

COVER SHEET FOR COMMUNITY PLANNING SUBMITTALS

Name(s) of Submitting Government(s): **City of College Park**

RC: **ARC**

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

Preparer: RC Local Government Consultant:

Cover Letter Date: **7/20/22**

Date Submittal Initially Received by RC: **7/19/22**

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.**

July 18, 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 College Park 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 College Park 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 Anna Baggett, community planner at VHB, at abaggett@vhb.com or 404.418.5851

Sincerely,

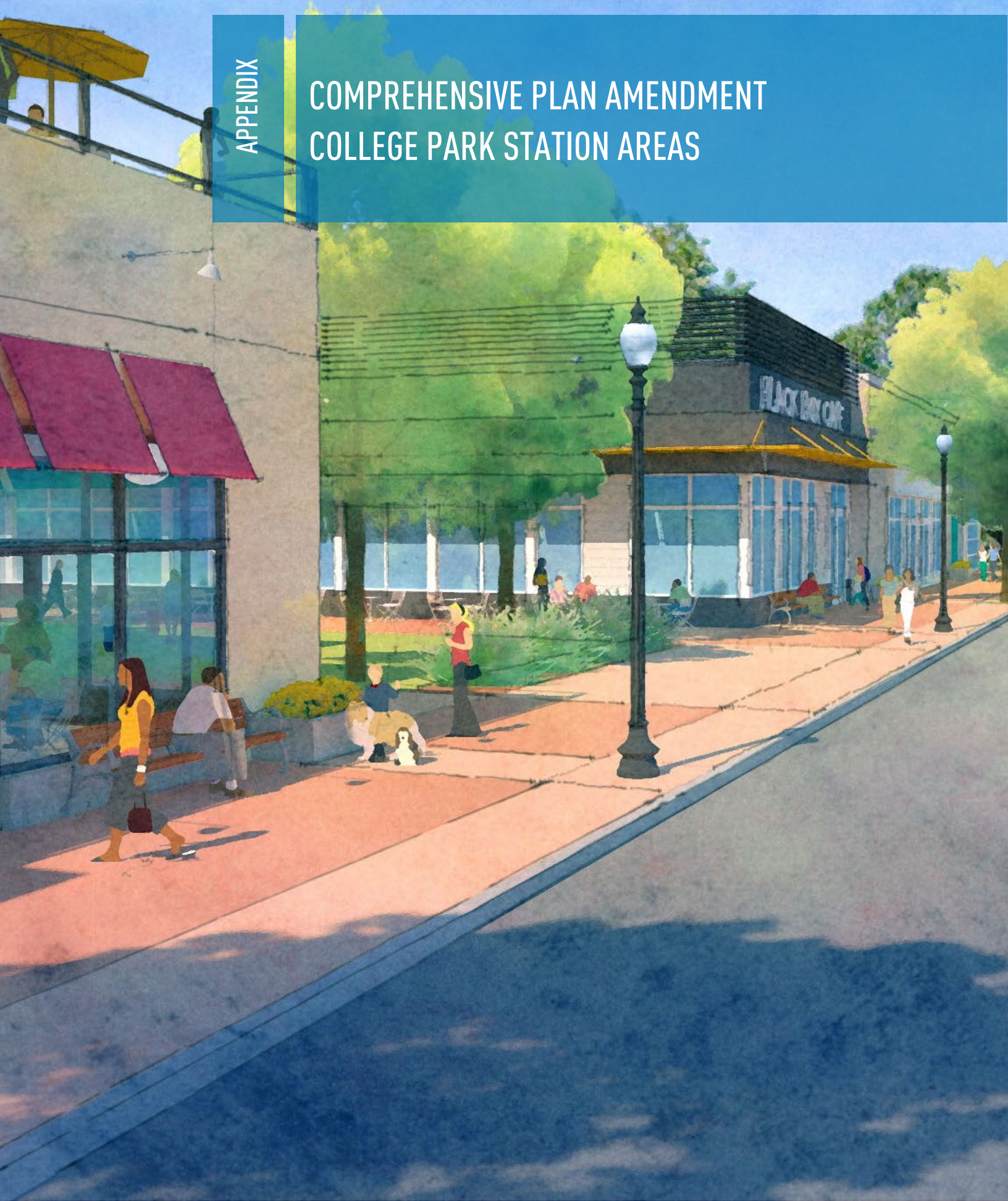


Anna Baggett
On behalf of MARTA and the City of College Park

Enclosures

APPENDIX

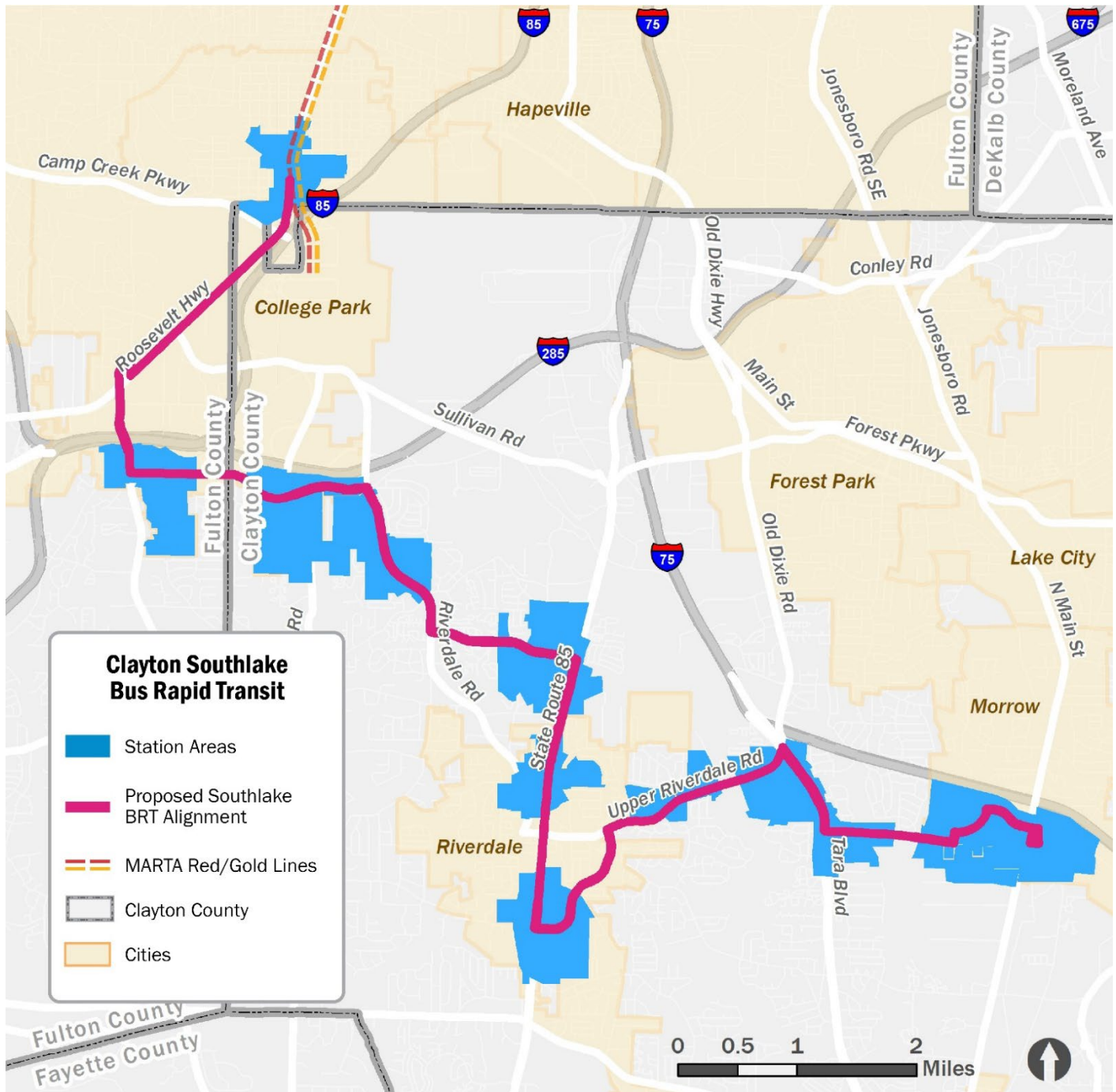
COMPREHENSIVE PLAN AMENDMENT COLLEGE PARK STATION AREAS



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 A, the BRT starts at the existing MARTA heavy rail station in Downtown College Park. It then travels southwest on Roosevelt, south onto Old National Highway, then east on to Godby Road and eventually Phoenix Boulevard. From there, the BRT exits College Park and travels through unincorporated Clayton County and the City of Riverdale, eventually terminating in the City of Morrow in the Southlake area.

