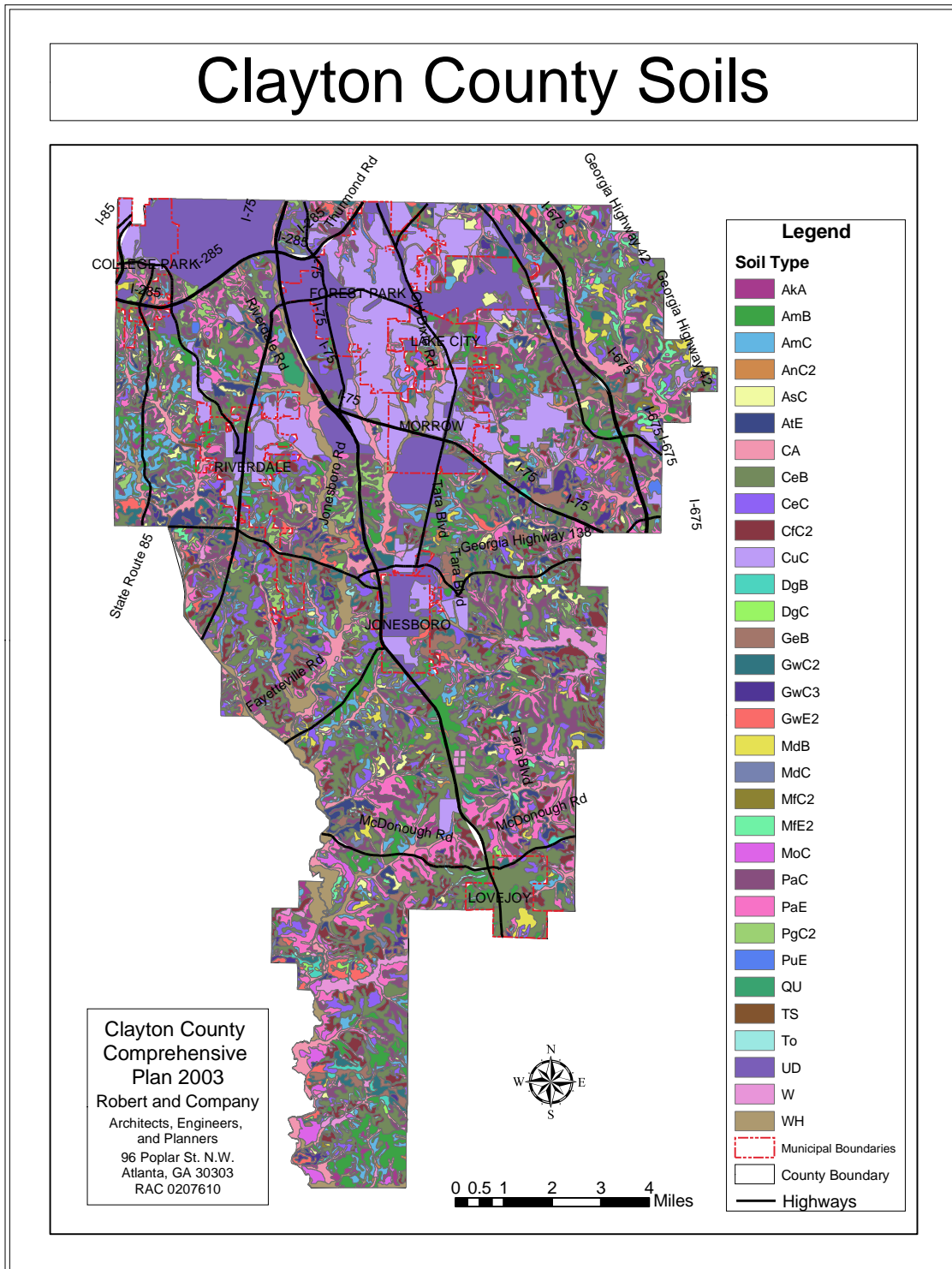
The Cartecay-Wehadkee soils, which comprise approximately twelve percent of the soils in Clayton County, are highly flood prone and therefore unsuitable for urban development. These soils are generally located along major and minor streams and should be reserved for woodlands and pasture activities. Other major constraints to development include erosion and high shrink/swell ratios. Erosion usually occurs on steep slopes (25% or more) and areas under construction. The Pacolet-Ashlar-Gwinnett Association, which covers fourteen percent of the county, includes areas of steep slopes unsuitable for certain types of development, small commercial buildings, septic tanks and dwellings with basements. Although the Urban Land Association is highly favorable for development, erosion in areas under construction is a severe hazard where soils have been modified by cutting, filling, shaping and smoothing. These shrink/swell ratios also severely restrict development activity. This ratio is measured by the percentages a soil will shrink when dry and swell when wet, with a ten percent shrinkage index and a six percent swelling index considered a high ratio. The Gwinnett-Cecil Association, which covers fifteen percent of the county, contains areas with high shrink/swell ratios and should be avoided for certain types of development such as roads, bridges and multi-story buildings.

Table 6.1 indicates each soil association's general development potential as determined by the United States Department of Agriculture's Soil Conservation Service. Three associations in Clayton County received "High" ratings for urban land use, one association rated "Medium" and two associations rated "Low" in potential for urban use. Deliberate decisions to avoid development within these two associations should be made, particularly in the flood plain soils of the Cartecay-Wehadkee Association.

Table 6.1 Soil Suitability

	URBAN	FARMING	PASTURE	WOODLANDS
Cartecay-Wehadkee	Low	Low	Medium	High
Cecil-Applying-Pacolet	High	High	High	Medium
Cecil-Pacolet-Madison	High	Medium	High	Medium
Gwinntt-Cecil	Medium	High	High	Medium
Pacolet-Ashlar Gwinnett	Low	Low	Medium	Medium
Urban Land	High	Low	Medium	Medium

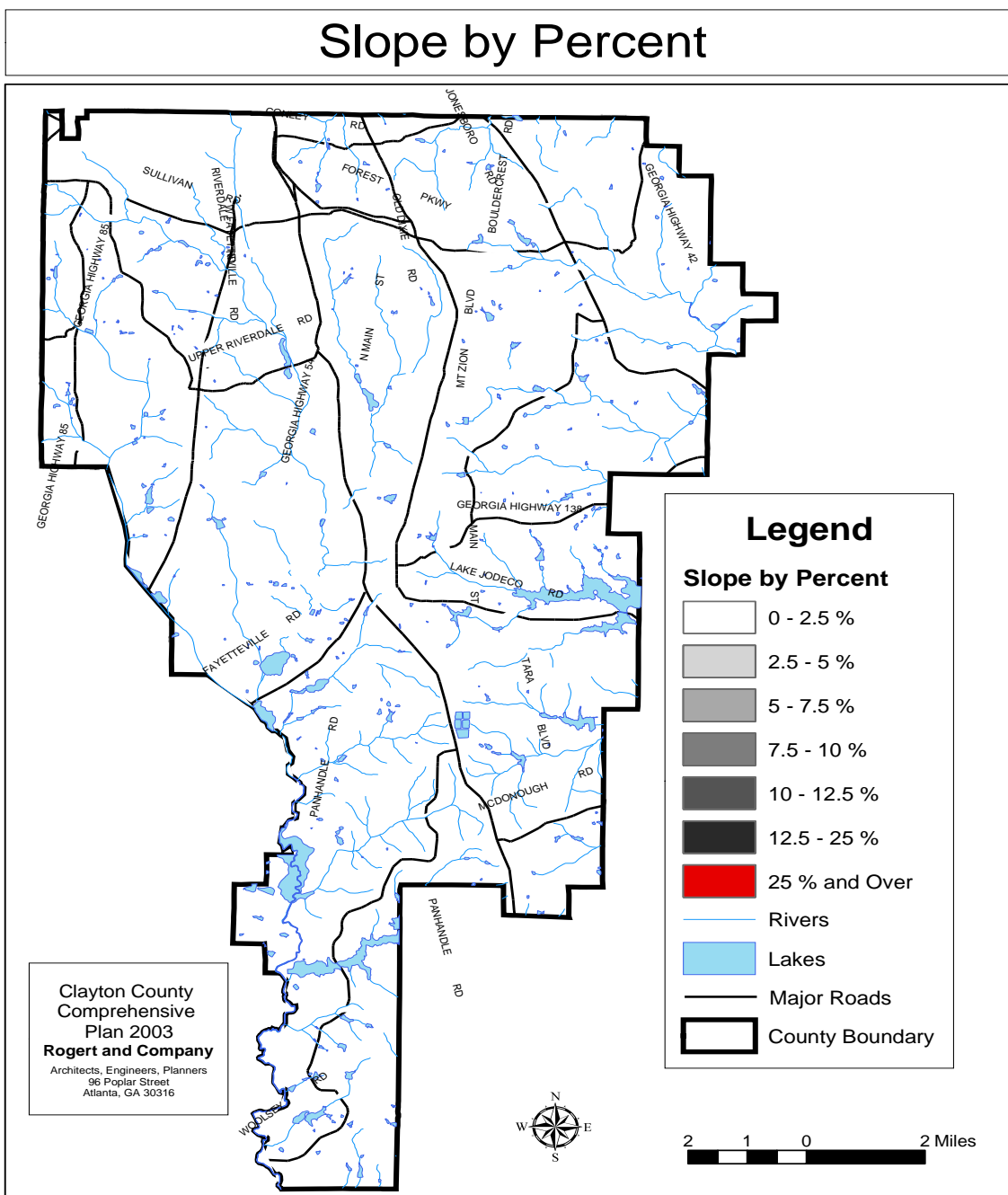
Map 6.3 Clayton County Soils



6.10 Steep Slopes

Non-rocky terrain with a slope of more than 25% is considered to have a high risk for severe soils erosion. Clayton County is in the middle of the Piedmont Province in the gently rolling landscape of the Central Georgia region. The northwestern part of the county is higher in elevation and has steeper slopes than the southwestern and eastern parts. The highest elevation in the county is 1049 feet and the lowest point 749 feet. There are few areas of steep slopes within the County; those that do occur are primarily located in the northwest and northeast areas of the county (See Map 6.4).

Map 6.4 Clayton County Slope



A significant geological feature in Clayton County is Soapstone Ridge. It covers a total of 25 square miles in DeKalb, Fulton and Clayton counties, the majority of which is located in DeKalb County. However, approximately six square miles of the Ridge extends into north central and northeastern Clayton County. The highest elevation of the Ridge in Clayton County is about 950 feet. The term "soapstone" is synonymous with steatite and refers to all talcose massive rocks. The rock materials on the Ridge contain some of the materials, which comprise soapstone but are not true soapstones. The Ridge was probably named for its soapstone-like characteristics. When wet, the soapstone-like rock common to the Ridge area assumes a sudsy, soapy appearance which was easily carved into bowls and other small tools as early as the Archaic Period (3000 B.C. - 1500 B.C.). In Clayton County, the predominant rock type in the Ridge is granite gneiss, a medium grain light gray rock that contains feldspar, quartz and biotite. This rock is generally considered developable except where sizable surface outcrops require blasting and therefore limit the feasibility of economical foundation construction. In addition, high shrink/swell ratios and steep slopes contribute to developmental constraints in many areas of the Ridge.

From a land use standpoint, the topography of Clayton County will not have a major impact on future development. However, the following should be considered in the location of land uses, intensive uses (commercial and industrial) should be encouraged to develop primarily in areas of reasonably level land with slopes that do not exceed 5% in slope and residential developments proposed to be developed on lands in excess of 12% slope should be carefully planned to prevent the development of streets with excessive grades, unmanageable building lots and excessive drainage problems.

6.11 Prime Agricultural and Forest Land

The U .S. Department of Agriculture reports that there are six types of prime farmland soils present in Clayton County (See Table 6.2). These soils are considered prime unless they are urban or built up. Areas of prime agricultural soils in Clayton County are illustrated on Map 6.5.

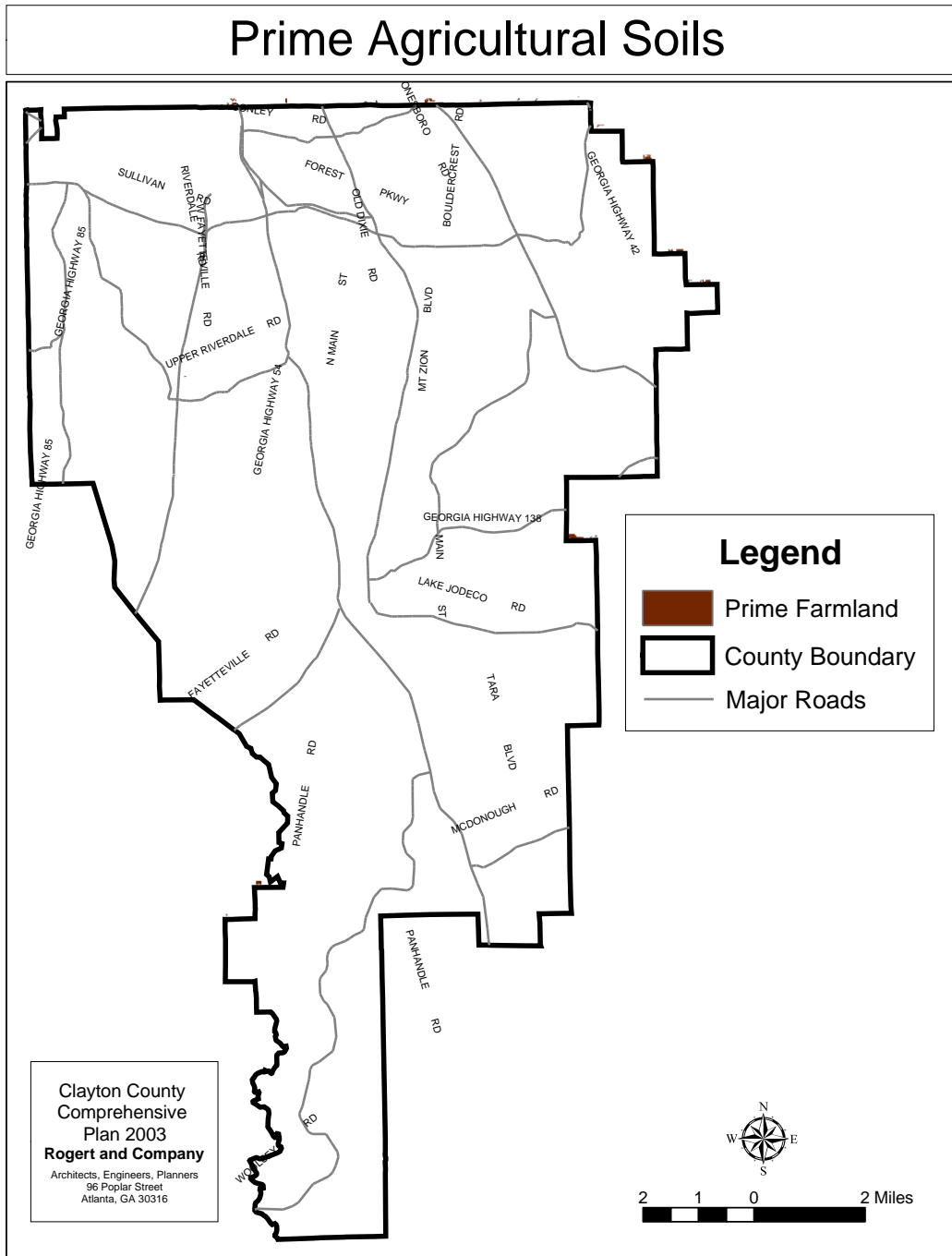
Table 6.2 Clayton County Prime Farmland

Map Symbol	Soil Name	Slopes
AkA	Altavista sandy loam	0 to 3 percent slopes
AmB	Appling sandy loam	2 to 6 percent slopes
CeB	Cecil sandy loam	2 to 6 percent slopes
DgB	Davidson loam	2 to 6 percent slopes
GeB	Gwinnett sandy loam	2 to 6 percent slopes
MdB	Madison sandy loam	2 to 6 percent slopes

Forest cover occurring naturally in Clayton County consists primarily of southern pines and in particular Loblolly pine. Shortleaf pine grows with the Loblolly pine in greater or lesser quantities depending on the fertility and slope of the topography. Mixed hardwoods such as various Oaks, Hickories, American Winged Elms and Dogwoods can be found under pine canopies. Bottomland hardwoods such as Yellow Poplar, Tupelo Gum, Sweetgum, Sycamore, Red Maple and Ash occupy the more fertile sites along creeks and swamps. There is no prime forestry land in Clayton County. According to statistics from the Georgia Forestry Commission approximately 28,000 acres of 30% of the county is forested.

Due to low instances of farming activity in the county and the growing urbanization of the county agricultural activities are not anticipated to continue on Clayton County. For this reason no specific measure to protect prime agricultural soils are included in the plan.

Map 6.5 Clayton County Prime Agricultural Soils



6.12 Plant and Animal Habitats

The U.S. Fish and Wildlife Service of the Department of the Interior lists only two types of birds and one invertebrate as threatened or endangered in Clayton County (Table 6.3). The names of these animals, their status, habitat and threats are listed in the table below. In addition to the plants and animals listed there are a number of others threatened or endangered in surrounding counties (Table 6.4). Due to their location in surrounding counties it is possible that they may also be present but undetected in Clayton County.

Table 6.3 Threatened and Endangered Plants and Animals in Clayton County

Clayton County Threatened and Endangered Plants and Animals						
Species	Common Name	Scientific Name	Federal Status	State Status	Habitat	Threats
Bird	Bald eagle	Haliaeetus leucocephalus	T	E	Inland waterways and estuarine areas in Georgia.	Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.
Bird	Wood stork	Mycteria americana	E	E	Primarily feed in fresh and brackish wetlands and nest in cypress or other wooded swamps. Active rookeries were located in Camden County 1991-2001.	Decline due primarily to loss of suitable feeding habitat, particularly in south Florida. Other factors include loss of nesting habitat, prolonged drought/flooding, raccoon predation on nests, and human disturbance of rookeries.
Invertebrate	Oval pigtoe mussel	Pleurobema pyriforme	E	E	River tributaries and main channels in slow to moderate currents over silty sand, muddy sand, sand, and gravel substrates	Habitat modification, sedimentation, and water quality degradation

Table 6.4 Threatened and Endangered Plants and Animals in Surrounding Counties

Threatened and Endangered Plants and Animals in Surrounding Counties							
Counties	Species	Common Name	Name	Federal Status	State Status	Habitat	Threats
Clayton, DeKalb, Fayette, Fulton, Henry	Bird	Bald eagle	Haliaeetus leucocephalus	T	E	Inland waterways and estuarine areas in Georgia.	Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.
DeKalb, Fulton	Plant	Bay star-vine	Schisandra glabra	No Federal Status	T	Twining on subcanopy and understory trees/shrubs in rich alluvial woods	
DeKalb	Plant	Black-spored quillwort	Isoetes melanospora	E	E	Shallow pools on granite outcrops, where water collects after a rain. Pools are less than 1 foot deep and rock rimmed.	
DeKalb, Fulton	Fish	Bluestripe shiner	Cyprinella callitaenia	No Federal Status	T	Brownwater streams	
Fulton	Fish	Cherokee darter	Etheostoma scotti	T	T	Shallow water (0.1-0.5 m) in small to medium warm water creeks (1-15 m wide) with predominantly rocky bottoms. Usually found in sections with reduced current, typically runs above and below riffles and at ecotones of riffles and backwaters.	Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality
DeKalb	Plant	Flatrock onion	Allium speculae	No Federal Status	T	Seepy edges of vegetation mats on outcrops of granitic rock	
DeKalb, Henry	Plant	Granite rock stonecrop	Sedum pusillum	No Federal Status	T	Granite outcrops among mosses in partial shade under red cedar trees	
DeKalb, Fulton	Plant	Piedmont barren strawberry	Waldsteinia lobata	No Federal Status	T	Rocky acedic woods along streams with mountain laurel; rarely in drier upland oak-hickory-pine woods	

Threatened and Endangered Plants and Animals in Surrounding Counties							
Counties	Species	Common Name	Name	Federal Status	State Status	Habitat	Threats
Fayette, Fulton	Invertebrate	Gulf moccasinshell mussel	Medionidus pencillatus	E	E	Medium streams to large rivers with slight to moderate current over sand and gravel substrates; may be associated with muddy sand substrates around tree roots	Habitat modification, sedimentation, and water quality degradation
Fayette, Fulton	Fish	Highscale shiner	Notropis hypsilepis	No Federal Status	T	Blackwater and brownwater streams	
DeKalb	Plant	Indian olive	Nestronia umbellula	No Federal Status	T	Dry open upland forests of mixed hardwood and pine	
Clayton, Fayette	Invertebrate	Oval pigtoe mussel	Pleurobema pyriforme	E	E	River tributaries and main channels in slow to moderate currents over silty sand, muddy sand, sand, and gravel substrates	Habitat modification, sedimentation, and water quality degradation
DeKalb, Henry	Plant	Pool Sprite, Snorkelwort	Amphianthus pusillus	T	T	Shallow pools on granite outcrops, where water collects after a rain. Pools are less than 1 foot deep and rock rimmed	
Fayette, Fulton	Invertebrate	Shiny-rayed pocketbook mussel	Lampsilis subangulata	E	E	Medium creeks to the mainstems of rivers with slow to moderate currents over sandy substrates and associated with rock or clay	Habitat modification, sedimentation, and water quality degradation

In addition to these listings by the Fish and Wildlife Service, the Georgia Department of Natural Resources (GA DNR) lists additional plant and animal species as protected, unusual, or of special concern. The Georgia Department of Natural Resources (GA DNR) lists the Pink Ladyslipper as a “Protected” species with a status of “unusual” as present in Clayton County. While, GA DNR does not list any threatened or endangered animals in the county the agency does list two species of special concern, the Gulf Darter and Florida Floater. The Gulf Darter is listed with a status of S3, meaning it is rare or uncommon and the Florida Floater has a status of S2 denoting it is imperiled due to rarity.

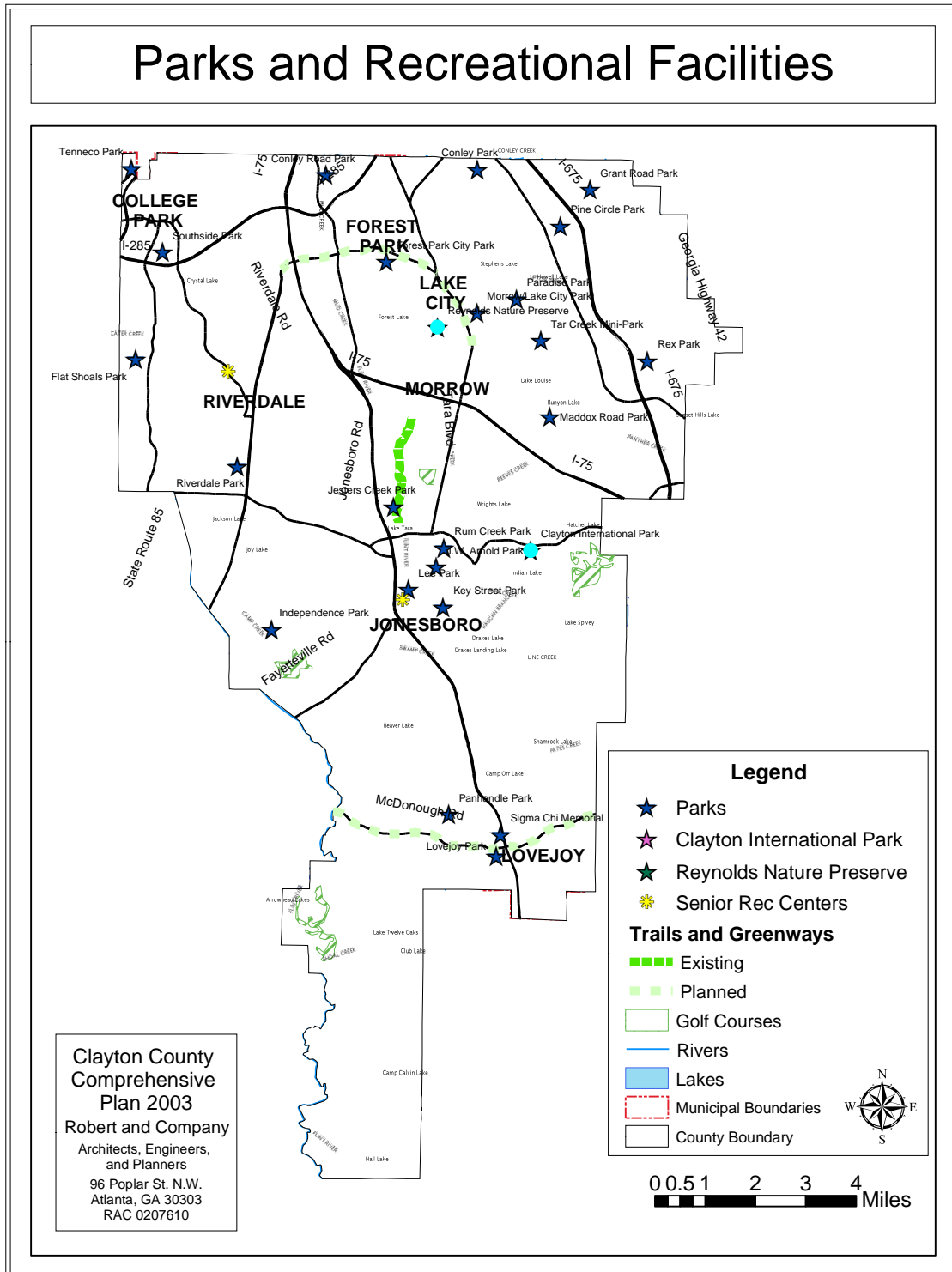
Private developers and public officials involved with development review should utilize the programs and resources made available by the Georgia Department of Natural Resources in order to ensure the highest degree of protection of the county’s natural habitats from the negative impacts of development. Additionally, the county’s development regulations and development review process should strive for the highest possible protection and conservation of habitats of threatened and endangered plant and animal species in Clayton County.

6.13 Major Park, Recreation, and Conservation Areas

There are not state or national parks, sites, forests, or management areas located in Clayton County. However, Clayton County Parks and Recreation Department maintains 670 acres of park land including a number of recreational facilities for the leisure and enjoyment of its citizens. In total there are 35 county park locations including 70 athletic fields, 29 tennis courts, three community centers, 13 playgrounds, 17 picnic areas (10 picnic pavilions), two senior adult centers, one swimming pool, two fishing ponds and one nature preserve (many of these areas are noted on Map 6.6). The William H. Reynolds Nature Preserve, located in Morrow, encompasses 146 acres of undisturbed woodlands, ponds, and streams. The preserve also provides four miles of hiking trails for recreational pursuits. Additionally, opportunities for watersports can be found throughout the county at Lake Spivey, Lake Jodeco, Lake Shamrock and Drake's Landing.

Clayton County has a low proportion of open and green space to population. However, the county's numerous floodplains provide an opportunity for the conservation of open space and protection of the water supply and the development of additional areas for passive recreation. The Clayton County Water Authority (CCWA) has recently planned and undertaken a number of stream restoration projects. These restored stream corridors provide an opportunity for the county to coordinate with CCWA to develop a system of greenways and trails for recreation along these and other stream corridors in Clayton County.

Map 6.6 Clayton County Parks and Recreation Facilities



6.14 Scenic Views and Sites

Clayton County serves as the gateway Georgia's Peach Blossom Trail. The trail follows U.S. 41 and U.S. 341 to Houston County covering almost 100 miles of Georgia's most beautiful yet hidden sites down to Perry in Houston County. The trail promotes areas of the Georgia countryside whose scenic beauty is enhanced each year by the delicate pink and white blossoms of the peach tree. The trail also follows the path of the Flint River, which has been called the most scenically beautiful, diverse and recreation-friendly river in Georgia.

6.15 Cultural and Historic Resources

Clayton County has a number of cultural, historical, and archaeological resources that enrich the quality of life for the county's citizens. Cultural facilities include Spivey Hall located on the campus of Clayton State College, just off of I-75. Spivey Hall was built for the purpose of supporting and endowing performances by artists and for enhancing the further development of the outstanding music program at Clayton State College. The Clayton County Performing Arts Center was built for the Clayton County School Board to offer a location for schools throughout the county to present various productions put on by the students. It is also used for hosting musical and theatrical productions by professional artists throughout the country. The Clayton County Performing Arts Center includes three theaters that hold 1,211, 250 and 339 visitors, which can be combined to seat a total of 1,800 visitors. Additionally, Arts Clayton, Inc. is an organization which is able to foster and encourage the performing and visual arts within the community, as well as make numerous presentations for the enjoyment of all ages.

There are five sites in Clayton County listed on the on the National Register of Historic Places (two of which are associated with the City of Jonesboro). These sites are shown on Map 6.8

6.15.1 Jonesboro Historic District

Originally settled as Leaksville in 1823, Jonesboro's business district became a National Register site in 1972. The District encompasses eighteen historical sites including the 1869 and 1898 Courthouse, the County Jail, the Confederate Cemetery and ten private residences. The total acreage of the district is 300 acres and the building styles were primarily Greek Revival and Gothic. The 1869 Courthouse, located at the corner of North McDonough Street and King Street, was built to replace the original county offices which were destroyed in Kilpatrick's Raid on August 20, 1864. It served as the government center until 1898 when that use terminated and it became the Jonesboro Masonic Hall. The 1898 Courthouse, located two blocks south of the original structure on McDonough Street, still accommodates county offices. The first Clayton County Jail was erected in 1869 near the original courthouse and a second floor was added in 1880. From 1898 to 1971, the building was used as a private residence and now serves as the archives buildings for historical Jonesboro, Inc. During the Battle of Jonesboro of August 31 and September 1, 1864, the Confederate Cemetery became the burial site for over 600 Confederate soldiers in what is now a part of the City of Jonesboro. Individual markers were erected in 1964 and the site was officially designated as the "Pat Cleburne Memorial Cemetery" for a Confederate general who fought in the battle.

6.15.2 Stately Oaks Plantation

Located in the Jonesboro Historic District, this home became a National Register site in 1979. The 151-year old, ten room house was constructed by Whitemall P. Allen in the late 1830's, four miles north of Jonesboro on Tara Boulevard. Through the efforts of Clayton County, the City of Jonesboro and Historical Jonesboro, Inc., the house was moved to a 42-acre site on Lake Jodeco Road in 1973. Dedicated as the Margaret Mitchell Memorial Center, complete restoration work began in 1979.

6.15.3 Rex Mill

Listed on the National Historic Register in 1979, this grist mill is believed to have been constructed sometime between 1820 and 1860. This 1.5-acre site is located north of Rex Road on Cotton Indian Creek in unincorporated Rex. The Mill is historically significant in that it reflects a characteristic architectural style and the industrial history of the county.

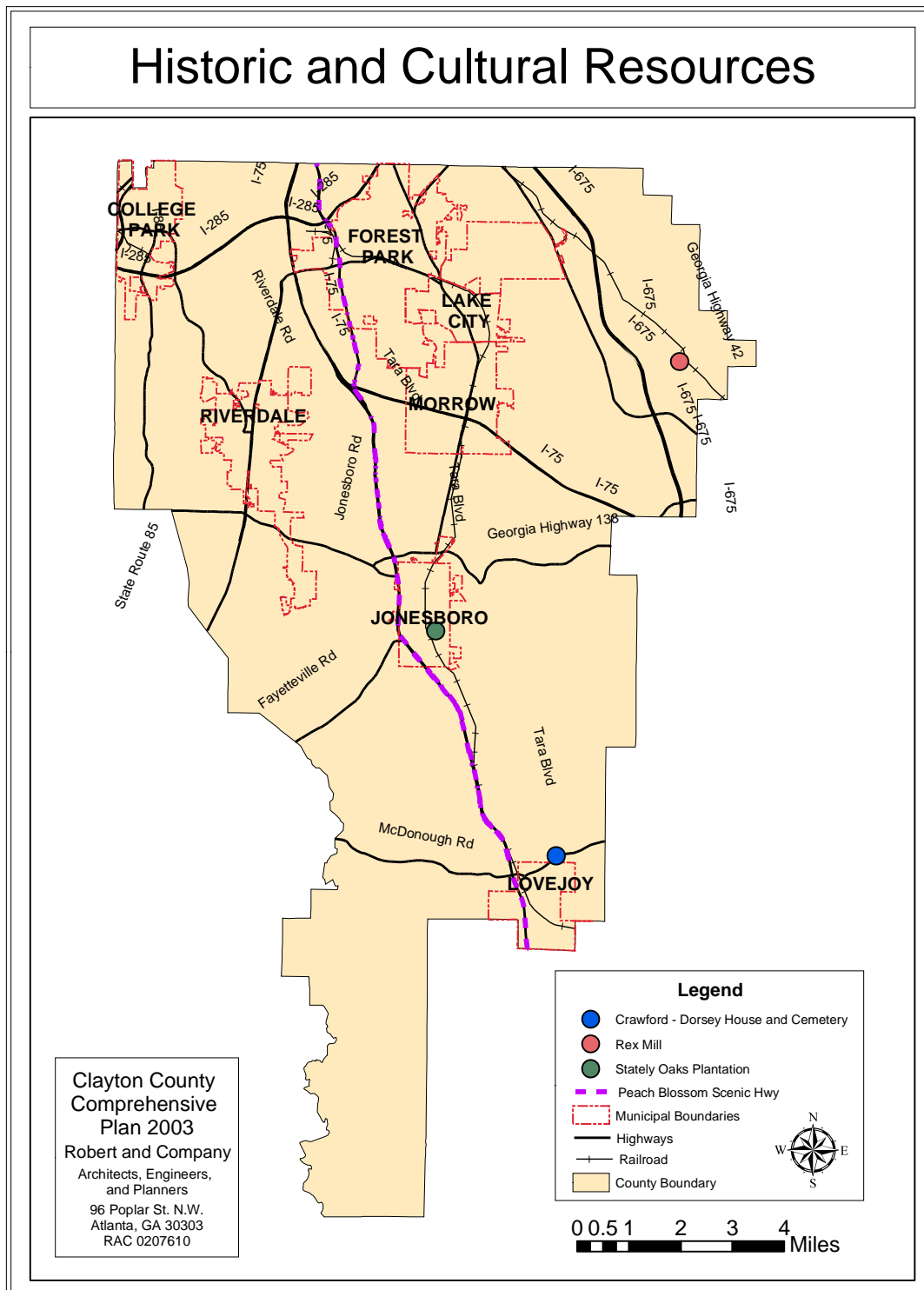
6.15.4 Crawford - Dorsey House and Cemetery

Designated in July 1984, this site is the most recent addition to Clayton County's list of National Register sites. Built in 1835 with additions made in 1858, it is located north of Lovejoy at the intersection of McDonough and Freeman Roads. It was the scene of heavy fighting during the Battle of Lovejoy in the Civil War. However, in December 1984 it was destroyed by fire which left only three chimneys standing.

In addition to the historic sites related to the Civil War Era, Clayton County possesses a 155-acre archaeological site was listed on the National Register in 1974. The Orkin Early Quartz Site-is located in the southwest corner of the panhandle near the Fayette County line. Artifacts such as quartzite tools and chips believed to be dated as early as 3000 B.C. have been discovered on this site. Little or nothing has been published about this phase of the Archaic period in Georgia and the Orkin Early site may provide information regarding settlement and social patterns of this period.

There are no records of a comprehensive survey of the county's historic resources. Historic resource surveys provide information on buildings, structures, objects, and sites, which are 50 years old or older and possess historical, architectural, or cultural significance. While these surveys do not provide a complete documentation of each resource they are an invaluable tool for recording the county's history, increasing awareness of a community's history and historic buildings, and planning for their protection and preservation. Additionally, historic resources can serve as a catalyst for economic development when they are preserved and interpreted for cultural tourism. It is recommended that Clayton County undertake a comprehensive inventory of its historic resources and develop a plan for their promotion and preservation.

Map 6.7 Historic and Cultural Resources



6.16 Natural and Cultural Resources Vision

Clayton County will conserve and protect the positive overall qualities of the natural environment which give the county its character, and preserve those areas which have important recreational, scenic, historic, archaeological, educational and aesthetic values which should be shared, enjoyed, protected and passed on to future generations.

6.17 Goals and Policies

Goal 1.0 Ensure the availability and accessibility of a variety of recreational opportunities for all persons.

Policy 1.1 Conduct a parks and recreation needs assessment to determine the appropriate level of public recreation facility and parks provision for Clayton County.

Policy 1.2 Work with the Clayton County Water Authority and other interested local organizations to develop a pedestrian and bike trail system encompassing the wetland and floodplain areas of Clayton County.

Policy 1.3 Pursue the joint use of school board recreational properties for county-wide recreational programs when these properties are not in use by the school system.

Policy 1.4 Conduct a study to determine the feasibility of creating a county-wide authority to oversee all aspects of recreational, environmental and historical resource management and development.

Policy 1.5 Develop mechanisms to consistently provide funds for parks and recreation services.

Policy 1.5.1 Explore the feasibility of implementing fees for the usage of facilities, especially for out of county individuals.

Goal 2.0 Secure adequate future sites for recreation activities by identifying land and water areas having the best combinations of natural features, size and location suited for the type of experience to be provided.

Policy 2.1 Develop a long term land acquisition strategy to meet the parks acreage needs of the county's projected 2025 population.

Goal 3.0 Preserve and protect Clayton County's historic resources for the education and enjoyment of current and future county residents and visitors.

Policy 3.1 Conduct a comprehensive survey of Clayton County to assess the presence of previously undocumented historic sites.

Policy 3.1.1 Add to the county's historical sites priority list the Flint River, Jester's Creek, Huie Cemetery, Elam Road Baptist Church, the Dorsey property, Lovejoy area sites.

Policy 3.2 Develop a long range plan for the preservation and promotion of the county's historic sties which coordinates educational, recreational, and tourism opportunities.

Goal 4.0 Meet or exceed the 20% benchmark for open space preservation set by the Governor's greenspace program.

Policy 4.1 Encourage land development practices that reserve open space within or close to developed sites.

Policy 4.1.1 Revise the county's current conservation subdivision ordinance to ensure that land, which would have been otherwise developed, is preserved as open space in conservation subdivisions.

Policy 4.1.2 Consider developing and adopting incentives to persuade developers of any new residential subdivision to provide open space as part of the development.

Policy 4.1.3 Review the county's current retail and office zoning ordinances and revise as necessary to require openspace and greenspace set asides for larger developments.

Goal 5.0 Achieve efficient use of multi-purpose greenspaces which help to define development concentrations, serve as buffers between dissimilar development and/or protect sensitive natural areas.

Policy 5.1 Review and revise as necessary all of the county's development regulations to include adequate and appropriate buffering requirements for all zoning classifications.

Goal 6.0 Protect natural resources from development which would create significant negative environmental or economic impacts. Floodplains, steep slopes, rock outcroppings and soils with high shrink/swell ratios are natural features that, when developed, could create significant negative impacts on the surrounding environs.

Policy 6.1 Use land for the purpose for which it is best suited based on its resource capabilities and land use suitability.

Policy 6.2 Support land use patterns which are more energy efficient by encouraging the development traditional neighborhood developments and mixed-use nodes while discouraging the spread of random, low density sprawl.

Goal 7.0 Conserve and protect Clayton County's tree cover.

Policy 7.1 Review the county's current tree ordinance and revise as necessary to ensure that developers are not clear cutting land or leaving only a perimeter of trees when clearing land for development.

Goal 8.0 Protect Clayton County's rivers, streams, watersheds, wetlands and other water resources in order to insure adequate water supply and water quality.

Policy 8.1 Restrict land disturbing activities adjacent to rivers and streams in order to limit erosion and the potential for increased flow velocities and flood heights.

Policy 8.2 Preserve wetlands and floodplains as permanent open space whenever feasible.

Policy 8.2.1 Develop incentives for developers and landowners willing to donate wetland and floodplain areas to the county or another appropriate entity for permanent preservation and/or development for public recreational purposes.

Policy 8.2.2 Develop and enact ordinances that allow for zero wetlands loss to development and in the case of unavoidable destruction promote replacement versus mitigation.

Goal 9.0 Protect and improve air quality in Clayton County.

Policy 9.1 Promote compact land development that allows for walking and other non-motorized transportation.

CHAPTER 7 LAND USE

Introduction

The land use element begins with a survey and analysis of the county's existing land use pattern. This background data is combined with information contained in the plan's other elements regarding the wants and needs of the county's current and future citizens in order to set the course for future development. This course of action is expressed graphically in the Future Land Use Map and textually in a series of goals and policies that will provide the county's elected officials with a guide for making sound land use decisions during the 2005 – 2025 planning period.

7.1 Prior Land Use Planning in Clayton County

As a metro-Atlanta county that was early to develop in a suburban and urban pattern, Clayton County has prepared land use plans for several decades. These past planning efforts have addressed land use and development, transportation infrastructure, water and sewer infrastructure, and many related issues. Past planning efforts have helped to coordinate public services, infrastructure development and policy for the betterment of the community.

The current Clayton County Comprehensive Plan was completed in 1992 with assistance from Robert and Company. The 1992 plan was prepared in accordance with the State of Georgia Department of Community Affairs Minimum Standards for Comprehensive Planning, established in 1989. In 1999 the county updated the Future Land Use Map to reflect changes in the existing land use pattern and newly adopted land use amendments. In 2003 the County Commission voted to regularly update the Future Land Use Map in conjunction with land use amendment decisions, which are made concurrent with rezonings. The county also consolidated certain land use classifications depicted on the map in order to reduce the frequency of zoning changes, which would require a revision to the Land Use Map.

7.1.1 Summary of Land Use Map Changes Since 1992

A number of land use amendments were passed in Clayton County between 1996 and 1997. These changes are summarized below. The county's 1999 update of the Future Land Use Map reflected these changes.

Rex and Ellenwood Area of Northeast Clayton County

The triangular shaped area roughly bounded by I-675 on the west, the county line to the north, Bouldercrest Road on the east and a point between Ellenwood and Double Bridges Road to the south was reclassified to light industrial from a mixture of low density residential in the northern portion of the area and light industrial in the southern portion.

The area from Grant Road and property facing Bouldercrest Road eastward to the county line, bounded on the north by the county line and on the south by a line approximately halfway between Rex and Ellenwood, was reclassified from a combination of undeveloped and low

density residential to suburban residential (a density of two units per acre) with office/institutional land uses also allowable.

The area surrounding the town of Rex, bounded by I-675 on the west and the county line on the east, was reclassified from low density residential to medium density residential as defined by the county's current RS-180 and RS-110 zoning classifications.

Highway 138 Corridor

The Highway 138 corridor, from its intersection with Walt Stephens Road to Interstate 75, was reclassified from low density residential to a number of land uses including nodes of industrial, office, commercial, residential, and park/openspace. This reclassification was based on the identification of Highway 138 as a major east-west corridor through the county and the anticipation of pressure for major land use change resulting from a proposed widening of the road from two to four lanes (the roadway remains a two lane road as of April 2004). To protect against strip style commercial development, the county sought to limit commercial development to major intersections. When the Land Use Map was updated in 1999 the corridor was designated as Highway 138 Commercial, however no distinction was made regarding the specifically acceptable land uses on the county's official Land Use Map.

