

**CITY OF RIVERDALE COMPREHENSIVE PLAN 2005 – 2025**



# TABLE OF CONTENTS

TABLE OF CONTENTS.....	I
TABLES .....	VII
MAPS.....	XI
<b>CHAPTER 1 - INTRODUCTION.....</b>	<b>1</b>
1.1 REGIONAL LOCATION .....	1
1.2 HISTORY .....	1
1.3 PURPOSE AND USES OF THE COMPREHENSIVE PLAN .....	4
1.4 AMENDMENT AND UPDATE OF THE PLAN .....	5
1.5 BASIS FOR COMPREHENSIVE PLANNING.....	5
1.6 PLANNING PROCESS AND PUBLIC PARTICIPATION.....	6
1.7 PUBLIC PARTICIPATION PROGRAM.....	6
1.7.1 <i>Public Hearings</i> .....	6
1.7.2 <i>Public Workshops</i> .....	7
1.7.3 <i>Steering Committee Meetings</i> .....	7
1.8 COMMUNITY VISION FOR THE CITY OF RIVERDALE .....	8
1.9 COMMITMENT TO QUALITY COMMUNITY OBJECTIVES .....	9
1.9.1 <i>Economic Development Goal:</i> .....	9
1.9.2 <i>Natural and Historic Resources Goal</i> .....	10
1.9.3 <i>Community Facilities and Services Goal</i> .....	10
1.9.4 <i>Housing Goal</i> .....	10
1.8.5 <i>Land Use Goal</i> .....	11
<b>CHAPTER 2 – POPULATION .....</b>	<b>12</b>
INTRODUCTION .....	12
2.1 TOTAL POPULATION .....	12
2.1.1 <i>Historic Population Trends</i> .....	12
2.1.2 <i>Projected Population</i> .....	13
2.1.3 <i>Functional Population</i> .....	14
2.2 HOUSEHOLDS.....	15
2.3 AGE DISTRIBUTION.....	16
2.4 RACIAL COMPOSITION .....	18
2.5 EDUCATIONAL ATTAINMENT .....	19
2.6 INCOME.....	22
2.7 POVERTY .....	25
2.8 ASSESSMENT.....	25
<b>CHAPTER 3 – ECONOMIC DEVELOPMENT.....</b>	<b>27</b>
INTRODUCTION .....	27
3.1 ECONOMIC BASE.....	27
3.1.1 <i>Employment by Sector</i> .....	27
3.1.2 <i>Earnings by Sector</i> .....	30
3.1.3 <i>Wages</i> .....	32
3.1.4 <i>Major Economic Activities</i> .....	33

3.1.4.1 Major Riverdale Employers.....	33
3.1.4.2 Major Clayton County Employers:.....	34
3.1.5 <i>Unique Economic Activities</i> .....	34
Riverwalk: Upper Riverdale Road Corridor Redevelopment Concept Plan 2002 .....	34
Hartsfield-Jackson Atlanta International Airport.....	34
Atlanta State Farmer's Market .....	35
Fort Gillem.....	35
Tradeport.....	35
Mountain View Redevelopment .....	35
Southside Hartsfield Redevelopment and Stabilization Plan.....	36
Northwest Clayton Livable Centers Initiative Plan .....	36
3.2 LABOR FORCE.....	37
3.2.1 <i>Employment by Sector of Riverdale Labor Force</i> .....	37
3.2.2 <i>Labor Force Participation</i> .....	38
3.2.3 <i>Unemployment</i> .....	40
3.2.4 <i>Sources of Income</i> .....	40
3.2.5 <i>Commuting Patterns</i> .....	43
3.3 LOCAL ECONOMIC DEVELOPMENT RESOURCES.....	43
3.3.1 <i>Economic Development Agencies</i> .....	43
3.3.2 <i>Educational and Training Opportunities</i> .....	44
3.4 ASSESSMENT OF ECONOMIC DEVELOPMENT NEEDS .....	45
3.5 ECONOMIC DEVELOPMENT GOALS AND POLICIES.....	47
<b>CHAPTER 4 - HOUSING.....</b>	<b>48</b>
INTRODUCTION .....	48
4.1 HOUSING BY TYPE .....	48
4.2 AGE AND CONDITION OF HOUSING .....	49
4.3 OWNER AND RENTER OCCUPIED UNITS .....	50
4.4 HOUSING COST .....	52
4.5 COST BURDENED HOUSEHOLDS.....	54
4.6 CROWDING.....	55
4.7 HOUSING FOR SPECIAL NEEDS POPULATIONS .....	55
4.7.1 <i>Homeless Population</i> .....	55
4.7.2 <i>Disabled Population</i> .....	56
4.8 ASSESSMENT OF CURRENT AND FUTURE HOUSING NEEDS .....	56
4.9 HOUSING GOALS AND POLICIES.....	58
<b>CHAPTER 5 – NATURAL AND CULTURAL RESOURCES.....</b>	<b>60</b>
INTRODUCTION .....	60
NATURAL RESOURCES .....	60
5.1 <i>Public Water Supply Sources</i> .....	60
5.2 <i>Water Supply Watersheds</i> .....	60
5.3 <i>Groundwater Recharge Areas</i> .....	63
5.4 <i>Wetlands</i> .....	63
5.5 <i>Protected Mountains</i> .....	64
5.6 <i>Protected Rivers</i> .....	66
5.7 <i>Coastal Resources</i> .....	66

5.8 Floodplains .....	66
5.9 Soils.....	66
5.10 Elevation and Slope .....	69
5.11 Prime Agricultural and Forest Land .....	72
5.12 Plant and Animal Habitats.....	72
5.13 Major Park, Recreation, and Conservation Areas .....	76
5.14 Scenic Views and Sites .....	76
5.2 HISTORIC AND CULTURAL RESOURCES.....	76
5.3 NATURAL AND CULTURAL RESOURCES GOALS AND POLICIES .....	78
<b>CHAPTER 6 - COMMUNITY FACILITIES .....</b>	<b>79</b>
INTRODUCTION .....	79
6.1 WATER SUPPLY AND TREATMENT .....	79
6.2 SEWER SYSTEM AND WASTEWATER TREATMENT.....	81
6.3 SOLID WASTE MANAGEMENT.....	85
6.4 GENERAL GOVERNMENT.....	85
6.5 PUBLIC SAFETY.....	87
<i>Police</i> .....	87
Divisions .....	87
<i>Courts</i> .....	90
<i>Fire and EMS</i> .....	90
Fire Stations and Districts.....	90
Staff.....	90
Equipment.....	90
Intergovernmental Coordination.....	91
Future Needs .....	91
6.6 RECREATIONAL FACILITIES.....	91
<i>Expansion Plans</i> .....	93
<i>Future Needs</i> .....	93
<i>Senior Recreational Services</i> .....	94
<i>Other Recreational Space</i> .....	94
6.7 HOSPITALS AND OTHER PUBLIC HEALTH FACILITIES.....	94
6.8 EDUCATIONAL FACILITIES .....	95
6.9 LIBRARIES AND OTHER CULTURAL FACILITIES.....	100
6.9.1 <i>Museums or Public Auditoriums</i> .....	101
6.10 COMMUNITY FACILITIES GOALS AND POLICIES .....	102
<b>CHAPTER 7 - TRANSPORTATION.....</b>	<b>103</b>
INTRODUCTION .....	103
7.1 EXISTING CONDITIONS.....	103
7.1.1 <i>Roadway Network and Facilities</i> .....	103
7.1.2 <i>Pedestrian Network and Facilities</i> .....	112
7.1.3 <i>Bicycle Network and Facilities</i> .....	114
7.1.4 <i>Public Transit Network and Facilities</i> .....	114
7.1.4.1 C-Tran.....	114
7.1.4.2 Commuter Rail Service.....	117
7.1.4.3 Southern Crescent and Mountain View .....	117

7.1.5	<i>Air Transportation and Facilities</i> .....	117
7.1.5.1	Hartsfield-Jackson International Airport .....	117
7.1.5.2	Tara Field.....	118
7.1.6	<i>Rail transportation and Facilities</i> .....	119
7.1.7	<i>Bridge Inventory</i> .....	119
7.2	ASSESSMENT OF CURRENT AND FUTURE NEEDS.....	122
7.2.1	<i>Demographics, Growth Trends and Travel Patterns</i> .....	122
7.2.1.1	Vehicles Per Household.....	122
7.2.1.2	Vehicle Miles Traveled.....	122
7.2.1.3	Means of Transportation to Work.....	123
7.2.1.4	Travel Time to Work .....	124
7.2.2	<i>Existing Model Network Roadway Levels of Service</i> .....	126
7.2.3	<i>Future Model Network Roadway Levels of Service</i> .....	131
7.2.4	<i>Interaction Between Land Use and Transportation</i> .....	135
7.2.4.1	Proposed Land Use Actions.....	135
7.2.5	<i>Assessment of Safety Needs</i> .....	137
7.2.5.1	Vehicular Crashes.....	137
7.2.5.2	Pedestrian Crashes .....	139
7.2.5.3	Public Safety & Evacuations .....	139
7.2.6	<i>Air Quality</i> .....	142
7.2.6	<i>Air Quality</i> .....	143
7.2.6.1	Transportation Requirements for Non-Attainment Areas.....	143
7.2.6.2	Alternative Transportation Strategies for Air Quality Improvement.....	144
7.2.6.2	Alternative Transportation Strategies for Air Quality Improvement.....	145
7.2.6.3	Development Regulations.....	145
7.2.6.4	Promotion of Bicycle & Pedestrian Usage .....	145
7.2.6.5	Alternative Roadway LOS Improvements:.....	145
7.2.7	<i>Public Input</i> .....	146
7.2.8	<i>Comments</i> .....	146
7.2.8.1	Comments Pertaining To Roadways:.....	146
7.2.8.2	Comments Pertaining to Intersections:.....	147
7.2.8.3	Comments Pertaining To Pedestrian Issues and Facilities: .....	147
7.2.8.4	Comments Pertaining To Bicycling Issues and Facilities.....	148
7.2.8.5	Comments Pertaining To Transit Issues and Facilities.....	148
7.2.8.6	Comments Pertaining To Land Use, Design and Other Issues.....	149
7.3	TRANSPORTATION ASSESSMENT AND RECOMMENDATIONS.....	150
7.3.1	<i>Programmed Improvements</i> .....	150
7.3.1.1	ARC TIP and RTP Projects .....	150
7.3.1.2	Clayton County SPLOST Programmed Projects .....	152
7.3.1.3	Clayton County SPLOST Recommended Projects.....	152
7.3.1.4	ARC Projects With Indirect Impact On City of Riverdale .....	153
7.3.2	<i>Recommendations Based On Needs Assessment</i> .....	153
7.3.2.1	SR 85 Corridor Study .....	153
7.3.2.2	Recommended Intersection Improvements.....	154
7.3.2.3	Recommended Operational Improvements.....	155
7.3.2.4	Recommended Pedestrian & Bicycle Improvements .....	155

7.3.2.5 Recommended Transit Improvements .....	156
7.4 TRANSPORTATION GOALS AND POLICIES .....	157
<b>CHAPTER 8 – LAND USE .....</b>	<b>159</b>
8.1 PURPOSE OF THE LAND USE ELEMENT .....	159
8.2 LAND USE CLASSIFICATION CATEGORIES .....	159
8.3 EXISTING LAND USE .....	161
8.3.1 Methodology .....	161
8.3.2 Existing Land Uses .....	161
8.3.3 Historical Factors for Current Development Patterns .....	165
8.4 FUTURE LAND USE .....	166
8.4.1 Purpose of the Land Use Plan .....	166
8.4.2 The Importance of the Land Use Plan .....	166
8.4.3 Methodology .....	167
8.4.4 Future Land Use Guiding Principles.....	167
Work areas .....	167
Living areas.....	167
Shopping areas and entertainment centers.....	168
Community facilities.....	168
Open-space system and environmental protection .....	168
8.5 DEVELOPMENT ISSUES .....	169
8.5.1 Development Patterns .....	169
Extensive single use districts .....	169
Automobile Oriented Community .....	169
Physically Divided City .....	169
8.5.2 Redevelopment Opportunities.....	170
8.5.2.1 Residential.....	170
8.5.2.2 Commercial.....	170
8.5.2.3 Industrial .....	170
8.5.2.4 Public Services/Facilities.....	171
8.5.2.5 Environmentally Sensitive Areas.....	172
8.6 PROJECTED LAND USE NEEDS .....	172
8.6.1 Projected Residential Acreage Needs.....	172
8.6.2 Projected Commercial/Industrial Acreage Needs .....	173
8.7 Future Land Use Classifications: .....	174
8.7 LAND USE GOALS AND POLICIES .....	179
<b>CHAPTER 9 – INTERGOVERNMENTAL COORDINATION.....</b>	<b>183</b>
INTRODUCTION .....	183
9.1 ADJACENT LOCAL GOVERNMENTS .....	183
9.2 SCHOOL BOARD.....	183
9.3 OTHER LOCAL GOVERNMENTAL ENTITIES.....	184
9.3.1 Clayton County Water Authority .....	184
9.3.2 Development and Redevelopment Authority of Clayton County.....	184
9.3.3 Hartsfield Jackson International Airport.....	185
9.4 REGIONAL AND STATE ENTITIES.....	185
9.4.1 The Atlanta Regional Commission.....	185