Figure 1. Map of Planned Southlake BRT Alignment

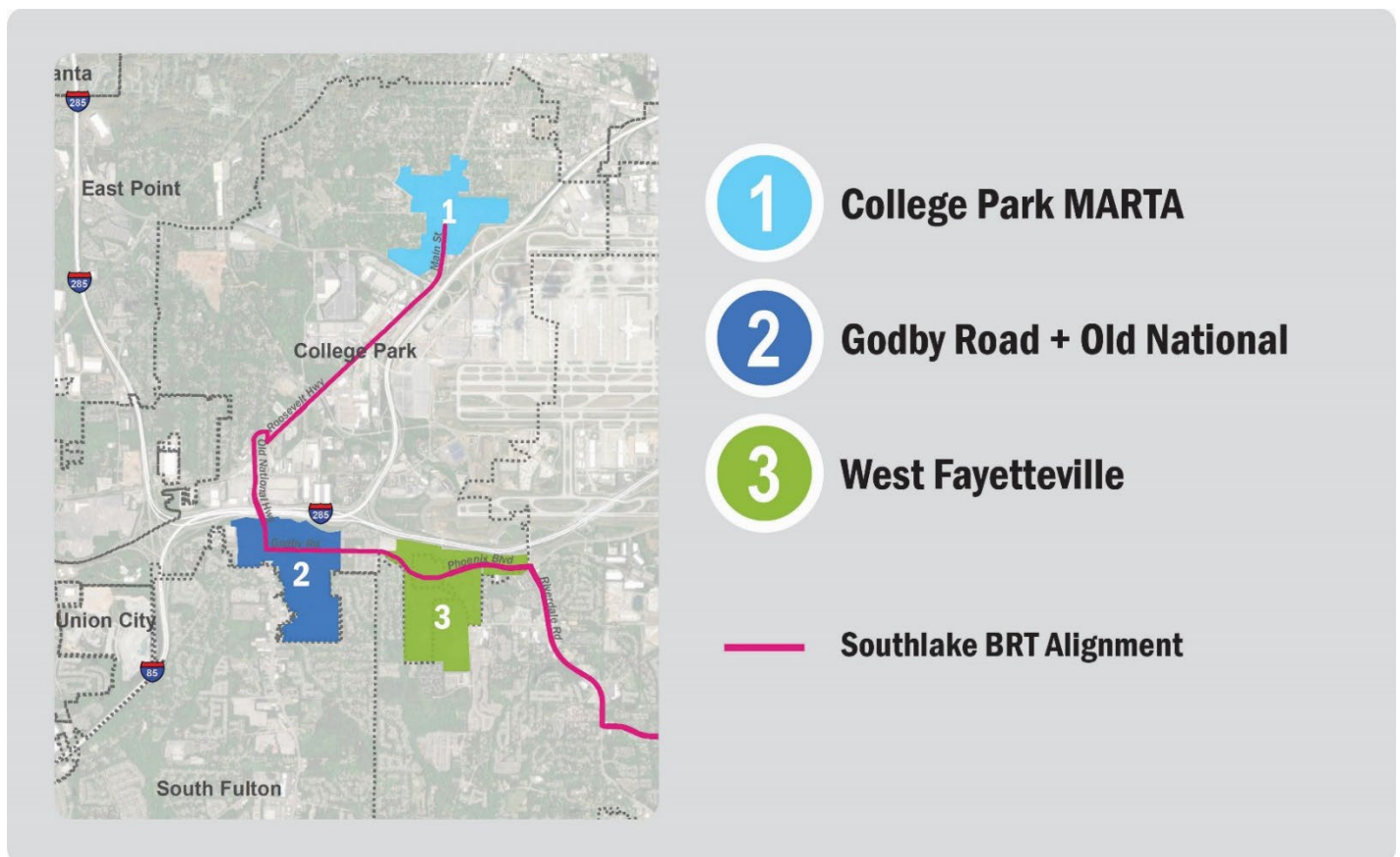


This BRT investment will not only provide access to high-capacity transit in College Park but is also anticipated to spur considerable development—particularly around future station areas. MARTA has been studying the BRT since 2019, and recently completed a detailed study on transit supportive land uses (TSLU) for future station areas. The study focused on the five main 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. In College Park, 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 College Park.

Figure 2. Southlake BRT Station Areas in College Park



Public Engagement

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

- College Park Planning Commission Presentation – March 27, 2022
- MARTA's Southlake BRT Public Workshop – March 28, 2022
- Online Survey – available March 28 – April 16, 2022
- College Park Planning Commission Public Hearing – June 27, 2022
- City Council Hearing – July 11, 2022

The Public Engagement appendix provides documentation of meeting materials and survey results.

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

The following is an overview of each station area, as well as a preliminary station area concept.

DOWNTOWN COLLEGE PARK STATION AREA

Downtown College Park Station is the only station area within the proposed Southlake BRT transit line that already has both a transit-oriented development (TOD) plan and explicit TOD zoning. It is also the only station area on the proposed transit line with a historic Main Street, which provides a strong foundation for walkability and infill development.



- Recommended Downtown College Park Station Area
- Southlake BRT Alignment



A vibrant downtown with good walkability



Existing MARTA station and proximity to Hartsfield Jackson Atlanta International Airport (HJIA)



Hotel use in the station area

Station Area Plan/Concept



In 2012, the City of College Park completed a Livable Centers Initiative (LCI) study that created a TOD plan around the existing Downtown College Park MARTA station. Its principles and policies remain sound, but an update is needed to reflect recent development both within the station area and the ongoing progress of Six West immediately to the west, as well as to expand the boundaries of the station area. Additionally, the MARTA TSLU study provided recommendations for minor changes to the TOD zone as well as to the TOD zone boundary.

An example of how development could occur with the minor zoning modifications is shown below, at the parcel on the southwest corner of College Street and John Wesley.