Panhandle Area

In the southern portion of the county, referred to as the Panhandle, land was reclassified from undeveloped and low density residential to a mixture of one-acre and one half-acre building lot low density residential land use. Generally, the area south of McDouough Road was designated for one-acre lots as was the area east of Tara Boulevard and south of Freeman Road. The area to the north of these areas and south of Highway 54 was designated for half-acre residential lot development.

7.1.2 Land Use Classification Name Changes

During this update of the Future Land Use Map a number of land use classification names were changed. These changes and their equation to the 1992 Future Land Use map are show in Table 7.1

Table 7.1 Land Use Classification Name Changes

1992 Land Use Classification	2003 Land Use Classification	Currently Allowable Density	Related Zoning
Single Family (<i>Residential</i>) Class I	Low Density Residential	1.0 unit/acre	A and ER
Single Family (<i>Residential</i>) Class II	Suburban Residential	2.0 units/acre	RS –300
Single Family (<i>Residential</i>) Classes III, IV, V, and VI	Medium Density Residential	4.0 units/acre	RS 180A, RS-180, and RS-110
Single Family (<i>Residential</i>) Class VII	Urban Residential	7.5 units/acre	RG-75
MF (<i>Residential</i>) Class I, II and MH	High Density Residential	8 units/acre	RM, RMTH, and MHP
Neighborhood Business	Neighborhood Commercial	N/A	NB
Office Park	Office Institutional	N/A	OI
General Business	General Commercial	N/A	GB and CB

7.1.3 Residential Density Changes

The maximum density associated with the residential multi-family (RM) and residential multi-family townhouse (RMTH) zoning classifications have been lowered twice in the past decade. The maximum density currently allowable under these classifications is 8 units per acre.

7.1.4 Other Changes

In 2001 the county established the Limited Commercial (LC) zoning district classification. The purpose of the LC district is to allow low-intensity commercial uses as a transition from existing residential districts and more intense uses. This zoning classification has been implemented on a limited basis and is used most commonly for rezoning of residential properties converting into small offices for doctors and real estate agents along roadways that have been widened.

The RS-65 (cluster-style single family residence district) zoning classification that allowed for residential densities of up to five (5) units per acre was abolished in January 2004.

In January 2004 the county adopted the single family conservation residential district (CR) classification. The purpose of CR district is to accommodate single-family residences in subdivisions designed to concentrate lots, houses, streets, utilities, and related development activities on the more suitable areas of a parcel and conserve the environmentally sensitive areas as green/open space.

7.2 Land Use Classifications

The Department of Community Affairs (DCA) recommends that land use classification in local plans to be consistent with the standard system established by for the State of Georgia. Local governments are free to develop additional, more detailed categories, however they must be grouped under one of these nine standard categories. These categories are as follows.

Agriculture: This category is for land dedicated to farming (fields, lots, pastures, farmsteads, specialty farms, livestock production, etc.) or other similar rural uses such as pasture, land is not used for commercial purposes.

Forestry: This category includes land dedicated to commercial timber or pulpwood harvesting and woodlands not in commercial use.

Commercial: This category is for land dedicated to non-industrial business uses, including retail sales, office, service and entertainment facilities. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building.

Industrial: This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction facilities or other similar uses.

Park/Recreation/Conservation: This category is for land dedicated to active or passive recreational uses. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers, and similar uses.

Public/Institutional: This category includes certain state, federal, or local government uses and institutional land uses. Examples of institutional land uses include colleges, churches, cemeteries, and hospitals. Government uses in this category include city halls or government building complexes, police and fire stations, libraries, prisons, post offices, schools and military installations.

Residential: The predominant use of land within the residential category is for single family and multi-family dwellings. In describing existing land use in Clayton County the existing residential land use category has been subcategorized according to the following density classifications.

Low Density Single-Family Residential 2.00 - 5.00 acres per dwelling unit

Medium Density Single-Family Residential 0.25 - 2.00 acres per dwelling unit

Multi-family Residential - including apartments, condominiums, and town houses with a typical density of 8 units per acre or greater.

Manufactured Housing – Residential areas that have been developed for single family mobile home use or mobile home parks. Due to their sparse distribution, individual mobile homes are generally mapped with the Low- or Medium-Density Residential classifications.

Transportation/Communication/Utilities: Also referred to as “TCU,” this category encompasses various land use types associated with transportation, communication, and utilities. This category includes major transportation routes, such as the limited access highways of I-75, I-85, I-285, and I-675, power generation plants, railroad facilities, radio towers, airports, water authority facilities and similar uses. However, it should be noted that much of the TCU acreage is accounted for in other categories, particularly roads and their right-of-ways, which are absorbed into the context of a more dominant land use (e.g. residential or commercial).

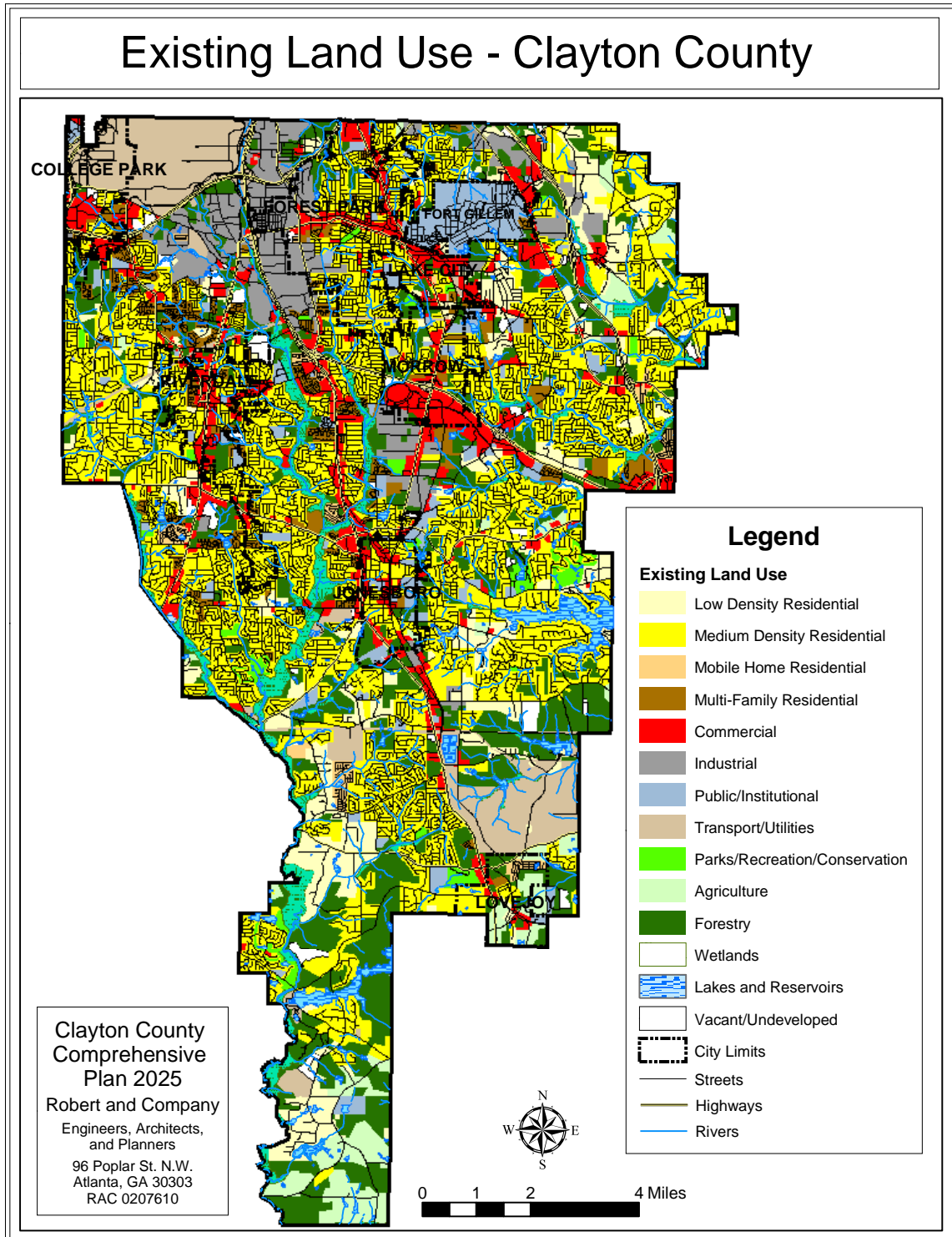
7.3 Existing Land Use

The existing land use map (Map 7.1) was generated using land use/land cover information provided by the Atlanta Regional Commission in conjunction with a survey review of aerial photos of Clayton County. The aerial photos reviewed were taken in early 2003 are considered reasonably current and accurate. In using the standard classification system to classify land uses, multi-use sites or Planned Unit Developments (PUD’s) are classified using their predominant land use. The acreages associated with existing land uses in Clayton County are shown in Table 7.2.

Table 7.2 Existing Land Use Distribution

Existing Land Use - Unincorporated Clayton County		
Land Use	Acres	%
Low-density Residential	6,550	8.5%
Medium-density Residential	29,945	39.0%
Multi-family Residential	2,641	3.4%
Manufactured Housing Residential	725	0.9%
Commercial & Office Professional	4,147	5.4%
Industrial	3,994	5.2%
Public/Institutional	1,566	2.0%
Transportation/Communications/Utilities	6,032	7.9%
Parks/Recreation/Conservation	904	1.2%
Wetlands	3,386	4.4%
Agriculture	2,253	2.9%
Forestry	12,015	15.7%
Vacant/Undeveloped	895	1.2%
Lakes/Reservoirs	1,677	2.2%
TOTAL Unincorporated Clayton County	76,729	100.0%
TOTAL Cities	15,627	--
TOTAL Clayton County	92,356	--

Map 7.1 Clayton County Existing Land Use



7.3.1 Description of Existing Land Use in Clayton County

Between 1992 and 2003 Clayton County experienced a large amount of development. The effects of this development on the county's land use pattern are discussed below. References to the 1992 Land Use Inventory and conditions at that time are included when appropriate.

Agriculture

There is currently very little land used for agriculture in Clayton County, and the bulk of this land is located in the Panhandle area. The area between Hwy 54 and Flint River Road, which constituted a large area of agricultural land on the 1992 Existing Land Use Map, is now used for medium density residential housing.

Residential

Low-density residential (single-family detached houses on two to five acre lots) land use in Clayton County is scarce. The largest areas of this type of residential development are located in the Panhandle area of the southern end of the county and a few pockets in the northeastern area of the county between I-675 and the county line.

Medium density residential land use (single-family detached houses on quarter acre to two acre lots) accounts for most of the land in Clayton County. Many areas of the county that were undeveloped in 1992 are now dedicated to this use such as the land between I-75 and Lake Spivey east of the City of Jonesboro and the area between Mundy's Mill and Lovejoy Roads.

In 1992 the multi-family residential land uses in Clayton County were mainly apartment complexes located along Upper Riverdale Road between the cities of College Park and Riverdale. Multi-family land use has expanded greatly in Clayton County since that time and now includes town home communities in addition to apartment complexes. Areas of multi-family housing have developed between South Lake Mall and the Highway 138 Spur, near the intersection of Highway 138 and I-675, and along GA 85 south of Highway 138.

There are a few nodes of manufactured housing in Clayton County. These include areas on Warren Road west of GA 85 and between I-675 and Panther Creek. Additionally, the area of manufactured housing at Tara Boulevard and Fitzgerald Roads has been expanded since 1992.

Public-Institutional

Clayton College and State University, to the east of Morrow, has grown due to the expansion of the university and the relocation of state and national archival facilities to land adjacent to the university. Additionally, due to population increases, a number of new public school campuses have been developed throughout the county.

Office/Professional

Office and other professional land uses are located in various areas around the county. There are larger nodes of office/professional land use developing along the Mt. Zion Road corridor between Mt. Zion Boulevard and Highway 138 and adjacent to Southern Regional Hospital to the east of the City of Riverdale.

Commercial

Commercial land uses are primarily found in linear developments along the county's major transportation routes. The Tara Boulevard corridor contains a number of older strip malls that are now in need of redevelopment, as does Riverdale Road. New, "big box" style commercial developments have located near the county's interstate exits such as the Mount Zion Road exit on I-75 and the intersection of I-675 and Hwy 138. The Highway 138 corridor has developed since 1992 with a number of smaller commercial developments, best described as "neighborhood commercial."

Industrial

Hartsfield Jackson International Airport is located in the northwest corner of Clayton County. The continued expansion of the airport and the impacts of aircraft related noise have lead to the expansion of industrial uses in the area south of I-285 between the airport and the cities of Riverdale and Forest Park and Georgia Highway 85. There has also been continued expansion of industrial land uses along I-675 near Fort Gillem.

Transportation/Communications/Utilities

As mentioned above, Hartsfield Jackson International Airport is located in the northwest area of the county. The airport is presently expanding with the construction of a fifth runway and a new international terminal. Other major TCU land uses in Clayton County include large tracts of land owned by the Clayton County Water Authority (CCWA). CCWA owns most of the land south of Noah's Ark Road and east of Highway 19/41, and operates a land application site at Shoal Creek in the Panhandle.

Parks/Recreation/Conservation Uses

Areas included in this category include county parks, such as The Atlanta Beach, and private recreation facilities like the Lake Spivey Golf Club.

Vacant/Undeveloped Land

In 1992 the county had a large amount of undeveloped land. During the past decade, increasing development pressure and population growth in the metropolitan Atlanta region combined with "pro-growth" policies to realize substantial development throughout most of the county. At this time, the largest concentrations of undeveloped land are located in the southern Panhandle and the northeast corner of the county near the Rex and Ellenwood communities. It is anticipated that both areas will continue to experience pressure for residential development. However, these pressures are anticipated to be stronger in the northern area of the county due to the proximity to the City of Atlanta and major regional transportation routes.

7.4 Summary of Land Use Change 1992 - 2004

The change in the land use mix of Clayton County between 1992 and 2004 is shown in Table 7.3. The “other” category listed on the table includes floodplains and wetlands not dedicated for conservation, and lakes and reservoirs. The 1992 and 2003 land use inventories employed a greater variety of land use categories, however for the sake of comparison a number of these more specific categories such as “low density residential” or “manufacturing/distribution” were aggregated into larger classifications like “residential” or “industrial”.

As discussed in the previous section, Clayton County has become more urban in the past decade. This is exhibited in the increases in residential, commercial and office/professional land and the decreases in agricultural land. The significant decrease in vacant/undeveloped land can also be attributed in part to increasing development. Other factors contributing to the decrease are increased mapping capabilities and a conscious effort during the 2003 inventory process to provide a specific use for land areas whenever reasonably possible. The changes in the agriculture/forestry and TCU categories are attributed to inconsistencies in classifications of land use between 1992 and 2003.

Table 7.3 Land Use Distribution Change 1992 – 2003

Land Use Category	1992 Existing Land Use	2003 Existing Land Use	Change 1992 - 2003
Residential	37.02%	54.35%	17.33%
Commercial & Office/Professional	1.91%	5.65%	3.75%
Industrial	3.88%	5.45%	1.56%
Public/Institutional	1.29%	2.13%	0.84%
Transportation/Communications/Utilities	9.93%	8.22%	-1.71%
Parks/Recreation/Conservation	1.07%	1.23%	0.16%
Agriculture/Forest	1.77%	19.45%	17.68%
Other	11.47%	2.29%	-9.18%
Vacant/Undeveloped	31.66%	1.22%	-30.44%
Total Unincorporated Clayton County	100.00%	100.00%	

7.5 Identified Land Use Issues / Problems

This section of the land use element describes particular issues and problems that have been experienced already, or that are likely to be experienced during the 20-year planning horizon.

7.5.1 Historical Factors Leading to Development Patterns

Clayton County's development pattern has been influenced by a number of factors. The continued expansion of Hartsfield Jackson International Airport has led to conversion of residential property to commercial, office and industrial uses in areas adjacent to the airport due to the effects of airport noise. The presence of seven municipalities within the county's small land area has led to the concentration of public/institutional and commercial land uses in these population centers. The proximity of the county to a number of regional transportation routes has played a role in the concentrations of distribution centers and other light industrial land uses along I-75 and I-675 corridor in the eastern portion of the county. Additionally this accessibility to regional transportation routes has made the county, especially the northern areas, attractive for residential development. The county's world class water authority and the availability of water and sewer service throughout most of the county, combined with land use policies and development regulations that are amongst the least restrictive in the Atlanta Metropolitan Area, have been largely responsible for the proliferation of suburban style residential development throughout the county in the past decade.

Clayton County's most recent zoning ordinance was adopted in 1987, however numerous amendments have been made since that time. Generally, the zoning ordinance has promoted the separation of land uses throughout the county and amendments have led to decreases in allowable densities and larger minimum square footage requirements for new residences.

7.5.2 Land Use Patterns and Densities in Relation to Infrastructure

With the exception of some northeastern areas and sections of the Panhandle almost the entire county is served by public water and sewer. This high level of infrastructure has allowed a density of housing development that will eclipse the current capacity of the water and sewer system if it continues at the projected pace over the next two decades (see Chapter 5 - Community Facilities).

The county's road network has been kept in good repair and, despite a few areas of bottlenecking during peak hours, it functions well. One issue facing the functionality of the county's road network is the connectivity of large developments to the existing road network; the limited number of access points provided to many large housing subdivisions has resulted in roadway congestion during morning and evening peak hours.

County schools have become more crowded in the past decade. There are several reasons for this, including the fact that housing growth has occurred respect for impacts on county schools. The increasing urbanization of the county and rising land costs have resulted in a lack of available land parcels large enough in size for new schools, which are affordable and located in reasonable proximity to growing housing areas.

The county’s high concentration of lower cost residential development is becoming an increasing burden on community facilities and services. Many of the county’s facilities are at or near capacity, and improvements and expansions needed to maintain the current level of service as the population continues to grow will be costly. The county is losing long time residents and more affluent residents to neighboring counties that offer higher quality housing and community amenities. The county currently needs to adopt and implements strategies to ensure the efficient use of and avoid overtaxing existing infrastructure.

The county has reduced allowable residential densities in the past decade. Specifically, multi-family residential density has been lowered from fifteen (15) to eight (8) units per acre in an effort to combat the strain on some county services, such as schools, and to help promote higher end single family residential development to increase the county’s tax base. However, due to the county’s proximity to Atlanta and regional transportation hubs, increased density may be appropriate in certain areas when combined with redevelopment efforts in the future. Density does not preclude high quality development, and it is recommended that the county review and examine ways to strengthen its multi-family development regulations to ensure the quality of new higher density development. The county’s current zoning density maximums are presented in Table 7.4.

Table 7.4 Residential Zoning Density Maximums in Clayton County

Residential Zoning Density Maximums in Clayton County		
Zoning District	Minimum Lot Size	Maximum Number Dwelling Units per Acre
A	43,560 sq. ft.	1.0
ER	43,560 sq. ft.	1.0
RS-180A	18,000 sq. ft.	2.42
RS-180	18,000 sq. ft.	2.42
RS-110	11,250 sq. ft.	3.87
RS-300	300,00 sq. ft.	1.45
RG-75	7,500 sq. ft.	5.81
RM	4,365 sq. ft.	8.0
RMTH	2,300 sq. ft.	8.0
RMH	6,000 sq. ft.	5.0

7.5.3 Blighted or Transitional Areas

Clayton County has a number of potentially blighted residential neighborhoods. These neighborhoods include areas off of Thomas Road along Country Club Drive and Sleepy Hollow, Phillips Drive and Reynolds Road, some subdivisions off of Georgia Highway 85, and housing on Conley Road and Tara Boulevard built in the late 1980’s and 90’s. The condition of these neighborhoods is due in part to the low development standards and a lack of diligent reporting of code enforcement violations on the part of area residents. The county’s development standards should be reviewed and strengthened in the near future due to the proliferation of new subdivisions where quality has been sacrificed to meet minimum square footage requirements and reduce costs. If not addressed, these neighborhoods have the potential to become blighted in the next decade as lower income residents may not have the means to make costly repairs to

correct problems resulting from lower quality construction. A number of the county's older commercial corridors (Tara Boulevard and Upper Riverdale Road) have suffered from concentrations of retail vacancy and the induction of more marginal commercial uses such as discount and pawn shops, adult oriented businesses, and lower-end hotels and motels. There is a high level of interest in redeveloping these areas and efforts should be made to promote revitalization studies for these areas.

The northeastern corner of the county, referred to as the Ellenwood/Rex area, and the southern Panhandle are areas in transition. In northeast Clayton, industrial and low-density residential land areas are experiencing pressure to develop into higher density residential. In the Panhandle area, previously undeveloped or agricultural land is rapidly converting to suburban density residential subdivisions.

7.5.4 Incompatible Land Uses and Abrupt Zoning Changes

The county's rapid development and changes in the county's land use amendment and zoning processes have led to abrupt zoning changes and areas of incompatible land uses in many parts of the county. Further study is needed to adequately assess this issue. To accomplish this the county intends to initiate a complete review and revision of its zoning ordinance and development regulations to promote consistency with this comprehensive plan and the land use plan contained here in after the plan is adopted in late 2004.

7.5.5 Lack of Open Space

An area of concern in Clayton County's development pattern is the low percentage of land reserved for conservation and open space in the County (5% of the total land is parks, recreation, and conservation, including wetlands) The Governor's Greenspace Program has set a standard land set-aside of 20% for Georgia's counties. Clayton County created a Greenspace Plan under this program and established the Greenspace Trust Board on the 18th of September 2001. Since that time the county has received grants from the state, which have enabled it to purchase 275 +/- acres to date, an additional 52 acres has also been donated to the county for greenspace. The nationally accepted level of service standard for parks and recreation provided in the Community Facilities Element – Chapter 5 is 10 acres per 1,000 residents. Meeting these standards would require the county to set aside 214 acres of land per year through the end of the planning period to meet the needs of 2025 population projections. The best opportunities to set aside permanent open space are in floodplain and wetland areas as these areas are unsuitable for development. A number of easement and land donation programs between the county or authority and land developers could be pursued to assist the county in preserving these areas.

7.6 Opportunities for Infill Development

Due to the history of development in Clayton County most of the land use issues in the county are associated with redevelopment of blighted or transitional areas rather than large scale green-field development. This section discusses the county's current redevelopment plans in detail.

The few remaining undeveloped or vacant areas in the county are generally larger tracts in the southern Panhandle and northeastern Rex/Ellenwood areas. Due to the county's expressed need

for large lot “executive” style housing and a wish to preserve a greater amount of open space, the appropriate development of these areas should be given serious consideration. The use of conservation subdivision development principles is strongly suggested as a means to promote open space conservation in the Panhandle area. Due to the proximity of Rex/Ellenwood to Atlanta and regional transportation routes, this area is an appropriate location for the development of executive housing and therefore a lower density of development (2 units/acre) is generally recommended for the area. However, this area may also accommodate mixed use development nodes incorporating a variety of residential housing types including town homes, small lot (.25 acre) and large lot (5 acre) single family homes with commercial and institutional land uses. The county must establish a mixed use zoning district and development regulations in order to support this type of development.

7.7 Redevelopment Plans

As discussed in the Economic Development Element (Chapter 4), the county has identified a number of areas for redevelopment. These areas include Mountain View (located east of Hartsfield Jackson International Airport), Gateway Village (directly to the west of Clayton College and State University), Southside Hartsfield (south of Hartsfield Jackson International Airport), and Riverwalk and the Upper Riverdale Road corridor (adjacent to the Southern Regional Medical Center). The redevelopment plans for these areas have been reviewed and incorporated into the county’s future land use map.

7.7.1 Southside Hartsfield Redevelopment and Stabilization Plan

The area this plan addresses is in Clayton and Fulton Counties between I-285 and Flat Shoals Road and is bounded by I-85 and the Old National Highway corridor to the west, and to the east a line running north from the intersection of Flat Shoals and Riverdale Road to I-285. The plan for this area encourages redevelopment activities to occur in the northern portion of the area and neighborhood stabilization efforts in the southern portion. A higher intensity of land use is recommended near I-285 with a mixture of commercial, office, business and distribution development. Land use recommendations include progressively decreasing levels of intensity with a transition from commercial directly south of the airport to higher density residential (multi-family) to lower density residential (single-family) neighborhoods.

7.7.2 RiverWalk

Clayton County, the Development Authority of Clayton County, and the Southern Regional Medical Center (SRMC) prepared a redevelopment plan for the Upper Riverdale Road corridor. SRMC is located along Upper Riverdale Road in unincorporated Clayton County adjacent to the City of Riverdale. The plan includes a SRMC Campus Village with neighboring parcels redeveloped to create a mix of office/professional and residential development. The plan also calls for significant improvements the Upper Riverdale Road and the redevelopment of that roadway into a parkway. This area has been labeled “River Walk” due to its proximity to the Flint River. The RiverWalk plans consider the Flint River and its floodplains and wetlands as a regional asset and propose the development of a boardwalk skirting its edges and penetrating the floodplain at various locations including a series of open spaces and educational exhibits focused on wetlands ecology and preservation.

7.7.3 Mountain View

The Clayton County Development Authority prepared a redevelopment plan for the Mountain View area in 1989 and updated it in 2000. This portion of unincorporated Clayton County is located directly east of the airport along the Aviation Boulevard axis. The plan includes the partially developed Atlanta Tradeport area as well as East Mountain View, much of which is under the ownership of the City of Atlanta following noise-related acquisition. Redevelopment plans for Mountain View call for a "community of commerce" including retail commercial, office and light industrial developments surrounding the multi-modal Southern Crescent Transportation Service Center. It is also intended that the Mountain View area will meet some of the projected need for airport related parking following construction of the East International Terminal.

7.7.4 Gateway Village

Gateway Village is a mixed-use development planned for the area just west of the campus of Clayton College & State University, between the campus and Reynolds Nature Preserve in Morrow and Lake City. Gateway Village is a joint venture among Clayton State, the Development Authority of Clayton County, the cities of Morrow and Lake City, and The University Financing Foundation, a nonprofit foundation established to finance real estate ventures for the benefit of colleges and universities. The redevelopment plan promotes a vision of a "community-university planning district." The development would stretch beyond student housing to create a community and regional development initiative to change the area into one tied directly to the needs of an economy driven by information technology and continuous, lifelong learning. At build out, Gateway Village is planned to encompass 165 acres of property enclosing the Clayton State campus with 500,000 square feet of Class "A" office space, a new Morrow post office, a 200-room high-tech executive conference center/Hilton hotel, student housing and a multi-modal/passenger rail station.

Gateway Village already has its first two tenants, the National Archive's southeast regional headquarters and the Georgia State Archives. The two archival facilities, on the east side of Jonesboro Road, represent the first such model in the nation to combine both state and federal facilities, providing "one-stop shopping" for archive researchers. The joint facility is a high tech, state-of-the-art facility providing on-line access to records.

7.8 Consideration of Traditional Neighborhood Development

The county's current zoning ordinance and development regulations are not very supportive of traditional neighborhood development. The county's current Planned Unit Development (PUD) ordinance allows for a mix of land uses within a single master planned development, however density limitations and size requirements may attribute for the lack of mixed use PUDs developed in the county to date.

Due to the large land area of Clayton County and the desire for some areas of the county to remain less densely developed, such as the Panhandle and areas surrounding Lake Spivey, traditional neighborhood development (TND) may not be appropriate countywide but is recommended in limited areas of the county. These areas are categorized as mixed-use on the Future Land Use Map and are generally located in designated redevelopment areas or locations

adjacent to incorporated cities where higher density and a more urban style of development is appropriate. Traditional neighborhood development principals are appropriate in these areas.

7.9 Protection of Environmentally Sensitive Areas

The Natural Resources Element – Chapter 6 of this comprehensive plan provides an inventory and assessment of the environmentally sensitive areas of the county. These areas include significant floodplains, wetlands, watersheds, and limited groundwater recharge areas and slopes greater than 20%.

The Clayton County Water Authority has played an important role in the protection of the county’s wetlands, water supply watersheds, and floodplains and the county has adopted adequate watershed management ordinances.

Consideration and attention were given to the preservation and conservation of the county’s sensitive environments in the preparation of the future land use plan. Perhaps the largest issue facing the county is the lack of open space. To combat this the adoption of appropriate and progressive conservation subdivision design standards is strongly recommended. Additionally, to protect the county’s water supply and promote greenspace conservation it is recommended that development be strictly limited within the county’s floodplains. In many areas there are opportunities for the county to coordinate with the Clayton County Water Authority and private land owners to preserve and restore streams and develop a system of greenways for recreation along stream corridors.

7.10 Future Land Use Planning Considerations

Planning for future land use in Clayton County is based on a number of assumptions. These include:

The Land Use Plan should support mixed-use, pedestrian and transit-oriented development in the areas surrounding the county’s major employment, institutional, and higher density residential centers.

The Land Use Plan should promote a managed approach to new growth and redevelopment in order to maintain and enhance the quality of life enjoyed by the county’s population and the vitality of the local economy. Because there are few undeveloped sites in the county, the Land Use Plan should encourage redevelopment and mixed-use, higher-density development in appropriate areas.

The land use plan must identify areas of the county targeted for redevelopment and encourage the establishment of design standards unique to each community. Ongoing efforts should be made to enforce codes, insure that public safety is promoted and educate new and existing residents about civic opportunities and responsibilities.

Redevelopment should be encouraged in several areas of the County, these include:

- Upper Riverdale Road, Highway 138 and Tara Boulevard Corridors
- Areas surrounding Clayton College and State University
- Mountain View Redevelopment area
- Southside Hartsfield Redevelopment area
- Older commercial and higher density housing nodes along Point South Parkway and Flint River Road

Due to the demand for housing in Clayton County an emphasis should be placed on preserving and improving the existing neighborhoods in the county as well as the development of a greater diversity of housing types. The needs for development of executive housing and the conservation of open space within residential subdivisions must be addressed.

In addition to continued improvements to existing parks and recreation facilities, new active and passive facilities should be developed so that all county residents are in close proximity to recreation opportunities. Undeveloped floodplain areas in Clayton County should be maintained as permanent open space through the coordinated efforts of the County, Clayton County Water Authority, and other public and private organizations. Additionally, mechanisms should be developed to provide for greater coordination between those organizations, departments, and authorities involved in the protection of open space and sensitive environments and the development of recreational amenities in the county.

Development patterns in Clayton County should be changed to better support pedestrians, cyclists and public transportation. Multi-modal transportation systems such as C-TRAN should be linked to provide choices to residents traveling within the county and the region.

The county should look to take advantage of the opportunities afforded by its proximity to Hartsfield Jackson International Airport while continuing to insure that airport operations and flight patterns are sensitive to Clayton County businesses and residents. The county should coordinate land use planning for the immediate airport area with the airport's long range plans.

There rural character and greenspaces of Clayton County's southern Panhandle are a unique asset for the county that should be protected and preserved. To accomplish this, new developments in this area should conform to regionally accepted conservation subdivision design standards. The county's current conservation subdivision regulations should be revised to adhere to national and regional best practices.

Existing areas of industrial land use should be protected from residential encroachment in order to reduce land use conflicts and protect the vitality of that sector of the county's economy.

7.11 Future Land Use Narrative

The Future Land Use Plan for Clayton County, shown in Map 7.2, has been developed with a planning horizon of 2025. The plan represents a change in direction from the 1999 Future Land Use Plan in that it is focused more on redevelopment than development. This shift in focus is

primarily due to the decline of a number of the county's older commercial and housing areas and the lack of vacant land that remains for new development in the county. The anticipated changes in the county's land use mix are quantified in Table 7.5.

To help achieve the county's redevelopment goals a new land use classification, *Mixed - Use*, has been incorporated in the future land use map. This land use has been concentrated in areas that are the focus of current redevelopment planning efforts or have been identified for future redevelopment by the citizens of Clayton County during the comprehensive planning process. The Mixed-Use land classification supports the traditional town planning philosophy of new communities, which include residential, commercial, office/professional and public/institutional land uses, resulting in live/work/play environments. This land use pattern is appropriate for many of the county's identified redevelopment areas, including the areas surrounding Clayton College and State University, and the Upper Riverdale Road corridor/Southern Regional Hospital campus, and should also be encouraged in certain areas adjacent to the cities of College Park, Forest Park, Jonesboro, Lake City, Morrow and Riverdale.

It is anticipated that mixed use development will take two forms in Clayton County; mixed-use nodes in large areas such as the area directly to the west of Jonesboro, and mixed-use corridor such as the Highway 138 corridor to the east of Jonesboro to the county line. Nodal mixed use development will incorporate a town center plan with office/commercial cores surrounded by residential areas of varied densities. Greenspaces and public facilities would be integrated throughout these nodes. Corridor mixed-use development should incorporate vertical integration of land uses. This might include retail or office ground floor uses with housing located above.

As most areas classified as mixed-use are also areas of the county which currently have or have been identified for redevelopment plans, moderate to high residential densities (4 to 15 units/acre) are recommended in order to attract and encourage the redevelopment of blighted or deteriorating commercial and residential areas. However, multifamily apartments should be limited to a small percentage of the housing so that these areas do not compete with areas of the county specifically designated as high density residential where multi-family housing is currently concentrated.

As with other metropolitan area counties, the amount of land used for agriculture and the remaining parcels of undeveloped forest are shrinking considerably as areas are converted to residential uses to provide housing. Due to Clayton County's location, economy and established pattern of higher density development, it is not appropriate to classify large areas of land for agriculture or forestry, due to this there are no areas classified as *Agriculture/Forest* on the Future Land Use Map.

The set aside of additional lands for *Parks/Recreation/Conservation* is needed in Clayton County in order to meet the needs of current and future populations. It is anticipated that additional open space will be permanently preserved as new subdivisions are developed in the conservation residential district in the southern portion of the county. Additionally, flood plains throughout the county have been designated as Parks/Recreation/Conservation on the Future Land Use Map. The restriction of development in these areas will help maintain water quality,

provide contiguous habitats for plants and wildlife and to encourage use for passive recreation. While an increase in the amount of **Parks/Recreation/Conservation** land is projected for Clayton County, the total increase is not directly reflected on the Future Land Use Map due to the difficulty of predicting exactly where future public parks will be developed. For lands acquired for parks and recreation facilities in the future, it is recommended that the county choose land that is appropriately located with respect to population centers and consistent with adopted greenspace preservation policies. Land for parks be purchased well in advance of the anticipated time of development to minimize costs.

During the past decade the county has continued to urbanize, becoming arguably the most densely developed county in the State of Georgia. It is likely that development pressures on the county will remain steady during the 2005 –2025 planning period. During the comprehensive planning process it was recognized that future residential development in Clayton County should include greater diversity of housing forms in order to provide significant choices for the county’s current and future residents. To achieve this, the future land use map employs a number of residential land use classifications.

The northern and western areas of the unincorporated county are developed with predominately suburban density single family homes and limited pockets of multi-family and manufactured housing. The vision for these areas includes the stabilization of older residential areas and the redevelopment of deteriorated residential areas and those residential areas impacted by Hartsfield-Jackson International Airport. Redevelopment will be achieved through plans for mixed-use developments, the residential components of which area discussed in the **Mixed-Use** land classification description.

The northeastern area of the county, including the Ellenwood and Rex areas, is less densely developed than the northwest, however development pressures are growing. This area of the county contains a number of significant environmental and historical resources such as floodplains/wetlands and the historic Rex Mill. Public comments during the planning process suggested a desire to reserve this area of the county for **Low Density Residential** development with a maximum density of two (2) single family detached units per acre. Low Density Residential land use is also recommended for the residential areas surrounding Lake Spivey. This recommendation projects a continuation of the area’s current development pattern. Additionally the Lake Spivey community is one of the few concentrations of “executive” style housing in Clayton County and it should be preserved as such to aid the county’s ability to provide housing for the executives, professionals and other higher wage earners associated with local businesses.

In the southern portion of the county, the area commonly referred to as the “Panhandle,” the existing land use pattern is more rural with low and very low density residential development. However, pressures for new developments in this pastoral setting are increasing. To help achieve the county’s vision of preserving greenspace and the rural quality of this area, it has been classified as **Conservation Residential**. Residential densities in areas classified as Conservation Residential should be the lowest in Clayton County with a maximum of one (1) unit per acre. To help preserve open space and protect those areas that are not appropriate for development of any

kind, such as wetlands and floodplains, new housing developments in these areas should be required to employ appropriate conservation subdivision design principles.

The **Medium Density Residential** classification indicates areas where a more suburban density of single family detached homes is appropriate. Density in these areas should range between one (1) and four (4) units per acre. The areas are meant to serve as a transition between areas of less intensity such as low density and conservation residential and higher intensity uses such as mixed use or office/professional development. New housing developments in these areas are encouraged to include “neo-traditional” design elements such as sidewalks and interconnected or “grid pattern” street networks. The incorporation of parks, schools, and other public facilities within residential developments is strongly recommended to provide a high level of service to residents in an efficient manner.

Areas designated for **High-Density Residential** development in unincorporated Clayton County are limited on the future land use map. Recommended housing types for these areas include attached and detached single-family homes, condominiums, and apartments with a density of 8 units per acre. Most areas designated for this use are currently developed for large-scale apartment home communities. It is also recommended that some new higher density residential development be directed into those areas designated for Mixed-Use, where higher density will help promote pedestrian activity and the “traditional neighborhood” feel of an environment where residences are located above or near retail and office uses.

In recent decades, commercial land use in Clayton County has tended to follow “strip” development patterns, consistent with suburban sprawl. To avoid strip commercial conditions, commercial land uses should be organized into nodes wherever possible. To aid in this, the designation of new commercial land has been limited in Clayton County and it is anticipated that most commercial land development will happen as part of mixed-use developments or redevelopments. Commercial land use is vitally important to the success of traditional neighborhood or mixed-use developments. Often, such developments are planned and initiated but result only in the completion of the residential component of the community. For master planned, mixed-use development in Clayton County, the inclusion of appropriate amounts of commercial land use should be required.

There are numerous areas of the county, especially along major corridors such as Tara Boulevard that have been specifically identified during the planning process as in need of redevelopment. Commercial redevelopment must be regulated in an appropriate manner and it is imperative for the county to develop appropriate and detailed design regulations for each of the designated redevelopment areas. Good design can help to preserve the visual quality of the roadway and landscape of commercial land use along major corridors. Limiting curb cuts along major corridors can improve the visual quality and also maintain good traffic flow. Standards for consistent landscaping and building materials also support visual quality. Building setbacks should be appropriately proportional to the scale of the roadway, with greater setbacks required from larger arterial roadways. Additionally, new commercial developments and large-scale redevelopment projects must include pedestrian elements such as sidewalks, crosswalks, and landscaped buffers between walkway and automobile travel lanes.

Two classifications of commercial land use are included on the future land use map. **General Commercial** is designated in areas that are appropriate for non-industrialized business uses, such as retail and entertainment facilities. Larger chain "big box" style retail stores and movie theaters should be limited to these areas. Due to the higher level of automobile traffic associated with these uses, General Commercial areas have been limited to nodes along major transportation routes.

The other commercial classification shown the future land use map is **Neighborhood Commercial**. This classification designates areas appropriate for neighborhood serving businesses such as banks, dry cleaners, grocery stores, and small restaurants. Neighborhood Commercial areas are specifically not recommended for large-scale retail stores or "power center" style developments. These areas are located in proximity to residential nodes and therefore should have linkages to promote pedestrian and bicycle access.

Industrial land use in Clayton County has generally been located in the northern area of the county adjacent to major interstates (I-75, I-675, and I-285), the Hartsfield Jackson International Airport area, and areas adjacent to Fort Gillem. It is important for industrial land use in Clayton County to be conveniently located to major arterial and Interstate transportation routes. The potential for economic development that is created by Clayton County's level of access to Hartsfield Jackson International Airport and the region's major highways and interstates makes it advisable to provide adequate amounts of land for industrial expansion in strategic locations. Specifically, industrial land use is recommended in certain areas south and east of the airport where the noise effects of air traffic restrict the appropriateness of many other types of land use. Industrial use is also appropriate for the areas located along the railroad lines near the transportation routes of I-75 and I-675 in the northeastern portion of the county.

Two different classifications of industrial land use are indicated on the future land use map. The **Light Industrial** classification is intended to accommodate industrial uses such as warehousing, distribution and assembly in an industrial park setting. The **Heavy Industrial** classification is appropriate for large scale manufacturing and similar uses. For the area classified as Heavy Industrial, it is important to restrict future industrial development to only that which is consistent with the industrial designation. Piecemeal development of these areas with residential communities or small commercial entities will detract from their economic potential and will result in undesirable and incompatible land use patterns. Additionally, zoning requirements for heavy industrial development should include large setbacks or buffer areas from surrounding streets and/or properties, and access to development should be designed to minimize conflicts with local traffic.

Distinct from the commercial land use classification, **Office/Professional** recommends lighter intensity business uses that are not retail-oriented. Appropriate developments within Office/Professional include low to mid-rise office buildings, office parks, office/distribution facilities, research and development facilities and similar. Uses such as colleges/universities and large churches are appropriate in the Office/Professional classification. Areas classified for this Office/Professional include the majority of the I-75 corridor and the Highway 42 corridor.

Public/Institutional land uses include public buildings, schools, libraries, churches and similar uses. Most Public/Institutional uses in unincorporated Clayton County are schools and churches. While an increase in the needed amount of Public/Institutional land is projected for Clayton County, this increase is not directly reflected on the Future Land Use Map due to the difficulty of predicting exactly where future public schools, county service buildings or churches may need to be developed. For public buildings and properties needed in the future, it is recommended that the county choose land that is appropriately located with respect to projected new population nodes. Land should also be identified and purchased well in advance of the anticipated time of development of public facilities to minimize costs.

Transportation/Communication/Utilities (TCU) land use in Clayton County consists of properties associated with the Clayton County Water Authority and Hartsfield Jackson International Airport. Future TCU land use needs are not specifically located on the future land use map as they will be determined by future transportation improvements and infrastructure development.

7.12 Summary of Future Land Use Classifications

The following section provides a summary of the land use classifications discussed in the land use narrative and provides some additional recommendations for appropriate developments within each classification.

Light Green - Conservation Residential:

Single-family, detached-unit residential development at a maximum of one (1) unit per acre.

Open space preservation within residential developments is required through the implementation of conservation subdivision principals.

These areas are also appropriate for development of limited amounts of “estate” housing on five to ten acre lots.

Light Yellow - Low Density Residential:

Single-family, detached-unit residential development at a maximum intensity of two (2) dwelling units per acre.

Appropriate for executive style housing.

Yellow - Medium Density Residential:

Single family, detached residences at a maximum density of four (4) dwelling units per acre.

Existing surrounding/adjacent density and infrastructure availability should influence appropriate density for new developments.

Traditional neighborhood design (TND) elements should be incorporated into new developments.

Orange - High Density Residential:

Single family detached, single family attached, duplex, triplex, townhouse, condominiums and multi-family apartments at a density of eight (8) dwelling units per acre.

Purple - Mixed Use:

Allows for a mixture of retail, residential, and office uses in a “traditional neighborhood” or “main street” fashion.

Uses include neighborhood-friendly retail commercial uses such as drugstores, grocery stores, banks etc. that may front on commercial streets with a mixture of residential units including condominiums, apartments, town homes, and smaller single-family detached residential units and/or offices located above or behind.

Density of 4 to 15 units per acre is appropriate with final density determined by the mix of uses provided in the development. Higher densities may be allowable if they are supported by an adopted redevelopment plan.

Open space preservation (e.g. neighborhood parks) is required in these areas through traditional neighborhood design and conservation subdivision design principles.