9.4.2 Metropolitan North Georgia Water Planning District.....	185
9.4.3 Georgia Department of Transportation (GDOT).....	186
9.4.4 Georgia Department of Natural Resources (DNR).....	186
9.4.5 Georgia Department of Community Affairs.....	186
9.4.6 Georgia Greenspace Program.....	186
9.5 PRIVATE ENTITIES .....	186
9.5.1 Clayton County Chamber of Commerce.....	186
9.5.2 Georgia Power Company.....	186
9.6 SERVICE DELIVERY STRATEGY .....	187
9.6.1 Police Services.....	187
9.6.2 Jails.....	187
9.6.3 Solid Waste Management.....	187
9.6.4 Fire Protection and EMS.....	188
9.6.5 Animal Control.....	188
9.6.6 Parks and Recreation.....	188
9.7 SUMMARY OF DISPUTE RESOLUTION PROCESS .....	188
9.7.1 Summary of Current Dispute Resolution Process .....	188
9.7.2 Recommendation for Inclusion in Dispute Resolution Update.....	189
9.8 SERVICE PROVISION CONFLICTS OR OVERLAPS .....	190
9.9 LAND USE .....	190
9.9.1 Compatibility of Land Use Plans.....	190
9.9.2 Land Use and Siting Facilities of Countywide Significance.....	191
9.9.3 Developments of Regional Impact .....	191
9.9.4 Annexation .....	191
9.10 INTERGOVERNMENTAL COORDINATION GOALS AND POLICIES .....	194
<b>CHAPTER 10 – SHORT TERM WORK PROGRAM.....</b>	<b>195</b>
INTRODUCTION .....	195
10.1 IMPLEMENTATION METHODS .....	196
10.2 SHORT TERM WORK PROGRAM .....	197
10.2.1 Status Report on 2001 – 2005 Short Term Work Program Items.....	197
10.2.1.1 Administrative.....	197
10.2.1.2 Police Department.....	199
10.2.1.3 Fire Department .....	201
10.2.1.4 Community Facilities.....	205
10.2.1.5 Land Use .....	206
10.2.1.6 Public Works.....	207
10.2.2 2006 – 2010 Short Term Work Program .....	209
10.2.2.1 Administrative.....	209
10.2.2.2 Police Department.....	209
10.2.2.3 Fire Department .....	210
10.2.2.4 Community Development Department.....	213
10.2.2.5 Public Works.....	217

## TABLES

TABLE 2.1 - POPULATION GROWTH RATES, 1980 - 2000 RIVERDALE, CLAYTON, AND GEORGIA.....	13
TABLE 2.2 - SHARE OF COUNTY POPULATION, 1980 – 2000 CITY OF RIVERDALE ...	13
TABLE 2.3 - CENSUS POPULATION ESTIMATES, 2001-2003 CITY OF RIVERDALE ....	13
TABLE 2.4 - POPULATION PROJECTIONS 2000 – 2025, CITY OF RIVERDALE.....	14
TABLE 2.5 - FUNCTIONAL POPULATION, CITY OF RIVERDALE.....	15
TABLE 2.6 - HOUSEHOLD POPULATION AND GROUP QUARTERS POPULATION, CITY OF RIVERDALE .....	15
TABLE 2.7 - HOUSEHOLDS BY TYPE OF HOUSEHOLD, CITY OF RIVERDALE .....	15
TABLE 2.8 - HOUSEHOLD SIZE, 1990 - 2000 CITY OF RIVERDALE.....	16
TABLE 2.9 - PROJECTED HOUSEHOLDS, 2025 CITY OF RIVERDALE .....	16
TABLE 2.10 - HISTORIC POPULATION BY AGE COHORT, 1990 – 2000 CITY OF RIVERDALE.....	17
TABLE 2.11 - PROJECTED AGE DISTRIBUTION, 2000 – 2025 CITY OF RIVERDALE....	18
TABLE 2.12 - RACIAL AND HISPANIC COMPOSITION, 1980 – 2000 CITY OF RIVERDALE.....	19
TABLE 2.13 - EDUCATIONAL ATTAINMENT, 1990 – 2000 CITY OF RIVERDALE .....	20
TABLE 2.14 - EDUCATIONAL ATTAINMENT COMPARISON, CITY OF RIVERDALE AND SURROUNDING AREAS.....	21
TABLE 2.15 - CLAYTON COUNTY EDUCATION STATISTICS .....	21
TABLE 2.16 - GEORGIA EDUCATION STATISTICS.....	22
TABLE 2.16 - HOUSEHOLD INCOME DISTRIBUTION, 1980 - 2000 CITY OF RIVERDALE .....	22
TABLE 2.17 - MEDIAN HOUSEHOLD INCOME, 1989 – 1999 CITY OF RIVERDALE AND SURROUNDING AREAS .....	24
TABLE 2.18 - PER CAPITA INCOME, 1989 – 1999 CITY OF RIVERDALE AND SURROUNDING AREAS .....	24
TABLE 2.19 - POVERTY STATUS BY AGE, 1999 CITY OF RIVERDALE AND CLAYTON COUNTY .....	25
TABLE 3.1 - EMPLOYMENT BY SECTOR, 1997 CITY OF RIVERDALE AND CLAYTON COUNTY .....	28
TABLE 3.2 ESTIMATED FUTURE EMPLOYMENT BY SECTOR 2000 - 2030, CITY OF RIVERDALE.....	29
TABLE 3.3 - EMPLOYMENT BY SECTOR, CLAYTON COUNTY .....	30



TABLE 3.4 - NUMBER OF ESTABLISHMENTS AND SALES/RECEIPTS, 1997 CITY OF RIVERDALE AND CLAYTON COUNTY .....	31
TABLE 3.5 - EARNINGS BY SECTOR, CLAYTON COUNTY AND GEORGIA.....	32
TABLE 3.6 - AVERAGE WEEKLY WAGES, CLAYTON COUNTY .....	33
TABLE 3.7 - COMPARISON OF AVERAGE WEEKLY WAGES, 1999 CLAYTON COUNTY AND GEORGIA.....	33
TABLE 3.8 - LABOR FORCE EMPLOYMENT BY SECTOR, CITY, COUNTY, STATE, AND NATION.....	37
TABLE 3.9 - LABOR FORCE EMPLOYMENT BY OCCUPATION, 1990 – 2000 CITY OF RIVERDALE.....	38
TABLE 3.10 - LABOR FORCE PARTICIPATION, 1990 – 2000 CITY OF RIVERDALE.....	39
TABLE 3.11 - LABOR FORCE PARTICIPATION COMPARISON, CITY, COUNTY, STATE, NATIONAL.....	39
TABLE 3.12 - ANNUAL UNEMPLOYMENT RATES, 1990 – 2000 CLAYTON COUNTY, GEORGIA, U.S. ....	40
TABLE 3.13 - HISTORIC SOURCES OF HOUSEHOLD INCOME, 1989 COMPARISON OF RIVERDALE AND GEORGIA .....	41
TABLE 3.14 - SOURCES OF HOUSEHOLD INCOME, 1999 COMPARISON OF RIVERDALE AND GEORGIA .....	41
TABLE 3.15 - PERSONAL INCOME BY TYPE (%), CLAYTON COUNTY.....	42
TABLE 3.16 - PLACE OF WORK FOR WORKERS 16 YEARS AND OVER, 1990-2000 CITY OF RIVERDALE.....	43
TABLE 4.1 - HOUSING UNITS BY TYPE, 1980 – 2000 CITY OF RIVERDALE.....	48
TABLE 4.2 - BUILDING PERMITS, 2001 – 2003 CITY OF RIVERDALE.....	49
TABLE 4.3 - AGE OF HOUSING UNITS, 2000 CITY, COUNTY, AND STATE .....	49
TABLE 4.4 - AGE OF HOUSING UNITS, 1990 CITY, COUNTY, AND STATE COMPARISON .....	50
TABLE 4.5 - PLUMBING AND KITCHEN FACILITIES, 1990 – 2000 CITY, COUNTY, AND STATE COMPARISON.....	50
TABLE 4.6 - TENURE BY HOUSEHOLD TYPE, 2000 CITY OF RIVERDALE .....	51
TABLE 4.7 - TENURE BY HOUSEHOLD TYPE, 1990 CITY OF RIVERDALE .....	51
TABLE 4.8 - OCCUPIED AND VACANT HOUSING UNITS, 1990 – 2000 CITY, COUNTY, AND STATE COMPARISON .....	52
TABLE 4.9 - VACANCY RATES BY OCCUPANCY TYPE, 2000 CITY, COUNTY, AND STATE COMPARISON.....	52
TABLE 4.10 - VALUE OF SPECIFIED OWNER OCCUPIED HOUSING UNITS, 2000 CITY, COUNTY, AND STATE COMPARISON.....	53

TABLE 4.11 - GROSS RENT OF SPECIFIED RENTER-OCCUPIED HOUSING UNITS, 2000 CITY, COUNTY, AND STATE COMPARISON .....	53
TABLE 4.12 - CHANGE IN MEDIAN HOME VALUE AND MEDIAN GROSS RENT, 1980 – 2000 CITY OF RIVERDALE .....	54
TABLE 4.13 - COST BURDENED AND SEVERELY COST BURDENED HOUSEHOLDS, 2000 CITY, COUNTY, AND STATE COMPARISON .....	54
TABLE 4.14 - OVERCROWDING BY OCCUPANCY TYPE, 2000 CITY, COUNTY, AND STATE COMPARISON.....	55
TABLE 4.15 - DISABLED POPULATION, 2000 CITY OF RIVERDALE .....	56
TABLE 4.16 - PROJECTED HOUSING UNITS BY TYPE, 2000 – 2025 CITY OF RIVERDALE.....	57
TABLE 5.1 SOIL SUITABILITY .....	67
TABLE 5.2 THREATENED AND ENDANGERED PLANTS AND ANIMALS, CLAYTON COUNTY .....	73
TABLE 5.3 THREATENED AND ENDANGERED PLANTS AND ANIMALS, SURROUNDING COUNTIES.....	74
TABLE 5.4 HISTORIC SITES SURVEY, CITY OF RIVERDALE 2004 .....	76
TABLE 6.1 REDUCTION IN DEMAND THROUGH CONSERVATION MEASURES.....	81
TABLE 6.2 CLAYTON COUNTY WATER RECLAMATION FACILITIES .....	81
TABLE 6.3 CITY OF RIVERDALE GOVERNMENTAL FACILITIES.....	87
TABLE 6.4 CRIMES REPORTED 2004 – 2005, CITY OF RIVERDALE.....	88
TABLE 6.5 ARRESTS 2004 – 2005, CITY OF RIVERDALE .....	89
TABLE 6.6 CITY GREENSPACE INVENTORY .....	93
TABLE 6.7 RECREATIONAL ACREAGE NEEDS ASSESSMENT.....	93
TABLE 6.8 RIVERDALE EDUCATIONAL FACILITIES .....	96
TABLE 6.9 SCHOOL CAPACITY, RIVERDALE AREA SCHOOLS .....	96
TABLE 6.10 FUTURE SCHOOL CAPACITY, RIVERDALE AREA SCHOOLS .....	97
TABLE 6.11 FUTURE NEEDS OF CLAYTON COUNTY LIBRARIES.....	101
TABLE 7.1-CITY OF RIVERDALE ROAD TYPES.....	104
TABLE 7.2- CLAYTON COUNTY ROAD TYPES .....	104
TABLE 7.3-ROADWAY FUNCTION CLASSIFICATIONS.....	105
TABLE 7.4 2002 AADT COUNTS IN CITY OF RIVERDALE .....	109
TABLE 7.5 NUMBER OF VEHICLES PER HOUSEHOLD IN RIVERDALE (1990).....	122
TABLE 7.6 NUMBER OF VEHICLES PER HOUSEHOLD IN RIVERDALE (2000).....	122
TABLE 7.7 VEHICLE MILES TRAVELED IN CLAYTON COUNTY .....	123

TABLE 7.8 MEANS OF TRANSPORTATION TO WORK, FOR WORKERS 16 YEARS AND OVER IN RIVERDALE AND CLAYTON COUNTY, 2000.....	124
TABLE 7.9 TRAVEL TIME TO WORK, WORKERS 16 YEARS AND OVER IN RIVERDALE, 2000.....	125
TABLE 7.10 TIME LEAVING HOME TO GO TO WORK, WORKERS 16 YEARS AND OVER IN RIVERDALE, 2000.....	126
TABLE 7.11 LEVEL OF SERVICE CRITERIA FOR ROADWAY SEGMENTS <sup>(1)</sup> .....	127
TABLE 7.12 PERCENT DIFFERENCE TARGETS FOR DAILY TRAFFIC VOLUMES BY FACILITY TYPE.....	128
TABLE 8.1 EXISTING LAND USE ACREAGE TOTALS, CITY OF RIVERDALE.....	163
TABLE 8.2 FUTURE RESIDENTIAL ACREAGE NEEDS 2000 – 2025, CITY OF RIVERDALE.....	173
TABLE 8.3 FUTURE LAND USE ACREAGE TOTALS, CITY OF RIVERDALE.....	178

