

COVER SHEET FOR COMMUNITY PLANNING SUBMITTALS

Name(s) of Submitting Government(s): **City of Riverdale**

RC: **ARC**

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

Preparer: RC Local Government Consultant: VHB

Cover Letter Date: **6/2/22**

Date Submittal Initially Received by RC: **6/1/22**

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

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

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

June 1, 2022

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

RE: Comprehensive Plan Amendment Submittal

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

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

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

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

Sincerely,

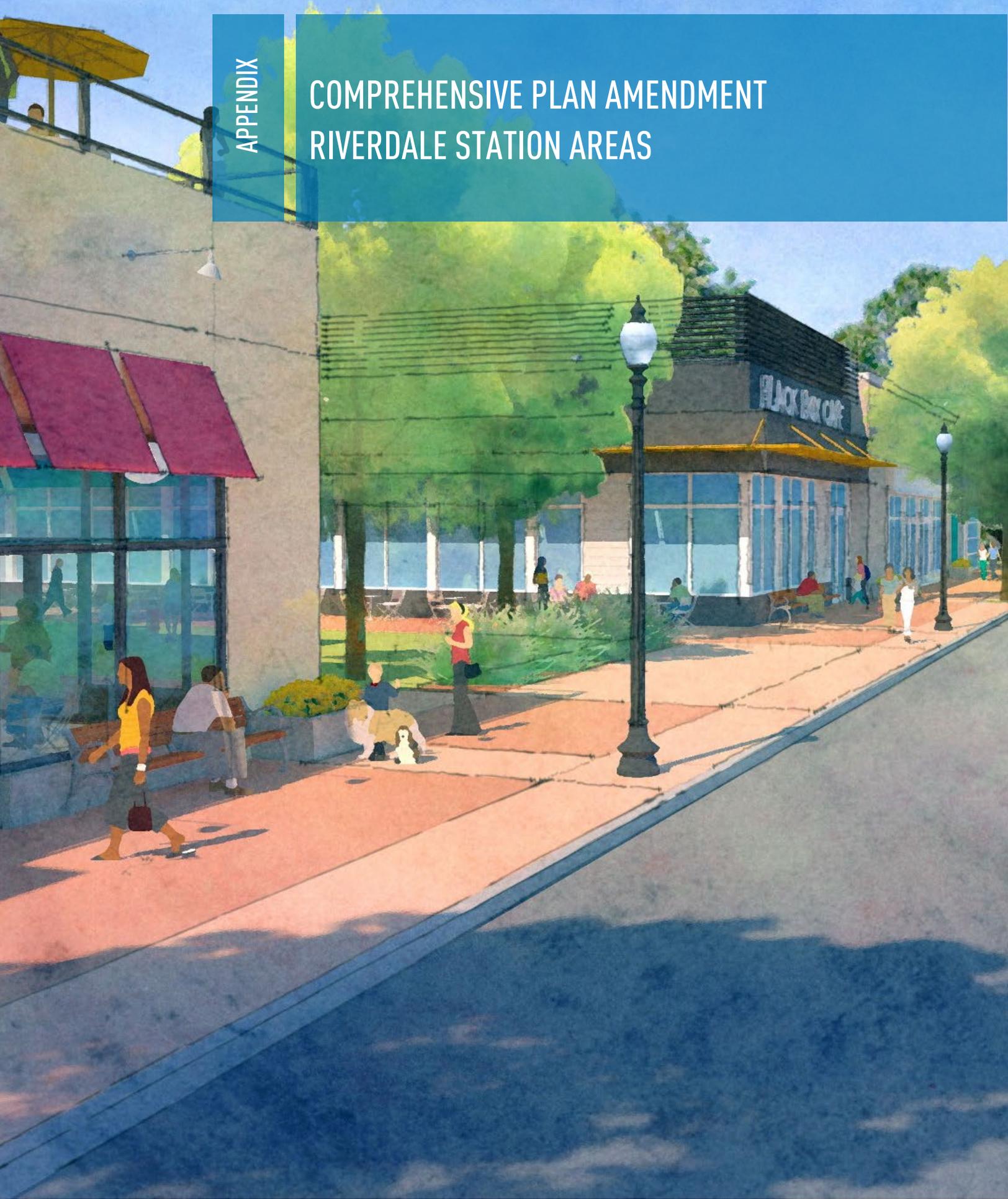


Allison Stewart-Harris
On behalf of MARTA and the City of Riverdale

Enclosures

APPENDIX

COMPREHENSIVE PLAN AMENDMENT RIVERDALE STATION AREAS

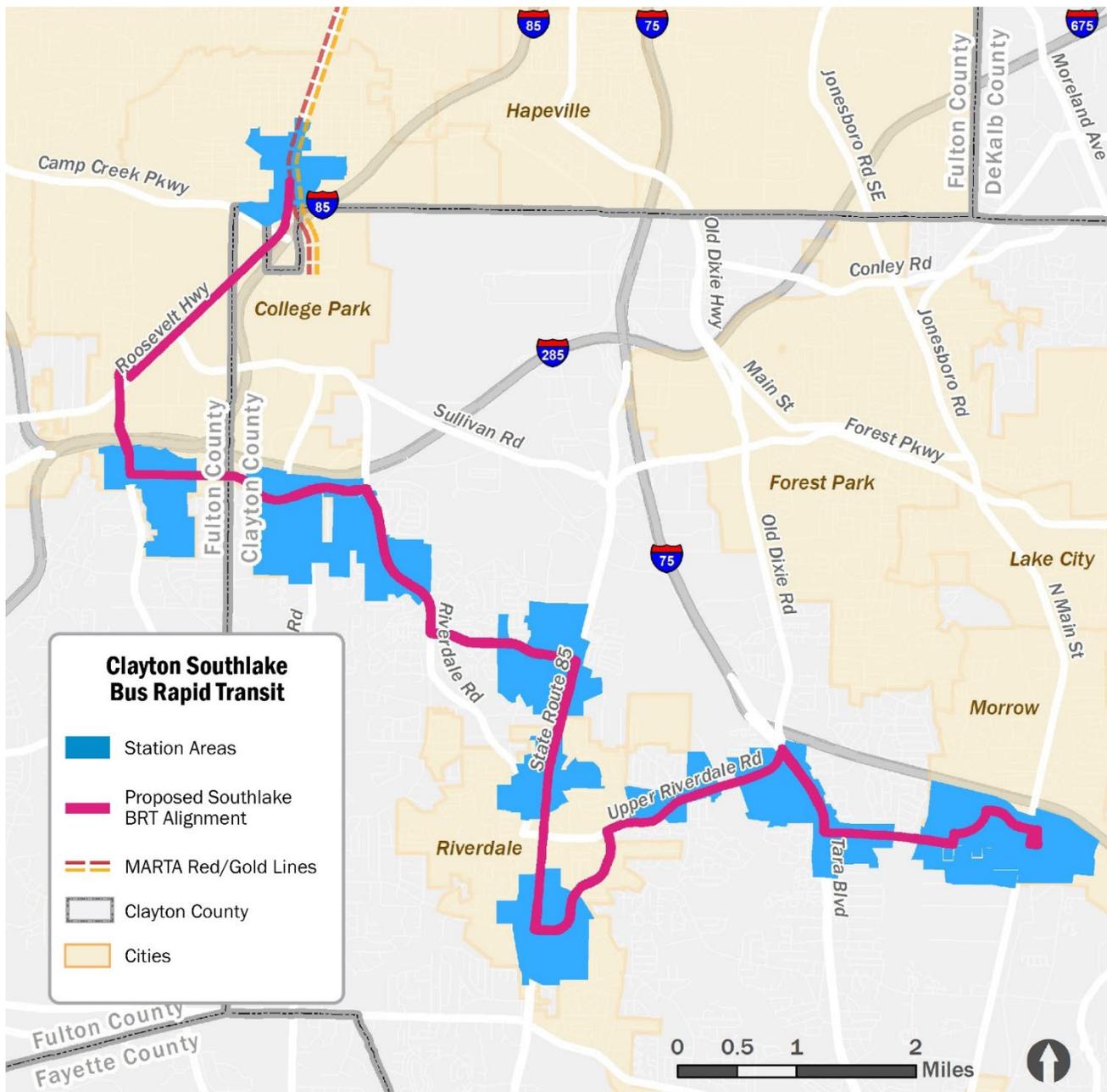


Introduction and Purpose

The purpose of this Comprehensive Plan Amendment is to reflect the significant changes associated with MARTA's planned Southlake Bus Rapid Transit (BRT) line. Shown in Figure 1, the BRT starts at the existing MARTA heavy rail station in Downtown College Park. It then travels southwest on through College Park and unincorporated Clayton County, entering Riverdale from the north along SR-85. At Lamar Hutcheson Parkway it turns northeast, and then exits Riverdale on the east on Upper Riverdale Road.