Figure 4. Preferred TOD Development Concept from 2012 LCI Plan

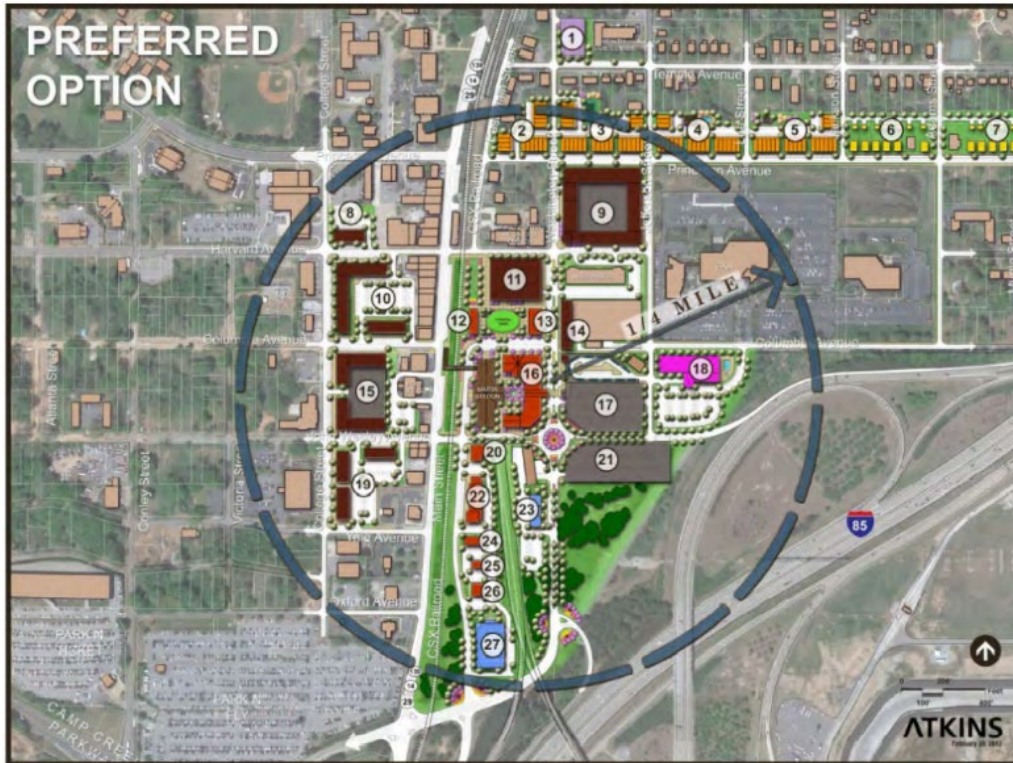


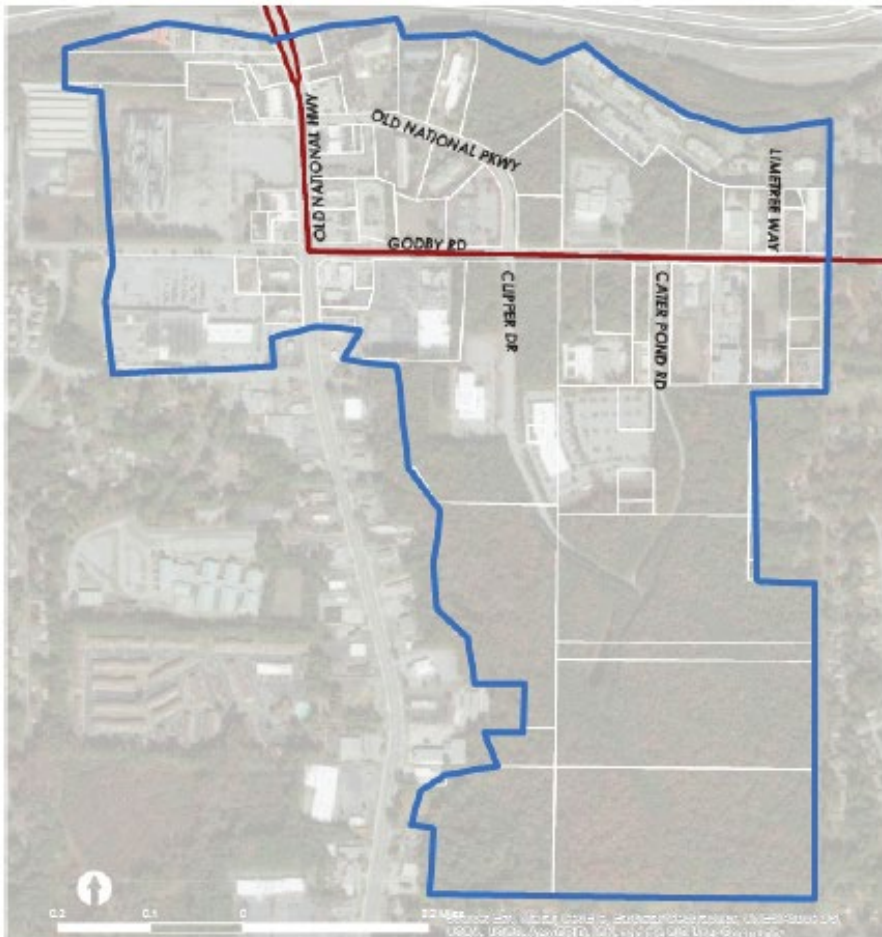
Figure 5. Renderings of the Model Ordinance in Action for Downtown College Park station area



OLD NATIONAL STATION AREA

The Old National station area has significant opportunities for transformation. Despite city-led efforts at revitalization, the Old National corridor has long suffered from lack of private investment. Recent development interests have the potential to breathe new life into the undeveloped southeast portion of the station area. The future BRT line is an opportunity to bring new development to the Old National Corridor itself and serve as a gateway to areas south.



Figure 6. Old National Station Area



Strip commercial uses



Motel in station area

-  Recommended Old National Station Area (TOD-CORE)
-  Southlake BRT Alignment



Post Office on Godby Road

Sample Development Concept

To further illustrate the type of development envisioned in the Old National Station Area (and supported by the TOD Core Redevelopment/New Build Ordinance), a redevelopment demonstration site was selected with a frontage on both Old National Highway and Godby Road. The site is currently home to a “big box” retail building that has been vacant for many years. The sample concept shows how a mixed-use project could be built on the site, centered on creating a walkable commercial spine. As a large project, it would need to be built in phases; to meet density requirements, the residential component would need to be built prior to commercial uses, which reflects current market conditions for high residential demand and lower demand for retail.

Figure 7. Renderings of the Model Ordinance in Action for Old National station area

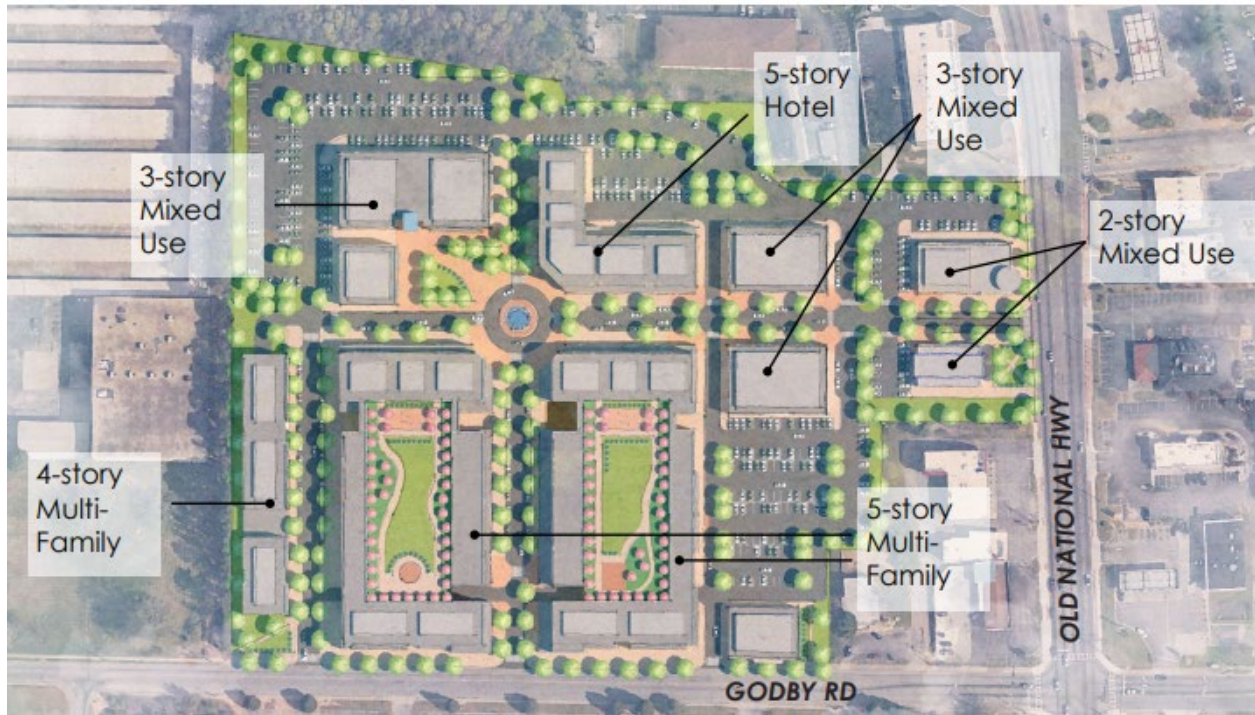


Figure 8. Renderings of the Model Ordinance in Action for Old National station area



BIG FIVE ELEMENTS IN CONCEPT:



**Density/
Intensity**

- 52 dwelling units (du)/acre for multi-family residential
- 0.76 FAR for retail/commercial area



**Mixed
Use**

- Horizontal Mixed Use (Option B in ordinance)



Walkability

- New, walkable block structure
- Internal sidewalk network
- Improved streetscape on Old National Hwy and Godby Rd



**People-Friendly
Design**

- Pedestrian-oriented "spine" down middle of the site
- Public art
- Mixture of open/green spaces
- People-scaled buildings and orientation



**Managed
Parking**

- Wrapped parking decks in large multi-family buildings
- Surface lots behind mixed use/commercial/hotel

WEST FAYETTEVILLE STATION AREA

Of all proposed station areas on the Southlake BRT line, the West Fayetteville station area has the greatest current emphasis on office land uses and employment. These commercial uses were built with suburban-style densities and pose opportunities for retrofitting into more transit-supportive densities and configurations.