## MAPS

MAP 1.1 RIVERDALE BASEMAP WITH REGIONAL LOCATION .....	3
MAP 5.1 WATER SUPPLY WATERSHEDS .....	62
MAP 5.2 FLOODPLAINS AND WETLANDS, CITY OF RIVERDALE .....	65
MAP 5.3 SOILS, CITY OF RIVERDALE .....	68
MAP 5.4 ELEVATION, CITY OF RIVERDALE .....	70
MAP 5.5 SLOPE, CITY OF RIVERDALE .....	71
MAP 5.6 HISTORIC SITES, CITY OF RIVERDALE .....	77
MAP 6.1 CLAYTON COUNTY WATER AUTHORITY FACILITIES .....	80
MAP 6.2 SEWER SERVICE AREAS, CLAYTON COUNTY WATER AUTHORITY .....	82
MAP 6.3 SEWER MAINS, CITY OF RIVERDALE .....	84
MAP 6.4 PUBLIC FACILITIES, CITY OF RIVERDALE .....	86
MAP 6.5 PUBLIC SCHOOLS, CITY OF RIVERDALE .....	99
MAP 7.1 ROADWAY CLASSIFICATIONS IN CLAYTON COUNTY .....	107
MAP 7.2 ROADWAY CLASSIFICATIONS IN CITY OF RIVERDALE .....	108
MAP 7.3 CLAYTON COUNTY 2002 AADT .....	110
MAP 7.4 CITY OF RIVERDALE 2002 AADT .....	111
MAP 7.5 RIVERDALE SIDEWALK INVENTORY .....	113
MAP 7.6 CLAYTON COUNTY PUBLIC TRANSIT ROUTES .....	116
MAP 7.7 RIVERDALE BRIDGE INVENTORY .....	121
MAP 7.8 CLAYTON COUNTY 2000 ROADWAY LEVEL OF SERVICE .....	129
MAP 7.9 RIVERDALE 2000 ROADWAY LEVELS OF SERVICE .....	130
MAP 7.10 CLAYTON COUNTY 2025 FORECASTED ROADWAY LEVELS OF SERVICE .....	133
MAP 7.11 –RIVERDALE 2025 FORECASTED ROADWAY LEVELS OF SERVICE .....	134
MAP 7.12 RIVERDALE: FORECASTED LOS WITH PROJECTED MIXED-USE DEVELOPMENT .....	136
MAP 7.13 RIVERDALE CRASH RATES .....	140
MAP 7.14 RIVERDALE CRASH VOLUMES .....	141
MAP 7.15 RIVERDALE PEDESTRIAN CRASHES .....	142
MAP 7.16 NONATTAINMENT AREAS, ATLANTA METRO REGION .....	144
MAP 8.1 EXISTING LAND USE, CITY OF RIVERDALE .....	164

MAP 8.2 FUTURE LAND USE, CITY OF RIVERDALE .....	177
MAP 9.1, FUTURE LAND USE 2025, CLAYTON COUNTY .....	193

## **CHAPTER 1 - INTRODUCTION**

### **1.1 REGIONAL LOCATION**

The City of Riverdale is located about five miles south of Atlanta's Hartsfield-Jackson International Airport, one of the nation's busiest airports. The City, located on Atlanta's southside, also known as the "Southern Crescent," is about 10 miles south of Atlanta, in Clayton County. Riverdale has a population of over 12,000, making it the second largest of six cities in the county. (Map 1.1)

### **1.2 HISTORY**

Although Riverdale is a large metropolitan suburb today, with a diverse and dynamic population, it has not always been a suburban community. Settlers moved to the area now known as the City of Riverdale long before the Civil War came to Georgia in the 1860's. In 1887, however, a railroad track was built from Atlanta to Fort Valley. It ran through this area and a place known as Selina was supposed to have been the main stop in this vicinity. The railroad was badly in need of loads of cord wood at this time. Farmers, coincidentally, needed cash, so one of them, named Monroe Huie, promoted a deal to furnish wood to the railroad. The farmers cut and hauled the wood to an area known as Rape's Crossing.

Each time the train came to get wood, it would bring fertilizer. Fertilizer sales were the first business venture of this area. Before the spur was built, fertilizer was hauled in wagons from the neighboring town of Jonesboro, which took much time and labor. The railroad began to have trouble securing enough land for its needs such as side tracks, a depot, and housing for its workers. However, Mr. and Mrs. W.S. Rivers made a generous donation to the railroad, making this area a main stop for the railroad. The Rivers owned a great amount of land in this area, and all of the town's business district. When it came time for a post office to be located here, the town was named in honor of them: Riverdale.

In 1908, Mr. G.M Huie, Representative from Clayton County, introduced a bill requesting that the town of Riverdale, Clayton County, Georgia, be incorporated and a charter granted. This bill was passed and Mr. B.F. Hancock was appointed Mayor, and J.B. Adams, A.B. Cooger, W.C. Camp, and W.S. Rivers were appointed aldermen. This bill is found in Georgia Laws 1908, pages 897-900.

Over the next 20 years, a jail was built, a new courthouse was built, swimming and tennis facilities were built, and a newer, larger school was built, as well. Riverdale also had some secret organizations including the Eastern Star and the Junior Order. Like most of America in the 1920's, Riverdale prospered.

Cotton was always a big cash crop throughout the south and Riverdale was no exception. In the late 20's, however, the boll weevil came in large numbers to the area and devastated the cotton crop. This loss of revenue due to this disaster, compelled the railroad to discontinue the trains from Atlanta to Fort Valley, so the track was taken up and the property sold.

Highway 85, the main transportation artery through Riverdale today, runs along the same north/south route as the railroad, before it was removed. Before the completion of the highway, however, travel was hard and getting stuck in the mud was a common occurrence. The "Riverdale Inquirer," was also printed during this time period. It was a weekly paper that kept citizens current on both church and political affairs as well as business and the social events of the day.

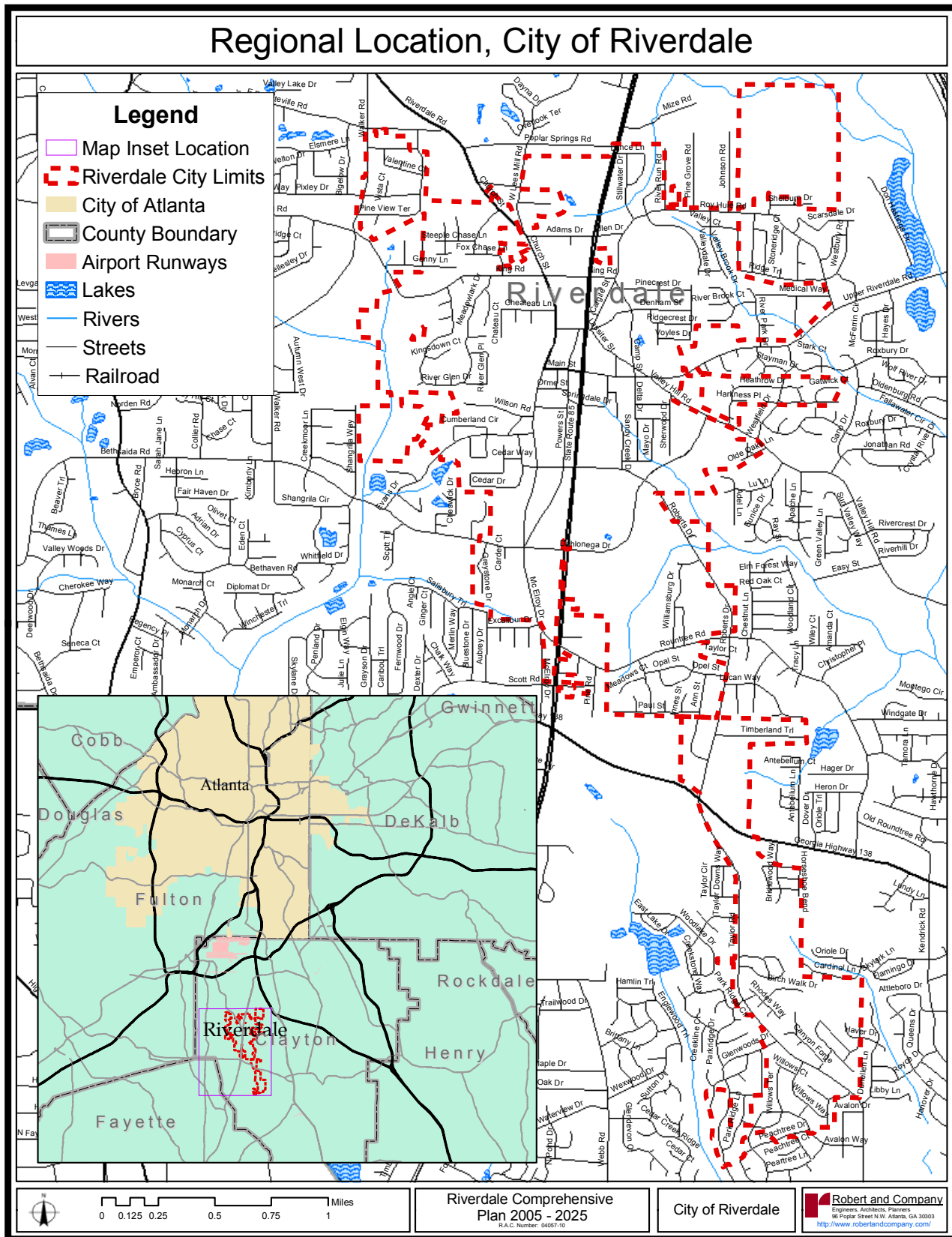
In January 1950, the city charter was renewed. During the 1950's, a water system was built, city streets were paved, street lights were installed, and one traffic light was installed. Natural gas was brought into the city and a new courthouse was built as was a city hall and fire station. A volunteer firefighting program was also established.

In 1955, the charter was again revised to increase its usefulness. A zoning board for the protection of property was approved. Salaries for the mayor and council were also approved. By 1963, Riverdale was a modern city and a growing suburb. Riverdale had a growing economy with businesses like Webb and Hutchinson Insurance, Bob & Neil's Grocery Store, Riverdale Barber Shop, and Mac's Restaurant, just to name a few.

In 1967 a new city hall was built which included a jail with 4 cells along with a combination council and court room, plus offices for the police, public works, and administration departments. That same year, Riverdale hired their first fulltime fireman, Chief Bill Lott.

In 1970, the population was about 2,500 and by 1975 had grown to 7,000. For a city with a population of 159 in 1920, this was dramatic growth. With a population of 12, 478 in the year 2000, Riverdale continues to grow. The current city hall complex houses the administration, police, and fire department offices. The fire and police departments in the complex were built in the late 1970's. The police department was enlarged and city hall was added on in 1990, to make one contiguous 24,000 square foot building. The Public Works building was built in 2000 and is located at 971 Wilson Road.. The City also built a second fire station in 1991, that is over 4,000 square feet. The City of Riverdale has indeed come a long way since its humble beginnings in the late 1800's.

Map 1.1 Riverdale Basemap with Regional Location





### **1.3 PURPOSE AND USES OF THE COMPREHENSIVE PLAN**

The Comprehensive Plan is organized around a framework of government policy which is used to guide the growth of the community and coordinate public services. The Comprehensive Plan attempts to identify the quantities, types, locations, and timing of future development. The Comprehensive Plan is one part of an ongoing planning process that seeks to ensure the provision of adequate facilities and services to support anticipated growth. The Comprehensive Plan may also facilitate redevelopment efforts in aging, underutilized areas. Thus, the planning process seeks to address both growth and decline within a community. The document covers a long-range horizon of 20 years and includes short and intermediate term growth projections for both population and economic activity.

The Riverdale Comprehensive Plan is intended to serve several purposes. The document addresses and coordinates, at a high level, nearly all the essential functions of the city. These functions are classified under the eight key elements or chapters of the plan; population, housing, economic development, community facilities and services, natural and cultural resources, transportation, land use, and intergovernmental coordination. By considering these public functions together, interrelated services, infrastructure, and development can be coordinated with community goals. By proactively planning for the provision of services, governments can help developers and business leaders predict the future direction and intensity of growth. In addition, market analysts and researchers can draw on the data provided in the Comprehensive Plan for business development and other specific needs.

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

The Comprehensive Plan provides a framework of goals and policies based on the city's current, projected and desired conditions. This framework is meant to serve as a guide to elected officials, county departments and related authorities and organizations who are tasked with implementing the plan. As a living document and the reflection of public policy, the Comprehensive Plan must be updated and amended as community policies, goals, and programs change.

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

#### **1.4 AMENDMENT AND UPDATE OF THE PLAN**

The current Riverdale Comprehensive Plan was completed in 1992 with an outlook to 2013. The state legislation that governs local planning, established in 1989, set a benchmark that plans should be fully updated every ten years. This update of the City of Riverdale Comprehensive Plan serves the planning period of 2005 – 2025.

Many city departments, agencies, business people and the development community rely on the Comprehensive Plan to be an expression of the city’s current policy. To remain effective the plan must continue to accurately reflect the desires of the city as expressed through its elected City Council. Due to this it may be necessary to amend the plan from time to time when a particular goal or policy included in the plan has significantly changed so as to materially detract from the usefulness of the document as a guide for local decision making. Under the State of Georgia’s current planning guidelines there are provisions for both major and minor plan amendments.

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

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

#### **1.5 BASIS FOR COMPREHENSIVE PLANNING**

In 1989, the State of Georgia established the Georgia Planning Act to promote statewide local government comprehensive planning. The City of Riverdale adopted a Comprehensive Plan in 1992 with an outlook to the year 2013 to meet the State standards for local comprehensive planning. This Comprehensive Plan Update 2005-2025 is a major update to the 1992 Comprehensive Plan.