Mixed-use development must be designed to promote walking and where available transit use as opposed to traditional auto-oriented development.

Red - General Commercial:

Non-industrial business uses, including retail sales, office, service, and entertainment facilities.

Appropriate for uses such as larger chain retail establishments, shopping malls, and movie theaters.

Commercial uses may be located as a single use in one building or grouped together in a large shopping center or complex

Developments must be designed so that they are appropriately screened from adjacent residential communities and do not negatively impact the county’s roadways. Commercial development and large scale redevelopment should be designed to accommodate pedestrian and vehicular transportation with building setbacks appropriately proportional to the scale of the roadway and with greater setbacks required from larger arterial roadways.

Pink - Neighborhood Commercial:

Appropriate uses for these areas include neighborhood service businesses such as gas stations, grocers, dry cleaners, drug stores, and smaller restaurants.

Specifically not recommended for large-scale retail such as national chain stores or “power center” style developments.

Commercial uses may be located as a single use in one building or grouped together in small complexes.

These areas are located in proximity to residential nodes and therefore should have linkages to promote pedestrian and/or bicycle access and use.

Light Grey - Light Industrial:

Appropriate uses include storage and warehousing facilities, technology related manufacturing with offices, auto repair, structures which combine office and warehouse/distribution functions and similar structures and other businesses that are manufacturers but do not necessarily conflict with commercial uses.

Industrial development should include setback or buffer areas from surrounding streets and/or properties.

Access to industrial development should be designed so as to minimize conflicts with local traffic.

Dark Grey - Heavy Industrial:

Higher intensity industrial uses such as large scale manufacturing facilities.

Heavy industrial development should include large setbacks and buffer areas between the development and surrounding streets and other land uses.

Access to heavy industrial development sites should be designed so as to minimize conflicts with intra-county traffic.

Light Blue - Office/Professional:

Light intensity business uses that are not retail-oriented, including low to mid-rise professional office buildings, office parks, office/distribution facilities, research and development facilities and similar.

Also appropriate are public/institutional uses such as colleges/universities and large churches.

Dark Blue - Public/ Institutional:

Uses include public schools, county administrative and service buildings, fire stations, and police and sheriff stations.

Churches, lodges, hospitals, and cemeteries are also appropriate uses in these areas.

All potential locations for future Public/Institutional uses are not shown on the future land use map due to the difficulty of predicting exactly where future public buildings or churches may be developed.

Tan - Transportation/Communication/Utilities (TCU):

Primarily Clayton County Water Authority properties and Hartsfield Jackson International Airport.

All future needs are not specifically located on the future land use map as they will be determined by future transportation improvements and development of public infrastructure.

Bright Green - Parks/Recreation/Conservation (PRC):

Includes land dedicated to active or passive recreational uses such as playgrounds, public parks, nature preserves, golf courses, recreation centers, and similar uses.

Sensitive natural resource areas such as wetlands and floodplains are also included in this category.

Land in this category may be either publicly or privately owned.

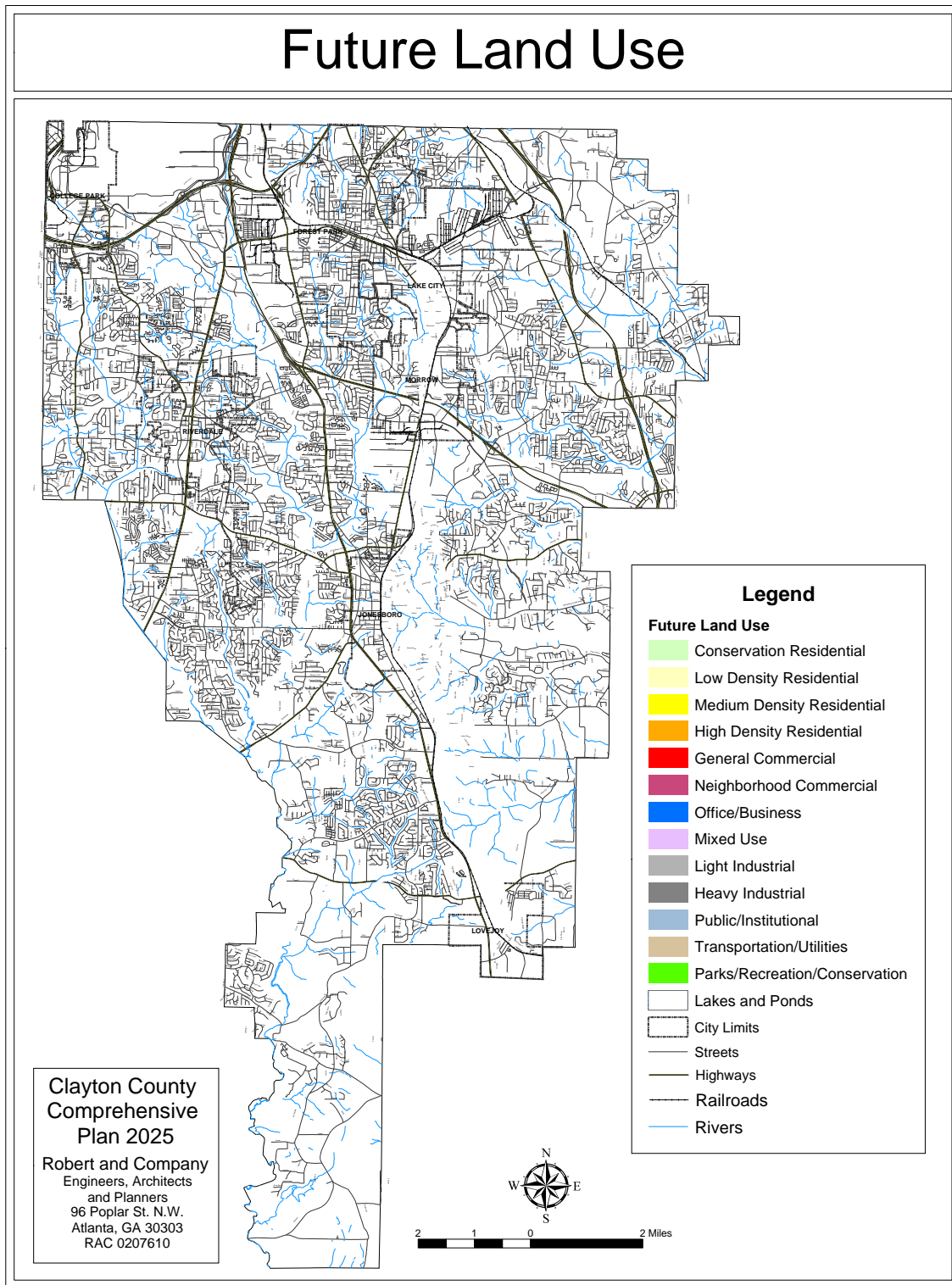
White – Municipalities:

Incorporated areas within Clayton County that include the cities of College Park, Forest Park, Jonesboro, Lake City, Lovejoy, Morrow, and Riverdale.

Table 7.5 Summary of Existing and Future Land Use Change

Year	Existing (2003)		Future (2025)		2003 - 2025	
Land Use Category	Acres	% of Total	Acres	% of Total	Acreage Change	% Change
Residential	39,861	51.95%	44,029	57.39%	4,168	10.46%
Commercial & Office/Professional	4,147	5.41%	4,847	6.32%	700	16.88%
Industrial	3,994	5.20%	5,813	7.58%	1,820	45.57%
Public/Institutional	1,566	2.04%	1,841	2.40%	275	17.55%
Transportation/Communications/Utilities	6,032	7.86%	6,048	7.88%	16	0.27%
Parks/Recreation/Conservation	904	1.18%	8,347	10.88%	7,443	823.82%
Agriculture & Forest	14,268	18.59%		0.00%	-14,268	-100.00%
Other	895	1.17%	1,677	2.19%	782	87.39%
Vacant/Undeveloped	5,063	6.60%	-	0.00%	-5,063	-100.00%
Mixed Use	-	0.00%	4,119	5.37%	4,119	
Total Unincorporated Clayton County	76,729	100.00%	76,721	100.00%		

Map 7.2 Future Land Use Map



7.12.1 Land Use Classification Changes

The Clayton County Future Land Use Map includes a few land use classifications that are not present on the county’s previous Future Land Use Map. New land use classifications and their previous names are summarized in the Table 7.6

Table 7.6 Summary of Land Use Classification Changes

1999 Land Use Plan	2004 Future Land Use Plan	Areas Affected
Low Density Residential	Conservation Residential	Panhandle/South
Suburban Residential	Low Density Residential	Northeast Corner – Rex/Ellenwood Area
Urban Residential	Deleted, land designated as Urban Residential was reclassified as either High Density or Medium Density Residential based on its existing land use.	Located around incorporated municipalities.
N/A	Mixed-Use, new classification	Located adjacent to incorporated municipalities, areas designated in adopted redevelopment plans, or corridors targeted for redevelopment during the planning process.

7.13 Infrastructure Improvements Supporting Future Land Use

The Transportation Element includes information related to transportation system improvements that will support the future land use plan. Developers will construct most new roads needed to support residential and commercial development while the county will be responsible for continued maintenance and improvements to arterial routes. Many of the county’s arterial roadways are in need of landscaping improvements that will increase the aesthetic quality of the corridors and help attract commercial redevelopment to declining commercial strip centers. Additionally, the Transportation Element provides information regarding additions to the county’s facilities for pedestrians and cyclists that are needed to promote increased access to commercial, residential, institutional and professional nodes.

As mentioned previously, the county will need to expand water service and capacity to accommodate projected growth. As the county’s population continues to increase, additional capacity will also be required for a number of county services, such as schools, fire, police and EMS. It is strongly recommended that the county consider following the lead of other metro-Atlanta counties such as Henry and Cherokee and adopt a system of development impact fees to offset capital improvements expenditures that would otherwise be paid from general funds and place an increased property tax burden on Clayton County’s existing residents.

7.14 Land Use Regulations Changes Needed

There are a number of Clayton County Zoning Ordinance and Subdivision Regulation measures in need of adjustment in order to establish consistency with the Land Use Plan. It is strongly recommended that the county's current Zoning Ordinance and Development Regulations be reviewed and revised immediately following adoption of the Comprehensive Plan Update. To provide continuity to this process the steering committee for the ordinance and regulation update should include the member of the Comprehensive Plan steering committee. Additionally, the ordinance and regulation update committee should include members appointed by each county commissioner and the members of the county's Zoning Advisory Group.

The regulatory revisions most needed to implement the vision depicted on the Future Land Use Map are detailed in this section.

7.14.1 Revised Conservation Subdivision Ordinance

Clayton County's current conservation residential (CR) zoning designation is inadequate to achieve the level of open space preservation and low-density, rural environment of residential land use that is intended by the Conservation Residential classification employed in the Future Land Use Map for the Panhandle area of the county. To achieve the desired effects, the current ordinance needs a number of revisions summarized here.

The county's current conservation residential ordinance defines the purpose of the district as being to provide lots for single-family residences. This should be amended to place primary emphasis on the preservation of open space. It is suggested that the ordinance include definitions of "primary" and "secondary" conservation areas in order to provide developers with direction as to what types of environments Clayton County strives to protect. Additionally, the ordinance's current wording of "may include" should be revised to read "shall include" with regards to the preservation of these areas.

In order to make conservation subdivisions fiscally beneficial for developers, some level of flexibility in design standards should be provided. It is common and desirable for conservation subdivision ordinances to emphasize that subdivision designers should limit the size and width of lots to avoid the look of conventional subdivisions.

In addition to a conceptual/sketch plan, the developer should be required to submit a site analysis map with the initial subdivision design to ensure that the important site features have been adequately surveyed and identified and that this information has been thoughtfully incorporated into the site design. This requirement will allow the officials and staff to make intelligent recommendation for changes, especially those that result in a greater level of conservation or protection of sensitive environmental areas, before the developer invests in final site design.

The current Clayton County ordinance requires a set aside of 25% of the parcel for open space. This is a very low minimum requirement and is more consistent with TND (Traditional Neighborhood Design) principles, where the goal is a more urban type of development that mixes residential and commercial land uses rather than a conservation subdivision. In areas of the county that are more urban in nature, TND developments are appropriate and recommended.

However, during the public meetings held for the Comprehensive Plan update many Clayton County residents expressed concern over the low open space requirement of the current conservation residential ordinance and how it has affected the remaining rural areas of the county such as the Panhandle. Citizens have expressed an overwhelming desire to conserve the semi-rural character of these areas of the county. Additionally, it has also been established that the county does not meet national standards for the amount of parkland per citizen; conservation subdivisions should be considered a tool for providing passive recreation space at little or no cost to the county. In order to achieve the intended purpose of conservation subdivisions, a minimum open space set aside of 40% is recommended.

A revised conservation subdivision ordinance should specifically prohibit golf courses as a use for open space within the subdivision. Although golf courses provide large open green areas, they are managed for only one type of activity and typically convert previously natural areas into intensively managed lawns that are inhospitable for most forms of wildlife. Furthermore, golf course construction is suspected as playing a role in the degradation of waterways and the courses rely heavily on the use of chemical fertilizers and pesticides that have the potential to pollute surface and groundwater.

Due to the considerable savings developers realize through the reduced costs of infrastructure in conservation subdivisions, providing additional density incentives is unnecessary and, in the case of the Clayton County, undesirable. Clayton County citizens have expressed frustration with the effects that increased allowable densities in conservation subdivisions have on older, less dense, subdivisions nearby. Specific issues cited by residents include increased traffic, overcrowded schools and reduced property values. In the current ordinance, the bonus provided for sidewalks on both sides of streets should be removed as it is counter to the goal of conservation subdivisions to increase greenspace and reduce impervious pavement. To promote quality development, sense of community, and passive recreation, pedestrian trails or paths should be required. A modest density bonus of 1% - 2% could be provided for this provision, particularly if the trails provide linkages with adjacent properties and/or developments. Similarly, the bonuses provided for increased dwelling space should also be removed from the ordinance as increased floor area has the effect of reducing the greenspace in the subdivision. Finally, the 6% bonus for providing full front-side brick, stone, or stucco façade on all homes in the subdivision must be removed as it provides a bonus for a quality of construction that is already required in the ordinance. There are a few instances where providing a density bonus might be desirable. These instances are limited to those where the developer conserves a significant additional percentage (minimum 5%) of open space or provides for large contiguous open spaces (such as 10 acres).

7.14.2 Mixed-Use Zoning

The current Clayton County zoning ordinance does not include a designation that allows for mixed-use development. The county needs to develop a new zoning district for this purpose. It is strongly recommended that Traditional Neighborhood Development (TND) concepts and standards be considered for incorporation into these new regulations. TND, as detailed in the Atlanta Regional Commission's *Toolkit for Smart Growth*, can be implemented at the scale of an individual subdivision or at a larger community-wide scale. Five organizing principles for TND are as follows:

Compact, defined urban neighborhoods, comprising a compatible mix of uses and housing types. A network of connected streets with sidewalks and street trees to facilitate convenient and safe movement throughout neighborhoods for all modes of transportation. Focus on the pedestrian over the automobile (while retaining automotive convenience). Integration of parks and public spaces into each neighborhood. Placement of important civic buildings on key sites to create landmarks and a strong sense of place.

Parking standards in the commercial districts of Clayton County's zoning ordinance currently require considerably more parking than is actually needed for the associated developments. In the past, it was assumed that requirement of extra parking spaces would solve potential congestion problems at peak use times. Today, however, it is recognized that many of the undesirable factors of urban and strip development are due to excessive requirements for parking, which result in large, often empty surface parking lots. Instead of requiring minimum amounts of parking (the development industry insures that adequate parking is included with any development in order to better market a property), it would be preferable for the County Zoning Ordinance to apply maximum allowances for parking spaces as well as standards for location of parking behind or to the side of buildings rather than in front.

7.14.3 Revised Planned Unit Development (PUD) Ordinance

The provisions for Planned Unit Development (PUD) in the Clayton Zoning Ordinance need to be addressed in the near term due to insufficient standards to promote quality development. Due to the relative shortage of large development sites remaining in Clayton County, the standards for PUD should be improved immediately in order to insure that development of these sites is of high quality. The county's current PUD ordinance allows for the development of PUDs without consideration of the surrounding land uses and the incompatibilities that may arise from the PUD development. Additionally, it is recommended that certain "conservation subdivision" principles be added to the current residential PUD requirements in order to achieve better quality developments and preservation of environmental and greenspace resources. The Metropolitan North Georgia Water Planning District has adopted a Model Stormwater Management Ordinance, which includes Conservation Subdivision and Open Space Development standards. These standards should be considered for addition to the existing PUD standards. Further, the requirements for specific site planning in association with approval of a PUD rezoning should be increased and developers should be required to build strictly in accordance with an approved development plan.

7.15 Land Use Vision

Clayton County will achieve a spatial distribution of land uses, which assures compatibility between various use areas, is highly functional in a county-wide and regional context, and is energy efficient. The county will provide a sustainable healthful, productive, culturally satisfying and aesthetically pleasing environment to live, work, and recreate.

7.16 Land Use Goals and Policies

Goal 1.0 Improve land use regulation and planning processes and mechanisms to protect and enhance the quality of life in Clayton County.

Policy 1.1 Review existing zoning ordinances and development regulations to assess the suitability of allowable uses, adequacy of development specifications, consistency, and enforceability of standards. Revise and develop new ordinances and regulations as necessary to produce desired development patterns and ensure clarity, consistency, and enforceability.

Policy 1.1.1 Develop a steering committee for the ordinance and regulation update so there is continuity between this process and the comprehensive plan update process. The committee should include the member of the Comprehensive Plan steering committee, members appointed by each county commissioner and the members of the county’s Zoning Advisory Group.

Policy 1.2 Review and revise the land use plan amendment policy and process to provide adequate time for a professional and comprehensive assessment of amendment requests.

Policy 1.2.1 Consider land use plan/map amendments on a yearly basis in coordination with the Atlanta Regional Commission’s suggested amendment schedule.

Policy 1.3 Expand the Zoning Advisory Group to include to two (2) “at large” posts to be filled with individuals holding professional training and/or experience in fields applicable to planning.

Policy 1.4 Implement a process of for reviewing applications for subdivisions, rezonings, and zoning variances that is comprehensive in nature and considers at a minimum coordination with all applicable county and municipal plans, reasonable projections of population and traffic generated by the proposed development, impacts on all applicable county services and Clayton County Public Schools.

Policy 1.4.1 Implement a process through which the county’s professional planning staff reviews and issues a staff report and recommendations to

the Zoning Advisory Group for all rezoning, variance, and subdivision applications.

Policy 1.5 Update the county's land use plan every five years consistent with the update of the Short Term Work Program.

Policy 1.5.1 Establish a standing committee of department representatives and community stakeholders for the purpose of conducting the Land Use Plan and Short Term Work Program updates.

Policy 1.5.1.1 Work with affected departments and organizations to include committee participation in the job description and duties of all participants.

Policy 1.6 Continue to develop the capacity to accomplish a greater proportion of current and long range planning and GIS mapping within the county's Community Development Department.

Policy 1.6.1 Establish a staff expansion and retention plan for the county's planning staff that is based on a reasonable staff/population ratio comparable to other counties in the ARC region.

Goal 2.0 Improve public education and awareness of planning and zoning mechanisms.

Policy 2.1 Expand the presence of planning and zoning issues on the homepage of the Clayton County website.

Policy 2.2 Revise the Planning and Zoning Department's web site to include a wider variety of information.

Policy 2.2.1 Develop an interactive zoning map to be posted on the Community Development homepage where the public can ascertain the zoning of any property in the County and be provided information regarding the development requirements applicable to property.

Policy 2.3 Develop programs for using additional media such as local public television and radio stations to promote planning and zoning education in Clayton County.

Goal 3.0 Ensure that the individuals responsible for planning and zoning decisions are provided with adequate training to make the best decisions possible for Clayton County.

Policy 3.1 Establish planning education standards for all Zoning Advisory Group (ZAG) members and County Commissioners to ensure that group members and commissioners have the ability to make the best decisions possible in terms of land use and zoning.

Policy 3.1.1 Require all Commissioners and Zoning Advisory Group members to

attend the Atlanta Regional Commission’s Training for Planning Officials course or a similar educational seminar within their first year in office or as a member of the ZAG.

Policy 3.2 Develop a Planning Handbook to be used as an educational tool and quick reference by the Zoning Advisory Group and County Commissioners.

Goal 4.0 Increase publicity for land use and zoning meetings and create additional opportunities for the public to comment on requests for development approval and/or zoning changes.

Policy 4.1 Establish a formal association or committee of Home Owners Associations (HOA), with representation from every HOA in the county, which can be used as a mechanism for informing the public and encouraging their involvement in land use and development issues.

Policy 4.1.1 Require developers of all new subdivisions with over 10 units to establish an HOA.

Policy 4.1.2 Establish processes by which older neighborhoods can re-establish HOA’s.

Policy 4.1.3 Designate a staff position in planning and zoning responsible for providing information to and coordinating with the association of HOAs.

Goal 5.0 Protect the County’s zoning decisions from legal challenges.

Policy 5.1 Maintain consistent application of the Comprehensive Plan goals and policies when considering requests for rezoning.

Goal 6.0 Meet or exceed the state of Georgia goal to set aside 20% of land as permanently undeveloped greenspace.

Policy 6.1 Maintain a greenspace preservation plan that meets or exceeds the 20% countywide set aside goal established by the Governor’s Greenspace Program.

Policy 6.2 Review and revise the county’s zoning ordinances and subdivision regulations to increase emphasis on preserving open spaces and greenbelts.

Policy 6.2.1 Revise the county’s conservation subdivision ordinance to:

- 1) Disallow greater density than what is allowable by right in the underlying zoning district unless the developer sets aside 10 acres or more of open space that is adjacent to or connects with floodplains, watersheds, wetlands, river corridors, greenways, or another protected open space.
- 2) Require an open space set aside of 40% of the gross tract area with at least 75% being in one contiguous tract to be consistent with regional standards.
- 3) Explicitly prohibit clear cutting land for development.

Policy 6.2.2 Require that all residential, commercial, or office developments over 100 acres to include a dedicated, usable open space set aside.

Policy 6.3 Develop and adopt minimum standards for landscaping in all zoning districts.

Policy 6.4 Preserve and expand tree cover in Clayton County.

Policy 6.4.1 Revise the county tree ordinance to establish a minimum tree density factor to be retained when a parcel is developed, establish diameter standards for hardwood, softwood, understory specimen trees to be retained, set minimum diameter standards for replacement trees planted when specimen trees are removed, require the preservation of trees beyond the perimeter of a parcel when it is developed, and initiate a tree banking process for the county.

Goal 7.0 Increase the proximity and accessibility of parks and recreation facilities to the citizens of Clayton County.

Policy 7.1 Establish a standing committee managed by the planning department to coordinate the current greenspace preservation, stream restoration and watershed management, bike trail, and parks and recreation planning efforts of different county departments and authorities to maximize the accessibility of parks and greenspace to the county's residents.

Policy 7.2 Pursue opportunities to coordinate greenspace and park facilities with significant environmental and cultural resources in the county.

Policy 7.2.1 Develop a recreation/open space plan for the Flit River Corridor that incorporates opportunities for educating the public on the history of Clayton County.

Policy 7.2.2 Develop a recreation/open space plan for the historic Rex community that incorporates public education and trails and/or other passive recreation amenities.

Goal 8.0 Develop and redevelop the County's commercial corridors (Tara Blvd./19/41, Ga. Hwy 85/Riverdale Rd, Upper Riverdale Road, Rt. 138, and Mt. Zion Road) and other older commercial nodes or strip malls in an orderly manner that enhances the quality of life and retail options of Clayton County residents.

Policy 8.1 Review and revise county zoning ordinances to:
Discourage the spread of strip type commercial development;

Encourage a balanced distribution of regional, community, and neighborhood shopping centers;

Coordinate the zoning of land for commercial usage with residential and business growth patterns and trends;

Encourage the clustering of neighborhood and community shopping facilities in nodes which are convenient to population concentrations; and

Encourage the adaptive reuse of existing structures, when appropriately located, for commercial use.

Policy 8.2 Establish design guidelines for development in general commercial and neighborhood commercial areas.

Policy 8.3 Establish unique design guidelines for redevelopment areas in conjunction with the development of area specific redevelopment plans or immediately after the completion of an area redevelopment plan.

Policy 8.4 Identify and develop plans for the revitalization of declining or vacant strip shopping centers and “big-box” commercial structures throughout the County.

Policy 8.4.1 Study the feasibility of developing local ordinances that require owners to redevelop or tear down strip centers or “big-boxes” that remain vacant for a specified period of time.

Policy 8.4.2 Establish incentives for developers that purchase and redevelop blighted shopping centers and vacant “big boxes” in Clayton County.

Goal 9.0 Limit to the extent possible the encroachment of incompatible development into well established residential and industrial areas.

Policy 9.1 Encourage new developments to locate on parcels which are properly zoned and/or designated for the desired type of development on the Future Land Use Map and strongly discourage rezonings that will lead to incompatible adjacent land uses.

Policy 9.2 Develop site design standards in regard to off-street parking and loading, signs, building locations and landscaping to ensure minimal interference to traffic movements, preservation of aesthetic values and impact on adjacent land uses.

Policy 9.3 Develop and adopt appropriate landscaping and buffering requirements for all land uses in Clayton County.

Goal 10 Ensure that current county taxpayers are not required to bear the costs of providing the infrastructure and public services necessary to support new development.

Policy 10.1 Coordinate land use plans and capital improvement plans within the county to assure that they are mutually supportive and comply with overall growth and development concepts.

Policy 10.2 Promote residential, commercial and industrial development in those undeveloped areas designated for such uses which are presently served by water, sewer and other necessary services.

Policy 10.2.1 Discourage large-scale developments in the outlying portions of the county where sewer and other services are currently unavailable.

Policy 10.3 Require developers to bear the cost and responsibility for the infrastructure and public services necessary to support new development.

Policy 10.3.1 If determined appropriate, require impact fees to mitigate development costs paid by the county.

Policy 10.4 Require all new residential developments (except senior housing communities) of more than five (5) units to coordinate with the Clayton County School Board to ensure that availability of adequate capacity in county schools.

Policy 10.4.1 Require all new residential developments (except senior housing communities) of three hundred (300) units or more to set aside land or provide funds for land acquisition for new schools in the general area of the development.

Goal 11.0 Adopt mixed use development as a preferred development pattern for new development and redevelopment in Clayton County in accordance with the Future Land Use Map.

Policy 11.1 Develop and adopt mixed use zoning ordinances and design guidelines.

Policy 11.1.1 Consider overlay zoning for mixed-use development applicable to any of the county's current zoning districts.

Goal 12 Maintain a healthy living environment and high quality of life in all neighborhoods regardless of the income level or age of neighborhood.

Policy 12.1 Establish clear channels for communicating code enforcement issues to the county agency or officials with the ability to address the problems.

Policy 12.1.1 Develop a code enforcement web-site which citizens can access to obtain information regarding what is and is not a code violation.

Policy 12.1.2 Create an on-line form that citizens can use to submit code enforcement requests to the County code enforcement officers via the internet and

establish a system through which officers send out updates on the steps being taken to rectify the compliant electronically.

Goal 13.0 Encourage redevelopment of appropriate areas as designated by adopted redevelopment plans.

Policy 13.1 Establish incentives for redevelopment projects that make the projects fiscally attractive for private developers to undertake.

Policy 13.1.1 Reserve the use of Tax Allocation Districts (a.k.a. Tax Increment Financing) for redevelopment areas only.

Goal 14.0 Coordinate planning for land use and transportation in order to provide economic development opportunities.

Policy 14.1 Cooperate in development plans for the new International Terminal at Hartsfield Jackson International Airport and encourage the City of Atlanta and the Georgia Department of Transportation to develop a multi modal station in Clayton County that will serve international passengers.

Policy 14.2.1 Coordinate with planners at Hartsfield Jackson International Airport to ensure the compatibility of land use and development in Clayton County and the Airport's long range expansion and development plans.

Policy 14.2 Pursue funding assistance for the continuation of efforts to improve the Tara Boulevard entrance to Clayton County.

Policy 14.3 Encourage the conversion of Aviation Boulevard into a four lane road with an interchange at I-285; also Hwy. 138 to I-75 and I-85.

Policy 14.4 Address needed changes to the interchange at Southlake Mall to provide better access to the mall and Southlake Festival.

Policy 14.5 Encourage the widening of Church Street in Riverdale and the continued widening of Hwy. 54 through Clayton County.

Policy 14.6 Study redesign of intersection of Georgia 85, Forest Parkway, Sullivan Road and I-75 for improved efficiency and safety.

Policy 14.7 Pursue funding for streetscape improvements to enhance the visual quality of Clayton County's major roadways.

Goal 15.0 Encourage all new developments to be designed at a human scale including residential, retail and/or professional uses within an easy walk of one another.

Policy 15.1 Require new developments to include pedestrian facilities such as sidewalks and crosswalks connecting uses within the development and connecting the development to adjacent land uses.

Goal 16.0 Encourage industrial growth that provides quality employment opportunities, makes effective use of the county's resources, and does not negatively impact the quality of life in Clayton County.

Policy 16.1 Encourage the development of industrial uses in areas which will maximize the potential for safe, efficient and harmonious operations while minimizing excessive infrastructure improvements and services costs to both industries and government.

Policy 16.2 Encourage the development of planned industrial districts and discourage the unnecessary proliferation of industrial uses along the county's highways.

Policy 16.3 Allow only new industrial development that does not produce excessive noise, smoke, dust or other particulate matter, vibration, toxic or noxious waste materials, odors, fire and explosive hazards or other detrimental impacts.

Goal 17.0 Establish and maintain a balanced relationship between industrial, commercial and residential growth to ensure a stable and healthy tax base in Clayton County.

Policy 17.1 Limit new multi-family residential development only to those areas planned for such development as indicated on the Future Land Use Map.

Policy 17.2 Establish criteria for areas currently zoned multi-family that encourages reversion to lower intensity zoning if the tract is not developed within twenty-four (24) months of the rezoning.

Policy 17.3 Create incentives to encourage the development of "executive housing" in Clayton County.

Policy 17.3.1 Consider reducing or waiving impact fees (if adopted in the future) for new residential developments with an average unit price over \$250,000.

Goal 18.0 Ensure that new residential development provides neighborhoods and communities that are safe, efficient (in terms of land consumption and traffic flow) and attractive to all residents.

Policy 18.1. Encourage the location of residential development within master planned subdivisions that include a variety of residential types and amenities, mixed use developments, or as in-fill in pre-existing residential nodes.

Policy 18.2 Promote the development of residential areas in a manner that is efficient and includes environmentally sound design elements and land use patterns such as an

interconnected street network, a mixture of land uses (residential, service commercial, office, recreation), and designated common greenspaces.

Policy 18.3 Provide for the development of a variety of residential dwelling types so as to provide a variety of housing options in the County

Policy 18.3.1 Promote the mixing of housing types in residential development areas to promote multi-generational and mixed income communities.

Policy 18.3.2 Revise minimum square footage requirements to allow for reductions in square footage if developers include higher levels of architectural detailing, landscaping, and additional subdivision amenities.

Policy 18.3.3 Revise development requirements to allow for high quality housing at a wide range of sizes and cost levels.

Policy 18.4 Ensure that manufactured housing in Clayton County is consistent and compatible with surrounding land uses and building design.

Goal 19.0 Minimize the adverse effects of traffic and parking associated with new development on the quality of life, environment, economy and visual attractiveness of Clayton County.

Policy 19.1 Where appropriate, promote a distributed network (grid pattern) rather than a hierarchical pattern of road development to increase roadway efficiency and reduce traffic congestion.

Policy 19.2 Create development guidelines that establish size thresholds for requiring new developments of any type to provide access and egress points on multiple roadways.

Policy 19.3 Require all new residential, industrial, commercial, office/professional, and institutional land developments to tie into existing adjacent public roadways and to provide access points to any planned public roads.

Policy 19.4 Require commercial and institutional development adjacent to residential areas to provide convenient pedestrian and vehicular access in order to help reduce traffic impacts on collector and arterial roadways.

Policy 19.5 Allow for reduced street widths and right of way requirements if streets within residential, commercial, office/professional, institutional and industrial developments are designed as a distributed network (grid system).

Goal 20.0 Manage future land use and development activity to minimize negative impacts on the natural environment and conserves open space.

Policy 20.1 Limit the use of septic tanks and settling ponds for all but very low density

(2 acre minimum) residential development.

Policy 20.2 Allow only new development that does not produce excessive noise, smoke, dust or other particulate matter, vibration, toxic or noxious waste materials, odors, fire and explosive hazards or other detrimental impacts.

Policy 20.3 When feasible use multi-story construction for all public buildings.

Goal 21.0 Ensure that the remaining large development sites in Clayton County are developed in a manner that increases the quality of the surrounding communities and the county as a whole.

Policy 21.1 Review the county's Planned Unit Development (PUD) ordinance and revise as necessary to ensure quality development.

Policy 21.1.1 Enhance the requirements for specific site planning in association with approval of a PUD rezoning; developers should be required to build strictly in accordance with an approved development plan.

Policy 21.1.2 Revise the PUD ordinance requirements to better coordinate the PUD approval process with the Atlanta Regional Commission's (ARC) Development of Regional Impact (DRI) review process when a PUD falls under the DRI classification.

Policy 21.1.3 Ensure that the revised PUD ordinance is compatible with the any Mixed-Use zoning adopted by the county.

CHAPTER 8 TRANSPORTATION

Introduction

Effective January 1, 2004, Chapter 110-12-1 of the Rules of the Georgia Department of Community Affairs provides the Minimum Standards and Procedures for Local Comprehensive Planning. The Rules requires a three step planning process that includes: (1) an inventory of existing conditions; (2) an assessment of current and future needs; and (3) the articulation of the community’s vision, goals, and an associated implementation program. This transportation element must provide an inventory of the local transportation network; an assessment of the adequacy for serving current and future population and economic needs; and the articulation of community goals and an associated implementation program that provides the desired level of transportation facilities and services throughout the planning period. Clayton County must meet additional requirements for its Advanced Planning Level.

8.1 Existing Conditions

The first step in the local comprehensive transportation planning process is a detailed inventory of existing conditions. The inventory is summarized as follows:

- Table 8.1. Clayton County Road Types
- Table 8.2 Functional Classification of streets, roads, and highways
- Table 8.3 Number of Vehicles per Household in Clayton County (1999)
- Table 8.4 Number of Vehicles per Household in Clayton County (2000)
- Table 8.5 Number of Vehicles per Household in Forest Park (1990)
- Table 8.6 Number of Vehicles per Household in Forest Park (2000)
- Table 8.7 Number of Vehicles per Household in Jonesboro (1990)
- Table 8.8 Number of Vehicles per Household in Jonesboro (2000)
- Table 8.9 Vehicle Miles Traveled in Clayton County
- Table 8.10 Means of Transportation to Work in Clayton County
- Table 8.11 Means of Transportation to Work in Forest Park
- Table 8.12 Means of Transportation to Work in Jonesboro
- Table 8.13 Travel Time to Work in Clayton County
- Table 8.14 Time Leaving Home to go to Work in Clayton County
- Table 8.15 Travel Time to Work in Forest Park
- Table 8.16 Time Leaving Home to go to Work in Forest Park
- Table 8.17 Travel Time to Work in Jonesboro
- Table 8.18 Time Leaving Home to go to Work in Jonesboro
- Table 8.19 Percent Difference Targets for Daily Traffic Volumes by Facility Type
- Table 8.20 Programmed transportation improvements

- Map 8.1 Functional Classification map of streets, roads, and highways
- Map 8.2 Bridge map
- Map 8.3 Sidewalks map
- Map 8.4 Public transportation map
- Map 8.5 Airports map
- Map 8.6 Commuter Rail map
- Map 8.7 Clayton County Signalized Intersection Accidents map
- Map 8.8 Traffic Volume map
- Map 8.9 Existing LOS map
- Map 8.10 Future LOS map
- Map 8.11 Future LOS map including proposed Future Land Use Actions
- Map 8.12 Existing and Proposed Planning and Non-Attainment Boundaries for the Atlanta Region

8.1.1 Transportation Network

An accessible, efficient and safe transportation network is a vital component of a community’s general well being. The transportation network enables residents to travel to work, receive services, obtain goods, and interact with others. Transportation is especially crucial in the area of economic development where access to transportation facilities plays a major role in a prospective industry’s decision to locate in a particular area. An assessment of the existing transportation network throughout Clayton County is provided to help determine future transportation needs.

Roads and Highways

Clayton County is located just south of Atlanta along the I-75 corridor. The northern-most corner of Clayton County contains a 5.9 mile stretch of the I-285 Atlanta perimeter highway. Several interstate highways including I-75, I-85, I-675, and I-285 serve the county. Table 8.1 Clayton County Road Types, is a synopsis of road types by jurisdiction throughout the county.

Table 8.1 Clayton County Road Types

Clayton County Road Mileage		
Road Type	Miles	Percentage
Total Roads	992.90	100%
State Roads	101.01	10%
County Roads	749.99	76%
City Streets	141.09	14%

Source: DOT 441 Report 12/31/2002

In order to assess the adequacy of a transportation system, it is necessary to inventory various roadways according to the degree to which they fulfill two purposes: (1) movement of traffic and (2) access to property provided by driveways and curb cuts. These functions are inversely related in that the more traffic volume a roadway can accommodate, the less access it provides (and vice versa). A functional classification describes the degree to which a particular roadway provides mobility and access. The five functional classifications are as follows:

1. **Interstate Principal Arterial:** An interstate principal arterial is a multi-lane controlled access road which only allows access at designated interchanges. The purpose of the interstate is to transport people and goods over long distances at high speeds with a minimum amount of friction from entering and exiting traffic. Freeways typically have average daily traffic volumes of over 100,000 vehicles per day.

2. **Principal Arterial:** A principal arterial is used to transport large volumes of traffic at moderate speeds and are typically multi-lane. A principal arterial is usually a median divided highway with some controlled access. These roads provide immediate access to adjacent land uses through driveways and two-way turn lanes in the center of the multi-lane arterial. A principal arterial is designed for typical capacity of 45,000 to 75,000 vehicles per day.

3. **Minor Arterial:** A minor arterial is designed to provide cross-town and cross-county street access. These roadways are usually multi-lane, although in some less developed areas they may be two lane roads. With access to development, there are often driveways that run directly into thoroughfares and, occasionally, on-street parking. Typical right-of-ways are between 70 and 90 feet, with traffic volumes between 20,000 and 50,000 vehicles per day.

4. **Major Collectors:** A major collector is designed to move traffic from large residential areas and other local traffic generators such as schools, parks, office, and retail areas to principal and minor arterials. Generally these are two to four lane roads with frequent intersections. Traffic volumes are between 15,000 and 30,000 vehicles per day.

5. **Minor Collectors:** Minor collectors are roads designated to collect traffic from local networks of city streets and county roads and transport this traffic to the arterial system. Collectors are typically two to four lane facilities with an average daily traffic between 7,500 and 15,000 vehicles.

6. **Local Roads and Streets:** These roads exist primarily to provide access to adjacent land; and serve low-mileage trips compared to collectors or other higher systems. Use of these roads and streets for through traffic is usually discouraged. Local roads and streets constitute the mileage not classified as part of the principal arterial, minor arterial, or collector system.

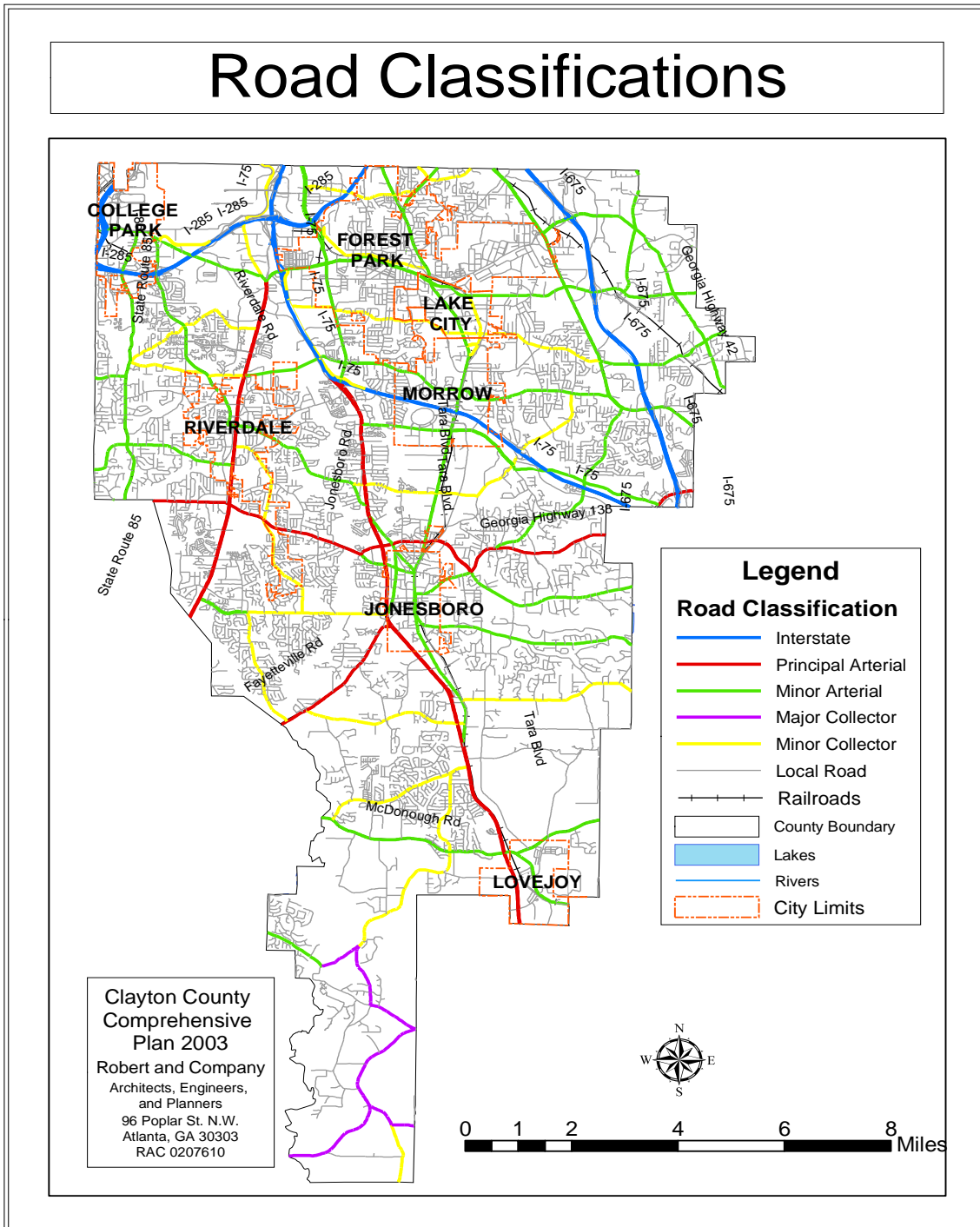
The roadway system in Clayton County is well developed. The network is comprised of Interstate highway access, state routes, county roads and city streets. Table 8.7 Vehicle Miles Traveled in Clayton County includes a breakdown of Mileage and Vehicle Miles Traveled grouped by jurisdiction for each functional classification. The inventory of transportation networks in Clayton County according to their functional classification is illustrated in Map 8.1. All roads not listed are considered local roads.