This amendment establishes the policy direction of the City of Riverdale's future BRT station areas. Later in 2022, the City of Riverdale will be embarking on a full update of its Comprehensive Plan; during the full update process, the City will revise its future land use map and special planning areas to reflect future station areas.

Figure 1. Map of Planned Southlake BRT Alignment



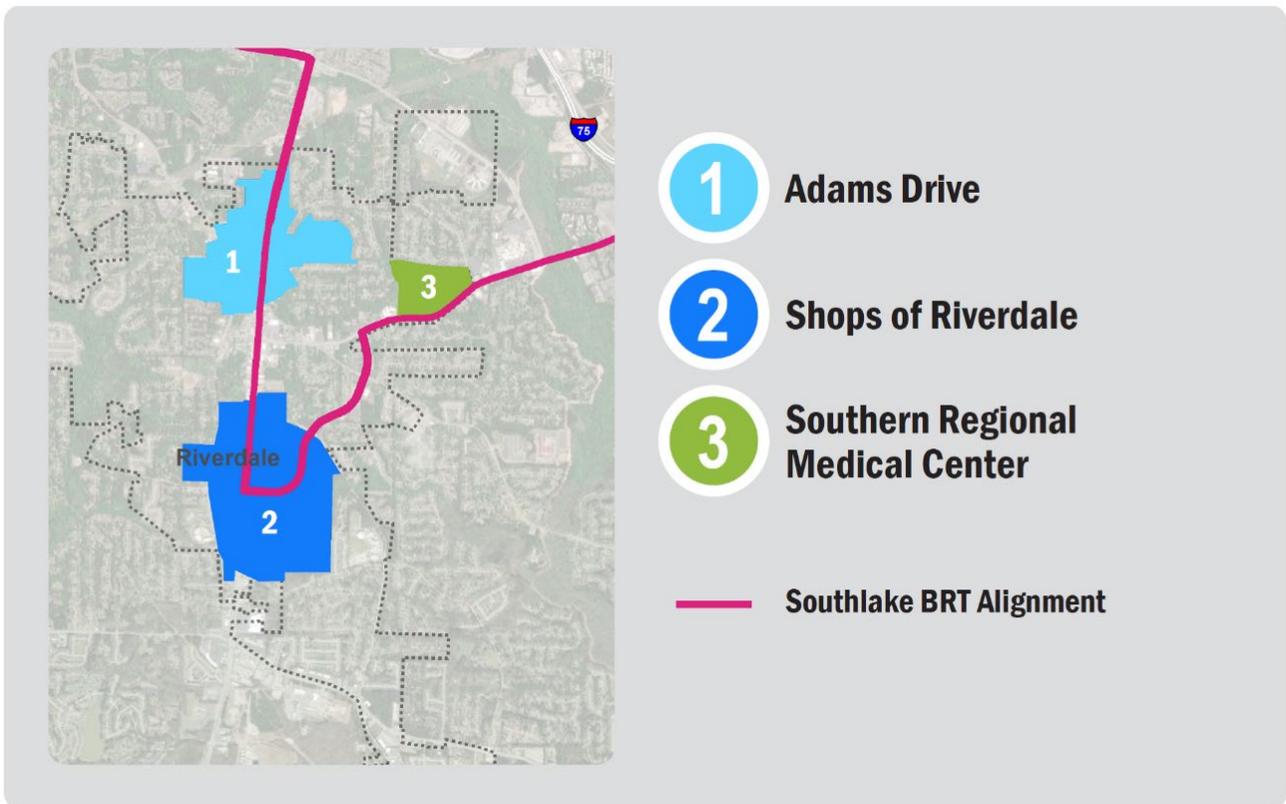
This BRT investment will not only provide access to high-capacity transit in Riverdale but is also anticipated to spur considerable development—particularly around future station areas. MARTA has been studying the proposed BRT line since 2019, and recently completed a detailed study on transit supportive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

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

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

In Riverdale, MARTA’s TSLU study identified three future station areas. These station areas were based on initial station locations from MARTA, and a robust analysis of surrounding parcels looking at 19 metrics of current and future transit supportiveness including proximity to station location, land use, infrastructure, walkability, and development potential. Figures B shows MARTA’s recommended station areas in Riverdale.

Figure 2. Southlake BRT Station Areas in Riverdale



Engagement

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

- MARTA's Southlake BRT Public Workshop – March 28, 2022
- Online Survey – available March 28 – April 16, 2022
- City of Riverdale Planning Commission – May 11, 2022
- City Council Hearing – May 23, 2022

Input gathered at these opportunities was generally in favor of these station areas and the proposed policies for transit supportive land uses. Materials from these engagement opportunities can be found at the end of this document.

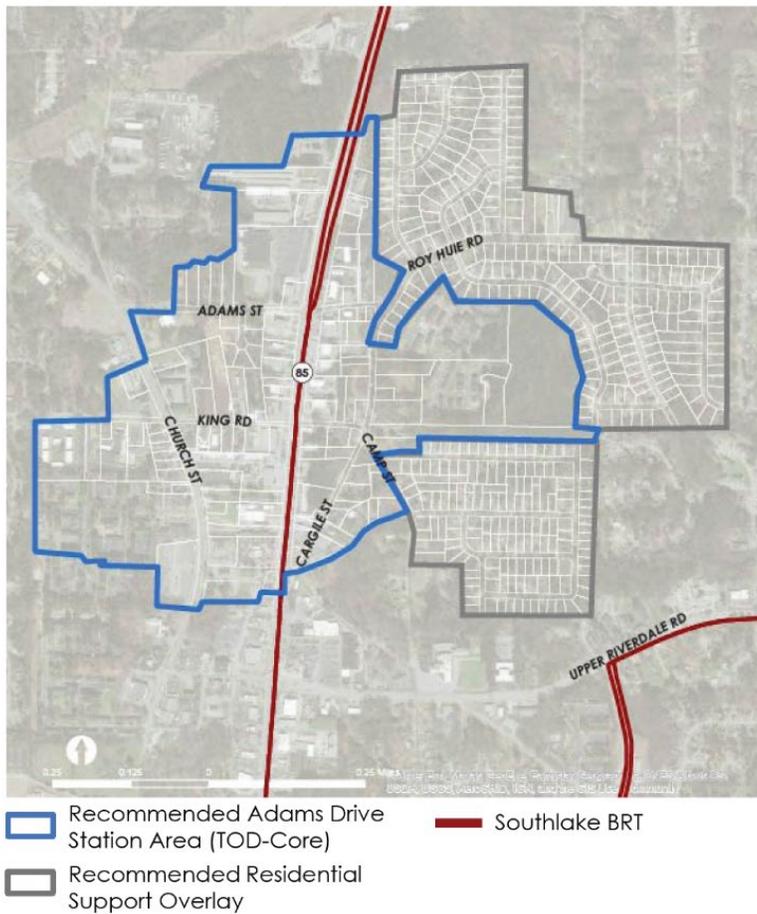
The following section is an overview of each station area, as well as preliminary development concepts.

ADAMS DRIVE STATION AREA

The Adams Drive station area is poised to serve as a gateway to Riverdale from the north. Anchored by H Mart, the proposed Adams Drive station area is characterized by SR 85 and strip commercial uses. Although not presently considered a “center” in terms of its current land uses, ridership projections for this area show strong support for a future station.

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

Figure 3. MARTA’s Recommended Adams Drive Station Area



Example of common housing type in adjacent residential areas



Strip commercial along SR 85

Development Concept

To demonstrate the type of development envisioned as part of a future transit station area, the planning team selected a demonstration site. This site is five parcels that constitutes the block bounded by SR 85, Camp Street, Cargile Street, and the Waffle House service drive. Currently this site is characterized by declining strip commercial uses and a densely wooded area along Cargile Street.