## **1.6 PLANNING PROCESS AND PUBLIC PARTICIPATION**

The Riverdale Comprehensive Plan 2005 – 2025 was formulated using the standard three-stage planning process. First, an inventory of existing conditions of the community’s population, housing, community facilities, services, transportation, natural and cultural resources, land use, and intergovernmental coordination is conducted. This initial step in the planning process is intended to provide local governments with a factual basis for making informed decisions about their future. Second, an assessment of current and future needs is formulated based on the data provided in the community inventory and public input regarding the desires and aspirations of the community. The assessment of current and future needs is intended to serve as a framework for making informed decisions about the future of the city and to ensure that all of the appropriate issues and viewpoints are considered. Third, goals and policies are articulated as a means of implementing the plan and addressing the needs set forth. This third step is intended to establish the community’s long-range needs, goals, and ambitions and how they will be addressed or attained during the planning period.

## **1.7 PUBLIC PARTICIPATION PROGRAM**

The public participation process was broken into phases. These included a kick-off meeting, monthly steering committee meetings, public workshops, individual council meetings with elected officials, draft plan presentations, and a final public hearing to present the draft plan to the elected officials. Each meeting was a critical component to the success of this plan which provided crucial input from different internal perspectives. This input allowed the consulting team to gather a well-rounded sundry of information; thereby, assuring all affected stakeholders who live, work, play or learn within the jurisdictional boundaries were given an ample opportunity to share their viewpoints. Through direct mailings, city newsletter, newspaper articles, mass e-mails, and personal contacts, the public was informed of the public workshops.

### **1.7.1 Public Hearings**

A *Kick-off Meeting* was held on October 25, 2004 which identified the purpose of Riverdale’s Comprehensive Plan and initiated the selection of the steering committee.

The *Comprehensive Plan Draft Plan Presentation* was made to the Planning and Zoning Commission on February 21, 2005. Minor revisions were made based on the Commission’s comments. The draft plan presentation was presented to the public for comments on March 1, 2005. The elected officials reviewed the plan for submittal to the Atlanta Regional Commission and the Department of Community Affairs on May 9, 2005. Public Hearing Dates included:

- October 25, 2005
- February 21, 2005
- March 1, 2005
- May 9, 2005

### **1.7.2 Public Workshops**

Four public workshops were held throughout the city. The format for the public workshops were the same for each location including: Visual Preference Survey, Visionary and Goals Questionnaire, and Mapping Table. Whereas all of the workshops were advertised for all of the public to attend, as special effort was made to accommodate the citizens by bringing the workshops to them. These meetings were held:

- January 11, 2005
- January 13, 2005
- January 18, 2005
- January 20, 2005



### **1.7.3 Steering Committee Meetings**

Monthly steering committee meetings were held to guide the Vision Statement, Goals and Policies for the comprehensive plan, and to review the various comprehensive plan chapters. Each Steering Committee meeting focused on a specific topic and gave directives for the public workshops. Steering Committee Meetings were held:

- Meeting One: November 9, 2004
- Meeting Two: December 14, 2004
- Meeting Three: January 11, 2005
- Meeting Four: February 8, 2005
- Meeting Five: March 8, 2005

The Steering Committee included the following representatives:

**Charles Glover**

**Beverly Glover**

**Roosevelt Ponder**

**Doug Parsons**

**Vanessa Zimmerman**

**Jerry Harrington**

**Barbara Williams**

**Lata Chinnan**

**Jamal Cowser**

**Cheryl Jackson**

**DeeDee Cochita**

**Pastor Harry J. Riley**

**Carol Ferguson**

**Wanda Wallace, Mayor Pro-tem**

**Kenneth Ruffin, City Council**

**Brantley Day, Community Development Director**

**Mrs. Iris Jessie, City Manager**

**Lonnie Ballard, Assistant to the City Manager**

## 1.8 COMMUNITY VISION FOR THE CITY OF RIVERDALE<sup>1</sup>

The City of Riverdale will foster a unique identity and sense of place that make it a desirable place to live, work, and play. The City of Riverdale will be a community that promotes progress by striving for balanced growth and development that is representative of an increasingly diverse population. The city will protect and enhance its neighborhoods, environmental features, cultural and historic resources; public services, facilities and infrastructure; and economic climate of opportunity and growth in order to realize long term prosperity and enhanced quality of life.



The City of Riverdale will promote redevelopment of aging strip shopping centers in order to maintain the vitality of its commercial base. Aesthetic improvements along commercial corridors will be implemented in order to remove visual clutter and enhance the business environment. Streetscape improvements will be employed in order to improve the pedestrian experience and beautify commercial corridors. Signage will be erected to help create a sense of place for the city.



A town center feel will be cultivated in areas where Traditional Neighborhood Development principles may be applied. Residential areas adjacent to the busy GA-85 commercial corridor will be redeveloped into mixed-use centers with a combination of residential and neighborhood-scale commercial uses in order to provide a transitional buffer. Pedestrian-oriented retail development and high quality housing will be encouraged along Upper Riverdale Road consistent with redevelopment plans for Southern Regional Medical Center.



<sup>1</sup> Images included in the Riverdale Community Vision Statement have been selected from those most highly rated in the visual preference survey conducted as part of the public participation component of the Riverdale Comprehensive Plan Update.

## **1.9 COMMITMENT TO QUALITY COMMUNITY OBJECTIVES**

The Georgia Department of Community Affairs has developed fifteen Quality Community Objectives following five general goals for statewide planning. The City of Riverdale is committed to these objectives as a means of ensuring balanced, equitable growth and development throughout the coming years.

### **1.9.1 Economic Development Goal:**

To achieve a growing and balanced economy, consistent with the prudent management of the state's resources, that equitably benefits all segments of the population.

*Regional Identity Objective* – Within the Atlanta Regional Commission metropolitan planning area, Riverdale identifies itself with Clayton County and the Southern Crescent of the south side of Metro Atlanta. Riverdale also places emphasis on its position as an “airport-area” community due to its location south of Hartsfield-Jackson Atlanta International Airport.

*Growth Preparedness Objective* – In partnership with Clayton County, Riverdale has a long history of commitment to quality infrastructure and services. This commitment will continue and shall be expanded to include a stronger focus on ensuring that infrastructure preparedness for growth and redevelopment includes facilities and services such as schools, parks, and public safety.

*Appropriate Business Objective* – Due to its close proximity, Riverdale's economy is closely linked to the major employment centers of Hartsfield-Jackson Atlanta International Airport and Southern Regional Medical Center. Both have had a significant positive impact on the city's business climate. The City of Riverdale will continue to support the development of businesses associated with these major employers. However, the city must diversify its economic base in order to avoid becoming dependent on any single industry.

*Educational Opportunities Objective* – In partnership with Clayton County and the Clayton County Public School System, Riverdale is committed to a coordinated approach to ensure that the facilities and educational capacity of the public schools is not overburdened and that each child receives the best education possible. Nearby to Riverdale, Clayton College and State University in Morrow provides a number of excellent higher and continuing educational and workforce training opportunities which respond to the needs of Clayton County employers and the workforce needs of greater Metro Atlanta and the state.

*Employment Options Objective* – The future land use plan for Riverdale provides for the expansion of all employment sectors. Additionally the city will provide greater opportunities for workers to live in close proximity to a variety of job types by encouraging mixed use development and adopting zoning ordinances to support the development of mixed use projects.

### **1.9.2 Natural and Historic Resources Goal**

To conserve and protect the environmental, natural, and historic resources of Georgia's communities, regions, and the state.

*Heritage Preservation Objective* – The City of Riverdale is committed to protection of significant historic resources. The city will coordinate with the broader Clayton County preservation community to develop a historic preservation plan which provides for the protection of resources identified through the planning process.

*Open Space Preservation Objective* – The City of Riverdale is committed to the permanent preservation of open space for purposes of conservation and public recreation, and opportunities will be sought to acquire public open space where beneficial to the general public.

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

*Regional Cooperation Objective* – The City of Riverdale is and will continue to be actively involved with adjacent and regional governmental bodies. Furthermore, the city will cooperate with regional redevelopment plans such as the Southside Hartsfield Redevelopment and Stabilization Plan, the Northwest Clayton Livable Centers Initiative, and the Riverwalk Upper Riverdale Road Redevelopment Plan.

### **1.9.3 Community Facilities and Services Goal**

To ensure that public facilities throughout the state have the capacity, and are in place when needed, to support and attract growth and development and/or maintain and enhance the quality of life of Georgia's residents.

*Transportation Alternative Objective* – The city is committed to providing pedestrian facilities and transit services as an alternative to automobiles where feasible and when demand is present. The city will continue to coordinate with the C-Tran bus system to ensure that transit service is easily accessible to all citizens.

*Regional Solutions Objective* – The city will seek out, carefully consider, and when appropriate support regional solutions to the needs shared by its residents and those of Clayton County and other local governments in the region. These solutions will certainly be supported in cases when they will directly benefit the citizens of Riverdale through cost savings and increased efficiency.

### **1.9.4 Housing Goal**

To ensure that residents of the state have access to adequate and affordable housing.

*Housing Opportunities Objective* – The city is dedicated to providing a diverse range of high quality housing types to allow a significant number of people who work in the city to also live in the city.

### **1.8.5 Land Use Goal**

To ensure that land resources are allocated for uses that will accommodate and enhance the state's economic development, natural and historic resources, community facilities, and housing and to protect and improve the quality of life of Georgia's residents.

*Traditional Neighborhood Objective* – Through its redevelopment efforts and the vision set forth in the future land use plan, the city supports mixed use development in activity centers or nodes that are designed on a human scale. The city strongly encourages the development of safe and attractive pedestrian connections between commercial, office, institutional and residential areas.

*Infill Development Objective* – The majority of Riverdale is developed and the city is focused on opportunities for the redevelopment of blighted areas, brownfields, and obsolete development. Emphasis is also placed on encouraging compatible infill development near existing activity nodes and in existing neighborhoods.

*Sense of Place Objective* – Riverdale encourages the preservation, protection and/or development of uniqueness and diversity. Sense of place is achievable through many means, including consistent and complimentary development styles, distinctive landscaping and other features.



## CHAPTER 2 – POPULATION

### INTRODUCTION

An inventory and analysis of population provides an important first step in formulating a comprehensive plan. The population chapter forms the foundation of subsequent elements of the comprehensive plan by identifying opportunities and constraints to future growth. Population trends form the basis of forecasts for future public service needs and infrastructure improvements. Forecasts of population change influence the coordination, location, and timing of government facilities and services. The demographic characteristics of a community also help local governments meet the unique needs of their constituents. The rate of population growth helps to determine the need for additional housing, employment, and public sector services. As part of the Atlanta metropolitan area, population trends in Riverdale are influenced by regional settlement patterns and economic conditions. Likewise, demographic trends in Clayton County will have an effect on future settlement patterns in the City of Riverdale. Therefore it is important to analyze local population in the context of larger county and state growth trends.

### 2.1 TOTAL POPULATION

#### **2.1.1 Historic Population Trends**

Despite the early settlement of the area and the incorporation of Riverdale in 1908, the city's growth has largely occurred since the 1970s. It was at this time that the traditional rural agrarian character of the area was superseded by suburban growth associated with the Atlanta region. In 1970, the city of Riverdale had a population of only 2,521. By 1975, Riverdale's population had nearly doubled to 4,821. By the end of the decade in 1980, Riverdale's population had reached 7,121. Much of Riverdale's rapid expansion in population over the 1970s can be attributed to the national trend of suburban expansion and central city decline, which accelerated over this time period. Thus, the 1970s marks the settlement of Riverdale as an inner-ring suburban city and bedroom community to the City of Atlanta.

Throughout the 1980s, Riverdale continued to grow and prosper as the infrastructure and economy of Clayton County and metropolitan Atlanta expanded. The construction of Hartsfield-Jackson Atlanta International Airport and the improvement of Georgia Highway 85 allowed for continued robust growth within the City of Riverdale. During the 1980s airport noise and construction negatively impacted some northern areas of Clayton County, such as the City of Forest Park. However, the City of Riverdale was far enough away to avoid many of the negative impacts of airport noise and construction, yet close enough to benefit from proximity to the airport as an employment center. As a result, the population of Riverdale has continued to grow steadily, reaching 9,359 persons by 1990 and 12,478 persons by 2000. (Table 2.1) The rate of growth in Riverdale has exceeded that of Clayton County and the State of Georgia in both the 1980s (31.4%) and the 1990s (33.3%). As a result, the City of Riverdale represents a growing share of the total population of Clayton County, increasing from 4.7% in 1980 to 5.1% in 1990, and 5.3% in 2000. (Table 2.2) However, some of Riverdale's population growth has occurred due to annexation of land into the city. The greatest increases in Riverdale's land area occurred

between 1960 and 1980. Between 1990 and 2000, there have been only minimal changes to Riverdale’s city limits.