Table 8.2 Roadway Function Classifications

Roadway Classifications in Clayton County		
Classification	Roadways	
Interstate Principal Arterials	Interstate 285	
	Interstate 85	
	Interstate 75	
	Interstate 675	
Principal Arterials	Fayetteville Rd	
	State Route 85 south of Forest Pkwy	
	SR 138	
	Tara Blvd	
Minor Arterials	Old Dixie Hwy (US 19, US 41, SR 3)	
	SR 42 (US 23)	
	Anvil Block Rd	
	Bethsaida Rd	
	Bouldercrest Rd	
	Church St (From Riverdale Rd to Main St. in Riverdale)	
	Ellenwood Rd	
	Fayetteville Rd (Jonesboro)	
	Fielder Rd	
	Flat Shoals Rd (West of Fayetteville Rd)	
	Forest Pkwy (SR 33)	
	Jodeco Rd	
	Jonesboro Rd (N. Main St. in Lake City and Morrow)	
	Lake Harbin Rd (Morrow Rd in Morrow)	
	McDonough Rd	
	McDonough St	
	Morrow Industrial Blvd	
	Mt. Zion Rd	
	N Bridge Rd (West of Hampton Rd)	
	North Ave (From SR 138 to N. McDonough St)	
	Panola Rd	
	Pointe South Pkwy	
	Rex Rd (East of SR 42)	
	Riverdale Rd (SR 135)	
	S Main St (Jonesboro)	
	Stockbridge Rd (From McDonough St to SR 138)	
	Sullivan Rd	
	Valley Hill Rd (Main Street in Riverdale)	
	Walt Stephens Rd	
	West Fayetteville Rd (SR 314)	
	Major Collectors	Hampton Rd (East of Panhandle Rd)
		N Bridge Rd (East of Hampton Rd)
Panhandle Rd (From N Bridge Rd to Hampton Rd)		
Wildwood Rd (From Woolsey Rd to Fortson Rd)		

Roadway Classifications in Clayton County	
Classification	Roadways
	Woolsey Rd
Minor Collectors	Airport Loop Rd
	Mount Zion Boulevard
	Battle Creek Rd
	Clark Howell Hwy
	Conley Rd
	Fayetteville St
	Flat Shoals Rd
	Flint River Rd
	Harper Dr
	Huie Rd
	I-75 access ramp
	Main St (Forest Park)
	Mt Zion Blvd (North of Battle Creek Rd)
	Mundy's Mill Rd
	Noah's Ark Rd
	Old Conley Rd
	Panhandle Rd (From Tara Rd to N Bridge Rd)
	Pine Ridge Dr
	Poplar Springs Rd
	Rex Rd (West of SR 42)
	Reynolds Rd
Rock Hill Dr	
Tara Rd	
Taylor Rd (Roberts Dr in Riverdale)	
Thomas Rd	
Wildwood Rd (South of Fortson Rd)	

Map 8.1 Roadway Classifications in Clayton County



The Clayton County Department of Transportation has had some disagreements with the Georgia Department of Transportation in the past about the proper functional classification of roads. It is recommended that Clayton County plan, develop and implement a detailed Comprehensive Transportation Plan that includes a detailed analysis of any proposed changes to the federal functional classification system.

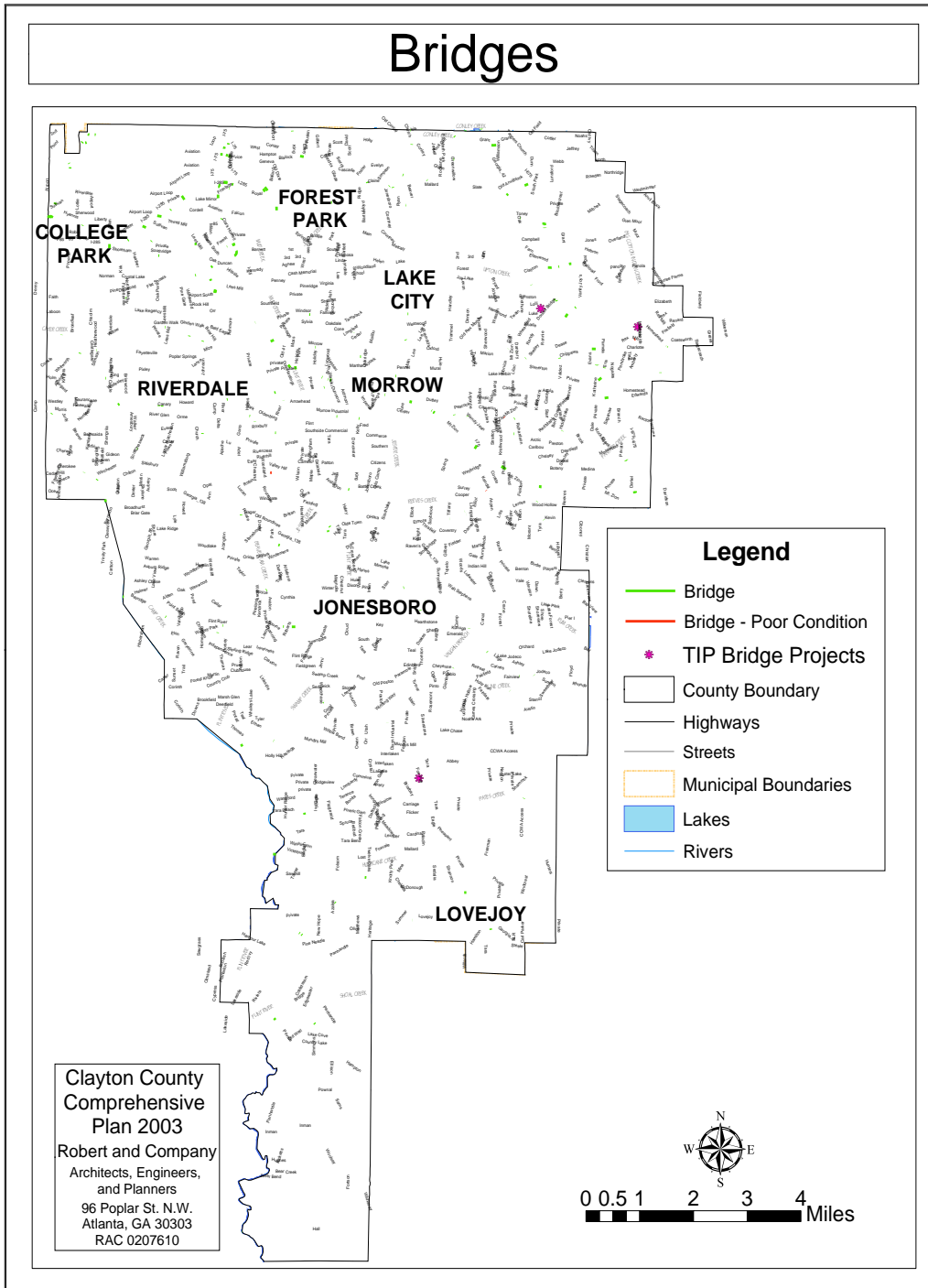
Bridge Inventory

The Clayton County road network contains a total of 211 bridges. The vast majority of these bridges are in sound structural condition. However, as indicated in Map 8.2, there are four bridges in poor condition that will require corrective action or replacement. Those bridges include the following:

Conkle Road at Reeves Creek – 2.5 miles northeast of Jonesboro
Valley Hill Road at Flint River – 2 miles southeast of Riverdale
Rex Road at Little Cotton Indian Creek – 1.6 miles east of SR 42
Maddox Road at Panther Creek – 1 mile east of Morrow

Currently, there are three (3) bridge rehabilitation projects programmed in the Atlanta Region FY 2003-2005 (TIP) for Rex Road at Big Cotton Indian Creek.

Map 8.2 Clayton County Bridge Inventory



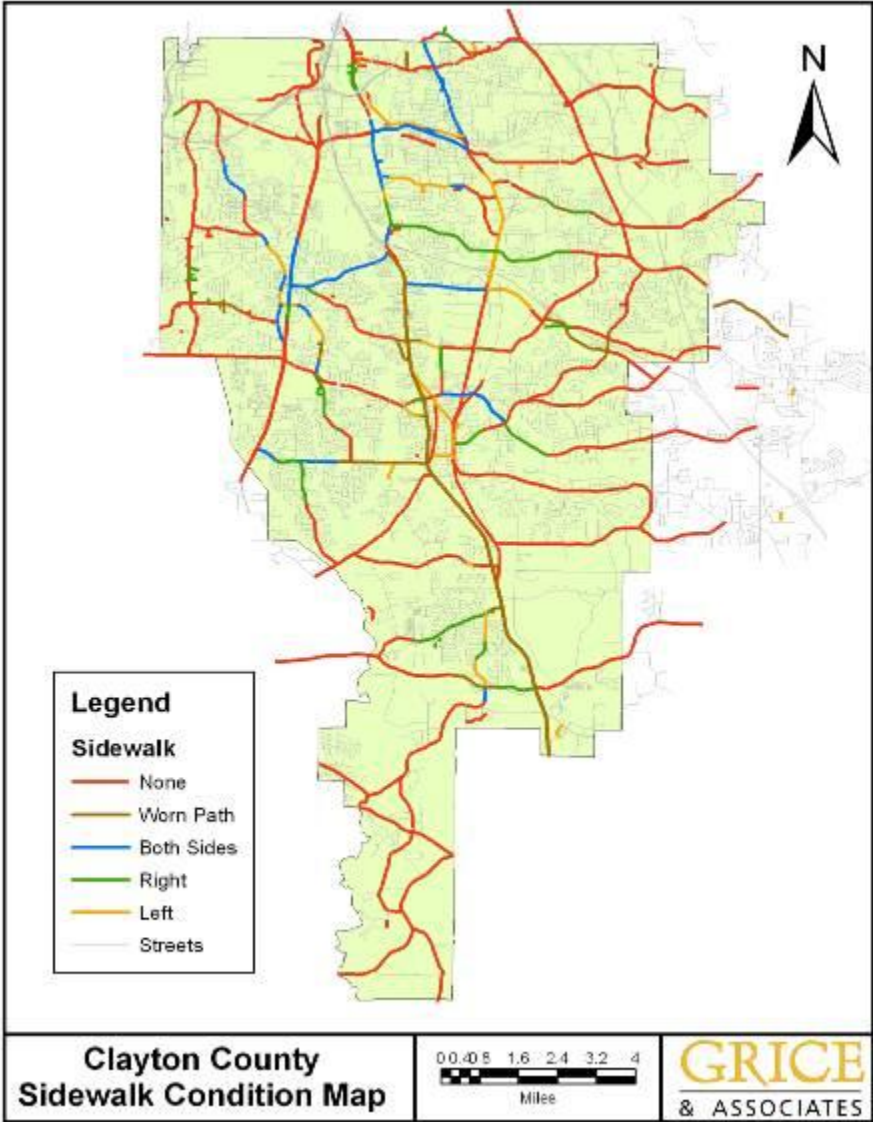
Bike and Pedestrian Trails Inventory

Please see Chapter 4 - Natural and Cultural Resources section 4.13 and Map 4.5 and/or Chapter 5 - Community Facilities section 5.6 and Map 5.2.

Sidewalks Inventory

An inventory of sidewalks was conducted for the six major functional classes of roadways within Clayton County. A field survey was conducted throughout Clayton County to determine if sidewalks were present on one side, both sides, or neither side. The results of this survey are presented in Map 8.3 below.

Map 8.3 Sidewalk Inventory



The sidewalk inventory map illustrates that sidewalks are generally not present on the major functional classes of roadways throughout Clayton County, including the Cities of Jonesboro and Forest Park. It should be noted that the areas illustrating worn paths should be targeted for sidewalk installation as there is evidence of pedestrian activity at these locations.

Public Transportation Inventory

Public Transportation in Clayton County is operated by the C-TRAN bus system. C-TRAN was first approved by Clayton County voters in 2000. Upon approval from the Clayton County Board of Commissioners, the county entered into a contract with the Georgia Regional Transportation Authority (GRTA) to manage local bus service in Clayton. In April 2001, GRTA approved the purchase of 12 buses powered by clean-burning compressed natural gas for use in the C-TRAN system. At full service, C-TRAN will operate five local routes connecting with the Metro Atlanta Rail Transportation Authority (MARTA) rail system: Two routes will connect with MARTA at Hartsfield-Jackson Atlanta International Airport, two routes will connect to the Lakewood MARTA station, and one route will connect with the College Park MARTA station. GRTA reported that C-TRAN ridership exceeds expectations.

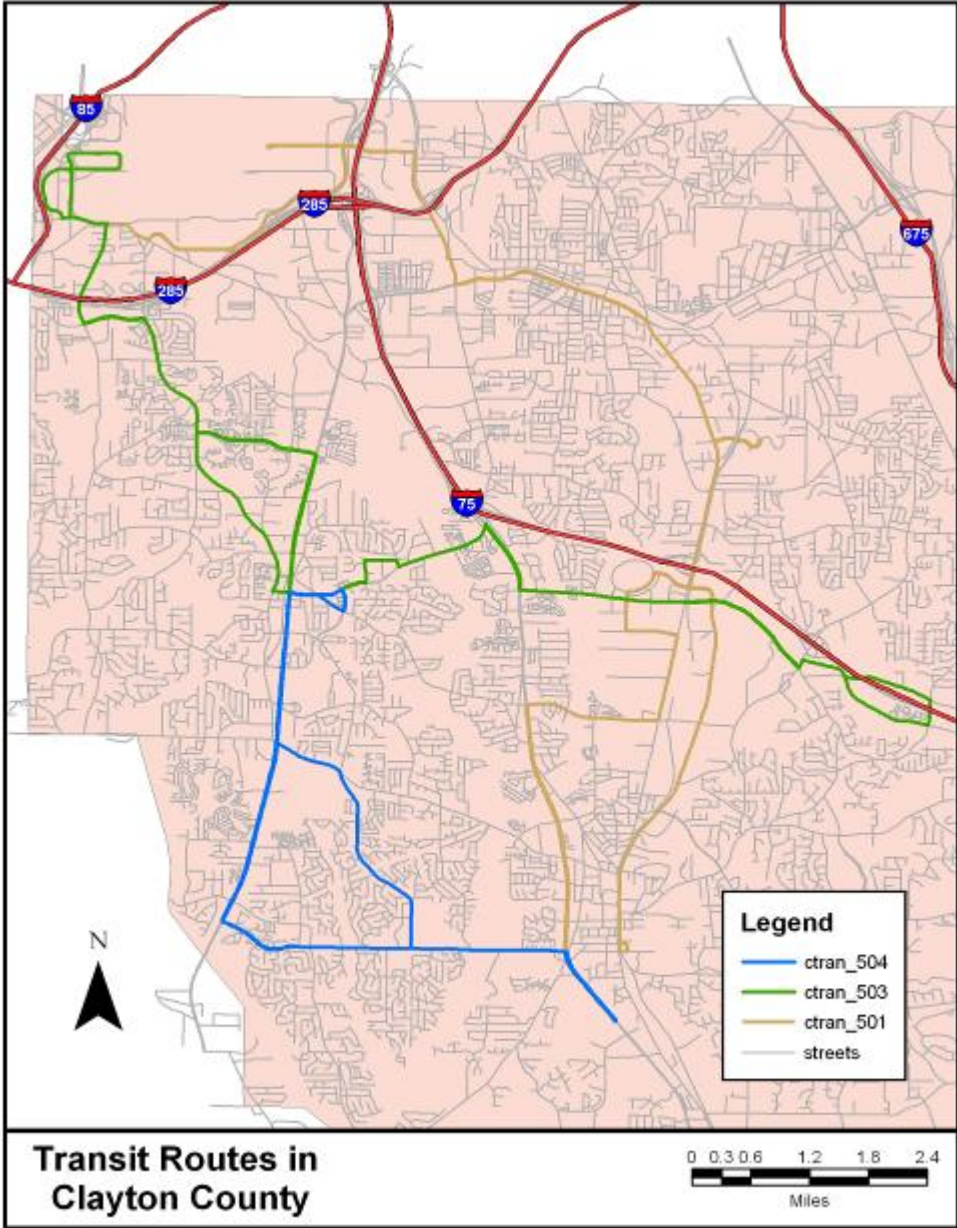
C-TRAN service will be instituted in phases with 35 clean fuel buses operating at full implementation. Currently, C-TRAN operates three routes serving major destinations such as Hartsfield-Jackson Atlanta International Airport and Southlake Mall (see Map 8.4). The first phase of implementation became operational in October 2001 and included routes 501 and 503. Route 504 was implemented in February 2003. There are 200 bus stops along these three (3) bus routes. In 2003, C-TRAN installed 15 of the planned 150 bus shelters. One of the 2004 *Unified Planning Work Program for the Atlanta Region* goals is to continue the installation of bus shelters, benches, and trash receptacles at every bus stop location.

Additionally, there is a MARTA bus route # 77 which runs from the East Point rail station to Forest Park and Fort Gillem via Jonesboro Road and Forest Parkway.

C-TRAN buses operate Monday through Friday from 5am to 12 am, Saturday from 6am to 12 am, and Sunday from 7am to 10pm. The general C-TRAN fare is \$1.50 and there is half fare for senior citizens and disabled riders. Therefore, there is a commitment to make C-TRAN more affordable to the transit dependent.

Approximately 54,000 people live within a quarter mile of the C-TRAN routes, and the total Clayton County population is 253,500. C-TRAN has the capability of serving twenty-one percent (21%) of the Clayton County population. Transit dependent populations traditionally include teens, low-income, disabled and senior populations. From the 2000 census data, the teens, lower income, disabled and senior citizen populations of Clayton County represent fifty-one percent (51%) of the total Clayton County population. Thus, with current service capacity at 21%, there is clearly a need for more public transportation options in Clayton County.

Map 8.4 Public Transportation in Clayton County



A field survey was conducted to determine if the existing bus routes had transit amenities such as sidewalks around stops, bus turn-out bays, and bus shelters. Sidewalks and bus shelters were observed at some of the transit stops in Clayton County, though there were a number of transit stops without sidewalks and/or bus shelters. C-Tran transit stops were clearly defined at throughout the study area.

Based on a review of the Existing Land Use Map and C-Tran ridership information, it can be concluded that the major transit generators and attractors in Clayton County are currently Hartsfield Jackson International Airport and the Southlake Mall area. The airport is a major employment center in the Atlanta area and there is also an existing MARTA rail line at that airport that provides access to a number of additional major employment centers such as downtown and midtown Atlanta, the Buckhead area, the Medical Center area north of Buckhead, and the Perimeter Center area. There is currently a C-Tran terminal area at the airport where patrons can transfer between Routes 501 and 503 to the MARTA rail line. Additionally, C-Tran riders can currently transfer between Routes 501 and 503 at Kelly Avenue at Mount Zion Road and Mount Zion Road at Southlake Parkway near Southlake Mall. Transfers are available between Routes 501 and 504 at the Clayton County Justice Center and at the intersection of Flint River Road and Tara Boulevard. Routes 503 and 504 intersect at Lamar Hutcheson Parkway at Valley Hill Road and Lamar Hutcheson Parkway and State Route (SR) 85. Additionally, C-Tran patrons can transfer between Route 501 and MARTA Route 77 at the intersection of Forest Parkway and West Street.

Route 501 currently operates at thirty (30) minute headways during the Peak and Midday hours north of Southlake Mall and sixty (60) minute headways during the Peak and Midday hours south of Southlake Mall. Buses run at sixty (60) minute headways for the entire route in the evening weekday hours and on weekends.

Route 503 currently operates at thirty (30) minute headways during the Peak and Midday hours with alternating service on Gardenwalk Boulevard and Riverdale Road and sixty (60) minute headways during the evening weekday hours and weekends with service on Gardenwalk Boulevard only.

Route 504 currently operates at thirty (30) minute headways during the Peak and Midday hours with alternating service on Taylor Road and SR 85 and sixty (60) minute headways during the evening weekday hours and weekends with service on SR 85 only.

THE MACON-ATLANTA COMMUTER RAIL SERVICE

The Macon-Atlanta commuter rail service with three stops in Clayton County was selected by the State of Georgia in June 2001. The Federal Transit Administration (FTA) issued a Finding of No Significant Impact (FONSI) clearing the way for partial funding in the 2003-2005 Atlanta Regional Commission (ARC) Transportation Improvement Plan. See Map 8.5

Map 8.5 Proposed Commuter Rail Station Locations



SOUTHERN CRESCENT AND MOUNTAIN VIEW

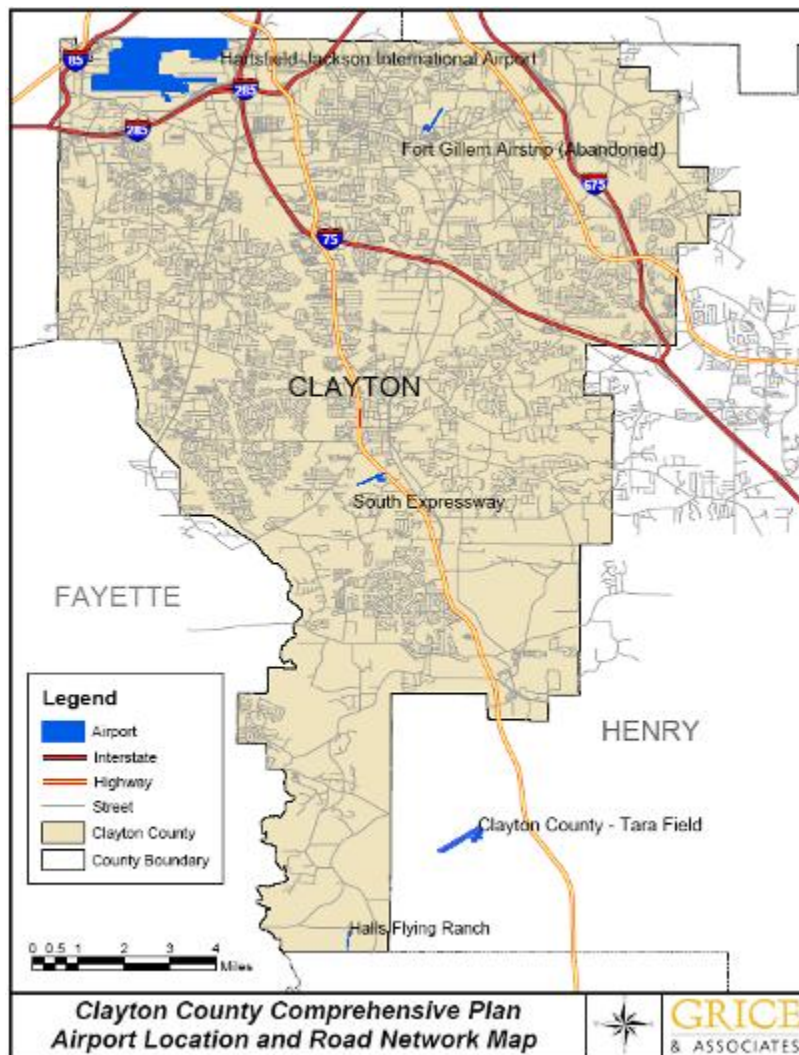
The proposed Southern Crescent Transportation Service Center (SCTSC) is a multi-modal transit-oriented district (TOD) that is part of the Mountain View Redevelopment. The TOD will include office, retail, hotel, industrial and green space land uses. The SCTSC is proposed to meet regional transportation needs through the integration of commuter rail, MARTA, community buses, shuttles and taxis, with a direct connect to the new East International Terminal at Hartsfield.

Airports Inventory

HARTSFIELD-JACKSON INTERNATIONAL AIRPORT

Clayton County is located adjacent to Atlanta’s Hartsfield-Jackson International Airport, the largest air carrier facility in the southeast. See Map 8.6 Hartsfield-Jackson International Airport is growing. In 2000, the Airport began a ten-year, \$5.4 billion capital improvement project.

Map 8.6 Clayton County Airports



There are four key elements to this project including: (1) construction of a consolidated rental agency complex for rental cars; (2) enhancements to the airports central terminal; (3) construction of a fifth runway; and (4) building a new terminal.

Due to the increasing demands upon the existing on-airport car rental facilities, the need for a consolidated rental car structure has become necessary. Traffic flow around the airport and air quality will benefit from the consolidation of these facilities. The new Consolidated Rental Agency Complex (CONRAC) will be located south of Camp Creek Parkway and west of Interstate 85. The facility will accommodate the ten existing rental car companies operating at Hartsfield-Jackson (with room for expansion in the future) and will provide for approximately 8,700 ready and return spaces. Additionally, this project will include accommodations for customer service centers, storage and minor maintenance areas, wash lane facilities and vehicle fueling positions to support the quick turn around operation used by the rental car agencies. The CONRAC project also includes an Automated People Mover (APM) System to ferry passengers to and from the Central Passenger Terminal Complex (CPTC) and the CONRAC. There will be three proposed transport stops for the passengers, along with an elevated rail line over I-85.

A new four-lane airport access road will connect from the airport roadway system to the CONRAC providing vehicular access both coming and going to the facility. The roadway includes bridges to cross Interstate 85, CSX Railroad and MARTA tracks.

The Central Passenger Terminal Complex will be enhanced to accommodate the rising number of travelers passing through Hartsfield-Jackson. To enhance passenger service, improvements will include upgrades to curbside services, security checkpoints, ticket counters, interior finishes, concessions, baggage, baggage claim areas, vertical transportation, moving sidewalks and expansion of existing concourses. Further modification plans include taxiway enhancements as well as the expansion of Air Cargo and Aircraft Maintenance facilities.

The new Jackson International Terminal (JIT) will be "Atlanta's global gateway to the world." Hartsfield-Jackson Atlanta International Airport officials are constantly reviewing and implementing enhanced features to accommodate passengers and employees as securely as possible. The completion of the innovative East International Terminal project is a part of realizing that goal. In 2006, Atlanta will proudly unveil its new, state-of-the-art, "front door" through which the world comes to Atlanta.

In order to meet the increased demand for air travel and reduce current delays, the airport began construction on a new \$1.2 Billion, 9,000 foot Fifth Runway (Runway 10/28) in 2000. The runway is schedule to be commissioned in May 2006. It will be a full-length parallel taxiway with dual north/south taxiways having two bridges capable of sustaining one mullion pound aircraft. The two bridges will overpass the 18-lane I-285 highway.

TARA FIELD

The local airport for Clayton County is Tara Field, located at 474 Mt. Pleasant Road about three (3) miles west of the City of Hampton, just west of the Atlanta Motor Speedway. Although the airport is physically located in Henry County, Clayton County acquired the airport in 1992.

The operation of Clayton County Airport-Tara Field over the past three (3) years has provided by the county with about \$20,000 in profits. The money comes from aircraft gas sales and storage and parking fees; property taxes go to Henry County. The airport maintains a runway that is 4503 feet long by 75 feet wide. There are 143 aircraft based at the field, 126 single engine planes, 10 multi-engine planes, and seven (7) jets. The airport averages 82 aircraft operations per day, 57% of which are transient general aviation, 37% local general aviation and 6% air taxi services. Most of the air traffic at Tara involves propeller aircraft and helicopters with jets using the facility mainly on the two big race weekends at the speedway.

Due to increased security concerns following the September 11th terrorist attacks there are many security measures that have been implemented at Tara Field and more are planned for the near future. Recently a fence was erected to enclose about 70% of the airport's property off of US 19/41 near the Atlanta Motor Speedway. Other changes include new runway landing lights and taxiway lights. Additional lighting also will be installed in the lots where planes are parked, and all vehicle entrances to the 200-acre airport soon will be gated.

The Federal Aviation Administration (FAA) FY 2002 Airport Improvement Program (AIP) Grants gave priority to the acquisition of 63 acres of land for development and 0.9 acre for approaches and runway rehabilitation at Tara Field. Approximately \$1.4 Million in federal funds was appropriated for this effort.

Railroads Inventory

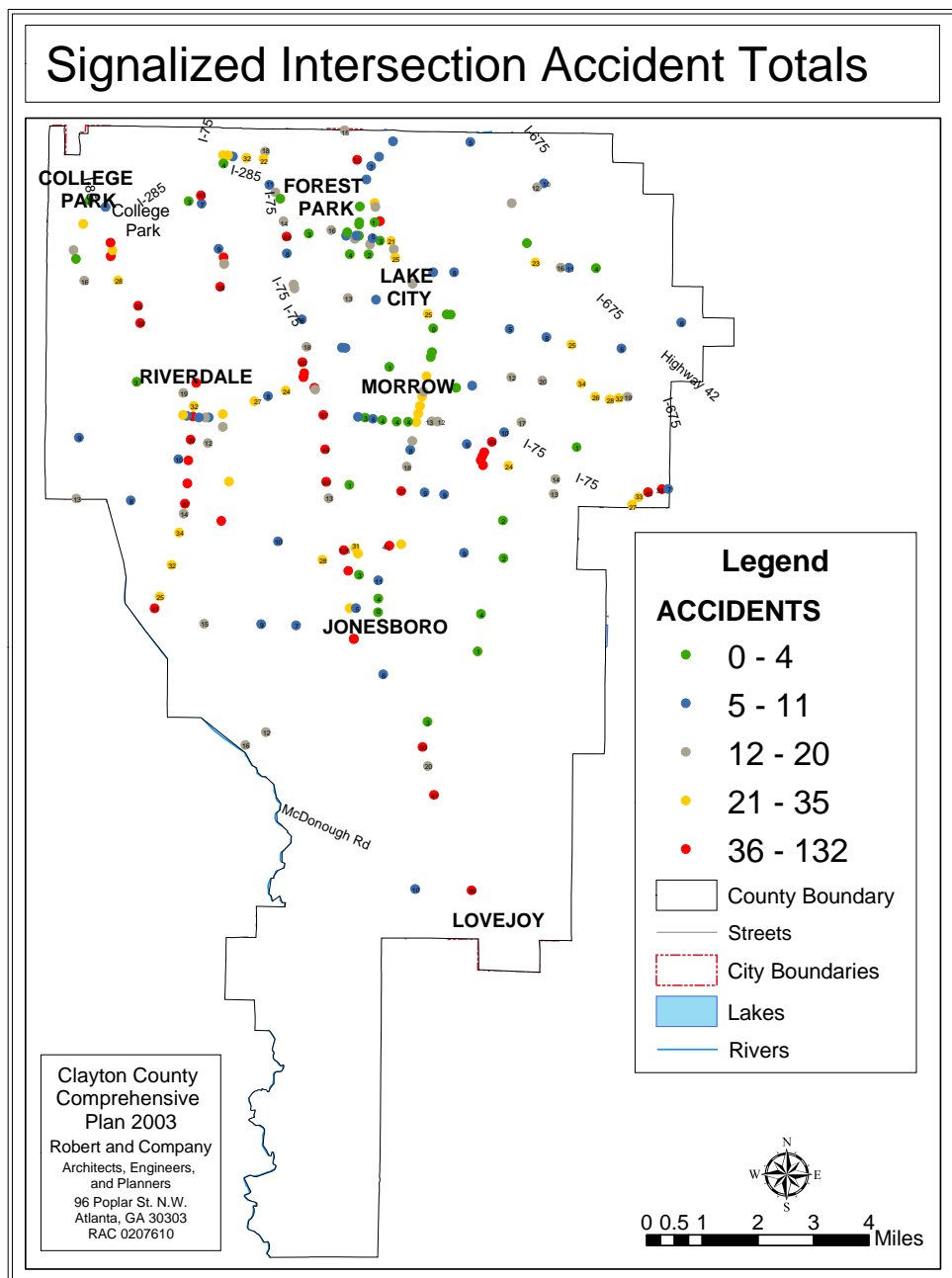
Two railroad corridors service Clayton County providing industrial railway service north to the major rail hub of Atlanta and south to Macon. The Norfolk Southern Railway line extends approximately 6.5 miles across the northeast corner of the county. The Norfolk Southern Railway enters Clayton County in the north near Georgia Highway 42 and exits the county in the southeast near Big Cotton Indian Creek. The Norfolk Southern Railway line maintains the highest level of freight traffic in the county with 23 trains per day. The Central of Georgia Railroad, a subsidiary of Norfolk Southern Railway, enters Clayton County at the northern boundary near Interstate 75 and bisects the county for nearly 20 miles until it enters Henry County. The Central of Georgia line maintains only slight freight traffic with one train per day. There is also a rail network inside Fort Gillem. However, it is underutilized and not maintained.

According to the Georgia Department of Transportation, there are fifty-six (56) at grade rail/road crossings in Clayton County. Under federal law, each state is required to maintain a survey of all highways to identify railroad crossings that may require grade separation, relocation, or protection devices. At grade rail crossings are significant features of the Clayton County transportation network because they may need to be eliminated to improve safety.

8.1.2 Accident Frequency

Data on automobile accident frequency at signalized intersections was collected for Clayton County for the period of July 2002 through June 2003. Twenty-one road intersections were identified as having accident totals at or above 50 for the period of study. Ten of these high accident intersections occur along SR 3 (Tara Blvd/Old Dixie Rd). This is consistent with the high level of congestion and the significant amount of access to businesses along SR 3. See Map 8.7

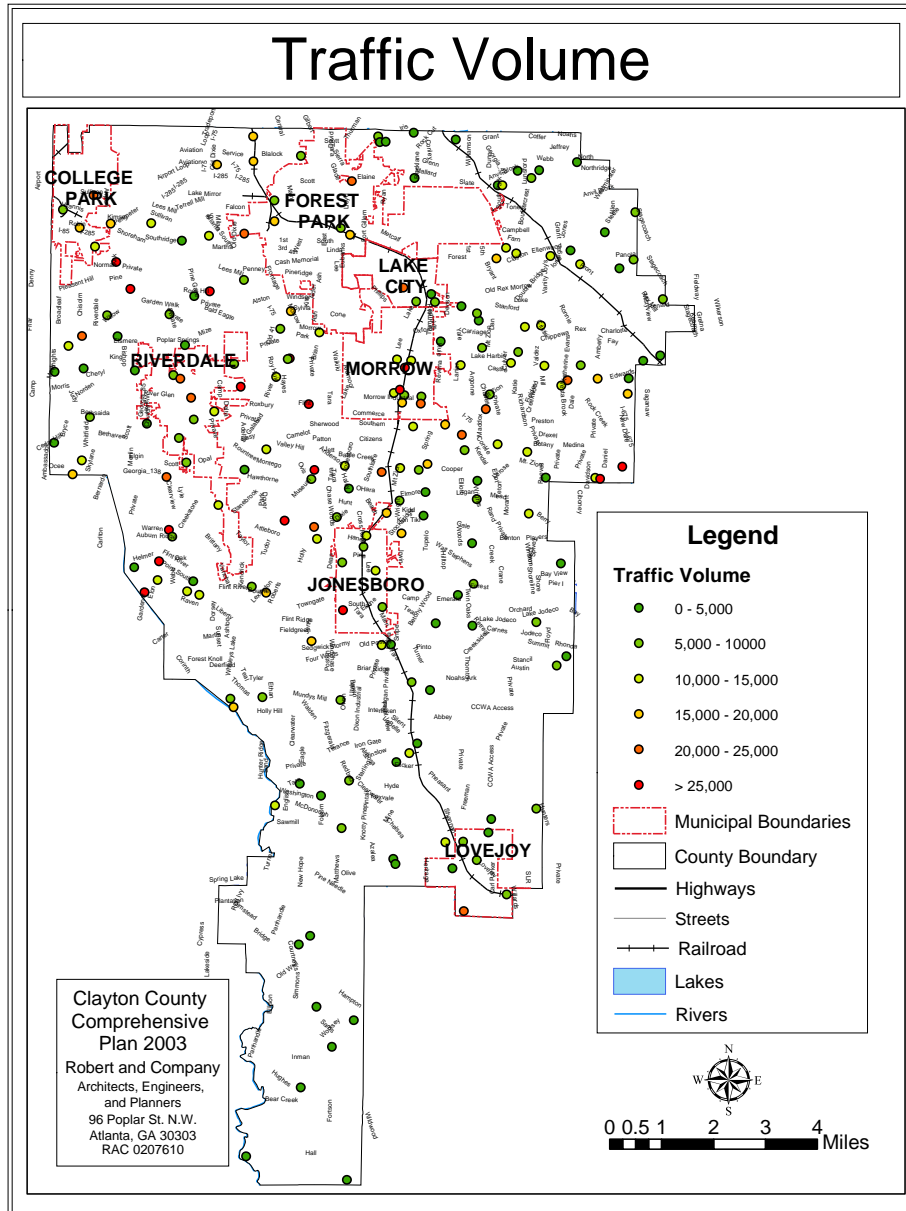
Map 8.7 Clayton County Signalized Intersection Accidents



8.1.3 Road Lanes, Volumes, and Capacities

Prior to conducting a Level of Service (LOS) Analysis on the roadway network, an inventory of roadway link geometry, including functional class, number of lanes, capacity, and volumes was conducted. The Atlanta Regional Commission (ARC) travel demand model was used for this purpose. Additionally, Clayton County currently maintains an extensive traffic volume data collection database, which is graphically represented in Map 8.8.

Map 8.8 Clayton County Existing Traffic Volumes



8.2 Assessment of Current and Future Needs

An assessment to determine whether existing facilities and current levels of service are adequate to meet the needs of the communities within Clayton County was conducted.

8.2.1 Growth Trends and Travel Patterns

Growth trends and travel patterns and interactions between land use and transportation, and the compatibility between the land use and transportation elements were examined. As the population, housing, and economic development elements of this comprehensive plan illustrate, Clayton County has experienced rapid growth over the last 20 years. While the county has recently started the bus transit system C-TRAN, travel by private automobile remains the primary mode of transportation in the county.

The Clayton County population grew between the 1990 and 2000 censuses. The population is projected to continue to grow to the year 2025 (see Section 2.1 Population). Although people move to the metro Atlanta region seeking jobs, the number of jobs in the Atlanta region has declined due to a decline in the national economy. Nevertheless, the increased population presents a challenge for the County to provide adequate transportation infrastructure to accommodate the increasing commutes.

Vehicles per Household

Data in Tables 3-8 illustrates the growth in Clayton County.

Table 8.3 Number of Vehicles per Household in Clayton County (1990)

Owner-occupied housing units	
No vehicle available	721
1 vehicle available	7912
2 vehicles available	18015
3 vehicles available	8204
4 vehicles available	2550
5 or more vehicles available	1099
Vehicles per household	
	2283
Renter-occupied housing units	12774
No vehicle available	9772
1 vehicle available	1804
2 vehicles available	297
3 vehicles available	92

Source: U.S. Census Bureau, 1990 Census of Population and Housing

Table 8.4 Number of Vehicles per Household in Clayton County (2000)

Owner-occupied housing units	49,845	100.0
No vehicle available	1,458	2.9
1 vehicle available	13,740	27.6
2 vehicles available	22,117	44.4
3 vehicles available	9,135	18.3
4 vehicles available	2,468	5.0
5 or more vehicles available	927	1.9
Vehicles per household	2.0	(X)
Renter-occupied housing units	32,398	100.0
No vehicle available	3,097	9.6
1 vehicle available	17,328	53.5
2 vehicles available	9,733	30.0
3 vehicles available	1,744	5.4
4 vehicles available	303	0.9
5 or more vehicles available	193	0.6
Vehicles per household	1.4	(X)

Source: U.S. Census Bureau, 2000 Summary File 3, Matrices H7, H44, H46, HCT11, and HCT12.

Tables 8.3 and 8.4 illustrate that both the number of housing units and associated vehicles have grown significantly between the years 1990 and 2000. The number of vehicles overall in Clayton County has grown by over twenty-five percent (25%) during this time frame.

The 1990 census data shows that most owner-occupied housing units had two (2) vehicles, while most renter-occupied housing units had no vehicles. In very general terms, home owners are traditionally considered to have a higher socioeconomic status than renters. Thus, in Clayton County, the higher the socioeconomic status, the more vehicles per household and the more likely the household will contribute to vehicular travel in the County. However, the 2000 census data shows that while most owner-occupied housing units still have two (2) vehicles, the renter-occupied housing units now have one (1) vehicle. This is evidence of that the socioeconomic status of renters has improved and that renters are now contributing more to vehicular travel in Clayton County. Further, as population grew between 1990 and 2000 (see Table 2.1), so has the number of vehicles owned per household.

Vehicle Miles Traveled

The dependence on the private automobile combined with the growth in both households and passenger vehicles in Clayton County, has led to a steady increase in Vehicle Miles Traveled (VMT). Table 8.5 shows the daily vehicle miles traveled in Clayton County.

Table 8.5 Vehicle Miles Traveled in Clayton County

Mileage and Vehicle Miles Traveled (VMT) by Road Classification and Jurisdiction								
	State Route		County Road		City Street		Totals	
	Mileage	VMT	Mileage	VMT	Mileage	VMT	Mileage	VMT
Urbanized Interstate	25.7	3,077,714.1	0.0	0.0	0.0	0.0	25.7	3,077,714.1
Urbanized Freeway	0.1	1,279.2	0.0	0.0	0.0	0.0	0.1	1,279.2
Urbanized Principal Arterial	30.2	1,103,532.0	0.0	0.0	0.0	0.0	30.2	1,103,532.0
Urbanized Minor Arterial	35.7	759,799.0	59.5	635,421.2	1.5	12,810.0	96.7	1,408,030.2
Urbanized Collector	0.0	0.0	39.3	350,775.4	2.9	19,092.0	42.2	369,867.4
Urbanized Local	0.0	0.0	586.7	915,198.6	132.3	207,115.6	719.0	1,122,314.2
Urbanized Total	91.6	4,942,324.3	685.4	1,901,395.2	136.8	239,017.6	913.8	7,082,737.1
Rural Principal Arterial	3.9	138,330.0	0.0	0.0	0.0	0.0	3.9	138,330.0
Rural Major Collector	5.5	57,515.0	9.5	20,334.0	1.6	15,484.0	16.6	93,333.0
Rural Minor Collector	0.0	0.0	4.1	18,751.5	0.0	0.0	4.1	18,751.5
Rural Local	0.0	0.0	57.9	41,861.4	3.8	2,782.4	61.7	44,643.8
Rural Total	9.4	195,845.0	71.4	80,946.9	5.3	18,266.4	86.2	295,058.3
Total	101.0	5,138,169.3	756.8	1,982,342.1	142.1	257,284.0	999.9	7,377,795.4

Work Travel Destinations

As shown in the Economic Development Chapter 4 of this comprehensive plan update, Clayton County workers are traveling outside of the county at a growing rate. The percentage of employees who lived and worked in Clayton County decreased from 46% in 1990 to 38% in 2000. Sixty-two percent (62%) of Clayton County’s residents commuted outside the county for work according to the 2000 census (see Section 4.5 Commute Patterns and Figure 4.1). Thus, these travelers are likely to have longer commutes than if they worked closer to home within Clayton County. This trend is not likely to continue since one of the County’s goals is to attract a greater diversity of jobs to Clayton County to create more options for Clayton County residents desiring to work in the County (see Section 4.13 Economic Development Goals and Policies).