By redesignating this area Mixed Use Town Center, horizontal mixed use development becomes an appropriate use. This sample concept shows two multi-family buildings fronting SR 85, with a commercial building at the corner of SR 85 and Camp Street. A third multi-family building could be accommodated on the northeast corner, with a row of townhomes fronting Cargile Street providing a transition to the single-family residential area to the east.

Figure 4. Development Concept in Adams Drive Station Area



BIG FIVE ELEMENTS IN CONCEPT:



- 38 dwelling units (du)/acre for multi-family on SR 85 and townhouses
- 0.83 floor area ratio for commercial and multi-family on Camp Street



- Horizontal mixed use (Option B in ordinance)



- Pedestrian upgrades to SR 85
- Creation of two new local roadway links across site
- Connected sidewalk network



- Street trees
- Mix of new park space and preserved woodlands
- People-scaled building design and setbacks from roadways



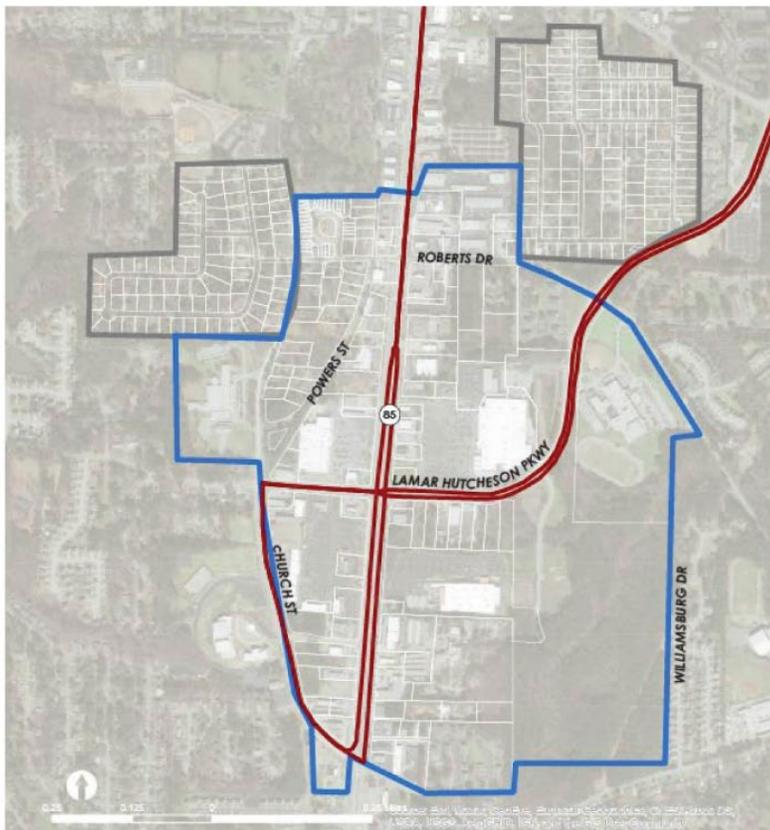
- Parking located to the rear and sides of buildings
- Reduced amounts of surface parking
- Multi-family served by internal structured parking

SHOPS OF RIVERDALE STATION AREA

The Shops of Riverdale station area is envisioned as the Riverdale Town Center, an area where the City has focused much of its recent investment. The City’s vision for the Town Center is generally aligned with transit-supportive principles and is reflected in the City’s Town Center Mixed Use (TCMU) zone.

Like Adams Drive, there are single-family neighborhoods that are in close proximity to the station area. These neighborhoods are expected to remain single family, but MARTA recommends allowing accessory dwelling units (ADUs) to encourage gentle density and greater housing diversity.

Figure 5. MARTA’s Recommended Shops of Riverdale Station Area



- Recommended Shops of Riverdale Station Area
- Recommended Residential Support Overlay
- Southlake BRT



Example of housing in station area



Isolated pockets of green space

Sample Development Concept

To demonstrate the type of development desired in the station area, the planning team created a development concept for a site requested by the City. This large site stretches between Lamar Hutcheson Parkway and Rountree Road. It was a focus of the City's 2006 LCI study, but its proposal focal point--the Town Center--was built at a different site.

There is an almost infinite variety of possible configurations of the site for transit supportive land use. However, the presence of a creek and a major utility corridor constrain some of these options. The concept below shows a walkable retail center near Lamar Hutcheson Parkway that gives way to a residential village of mixed housing types to the south.

Figure 3. Development Concept in the Shops of Riverdale Station Area



BIG FIVE ELEMENTS IN CONCEPT:



Density/ Intensity

- 20.6 dwelling units/acre for residential
- 0.75 floor area ratio for commercial area



Mixed Use

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



Walkability

- Addition of new local roadway connections from Lamar Hutcheson Parkway to Rountree Road
- Greenway path
- Pedestrian link to adjacent school



People-Friendly Design

- Ample green/open space
- Greenway preserved
- People-scaled housing
- Building design and site locations that relates to pedestrians, not cars



Managed Parking

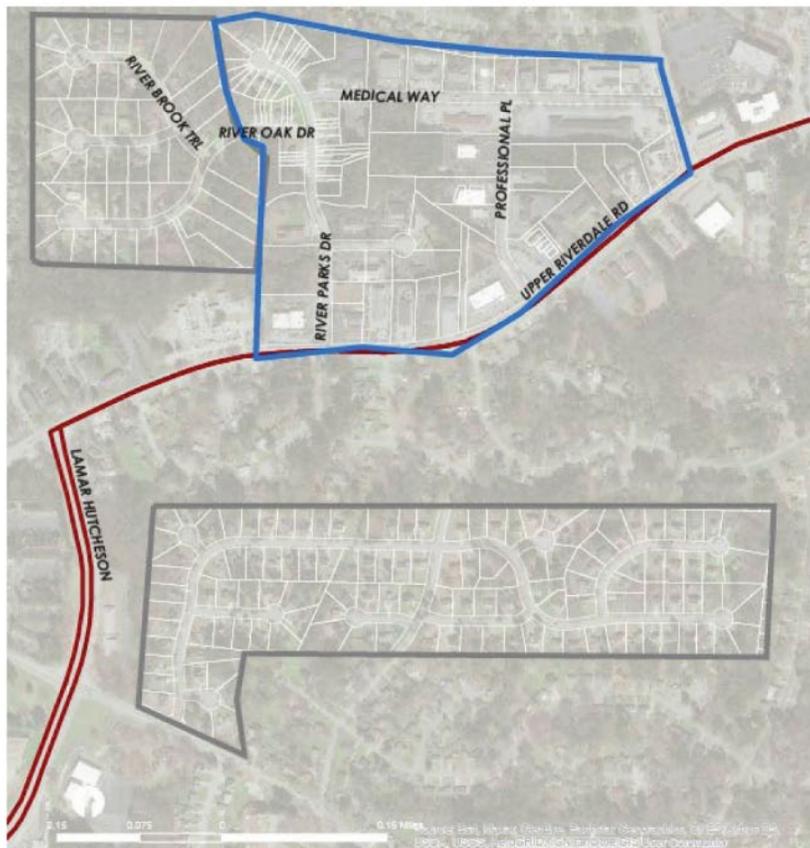
- Parking structure to serve retail/commercial center
- Surface lots to sides/behind residential structures

SOUTHERN REGIONAL MEDICAL CENTER STATION AREA

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

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

Figure 7. MARTA's Recommended Southern Regional Medical Center Station Area



- Recommended Southern Regional Medical Center Station Area
- Recommended Residential Support Zones
- Southlake BRT



Example of medical offices



Existing multi-family housing

Additional Community Goals and Policies

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

GOAL: ENCOURAGE NEW GROWTH AND DEVELOPMENT IN STATION AREAS

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

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

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

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

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

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

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

- Encourage coordinated parking districts in station areas

GOAL: PROTECT AND PROMOTE DIVERSE HOUSING OPTIONS IN STATION AREAS

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

Future Land Use

Riverdale's future land use map was last updated in 2018. Since this time, planning for the Southlake BRT has advanced and will have a particularly strong influence around the future station areas on SR 85.