Figure 9. West Fayetteville Station Area



Recommended West Fayetteville Station Area (TOD-Core)

Southlake BRT Alignment



Typical office use in station area



Limited amount of strip retail



View down Phoenix Boulevard

Sample Development Concept

The West Fayetteville Station Area concept is based on previous plans and the types of development encouraged by MARTA's TOD-Core Redevelopment/New Build Model Ordinance. To further illustrate the type of development envisioned in the West Fayetteville Station Area (and supported by the TOD Core Redevelopment/New Build Ordinance), a redevelopment demonstration site located on the corner of Phoenix Boulevard and West Fayetteville could be redeveloped into a more people-friendly office campus, where some existing buildings remain and new buildings are constructed to add density. Structured parking to the northeast makes this concept able to support more office space while removing surface parking and creating more people-friendly spaces.

Figure 10. Renderings of the Model Ordinance in Action for West Fayetteville station area



Figure 11. Renderings of the Model Ordinance in Action for West Fayetteville station area



BIG FIVE ELEMENTS IN CONCEPT:



**Density/
Intensity**

- 0.83 floor to area ration (FAR)



**Mixed
Use**

- Vertical Adaptability (Option A in ordinance)
- Architectural Mix (Option C in ordinance)



Walkability

- Creation of a pedestrian-oriented campus
- Streetscape improvements to W Fayetteville and Phoenix Blvd



**People-Friendly
Design**

- New green spaces and promenade as part of campus
- Emphasis on progression of spaces, not surface parking



**Managed
Parking**

- Parking structure enables reduction of surface parking
- Remaining surface parking is located behind buildings

Updated Community Goals and Policies

In addition to the City of College Park’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	Policies
Encourage new growth and development in station areas	<ul style="list-style-type: none"> ● 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
Enhance transit-friendly character of the Southlake BRT corridor and around its station areas	<ul style="list-style-type: none"> ● Prohibit block lengths of over 800 feet ● 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 ● Establish a Station Area Design Review Committee
Expand and enhance pedestrian infrastructure and amenities in station areas to create a comfortable, walkable environment	<ul style="list-style-type: none"> ● 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
Reduce the amount and visibility of parking in station areas	<ul style="list-style-type: none"> ● 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

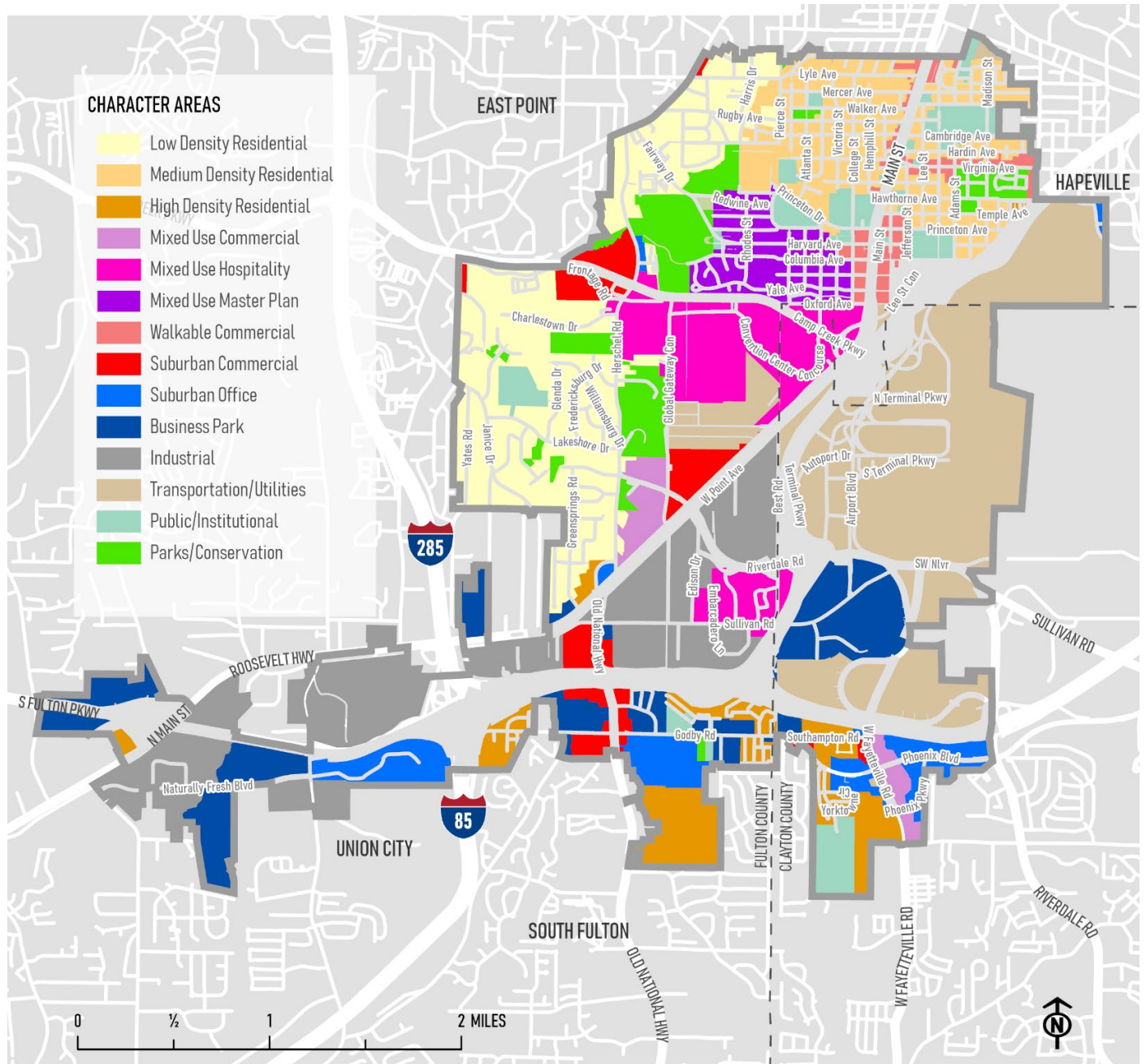
Pursue transit-supportive zoning regulations	<ul style="list-style-type: none"> • Establish a new TOD core base zone to support higher densities, mixed uses, enhanced walkability, people-friendly design, and managed parking • Establish a residential support overlay to encourage a broader diversity of housing types in and near station areas • Provide expedited review for projects in TOD Core base zones
Protect and promote affordable housing in station areas	<ul style="list-style-type: none"> • 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



Character Areas

The character map of College Park was last updated in 2021. Since this time, planning for the Southlake BRT has advanced and will have a particularly strong influence around the future station areas at Old National Highway and West Fayetteville Road.