**Table 2.1 - Population Growth Rates, 1980 - 2000 Riverdale, Clayton, and Georgia**

Jurisdiction	1980	% Change 80-90	1990	% Change 90-00	2000	% Change 80-00
City of Riverdale	7,121	31.4%	9,359	33.3%	12,478	75.2%
Clayton County	150,357	21.1%	182,052	29.9%	236,517	57.3%
State of Georgia	5,457,566	18.7%	6,478,216	26.4%	8,186,453	50.0%

Source: US Census Bureau

**Table 2.2 - Share of County Population, 1980 – 2000 City of Riverdale**

Jurisdiction	1980	%	1990	%	2000	%
City of Riverdale	7,121	4.7%	9,359	5.1%	12,478	5.3%
Clayton County	150,357	100.0%	182,052	100.0%	236,517	100.0%

Source: US Census Bureau

Despite the ongoing national economic recession experienced between 2000 and 2004, the City of Riverdale has experienced an accelerated growth spurt in the three years since the national census of 2000. According to recent population estimates, Riverdale has added 2,402 persons between the official census count in April 2000 and the census estimate in July 2003. (Table 2.3) This trend is consistent with an upsurge in growth in the southern portions of the Atlanta region between 2000 and 2003. As congestion has worsened in the northern portions of the Atlanta region, growth has recently shifted to sectors in the south. According to the Atlanta Regional Commission’s 2003 Population and Housing Report, since 2000, 41% of the ARC region’s growth has occurred in areas south of I-20. In contrast, the same southern quadrant of the ARC area received only 25% of total regional growth in the 1980s and 28% of regional growth in the 1990s.

**Table 2.3 - Census Population Estimates, 2001-2003 City of Riverdale**

	2000	2001	2002	2003
Population	12,478	13,225	14,385	14,880
Annual Growth Rate		5.6%	8.1%	3.3%

Source: US Census Bureau

**2.1.2 Projected Population**

Several factors must be taken into account when formulating population projections for the City of Riverdale. First, historic growth patterns of the City of Riverdale form the primary basis of future population projections. Riverdale’s historic growth rates have been steadily high with population increases of over 30% in each of the past two decades. Next, regional growth patterns that could potentially affect growth in Riverdale must be taken into account. The shift of growth toward the southern portions of the Atlanta region will likely boost the city’s prospects for population increases and economic development. Clayton County, the metro Atlanta area, and the State of Georgia have all experienced robust growth between 1980 and 2000. Forecasts for regional growth can serve as a valuable indicator for future local growth patterns. As part of

an expanding regional economy, Clayton County population is predicted to grow 37.8% between 2000 and 2025, according to Woods and Poole projections. On the other hand, census tract-level Atlanta Regional Commission population projections for the Riverdale area predict much slower growth. For the ten census tracts intersecting the Riverdale city limits, ARC projections show only 9.4% cumulative population growth between 2000 and 2030. Local development/redevelopment initiatives could also have an effect on Riverdale’s prospects for future population growth or decline. There have been several ARC-funded Livable Centers Initiative studies that have recommended redevelopment and increased density around proposed transportation improvements such as commuter rail and the 5<sup>th</sup> Runway at Hartsfield-Jackson Airport. While some census tracts close to the 5<sup>th</sup> Runway (such as GA 402.2) are likely to lose population in the short term due to airport related noise and construction, much of the Southside Hartsfield area is slated for redevelopment at higher density. Finally, physical constraints to growth must be taken into account when formulating population projections. Despite the recent surge in growth, Riverdale’s population is constrained by a lack of developable land. Barring city expansion through annexation, Riverdale lacks large portions of undeveloped land.

Population projections for the City of Riverdale were generated by utilizing Woods and Poole projections for Clayton County. (Table 2.4) The City of Riverdale’s share of county population at the time of the 2003 census population estimates (5.73%) has been maintained throughout the 2025 planning time frame. This formula for computing future populations based on the forecasts for a larger surrounding jurisdiction is known as the Constant Share Model. Thus, growth in Riverdale is assumed to follow the larger pattern of growth in Clayton County.

**Table 2.4 - Population Projections 2000 – 2025, City of Riverdale**

1980	1990	2000	2005	2010	2015	2020	2025	Net Change 00-25	% Change 00-25
7,121	9,359	12,478	14,580	15,538	16,545	17,585	18,668	6,190	49.6%

Source: US Census Bureau (1980, 1990, 2000), Robert and Company, Woods and Poole projections for Clayton County

**2.1.3 Functional Population**

The functional population is a measure of the daytime population of a city. The functional population is the resident population, minus those residents who are in the labor force, plus employment inside the city. Depending on the jobs-housing balance of a community, the daytime population may vary substantially from the residential population. Large employment centers, tourism venues, and transportation hubs often experience a high daytime population relative to their residential population. Large daytime populations may necessitate infrastructure and services beyond the needs of the residential population. On the other hand, some bedroom communities with ample housing and few local jobs may empty out during the day as residents commute to work. In the case of Riverdale, the city experiences a slight decline in its daytime population relative to the number of permanent residents. (Table 2.5) However, despite the city’s jobs/housing balance, Riverdale does experience a large influx of traffic passing through the city each day. (See Chapter 7 Transportation Element for traffic volumes and levels of service.)

Functional Population = (City Residents – Working Residents + Employees Working in Riverdale)

**Table 2.5 - Functional Population, City of Riverdale**

Functional Population	Residents	Working Residents	Local Employment
11,171	12,478	5,588	4,281

Source: US Census Bureau

## 2.2 HOUSEHOLDS

A household is defined as a person or group of persons occupying a housing unit. Housing units can include single-family homes, apartments, or even single rooms occupied as an individual unit. The number of households and average household size are important because they reflect the city’s need for housing. On the other hand, the population residing within group quarters is not included in the household population. Group quarters includes populations living in correctional facilities, nursing homes, mental care hospitals, juvenile institutions, college dormitories, military barracks, and homeless shelters. As of 2000, 170 persons were classified as residing in group quarters within the City of Riverdale. Of these 170 persons, the vast majority (145) were residents of nursing homes. (Table 2.6)

**Table 2.6 - Household Population and Group Quarters Population, City of Riverdale**

	1990	%	2000	%
Household Population	9,347	99.9%	12,308	98.6%
Group Quarters Population	12	0.1%	170	1.4%
TOTAL Population	9,359	100.0%	12,478	100.0%

Source: US Census Bureau

Family households continue to represent the majority of total households in Riverdale. In 1990 69.7% of Riverdale households were families, and in 2000 70.8% were families. (Table 2.7)

**Table 2.7 - Households by Type of Household, City of Riverdale**

	1990	%	2000	%
Family Households	2,546	69.7%	3,107	70.8%
Nonfamily Households	1,105	30.3%	1,282	29.2%
Total Households	3,651	100.0%	4,389	100.0%

Source: US Census Bureau

The distribution of households by size in the City of Riverdale is presented in Table 2.8. Between 1990 and 2000 there were proportional increases in the number of households having four or more persons. Over this time period, the average household size in the City of Riverdale increased from 2.56 in 1990 to 2.8 in the year 2000. Average Household size is an important indicator of the need for housing in a given community. Places with high average household size will need relatively fewer housing units than a community with an identical population and comparably lower average household size. Nationally, average household sizes have been steadily declining for the past twenty years from 2.74 persons/household in 1980 to 2.63 in 1990

and 2.59 in the year 2000. According to Woods and Poole projections for the U.S., this trend of smaller household sizes is expected to continue through 2010, with a slight rebound in household sizes in 2020 and 2025. Similarly, Woods and Poole projections predict fluctuations in the average household size in Clayton County from 2.8 in 2000 to 2.76 in 2015, and 2.8 in 2025. For future average household size in Riverdale, Woods and Poole projections from Clayton County were applied. (Table 2.9) Riverdale is comparable to Clayton County at large in this respect because they both had an identical average household size in 2000 of 2.8. By dividing projected future population by household size, a projected number of households can be generated. Under this formula, Riverdale would increase its number of households from 4,389 in 2000 to 6,576 in 2025.

**Table 2.8 - Household Size, 1990 - 2000 City of Riverdale**

Household Size	1990	%	2000	%
1-person household	855	23.4%	1,054	24.0%
2-person household	1,181	32.3%	1,140	26.0%
3-person household	788	21.6%	865	19.7%
4-person household	520	14.2%	726	16.5%
5-person household	211	5.8%	355	8.1%
6-person household	62	1.7%	146	3.3%
7-or-more person household	34	0.9%	103	2.3%
Total Households	3,651	100.0%	4,389	100.0%

Source: US Census Bureau

**Table 2.9 - Projected Households, 2025 City of Riverdale**

	2000	2005	2010	2015	2020	2025
Average HH Size	2.80	2.80	2.77	2.76	2.77	2.80
Population	12,478	14,580	15,538	16,545	17,585	18,668
Population in Households	12,308	14,382	15,327	16,320	17,346	18,413
Households	4,389	5,136	5,533	5,913	6,262	6,576

Source: Robert and Company, Woods and Poole projections for Clayton County

### 2.3 AGE DISTRIBUTION

The age distribution of a given population has numerous implications for planning. The government services required by children are quite different from those needed by elderly populations. Obviously, large populations of children under 18 will require greater investments in schools, whereas elderly populations require more medical care. Age also has effects on the demand for housing and the type of housing needed. For example, different stages of the life cycle can help predict the demand for owner-occupied vs. rental housing. Also, age distribution affects the size of the workforce and the need for employment opportunities.

Historic age distribution with five-year age cohorts for the City of Riverdale is displayed in Table 2.10 and Chart 2.1. Between 1990 and 2000, there were proportional increases in each of the three youngest age cohorts (0-4, 5-9, and 10-14). The proportional increase in Riverdale's youngest age groups is especially significant given the 30% overall growth in population during the 1990s. The number of school age children (age 5 to 17) nearly doubled from 1,786 in 1990 to 3,488 in 2000. This expansion of the number of children and adolescents in Riverdale points

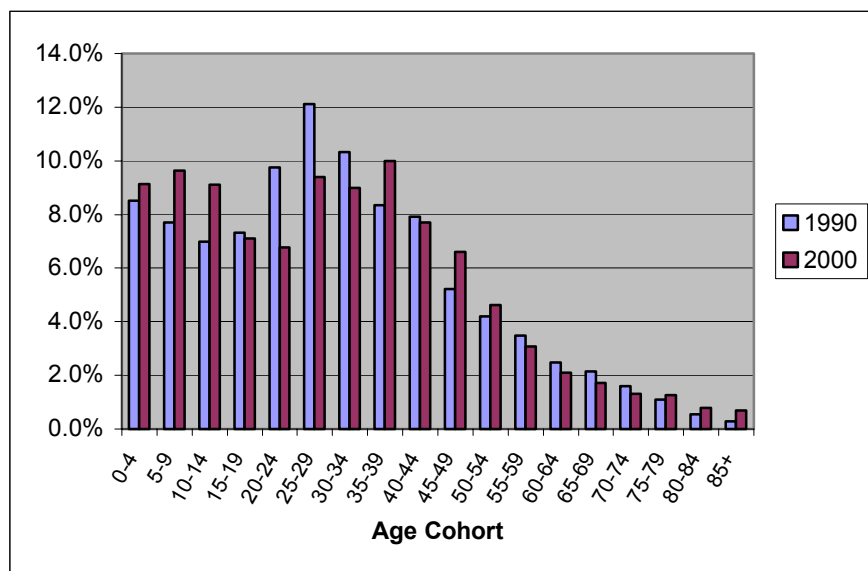
to the need for additional services for families, such as day care and after school recreation programs. The largest proportional decreases in Riverdale’s age distribution occurred in the young adult age cohorts of between 20 and 34 years of age. While the young adult population remained relatively stable, it declined as a proportion of overall population. The proportion of Riverdale residents 65 years and over remained stable between 1990 and 2000 at approximately 6% of total population.

**Table 2.10 - Historic Population by Age Cohort, 1990 – 2000 City of Riverdale**

Age Group	1990	%	2000	%
0-4	796	8.5%	1,139	9.1%
5-9	720	7.7%	1,202	9.6%
10-14	653	7.0%	1,136	9.1%
15-19	686	7.3%	887	7.1%
20-24	914	9.8%	846	6.8%
25-29	1,133	12.1%	1,173	9.4%
30-34	966	10.3%	1,122	9.0%
35-39	782	8.4%	1,247	10.0%
40-44	740	7.9%	961	7.7%
45-49	488	5.2%	824	6.6%
50-54	392	4.2%	577	4.6%
55-59	325	3.5%	383	3.1%
60-64	233	2.5%	262	2.1%
65-69	200	2.1%	213	1.7%
70-74	150	1.6%	164	1.3%
75-79	102	1.1%	158	1.3%
80-84	52	0.6%	99	0.8%
85+	27	0.3%	85	0.7%
TOTAL	9,359	100.0%	12,478	100.0%

Source: US Census Bureau

**Chart 2.1 - Age Distribution, 1990 – 2000 City of Riverdale**



Projected age distribution for the city of Riverdale is listed in Table 2.11. Age distribution projections for the city of Riverdale are based on Woods and Poole projections for Clayton County age distribution. Thus, the age distribution projections listed assume that Riverdale’s population will become increasingly similar to that of Clayton County at large.