In the City's upcoming full update of its Comprehensive Plan, the following changes are recommended:

- To improve transit-supportiveness of surrounding land uses, the Adams Drive and Shops of Riverdale station areas would transition to the Mixed Use Town Center designation.
- The Southern Regional Medical Center would remain Office Professional, but its description modified to allow a broader range of possible uses and improved walkability:

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

Special Planning Areas

In the City's upcoming update, the three future stations areas should also become special planning areas. Specifically, the recommended changes are:

1. Adding Adams Drive Station as a "Future BRT Station Area"
2. Adding the Shops of Riverdale Station Area as a "Future BRT Station Area"
3. Expanding the Health and Wellness Service Area to include all of the Southern Regional Medical Center Station Area

Recommended text for the Future BRT Station Area is as follows:

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

New Community Work Program Items

The following text amendments integrate transit-supportive land use principles into three new work program items. Although there are many additional projects that would support future station areas, the City will be undergoing a complete update of its Comprehensive Plan in late 2022/early 2023 and can identify specific actions through that process.

Description	'19	'20	'21	'22	'23	Est. Cost	Possible Funding Source	Responsible Party
Community Development								
In the 2023 Comprehensive Plan Update, update the future land use map and special planning areas to reflect station areas					X	TBD	City	Staff/Consultant
Make minor modifications to MU and TCMU zoning districts to accommodate station area development					X	n/a	n/a	City Staff
Work with MARTA on Southlake BRT Transit Oriented Development Pilot Study				X	X	n/a	n/a	City Staff

Public Engagement Materials



City of Riverdale Department of Community
Development
Planning and Zoning Administration

May 24, 2022

Ms. Allison Stewart-Harris
VHB
1355 Peachtree Street, NE
Suite 100
Atlanta, GA 30309-3269

RE: MARTA Bus Rapid Transit (BRT) Proposal, Consideration of changes to the City of Riverdale Comprehensive Plan- Community Goals and Policy and Community Work Plan

Dear Allison,

On May 11, 2022, The City of Riverdale Planning Commission met and recommended approval of your proposed amendments to the City's Comprehensive Plan. At the May 23, 2022, Mayor and City Council meeting, your petition to make the proposed changes as referenced above was approved.

Regards,


Angela Rambeau
Zoning Administrator

Southlake Bus Rapid Transit Public Meeting

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

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

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

 **In-Person Public Meeting**

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

Riverdale Centre
7210 Church Street,
Riverdale, GA 30274

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

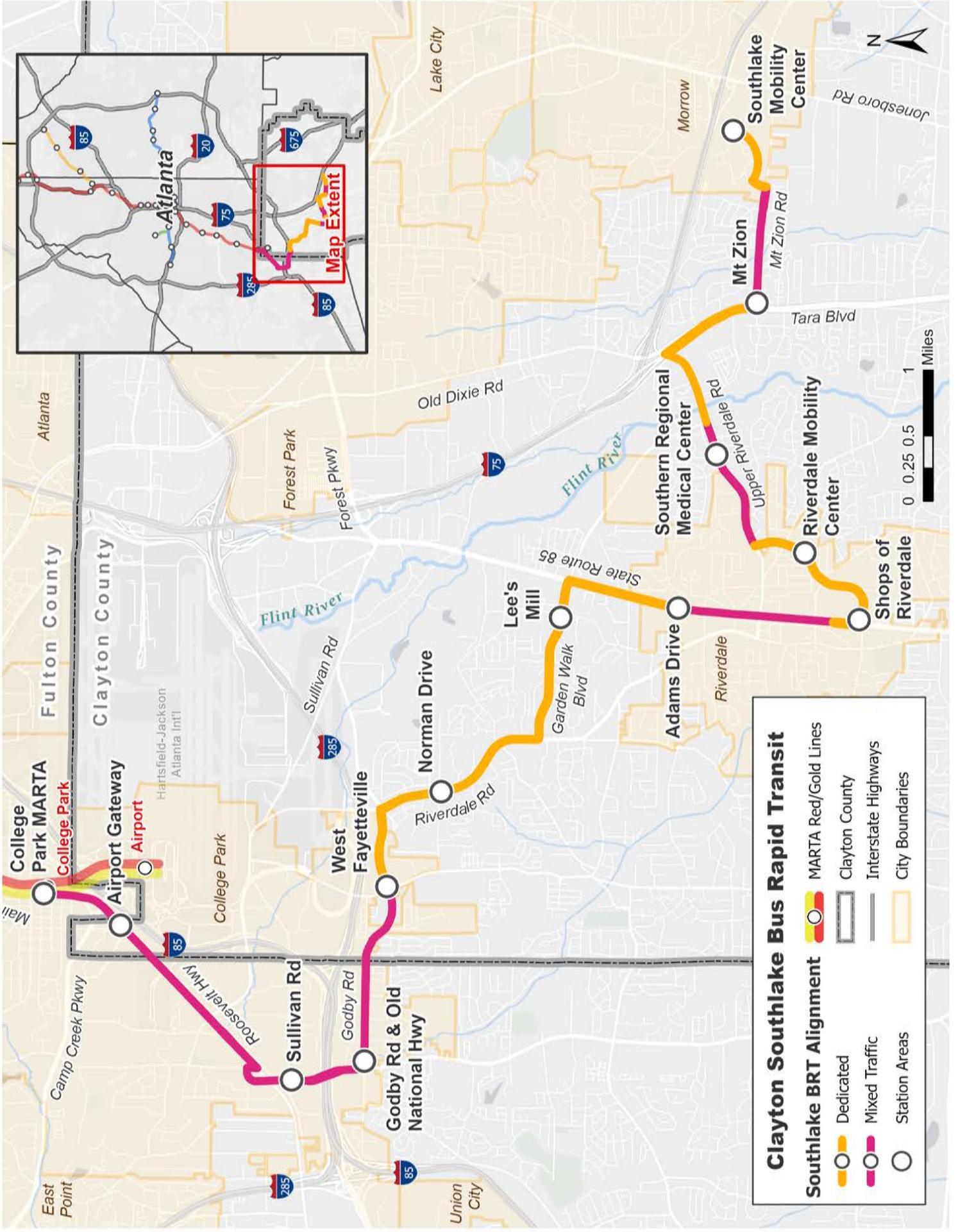
 **Join via Zoom**

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

 **Dial-in to listen**

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





Clayton Southlake Bus Rapid Transit

Southlake BRT Alignment

- Dedicated
- Mixed Traffic
- Station Areas

Southlake Red/Gold Lines

- MARTA Red/Gold Lines
- Clayton County
- Interstate Highways
- City Boundaries



CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

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

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

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

Building Blocks of Transit Supportive Land Use: The Big Five

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

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

What Did MARTA Study?

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

Where Are the Station Areas?



STATION AREAS

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

CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

What's Next? - Comprehensive Plan Amendments

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

What is a comprehensive plan?

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

Draft Comprehensive Plan Goals - What Do You think?

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

Tell us what you think!

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

CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

City of College Park - Proposed Station Areas

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

1 College Park MARTA

2 Godby Road + Old National

3 West Fayetteville

— Southlake BRT Alignment

How were these station areas chosen?

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

Tell me more about these proposed stations...

1 College Park MARTA

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

What Could Development Look Like?

Proposed Character Area Change in Comprehensive Plan?

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

2 Godby Road + Old National

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

What Could Development Look Like?

Proposed Character Area Change in Comprehensive Plan?

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

3 West Fayetteville

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

What Could Development Look Like?

Proposed Character Area Change in Comprehensive Plan?