The most popular destination by far for Clayton County workers commuting outside of the county is Fulton County with over half of the out of county workers destined there. Other destinations include DeKalb County, Henry County, Cobb County, Fayette County, and Gwinnett County. Conversely, workers from outside of Clayton County hold over half of the jobs in Clayton County, with workers traveling from Rockdale County, Douglas County, Gwinnett County, Spalding County, Coweta County, Cobb County, DeKalb County, Fayette County, Fulton County, Henry County, and even outside of Georgia. This phenomena is

consistent with Clayton County being a part of a major metropolitan area with major employment centers such as Delta Airlines being located in the county, and conversely, major employment centers such as downtown and midtown Atlanta, Buckhead, and the Perimeter Center area being located outside of Clayton County. The inter-county commuting patterns help fuel the increased VMT mentioned previously as workers travel ever-increasing distances to access employment. The increased VMT leads to congestion along freeways such as I-75 and major arterials such as Tara Boulevard (US 41/19) and SR 85 in Clayton County.

Means of Transportation to Work

Table 8.6 shows work commute travel modes in 2000. When compared to the surrounding counties in the Atlanta metropolitan area, Clayton County is at the median for workers traveling alone by autos, trucks and vans. Approximately three out of four (3/4) workers age 16 and over drive to work alone compared to over eighty percent (80%) in Fayette and Henry Counties and just over seventy percent (70%) in Fulton and DeKalb Counties. This reflects the more suburban nature of Fayette and Henry Counties and the more urban nature of DeKalb and Fulton Counties when compared to Clayton County.

Almost ninety-five percent (95%) of workers age 16 and over in Clayton County traveled by car, truck, or van. Only three percent (3%) of Clayton County workers used public transportation, including MARTA and CTRAN to travel to work, whereas one and a half percent (1 ½%) walked to work, and one and a half percent (1 ½%) worked from home. While these percentages illustrate the dependence on private automobile for home-based work trips, the percentages also illustrate the potential opportunities to reduce travel demand through mixed-use developments where employees can walk to work and recreation and through telecommuting where employees could work from home in Clayton County.

There is an opportunity for greater transit use. In fact, the Macon-Atlanta commuter rail service with three stops in Clayton County was selected by the State of Georgia in June 2001. The Federal Transit Administration (FTA) issued a Finding of No Significant Impact (FONSI) clearing the way for partial funding in the 2003-2005 Atlanta Regional Commission (ARC) Transportation Improvement Plan.

Table 8.6 Means of Transportation to Work in Clayton County, 2000

MEANS OF TRANSPORTATION AND CARPOOLING		
Workers 16 and over	112,580	100.0
Car, truck, or van	106,472	94.6
Drove alone	85,944	76.3
Carpooled	20,528	18.2
In 2-person carpool	14,421	12.8
In 3-person carpool	3,265	2.9
In 4-person carpool	1,460	1.3
In 5- or 6-person carpool	1,103	1.0
In 7-or-more-person carpool	279	0.2
Workers per car, truck, or van	1.12	(X)
Public transportation	1,683	1.5
Bus or trolley bus	799	0.7
Streetcar or trolley car (público in Puerto Rico)	0	0.0
Subway or elevated	587	0.5
Railroad	77	0.1
Ferryboat	19	0.0
Taxicab	201	0.2
Motorcycle	148	0.1
Bicycle	118	0.1
Walked	1,586	1.4
Other means	858	0.8
Worked at home	1,715	1.5

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, P31, P33, P34, and P35

Travel Time to Work

Travel time to work is a function of distance traveled and levels of congestion. A worker may have to travel only a short distance, but if in congested conditions, travel time can still be higher than average. The average commute time was generally about thirty (30) minutes in the year 2000 in metropolitan Atlanta. Table 8.7 illustrates three distinct groups in travel time to work within Clayton County. The first group, between fifteen (15) and twenty four (24) minutes constitute close to thirty percent (30%) of total trips. The second group falls between thirty (30) and thirty four (34) minutes, which constitutes over seventeen percent (17%) of total trips, and the third group, workers traveling between forty-five (45) and fifty nine (59) minutes constitute almost twelve percent (12%) of total trips. Clayton County’s close proximity to downtown and midtown Atlanta is consistent with the significant percentage of moderate travel times between fifteen (15) and thirty-four (34) minutes. The higher travel times are most likely associated with workers accessing more remote employment centers such as the Perimeter area and Buckhead, where most routes, such as I-285 are heavily congested during large portions of the day.

Table 8.7 Travel Time to Work in Clayton County, 2000

TRAVEL TIME TO WORK		
Workers who did not work at home	110,865	100.0
Less than 10 minutes	7,452	6.7
10 to 14 minutes	11,680	10.5
15 to 19 minutes	17,325	15.6
20 to 24 minutes	15,851	14.3
25 to 29 minutes	6,918	6.2
30 to 34 minutes	19,241	17.4
35 to 44 minutes	9,044	8.2
45 to 59 minutes	12,864	11.6
60 to 89 minutes	7,533	6.8
90 or more minutes	2,957	2.7
Mean travel time to work (minutes)	29.8	(X)

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, P31, P33, P34, and P35

Table 8.8 Time Leaving Home to go to Work in Clayton County, 2000

TIME LEAVING HOME TO GO TO WORK		
Workers who did not work at home	110,865	100.0
5:00 to 5:59 a.m.	8,561	7.7
6:00 to 6:29 a.m.	12,417	11.2
6:30 to 6:59 a.m.	13,558	12.2
7:00 to 7:29 a.m.	17,451	15.7
7:30 to 7:59 a.m.	13,854	12.5
8:00 to 8:29 a.m.	9,234	8.3
8:30 to 8:59 a.m.	3,880	3.5
9:00 to 11:59 a.m.	8,911	8.0
12:00 to 3:59 p.m.	9,114	8.2
All other times	13,885	12.5

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, P31, P33, P34, and P35

Table 8.8 illustrates that Clayton County workers are leaving home between 6:00 AM and 8:00 AM to travel to work. The relatively even percentages throughout the morning are consistent with the phenomena of “peak spreading”, where the traditional peak hour has extended to multiple hours due to traffic congestion, and the associated travel demand reduction strategies, such as flexible work shifts, which allow workers to miss the heaviest congestion during the peak period.

Types of Housing and Types of Jobs

Nearly two-thirds (2/3) of Clayton County’s housing units are single family detached homes. There are increasing numbers of multi-family housing with 50 or more units. Mixed use developments are encouraged since they are considered the most efficient use of land because

people can work, live and play in a more clustered environment which shortens their trips. Thus, mixed use residential and commercial developments that are transit, pedestrian, and bicycle friendly are encouraged.

Clayton County has a significant concentration of employment in the transportation, communications and utilities sectors (see Section 4.1 Employment by Sector). The location of Hartsfield-Jackson International Airport is the primary reason for this concentration of employment. As other sectors are developed in Clayton County, work trips will likely be shorter which may improve traffic safety and Levels of Service.

8.2.2 Existing Levels of Service and Land Use

The existing transportation system Levels of Service (LOS) and system needs based upon existing design and operating capacities is illustrated in Map 8.9.

The ARC travel demand model was utilized in the highway systems analysis for existing and future year conditions. Prior to the analysis, the Average Daily Traffic (ADT) in the travel demand model was compared to the ADT at Georgia Department of Transportation (GDOT) count stations and the Clayton County traffic volume map for validation purposes.

Volumes were compared on the five major functional classes summarized previously in the Transportation Inventory: Interstate Principal Arterial, Principal Arterial, Minor Arterial, Major Collector, and Minor Collector. Where ARC volumes were significantly lower than the collected volumes, the highest volume between the Clayton County map and the GDOT count station was used in the analysis. In cases where there was only one GDOT count station or Clayton County volume available within a series of roadway links in the travel demand model, the adjacent links represented in the ARC model were adjusted upward accordingly until a point was reached along the roadway corridor where the ARC forecast volume was within the acceptable range of the GDOT and/or Clayton County count. In areas where there were no existing count data available, the ARC volume was used.

While absolute criteria for assessing the validity of all model systems cannot be precisely defined, a number of target values have been developed. These commonly-used values provide excellent guidance for evaluating the relative performance of a particular travel demand model when compared to actual traffic count data. Observed versus estimated volumes should be checked by facility type and geographic area. As per the US Department of Transportation Model Validation and Reasonableness Checking Manual, the Federal Highway Administration (FHWA) and Michigan Department of Transportation define targets for daily volumes by facility type as shown in Table 8.9 below.

Table 8.9 Percent Difference Targets for Daily Traffic Volumes by Facility Type

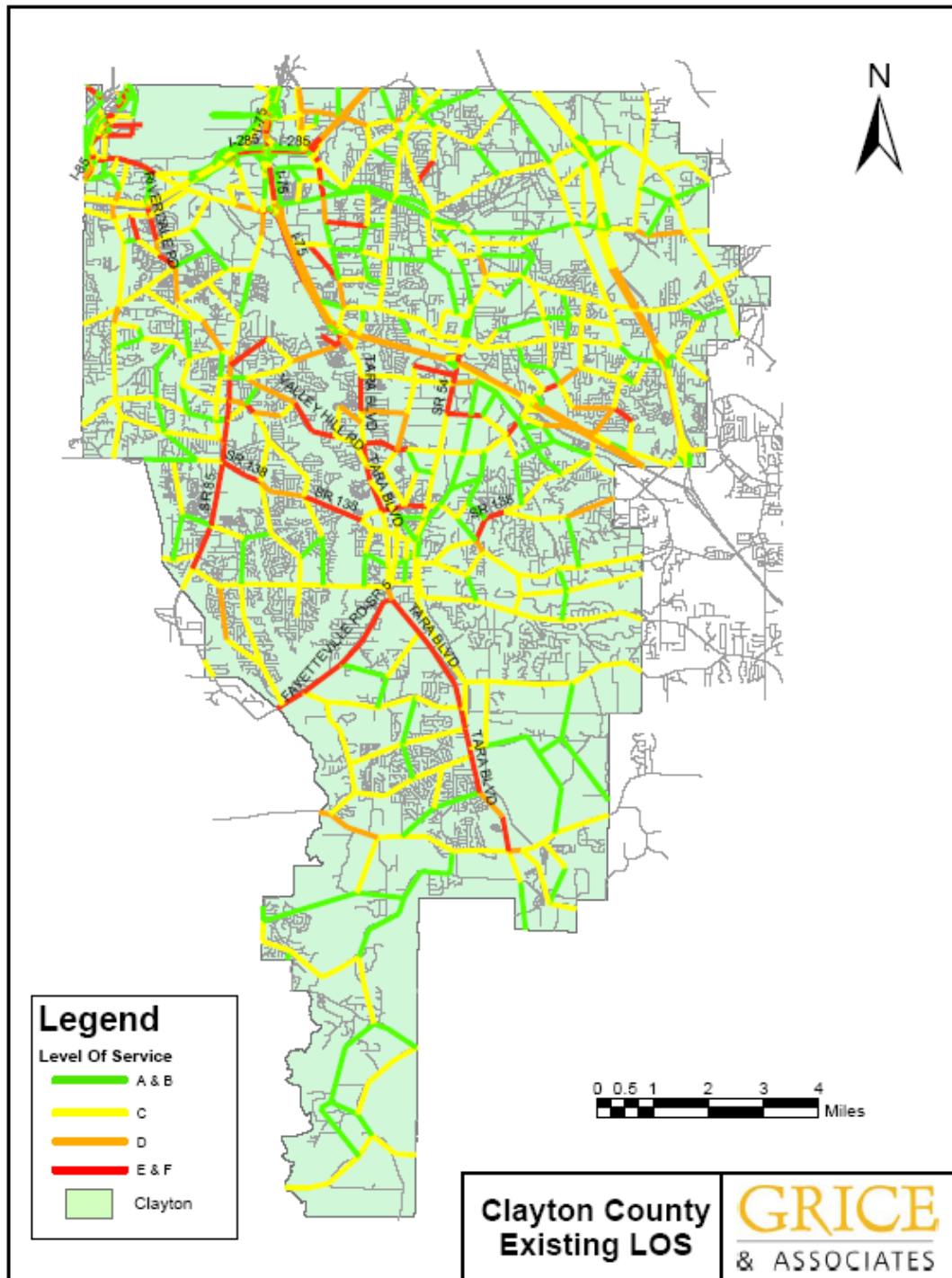
Facility Type	FHWA Targets	MDOT Targets
Freeway	+/- 7%	+/- 6%
Major Arterial	10%	7%
Minor Arterial	15%	10%
Collector	25%	20%

Sources: FHWA Calibration and Adjustment of System Planning Models, 1990;

Michigan Department of Transportation (MDOT), Urban Model Calibration Targets, June 10, 1993

The FHWA guidelines were used for this study as this is the federally adopted standard for travel demand model validation.

Map 8.9 Existing Roadway Level of Service



As expected, major arterials, such as Tara Boulevard (US 19/41), SR 138, SR 85, SR 54 have locations where the LOS is below the desired LOS D. This can be attributed to heavy traffic volumes and the large number of driveways and curb cuts with and without traffic signals that interrupt traffic flow on these major arterials. Interstate 75 near I-285 also experiences failing Level of Service, which can be attributed to heavy travel demand and the interchange with I-285 currently operating over capacity, which leads to acute congestion during the AM and PM peak hours at this location. Additionally there are short segments of West Fayetteville Road just south of Flat Shoals Road and just north of I-285, I-285 just west of I-75, Riverdale Road near I-285, I-85 just north of I-285, and Valley Hill Road west of Tara Boulevard that also experience an LOS below the accepted standard of D.

Although the Metropolitan Atlanta area is currently in non-attainment status for air quality, the federal government may fund roadway expansion projects to address traffic congestion on freeways and major arterials. However, as mentioned in the Level of Service Standards section of the report, a comprehensive access management plan can improve roadway capacity by as much as forty percent (40%) according to the 1985 *Highway Capacity Manual*, by the Florida Department of Transportation. Applying access management strategies to major arterials such as Tara Boulevard and SR 85 can be a lower cost alternative that could garner federal funding support versus the addition of lanes. Intersection improvements currently being funded by the SPLOST along major arterials such as SR 54 will improve capacity and provide congestion relief along such corridors.

Local road network improvements currently funded by the SPLOST will also provide some traffic relief in Clayton County, in particular in residential areas, where a number of roadway and intersection improvements are being improved with SPLOST funds. See Section 8.3.4 for a list of recommended road capacity improvement projects to improve LOS.

8.2.3 Future Levels of Service and Land Use

Several steps were undertaken to validate the volumes and geometries in the future year ARC travel demand model. The link geometry was reviewed to ensure that all TIP projects had been incorporated into the future year model. Additionally, the future year model was reviewed to verify if widening projects listed in the Clayton County SPLOST program had been incorporated into the roadway geometries in the model. In situations where roadway improvements were not coded into the model and these improvements were deemed significant in terms of traffic diversion, a screen-lining methodology based on the National Cooperative Highway Research Program (NCHRP) 255 Report entitled *Highway Traffic Data for Urbanized Area Project Planning and Design* was implemented to redistribute the volumes to new and/or improved roadway segments prior to analysis.

A similar review of the ARC travel demand model was conducted on the land use elements to verify that the proposed Land Use plan, including major employment centers and updated land uses proposed in the Land Use and Economic Development sections of this comprehensive plan update were reflected in the travel demand model. Where discrepancies were discovered, a manual adjustment to forecast volumes was conducted in those areas to more accurately reflect the projected volumes based on the land use in the area.

Additionally, GDOT historical trends were evaluated on major principal arterials, such as Tara Boulevard and I-75 to compare to the model forecast results. In situations where the historical trends were much greater than the model forecasts (without exceeding the capacity of the future roadway segments), the historical forecast volume was used instead of the travel demand model forecast volume.

At locations where the volumes in the existing condition travel demand model had been replaced by existing counts, the future year ARC model was used to calculate the appropriate growth factor to apply to the existing counts in lieu of using the forecast volume in the ARC model.

Traffic Performance Measures

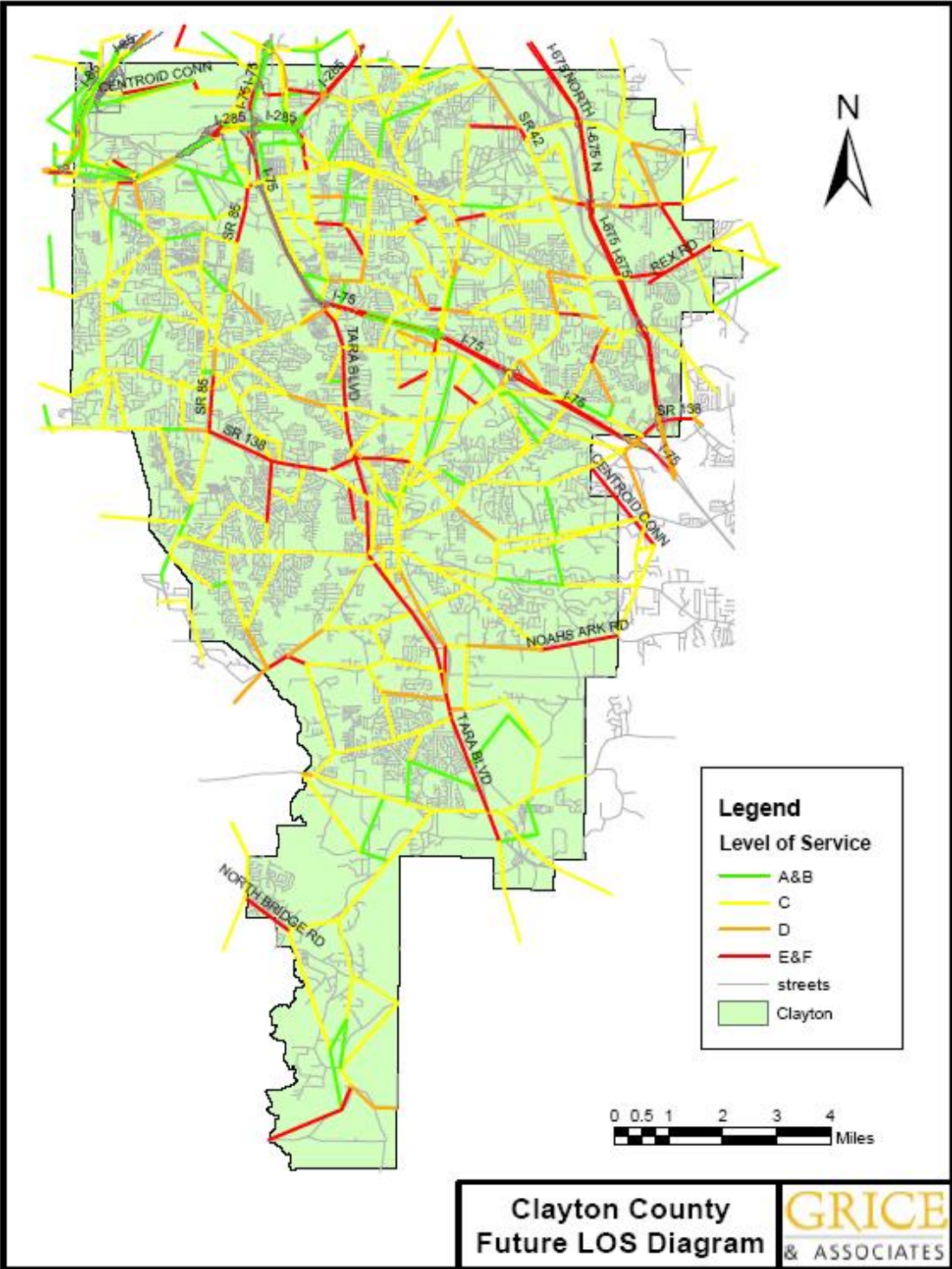
A key element of the roadway design process is the provision of acceptable traffic operations and sufficient capacity for flexible operations. The key performance measures to assess design options consist of traffic LOS, intersection delay, and the intersection volume to capacity ratio. Delay is expressed in seconds per vehicle and provides a measure of driver frustration that could lead to unsafe gap acceptance behaviors, and traffic violations such as red light running. The LOS is a qualitative rating of intersection performance that is related to the average total delay per vehicle.

Unsignalized intersection LOS becomes unacceptable (LOS E) at an average delay of 35 seconds per vehicle, and failure (LOS F) occurs at a delay of 50 seconds per vehicle. Signalized intersection level of service becomes unacceptable (LOS E) at an average delay of 55 seconds per vehicle, and failure (LOS F) occurs at 80 seconds per vehicle. While the previously mentioned thresholds specifically apply to intersection LOS, the same concepts can be applied to highway systems analysis to conduct an area wide, planning level assessment of a highway system.

The highway system LOS analysis was conducted using the methodology developed by the Florida Department of Transportation and accepted by the Georgia Regional Transportation Authority (GRTA). The Florida DOT methodology factors in the intersection performance measures mentioned above to determine link volume thresholds that correspond with a particular LOS. The volume thresholds are segregated by functional class, area type, and number of lanes for a particular facility. The Florida DOT methodology and LOS analysis sheets are presented in Appendix A.

Based on the ARC future travel demand model, the future LOS is provided in Map 8.10.

Map 8.10 Future Level of Service



See Section 8.3.4 for a list of recommended road capacity improvement projects to improve LOS.

Land Use and Transportation Interaction

Single-family subdivisions are located throughout Clayton County in areas distant from employment centers, leading to a reliance on vehicles and increases in vehicle miles traveled, as previously noted. Similarly, housing is not often located within or in convenient walking distance to employment centers, thus requiring vehicle use when public transit is not available. As previously noted, working from home and providing opportunities for citizens to walk to destinations via mixed use developments also reduces vehicle use and the associated VMT. However, any increase in vehicular traffic due to large mixed use developments be offset by private/public infrastructure improvements such as public transportation investments and investments in other alternative modes of transportation.

It is recommended that Clayton County review its zoning policies and processes to ensure that developers explain how new developments will be accessible to public transit, bike paths, and sidewalks. In particular, public transportation connectivity must become a significant factor in the zoning process.

Livable Centers Initiatives

Recognizing the relationship between land use patterns/densities and travel behavior in Clayton County, cities such as Jonesboro have developed plans that support mixed uses in the downtown central business district, which allows employees and residents to walk to amenities such as restaurants and shopping during the day. Three Livable Centers Initiative (LCI) plans and studies have been developed in Clayton County. See Table 20 for recommended transportation improvements.

The Jonesboro LCI is designed to capitalize on the potential commuter rail service between Lovejoy and Atlanta, which further assists with the reduction of VMT, while providing commuters a viable transportation option to travel beyond Clayton County.

The Forest Park Transit Village Transit Oriented Development (TOD) at Main and Phillips is a 37-acre area encompassing its downtown as the heart of its activity center. The city intends to utilize the redevelopment of this area to form a more dynamic town center, featuring a transportation plaza that will capitalize on the proposed commuter rail route, with appropriate shops and services and high density in-fill housing. In addition, mixed income housing and a system of parks and recreational amenities will all connected by sidewalks, bike and jogging trails and public transportation.

The City of Morrow Clayton State University LCI Gateway Village was conducted in the year 2000 and involves a redevelopment area on SR 54. A new LCI study will be undertaken this year in northwest Clayton County near Hartsfield-Jackson Airport. The study supports the creation of C-TRAN to be managed by MARTA was listed in the implementation plan. The study also recommends the creation of a major roundabout Boulevard at the intersection of Highway 54 with the main entrance road into Clayton State University and College (Clayton State Boulevard), which connects with a new conference center and hotel at the edge of a natural

park. The Boulevard is to become the primary pedestrian circulation path between the University and related businesses. The Boulevard is to provide an at-grade rail crossing; focal point for development, an alternative to a bridge over the highway because a walker only has to cross one-way traffic, which is slowed. The roundabout is reported to cut accidents in half and to decrease wait time compared to traffic lights. The roundabout has an external ring of double parallel parking in front of the future development as well.

There are several existing and ongoing studies in Clayton County, including the Ellenwood Township Development of Regional Impact (DRI) for a major mixed-use development in northeast Clayton County.

HOV Lanes

Additionally, a High Occupancy Vehicle (HOV) System Implementation Plan recommends HOV lanes on the I-75 corridor in Clayton County. The Georgia Fast Forward bond program includes HOV lanes on I-75 from SR 54 through to SR 155 in Henry County with preliminary engineering is to begin in 2005 and construction in 2009.

By 2006, GDOT plans additional miles of HOV lanes outside I-285 on I-75 and I-675 south of the Atlanta city limits. HOV lanes were first introduced in December 1994 along an 18-mile section of I-20 east of I-75/85. In 1996, 60 additional miles were opened on I-75/85 inside I-285. HOV lanes are designed to help reduce air pollution, improve traffic congestion and ensure substantial time-savings for commuters that rideshare with two or more occupants per vehicle. HOV lanes are best suited for interstates congested by a large number of commuters traveling from their homes to densely developed activity centers and return trips. They are most effective as part of a transportation system that includes transit, park-and-ride lots and ride-share opportunities.

Ride-Share Programs

With respect to ride-share opportunities, the Hartfield Area Transportation Management Association (HATMA) performs transportation workshops to provide employees with commute options such as forming carpools and vanpools. HATMA conducts worksite transportation surveys to help employers with providing commuter choices and parking management decisions. HATMA advises employers on transportation-related tax deductions and other tax benefits that can improve a company's bottom line. HATMA is one of eight (8) transportation management associations (TMAs) in the metro-Atlanta region formed where air quality does not meet federal clean air standards.

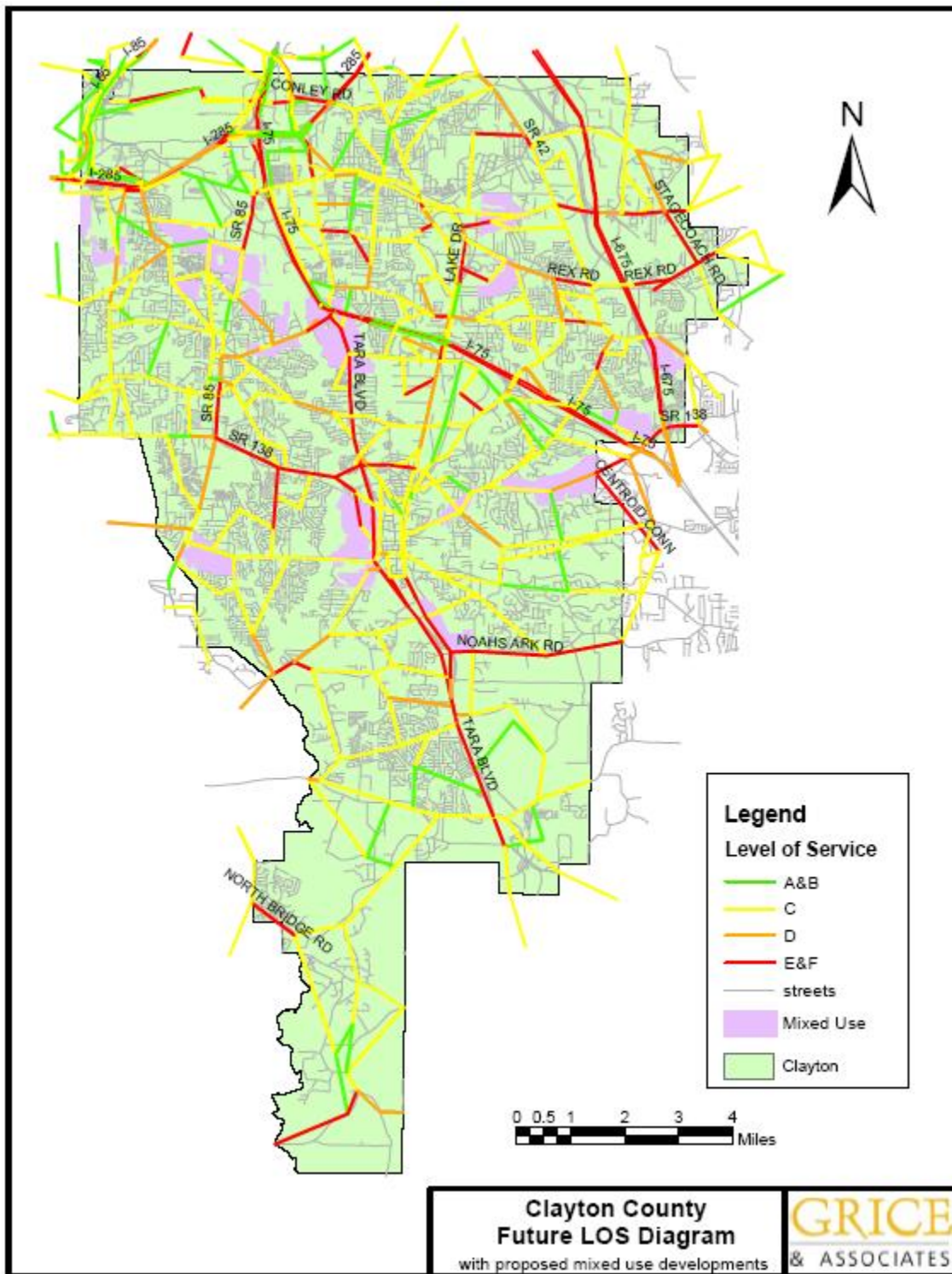
Commuter Rail

Commuter rail service between Macon and downtown Atlanta is partially programmed for federal funding.

Proposed Land Use Actions

Based on the proposed increases in mixed-use development in the Land Use Chapter of this comprehensive plan update, projections for transportation uses and LOS are illustrated in Map 8.11.

Map 8.11 Future Level of Service Considering Proposed Land Use Actions



This comprehensive plan update includes proposed land use actions to increase mixed use developments. Developments that combine a mix of land uses promote the wider objectives of reducing the need to travel and reliance on the car. Closely integrated or closely linked residential uses with other uses such as a mix of housing, employment and community activities in order to encourage travel by walking and cycling between them.

All developments must be fully accessible to public transport, cyclists, pedestrians and the car. On larger mixed-use developments, non-residential uses could generate significant numbers of vehicular traffic. Thus, high concentrations of vehicular traffic need to be located within clearly identified areas such as areas adequately served by transportation infrastructure. Any increase in vehicular traffic due to large mixed use developments be offset by private/public infrastructure improvements such as public transportation investments and investments in other alternative modes of transportation.

It is necessary to consider the individual roads and transport requirements for each use. Here, the individual road links with LOS of E and F include:

- Noahs Ark Rd from Jonesboro Rd to Ashley Oaks Dr
- South Main Street from Jodeco Rd to Noahs Ark Dr
- Forest Parkway from SR 42 to I-675
- Lake Drive south of Rex Rd
- Upper Riverdale Road west of Tara Blvd
- SR 138 west of Tara Blvd

To improve service along these routes, the long-term promotion of public transit and bike/ped facilities is required. See Section 8.3.4 for a list of recommended road capacity improvement projects to improve LOS.

8.3 Proposed Transportation Alternatives and Improvements

8.3.1 Livable Centers Initiatives

In FY 2003, the **Jonesboro Town Center LCI Study** began and a number of transportation improvements were recommended to accommodate the revitalization of downtown Jonesboro and the adjacent areas. The transportation improvements recommended in the Livable Centers Initiative Study are presented below:

- Streetscape-Main Street from North to South Streets (This will include the replacing of the angled parking on Main Street with Parallel parking) and McDonough Street from Johnson Street to Turner Road
- West Mill Street Parking Deck (Estimated 500 spaces)
- The addition of mast arm signals to the following intersections along Main Street: College Street, Mill Street, Spring Street, and North Avenue to include pedestrian signals and marked crosswalks
- Commuter Rail Station-600 foot platform in the vicinity of West Mill Street and Smith Street

- Streetscape-Smith Street from Tara Boulevard to Main Street
- Sidewalks-Fayetteville Road from West Mill Street to Tara Boulevard
- Sidewalks-Fayetteville Road from North Avenue to Williamson Mill Road
- Close West Mill Street Rail Crossing to vehicles, but maintain as pedestrian crossing location for future commuter rail station
- Sidewalks-Old Stockbridge Road from White Line Street to Old Courthouse
- Streetscape-Lee Street from West Mill to Spring Street
- Sidewalks-King Street to Wilburn Street
- Construct gateways
- New Connector Parkway from South McDonough Street to Old Courthouse (including sidewalks)
- Sidewalks-Main Street from West Mimosa Drive to North Avenue and Johnson Street from Wallis Street to White Line Street
- Streetscape-King Street from Wilburn Street to McDonough Street
- Sidewalks-Wilburn Street from King Street to Public Housing
- Multi-Purpose Paths-new Middle School to Stately Oaks
- Installation of a wayfinding system to help guide visitors to various attractions
- Sidewalks-Plant Street from West Mill Street to Church Street; Sims Street from West Mill Street to Church Street; Memorial Avenue from West Mill Street to Church Street; Cloud Street from Church Street to College Street; and Spring Street from Lee Street to Dean Street
- Streetscape-North Main Street from Main Street to City Limit
- Sidewalks-Main Street from Batiste Park Road to south City limits
- Multi-Purpose Paths-Old Courthouse to African American Museum on Smith Street
- Sidewalks-North Avenue from 118 North Avenue to BB&T
- Sidewalks-Highway 54 from Highway 138 to Raymond Street
- Sidewalks-Raymond Street to Old Morrow Road
- Courthouse Drive Parking Deck-Estimate 700 Spaces
- Sidewalks-Williamson Mill Road from North Avenue to Hanes Street
- Sidewalks-Williamson Mill Road from Hanes Street to Fayetteville Road
- Sidewalks-Crowder Street (all)
- Sidewalks-Whiteline Street (all)
- Proposed Downtown Trolley (2 buses)

In FY 2000, the **City of Morrow LCI Study** began and recommends the creation of C-TRAN to be managed by MARTA was listed in the implementation plan. The study also recommends the creation of a major roundabout Boulevard at the intersection of Highway 54 with the main entrance road into Clayton State University and College (Clayton State Boulevard), which connects with a new conference center and hotel at the edge of a natural park.

In FY 2001, the **Forest Park LCI Study** began and the following transportation projects were recommended:

- Construct 3-mile multi-use, bike/ped trail
- Acquire site and construct a rail station
- Construct a people mover train to Hartsfield-Jackson airport

- Construct a pedestrian bridge connecting Main Street and City Hall
- Forest Parkway Street Scape/ Pedestrian

8.3.2 Transportation Improvement Plan (TIP) and Regional Transportation Plan (RTP) Projects

Clayton County utilizes a variety of funding sources in building and maintaining their transportation network. Transportation projects in the ARC 2003-2005 Transportation Improvement Plan (TIP) and Regional Transportation Plan (RTP) includes a mix of financial support from Federal transportation programs, Georgia Department of Transportation funds, reinvestment revenue bonds, and local general revenue. Additional projects are funded through SPLOST programs.

The following projects are listed under the Atlanta Regional Commission Transportation Improvement Plan (TIP). The TIP projects are scheduled for the 2003 – 2005 planning period. The RTP projects are long-range out to 2025.

Roadway Capacity and Intersection Upgrade Projects

- Widening SR 42 from Lake Harbin Rd north to Anvil Block Rd
- Widening SR 85 including interchange at Forest Parkway from Adams Drive to I-75 ramp.
- Widening SR 85 from SR 279 to Roberts Rd
- Widening Battlecreek Rd from Southlake Pkwy. to Valley Hill Rd
- Widening Battlecreek Rd-Mt. Zion Blvd from Southlake Pkwy to Lake Harbin Rd.
- Widening SR 138 from Walt Stephens Rd to I-75 South in Henry County.
- Widening SR 54 from McDonough Rd in Fayette County to SR 3/US 41/Tara Blvd.
- Widening SR 314-Fayetteville Rd from Norman Dr/CR 255 to SR 139/Riverdale Rd.
- Widening SR 42 from SR 138 in Henry County to I-675 northbound.
- Widening Conley Rd (Aviation Blvd Extension) from SR 54 to SR 3-Old Dixie Hwy.(NOTE: ARC recommended that this project be moved to the long range per amendments to the FY 2003-2005 TIP and 2025 RTP listing bond funded projects)
- Widening SR 920-Jonesboro Rd from SR 54 to US 19/41 and SR 3.
- Widening Anvil Block Rd from the end of current 5-lane section to Bouldercrest Rd
- Widening I-75 South add two lanes southbound only from I-285 south to US 19/41-SR 3-Old Dixie Hwy.
- Interchange capacity expansion at I-75 south new interchanges and 4-lane collector/distributor system.
- Widening US 41/SR 3-Cobb Parkway from Windy Hill Rd to Terrell Mill Rd.
- I-75 South interchange upgrade.
- I-285 eastbound to I-75 southbound interchange upgrade.

Roadway Operation Projects

- I-285 and Conley Rd.
- Flint River Rd from Glenwood Dr to Kendrick Rd.
- Tara Rd from McDonough Rd to Tara Blvd.

- ATMS Enhancement, Phase 2.
- Anvil Block Rd from Bouldercrest Rd to Allen Rd.
- Conley Rd from SR 54 to Cherokee Trail.
- SR 85 and SR 138 from SR 331 and SR 85 to Pointe South Pkwy and North Ave.
- Jonesboro Rd-SR 54 signal upgrades at 16 locations from Rex Rd to East Dixie Dr
- ATMS/ITS enhancements implementation

Pedestrian Facility Expansion and Improvements

- Putnam Ford Rd from Bascomb Carmel Rd to Eagle Dr
- Woodstock Rd sidewalks from SR 92 to Oak Grove Elementary School.
- Jonesboro downtown pedestrian streetscape from North Ave to South Ave.
- Riverdale sidewalks around school facilities.
- Lake Harbin Road sidewalks from Maddox Rd to SR 42.
- Transit-oriented pedestrian improvements from I-75 south to US 19/41-SR 3.
- Forest Park sidewalks around school facilities (3-phase project).

Bridge Capacity Expansion and Upgrades

- Bridge capacity expansion I-75 south at Lee Street Bridge.
- Bridge upgrade SR 42 at Upton Creek.
- Bridge upgrade US 19/41-SR 3-Old Dixie Hwy at Central of Georgia Railroad.
- Rex Rd at Big Cotton Indian Creek.

8.3.3 SPLOST Projects

In addition to the TIP projects in Clayton County, a number of road improvements are scheduled to be funded through the county SPLOST. SPLOST funds have been earmarked for a variety of transportation improvement projects including new road construction, road widening or improvement, intersection improvements, upgrading dirt roads, upgrading bridges and box culverts, improving railroad crossings, installing sidewalks, and reducing congestion around schools.

Road Construction Projects

- Aviation Blvd Extension – From Intersection of Aviation at Old Dixie Road to Conley Road near Ellery Drive.
- Gardenwalk Boulevard – Phase 1 – From Gardenwalk Boulevard at SR 85 to upper Riverdale Rd.
- Jonesboro Transportation Improvements – General road improvements inside the City of Jonesboro.
- Noah’s Ark Road – From the intersection of Tara Boulevard at Betty Talmadge Avenue to the intersection of Thornton Road at Noah’s Ark Road.
- Pleasant Hill Road to E. Pleasant Hill Road – From East Pleasant Hill Road to Pleasant Hill Road.
- Richardson Parkway – From Mt. Zion Boulevard to Mt. Zion Road.

Road Widening and Improvement Projects

- Anvilblock Road – From the existing 5 lane section to the Henry County line.
- Battlecreek Road – From Valley Hill Road to Southlake Parkway.
- Bethsaida Road – From the Fulton County line to Carder Court.
- Conley Road – From SR 54 to the DeKalb County line.
- Conley Road/Aviation Boulevard Extension – From Aviation Blvd to SR 54.
- Davidson Parkway – Davidson Parkway South realignment and widening to 3 lanes.
- East Lovejoy Road – From La Costa to Hastings Bridge Road.
- Flint River Road – Expand to three lanes from Glenwood Drive to Kendrick Road; Expand to four lanes with median from Kendrick Road to Tara Boulevard; From Pointe South Parkway to Thomas Road.
- Godby Road – From Highway 314 to South Hampton Road.
- Lee Street – From Southlake Parkway to Twilight Trail.
- Mt. Zion Boulevard – Four lanes with median from Southlake Parkway to Lake Harbin Road; Three lanes from Lake Harbin road to Rex Road. Three to Four lanes from Richardson parkway to SR 138.
- Mundy’s Mill Road – From SR 54 to East of Fitzgerald Road.
- Norman Drive – From SR 314 to SR 139.
- North Bridge – 1,000 feet on either side of Flint River Bridge.
- Old Rex-Morrow Road – 500 feet on either side of Hartford Drive. Improve intersections around Maddox Road to accommodate planned schools.
- Panola Road – From Bouldercrest Road to the Henry County Line.
- Pine Drive – From Crestridge Drive to SR 139.
- Pointe South Parkway – From Flint River Road to SR 85.
- Rex Road Bridge – 1,000 feet on either side of Big Cotton Indian Creek.
- Rountree Road – Between Old Rountree Road and SR 138.
- Southlake Parkway – From Noland Court northward to railroad spur track.
- SR 139 at SR 85 – Construct an eastbound right turn lane from SR 139 onto SR 85 southbound.
- Tara Road – From McDonough Road to US 19/41 Tara Boulevard.
- Tara Road – From Panhandle Road to US 19/41.
- Valley Hill Road – From Battlecreek Road to Upper Riverdale Road.
- West Lee’s Mill Road – From Gardenwalk Boulevard to Rock Hill Drive.
- Warren Drive – From Warren Drive dead end to SR 85.

Intersection Improvements

- BattleCreek Road at Southlake Parkway – Construct east and westbound left turn lanes.
- Cash Memorial Boulevard at Old Dixie Road – Add a westbound turn lane from Cash Memorial Boulevard.
- Clark Howell at SR 85 – Realign southern end of Clark Howell.
- College Street at Main Street (Forest Park) – Realign College Street with Ash Street.

- Elliot Road at Fielder Road – Add a right turn lane from Elliot Rd. to Fielder Rd.
- Evans Drive at Rex Road – Add a new northbound right turn lane.
- Flat Shoals Road at SR 314 – Realign Flat Shoals Rd. away from SR 314.
- Forest Parkway at North Parkway – Add an eastbound right and westbound left turn lane.
- Lovejoy Road at Tara Boulevard – Realign sharp curves on Lovejoy Rd near Tara Blvd.
- McDonough Rd at Hastings Bridge Road –
- Mt. Zion Blvd at Mt. Zion Circle – Add a northbound turn lane on Mt. Zion Blvd.
- North McDonough St. at SR 138 – Add northbound lane and restripe for southbound exclusive right turn lane.
- SR 138 at SR 138 Spur – Enlarge the radius of traffic traveling westbound.
- SR 54 at Commerce Road – Add a southbound right turn lane.
- SR 54 at Southern Road – Add a southbound right turn lane.
- SR 54 at Thomas Road – Add a northbound left turn lane.
- SR 54 at US 19/41 – Add a northbound right turn lane.
- Tara Boulevard at SR 138 Spur – Construct a bridge over SR 138 with ramp turn lanes.
- Upper Riverdale Road at Arrowhead Boulevard – Add an eastbound right turn lane.
- Valley Hill Road at Camp Street – Add a westbound right turn lane.
- Webb Road at SR 85 – Construct a westbound right turn lane.