**Table 2.11 - Projected Age Distribution, 2000 – 2025 City of Riverdale**

Category	2000	%	2005	%	2010	%	2015	%	2020	%	2025	%
<b>Total</b>	12,478		13,670		15,010		16,349		17,688		19,027	
<b>Age 0 to 4</b>	1,139	9.1%	1,091	8.0%	1,219	8.1%	1,329	8.1%	1,402	7.9%	1,486	7.8%
<b>Age 5 to 9</b>	1,202	9.6%	1,101	8.1%	1,157	7.7%	1,283	7.8%	1,392	7.9%	1,462	7.7%
<b>Age 10 to 14</b>	1,136	9.1%	1,123	8.2%	1,131	7.5%	1,180	7.2%	1,302	7.4%	1,408	7.4%
<b>Age 15 to 19</b>	887	7.1%	1,107	8.1%	1,202	8.0%	1,202	7.4%	1,249	7.1%	1,376	7.2%
<b>Age 20 to 24</b>	846	6.8%	1,037	7.6%	1,247	8.3%	1,340	8.2%	1,334	7.5%	1,389	7.3%
<b>Age 25 to 29</b>	1,173	9.4%	1,062	7.8%	1,167	7.8%	1,395	8.5%	1,491	8.4%	1,486	7.8%
<b>Age 30 to 34</b>	1,122	9.0%	1,204	8.8%	1,101	7.3%	1,209	7.4%	1,453	8.2%	1,543	8.1%
<b>Age 35 to 39</b>	1,247	10.0%	1,169	8.6%	1,231	8.2%	1,111	6.8%	1,224	6.9%	1,473	7.7%
<b>Age 40 to 44</b>	961	7.7%	1,123	8.2%	1,164	7.8%	1,220	7.5%	1,099	6.2%	1,207	6.3%
<b>Age 45 to 49</b>	824	6.6%	958	7.0%	1,108	7.4%	1,144	7.0%	1,203	6.8%	1,085	5.7%
<b>Age 50 to 54</b>	577	4.6%	806	5.9%	953	6.3%	1,098	6.7%	1,139	6.4%	1,199	6.3%
<b>Age 55 to 59</b>	383	3.1%	624	4.6%	749	5.0%	885	5.4%	1,023	5.8%	1,063	5.6%
<b>Age 60 to 64</b>	262	2.1%	427	3.1%	574	3.8%	689	4.2%	817	4.6%	951	5.0%
<b>Age 65 to 69</b>	213	1.7%	300	2.2%	391	2.6%	522	3.2%	620	3.5%	733	3.9%
<b>Age 70 to 74</b>	164	1.3%	212	1.6%	248	1.7%	323	2.0%	430	2.4%	510	2.7%
<b>Age 75 to 79</b>	158	1.3%	157	1.1%	176	1.2%	206	1.3%	270	1.5%	359	1.9%
<b>Age 80 to 84</b>	99	0.8%	102	0.7%	116	0.8%	130	0.8%	154	0.9%	202	1.1%
<b>Age 85 &amp; Over</b>	85	0.7%	65	0.5%	76	0.5%	83	0.5%	87	0.5%	95	0.5%

Source: Woods and Poole Age Distribution Projections for Clayton County, Robert and Company Population Projections

## 2.4 RACIAL COMPOSITION

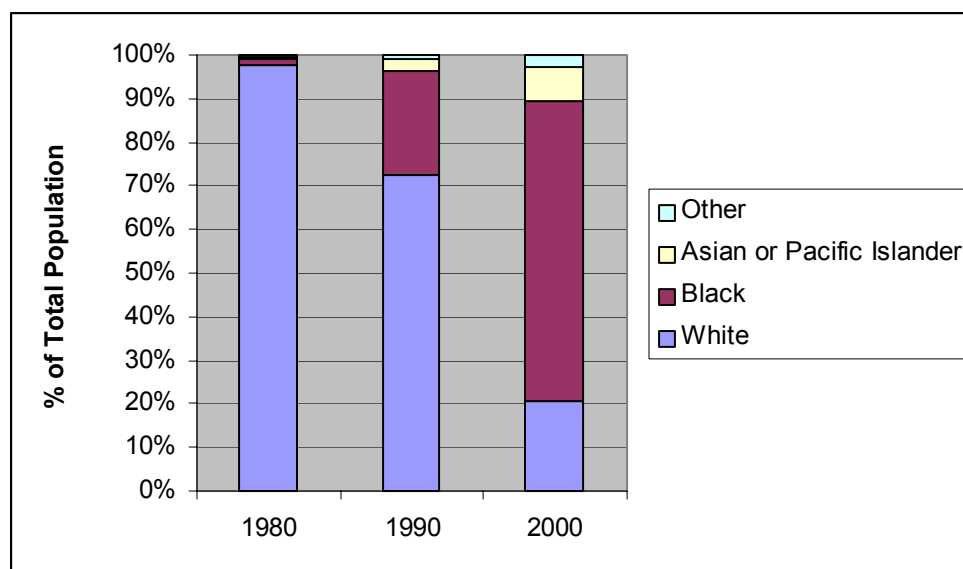
The racial composition of the City of Riverdale is presented in Table 2.12 along with Hispanic origin. Hispanic origin is an ethnicity rather than a racial category. Thus, persons of Hispanic origin are also represented in one of the racial categories. The most dramatic demographic change in Riverdale over the past twenty years has been a rapid shift in racial composition. (Table 2.12 and Chart 2.2) African Americans have increased from only 1.3% of Riverdale’s population in 1980 to 23.8% in 1990 and 67.4% in 2000. There has been a corresponding sharp decline in the white population of Riverdale, which has decreased from 97.5% in 1980 to 72.4% in 1990 and only 20.1% in 2000. There has also been a significant increase in the Asian population in Riverdale, which grew from 2.9% to 7.8% between 1990 and 2000. Likewise, Hispanics increased from 2.3% of Riverdale’s population in 1990 to 4.8% in 2000. Thus, the population of Riverdale has become more diverse over the past two decades, with a particularly large influx of African Americans.

**Table 2.12 - Racial and Hispanic Composition, 1980 – 2000 City of Riverdale**

Category	1980	%	1990	%	2000	%
White	6,946	97.5%	6,776	72.4%	2,507	20.1%
Black	95	1.3%	2,227	23.8%	8,413	67.4%
American Indian Eskimo or Aleut	5	0.1%	28	0.3%	37	0.3%
Asian or Pacific Islander	58	0.8%	270	2.9%	975	7.8%
Other	17	0.2%	58	0.6%	284	2.3%
Persons of Hispanic Origin	67	0.9%	213	2.3%	600	4.8%
TOTAL Population	7,121	100.0%	9,359	100.0%	12,478	100.0%

Source: GA DCA Planbuilder, Downloaded 11/3/04

**Chart 2.2 - Racial Composition, 1980 – 2000 City of Riverdale**



Source: GA DCA Planbuilder, Downloaded 11/3/04

This racial shift in Riverdale is comparable to countywide patterns over the same time period. In Clayton County, African Americans have increased from 7.0% of total population in 1980 to 23.8% in 1990 and 52.0% in 2000. Conversely, the white population in Clayton County declined from 91.7% in 1980 to 72.4% in 1990 to 37.9% in 2000. Asians have grown from 2.8% of Clayton population in 1990 to 5.0% in 2000. Hispanics have increased from 2.1% of Clayton population in 1990 to 7.5% in 2000. Hence, shifting demographics in Riverdale are part of a larger trend of racial change occurring throughout Clayton County.

**2.5 EDUCATIONAL ATTAINMENT**

Educational attainment figures for the City of Riverdale are listed in Table 2.13 and Chart 2.3 for the adult population 25 years and older. Between 1990 and 2000, the number of persons with less than a 9<sup>th</sup> grade education doubled. Much of this increase in persons with very low educational attainment can be attributed to the growth of immigrant populations within Riverdale. For example, as of the 2000 Census, 53.7% of Asians and 52.6% of Hispanics in



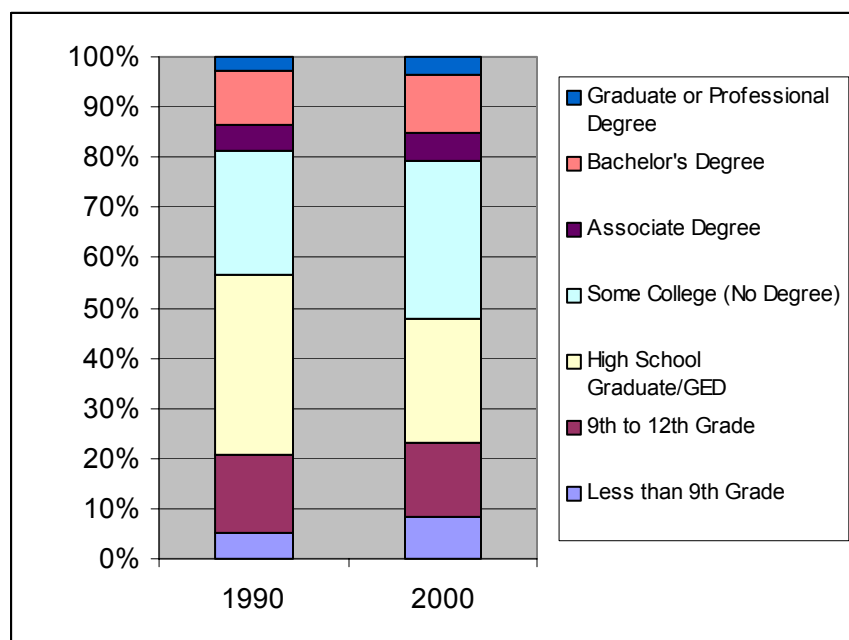
Riverdale lacked a high school diploma. In contrast, 32.6% of Whites and only 12.1% of Blacks in Riverdale did not have a high school diploma. There was also an increase in the number of persons with high educational attainment. The overall proportion of adults with a bachelor’s degree or higher increased from 13.4% in 1990 to 15.1% in 2000.

**Table 2.13 - Educational Attainment, 1990 – 2000 City of Riverdale**

Category	1990	%	2000	%
Less than 9th Grade	289	5.1%	602	8.3%
9th to 12th Grade (No Diploma)	878	15.5%	1,084	15.0%
High School Graduate (Includes Equivalency)	2,038	35.9%	1,785	24.6%
Some College (No Degree)	1,418	25.0%	2,259	31.2%
Associate Degree	297	5.2%	420	5.8%
Bachelor's Degree	611	10.8%	834	11.5%
Graduate or Professional Degree	151	2.7%	260	3.6%
TOTAL Adult Population 25 & Over	5,682	100.0%	7,244	100.0%

Source: GA DCA Planbuilder, Downloaded 11/3/04

**Chart 2.3 - Educational Attainment, 1990 – 2000 City of Riverdale**



Educational attainment levels in Riverdale do not compare favorably with surrounding counties, Metro Atlanta, and the State of Georgia. (Table 2.14) Riverdale has a high proportion of adults with no high school diploma (23.3%) as compared to Clayton County (19.9%), Metro Atlanta (16.0%), and Georgia (21.4%). Riverdale also has a relatively low number of adults with a bachelor’s degree or higher (15.1%) as compared to Clayton County (16.6%), Metro Atlanta (32.0%), and Georgia (24.3%).

**Table 2.14 - Educational Attainment Comparison, City of Riverdale and Surrounding Areas**

Educational Attainment	Riverdale	Clayton County	DeKalb County	Fayette County	Fulton County	Henry County	Metro Atlanta	Georgia
Less than 9th Grade	8.3%	6.4%	5.6%	2.2%	5.1%	4.1%	5.4%	7.6%
9th to 12th Grade (No Diploma)	15.0%	13.5%	9.3%	5.4%	10.9%	11.7%	10.6%	13.8%
High School Graduate (Includes Equivalency)	24.6%	31.9%	20.3%	24.0%	19.4%	34.3%	24.4%	28.7%
Some College (No Degree)	31.2%	25.5%	22.4%	25.0%	18.5%	23.7%	21.8%	20.4%
Associate Degree	5.8%	6.0%	6.0%	7.2%	4.7%	6.7%	5.7%	5.2%
Bachelor's Degree	11.5%	12.2%	22.7%	23.9%	26.7%	13.5%	21.6%	16.0%
Graduate or Professional Degree	3.6%	4.4%	13.6%	12.3%	14.7%	6.0%	10.4%	8.3%
TOTAL Adult Population 25 & Over	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: US Census Bureau

Educational statistics are presented for Clayton County and the State of Georgia in Tables 2.15 and 2.16. Many of these statistics are unavailable for the City of Riverdale because school districts often do not correspond with municipal boundaries. Given the lower overall educational attainment levels in Riverdale, these statistics may not accurately reflect the situation at the local level. Department of Education figures show that the percentage of students dropping out of high school dropped significantly between 1995 and 2001, and that greater numbers of students completing high school are going on state colleges and technical schools. (Table 2.15) Despite these educational gains, graduation test scores have dropped. The decline in graduation test scores in Clayton mirrors the decline in test scores statewide. Much of this trend in declining pass rates can be attributed to the increased testing standards implemented in Georgia. In 1997 and 1998, new graduation requirement tests for social studies and science were introduced.