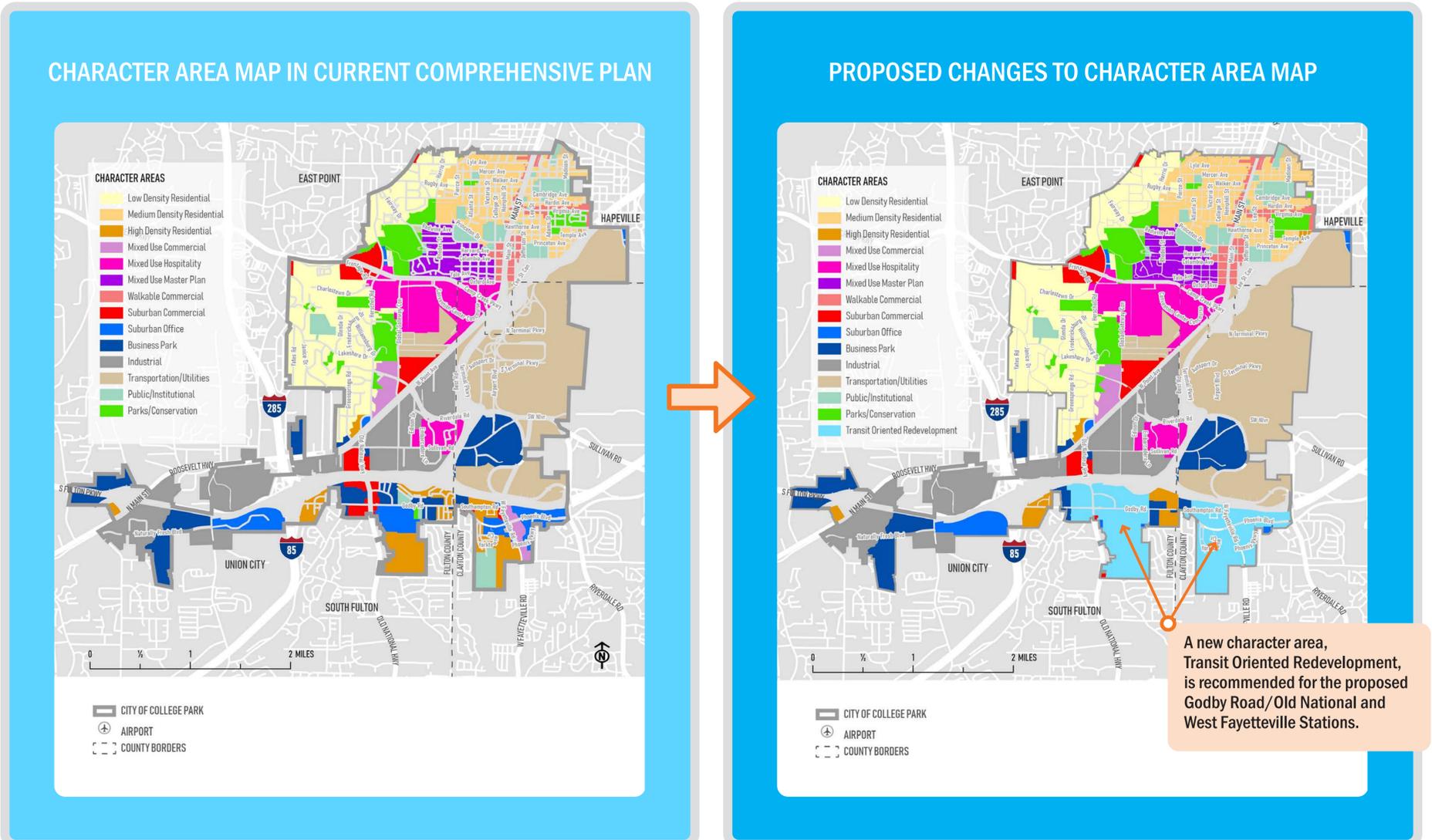
A new character area—Transit Oriented Redevelopment—is recommended.

CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

City of College Park - Character Areas

WHAT IS A CHARACTER AREA?

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



Recommended New Transit Oriented Redevelopment Character Area Description

Land Use

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

Appropriate Zoning Districts

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

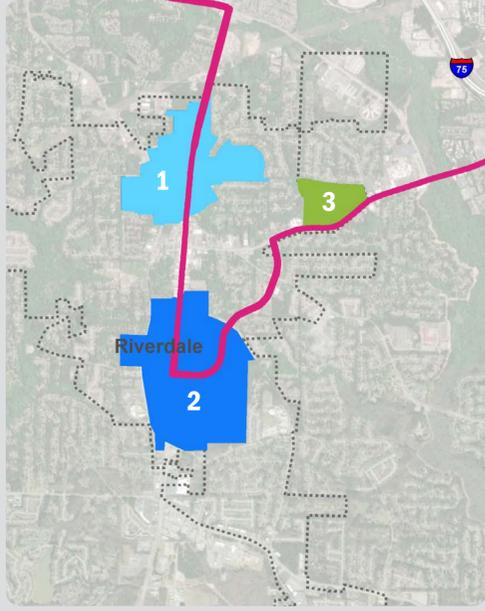
Built Form

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

CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

City of Riverdale - Proposed Station Areas

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



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

— Southlake BRT Alignment

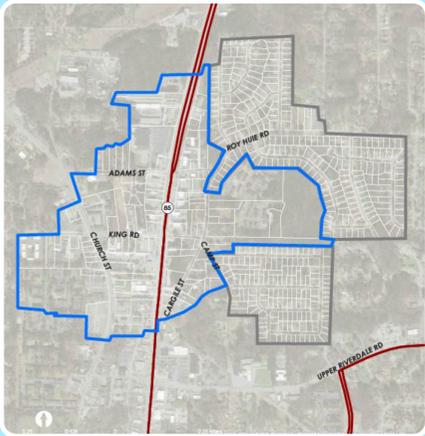
How were these station areas chosen?

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

Tell me more about these proposed stations...

1 Adam's Drive

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



What Could Development Look Like?



Proposed Future Land Use Change in Comprehensive Plan?

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

2 Shops of Riverdale

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



What Could Development Look Like?



Proposed Future Land Use Change in Comprehensive Plan?

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

3 Southern Regional Medical Center

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



What Could Development Look Like?



Proposed Future Land Use Change in Comprehensive Plan?

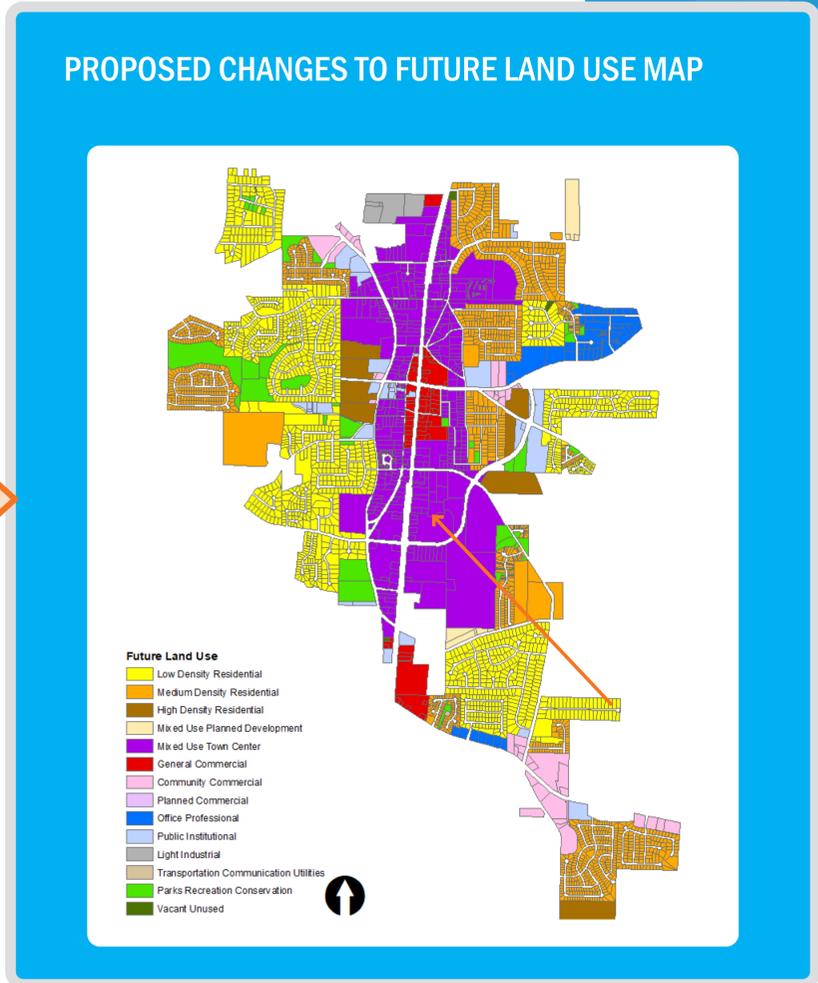
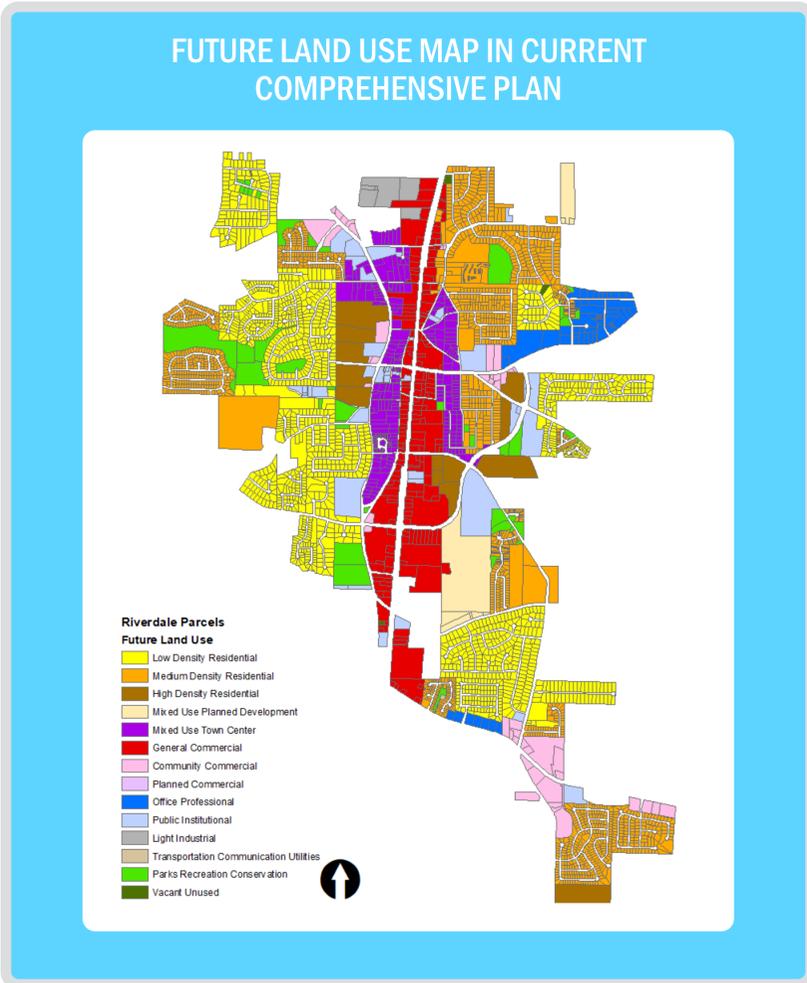
MARTA recommends that the future land use remain Office Professional, but that the description of the future land use be updated to explicitly mention walkability and multi-modal connectivity.

CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

City of Riverdale - Future Land Use

WHAT IS FUTURE LAND USE?

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



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

Recommendation 1:
Expand the existing Mixed Use Town Center designation

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

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

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

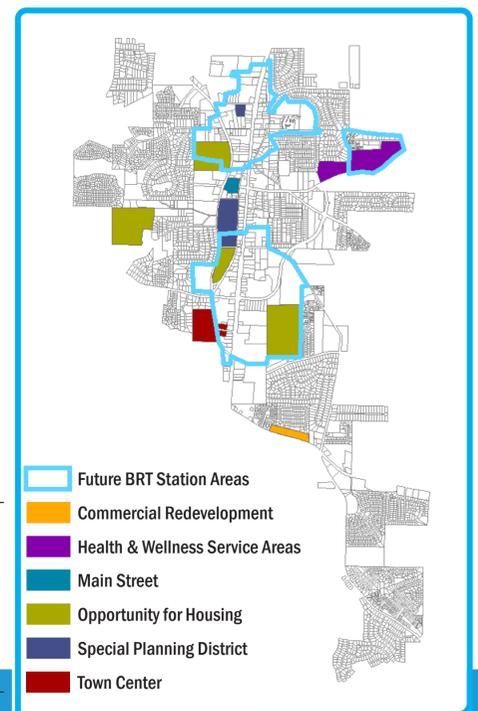
Special Planning Areas

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

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

Recommended Description for Future BRT Station Areas

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



CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

Clayton County - Proposed Station Areas

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

How were these station areas chosen?

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

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

Tell me more about these proposed stations...

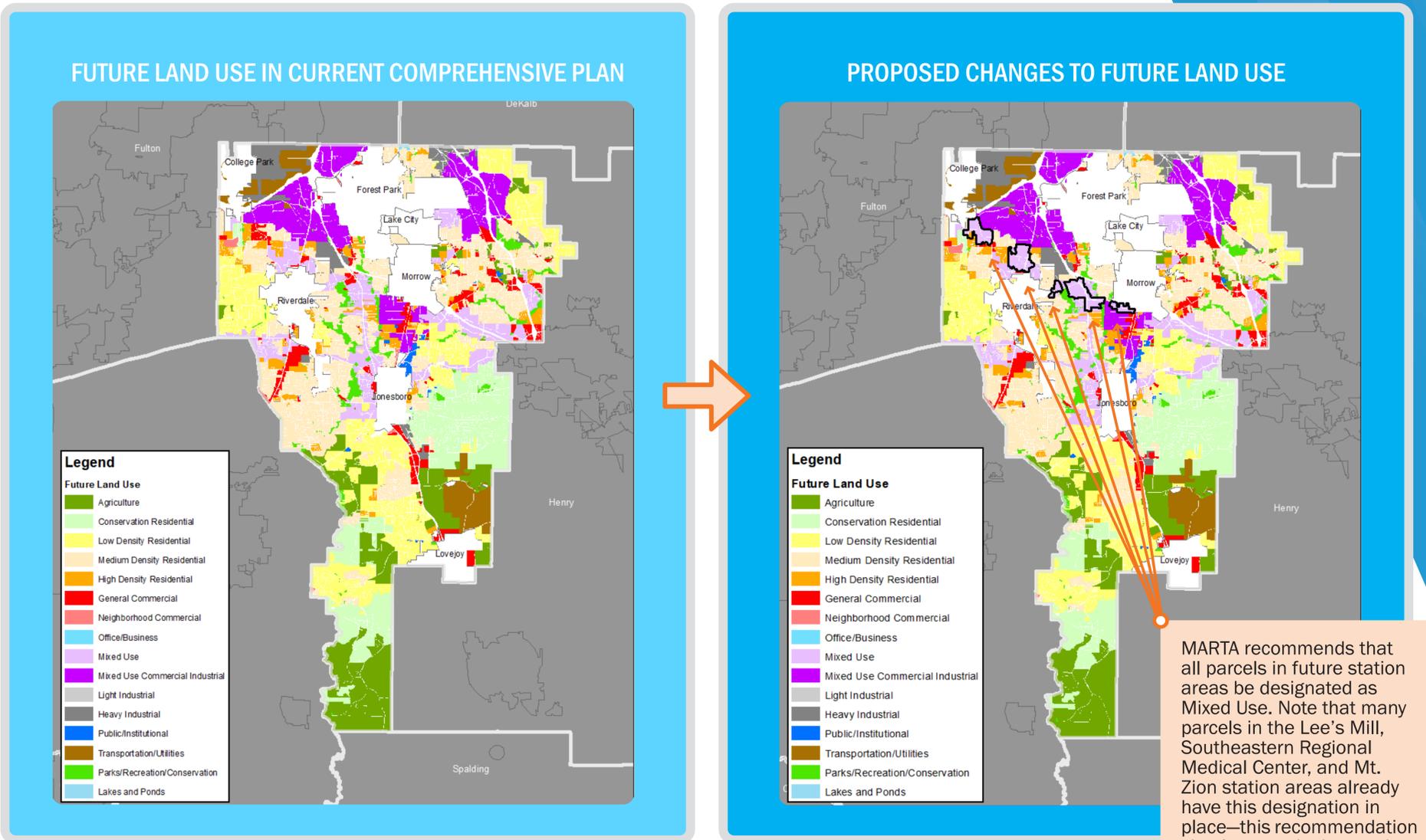
	<p>1 Norman Drive</p> <p>Located at the intersection of Norman Drive and Riverdale Road, this area currently is home to older strip shopping malls and garden-style apartments. North Clayton High School is a major public facility in the area.</p>	<p>What Could Development Look Like?</p>	<p>Proposed Future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

CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

Clayton County - Future Land Use

WHAT IS FUTURE LAND USE?

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



What is Mixed Use ?

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

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

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

TRANSIT SUPPORTIVE LAND USE STUDY

What's Next? - Comprehensive Plan Amendments

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

What is a comprehensive plan?

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

Draft Comprehensive Plan Goals - What Do You think?