Upgrade Dirt Roads

- 1st Avenue
- East Clayton Road
- Ellison Road
- Front Street
- Lee Street
- Lunsford Drive
- Mill Street
- Otis Camp Road
- The Inlet

8.3.4 Newly recommended road improvement projects

Besides the extensive list of programmed improvement projects in the SPLOST program and ARC TIP/RTP, the existing and future LOS analyses reveal failed links along:

- Tara Boulevard (US 19/41)
- SR 138
- SR 85
- SR 54
- Interstate 75 near I-285
- I-285
- Short segments of SR 314 West Fayetteville Road just south of Flat Shoals Road and just north of I-285
- Riverdale Road near I-285
- I-85 just north of I-285

- Valley Hill Road west of Tara Boulevard
- Noah’s Ark Road from Jonesboro Road to Ashley Oaks Drive
- South Main Street from Jodeco Road to Noah’s Ark Drive
- Forest Parkway from SR 42 to I-675
- Upper Riverdale Road from Tara Blvd to 0.2 miles west of Tara Blvd
- Lake Drive from Rex Road to Twilight Trail (1 mile south of Rex Road)

Among these links, the following are not currently identified in the SPLOST, TIP or RTP listings. They continue to show failed LOS in 2025 and should be added to the Clayton County Comprehensive Plan Update. Thus, the following are recommended widening projects:

- Tara Boulevard (US 19/41) from Mt Zion Road to Sherwood Drive from Battle Creek Road to Walt Stephens Road, from Fayetteville Road to McDonough Road, and from I-75 to Lovejoy Road;
- Riverdale Road near I-285 from I-285 to Flat Shoals Road, from I-85 to Sullivan Road, and from Sullivan Road to I-285;
- Noah’s Ark Road from Jonesboro Road to Ashley Oaks Drive;
- South Main Street from Jodeco Road to Ashley Oaks Drive;
- Forest Parkway from SR 42 to I-675;
- Upper Riverdale Road from Tara Boulevard to Hayes Drive; and
- Lake Drive from Rex Road to Twilight Trail (1 mile south of Rex Road).

In addition, the following list of road segments have been identified by the Clayton County Department of Transportation as requiring detailed engineering studies and operational improvement within the next few years:

- Forest Parkway from SR 54 to SR 42 (existing 4 lane roadway needs a center turn lane or installation of a 20 foot raised median to control left turn movement);
- Panhandle Road from Woolsey Road to Tara Road (widen from 2 lanes to 4 lanes with a 20 foot raised median);
- Mundy’s Mill Road from SR 54 to US 19/41 (widen from 2 lanes to 4 lanes with a 20 foot raised median);
- Bouldercrest Road from Panola Road to DeKalb County line (widen from 2 lanes to 4 lanes with a 20 foot raised median);
- Noah’s Ark Road from Henry County to S. Main Street (widen from 2 lanes to 4 lanes with a 20 foot raised median);
- Jodeco Road from Henry County to S. McDonough Street (widen from 2 lanes to 4 lanes with a 20 foot raised median);
- Walt Stephens Road from SR 138 to Henry County line (widen from 2 lanes to 3 lanes with decel lanes at key locations).
- Conley Road Realignment at Cherokee Trail (intersect SR 42 at E. Conley Road and then follow Grant Road; widen from 2 lanes to 3 lanes with decel lanes at key locations);
- Stagecoach Road from Anvilblock Road to Henry County line (add a center turn lane and other turn lanes at key intersections).

- Improve a series of roads that make an east-west corridor (begin at Godby Road at the Fulton County line and proceed eastward to Phoenix Boulevard, then continue east on the newly constructed Sullivan Road, then to Forest Parkway to Ellenwood Road to Panola Road to Henry County.

It is recommended that Clayton County plan, develop, and implement a county-wide long-range, comprehensive transportation plan. The proposed long-range, comprehensive transportation plan should take into consideration: (1) routes identified herein with LOS of E or F; (2) bridges with poor condition ratings; (3) and the recommended improvements identified in LCI studies.

This plan should include access management planning that addresses the large number of driveways/curb cuts with and without traffic signals that interrupt traffic flow on the major arterials that currently have a LOS below D.

8.3.5 Bike and Pedestrian Considerations

It is recommended that Clayton County plan, develop, and implement a county-wide bike/ped/trails plan

8.3.6 Proposed alternative modes of travel

- HOV Lanes
- Hartsfield-Jackson International Airport Transportation Management Association
- Sidewalk improvements
- C-TRAN
- Macon-Atlanta Commuter Rail
- Southern Crescent multi-modal transportation service center

8.3.7 Emergency Preparedness

Adequacy of the existing and projected transportation system to evacuate populations prior to an impending natural disaster. Since Clayton County is not a coastal region, there are few concerns about flooding or hurricane evacuation. Nevertheless, Clayton County is well served by interstates I-75, I-675 and I-285 which can be used in the event of a natural disaster. With respect to national security, Fort Gillem is served by I-675 at Moreland Avenue (SR 42) from the East and Jonesboro Road from the west.

8.3.8 Transportation Operations in Underserved Areas

The primary need for expanded public transportation can be met with service provided by C-TRAN and MARTA. Mixed-use, Transit-oriented developments are encouraged. Map 8.4 entitled Public Transportation in Clayton County was compared to the Future Land Use Plan. The existing C-TRAN routes were compared to the proposed residential, commercial, and mixed use land areas. There are a number of underserved residential and commercial areas west of C-TRAN route 503; residential areas east of the Southlake Parkway section of C-TRAN route 501 to the eastern county line; and residential areas northeast of C-TRAN route 501 east of Morrow to I-675 and beyond. Therefore, it is recommended that Clayton County plan, develop and implement a county-wide transit expansion feasibility study.

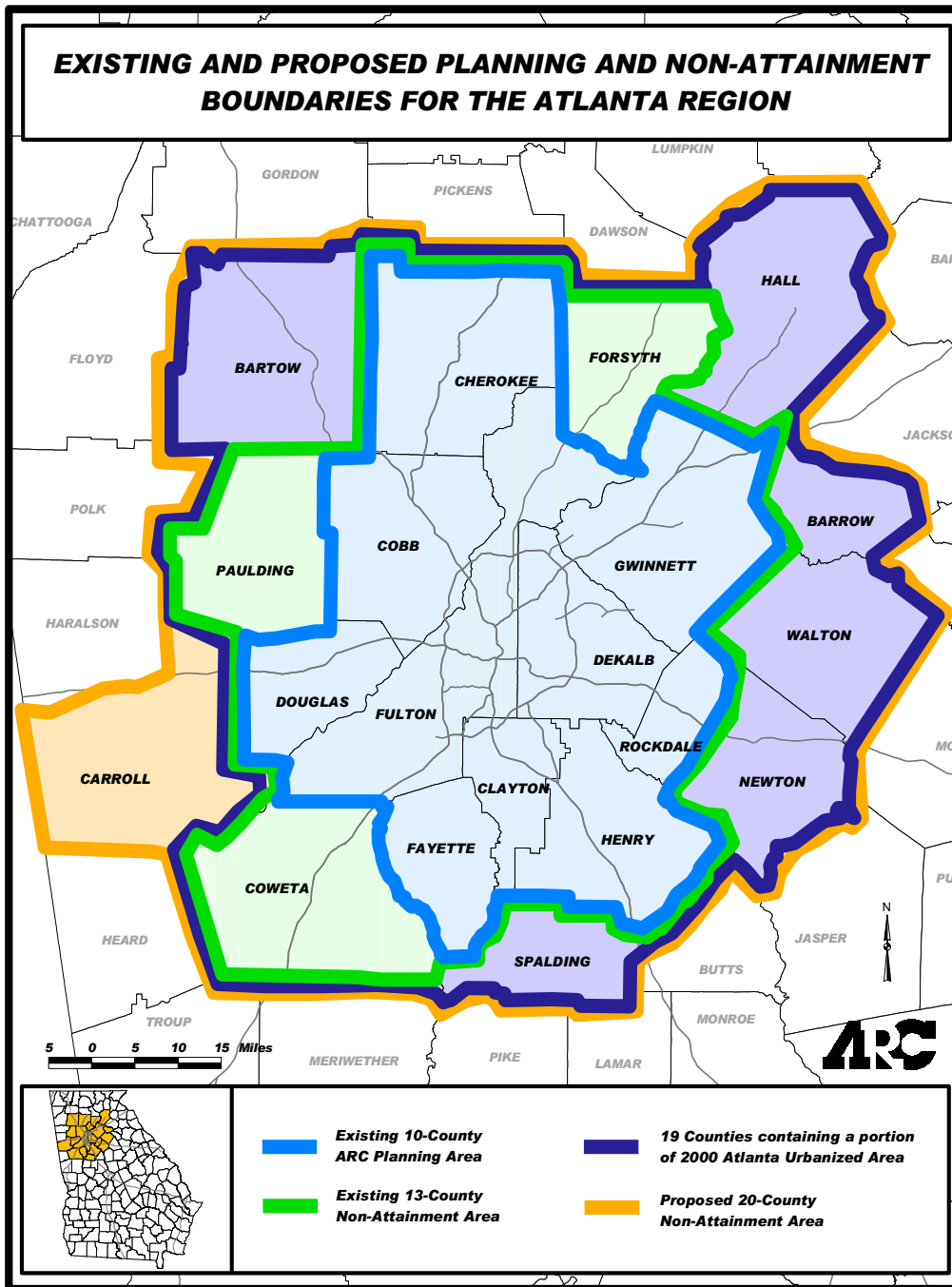
8.4 Transportation Requirements for Non-Attainment Areas

This section provides a discussion of the severity of any violations contributed by transportation related sources that are contributing to air quality non-attainment; and identification of measures, activities, programs, and regulations that the City of Atlanta will implement consistent with the Statewide Implementation Program (SIP) for air quality through the Atlanta comprehensive plan implementation program, as per the Intergovernmental Coordination Element of the DCA Rules. See Map 8.12.

For air-quality modeling purposes, three (3) additional counties are included in ARC's planning efforts, Coweta, Paulding, and Forsyth Counties. All of Clayton County is within the nationally designated ambient air quality standards non-attainment area of metropolitan Atlanta.

Therefore, compliance of Clayton County's transportation element with the Federal Clean Air Act is required. Severity of violations are discussed and addressed on a regional basis in the state implementation plan for air quality attainment. The 13 counties previously classified as a serious non-attainment area have been downgraded to severe non-attainment status as of January 2004. Measures that the county and cities will implement to comply with the state implementation plan include encouraging transportation demand management, provision of an extensive sidewalk system, and certain efforts to promote public transit. Clayton County has recently undertaken significant steps in transportation demand management by implementing a regional bus transit system with the assistance of GRTA, and by passing a Special Purpose Local Option Sales Tax (SPLOST); the proceeds of which will help fund the installation of ninety-six (96) miles of sidewalks on forty-seven (47) miles of roads in Clayton County.

Map 8.12 Non-attainment Area



8.5 Articulation of Community Vision and Goals and Implementation Program

A community visioning workshop was required to determine long range needs and ambitions. The Community adopted LOS standards for transportation facilities and services to be achieved and/or maintained during the first ten-year planning period through capital improvements, service expansions or other strategies was to be determined. An associated implementation program in the form of a Capital Improvement Program is provided in Table 21. At a minimum, as per the minimum and additional requirements for local governments in the Advanced Planning Level, the following information was identified:

8.5.1 Transportation Vision

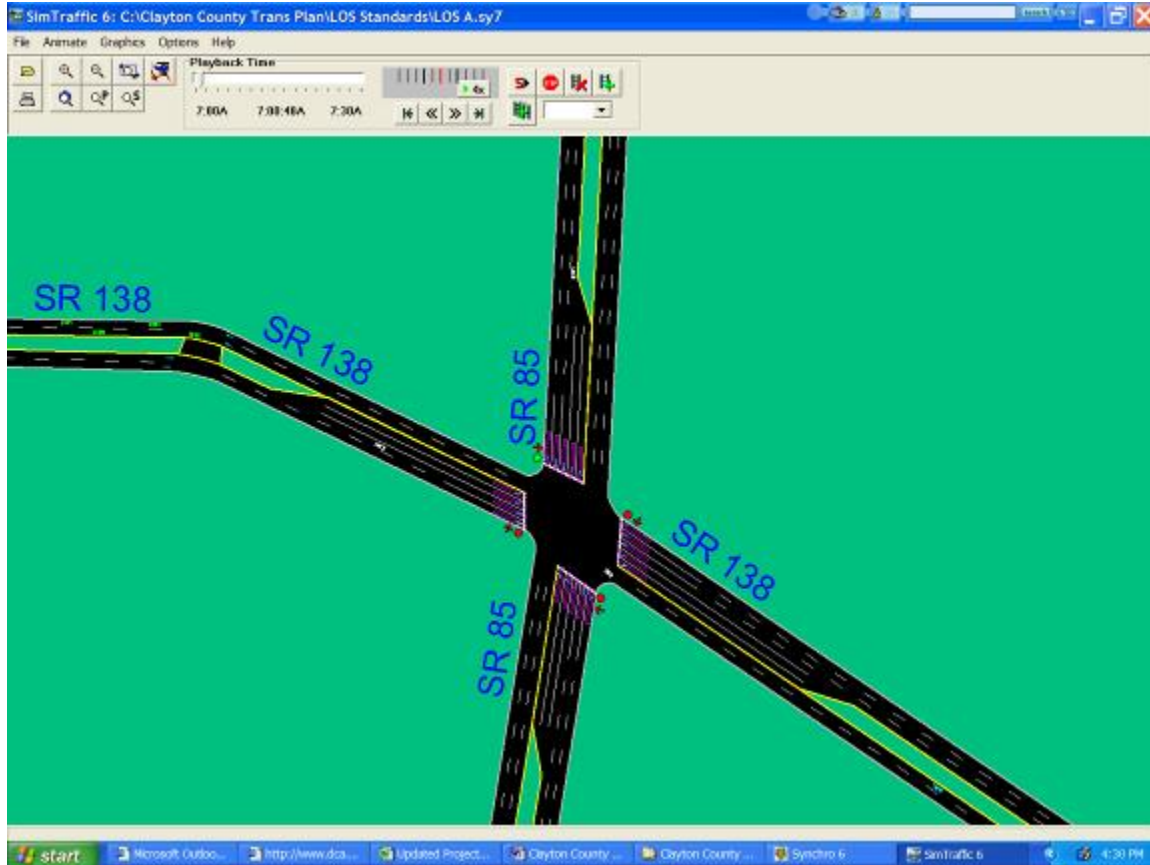
Clayton County will have a multi-modal and environmentally sensitive transportation system that maintains tolerable operating travel speeds, and provides routes that are well connected to the greater metro-Atlanta region to promote economic development.

8.5.2 Goals and Policies

Goal 1.0. Achieve and maintain safe operating speeds, comfort and convenience in Clayton County.

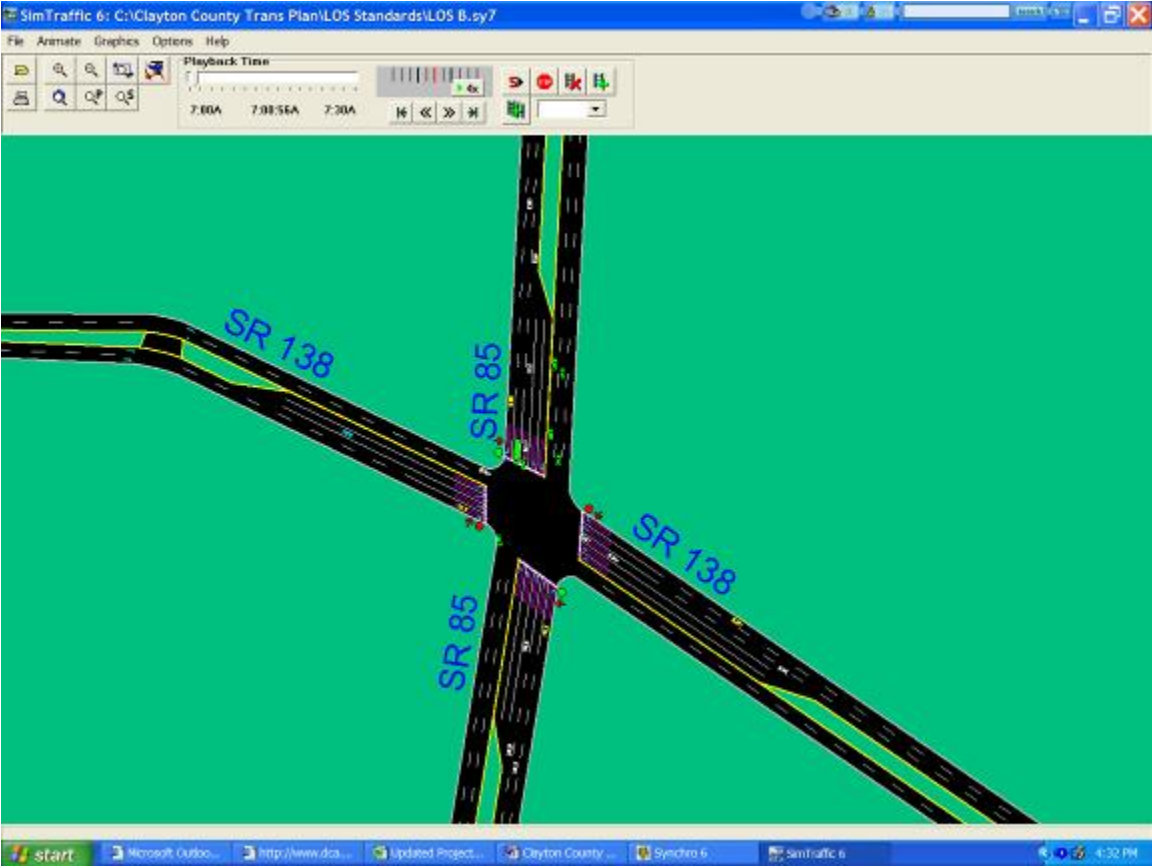
A workshop was conducted with Clayton County officials and transportation professionals to develop Level of Service Standards for Clayton County. *Synchro/Simtraffic* simulation models were utilized during this workshop to graphically illustrate the differences between intersection Levels of Service ranging from A to F. Illustrations of the various Levels of Service are presented as follows:

Level of Service A



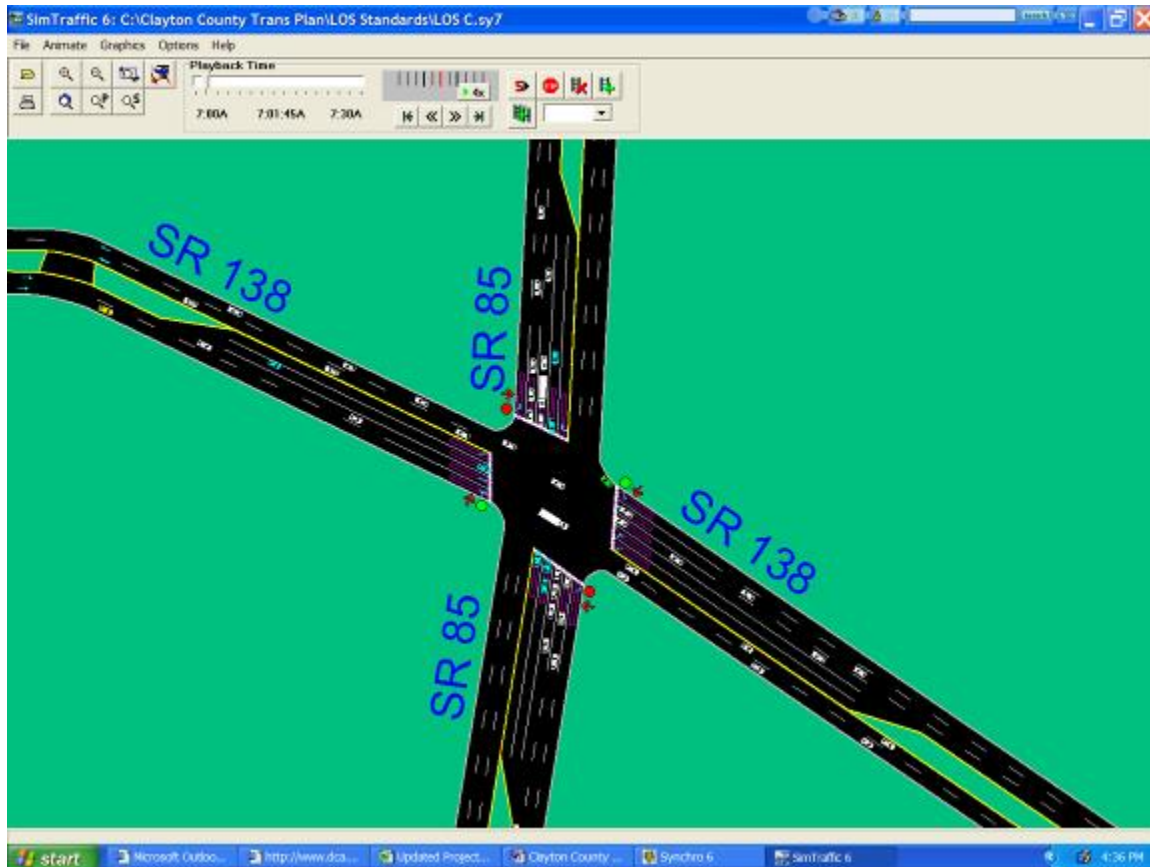
Level of Service A conditions are characterized by free flowing conditions with maximum mobility to switch lanes and very little delay (less than 10 seconds for signalized intersections)

Level of Service B



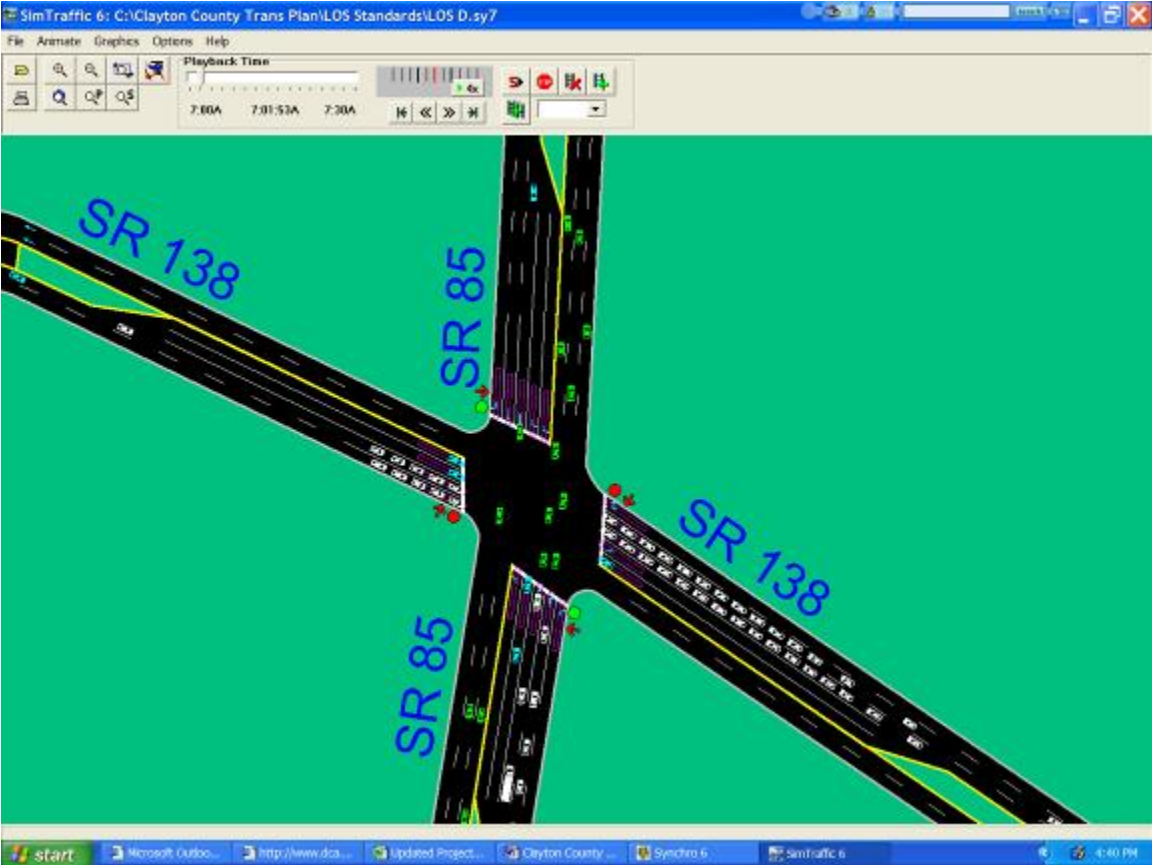
Level of Service B conditions are characterized by free flowing conditions, though with minor limitations to freedom to switch lanes. Intersection delays range from ten (10) to twenty (20) seconds at Level of Service B.

Level of Service C



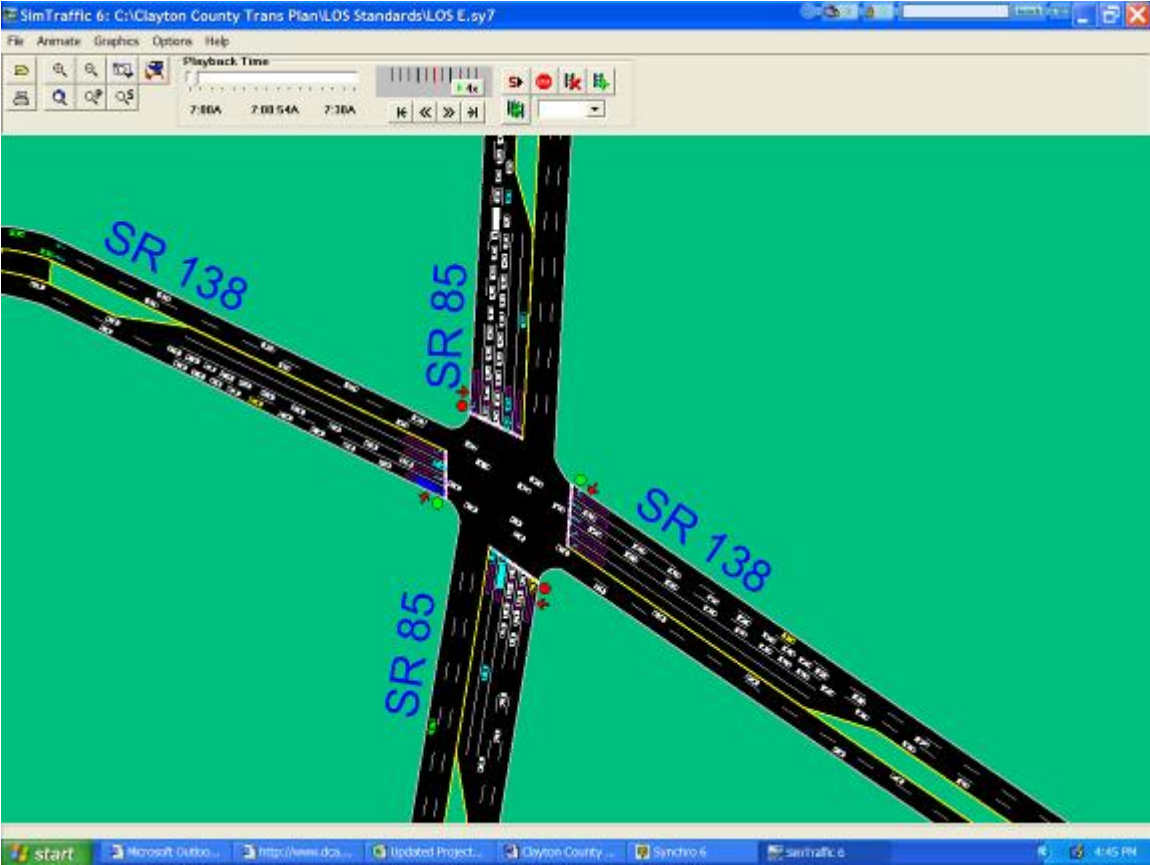
At Level of Service C, some queuing is observed at intersections, though all queues are typically dispersed during the green cycle. Freedom to change lanes continues to diminish, though there is still some flexibility to do so. Intersection delays range from twenty (20) to thirty-five (35) seconds in Level of Service C conditions.

Level of Service D



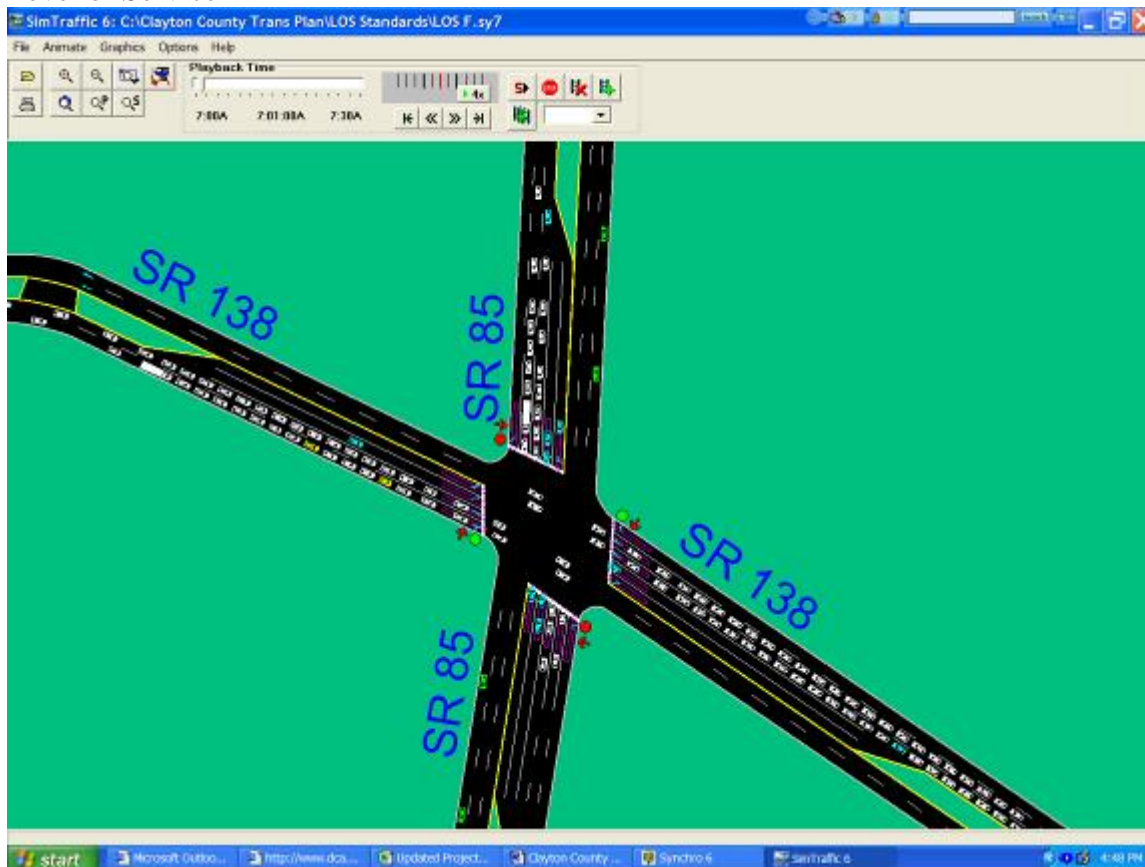
At Level of Service D, queuing at intersections becomes more pronounced, and when signals are not optimally timed, all queued vehicles may not make it through the intersection. Flexibility to change lanes is minimal, and intersection delays range from thirty-five (35) to fifty-five (55) seconds.

Level of Service E



Level of Service E represents capacity conditions, where intersection queuing becomes acute and traffic flow is near breakdown, making lane switching difficult. Intersection cycle failures begin to occur at capacity conditions where the entire queue of traffic does not make it through the intersection during the green cycle. Delays at Level of Service E range from fifty-five (55) to eighty (80) seconds.

Level of Service F



At Level of Service F, forced flow traffic conditions exist and intersection cycle failures are common. Queues in excess of a half a mile or greater can build at intersection approaches at Level of Service F conditions. Delays of eighty (80) seconds or greater exist at Level of Service F.

Policy 1.1 Clayton County has adopted Level of Service D as their minimum required Level of Service. This Level of Service Standard would apply to all existing and future intersections within Clayton County and is consistent with the community's visions and goals of balancing growth, congestion, and green space throughout Clayton County.

Goal 2.0 Propose land development regulations and incentives to mitigate congestion and to achieve the LOS D standard.

Policy 2.0 Implement additional mitigation measures to mitigate poor projected LOS. The additional measures could include:

Employer sponsored flex-time schedules

Employer sponsored telecommuting programs

Transit Subsidies with tax incentives for employers and employees

Modifications to land use, for example, mixed use developments

Local Shuttle Services

Policy 2.1 Take actions to bring into compliance any public transit facilities or services that are below the adopted LOS D.

Actions to bring into compliance any public transit facilities or services that are below an established LOS and/or other transportation performance measures include:

Newly proposed land development regulations and incentives to ensure that new development does not cause the community's adopted LOS for an individual transportation facility to decline below the established transportation performance measures; to insure that transportation capital improvements or other strategies needed to accommodate the impacts of development are made concurrent with the development; and to protect or enhance transportation facilities, corridors, and sites to ensure that they can fulfill their identified functions include:

All future development proposals are recommended to conduct comprehensive traffic studies to determine if the proposed development would cause any adjacent intersections to fall below the newly adopted Level of Service thresholds.

Where proposed developments would cause any adjacent intersections to operate at LOS E or F, it is recommended that the County ensures that the developer take all necessary steps, including but not limited to paying for necessary roadway improvements, prior to approving the development plan.

Policy 2.2 Promulgate standards, programs and actions that promote the creation of a multi-modal transportation network which includes bicycle and pedestrian facilities.

Access control guidelines are recommended to be developed for each functional class of roadway in Clayton County to ensure that each roadway within the county fulfills its functional use in the future.

Principal arterials are recommended to have access control guidelines that would consolidate access into multiple businesses as well as the consolidation of pedestrian crossings and the associated transit stops to maintain the principal arterial's function of providing mobility throughout Clayton County.

Local collectors could have more liberal access and multiple pedestrian crossings including raised pedestrian crossings to calm traffic in residential areas of the county and the Cities of Jonesboro and Forest Park.

Bicycle lanes could also be implemented in conjunction with new construction of these types of roadway classes to provide for safer, multi-modal corridors where practical throughout the county.

Policy 2.3. Align existing plans and performance measures with any future plans to achieve more detailed transportation goal and policy development.

Additional detailed sub-plans, such as corridor plans, gateway plans, and other measures, such as traffic-calming measures, street alignments, intermodal connections, pedestrian or sidewalk plans, and bikeway plans, needed to achieve more specific transportation goals and/or policies include:

There are several existing and ongoing studies in Clayton County, including:

The Ellenwood Township Development of Regional Impact (DRI) for a major mixed-use development in northeast Clayton County.

The Atlanta Regional Commission has sponsored Livable Centers Initiatives (LCI) Studies in downtown Jonesboro and Forest Park and in the City of Morrow adjacent to Clayton State College, and a new LCI study will be undertaken this year in northwest Clayton County near Hartsfield-Jackson Airport. Based on the goals of the Livable Centers Initiative, recommended transportation improvements have to achieve transportation demand reduction, internal mobility, continuity of local streets, transit circulation, and external connectivity.

An HOV system Implementation Plan previously conducted recommends HOV lanes on the I-75 corridor in Clayton County. Finally, an Environmental Impact Assessment has recently been completed by Georgia Rail Consultants to provide commuter rail service between Macon and downtown Atlanta.

Policy 2.4 Ensure that transportation planning includes measures to manage or control land uses and natural resources. Measures to manage or control land uses and natural resources include:

This comprehensive development plan update includes proposed land use actions to increase mixed use developments. Developments that combine a mix of land uses promotes the wider objectives of reducing the need to travel and reliance on the car. Closely integrated or closely linked residential uses with other uses such as a mix of housing, employment and community activities in order to encourage travel by walking and cycling between them.

Georgia's Peach Blossom Trail follows US 41 in Jonesboro from Clayton County to Houston County along the Flint River, providing a great alternative to I-75 along the back roads of Georgia.

CHAPTER 9 INTERGOVERNMENTAL COORDINATION

The boundaries for use of community facilities and transportation corridors as well as the effects of land use often go beyond the legal boundaries of a county or municipal government. The purpose of this element is to inventory the existing intergovernmental coordination mechanisms and processes between Clayton County and the cities of College Park, Forest Park, Jonesboro, Lake City, Lovejoy, Morrow and Riverdale and between the county and other governmental entities and programs that have the potential of impacting the successful implementation of the Comprehensive Plan. This element will address the adequacy and suitability of existing coordination mechanisms to serve the current and future needs of the county as well as and articulate goals and formulate strategies for the effective implementation of policies and objectives that involve more than one governmental entity.

9.1 Adjacent Local Governments

There are seven municipalities within Clayton County. Due to this many aspects of coordination are required, especially with regard to the delivery of services. Clayton County provides many services to the residents of the cities of College Park, Forest Park, Jonesboro, Lake City, Lovejoy, Morrow, and Riverdale, as they are also residents of the County. In addition to this element of the Comprehensive Plan, the county's Service Delivery Strategy (SDS) is designed to serve as the primary coordination mechanism between these city governments and the county.

The majority of the county's departments and entities involved in the delivery of services are unaware of the SDS and coordination between the county and cities is minimal. There are few instances of information sharing or documented mechanisms for intergovernmental discussions. The SDS is a large document and cumbersome for everyday use. To encourage greater coordination, less formal and more accessible means are needed. A committee of representatives from the county and each city government is needed to address interjurisdictional issues in a comprehensive manner.

Four other metropolitan Atlanta counties, Fulton, DeKalb, Fayette, and Henry surround Clayton County. There are no formal coordination outlets between the Clayton County government and these county governments. However a number of informal coordination mechanisms have been formed when necessary to address issues of multi-jurisdictional nature such as the recent Southside Hartsfield Redevelopment and Stabilization Plan. Additionally, the counties' representation in the Atlanta Regional Commission provides the opportunity for the high level coordination of planning efforts.

9.2 School Board

The Clayton County Board of Education oversees Clayton County Public Schools, which serve the entire county and the municipalities. The school board through school system staff representation was involved in this comprehensive planning process and provided information regarding school capacity and facility conditions and anticipated needs (see Chapter 5 Community Facilities). During the comprehensive planning process it became evident that an increased level of coordination between the Board of Education and the County is needed

specifically in the areas of new school locations, development of educational programs to respond to workforce needs, and joint use of facilities.

9.3 Other Local Governmental Entities

9.3.1 Clayton County Water Authority

The Clayton County Water Authority's service district covers the entirety of Clayton County with the exception of some areas of the extreme northwest, which are under the jurisdiction of the City of College Park and Hartsfield-Jackson International Airport.

9.3.2 Hartsfield Jackson International Airport

Hartsfield-Jackson International Airport is located in the Northwest corner of Clayton County. The presence of one of the nation's busiest airports continues to significant impact on the development and redevelopment potential of the county. The airport and county have and are presently coordinating on issues related to the airport's expansion and long range plans, and the future land use plan is coordinated with the airports long range plan. Additionally, the county, airport and adjacent governments of College Park and Fulton County recently joined together in a redevelopment planning process for the area directly below the airport's fifth runway. The coordination of the airport and county's planning efforts is accomplished through staff level interaction between the airport's Community and Land Use Planning department and the county's Development Authority and Community Development department.

9.3.3 Development Authority of Clayton County

The Development Authority of Clayton County has the jurisdiction to issue tax exempt or taxable bonds to businesses wishing to locate in Clayton County. In accordance with the Georgia Redevelopment Powers Act, of 1985, the Authority can also create special district taxes on approved urban redevelopment issues. The authority also has jurisdiction to provide incentives such as tax breaks, venture capital programs, tax abatements and enterprise zones to new businesses locating in Clayton County as well as existing businesses. Additionally, the Authority has the power to buy and sell property and construct buildings.

During the comprehensive planning process the representatives from the county's Community Development Department and the Development Authority worked together to identify areas of the county in need of redevelopment. This level of coordination should be continued and specific redevelopment plans established for these areas of the county and any additional areas of the county that are identified as in need of redevelopment in the future.

The staff of the county's development authority serves as the county's representative to two regional development authorities:

9.3.4 Joint Development Authority of Metro Atlanta

Through participation in the Joint Development Authority of Metropolitan Atlanta, Clayton, DeKalb, Douglas and Fulton Counties work together to address economic development as a region. The combined population of counties participating in the Joint Authority represents approximately 25% of the population of Georgia. By participating in the alliance, the member

counties enable each company located within its jurisdiction to take advantage of a \$1,000-per-job state tax credit.

9.3.5 MetroSouth

Founded in 1993, Metro South was among the nation's first regional economic development marketing initiatives. The organization provide economic develop assistance to the member counties of Clayton, Fayette, Henry Fulton Coweta and Spalding.

There area a number of other units of local government in Clayton County that provide services to the county and its citizens that do not have authority related to the use of land. These entities are mainly comprised of constitutional officers such as the Tax Assessor, County Courts and Clerk of Court, Sheriff, Police Department, Board of Elections and Registration. In the case of public safety officials (i.e. sheriff and police department) and the county's Emergency Management and Communications Department land use planning decisions which have potential effects on issues of their concern are coordinated through a number of mechanisms such as interdepartmental committees and stakeholder meetings related to specific planning studies. These methods of coordination are adequate and appropriate at this time and should continue through the planning period. In particular coordination with the county's law enforcement agencies is an essential part of revitalization planning for declining or blighted commercial areas where crime is a real or perceived problem.

9.4 Regional and State Entities

9.4.1 Atlanta Regional Commission

The Atlanta Regional Commission (ARC) serves as the regional development center for metropolitan Atlanta area including Clayton County. The ARC provides a variety of services to Clayton County, such as land use and transportation planning coordination, services for the elderly and workforce development. The ARC is responsible for serving the public interest of the state by promoting and implementing the comprehensive planning process among its ten county region and with involvement in local and regional planning related to land use, transportation, recreation, historic preservation, natural resources, and solid waste. The county is represented on the ARC's Board of Directors. The existing mechanisms of coordination between Clayton County and the Atlanta Regional Commission are considered adequate and expected to remain constant through the planning period.

9.4.2 Metropolitan North Georgia Water Planning District

With a finite water resource and a population of nearly 4 million and growing, the need to carefully and cooperatively manage and protect Metropolitan Atlanta's rivers and streams has become a priority. The Metropolitan North Georgia Water Planning District was signed into law on April 5, 2001 (2001 S.B. 130) and is developing regional and watershed specific plans for stormwater management, wastewater management, and water supply and conservation in a 16 county area which encompasses Clayton County and Bartow, Cherokee, Cobb, Coweta, DeKalb, Douglas, Fayette, Fulton, Forsyth, Gwinnett, Hall, Henry, Paulding, Rockdale and Walton

Counties. Local governments within the District that do not substantially adopt the model ordinances will be ineligible for state grants or loans for stormwater related projects. This decision may be appealed to the District Board with a majority vote required to overturn. Those governments that do not implement plans that apply to them would have their current permits for water withdrawal, wastewater capacity or NPDES stormwater permits frozen.

In September 2003, the Metropolitan North Georgia Water Planning District Board adopted three comprehensive plans to ensure adequate supplies of drinking water, protect water quality and minimize the impacts of development on the District's watersheds and downstream water quality.

Clayton County coordinates with the Clayton County Water Authority on the District Plans for water supply and wastewater treatment. Clayton County is represented on the district's governing board by the county commission chairperson. The county has developed and adopted watershed and stream buffer protection ordinances complying with the directive of the MNGWPD and will adopt and implement the District Model for Stormwater Management Ordinances or other comparable ordinances.