**Table 2.15 - Clayton County Education Statistics**

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

Source: Georgia Department of Education. In Plan Builder, DCA, accessed 3/30/04

**Table 2.16 - Georgia Education Statistics**

Category	1995	1996	1997	1998	1999	2000	2001
H.S. Graduation Test Scores (All Components)	82%	76%	67%	68%	66%	68%	65%
H.S. Dropout Rate	9.3%	8.6%	7.3%	6.5%	6.5%	6.5%	6.4%
Grads Attending Georgia Public Colleges	35.0%	30.0%	30.2%	38.8%	37.5%	37.3%	36.1%
Grads Attending Georgia Public Technical Schools	5.4%	6.2%	7.1%	6.5%	6.4%	7.4%	8.8%

Source: Georgia Department of Education. In Plan Builder, DCA, accessed 3/30/04

## 2.6 INCOME

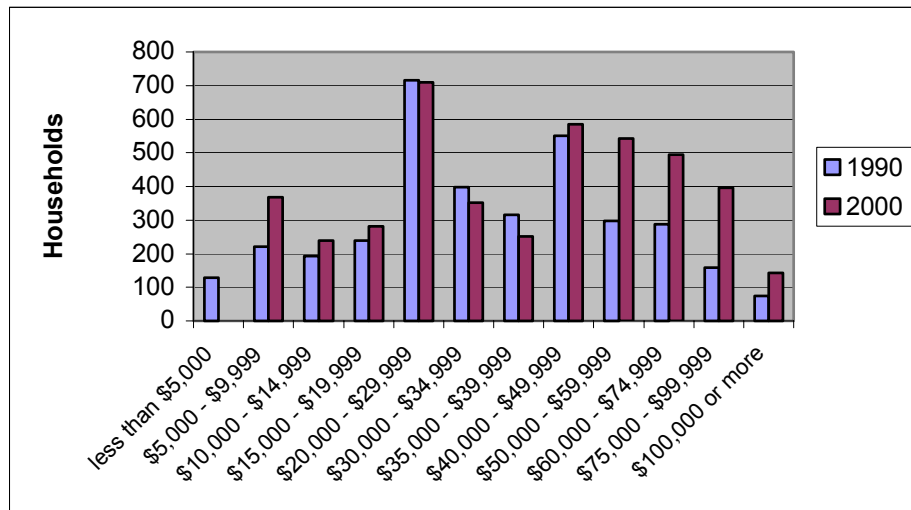
The distribution of household income in Riverdale is listed in Table 2.16 and Chart 2.4. The proportion of total households in each income bracket above \$50,000 has increased in each decade between 1980 and 2000.

**Table 2.16 - Household Income Distribution, 1980 - 2000 City of Riverdale**

Category	1980	%	1990	%	2000	%
Income less than \$5,000	213	6.7%	128	3.6%	0	0.0%
Income \$5,000 - \$9,999	300	9.5%	221	6.2%	368	8.4%
Income \$10,000 - \$14,999	418	13.2%	192	5.4%	239	5.5%
Income \$15,000 - \$19,999	462	14.6%	240	6.7%	281	6.4%
Income \$20,000 - \$29,999	531	16.7%	716	20.0%	709	16.3%
Income \$30,000 - \$34,999	442	13.9%	397	11.1%	352	8.1%
Income \$35,000 - \$39,999	355	11.2%	315	8.8%	252	5.8%
Income \$40,000 - \$49,999	187	5.9%	551	15.4%	584	13.4%
Income \$50,000 - \$59,999	101	3.2%	298	8.3%	542	12.4%
Income \$60,000 - \$74,999	57	1.8%	288	8.0%	495	11.4%
Income \$75,000 - \$99,999	83	2.6%	158	4.4%	396	9.1%
Income \$100,000 or more	25	0.8%	74	2.1%	143	3.3%

Source: GA DCA Planbuilder, Downloaded 11/3/04

**Chart 2.4 - Household Income Distribution, 1990-2000 City of Riverdale**



Median household income for the City of Riverdale and surrounding areas is listed in Table 2.17. Median household income is the primary measure of central tendency for studies of income. The median of a variable is the value at which half of the cases measured fall above and half fall below. In measuring income, medians are used rather than averages because of the positive skew of most income distributions. In other words, because of the inclusion of a few extremely high incomes, average income is not seen as an accurate reflection of a population’s central tendency for household income. As of 1999, median household income in Riverdale was \$39,530 as compared to \$33,864 in 1989. While median household income has increased in absolute terms, it has not kept pace with the rate of inflation. When 1989 incomes are adjusted for inflation, there has been a –15.1% decline in real household income. Clayton County has experienced a -5.3% decrease in median household income when adjusted for inflation. In contrast, each of the counties surrounding Clayton (DeKalb, Fayette, Fulton, and Henry) as well as Metro Atlanta and the State of Georgia have all increased their inflation-adjusted median household income. In addition to lagging behind in income growth, median household income in Riverdale is 23.9% below the median income of Metropolitan Atlanta.

**Table 2.17 - Median Household Income, 1989 – 1999 City of Riverdale and Surrounding Areas**

Geography	Median Household Income in 1989	Median Household Income in 1989 (Inflation Adjusted to 1999 \$)	Median Household Income in 1999	% Change In Inflation Adjusted Median Household Income 1989-1999
Riverdale	\$ 33,864	\$ 45,498	\$ 39,530	-15.1%
Clayton County	\$ 33,472	\$ 44,971	\$ 42,697	-5.3%
DeKalb County	\$ 35,721	\$ 47,993	\$ 49,117	2.3%
Fayette County	\$ 50,167	\$ 67,402	\$ 71,227	5.4%
Fulton County	\$ 29,978	\$ 40,277	\$ 47,321	14.9%
Henry County	\$ 37,550	\$ 50,450	\$ 57,309	12.0%
Metro Atlanta	\$ 36,051	\$ 48,436	\$ 51,948	6.8%
Georgia	\$ 29,021	\$ 38,991	\$ 42,433	8.1%

Source: US Census Bureau, US Bureau of Labor Statistics

Per Capita Income for the City of Riverdale and surrounding areas is listed in Table 2.18. Per capita income is the average income computed for every man, woman, and child in a particular area. It is derived from the sum total income of all residents of the area divided by the total population. As with the related measure of median household income, per capita income in Riverdale has not kept pace with inflation. When adjusted for inflation, per capita income in Riverdale actually decreased –24.9% between 1989 and 1999. This decrease in inflation adjusted per capita income is greater than the comparable decrease in median household income over the same time period due to larger household sizes in Riverdale. As noted in section 2.2, average household size in Riverdale increased from 2.56 in 1990 to 2.8 in 2000. At \$15,377, per capita income in Riverdale is substantially lower than per capita income in Clayton County (\$18,079), Metro Atlanta (\$25,033), and Georgia (\$21,154).

**Table 2.18 - Per Capita Income, 1989 – 1999 City of Riverdale and Surrounding Areas**

Geography	Per Capita Income in 1989	Per Capita Income in 1989 (Inflation Adjusted to 1999 \$)	Per Capita Income in 1999	% Change in Inflation Adjusted Per Capita Income 1989-1999
Riverdale	\$ 14,291	\$ 19,201	\$ 15,377	-24.9%
Clayton County	\$ 13,577	\$ 18,241	\$ 18,079	-0.9%
DeKalb County	\$ 17,115	\$ 22,995	\$ 23,968	4.1%
Fayette County	\$ 19,025	\$ 25,561	\$ 29,464	13.2%
Fulton County	\$ 18,452	\$ 24,791	\$ 30,003	17.4%
Henry County	\$ 14,167	\$ 19,034	\$ 22,945	17.0%
Metro Atlanta	\$ 16,897	\$ 22,702	\$ 25,033	9.3%
Georgia	\$ 13,631	\$ 18,314	\$ 21,154	13.4%

Source: US Census Bureau, US Bureau of Labor Statistics

## 2.7 POVERTY

Poverty status is determined through a comparison of income and family size and the number of children present. A nationwide cost of living estimate is generated for each of family size and number of children. In 1999, the weighted average household income threshold for three person families was \$13,290. Poverty status was determined for all populations, except institutionalized people, people in military group quarters, people in college dormitories, and unrelated individuals under 15 years old. Poverty status by age for the City of Riverdale and Clayton County are listed in Table 2.19. As of 1999, 12.5% of Riverdale’s population was classified as under the federal poverty level. In comparison, Clayton County has a slightly lower proportion of residents below poverty level at 10.1%. Riverdale also has a relatively high proportion of children under 5 years old below poverty as compared to Clayton County. Over one-fifth (21.2%) of all children under 5 in Riverdale are classified as being below the poverty level.

**Table 2.19 - Poverty Status by Age, 1999 City of Riverdale and Clayton County**

	City of Riverdale		Clayton County	
		% of Population		% of Population
Total (population with poverty status determined)	12,217		232,742	
Income in 1999 below poverty level:	1,529	12.5%	23,493	10.1%
Under 5 years	241	2.0%	2,943	1.3%
5 years	38	0.3%	507	0.2%
6 to 11 years	125	1.0%	3,272	1.4%
12 to 17 years	142	1.2%	2,781	1.2%
18 to 64 years	877	7.2%	12,813	5.5%
65 to 74 years	35	0.3%	677	0.3%
75 years and over	71	0.6%	500	0.2%

Source: US Census Bureau

## 2.8 ASSESSMENT

The City of Riverdale has experienced robust growth over the past several decades. With population increases of over 30% in the 1980s and 1990s, Riverdale has exceeded the rate of growth of both Clayton County and the State of Georgia. According to recent population estimates, Riverdale has also experienced an even greater spurt of growth in the three years since the 2000 decennial census. This intensified development in recent years is consistent with a trend of increased growth in the southern portions of the Atlanta Regional Commission area. Population in Riverdale is expected to continue to expand proportionally to the growth of Clayton County as a whole. Between 2000 and 2025, Riverdale’s population is projected to increase by almost 50%, adding over 6,000 persons. The steady growth of Clayton along with redevelopment efforts in northern portions of the County are likely to spur continued development in and around Riverdale. The major constraint to growth in Riverdale is a lack of undeveloped land.

The most dramatic shift in the demographic profile of Riverdale over the past decade has been a change in the city’s racial composition. As in Clayton County at large, the City of Riverdale has progressed from a white to an African-American majority community. Racial change in Riverdale has been even more sweeping than in the county, with African-Americans moving

from 23.8% of the population in 1990 to 67.4% in 2000. Racial diversification has also included significant increases in the Asian and Hispanic populations in Riverdale.

## CHAPTER 3 – ECONOMIC DEVELOPMENT

### INTRODUCTION

The economic development chapter is intended to integrate economic strategies into the comprehensive planning process. It includes an inventory of the local government’s economic base, characteristics of the labor force, and an examination of economic development opportunities and resources. The economic base section focuses on businesses and jobs located in Riverdale, whereas the labor force section examines the workers living in Riverdale. After identifying a community’s economic needs, the land necessary to support economic development can be determined. Likewise, the community facilities and services necessary to support economic development efforts can be identified and coordinated.

### 3.1 ECONOMIC BASE

Economic base analysis identifies the unique economic specializations of a local community. It includes an analysis of historic, current, and projected employment and earnings by economic sector. By comparing the levels of employment in each sector with state levels, local economic specializations can be identified. “Basic” sectors are those that produce and export goods and services beyond the needs of the local community. The Economic Census provides much of the data for municipal level economic development planning. Data from the most recent Economic Census conducted in 2002 has not been released at this time. Where municipal level data is unavailable, Clayton County has been used as a substitute reference area.

#### **3.1.1 Employment by Sector**

Table 3.1 lists employment by economic sector for the City of Riverdale and Clayton County along with Riverdale’s share of county employment for each sector. At the municipal level, data is available only from the 1997 Economic Census. In addition, some detail in the data is withheld to avoid identifying individual firms. The largest single sector in Riverdale is retail with 1,672 jobs, representing 10.3% of the retail employment in Clayton County. The retail sector accounts for the bulk of employment within Riverdale. The large proportion of retail as well as foodservice jobs is due to the presence of Georgia Highway 85, a busy principal arterial, running through the center of Riverdale. The second largest sector for employment in Riverdale is in health care and social assistance with 1,053 jobs, or 24.55% of the health care and social assistance sector in Clayton County. This large proportion of health care and social assistance jobs is especially significant given that Riverdale held only 5.3% of the total county population as of 2000. The importance of this sector is due to the presence of Southern Regional Medical Center and medical facilities associated with the hospital. With a facility serving regional medical needs, health care forms a basic employment sector for the City of Riverdale. The presence of Southern Regional Medical Center also helps account for the city’s high level of professional, scientific, and technical service employment (10.32%) relative to the rest of the county. The third largest employment category in Riverdale is accommodations and food service with 976 jobs and 9.37% of Clayton employment in the sector.



**Table 3.1 - Employment By Sector, 1997 City of Riverdale and Clayton County**

Industry	Riverdale		Clayton County
	Employment	% Share of County Employment in Sector	Employment
Manufacturing	NA	NA	5,901
Wholesale	20-99*	NA	6,142
Retail	1,672	10.32%	16,204
Real Estate & Rental & Leasing	103	7.77%	1,326
Professional, Scientific, & Technical Services	157	10.32%	1,521
Administrative & Support & Waste Management & Remediation Services	103	1.79%	5,740
Educational services	20-99*	NA	159
Health Care & Social Assistance	1,053	24.55%	4,290
Arts, Entertainment, & Recreation	20-99*	NA	290
Accommodations & Foodservices	976	9.37%	10,412
Other Services (Except Public Administration)	177	9.61%	1,842

Source: US Census Bureau, Economic Census 1997

\*Detailed data withheld to avoid disclosing information about individual firms.

Employment projections are unavailable for the City of Riverdale (census place level). However, the Atlanta Regional Commission does provide employment projections for the census tract level at 10-year increments through the year 2030. Because census tracts do not correspond directly to city boundaries, an area-weighted recalculation of employment was performed. Thus, ARC current and future employment estimates were recalculated based on the proportion of the census tract lying within the City of Riverdale. The census tracts included in this total are Georgia tracts 405.03, 405.06, 405.10, 405.12, 405.13, and 405.16. Census tract 405.15 was omitted from the calculations because the small portion of this tract within the City of Riverdale contains only residential land use. Table 3.2 provides future employment estimates by industry for the City of Riverdale based on ARC census tract projections. The most significant gains in employment are predicted for the manufacturing, wholesale trade, retail trade, and service sectors.