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

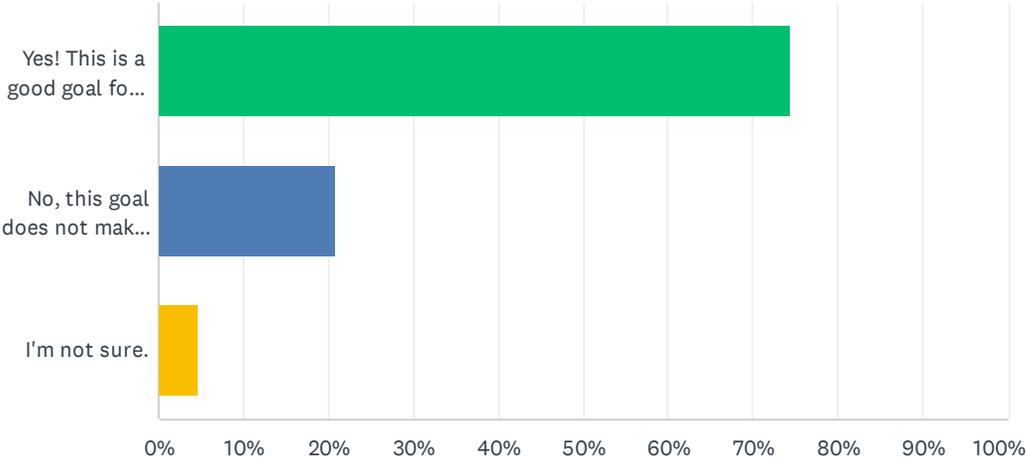
- CLANTON COUNTY
- CITY OF RIVERDALE
- CITY OF COLLEGE PARK
- GENERAL/OTHER JURISDICTION

Tell us what you think!

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

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

Answered: 86 Skipped: 1



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

Q2 Any comments on this goal? Share them here:

Answered: 29 Skipped: 58

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

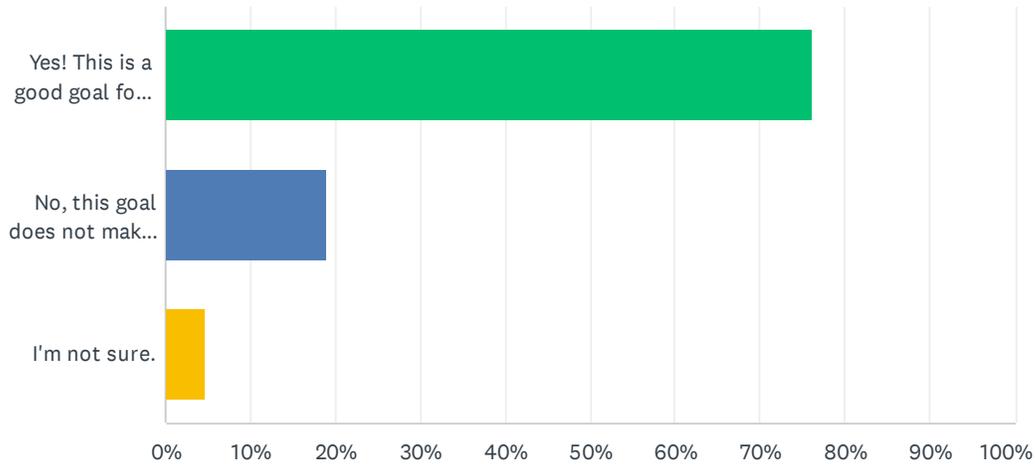
Clayton Southlake BRT Transit Supportive Land Use Survey - Clayton County

growth in the county.

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

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

Answered: 84 Skipped: 3



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

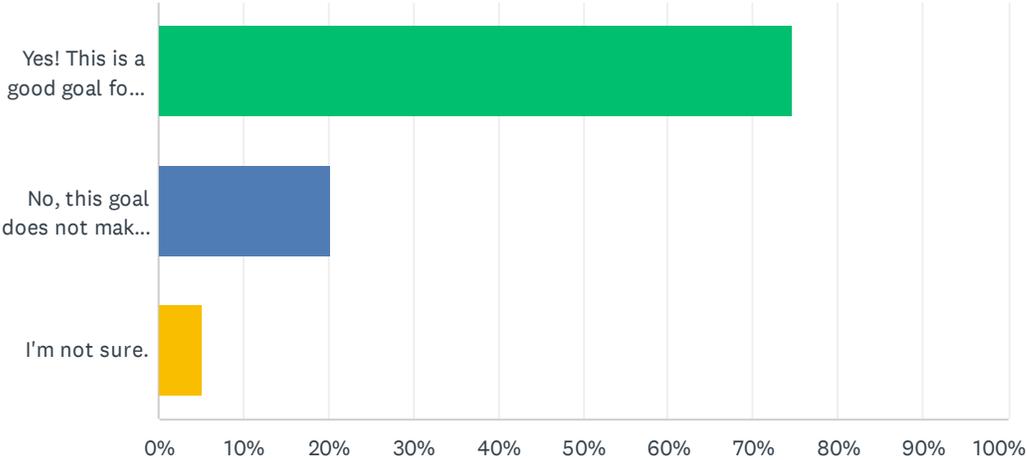
Q4 Any comments on this goal? Share them here:

Answered: 20 Skipped: 67

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

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

Answered: 79 Skipped: 8



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

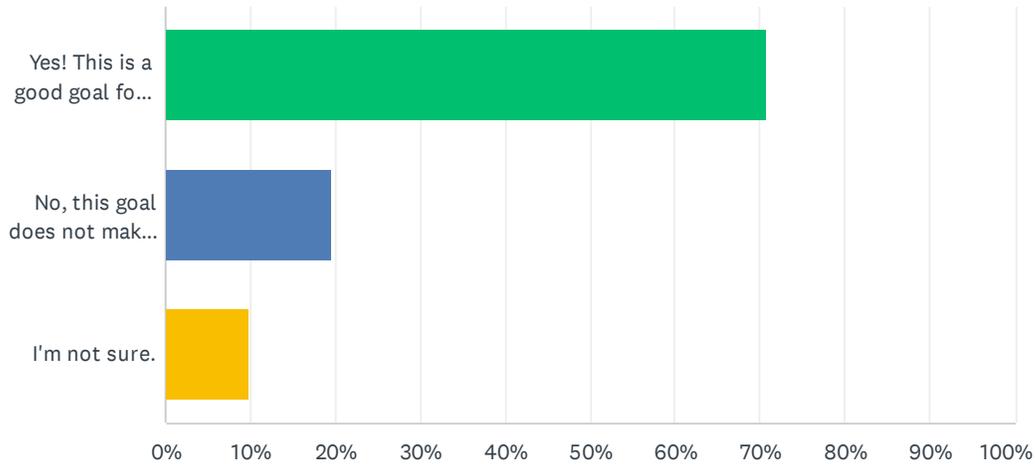
Q6 Any comments on this goal? Share them here:

Answered: 20 Skipped: 67

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

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

Answered: 82 Skipped: 5



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

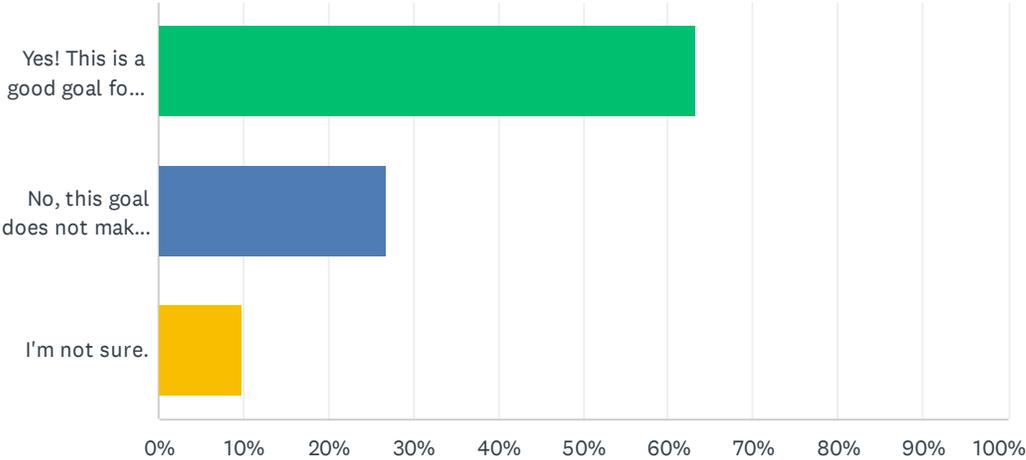
Q8 Any comments on this goal? Share them here:

Answered: 17 Skipped: 70

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

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

Answered: 82 Skipped: 5



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

Q10 Any comments on this goal? Share them here:

Answered: 26 Skipped: 61

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

Clayton Southlake BRT Transit Supportive Land Use Survey - Clayton County

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

Q11 Any additional comments on all five proposed goals?