9.4.3 Georgia Department of Transportation

The Georgia Department of Transportation (GDOT) maintains and improves state and Federal highways in Clayton County and provides financial assistance for local road improvements. Clayton County coordinates closely with GDOT through the county's Transportation and Development Department. This coordination is expected to continue throughout the planning period.

9.4.4 Georgia Department of Natural Resources

The Georgia Department of Natural Resources (DNR) provides assistance and guidance to the County in a number important areas including; water conservation, environmental protection, wildlife preservation, and historic preservation. There is staff level interaction between the County, DNR's divisions on a regular basis and this interaction will continue during the planning period.

9.4.5 Georgia Department of Community Affairs

The Georgia Department of Community Affairs (DCA) has overall management responsibilities for the State's coordinated planning program and reviews plans for compliance with minimum planning standards. DCA provides a variety of technical assistance and grant funding opportunities to the county.

9.4.6 Georgia Greenspace Program

The Georgia General Assembly created the Georgia Greenspace Program during the 2000 legislative session by enacting Senate Bill 339. The Department of Natural Resources administers the program, which is overseen by a five-member Georgia Greenspace Commission that reviews and approves community greenspace programs submitted by eligible counties. Greenspace is defined as permanently protected land and water, including agricultural and forestry land, that is in its undeveloped, natural state or that has been developed only to the extent consistent with, or is restored to be consistent with, one or more listed goals for natural

resource protection or informal recreation. The permanent protection of such lands enhances a community's quality of life and its economic competitiveness and, therefore; should be considered as part of the necessary infrastructure for a community's development, as are roads, water supply, and sewage. As such, the Georgia Greenspace Program provides a mechanism for local governments to incorporate greenspace into their long-term planning for development. The Program promotes counties to voluntarily adopt policies and rules, which enables them to preserve at least 20 percent of the county's land area as connected and open greenspace. These lands can be used for informal recreation and natural resource protection.

To assist counties in carrying out their strategies for acquiring and permanently protecting land the bill that created the Georgia Greenspace Program also created the Georgia Greenspace Trust Fund the provides funds from the General Assembly as grants to participating local governments with an approved community greenspace program and an established a Community Greenspace Trust Fund.

Clayton County established a greenspace program in accordance with the Georgia Greenspace Program in 2001. As part of this program the county established a Greenspace Trust Board to oversee the purchase of land for permanent greenspace within the county. By the spring of 2004 the county purchased a total of 275 acres and had 52 acres of land donated for greenspace. IN total the Clayton County Greenspace Program has received total of 1,242,226 from the state for the purchase of property for greenspace preservation.

Through May 2004 the county's acquisitions were focused on floodplain property along the Flint River from Upper Riverdale Road south to the Spalding County Line. At this time the Clayton County Green Space Trust Board has exhausted all possible property acquisitions in this area and has shifted its focus to the acquisition of properties along Jesters Creek with an emphasis on promoting connectivity with the Jesters Creek Greenway area. It is recommended that the Greenspace Board coordinate its acquisition efforts with the county's Parks and Recreation Department, the Clayton County Water Authority's stream restoration and watershed management efforts, and Clayton County Public Schools to provide the greatest possible impact for future greenspace acquisitions.

9.5 Private Entities

9.5.1 Clayton County Chamber of Commerce

A non-profit membership organization, the Clayton County Chamber of Commerce provides assistance to new businesses wishing to locate their establishments in the county. The agency's activities are focused in the areas of business recruitment and retention.

9.5.2 Georgia Power Company

Georgia Power is a utility company servicing customers throughout the State of Georgia. There is little coordination required between the county and Georgia Power except for issues related to electric utility hookups.

9.6 Service Delivery Strategy

In 1997 the State passed the Service Delivery Strategy Act (HB489). This law mandates the cooperation of local governments with regard to service delivery issues. Each county was required to initiate development of a Service Delivery Strategy (SDS) between July 1, 1997 and January 1, 1998. Service Delivery Strategies must include an identification of services provided by various entities, assignment of responsibility for provision of services and the location of service areas, a description of funding sources, and an identification of contracts, ordinances, and other measures necessary to implement the SDS.

The Service Delivery Strategy for Clayton County was adopted and submitted for compliance review in October 1999 and extension agreements were signed in April 2000 and April 2004. The county is in the process of evaluating the need to make changes to the existing strategy and if required will prepare an official update and submittal of appropriate forms to the Georgia Department of Community Affairs. The provision of services in the county is discussed in detail in the Chapter 5 - Community Facilities element of the Comprehensive Plan. The major agreements included in the Clayton County Service Delivery Strategy are summarized here, except where it is noted the existing agreements between the county and cities are considered adequate. However, as the local governments meet to review and update the current Clayton County Service Delivery Strategy it is recommended that each of the existing agreements be examined and evaluated.

9.6.1 Police Services

Clayton County has an agreement to provide services for the city of Lovejoy, but the current service delivery strategy does not identify any areas of potential overlap or duplication of services between the county and the municipal police department. During the comprehensive planning process it was identified that there may be some discrepancy concerning which jurisdiction provides police protection to a number of unincorporated and incorporated islands which exist throughout the county. This issue should be explored during the county's SDS update.

9.6.2 Jails

Clayton County has agreements to provide jail services to the cities of Jonesboro, Lake City, Forest Park, Lovejoy, Morrow, and Riverdale. These agreements are considered adequate at this time.

9.6.3 Fire Protection

Clayton County has an agreement to provide fire services to the City of Lovejoy. Additionally there is a mutual aid agreement for response between the county and the City of Jonesboro. Through this agreement the county and city provide secondary services to locations in the other jurisdiction and provide first response to various districts within boundary limits agreed upon by both fire chiefs.

9.6.4 EMS & 911

Clayton County provides emergency medical services to all unincorporated areas of the county as well as the cities of Jonesboro, Lovejoy and Riverdale. These services are provided through "EMS Zones" authorized by the State Department of Human Resources. Supplemental emergency medical services are also provided to the cities of Forest Park and Morrow in accordance with mutual aid agreements. Clayton County provides Emergency 911 services to all unincorporated areas of the county as well as the cities of Jonesboro and Lovejoy. The County also provides back-up Emergency 911 services when necessary to the cities of Forest Park, Morrow, Lake City, and Riverdale and the College Park portion of the city lying within Clayton County.

9.6.5 Landfill

A single private service provider provides services countywide.

9.6.6 Roadway Construction and Maintenance

Clayton County provides roadway construction and maintenance assistance to the City of Jonesboro through a contract established in February, 1977.

9.6.7 Animal Control

Clayton County provides animal control services to the cities of Jonesboro, Lake City, Lovejoy, Morrow, and Riverdale.

9.6.8 Parks and Recreation

There is a February, 1986 agreement between Clayton County and the City of Riverdale by which Riverdale leases Bethsaida Park to the County for \$1.00 a year and the county provides the maintenance and repair for the grounds and facilities and supervisory personnel for scheduling and controlling all aspects of the park. This agreement renews automatically each year.

9.6.9 Building Services

The county has a contract to provide building inspection services to the City of Jonesboro whereby Jonesboro remits 50% of the building permit fees collected to the county.

9.6.10 Economic Development

The county's current Service Delivery Strategy does not include an agreement between the county and the Development Authority of Clayton County for the provision of economic development and redevelopment coordination services. In recent years the Development Authority has made great strides to develop and implement redevelopment plans for a number of areas of the county, and the continuance of this work is necessary to achieve the vision for the county's future articulated in the Future Land Use Map included in Chapter 7 – Land Use. Due to this, it is strongly recommended that a formal agreement for the provision of economic development services between the county and the Clayton County Development Authority be included in an update of the county's SDS.

9.7 Summary of Dispute Resolution Process

The county and the municipalities adopted an agreement on July 1, 1998 titled “Intergovernmental Agreement for Alternative Dispute Resolution on Annexation” This agreement pertains to lands that border the jurisdiction of the county and its seven municipalities.

This agreement states when a municipality initiates an annexation, it must notify the county and any other affected city of the proposed annexation and provide information including notice of any proposed rezoning of the property to be annexed so that the county and/or city can make an informed analysis concerning potential objections to the annexation.

Within twenty-one days of notification, the affected local governments must respond to the annexing city that it has no objection to the proposed land use and zoning classification for the property to be annexed or that it objects. If the affected local government objects it must include a list of curative conditions/stipulations that will allow them to respond with no objection to the proposed land use and zoning classifications.

If there is an objection the annexing city will respond to the affected local government in fourteen days either agreeing to implement the affected government’s stipulation, agreeing to cease action on the proposed annexation, initiating a fourteen day mediation process to discuss compromises or disagreeing that the objections of the affected government are *bona fide* within the meaning of O.C.G.A § 36-36-11(b) and that it will avail itself of any available legal remedies.

If the annexing city moves forward with the annexation agreeing to the stipulations of the affected government, the city agrees that irrespective of future changes in land use or zoning, the site-specific mitigation/enhancement measures or site-design stipulations included in the agreement are binding on all parties for a three year period following execution of the annexation agreement.

The agreement between Clayton County and its cities recognized the fact that there are very few, if any, zoning changes that would not result in changes that would qualify as *bona fide* objections pursuant to of O.C.G.A § 36-36-11(b). Due to this, the agreement states that only the following conditions constitute *bona fide* objections with regard to annexations; change in residential classification that increases density by more than 50%, change from a residential classification allowing single family homes to one that allows for structures other than single family homes, change from a low intensity commercial classification to a high intensity classification, change from office/institutional to a general business classification, change from a commercial to industrial classification, or change from a light industrial to a heavy industrial classification.

It is suggested that changes be made to this agreement to minimize land use conflicts in the case of annexation. Remedies might include stipulations that the property annexed must be classified under the municipality’s zoning ordinance for the classification that is most similar to the zoning classification placed on the property by Clayton County. When a rezoning application is filed

for property that has been annexed within a specified amount of time (18 months) of the effective date of the annexation the municipality must notify the county and provide the county with 30 days to object to the proposed rezoning and enter into negotiations and, if necessary, a mediation process to resolve the issues.

Additionally, a new agreement could incorporate the designation of “zones of influence” for each of the governing bodies in the county. These zones could extend for a specified number of feet (2,000 to 5,000) from city boundaries outward into Clayton County and inward. When a petition for rezoning or variance is received by a government for land that lies in another’s zone of influence, the other jurisdiction must be notified. In addition to notification the affected jurisdiction must be allowed to submit comments on the petition that the government acting on the petition must take into consideration in making its final decision.

9.8 Service Provision Conflicts or Overlaps

The Service Delivery Strategy includes a thorough assessment of service responsibilities outlining those areas where joint or coordinated services are provided and stating reasons in cases where the county and municipalities provide separate services. During the process of preparing this Comprehensive Plan update it has been identified that the county needs to undertake an update of its Service Delivery Strategy. This update process should concentrate on identifying areas where there are service provision conflicts and overlaps. Once these instances are identified, the local governments are encouraged to undertake negotiations to relieve these conflicts and, where undesirable eliminate existing service overlaps.

9.9 Land Use

9.9.1 Compatibility of Land Use Plans

Through the land use planning process Clayton County has coordinated its future land use planning with the present, and when available future, plans for each of the seven incorporated cities. The county has also taken steps to coordinate land use plans for the areas in proximity to Hartsfield-Jackson International Airport with the airport’s long range plans. The land use plans for the adjacent counties were also taken under consideration when developing the county’s Future Land Use Plan. Overall the county’s plan is compatible with those of the incorporated cities, Hartsfield-Jackson International Airport, and the surrounding counties.

There are a few areas along the county’s eastern border with Henry County that have some potential for conflict in the future. The areas of concern include the area surrounding Rex Road at the border between Clayton and Henry counties. In Clayton County this area is currently developed in very low density residential nodes and this pattern of development has been identified as desirable by the area’s residents. The area is projected to develop at a density of up to two units per acre through 2025. In contrast Henry County’s initial future land use concepts for 2025 designate the Rex Road area for a residential density of up to four units per acre. This increased density may generate traffic, which could congest Clayton County roadways with Henry County commuters traveling through the area to reach the I-675 transportation corridor.

The other area of concern is the extreme southeastern corner of the county. This area of Clayton County is sparsely developed with large lot residences. The residents of the southern area of the county have indicated that they want to preserve the rural character of the area during public input workshops. This area has been designated for conservation residential development with a density of up to one unit per acre, allowing for the clustering of homes in conservation subdivisions. Across the border in Henry County, there are currently some nodes of higher density residential development and the entire area is indicated for medium density residential development of up to eight units per acre in the future. The additional density on the Henry County side of this border may cause increased traffic congestion on Old Highway 3 and US 41. It is suggested that the counties coordinate concerning future development of additional higher density housing in this area to ensure there is adequate roadway capacity.

9.9.2 Land Use and Siting Facilities of Countywide Significance

The land use planning effort undertaken to develop this comprehensive plan has addressed the concerns held by the county regarding the siting of public and private facilities. Additionally, please see Chapter 5 – Community Services and Facilities for a discussion of the issues surrounding school siting in Clayton County and the need for greater coordination between the county and the Clayton County Board of Education.

9.9.3 Developments of Regional Impact

Developments of Regional Impact (DRI's) are large-scale developments likely to have effects outside of the local government jurisdiction in which they are located. The Georgia Planning Act of 1989 authorizes the Department of Community Affairs (DCA) to establish procedures for intergovernmental review of these large-scale projects. These procedures are designed to improve communication between affected governments and to provide a means of revealing and assessing potential impacts of large-scale developments before conflicts relating to them arise. At the same time, local government autonomy is preserved because the host government maintains the authority to make the final decision on whether a proposed development will or will not go forward. State law and DCA rules require a regional review prior to a city or county taking any action (such as a rezoning, building permit, water/sewer hookup, etc.) that will further or advance a project that meets or exceeds established size thresholds. For Clayton County and its municipalities the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA) administer this process when an application meeting the state set threshold criteria is received from a developer. Due to the transportation opportunities available in Clayton County and its proximity to the City of Atlanta Clayton County has begun to encounter applications for Development of Regional Impact.

9.9.4 Annexation

The Service Delivery Strategy Act requires local governments to establish a process to resolve land use classification disputes that arise when the County objects to a municipal annexation within its jurisdiction. The county's efforts to coordinate with the cities during the comprehensive planning process generally identified areas surrounding some of the cities which may be incorporated into the cities of Morrow and Jonesboro during the planning period. It is also recommended that the county and cities work together to facilitate the annexation of the

“islands” of unincorporated land that exist. The need to annex unincorporated islands potentially concerns the cities of College Park, Forest Park, Lake City, Morrow and Riverdale

9.10 Intergovernmental Coordination Goals and Policies

Goal 1.0 Resolve land use conflicts with other local governments through the established dispute resolution process included in the Clayton County Service Delivery Strategy.

Policy 1.1 Assess and amend the current dispute resolution process as needed to ensure its effectiveness.

Goal 2.0 Maintain coordination between the vision, goals, and policies set fourth in the Comprehensive Plan and the land use planning and facility siting actions of all local governments in Clayton County and the Clayton County Board of Education.

Policy 2.1 Develop agreements as needed to ensure the sharing of resources and information by all government entities in Clayton County.

Policy 2.2 Develop a formal forum for coordination between the Clayton County Board of Education and Clayton County with regard to new schools and residential developments deemed to have a significant impact on school capacity.

Goal 3.0 Maintain coordination between the vision, goals, and policies of the Comprehensive Plan and the programs and requirements of all applicable regional and state programs.

Policy 3.1 Continually seek methods of enhancing the current service delivery strategy to make the best use of local government resources and provide the highest level of services to all resident of Clayton County.

CHAPTER 10 IMPLEMENTATION

The success of the comprehensive plan depends upon how effectively it is implemented. Four basic implementation tools are described below:

1. Provision of public facilities, especially through capital improvements programming and through the preservation of or the advance acquisition of future public lands and rights-of-way. The county's capital improvements program will play a significant role in implementing the land use recommendations in Chapter 7 of this document.
2. Development regulations, such as subdivision controls, the zoning ordinance, and other regulatory codes, which insure that private development complies with development and other building standards and is located in areas that conform to the comprehensive plan.
3. Persuasion, leadership and coordination, which are somewhat more informal implementation tools than capital improvement programming or development regulations, but which can be very effective in making sure that ideas, data, maps, information and research pertaining to growth and development are not only put forth, but also find their way into the decision making of private developers as well as various public agencies and departments. The land use recommendations in Chapter 7 of this document will not be realized without the continuing political, economic and financial support of the county's decision makers.
4. The comprehensive plan itself can become a tool in carrying out its own policies and recommendations, if the plan is kept visible and up-to-date as a continuous guide for public and private decision making. The County Commission should, therefore, periodically review the plan and if necessary, make appropriate revisions to the plan to keep it viable as a current document. In addition, it should be stressed that a zoning ordinance is not a land use plan and should not be considered an adequate substitute for one.

The future land use plan should not be considered a static document. Development patterns perceived when it was prepared may change and various resources (human, natural and financial) may become available or decline.

If the goals and policies contained in this plan truly reflect community opinion, they will provide a solid basis for evaluating changes and updates to this document. If they are not sufficiently detailed to serve this function, future amendments to this document should begin with the goals and policies. A plan that is firmly grounded on usable goals remains current and instills residents with confidence that the future development of their community is logical, predictable and understandable. This attitude is critically important. This document should also be allowed to evolve by adding detail. At a minimum, detailed functional plans for transportation, parks and open space, community facilities, housing and economic development should be prepared as an amplification of this plan and should be regularly updated.

10.1 1999 – 2004 Short Term Work Program Status Report

Pursuant to the Minimum Planning Standards this chapter includes a Status Report for the county's previous Short Term Work Program (1999 – 2004) The status reports detail the status items included in the government's last work program.

LAND USE ELEMENT

Project Number: LU1 Goals/Policies Reference Number(s): 1.1.1.2, 3.4

Revise and replace the existing zoning map with a digital, computer-generated map that may be reprinted.

Estimated Cost: N/A Source: N/A
Year(s) of Implementation: 2000
Responsibility: Department of Community Development
Status: Not Completed, Postponed to 2005/06

Project Number: LU2 Goals/Policies Reference Number(s): 1.1, 1.2, 3.4

Revise and amend the existing zoning ordinance

Estimated Cost: N/A Source: N/A
Year(s) of Implementation: 1999, 2000
Responsibility: Department of Community Development
Status: Not Completed, Postponed to 2005/06

Project Number: LU3 Goals/Policies Reference Number(s): 1.1, 1.2, 3.4

Revise and amend the existing subdivision regulations.

Estimated Cost: N/A Source: N/A
Year(s) of Implementation: 2000, 2003
Responsibility: Department of Community Development
Status: Not Completed, Postponed to 2005/06

Project Number: LU4 Goals/Policies Reference Number(s): 1.1, 1.2, 3.4

The comprehensive plan ten year update should be completed.

Estimated Cost: \$50,000 Source: General Fund
Year(s) of Implementation: 2002, 2003
Responsibility: Department of Community Development
Status: Completed 2004

Project Number: LU5 Goals/Policies Reference Number(s): 1.18, 1.20

Utilizing a consultant, complete a corridor study of the I-675 area.

Estimated Cost: \$15,000 Source: N/A
Year(s) of Implementation: 2000, 2001
Responsibility: Department of Community Development
Status: Not Completed, Postponed to 2006/07, Submit for LCI2 Funding

Project Number: LU6Goals/Policies Reference Number(s): 1.7, 1.9

Complete a study of the Mt. Zion Road and Battlecreek Road areas to develop a pedestrian walkway plan.

Estimated Cost: \$15,000 Source: General Fund
Year(s) of Implementation: 2001, 2002
Responsibility: Department of Transportation and Development Department of Community Development
Status: Unknown

Project Number: LU7 Goals/Policies Reference Number(s): 1.20, 1.32

Through a consultant, evaluate the impact of high density development and develop new criteria for the evaluation of new residential construction.

Estimated Cost: \$15,000 Source: General Fund
Year(s) of Implementation: 2000, 2001
Responsibility: Department of Community Development
Status: Not Completed, Postponed to 2005

Project Number: LU8 Goals/Policies Reference Number(s): 1.7, 1.9

Implement the 138 Commercial Corridor standards of review for proposed commercial rezonings.

Estimated Cost: N/A Source: N/A

Year(s) of Implementation: 1999, 2000, 2001, 2002, 2003

Responsibility: Department of Community Development

Status: Not Completed, No longer applicable, will be replaced with Mixed-Use, and part of zoning ordinance update in 2005

COMMUNITY FACILITIES ELEMENT

Project Number: CF1 Goals/Policies Reference Number(s): 2.8

Complete the evaluation of potential governmental and departmental consolidation of services.

Estimated Cost: \$15,000 Source: General Fund

Years(s) of Implementation: 1999, 2000

Responsibility: County Administration

Status: Not completed, No longer applicable, department structure is set

Project Number: CF2 Goals/Policies Reference Number(s): 2.36

Forest Park Middle School Expansion

Estimated Cost: \$4,257,000 Source: C.O. FY99-2000 Local 1 cent sales tax

Year(s) of Implementation: 2000

Responsibility: Board of Education'

Status: Completed

Project Number: CF3 Goals/Policies Reference Number(s): 2.36

Jonesboro High School Modifications

Estimated Cost: \$5,781,000 Source: Reg. C.O. FY99-2000 Local 1 cent sales tax

Year(s) of Implementation: 1999, 2000

Responsibility: Board of Education

Status: Completed

Project Number: CF4 Goals/Policies Reference Number(s): 2.36

Complete the construction of the M.D. Roberts Middle School

Estimated Cost: \$9,162,800 Source: Reg. C.O. FY99-2000 Local 1 cent sales tax
Year(s) of Implementation: 1999
Responsibility: Board of Education
Status: Completed

Project Number: CF5 Goals/Policies Reference Number(s): 2.36

Roberta T. Smith Elementary School Renovations

Estimated Cost: \$8,885,854 Source: Reg. Local 1 cent sales tax
Year(s) of Implementation: 1999
Responsibility: Board of Education
Status: Completed

Project Number: CF6 Goals/Policies Reference Number(s): 2.36

Anderson Elementary School Renovations

Estimated Cost: \$5,781,000 Source: Reg. C.O. FY99-2000 Local 1 cent sales tax
Year(s) of Implementation: 1999, 2000
Responsibility: Board of Education
Status: Completed

Project Number: CF7 Goals/Policies Reference Number(s): 2.36

Babb Middle School Renovation

Estimated Cost: \$4,572,000 Source: Reg. C.O. FY99-2000 Local 1 cent sales tax
Year(s) of Implementation: 1999, 2000
Responsibility: Board of Education
Status: Completed

Project Number: CF8 Goals/Policies Reference Number(s): 2.36

East Clayton Elementary School Renovations

Estimated Cost: \$2,317,000 Source: Reg. Local 1 cent sales tax
Year(s) of Implementation: 1999
Responsibility: Board of Education
Status: Completed

Project Number: CF9 Goals/Policies Reference Number(s): 2.36

Forest Park High School Renovations

Estimated Cost: \$8,404,000 Source: Local 1 cent sales tax
Year(s) of Implementation: 1999,2000
Responsibility: Board of Education
Status: Completed

Project Number: CF10 Goals/Policies Reference Number(s): 2.36

Haynie Elementary School Renovation

Estimated Cost: \$2,207,000 Source: Growth C.O. FY99, Reg. C.O. FY99-2000, Local
1 cent sales tax
Year(s) of Implementation:
Responsibility:
Status: Completed

Project Number: CF11 Goals/Policies Reference Number(s): 2.36

Lovejoy Middle School Renovation

Estimated Cost: \$1,779,000 Source: Reg. Local 1 cent sales tax
Year(s) of Implementation:
Responsibility:
Status: Completed

Project Number: CF12 Goals/Policies Reference Number(s): 2.36

Pointe South Elementary School Renovation

Estimated Cost: \$1,845,000 Source: Local 1 cent sales tax
Year(s) of Implementation: 1999, 2000
Responsibility: Board of Education
Status: Completed

Project Number: CF13 Goals/Policies Reference Number(s): 2.36

Riverdale Middle School Renovation

Estimated Cost: \$4,782,000 Source: Local 1 cent sales tax
Year(s) of Implementation: 1999, 2000
Responsibility: Board of Education
Status: Completed

Project Number: CF14 Goals/Policies Reference Number(s): 2.36

Tara Elementary School Renovation

Estimated Cost: \$3,595,000 Source: Reg. Local 1 cent sales tax
Year(s) of Implementation: 1999, 2000
Responsibility: Board of Education
Status: Completed

Project Number: CF15 Goals/Policies Reference Number(s): 2.36

Church Street Elementary School Renovation

Estimated Cost: \$3,047,000 Source: Reg. Local 1 cent sales tax
Year(s) of Implementation: 1999, 2000, 2001
Responsibility: Board of Education
Status: Completed

Project Number: CF16 Goals/Policies Reference Number(s): 2.36

Lake City Elementary School Renovation

Estimated Cost: \$2,725,000 Source: Local 1 cent sales tax
Year(s) of Implementation: 1999, 2000
Responsibility: Board of Education
Status: Completed

Project Number: CF17 Goals/Policies Reference Number(s): 2.36

Mundy's Mill Middle School Renovation

Estimated Cost: \$3,594,000 Source: Reg. Local 1 cent sales tax
Year(s) of Implementation: 1999, 2000, 2001
Responsibility: Board of Education
Status: Completed, Opened 2003

Project Number: CF 18 Goals/Policies Reference Number(s): 2.36

Complete the Justice Complex Center

Estimated Cost: \$120,000,000 Source: Special Option Sales Tax
Year(s) of Implementation: 1999, 2000
Responsibility: County Administration
Status: Completed 2000

Project Number: CF 19 Goals/Policies Reference Number(s): 2.36

Northcutt Elementary School Renovation

Estimated Cost: \$2,397,000 Source: Local 1 cent sales tax FY 2000 / Reg. C.O. FY
2000
Year(s) of Implementation: 1999, 2000, 2001
Responsibility: Board of Education
Status: Completed

Project Number: CF20 Goals/Policies Reference Number(s): 2.36

North Clayton Middle School Renovation

Estimated Cost: \$3,138,000 Source: Reg. Local 1 cent sales tax FY 2000
Year(s) of Implementation: 1999, 2000, 2001
Responsibility: Board of Education
Status: Completed

Project Number: CF21 Goals/Policies Reference Number(s): 2.36

Pointe South Middle School Renovation

Estimated Cost: \$4,825,000 Source: Local 1 cent sales tax FY 2000
Year(s) of Implementation: 1999, 2000, 2001
Responsibility: Board of Education
Status: Completed

Project Number: CF22 Goals/Policies Reference Number(s): 2.36

Riverdale Elementary School Renovation

Estimated Cost: \$2,680,000 Source: Local 1 cent sales tax FY 2000
Year(s) of Implementation: 1999, 2000, 2001
Responsibility: Board of Education
Status: Completed

Project Number: CF23 Goals/Policies Reference Number(s): 2.36

Riverdale High School Renovation

Estimated Cost: \$5,910,000 Source: Reg. Local 1 cent sales tax FY 2000
Year(s) of Implementation: 1999, 2000, 2001
Responsibility: Board of Education
Status: Completed

Project Number: CF24 Goals/Policies Reference Number(s): 2.36

Swint Elementary School Renovation

Estimated Cost: \$2,253,000 Source: Local 1 cent sales tax FY 2000
Year(s) of Implementation: 1999, 2000, 2001
Responsibility: Board of Education
Status: Completed

Project Number: CF25 Goals/Policies Reference Number(s): 2.36

Elementary School #1 New Construction

Estimated Cost: \$10,000,000 Source: Future Local 1 cent sales tax
Year(s) of Implementation: 1999, 2000, 2001
Responsibility: Board of Education
Status: Completed – Callaway Elementary School

Project Number: CF26 Goals/Policies Reference Number(s): 2.36

Elementary School #2 New Construction

Estimated Cost: \$10,000,000 Source: Reg. Future Local 1 cent sales tax
Year(s) of Implementation: 1999, 2000, 2001
Responsibility: Board of Education
Status: Completed – Harper Elementary School

Project Number: CF27 Goals/Policies Reference Number(s): 2.36

Elementary School #3 New Construction

Estimated Cost: \$10,000,000 Source: Future Local 1 cent sales tax
Year(s) of Implementation: 1999, 2000, 2001
Responsibility: Board of Education
Status: Completed – Jackson Elementary School

Project Number: CF28 Goals/Policies Reference Number(s): 2.5, 2.30

Replace 100” Tower Ladder Truck

Estimated Cost: \$700,000 Source: County Fire Fund
Year(s) of Implementation: 2000
Responsibility: Fire Department
Status: Completed 2000

Project Number: CF29 Goals/Policies Reference Number(s): 2.5, 2.30

Replace 3 Pumpers

Estimated Cost: \$600,000 Source: County Fire Fund
Year(s) of Implementation: 1999, 2000, 2001
Responsibility: Fire Department
Status: Completed 2001

Project Number: CF30 Goals/Policies Reference Number(s): 2.5, 2.30

Replace Heavy Rescue Vehicle

Estimated Cost: \$250,000 Source: County Fire Fund
Year(s) of Implementation: 200
Responsibility: Fire Department
Status: Completed 2000

Project Number: CF31 Goals/Policies Reference Number(s): 2.5, 2.30

Replace Pumper with Combo Pumper/Ladder

Estimated Cost: \$435,000 Source: County Fire Fund
Year(s) of Implementation: 2000
Responsibility: Fire Department
Status: Not Completed, Postponed to 2005

Project Number: CF32 Goals/Policies Reference Number(s): 2.5, 2.30

Rebuild/Relocate Station #7

Estimated Cost: \$650,000 Source: County Fire Fund
Year(s) of Implementation: 2000
Responsibility: Fire Department
Status: Completed 2000

Project Number: CF33 Goals/Policies Reference Number(s): 2.5, 2.30

Rebuild/Relocation Station #9

Estimated Cost: \$750,000 Source: County Fire Fund
Year(s) of Implementation: 2000
Responsibility: Fire Department
Status: Completed 2003

Project Number: CF34 Goals/Policies Reference Number(s): 2.5, 2.30

Rebuild/Relocate Station #4

Estimated Cost: \$750,000 Source: County Fire Fund
Year(s) of Implementation: 2000
Responsibility: Fire Department
Status: Completed 2003

Project Number: CF35 Goals/Policies Reference Number(s): 2.5, 2.30

Remodel Fire Department Headquarters

Estimated Cost: \$725,000 Source: Reg. County Fire Fund
Year(s) of Implementation:
Responsibility: Fire Department
Status: Completed 2004

Project Number: CF36 Goals/Policies Reference Number(s): 2.5, 2.30

Build Concrete Burn Building

Estimated Cost: \$550,000 Source: County Fire Fund
Year(s) of Implementation: 2005
Responsibility: Fire Department
Status: Moved forward to 2005 - 06

Project Number: CF37 Goals/Policies Reference Number(s): 2.5, 2.30

Add Flashover Simulator

Estimated Cost: \$335,000 Source: County Fire Fund
Year(s) of Implementation: 2004
Responsibility: Fire Department
Status: In Planning Stage – Anticipated 2005-06

Project Number: CF38 Goals/Policies Reference Number(s): 2.5, 2.30

Build New Fire Station (12), West Clayton

Estimated Cost: \$750,000 Source: County Fire Fund
Year(s) of Implementation: 2003, 2004
Responsibility: Fire Department
Status: Completed 2004

Project Number: CF39 Goals/Policies Reference Number(s): 2.5, 2.30

Build New Fire Station (13), East Clayton

Estimated Cost: \$750,000 Source: County Fire fund
Year(s) of Implementation: 2005, 2006
Responsibility: Fire Department
Status: Moved forward to 2004-05

Project Number: CF40 Goals/Policies Reference Number(s): 2.2

New Construction – Communications/Police Headquarters Building

Estimated Cost: \$15,000,000 Source: General Fund

Year(s) of Implementation: 2000

Responsibility: Emergency Management

Status: Completed 2004

Project Number: CF41 Goals/Policies Reference Number(s): 2.2

Mobile Data Computers

Estimated Cost: \$1,000,000 Source: Reg. General Fund

Year(s) of Implementation: 2000, 2001, 2002

Responsibility: Emergency Management

Status: Partially Completed/Ongoing

Project Number: CF42 Goals/Policies Reference Number(s): 2.2

Digital 911 Mapping System

Estimated Cost: \$100,000 Source: 911 Fund

Year(s) of Implementation: 1999

Responsibility: Emergency Management

Status: Underway/Ongoing

Project Number: CF43 Goals/Policies Reference Number(s): 2.2

Computer Aided Dispatch Redundancy

Estimated Cost: \$75,000 Source: 911 Fund

Year(s) of Implementation: 2000

Responsibility: Emergency Management

Status: Unknown

Project Number: CF44 Goals/Policies Reference Number(s): 2.2

County-Wide Radio System

Estimated Cost: \$15,000,000 Source: Reg. General Fund
Year(s) of Implementation: 1999-2007
Responsibility: Emergency Management
Status: Completed 1999

Project Number: CF45 Goals/Policies Reference Number(s): 2.2

Telecommunications/Communications Systems – Judicial Complex

Estimated Cost: \$1,000,000 Source: General Fund
Year(s) of Implementation: 1998, 1999, 2000
Responsibility: Emergency Management
Status: Completed 2000

Project Number: CF46 Goals/Policies Reference Number(s): 2.2

Radio Site – Conley Rd.

Estimated Cost: \$55,000 Source: General Fund
Year(s) of Implementation: 1999
Responsibility: Emergency Management
Status: Completed, Date Unknown

Project Number: CF47 Goals/Policies Reference Number(s): 2.2

Radio System Upgrade – Water Authority

Estimated Cost: \$25,000 Source: Water Authority
Year(s) of Implementation: 1999
Responsibility: Emergency Management
Status: Unknown

Project Number: CF48 Goals/Policies Reference Number(s): 2.2

Fire Ground Radio System – Jonesboro Fire Dept.

Estimated Cost: \$75,000 Source: Fire Fund
Year(s) of Implementation: 1999
Responsibility: Emergency Management
Status: Unknown

Project Number: CF49 Goals/Policies Reference Number(s): 2.2

Radio Maintenance – Water Authority

Estimated Cost: \$ Source: Water Authority
Year(s) of Implementation: On-Going
Responsibility: Emergency Management
Status: Ongoing

Project Number: CF50 Goals/Policies Reference Number(s): 2.27, 2.28, 2.29

New Construction – Lovejoy/Panhandle Branch Library

Estimated Cost: \$2,010,000 Source: State of Georgia, General Fund
Year(s) of Implementation: 2001, 2002
Responsibility: Library System
Status: Completed 2004

Project Number: CF51 Goals/Policies Reference Number(s): 2.27, 2.28, 2.29

Renovate Forest Park Branch Library

Estimated Cost: \$400,000 Source: State of Georgia, General Fund
Year(s) of Implementation: 2000
Responsibility: Library System
Status: Moved to 2005/06

Project Number: CF52 Goals/Policies Reference Number(s): 2.27, 2.28, 2.29

Renovate Jonesboro Branch Library

Estimated Cost: \$350,000 Source: State of Georgia, General Fund
Year(s) of Implementation: 2000
Responsibility: Library System
Status: Moved to 2005/06

Project Number: CF53 Goals/Policies Reference Number(s): 1.7, 1.9

Implement a Countywide standard platform GIS information system

Estimated Cost: \$1,000,000 Source: General Fund
Year(s) of Implementation: 2000, 2001, 2002, 2003
Responsibility: Dept. of Community Development, Dept. of Transportation & Development,
Clayton County Water Authority, Emergency Management
Status: Moved to 2005/06

Project Number: CF54 Goals/Policies Reference Number(s): 2.16, 2.18, 2.2, 2.23

(TIP) Tara Blvd. Median Cuts

Estimated Cost: \$192,000 Source: County Road Improvements Fund, State
Year(s) of Implementation: 1999
Responsibility: Transportation and Development Department
Status: In Progress/Ongoing

Project Number: CF55 Goals/Policies Reference Number(s): 2.06, 2.18, 2.20, 2.23

(TIP) Panhandle Rd. Curve Alignment

Estimated Cost: \$445,040 Source: County Road Improvements Fund, State
Year(s) of Implementation: 1999
Responsibility: Transportation and Development Department
Status: Completed 2002

Project Number: CF56 Goals/Policies Reference Number(s): 2.16, 2.18, 2.20, 2.23

Lamar Hutchison Pkwy. Improvements (Valley Hill Rd. to Parkwood Way)

Estimated Cost: \$1,070,795 Source: County Road Improvements Fund, State
Year(s) of Implementation: 2001
Responsibility: Transportation and Development Department
Status: Completed 2001

Project Number: CF57 Goals/Policies Reference Number(s): 2.16, 2.18, 2.20, 2.23

Alexander Dr. Construction (Arrowhead to Parkwood Way)

Estimated Cost: \$111,999 Source: County Road Improvements Fund, State
Year(s) of Implementation: 2000
Responsibility: Transportation and Development Department
Status: Unknown

Project Number: CF58 Goals/Policies Reference Number(s): 2.16, 2.18, 2.20, 2.23

(TIP) Shirley Dr. Construction

Estimated Cost: \$234,370 Source: County Road Improvements Fund, State, City
Year(s) of Implementation: 2001, 2002
Responsibility: Transportation and Development
Status: Unknown

Project Number: CF59 Goals/Policies Reference Number(s): 2.16, 2.18, 2.20, 2.23

(TIP) Intersection Improvement at Walt Stephens Rd. and Camp Rd.

Estimated Cost: \$29,210 Source: County Road Improvements Fund, State
Year(s) of Implementation: 2000
Responsibility: Transportation and Development Department
Status: Unknown

Project Number: CF60 Goals/Policies Reference Number(s): 2.16, 2.18, 2.20, 2.23

(TIP) Flint River Rd. Widening Project (Glenwood to Thomas)

Estimated Cost: \$879,941 Source: County Road Improvements Fund, State
Year(s) of Implementation: 2000, 2001
Responsibility: Transportation and Development Department
Status: Under construction/Anticipated 2005

Project Number: CF61 Goals/Policies Reference Number(s): 2.16, 2.18, 2.20, 2.23

(TIP) Richardson Parkway Construction

Estimated Cost: \$581,000 Source: County Road Improvements Fund, State
Year(s) of Implementation: 2001, 2002
Responsibility: Transportation and Development Department
Status: Unknown

Project Number: CF62 Goals/Policies Reference Number(s): 2.16, 2.18, 2.20, 2.23

(TIP) Forest Parkway at J.G. Glover Industrial Ct. Intersection Improvement

Estimated Cost: \$370,138 Source: County Road Improvements Fund, State
Year(s) of Implementation: 2000
Responsibility: Transportation and Development Department
Status: Unknown

Project Number: CF63 Goals/Policies Reference Number(s): 2.16, 2.18, 2.20, 2.23

(TIP) McDonough Rd. Widening (Tara Blvd. To Panhandle Rd.)

Estimated Cost: \$301,842 Source: County Road Improvements Fund, State
Year(s) of Implementation: 2000, 2001
Responsibility: Transportation and Development Department
Status: Completed 2001

Project Number: CF64 Goals/Policies Reference Number(s): 2.16, 2.18, 2.20, 2.23

(TIP) Hastings Bridge Rd. Widening

Estimated Cost: \$126,387 Source: County Road Improvements Fund, State
Year(s) of Implementation: 1999
Responsibility: Transportation and Development Department
Status: Not Completed

Project Number: CF65 Goals/Policies Reference Number(s): 2.16, 2.18, 2.20, 2.23

(TIP) Flint River Road Widening (Kendrick to Tara Rd.)

Estimated Cost: \$1,814,464 Source: County Road Improvements Fund, State
Year(s) of Implementation: 2001, 2002
Responsibility: Transportation and Development Department
Status: Under Construction/Anticipate 2005

Project Number: CF66 Goals/Policies Reference Number(s): 2.16, 2.18, 2.20, 2.23

(TIP) Booker T. Dr. Realignment

Estimated Cost: \$19,385 Source: County Road Improvements Fund, State
Year(s) of Implementation: 2000
Responsibility: Transportation and Development Department
Status: Unknown

Project Number: CF67 Goals/Policies Reference Number(s): 2.16, 2.18, 2.20, 2.23

(TIP) East Lovejoy Rd. Alignment

Estimated Cost: \$107,000 Source: County Road Improvements Fund, State
Year(s) of Implementation: 1999
Responsibility: Transportation and Development Department
Status: Not Completed due to New Wal-Mart location

Project Number: CF68 Goals/Policies Reference Number(s): 2.16, 2.18, 2.20, 2.23

(TIP) Intersection Improvement at Camp Rd. and Jodeco Rd.

Estimated Cost: \$8,960 Source: County Road Improvements Fund, State
Year(s) of Implementation: 2000
Responsibility: Transportation and Development Department
Status: Unknown

Project Number: CF69 Goals/Policies Reference Number(s): 2.16, 2.18, 2.20, 2.23

(TIP) Intersection Improvements at Rex Rd. and Evans Rd.

Estimated Cost: \$13,848 Source: County Road Improvements Fund, State
Year(s) of Implementation: 2000
Responsibility: Transportation and Development Department
Status: Unknown

Project Number: CF70 Goals/Policies Reference Number(s): 2.12

Develop a Full Service Bus System

Estimated Cost: \$1,000,000py Source: State and Federal Funds, General Fund
Year(s) of Implementation: 2000, 2001, 2002, 2003
Responsibility: County Administration
Status: C-TRAN established 2001, Ongoing

NATURAL AND HISTORIC RESOURCES ELEMENT

Project Number: NH1 Goals/Policies Reference Number(s): 3.15

Complete the Construction of the Recycling Drop-Off and a Processing Center

Estimated Cost: \$4000,000 Source: General Fund
Year(s) of Implementation: 1999
Responsibility: Transportation and Development Department
Status: Completed 2000

Project Number: NH2

Goals/Policies Reference Number(s): 3.15

Clayton County will contract with private companies to provide grinding operations for yard waste.

Mulch is given to public or used on county projects.