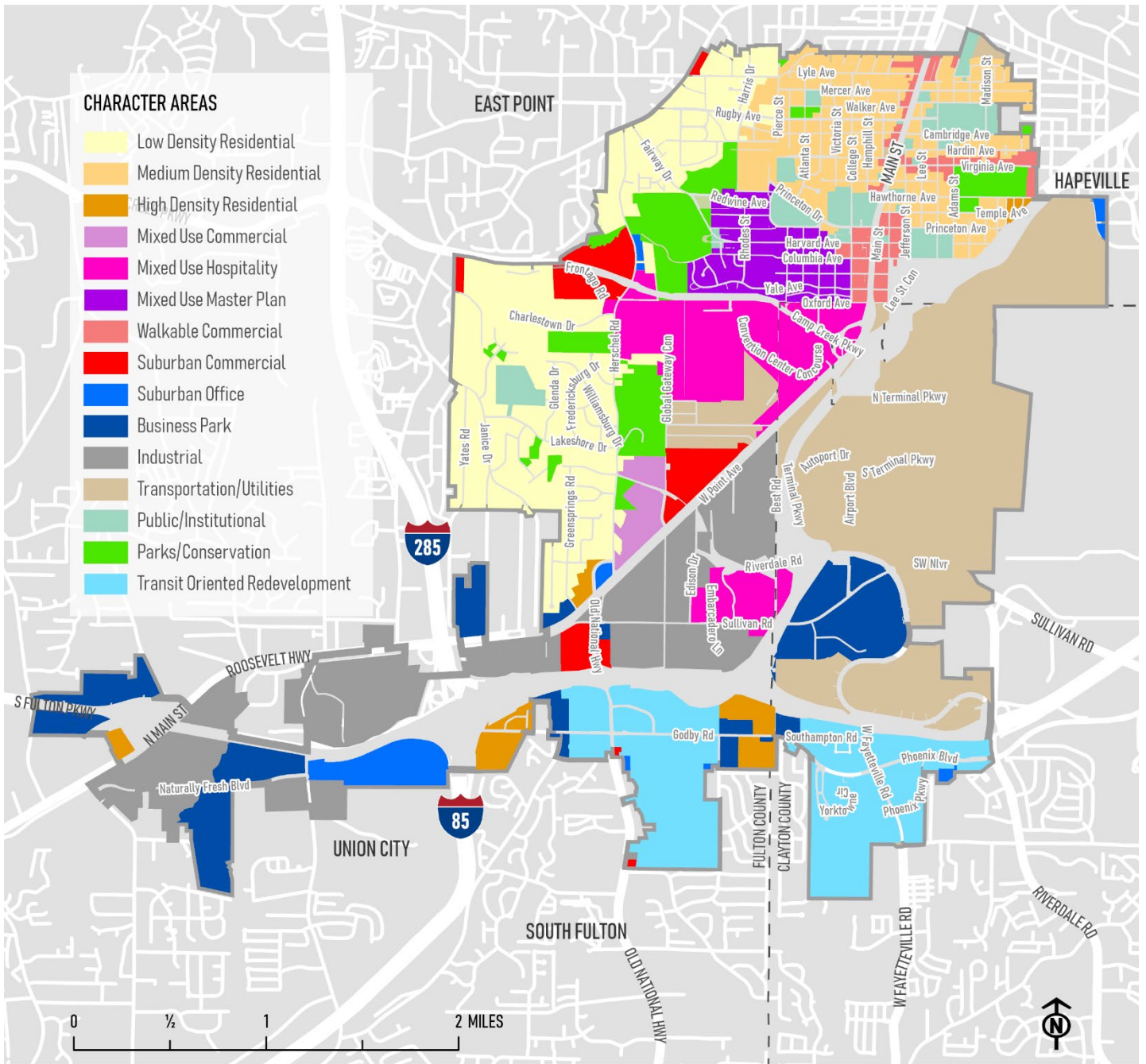
Figure 11. Original Character Area Map without Proposed Amendment



- CITY OF COLLEGE PARK
- AIRPORT
- COUNTY BORDERS



Figure 12. Character Area Map with Proposed Character Areas



- CITY OF COLLEGE PARK
- AIRPORT
- COUNTY BORDERS



New Character Area: Transit Oriented Redevelopment

Land Use

The Transit Oriented Redevelopment character areas correspond with two of the Southlake BRT proposed station areas: Old National and West Fayetteville. 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.

Built Form

Currently, the character areas exhibit a patchwork of suburban style development. Both Old National and West Fayetteville feature large-scale, commercial strip mall and office uses accessed by two- to four-lane roads with large parking lots to the front, sides, and rear. Auto-oriented signage is present. While some pedestrian infrastructure exists (e.g. sidewalks), existing site design prioritizes vehicular access and convenience. 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.

Appropriate Zoning:

Districts: TOD Redevelopment (future zoning designation)

Overlays: None

New and Revised Community Work Program Items

The following text amendments integrate transit-supportive land use principles into existing and new work program items, and are updated to include the following.

	Action	'22	'23	'24	'25	'26	Est. Cost	Responsible Agency/Dept	Funding Source
LU.4	Create station area plans through LCI program, complete with housing strategy, for Phoenix Blvd and Old National/ Sullivan Rd through community engagement	X	X				\$150,000	Planning	Staff, ARC
LU. 9	Revise existing TOD zone for Downtown	X					Staff time	Planning	n/a
LU. 10	Revise zoning ordinance to include a new TOD Redevelopment zone once the Southlake BRT is funded	X					Staff time	Planning	n/a
LU. 11	Establish a Station Area Design Review Committee`	X					n/a	Planning	n/a
LU. 12	Update Downtown College Park LCI, including a housing strategy		X				\$80,000	Planning	ARC
LU. 14	Evaluate tools and incentives to encourage TOD in station areas		X	X			n/a	Planning, MARTA	n/a
T.5.	Prepare Priority Sidewalk Plan List, prioritizing Southlake BRT station areas	X					Staff Time	Infrastructure and Development	Staff

PUBLIC ENGAGEMENT MATERIALS





CITY OF COLLEGE PARK

P.O. BOX 87137 • COLLEGE PARK, GA. 30337 • 404/767-1537

July 18, 2022

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

RE: MARTA Bus Rapid Transit (BRT) Proposal, Consideration for an Amendment to the City of College Park Comprehensive Plan

Dear Allison,

On June 27, 2022, The City of College Park Planning Commission met and recommended approval of your proposed amendments to the City's Comprehensive Plan. At the July 11, 2022, Mayor and City Council meeting, your petition to make the proposed changes as referenced above was approved.

Regards,

A handwritten signature in black ink that reads 'Angela Rambeau'.