Answered: 16 Skipped: 71

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

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

Answered: 45 Skipped: 42

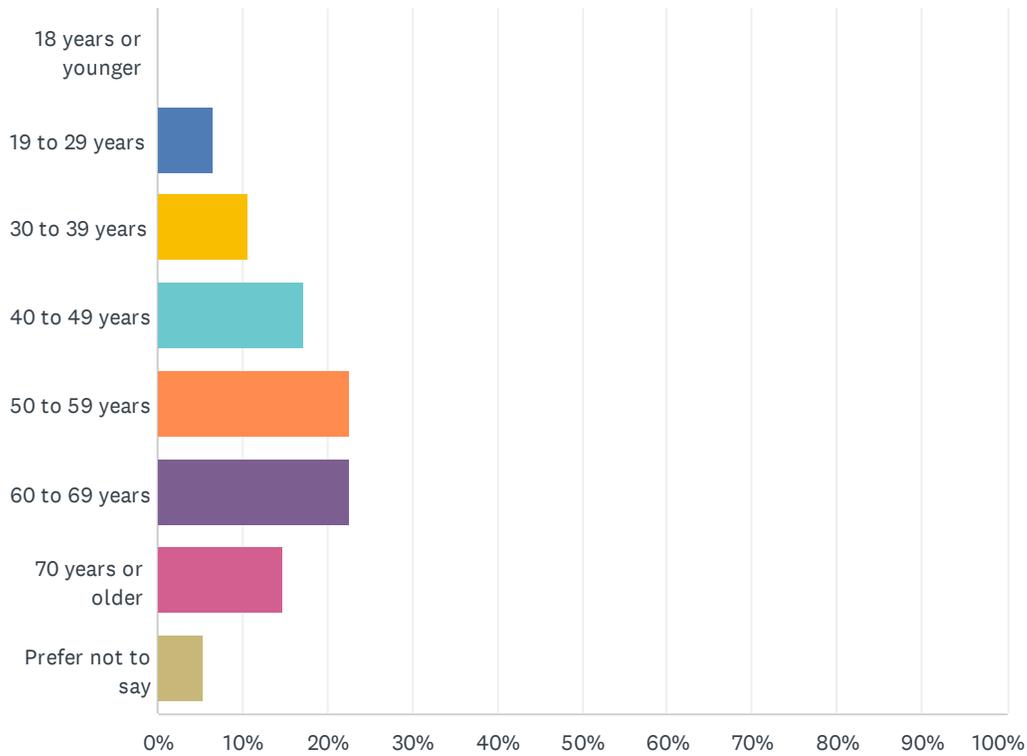
#	RESPONSES	DATE
1	Just change it to "must have". Encouragement means it won't happen.	4/12/2022 12:07 PM
2	Should stations be "required", not encouraged? Unfortunately, I am unable to view the map with clarity.	4/11/2022 11:52 PM
3	I'll need a Q&A before answering properly.	4/11/2022 6:28 PM
4	The station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

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

Q13 My Age

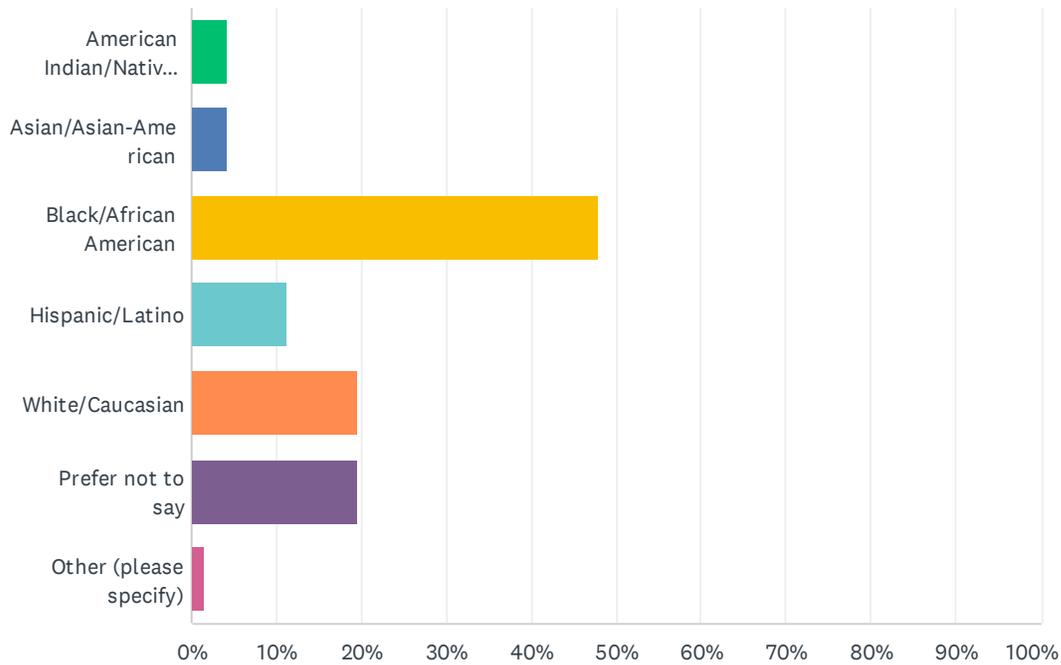
Answered: 75 Skipped: 12



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

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

Answered: 71 Skipped: 16

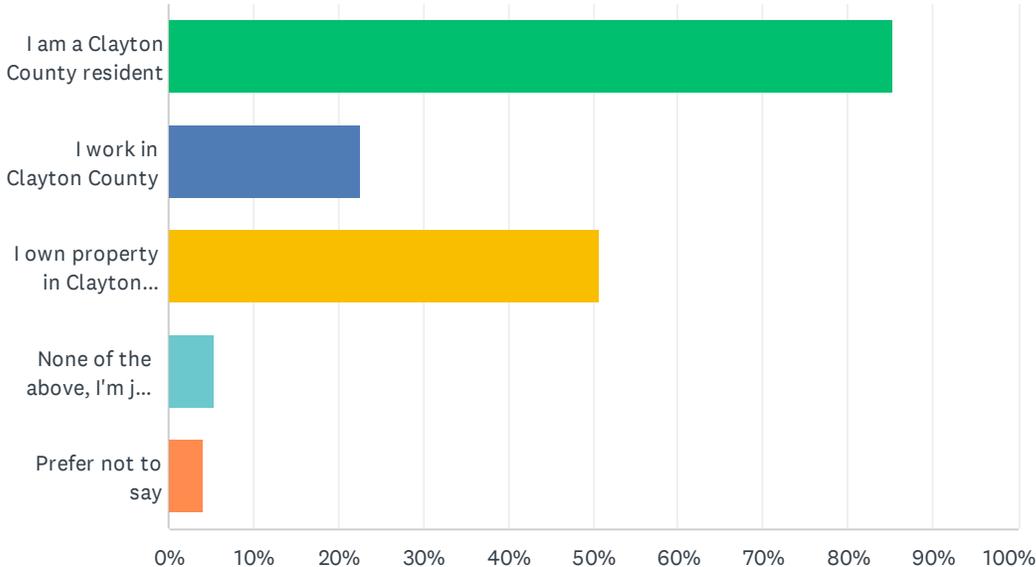


ANSWER CHOICES	RESPONSES
American Indian/Native American	4.23% 3
Asian/Asian-American	4.23% 3
Black/African American	47.89% 34
Hispanic/Latino	11.27% 8
White/Caucasian	19.72% 14
Prefer not to say	19.72% 14
Other (please specify)	1.41% 1
Total Respondents: 71	

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

Q15 Mark all that apply:

Answered: 75 Skipped: 12



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

Q16 Your residential zip code:

Answered: 59 Skipped: 28

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

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