Estimated Cost: \$65,000

Source: General Fund

Year(s) of Implementation: 1999, 2000, 2001, 2002, 2003

Responsibility: Transportation and Development Department

Status: Unknown

Project Number: NH3

Goals/Policies Reference Number(s): 3.15

Clayton County will continue to accept tires at the landfill/recycling area and have them disposed of by Georgia Tire Disposal

Estimated Cost: \$6,000 per year

Source: General Fund

Year(s) of Implementation: 1999, 2000, 2001, 2002, 2003

Responsibility: Transportation and Development Department

Status: Unknown

Project Number: NH4

Goals/Policies Reference Number(s): 3.15

Continue to support the Clayton County Beautiful Program

Estimated Cost: \$67,383 per year

Source: General Fund

Year(s) of Implementation: 1999, 2000, 2001, 2002, 2003

Responsibility: Transportation and Development Department

Status: Ongoing

Project Number: NH5

Goals/Policies Reference Number(s): 3.1

Revise the Recreation Master Plan

Estimated Cost: \$10,000

Source: General Fund

Year(s) of Implementation: 2001

Responsibility: Parks and Recreation Department

Status: Completed 2001

Project Number: NH6 Goals/Policies Reference Number(s): 3.1

Complete the Bicycle and Walking Trail Along Jester's Creek

Estimated Cost: \$500,000 approx. Source: General Fund, State and Federal Grants

Year(s) of Implementation: 1999, 2000

Responsibility: Parks and Recreation Department

Status: Under Construction / Anticipated 2005

Project Number: NH7 Goals/Policies Reference Number(s): 3.1

Develop a Centrally Located Community Center with Tennis Facilities, Swimming Pool, and Multi-Purpose Fields

Estimated Cost: \$3,600,000 Source: General Fund

Year(s) of Implementation: 1999, 2000, 2001, 2002

Responsibility: Parks and Recreation Department, Board of Education

Status: Under Construction

Project Number: NH8 Goals/Policies Reference Number(s): 3.15

Continue the Operation of the Drop-Off Site and Processing Center

Estimated Cost: \$46,421 Source: General Fund

Year(s) of Implementation: 1999, 2000, 2001, 2002, 2003

Responsibility: Transportation and Development Department

Status: Unknown

Project Number: NH9 Goals/Policies Reference Number(s): 3.8, 3.9

Implement special land development guidelines to protect watershed, wetland, and aquifer areas in the county

Estimated Cost: \$3000,000 Source: General Fund

Year(s) of Implementation: 1999, 2000

Responsibility: Transportation and Development Department, Clayton County Water Authority

Status: Completed 2000

Project Number: NH10 Goals/Policies Reference Number(s): 3.3

Prepare an inventory and assessment of historic buildings and sites

Estimated Cost: \$ Source: General Fund, Grants
Year(s) of Implementation: 2000, 2001
Responsibility: County Administration
Status: Unknown

Project Number: NH11 Goals/Policies Reference Number(s): 3.8, 3.9

Complete the Soccer/Baseball Complex at McDonough Road

Estimated Cost: \$1,000,000 Source: General Fund
Year(s) of Implementation: 1999, 2000
Responsibility: Parks and Recreation Department
Status: Completed 2000

Project Number: NH12 Goals/Policies Reference Number(s): 3.1

Build Two Senior Citizen Recreation Facilities

Estimated Cost: \$2,000,000 Source: General Fund, Community Development Block
Grants
Year(s) of Implementation: 2000, 2001, 2002
Responsibility: Parks and Recreation Department
Status: Completed 2003

ECONOMIC DEVELOPMENT ELEMENT

Project Number: ED1 Goals/Policies Reference Number(s): 4.2

Revise and continue the redevelopment of the Mountain View Area

Estimated Cost: \$100,000,000 Source: City of Atlanta, County, Private Investment
Year(s) of Implementation: 1999, 2000, 2001, 2002, 2003
Responsibility: County Administration, Chamber of Commerce
Status: Ongoing

Project Number: ED2 Goals/Policies Reference Number(s): 4.4

Continue to support the Clayton County Collaborative project.

Estimated Cost: \$N/A Source: N/A
Year(s) of Implementation: 1999, 2000, 2001, 2002, 2003
Responsibility: County Administration
Status: Unknown

Project Number: ED3 Goals/Policies Reference Number(s): 4

Work to attract high-tech industry to the county

Estimated Cost: \$10,000 Source: General Fund
Year(s) of Implementation: 1999, 2000, 2001, 2002, 2003
Responsibility: Economic Development Department, Chamber of Commerce
Status: Ongoing

HOUSING ELEMENT

Project Number: HE1 Goals/Policies Reference Number(s): 5.10

Analyze the existing housing mixture to determine how the County compares to the metro area by cost and total units available.

Estimated Cost: \$10,000 Source: General Fund
Year(s) of Implementation: 2000
Responsibility: Community Development Department
Status: Completed in Comprehensive Plan / Ongoing

Project Number: HE2 Goals/Policies Reference Number(s): 5.3

Analyze the possibility of developing goals for housing mixtures to insure an equitable range of all housing types and utilize this in evaluating new proposals for development in the County.

Estimated Cost: \$10,000 Source: General Fund
Year(s) of Implementation: 2001
Responsibility: Community Development Department
Status: Completed in Comprehensive Plan / Ongoing

Project Number: HE3 Goals/Policies Reference Number(s): 5.6

Work to improve and revitalize existing residences in the County.

Estimated Cost: \$750,000 per year Source: Community Development Block Grants

Year(s) of Implementation: 1999, 2000, 2001, 2002, 2003

Responsibility: Housing Authority

Status: Ongoing

Project Number: HE4 Goals/Policies Reference Number(s): 1.24

Review the possibility of implementing residential construction standards

Estimated Cost: \$N/A Source: N/A

Year(s) of Implementation: 1999, 2000

Responsibility: Community Development Department

Status: Completed, 1999

10.2 Short Term Work Program 2005 to 2009

The 2005 – 2009 Short Term Work Program presents a list of programs to be initiated and regulations to be adopted in order to implement the goals and policies put forth by the preceding chapters of the comprehensive plan. Each work item is accompanied by a cost estimate and potential funding source where applicable. The “General Fund” source of funding is understood to mean the government’s annual operating budget. Additionally, when feasible, work items have a time frame for completion. All work items have a designated department or organization responsible for the status of the work item.

The Short Term Work may be updated on an annual or five-year basis at the county’s discretion. A minimum of one public hearing must be held by the county to inform the public of its intent to update the program and to receive suggestions and comments on the proposed update.

CLAYTON COUNTY, GEORGIA
SHORT TERM WORK PROGRAM for 2005 TO 2009

Table 10.1 Short Term Work Program

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
1	Housing / Policy 1.1.1	Develop design guidelines for new residential developments		X				\$50,000	General Fund / Grants	Planning / Zoning
2	Housing/ Policy 1.2 / Land Use Policies 1.1, 6.2, Goal 8, Policy 9.2, 10.4, 11.1, 15.1, 16.3, 17.2, 18.3.2, 18.3.3, 18.4, 19.1 – 19.5, 20.1, 21.1 and 2.12	Review/Revise/Rewrite County Zoning Ordinances to support the goals and policies included in the Comprehensive Plan.	X					\$100,000	General Fund / Grants	Planning / Zoning
3	Housing/ Policy 1.2.1	Revise residential building codes to increase minimum quality level acceptable		x				\$50,000	General Fund	Planning / Zoning
4	Housing/ Policy 1.3.1	Conduct a feasibility study and if appropriate implement an expedited approval and permitting process for new residential developments that exceed the county's minimum residential standards.		x				\$15,000	Include in Staff Time	Planning / Zoning
5	Housing/ Policy 2.1.1.1.1/ Land Use 12.1.1, 12.1.2	Develop a website and online code violation reporting capability for the County's Code Enforcement office	X					\$15,000	General Fund	Code Enforcement
6	Housing/ Policy 3.1.3 Land Use/ Policy 4.1	Foster the development of a county-wide association of Homeowner's Associations to function as a citizen advisory group for planning related matters		x	x	x	x	\$25,000 to \$35,000 year	Create or redirect a staff position to oversee and provide administrative support to this group	Planning and Zoning
7	Housing/ Policy 3.1.4	Conduct a neighborhood study to identify a priority list of neighborhoods in need of revitalization and recommend specific revitalization strategies.		x					Included in staff time	Planning and Zoning

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
8	Housing/ Policy 7.2.	Conduct a study to determine the feasibility and appropriate process for establishing impact fees for new residential development.	x					\$35,000	General Fund	Planning and Zoning
9	Housing/ Policy 7.2.1	Conduct a study to determine the feasibility and appropriate process for requiring developers of residential subdivisions to set aside a minimum amount of land for new schools or other appropriate public services	x					\$10,000		Planning and Zoning
10	Housing / Policy 7.3.2	Conduct a study to determine if the county's hotel/motel tax can be modified to help offset the high cost of public safety and school use that the county is reportedly incurring from extended-stay motels.		x				TBD	General Fund	Finance
11	Economic Development / Policy 1.1.1	Develop and maintain an up-to-date inventory of available existing office space within the County and market it to prospective businesses	x	x	x	x	x		Included in staff time	Clayton County Development Authority
12	Economic Development / Policy 1.2.1	Develop job training programs that prepare workers for industrial businesses Clayton County wishes to attract.		X	X	X	X	1 mill	General Fund/Grants	Clayton County Development Authority (in conjunction with CCSU, CCC, and CCPS)
13	Economic Development / Policy 2.6	Conduct redevelopment studies for declining or vacant strip shopping centers and "big-box" commercial structures throughout the County.	x	x	x	x	x	\$20,000 each	General Fund / Grants / ARC – LCI Program	Clayton County Development Authority
14	Economic Development / Policy 2.6.2	Establish incentives for developers that purchase and redevelop blighted shopping centers in Clayton County.		x					Included in staff time	Clayton County Development Authority
15	Economic Development / Policy 2.7.1	Form and coordinate business associations for each of the county's commercial corridors.	x	x	x	x	x	\$15,000 / year	General Fund / Grants	Clayton County Development Authority

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
16	Economic Development / Policy 4.2	Develop a current marketing plan for the county which determines the most effective media for promoting opportunities in Clayton County; i.e. magazines, Web sites, advertising, etc.	x					\$100,000	General Funds	Clayton County Chamber of Commerce
17	Economic Development / Policy 4.4	Develop a recruitment strategy to attract up-scale dining establishment to the area around Spivey Hall.	X						Include in Staff Time	Clayton County Chamber of Commerce
18	Economic Development / Policy 5.3.1	Revise/Rewrite the county's signage ordinance to eliminate visual clutter along the county's roadways	X					\$10,000	General Fund	Planning / Zoning
19	Community Facilities / Water/ Goal 1.0	Additional Raw Water Capacity Study	X					\$100,000	User Fees	Clayton County Water Authority (CCWA)
20	Community Facilities / Water/ Goal 1.0	Replace raw water intake pumps @ William J. Hooper WTP	X	X	X	X	X	\$500,000	User Fees	CCWA
21	Community Facilities / Water/ Goal 1.0	Replace high service pumps @ William J. Hooper WTP	X	X	X	X	X	\$710,000	User Fees	CCWA
22	Community Facilities / Water/ Goal 1.0	Replace transfer pumps @ William J. Hooper WTP	X	X	X	X	X	\$685,000	User Fees	CCWA
23	Community Facilities / Water/ Goal 1.0	Make intake improvements @ William J. Hooper WTP	X	X	X	X	X	\$600,000	User Fees	CCWA
24	Community Facilities / Water/ Goal 1.0	Incorporate improvements into SCADA @ William J. Hooper WTP	X	X	X	X	X	\$350,000	User Fees	CCWA
25	Community Facilities / Water/ Goal 1.0	Filter valving improvements @ J.W. Smith WTP		X	X	X	X	\$705,000	User Fees	CCWA
26	Community Facilities / Water / Goal 1.0	Filter gallery dehumidification @ J.W. Smith WTP		X	X	X	X	\$440,000	User Fees	CCWA
27	Community Facilities / Water/ Goal 1.0	Filter media/underdrain improvements @ J.W. Smith WTP		X	X	X	X	\$500,000	User Fees	CCWA
28	Community Facilities / Water/ Goal 1.0	Replace chemical feed equipment @ J.W. Smith WTP	X	X	X	X	X	\$900,000	User Fees	CCWA
29	Community Facilities / Water/ Goal 1.0	Incorporate improvements into SCADA	X					\$360,000	User Fees	CCWA
30	Community Facilities / Water/ Goal 1.0	Replace high service pumps at Morrow ground storage tank	x					\$160,000	User Fees	CCWA

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
31	Community Facilities / Water / Policy 1.5	Distribution system line improvements and extensions	x	x	x	x	X	\$15,000,000	User Fees	CCWA
32	Community Facilities / Water / Policy 1.6	Conduct a study to determine the feasibility and a process for implementing impact fees to fund for water distribution system improvements required to serve new development.		X				\$50,000	User Fees	CCWA & Planning & Zoning
33	Community Facilities / Wastewater / Goal 1.0	Effluent storage improvements @ Casey WRF	X					\$4,500,000	User Fees	CCWA
34	Community Facilities / Wastewater / Goal 1.0	Equipment replacement @ R.L. Jackson WRF	X					\$600,000	User Fees	CCWA
35	Community Facilities / Wastewater / Goal 1.0	A&E services @ R.L. Jackson WRF	X					\$80,000	User Fees	CCWA
36	Community Facilities / Wastewater / Goal 1.0	Effluent screening for TPS @ R.L. Jackson WRF	X					\$1,300,000	User Fees	CCWA
37	Community Facilities / Wastewater / Goal 1.0	Design – TPS upgrade/expansion @ R.L. Jackson WRF	X					\$700,000	User Fees	CCWA
38	Community Facilities / Wastewater / Goal 1.0	TPS upgrade/expansion @ R.L. Jackson WRF		X	X	X	X	\$3,000,000	User Fees	CCWA
39	Community Facilities / Wastewater / Goal 2.0	Future Wetlands @ Huie LAS Facility		X	X	X	X	\$12,000,000	User Fees	CCWA
40	Community Facilities / Wastewater / Goal 1.0	Distribution loop modifications/additions @ Huie LAS Facility		x	x	x	X	\$3,000,000	User Fees	CCWA
41	Community Facilities / Wastewater / Goal 1.0	Rehabilitation of water conveyance system	X	x	x	x	X	\$5,000,000	User Fees	CCWA
42	Community Facilities / Wastewater / Goal 1.0	Interception/collector extensions for water conveyance system		x	x	x	X	\$10,000,000	User Fees	CCWA
43	Community Facilities / Water / Goal 1.0	Regulatory support and nonpoint source pollution projects	X					\$150,000	User Fees	CCWA
44	Community Facilities / Water / Goal 1.0	CCWA Administrative facilities expansion	X					\$500,000	User Fees	CCWA
45	Community Facilities / Fire Protection/EMS/Policy 1.1	Develop 3 new fire stations (Panhandle, West Fayetteville Road, Stockbridge, and Hall Road)	x	x	x			\$750,000 each	General Fund	Clayton County Fire Department & EMS
46	Community Facilities/Fire Protection and EMS/ Policy 3.2.1	Acquire 3 additional ALS vehicles (ambulances)	x	x	x	x	X	\$250,000 each	General Fund	Clayton County Fire Department & EMS
47	Community Facilities/Fire Protection and EMS/ Policy 3.2.2	Acquire a quick response vehicle	x					\$100,000	General Fund	Clayton County Fire Department & EMS

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
48	Community Facilities/Fire Protection and EMS/ Policy 3.3.3	Upgrade all the department's engines to ALS engines	x	x	x	x	X	\$200,000 each	General Fund	Clayton County Fire Department & EMS
49	Community Facilities/Fire Protection and EMS/Policy 3.2.3.1	Secure an supervisor position to oversee the unit assigned to the quick response vehicle.	X					\$40,000/year	General Fund	Clayton County Fire Department and EMS
50	Community Facilities/Fire Protection and EMS/Policy 3.3	Develop a countywide master street address guide and eliminate duplicate street names to improve EMS/911 response times	X					\$25,000	General Fund	Clayton County Fire Department and EMS
51	Community Facilities/Fire Protection and EMS/Policy 3.4	Institute workplace language instruction programs to improve communication between EMS and firefighters and the county's growing ethnic communities.	X	X	X	X	X	\$10,000/year for instruction	General Fund	Clayton County Fire Department and EMS
52	Community Facilities/Fire Protection and EMS Policy 2.1	Acquire a state-of-the-art transmission and receiver radio system for the enhanced 911 system that can be tied to a countywide Geographic Information System.	x					\$250,000	General Fund	Clayton County Fire Department/EMS
53	Community Facilities Water / Policy 1.6 Fire Policy 1.2 Education 1.2/ Land Use Policy 10.3, 10.3.1	Conduct a study to determine the feasibility and a process for implementing a comprehensive system of development impact fees for Clayton County.		X				\$100,000	General Fund	CCWA/ Fire and EMS / Planning & Zoning
54	Community Facilities/Police and Sheriff Departments / Policy 1.1	Develop or update an existing baseline report of level of service provided to Clayton County citizens, this report should be based on state or national standards for level of service.	X	X	X	X	X		Included in staff time	Clayton County Sheriff and Police Department
55	Community Facilities/Police and Sheriff Departments / Policy 1.3	Institute a workplace language instruction programs to improve communication	X	X	X	X	X	\$10,000/year for instruction	General Fund	Clayton County Sheriff and Police Department

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
56	Community Facilities/Police and Sheriff Departments / Policy 1.2.1	Provide the Sheriff's Department with the staff necessary to fully staff the Clayton County Corrections Institution and provide enough officers to fulfill the department's other law enforcement duties.	x	x	x	x	X	TBD	General Fund	Clayton County Sheriff's Department
57	Community Facilities/Police and Sheriff Departments / Goal 1.0	Fund the 26 positions open in the Sheriff's Department.	x	x	x	x	X	TBD	General Fund	Clayton County Sheriff's Department
58	Community Facilities /Parks and Recreation / Policies 1.1/1.2 Natural/Cultural Resources / Policy 1.1	Recreation Needs Assessment study and update of County's Recreation Master Plan.	x					\$30,000	General Fund	Parks and Recreation
59	Community Facilities /Parks and Recreation Policy 1.5	Coordinate with the Clayton County Water Authority to create a recreation corridor along restored sections of East Jester's Creek, and restored stream corridors in the Rex area.	x	x				TBD	General Fund	Parks and Recreation and CCWA
60	Community Facilities /Parks and Recreation Policy 1.4	Develop incentive programs or requirements for developers to provide green space and age appropriate recreation outlets with all new housing developments.	X						Included in Staff Time	Planning and Zoning, Clayton County Greenspace Board, and Parks and Recreation
61	Community Facilities /Education/ Policy 3.2	Assist Clayton College and State University's in identifying possible locations for satellite learning centers in Clayton County.	x	x	x	x	X		Included in Staff Time	Planning and Zoning / CCSU
62	Community Facilities /Education/ Policy 2.1	Adamson Middle School renovation	x					\$3,042,361	Not Identified	CCPS
63	Community Facilities /Education/ Policy 2.1	Kemp Elementary School renovation	x					\$2,361,971	Not Identified	CCPS
64	Community Facilities /Education/ Policy 2.1	Kilpatrick Elementary School renovation and addition	x					\$3,713,000	Not Identified	CCPS
65	Community Facilities /Education/ Policy 2.1	Morrow Middle School renovation	x					\$1,500,000	Not Identified	CCPS
66	Community Facilities /Education/ Policy 2.1	New Middle School 6 (Rex Area) 68 classrooms in state of the art facility designed to house 1100 students		x				\$18,976,160	TBD	CCPS

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
67	Community Facilities /Education/ Policy 2.1	New Elementary School #11 50 classrooms in stat of the art facility designed to house 725 students K-2 Design co-located with Mt. Zion Elementary School		x				\$12,101,600	TBD	CCPS
68	Community Facilities /Education/ Policy 2.1	New Middle School # 7 Undetermined location 68 classrooms, designed to house 1100 students.	TBD					\$18,976,160	TBD	CCPS
69	Community Facilities /Education/ Policy 2.1	Mt. Zion High School 12 classroom addition	TBD					\$5,248,846	TBD	CCPS
70	Community Facilities /Education/ Policy 2.1	Smith Elementary School 12 classroom addition	TBD					\$2,345,645	TBD	CCPS
71	Community Facilities /Education/ Policy 2.1	Hawthorne Elementary School 11 classroom addition	TBD					\$2,035,357	TBD	CCPS
72	Community Facilities /Education/ Policy 2.1	Lake Ridge Elementary School 8 classroom addition	TBD					\$2,039,192	TBD	CCPS
73	Community Facilities /Education/ Policy 2.1	Jonesboro High School 11 classroom addition	TBD					\$3,349,606	TBD	CCPS
74	Community Facilities /Education/ Policy 2.1	Rivers Edge Elementary School 14 classroom addition			x			\$1,926,710	TBD	CCPS
75	Community Facilities /Education/ Policy 2.1	Kendrick Middle School 14 classroom addition	TBD					\$3,145,849	TBD	CCPS
76	Community Facilities /Education/ Policy 2.1	North Clayton Middle School 15 classroom addition	TBD					\$4,999,165	TBD	CCPS
77	Community Facilities /Education/ Policy 2.1	Harper Elementary School 12 classroom addition	TBD					\$2,102,605	TBD	CCPS
78	Community Facilities /Education/ Policy 2.1	Roberts Middle School 15 classroom addition	TBD					\$3,386,792	TBD	CCPS
79	Community Facilities /Education/ Policy 2.1	Mundys Mill High School 24 classroom addition	TBD					\$4,467,865	TBD	CCPS
80	Community Facilities /Education/ Policy 2.1	Jackson Elementary School 12 classroom addition	TBD					\$2,144,405	TBD	CCPS
81	Community Facilities /Education/ Policy 2.1	New High School #2 location to be determined 96 classroom state of the art facility designed to house 1900 students					X	\$36,540,000	TBD	CCPS
82	Community Facilities /Education/ Policy 2.1	Riverdale Middle School 9 classroom addition	TBD					\$3,829,427	TBD	CCPS
83	Community Facilities /Education/ Policy 2.1	Pointe South Middle School 12 classroom addition	TBD					\$3,153,444	TBD	CCPS
84	Community Facilities /Education/ Policy 2.1	Lovejoy High School 11 classroom addition	TBD					\$4,878,462	TBD	CCPS

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
85	Community Facilities /Education/ Policy 2.1	Forest Park High School 15 classroom addition	TBD					\$3,425,438	TBD	CCPS
86	Community Facilities /Education/ Policy 2.1	Jonesboro Middle School 13 classroom addition	TBD					\$2,555,218	TBD	CCPS
87	Community Facilities /Education/ Policy 2.1	New Elementary School #13 location to be determined	TBD					\$13,361,660	TBD	CCPS
88	Community Facilities /Education/ Policy 2.1	Elementary School 9 (Thurgood Marshall Elementary) 12 classroom addition	TBD					\$1,978,645	TBD	CCPS
89	Community Facilities /Education/ Policy 2.1	Middle School 5 (Sequoyah Middle School)	X					\$10,989,000	tbd	CCPS
90	Community Facilities /Education/ Policy 2.1	Middle School 5 (Sequoyah Middle School) 13 classroom addition	TBD					\$2,623,538	TBD	CCPS
91	Community Facilities /Libraries/ Goal 1.0	Build 10,000 sq. foot addition to Headquarters Library and retrofit for technology.	x							Clayton County Library System
92	Community Facilities /Libraries/ Goal 1.0	Renovate Forest Park Branch, retrofit for technology, and make wheelchair accessible.		x				\$300,000	General Fund	Clayton County Library System
93	Community Facilities /Libraries/ Goal 1.0	Build meeting room addition at Jonesboro Branch, retrofit for technology, and make wheelchair accessible		x				\$450,000	General Fund	Clayton County Library System
94	Community Facilities /Libraries/ Policy 1.2	Purchase additional volumes for each branch to meet the State's minimum level of service standard.	X	x	x	x	X	\$638,000 per year (\$382,644 budgeted)	General Fund	Clayton County Library System
95	Community Facilities /Libraries/ Policy 1.3.2	Contract for skilled technical support adequate to maintain the library's network and troubleshoot problems with computers and printers.	x	x	x	x	X	TBD	General Fund	Clayton County Library System
96	Community Facilities /Libraries/ Policy 1.3.1	Develop and implement a plan to replace public and staff computers at the county's public libraries every three years.	x	x	x	x	X	TBD	General Fund	Clayton County Library System

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
97	Community Facilities/Cultural Facilities/Policy 2.2	Coordinate with the Clayton County Convention and Visitor's Bureau to better advertise facilities such as Spivey Hall and the Beach for entertainment and tourism purposes.	x	x	x	x	X		Included in Staff Time.	CCCVB, Spivey Hall, Parks and Recreation
98	Community Facilities / General Government Facilities / Goal 1.0	Renovate 1117 Battlecreek Road for the Clayton County Health Department	x	x				\$1,500,000	General Funds	Buildings and Maintenance
99	Community Facilities / General Government Facilities / Goal 1.0	New building for Building and Maintenance Department	x					\$300,000	General Funds	Buildings and Maintenance
100	Community Facilities / General Government Facilities / Goal 1.0	Renovate Old 911 Building	x	x				\$130,000 - \$150,000	General Funds	Buildings and Maintenance
101	Community Facilities / General Government Facilities / Goal 1.0	Renovate Alzheimer Building		x	x			\$1,000,000	General Funds	Buildings and Maintenance
102	Community Facilities / General Government Facilities / Goal 1.0	Renovate old Traffic Engineering building	x	x				\$50,000	General Funds	Buildings and Maintenance
103	Community Facilities / General Government Facilities / Goal 1.0	Renovate Transportation and Development brick building	x					\$40,000	General Funds	Buildings and Maintenance
104	Natural and Cultural Resources/ Policy 1.2	Work with the Clayton County Water Authority and other interested local organizations to develop a pedestrian and bike trail system encompassing the wetland and floodplain areas of Clayton County.	x	x	x	x	X	TBD	General Fund	Parks and Recreation / CCWA
105	Natural and Cultural Resources/ Policy 1.3	Develop a program for the joint use of school board recreational properties for county-wide recreational programs when these properties are not in use by the school system.	x						Included in Staff Time.	Parks and Recreation / CCPS
106	Natural and Cultural Resources/ Policy 1.4	Conduct a study to determine the feasibility of creating a county-wide authority to oversee all aspects of recreational, environmental and historical resource management and development.	x					TBD	General Fund	County Commission
107	Natural and Cultural Resources/ Policy 1.5.1	User fee feasibility study.	x					TBD	General Fund	Parks and Recreation

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
108	Natural and Cultural Resources/ Policy 2.1	Parks and Recreation long term land acquisition plan.	x					TBD	General Fund	Parks and Recreation / Greenspace Board
109	Natural and Cultural Resources/ Policy 3.1	Comprehensive county-wide historic resources survey and assessment.		x				\$150,000	General Fund/Grants	Planning and Zoning
110	Natural and Cultural Resources/ Policy 3.2	Cultural resources management plan for the County.			x			\$100,000	General Fund / Grants	Planning and Zoning.
111	Natural and Cultural Resources/ Policy 4.1.1/ Land Use Policies 6.2, 6.2.1, 6.2.2	Revise the county's current conservation subdivision ordinance	x					Included in project 2.	General Fund	Planning and Zoning
112	Natural and Cultural Resources/ Policy 4.1.2	Develop a program of incentives to persuade developers to provide open space as part of new residential developments.	X					TBD	General Fund / State and Federal Assistance	Planning and Zoning
113	Natural and Cultural Resources/ Policy 4.1.3	Review the county's current retail and office zoning ordinances and revise as necessary to require openspace and greenspace set asides for larger developments	x					Included in project 2.	General Fund	Planning and Zoning
114	Natural and Cultural Resources/ Policy 5.1	Review and revise as necessary all of the county's development regulations to include adequate and appropriate buffering requirements for all zoning classifications	x					Included in project 2.	General Fund	Planning and Zoning
115	Natural and Cultural Resources/ Policy 7.1/ Land Use Policies 6.4 and 6.4.1	Review the county's current tree ordinance and revise as necessary to ensure that developers are not clear cutting land or leaving only a perimeter of trees when clearing land for development	x					\$10,000	General Fund	Planning and Zoning
116	Natural and Cultural Resources/ Policy 8.1	Revise county ordinances to restrict land disturbing activities adjacent to rivers and streams in order to limit erosion and the potential for increased flow velocities and flood heights.	x					\$7,500	General Fund	Planning and Zoning

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
117	Natural and Cultural Resources/ Policy 8.2.2	Revise the county's ordinances to allow for zero wetlands loss to development and in the case of unavoidable destruction promote replacement versus mitigation.	x					\$7,500	General Fund	Planning and Zoning
118	Land Use / Policy 1.2	Review and revise the land use plan amendment policy and process to provide adequate time for a professional and comprehensive assessment of amendment requests		x					Included in Staff Time	Planning and Zoning
119	Land Use / Policy 1.3	Expand the Zoning Advisory Group to include to two (2) "at large" posts to be filled with individuals holding professional training and/or experience in fields applicable to planning	x						Included in Staff Time	Planning and Zoning
120	Land Use / Policy 1.5	Update the Land Use Plan and Short Term Work Program.					x	\$150,000	General Fund	Planning and Zoning
121	Land Use / Policy 1.5.1	Establish a standing committee of department representatives and community stakeholders for the purpose of conducting the Land Use Plan and Short Term Work Program updates.					x		Included in Staff Time	Planning and Zoning
122	Land Use / Policy 1.6	Develop, Implement, and Train staff to conduct all of the county's current and long range planning using GIS.	x	x	x			TBD	General Fund	Planning and Zoning
123	Land Use / Policy 1.6.1	Establish a staff expansion and retention plan for the county's planning staff that is based on a reasonable staff/population ratio comparable to other counties in the ARC region.	x						Included in Staff Time	Planning and Zoning
124	Land Use / Policy 2.1	Expand the presence of planning and zoning issues on the homepage of the Clayton County website.	x	x	x	x	x		Included in Staff Time	Planning and Zoning

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
125	Land Use / Policy 2.2	Revise the Planning and Zoning Department's web site to include a wider variety of information	x	x	x	x	X		Included in Staff Time	Planning and Zoning
126	Land Use / Policy 2.2.1	Develop an interactive zoning map to be posted on the Community Development homepage where the public can ascertain the zoning of any property in the County and be provided information regarding the development requirements applicable to property.		x				TBD	General Fund	Planning and Zoning
127	Land Use / Policy 2.3	Develop programs for using additional media such as local public television and radio stations to promote planning and zoning education in Clayton County.	x						Included in Staff Time	Planning and Zoning
128	Land Use / Policy 3.1	Establish planning education standards for all Zoning Advisory Group (ZAG) members and County Commissioners to ensure that group members and commissioners have the ability to make the best decisions possible in terms of land use and zoning	x						Included in Staff Time	Planning and Zoning
129	Land Use / Policy 3.2	Develop a Planning Handbook to be used as an educational tool and quick reference by the Zoning Advisory Group and County Commissioners		x				\$5,000	General Fund	Planning and Zoning
130	Land Use / Policy 4.1.1	Amend county ordinances to require developers of all new subdivisions with over 10 units to establish an HOA	x					Included in project 2	General Fund	Planning and Zoning
131	Land Use / Policy 4.1.2	Establish and publicize a processes by which older neighborhoods can re-establish HOA's.	x						Included in Staff Time	Planning and Zoning
132	Land Use /	Develop and adopt minimum standards for landscaping in all zoning districts	x					Included in project 2	General Fund	Planning and Zoning

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
133	Land Use / Policy 7.1	Establish a standing committee managed by the planning department to coordinate the current greenspace preservation, stream restoration and watershed management, bike trail, and parks and recreation planning efforts of different county departments and authorities to maximize the accessibility of parks and greenspace to the county's residents.	x						Included in Staff Time	Planning and Zoning/CCWA/ Parks and Recreation / Greenspace Board
134	Land Use / Policy 7.2.1	Develop a recreation/open space plan for the Flit River Corridor that incorporates opportunities for educating the public on the history of Clayton County.		x				\$50,000	General Fund	Greenspace Board / Parks and Recreation / CCWA
135	Land Use / Policy 7.2.2	Develop a recreation/open space plan for the historic Rex community that incorporates public education and trails and/or other passive recreation amenities.		x				\$50,000	General Fund	Greenspace Board / Parks and Recreation / CCWA
136	Land Use / Policy 8.4.2	Establish incentives for developers that purchase and redevelop blighted shopping centers and vacant "big boxes" in Clayton County.	X						Included in Staff Time	Planning and Zoning
137	Land Use / Policy 8.4	Identify and develop plans for the revitalization of declining or vacant strip shopping centers and "big-box" commercial structures throughout the County.	X	X	X	X	X	TBD	General Fund	Planning and Zoning/ Clayton County Development Authority (CCDA)
138	Land Use / Policy 8.2	Establish design guidelines for development in general commercial and neighborhood commercial areas.		x				TBD	General Fund	Planning and Zoning

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
139	Land Use / Policy 8.3	Establish unique design guidelines for redevelopment areas in conjunction with the development of area specific redevelopment plans or immediately after the completion of an area redevelopment plan.	x	x	x	x	X	TBD	General Fund	Planning and Zoning / CCDA
140	Land Use / Policy 9.3	Develop and adopt appropriate landscaping and buffering requirements for all land uses in Clayton County.	x					Included in Project 2	General Fund	Planning and Zoning
141	Land Use / Policy 13.1	Establish incentives for redevelopment projects that make the projects fiscally attractive for private developers to undertake.	x	x					Included in Staff Time	CCDA
142	Land Use / Policy 14.2	Pursue funding assistance for the continuation of efforts to improve the Tara Boulevard entrance to Clayton County.	x	x	x	x	X		Included in Staff Time	Planning and Zoning / CCDA
143	Land Use / Policy 14.7	Pursue funding for streetscape improvements to enhance the visual quality of Clayton County's major roadways.	x	x	x	x	X		Included in Staff Time	Planning and Zoning / Transportation
144	Land Use/ Policies 17.3, 17.3.1	Create incentives to encourage the development of "executive housing" in Clayton County.		x				TBD	General Fund	Planning and Zoning
145	Land Use/ Policy 20.3	Adopt a county-wide policy of using multi-story construction for all public buildings when feasible.	x						Included in Staff Time	Buildings and Maintenance / CCPS
146	Intergovernmental Coordination / Policy 1.1	Assess and amend the county's current dispute resolution process as needed to ensure its effectiveness.	x					TBD	General Fund	County Commission
147	Intergovernmental Coordination / Policy 2.1	Update the county's Service Delivery Strategy.	x					TBD	General Fund	County Commission

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
148	Intergovernmental Coordination / Policy 2.2	Develop a formal forum for coordination between the Clayton County Board of Education and Clayton County with regard to new schools and residential developments deemed to have a significant impact on school capacity	x					N/A	Included in staff Time	Planning and Zoning / CCPS
149	Transportation Element	Roadway Capacity Improvements - SR 314- West Fayetteville Road from Norman Drive to SR 279 in Fayette County		x	x	x	X	\$27,083,000	2005 – 2010 TIP	Transportation / GDOT
150	Transportation Element	Roadway Capacity Improvements - SR 42 from Lake Harbin Rd. to Anvil Block Rd.		x	x	x	X	\$8,213,000	2005 – 2010 TIP	Transportation / GDOT
151	Economic Development / Policy 3.6 Land Use / Policy 14.6 Transportation Element	Roadway Capacity Improvements - SR 85 including interchange at Forest Pkwy from I-75 S. to Adams Drive		x	x	x	X	\$14,709,000	2005 – 2010 TIP	Transportation / GDOT
152	Transportation Element	Roadway Capacity Improvements - SR 85 from SR 279 to Roberts Road		x	x	x	X	\$5,438,000	2005 – 2010 TIP	Transportation / GDOT
153	Transportation Element	Roadway Capacity Improvements - Battle Creek Road from Southlake Pkwy to Valley Hill Road		x	x	x	X	\$6,826,000	2005 – 2010 TIP	Transportation / GDOT
154	Transportation Element	Roadway Capacity Improvements - Mt. Zion Blvd from Southlake Pkwy to Lake Harbin Rd.		x	x	x	X	\$6,370,000	2005 – 2010 TIP	Transportation / GDOT
155	Transportation Element	Roadway Capacity Improvements - Flint River Rd. from Glenwood Rd. to Kendrick Rd.		x	x	x	X	\$2,600,000	2005 – 2010 TIP	Transportation / GDOT
156	Transportation Element	Roadway Capacity Improvements - SR 138 from Walt Stephens to I-75 (in Henry Co.)		x	x	x	X	\$13,290,000	2005 – 2010 TIP	Transportation / GDOT
157	Economic Development / Policy 3.5 Land Use / Policy 14.5 Transportation Element	Roadway Capacity Improvements - SR 54 from McDonough Rd. (in Fayette Co.) to US 19/US 41-SR 3/Tara Blvd.		x	x	x	X	\$12,445,500	2005 – 2010 TIP	Transportation / GDOT
158	Transportation Element	Lee Street Bridge Improvements		x	x	x	X	\$1,360,000	2005 – 2010 TIP	Transportation / GDOT

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department	
			05	06	07	08	09				
159	Economic Development / Policy 3.5 Land Use / Policy 14.5 Transportation Element	Widen SR 54 from SR 138 Spur to Oxford Drive		x	x	x		X	\$9,914,000	2005 – 2010 TIP	Transportation / GDOT
160	Transportation Element	Roadway Capacity Improvements - Mt. Zion Road from Richardson Pkwy to SR 138		x	x	x		X	\$9,786,700	2005 – 2010 TIP	Transportation / GDOT
161	Transportation Element	Roadway Capacity Improvements - SR 42 / SR 138 / N. Henry Blvd. from I-675 in Clayton to SR 138 in Henry		x	x	x		X	\$6,862,000	2005 – 2010 TIP	Transportation / GDOT
162	Transportation Element	Conley Road/Aviation Blvd Extension from SR 54 / Jonesboro Rd. to US 19/41 – SR 3/ Old Dixie Hwy		x	x	x		X	\$11,150,000	2005 – 2010 TIP	Transportation / GDOT
163	Transportation Element	Bridge Upgrade – SR 42 @ Upton Creek		x	x	x		X	\$213,000	2005 – 2010 TIP	Transportation / GDOT
164	Transportation Element	Bridge Upgrade – Central of GA RR @ US 19/41 – SR 3 Old Dixie Hwy		x	x	x		X	\$9,326,000	2005 – 2010 TIP	Transportation / GDOT
165	Transportation Element	Tara Road turn lanes and improvements from McDonough Rd. to Tara Blvd.		x	x	x		X	\$2,850,000	2005 – 2010 TIP	Transportation / GDOT
166	Transportation Element	Roadway Capacity Improvements - SR 920 from Jonesboro Road from SR 54 to US 19/41 – SR 3		x	x	x		X	\$12,274,000	2005 – 2010 TIP	Transportation / GDOT
167	Transportation Element	Streetscaping North Avenue and South Avenue		x	x	X		x	\$1,302,000	2005 – 2010 TIP	Transportation / GDOT
168	Transportation Element	Roadway Capacity Improvements – Anvil Block Road from end of current 5 lane section to Bouldercrest Road		x	x	X		x	\$1,785,000	2005 – 2010 TIP	Transportation / GDOT
169	Transportation Element	Roadway Capacity Improvements – Anvil Block Road from Bouldercrest Road to Allen Road		x	x	X		x	\$1,785,000	2005 – 2010 TIP	Transportation / GDOT
170	Transportation Element	Roadway Operations Improvements – Conley Road from SR 54 to Cherokee Trail		x	x	X		x	\$2,450,000	2005 – 2010 TIP	Transportation / GDOT
171	Transportation Element	Bridge Upgrade – Rex Road at Big Cotton Indian Creek		x	x	X		x	\$3,600,000	2005 – 2010 TIP	Transportation / GDOT

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
172	Transportation Element	Traffic Signals on SR 85 and 138 from SR 331 / SR 85 to Pointe South Pkwy and North Ave.		x	x	X	x	\$1,374,000	2005 – 2010 TIP	Transportation / GDOT
173	Transportation Element	Clayton ATMS/ITS enhancements and implementation		x	x	X	x	\$6,350,000	2005 – 2010 TIP	Transportation / GDOT
174	Transportation Element	Roadway Capacity Improvements – Godby Road from Southampton Rd. to SR 314		x	x	X	x	\$3,085,000	2005 – 2010 TIP	Transportation / GDOT
175	Transportation Element	Roadway Capacity Improvements – Panola Road from Bouldercrest Road to Bailey Drive	x	x	x	X	x	\$3,737,000	2005 – 2010 TIP	Transportation / GDOT
176	Transportation Element	Roadway Operations Improvements – Medians for SR 54/ Jonesboro Road	x	x	x	X	x	\$588,000	2005 – 2010 TIP	Transportation / GDOT
177	Transportation Element	Interchange Upgrades I-75 from Mt. Zion Blvd. to Old Dixie and SR 54 Interchange including the RR bridge	x	x	x	X	x	\$16720000	2005 – 2010 TIP	Transportation / GDOT
178	Transportation Element	C-Trans Operational Planning	x	x	x	X	x	\$100,000	2005 – 2010 TIP	C-Trans
179	Transportation Element	C-Trans preventative maintenance	x	x	x	X	x	\$500,000	2005 – 2010 TIP	C-Trans
180	Transportation Element	C-Trans Operations	x	x	x	X	x	\$100,000	2005 – 2010 TIP	C-Trans
181	Transportation Element	Pedestrian Facilities – Lake Harbin Rd. from Maddox Rd. to SR 42	x	x	x	X	x	\$300,000	2005 – 2010 TIP	Transportation / GDOT
182	Transportation Element	Transit oriented pedestrian improvements I-75 south to US 19/41 – SR 3	x	x	x	X	x	\$860,000	2005 – 2010 TIP	Transportation / GDOT
183	Transportation Element	Bike/Ped underpass and crosswalks Pedestrian Facility – SR 54 /Jonesboro Rd south of Clayton St. Blvd.	x	x	x	X	x	\$2,950,000	2005 – 2010 TIP	Transportation / GDOT
184	Transportation Element	Forest Park Sidewalks to Schools Phase I	x	x	x	X	x	\$2,063,000	2005 – 2010 TIP	Transportation / GDOT
185	Transportation Element	Traffic Control Center Upgrades	X	X	X			\$2700000	SPLOST	Transportation
186	Transportation Element	County-wide traffic signal improvements	X	X	X			\$5125000	SPLOST	Transportation
187	Transportation Element	County-wide roadway signage upgrades	X	X	X			\$3,000,000	SPLOST	Transportation
188	Transportation Element	Miscellaneous county-wide traffic safety projects	X	X	X			\$2,525,000	SPLOST	Transportation

Clayton County Comprehensive Plan 2005 – 2025

Project	Chapter / Policy	Description	YEAR					Total (\$)	Possible Funding Source(s)	Responsible Department
			05	06	07	08	09			
189	Transportation Element	Road widening – various locations in county, see SPLOST report for specifics	X	X	X			\$42,100,000	SPLOST	Transportation
190	Transportation Element	County-wide Dirt road review and paving, see SPLOST report for specific locations	X	X	X			\$420,000	SPLOST	Transportation
191	Transportation Element	County-wide bridge and culvert upgrades – see SPLOST for details	X	X	X			\$1,800,000	SPLOST	Transportation
192	Transportation Element	County wide intersection improvements - see SPLOST report for specific locations	X	X	X			\$13,500,000	SPLOST	Transportation
193	Transportation Element	County-wide rail road crossing improvements – see SPLOST report for specific locations	X	X	X			\$740,000	SPLOST	Transportation
194	Transportation Element	Sidewalks – see SPLOST report for specific locations	X	X	X			\$6,963,440	SPLOST	Transportation
195	Transportation Element	New road construction – see SPLOST report for specific locations	X	X	X			\$4,000,000	SPLOST	Transportation
196	Economic Development / Policy 3.3 Land Use/ Policy 14.3	Convert Aviation Boulevard into a four lane road with an interchange at I-285; also Hwy. 138 to I-75 and I-85.						TBD	State and Federal Funds / SPLOST	Transportation
197	Economic Development / Policy 3.4 Land Use / Policy 14.4	Improve the interchange at Southlake Mall to provide better access to the mall and Southlake Festival.						TBD	State and Federal Funds	Transportation