Angela Rambeau
City Planning Director

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

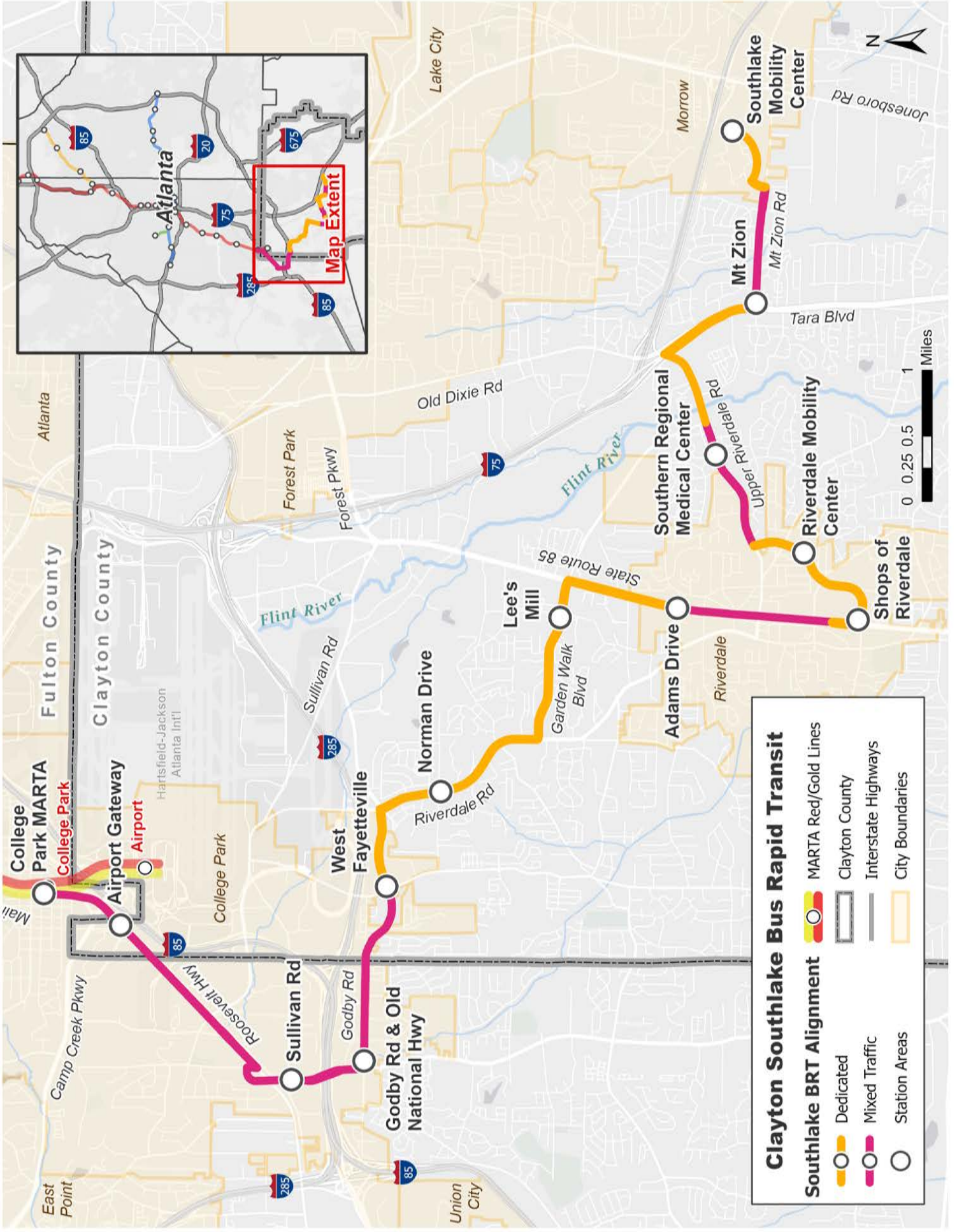
 **Join via Zoom**

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





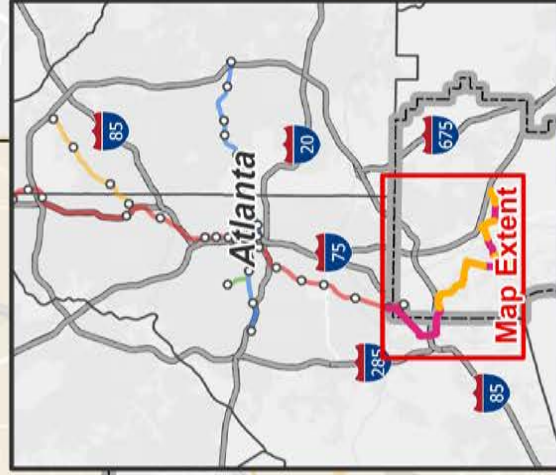
Clayton Southlake Bus Rapid Transit

Southlake BRT Alignment

- Dedicated
- Mixed Traffic
- Clayton County
- Interstate Highways
- City Boundaries

MARTA Red/Gold Lines

- Clayton County
- Interstate Highways
- City Boundaries



Atlanta

Fulton County

Clayton County

Lake City

Morrow

Jonesboro Rd

Southlake
Mobility
Center

Mt Zion
Mt Zion Rd

Tara Blvd

Southern Regional
Medical Center

Upper Riverdale Rd

Riverdale
Mobility
Center

Shops of
Riverdale

Old Dixie Rd

Flint River

State Route 85

Lee's
Mill

Garden Walk
Blvd

Adams Drive

Riverdale

Norman Drive

Riverdale Rd

Sullivan Rd

West
Fayetteville

Godby Rd & Old
National Hwy

Godby Rd

College Park

Airport
Gateway

Airport

College
Park MARTA

Camp Creek Pkwy

Roosevelt Hwy

Hartsfield-Jackson
Atlanta Int'l

East
Point

Union
City

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?

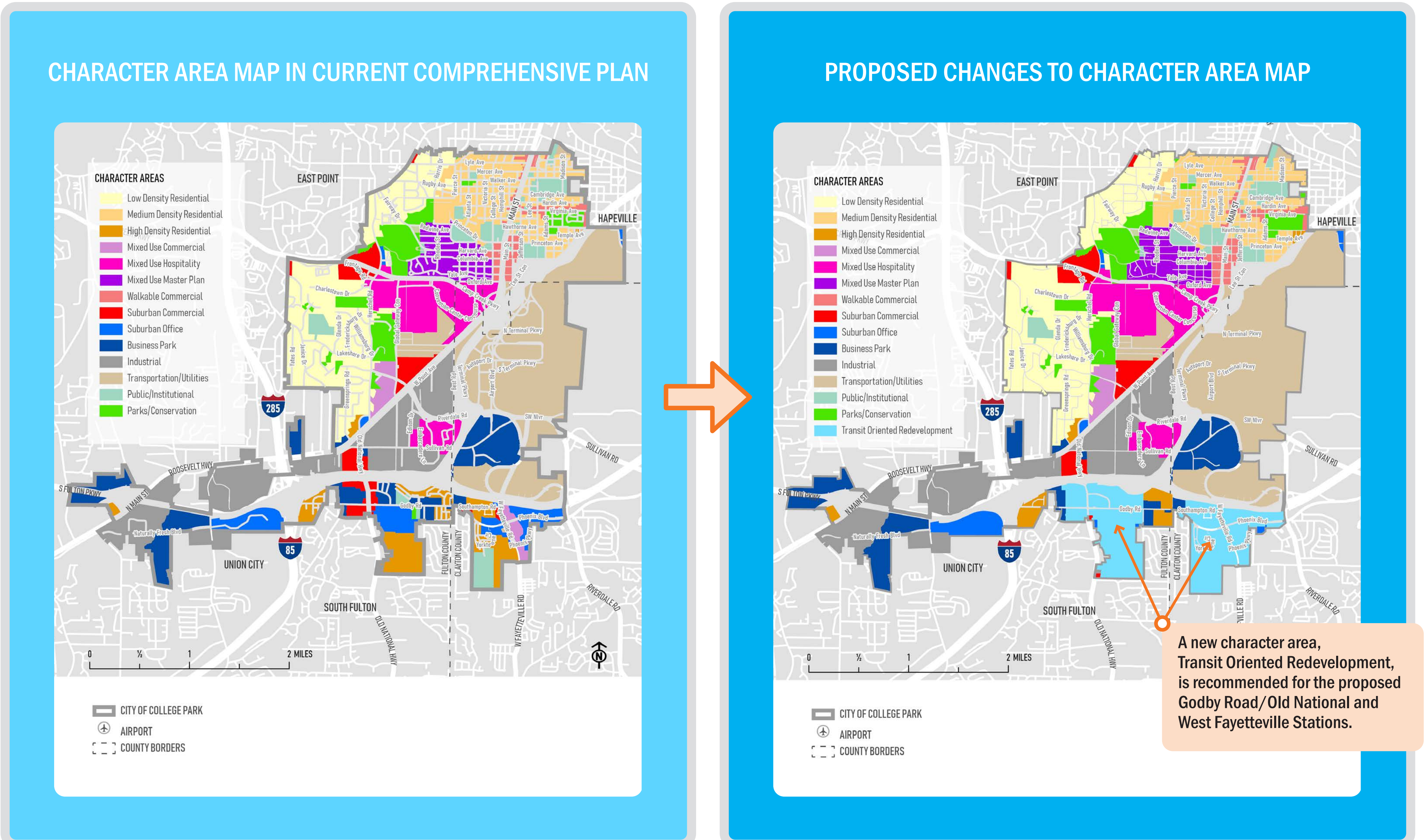
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CLAYTON TRANSIT SUPPORTIVE LAND USE STUDY

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.

TRANSIT SUPPORTIVE LAND USE STUDY

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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?

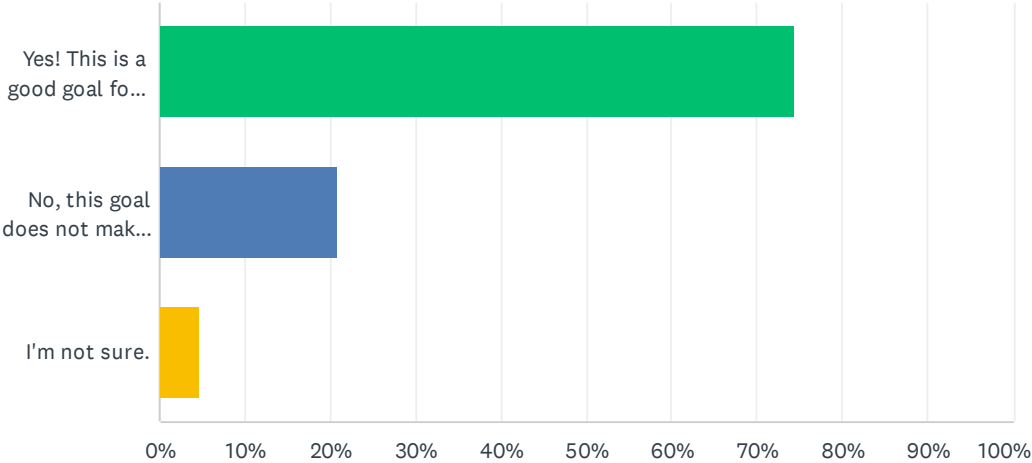
- CLANTON COUNTY
- CITY OF RIVERDALE
- CITY OF COLLEGE PARK
- GENERAL/OTHER JURISDICTION

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

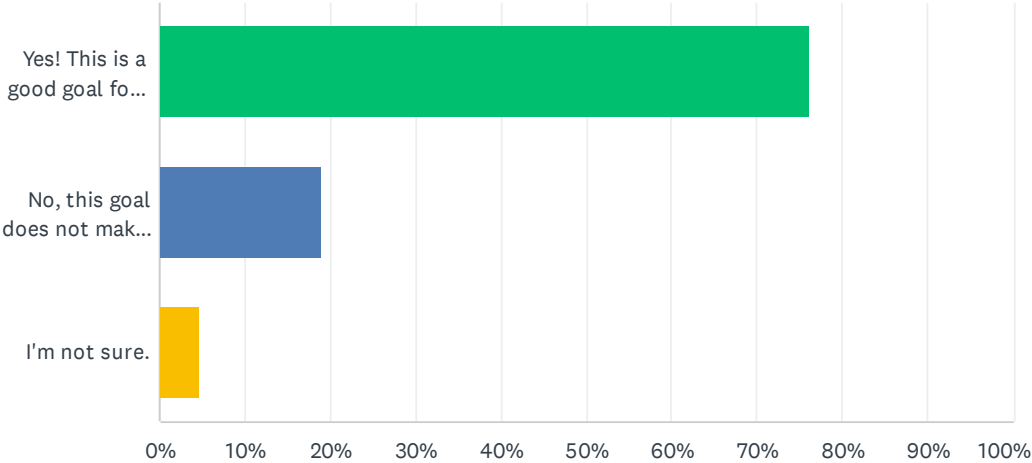
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growth in the county.

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

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

Answered: 84 Skipped: 3



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

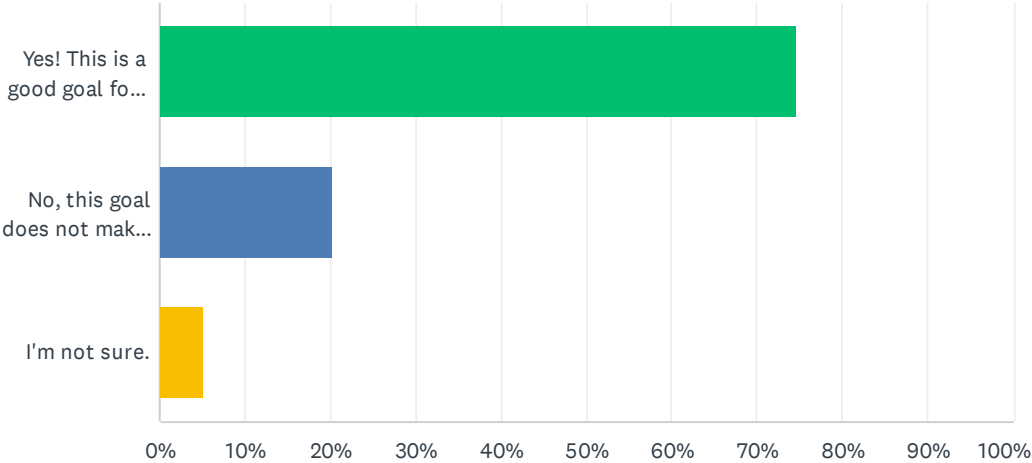
Q4 Any comments on this goal? Share them here:

Answered: 20 Skipped: 67

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

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

Answered: 79 Skipped: 8



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

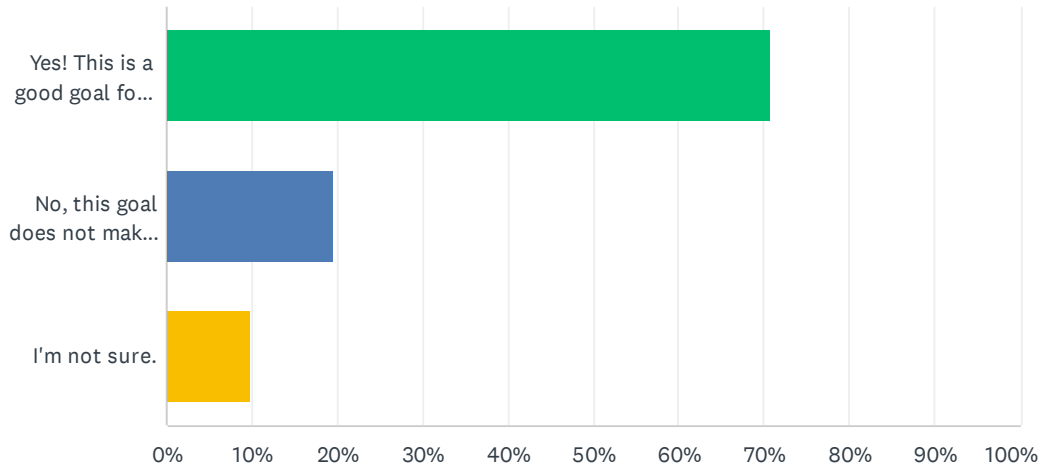
Q6 Any comments on this goal? Share them here:

Answered: 20 Skipped: 67

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

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

Answered: 82 Skipped: 5



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

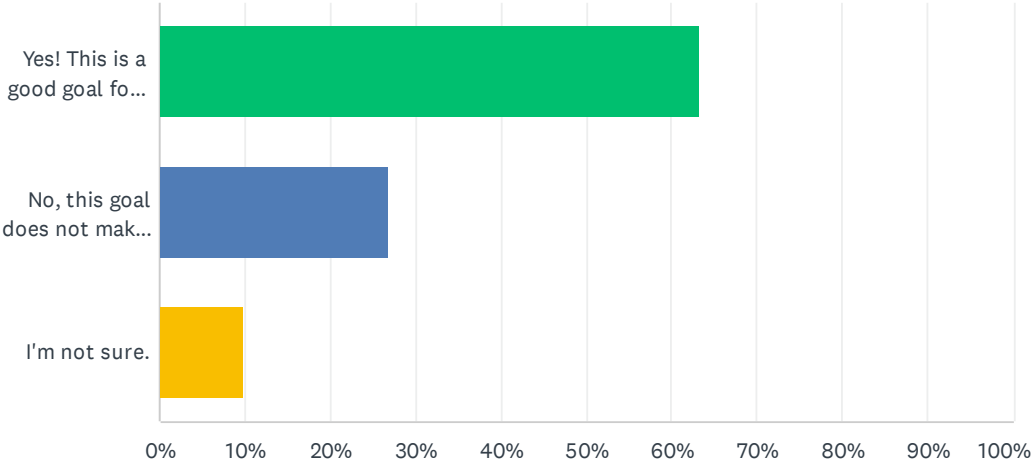
Q8 Any comments on this goal? Share them here:

Answered: 17 Skipped: 70

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

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

Answered: 82 Skipped: 5



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

Q10 Any comments on this goal? Share them here:

Answered: 26 Skipped: 61

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

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

Q11 Any additional comments on all five proposed goals?

Answered: 16 Skipped: 71

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

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

Answered: 45 Skipped: 42

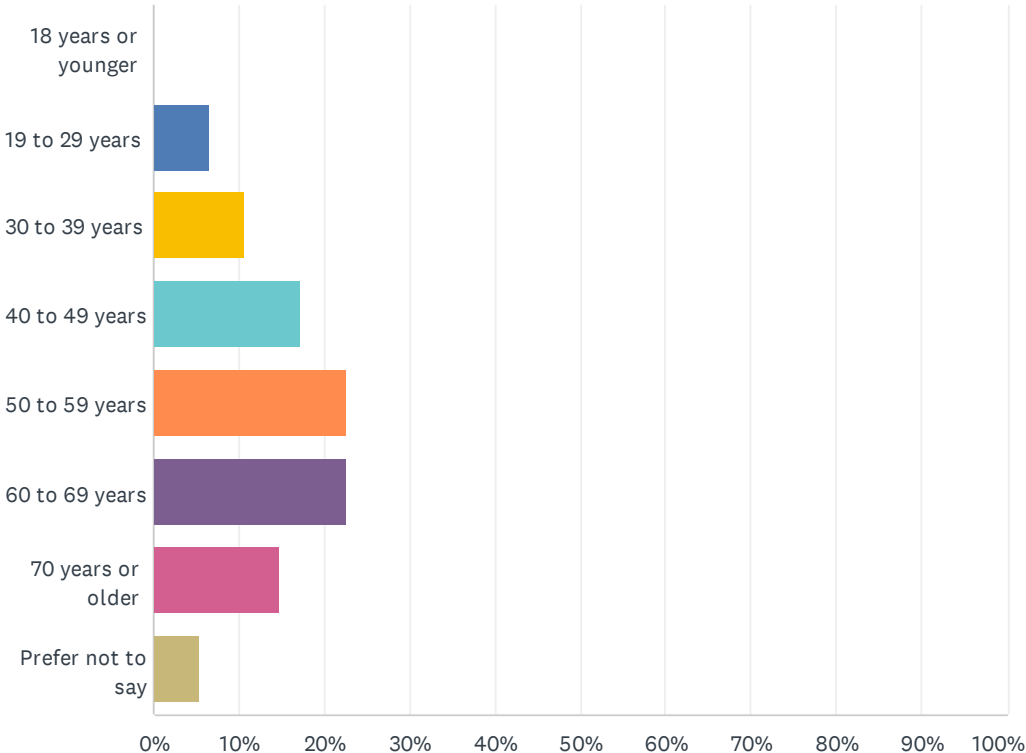
#	RESPONSES	DATE
1	Just change it to "must have". Encouragement means it won't happen.	4/12/2022 12:07 PM
2	Should stations be "required", not encouraged? Unfortunately, I am unable to view the map with clarity.	4/11/2022 11:52 PM
3	I'll need a Q&A before answering properly.	4/11/2022 6:28 PM
4	The station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

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

Q13 My Age

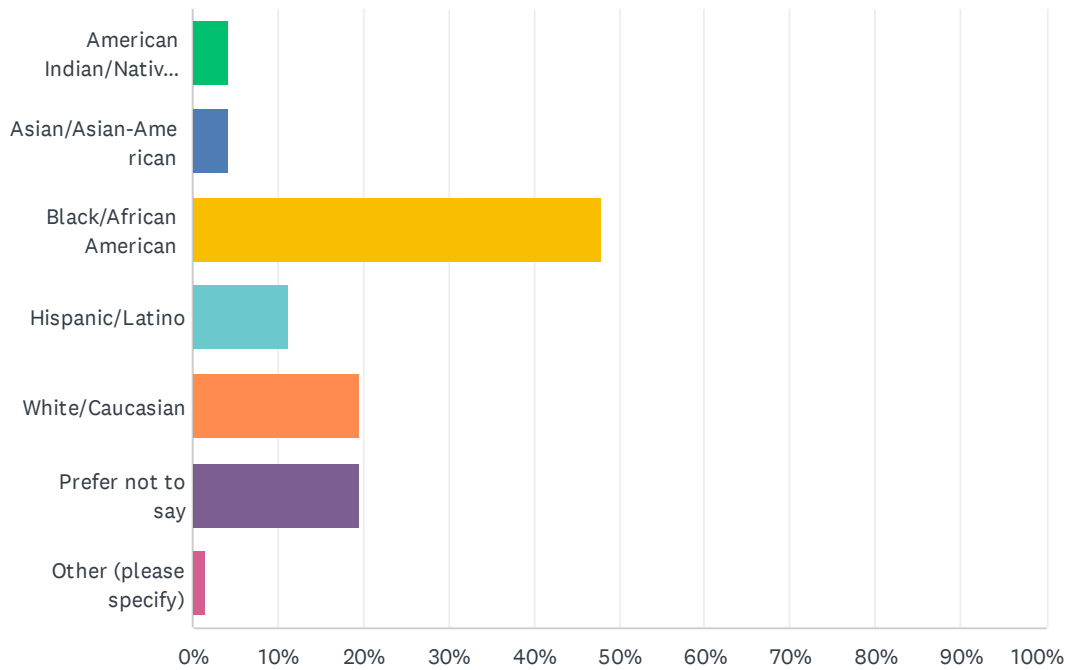
Answered: 75 Skipped: 12



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

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

Answered: 71 Skipped: 16

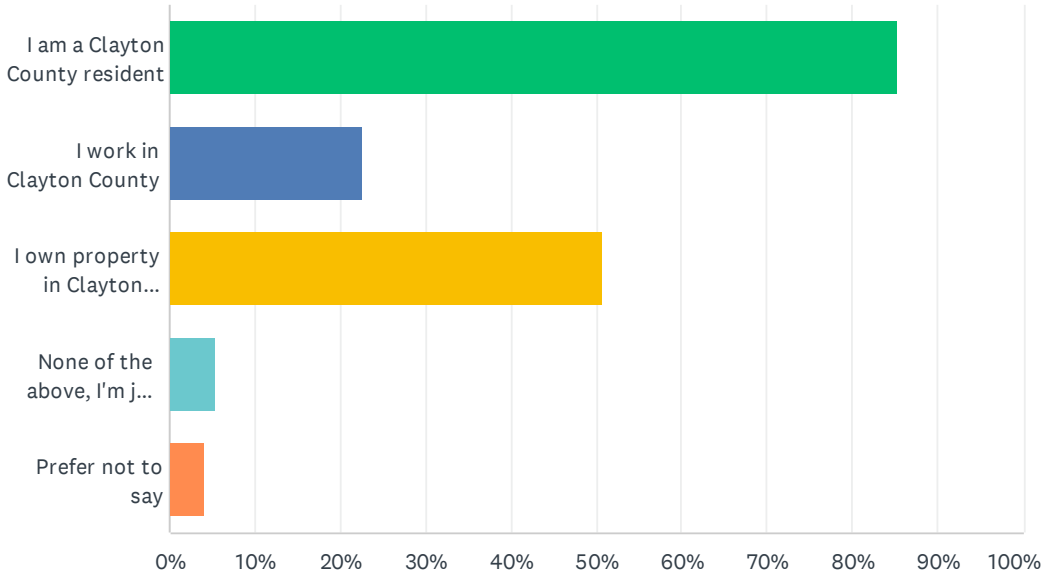


ANSWER CHOICES	RESPONSES
American Indian/Native American	4.23% 3
Asian/Asian-American	4.23% 3
Black/African American	47.89% 34
Hispanic/Latino	11.27% 8
White/Caucasian	19.72% 14
Prefer not to say	19.72% 14
Other (please specify)	1.41% 1
Total Respondents: 71	

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

Q15 Mark all that apply:

Answered: 75 Skipped: 12



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

Q16 Your residential zip code:

Answered: 59 Skipped: 28

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

Clayton Southlake BRT Transit Supportive Land Use Survey - Clayton County

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