**Table 3.2 Estimated Future Employment by Sector 2000 - 2030, City of Riverdale**

Industry	Employment				Change in Employment		
	2000	2010	2020	2030	00-10	10-20	20-30
<b>Construction</b>	92	88	111	149	-5	23	38
<b>Manufacturing</b>	25	76	150	214	50	75	63
<b>Transport/Communication/Utilities</b>	17	33	45	59	15	13	13
<b>Wholesale Trade</b>	85	247	396	503	162	149	108
<b>Retail Trade</b>	915	982	1,121	1,267	67	138	147
<b>Finance/Insurance/Real Estate</b>	114	132	194	235	18	62	40
<b>Services</b>	2,034	2,064	2,206	2,387	31	141	182
<b>Government</b>	416	501	607	724	85	106	117
<b>TOTAL</b>	3,699	4,122	4,829	5,537	423	707	708

Source: Atlanta Regional Commission census tract employment projections, Area-weighted recalculation by Robert and Company.

Recent and projected employment by sector for Clayton County are provided in Table 3.3. In 2000 the sectors accounting for the greatest proportions of employment in Clayton County were transportation/communications/utilities (TCU) (28.1%), services (21.7%), and retail trade (18.7%). Over the next twenty years the county's TCU sector is projected to continue growing, and may account for up to a third of all Clayton County employment by 2025. Employment in the retail trade sector is projected to steadily decline, dropping from 18.7% of total employment in 2000 to 16.4% in 2025. Employment in the services sector is expected to remain steady at around 22%. Overall, no significant shifts in the employment shares of each sector are projected for Clayton County.

**Table 3.3 - Employment By Sector, Clayton County**

Category	1990	1995	2000	2005	2010	2015	2020	2025
<b>Total</b>	103,558	122,374	141,987	157,175	172,092	186,053	198,429	208,839
<b>Farm</b>	83	66	60	59	58	56	55	54
<b>Farm (%)</b>	0.08%	0.05%	0.04%	0.04%	0.03%	0.03%	0.03%	0.03%
<b>Agricultural Services, Other</b>	398	585	544	588	639	690	737	779
<b>Agricultural Services, Other (%)</b>	0.4%	0.5%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%
<b>Mining</b>	42	71	66	68	70	72	74	76
<b>Mining (%)</b>	0.04%	0.06%	0.05%	0.04%	0.04%	0.04%	0.04%	0.04%
<b>Construction</b>	5,462	6,705	6,610	6,728	6,872	7,038	7,238	7,481
<b>Construction (%)</b>	5.3%	5.5%	4.7%	4.3%	4.0%	3.8%	3.6%	3.6%
<b>Manufacturing</b>	5,868	6,416	7,854	8,115	8,375	8,619	8,843	9,046
<b>Manufacturing (%)</b>	5.7%	5.2%	5.5%	5.2%	4.9%	4.6%	4.5%	4.3%
<b>Trans, Comm, &amp; Public Utilities</b>	24,173	29,562	39,957	48,239	56,126	63,036	68,353	71,629
<b>Trans, Comm, &amp; Public Utilities (%)</b>	23.3%	24.2%	28.1%	30.7%	32.6%	33.9%	34.4%	34.3%
<b>Wholesale Trade</b>	6,117	7,571	8,866	9,748	10,459	11,095	11,713	12,347
<b>Wholesale Trade (%)</b>	5.9%	6.2%	6.2%	6.2%	6.1%	6.0%	5.9%	5.9%
<b>Retail Trade</b>	25,396	25,224	26,604	28,682	30,591	32,198	33,418	34,223
<b>Retail Trade (%)</b>	24.5%	20.6%	18.7%	18.2%	17.8%	17.3%	16.8%	16.4%
<b>Finance, Insurance, &amp; Real Estate</b>	4,015	4,818	5,538	5,795	6,057	6,324	6,601	6,892
<b>Finance, Insurance, &amp; Real Estate (%)</b>	3.9%	3.9%	3.9%	3.7%	3.5%	3.4%	3.3%	3.3%
<b>Services</b>	17,825	27,930	30,834	33,396	36,356	39,674	43,380	47,536
<b>Services (%)</b>	17.2%	22.8%	21.7%	21.2%	21.1%	21.3%	21.9%	22.8%
<b>Federal Civilian Government</b>	2,713	2,065	2,101	2,086	2,043	1,977	1,888	1,779
<b>Federal Civilian Government (%)</b>	2.6%	1.7%	1.5%	1.3%	1.2%	1.1%	1.0%	0.9%
<b>Federal Military Government</b>	819	829	849	862	873	880	884	886
<b>Federal Military Government (%)</b>	0.8%	0.7%	0.6%	0.5%	0.5%	0.5%	0.4%	0.4%
<b>State &amp; Local Government</b>	10,647	10,532	12,104	12,809	13,573	14,394	15,245	16,111
<b>State &amp; Local Government (%)</b>	10.3%	8.6%	8.5%	8.1%	7.9%	7.7%	7.7%	7.7%

Source: Woods and Pool Economics, Inc.

### **3.1.2 Earnings by Sector**

Table 3.4 lists the number of establishments by economic sector as well as sales/receipts for the City of Riverdale and Clayton County. Proportions of the total number of county establishments and sales/receipts are provided. As with employment totals for the city of Riverdale, the retail sector has the largest total of establishments and sales in Riverdale. Next, the health care and social assistance sector has the second highest number of establishments and sales/receipts.

Finally, accommodations/food services and other services both have high numbers of establishments and sales relative to Clayton County.

**Table 3.4 - Number of Establishments and Sales/Receipts, 1997 City of Riverdale and Clayton County**

Industry	City of Riverdale				Clayton County	
	Number of Establishments	% of County Total	Sales (\$ 1,000) (Receipts for Services)	% of County Total	Number of Establishments	Sales (\$ 1,000) (Receipts for Services)
Manufacturing	NA	NA	NA	NA	167	\$1,641,582
Wholesale	NA	NA	NA	NA	316	\$3,345,210
Retail	100	12.0%	\$231,802	8.5%	832	\$2,731,688
Real Estate & Rental & Leasing	19	9.6%	\$ 9,984	5.4%	197	\$185,590
Professional, Scientific, & Technical Services	11	4.8%	\$ 16,937	14.3%	227	\$118,091
Administrative & Support & Waste Management & Remediation Services	11	5.7%	\$ 5,640	2.5%	192	\$223,438
Educational services	2	8.7%	NA	NA	23	\$10,259
Health Care & Social Assistance	99	26.8%	\$ 90,386	30.7%	369	\$293,973
Arts, Entertainment, & Recreation	4	14.8%	NA	NA	27	\$11,196
Accommodations & Foodservices	50	13.3%	\$ 31,417	7.4%	376	\$422,948
Other Services (Except Public Administration)	45	14.4%	\$ 11,203	8.5%	312	\$131,692

Source: US Census Bureau, Economic Census 1997

Recent and projected earnings by sector for Clayton County and the State of Georgia are listed for comparison in Table 3.5. The industry with the largest earnings in Clayton is by far the transportation/communication/utilities sector with a full 42.5% of County earnings. In comparison, transportation/communication/utilities accounts for only 9.89% of statewide earnings. This disproportionate share of earnings held by the TCU sector is due to the overwhelming influence of the Hartsfield-Jackson Atlanta International Airport on the Clayton County economy. As the airport constructs a fifth runway for additional air traffic capacity, the TCU sector is projected to expand further to a full 50.1% of Clayton earnings by 2025. The second and third largest sectors for earnings in Clayton County are services (17.29%) and retail (9.76%). Following national trends of industrial decline, manufacturing is projected to decrease from 6.1% to 4.7% of total Clayton County earnings between 2000 and 2025.

**Table 3.5 - Earnings by Sector, Clayton County and Georgia**

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

Source: Woods and Pool Economics, Inc.

### **3.1.3 Wages**

Average weekly wage figures for the City of Riverdale are unavailable. Instead, average weekly wages for Clayton County from 1989 through 1999 are listed in Table 3.6. The highest average weekly wages as of 1999 in Clayton County were transportation/communication/utilities (\$943), wholesale trade (\$736), and manufacturing (\$698). Clayton's average weekly wage for all industries combined (\$663) is slightly higher than the average weekly wage in Georgia (\$629). (Table 3.7) However, some sectors have substantially lower average weekly wages in Clayton as compared to Georgia. Finance/insurance/real estate pays on average -30.8% less in Clayton

(\$623) than in the State of Georgia (\$900). Likewise, wholesale trade pays -21.0% less in Clayton County (\$736) than in the State of Georgia (\$932).

**Table 3.6 - Average Weekly Wages, Clayton County**

Category	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
All Industries	\$468	\$494	\$522	\$546	\$546	\$549	\$555	\$586	\$611	\$635	\$663
Agriculture, Forestry, Fishing	NA	324	348	309	294	298	308	NA	NA	382	417
Mining	NA	NA	NA	NA	635	NA	NA	NA	NA	NA	NA
Construction	NA	456	471	484	487	509	NA	565	NA	NA	NA
Manufacturing	NA	499	519	548	560	588	616	659	649	676	698
Transportation, Communications, Utilities	NA	841	844	835	860	872	883	908	910	916	943
Wholesale	NA	505	548	589	615	619	631	661	696	743	736
Retail	NA	255	264	276	265	272	283	295	305	329	341
Financial, Insurance, Real Estate	NA	425	459	482	482	491	507	505	546	554	623
Services	NA	375	390	424	406	NA	434	NA	NA	NA	NA
Federal Gov	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
State Gov	NA	NA	NA	NA	NA	NA	525	NA	577	596	623
Local Gov	NA	NA	NA	NA	NA	NA	442	473	507	502	555

Source: GA Dept. of Labor, Accessed via GA DCA Planbuilder

**Table 3.7 - Comparison of Average Weekly Wages, 1999 Clayton County and Georgia**

Industry	Clayton	Georgia
All Industries	\$663	\$629
Agriculture, Forestry, Fishing	417	390
Mining	NA	866
Construction	NA	623
Manufacturing	698	684
Transportation, Communications, Utilities	943	895
Wholesale	736	932
Retail	341	335
Financial, Insurance, Real Estate	623	900
Services	NA	611
Federal Government	NA	808
State Government	623	579
Local Government	555	523

Source: GA Dept. of Labor, Accessed via GA DCA Planbuilder

### **3.1.4 Major Economic Activities**

#### 3.1.4.1 Major Riverdale Employers

- Wal-Mart Discout Stores
- Kroger
- Riverdale Senior High School
- Church Street School
- Riverdale Middle School

City of Riverdale  
Riverdale Elementary School  
U.S. Post Office  
Winn Dixie  
Country Fed Meats  
Photo Specialists  
Southern Regional Medical Center

3.1.4.2 Major Clayton County Employers:

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

**3.1.5 Unique Economic Activities**

Riverwalk: Upper Riverdale Road Corridor Redevelopment Concept Plan 2002

The Riverwalk Plan calls for redevelopment of the Upper Riverdale Road corridor surrounding the Southern Regional Medical Center. The ultimate goal of the Riverwalk Plan is to redevelop the areas surrounding the Southern Regional Medical Center (SRMC) into a live/work/play destination. By improving the quality of life surrounding Southern Regional Medical Center and changing development patterns, Riverwalk seeks to cultivate a base for executive/professional housing associated with the hospital. First, the plan recommends reorienting development patterns along Upper Riverdale Road to reduce setback requirements and bring buildings closer to the street. Redevelopment proposals for the hospital campus itself envision moving the facility's parking to parking decks accessed off the side street Gardenwalk Blvd. In place of the hospital's front parking lot, Riverwalk proposes the creation of a mixed-use town square with a family inn and loft housing above restaurants and shops. Second, the Riverwalk Plan calls for the creation of a greenbelt park along the floodplain of the Flint River adjacent to the hospital. The proposed park would include a boardwalk and an elevated pedestrian bridge spanning the river. Third, the Riverwalk Plan calls for the construction of distinctive civic buildings to serve as gateways to the area. These proposed civic structures include a cultural arts building and a columned gateway modeled on an antebellum façade, evoking the fictional Tara plantation. Finally, the Riverwalk redevelopment proposal calls for several streetscape improvements designed to enhance the pedestrian experience along the Upper Riverdale Road Corridor.

Hartsfield-Jackson Atlanta International Airport

Hartsfield-Jackson Atlanta International Airport has a profound effect on the economy of Riverdale and Clayton County. The largest portion of the nation's busiest airport in passenger

traffic lies mostly within Clayton County's borders approximately five miles northwest of Riverdale. The airport's largest carrier, Delta Air lines, also has offices and operations located within Clayton County. There are several industrial nodes of cargo and warehousing activity nearby Riverdale, which exploit the close proximity to the airport, and major highway interchanges. Likewise, the airport provides a major source of employment for Riverdale residents. Continued expansion of Hartsfield-Jackson Airport represents both a challenge and an opportunity for redevelopment.

#### Atlanta State Farmer's Market

The Atlanta State Farmer's Market is located in the western portion of Forest Park along I-75 and Forest Parkway. At 146 acres, the Atlanta State Farmer's Market is the largest wholesale distribution hub for the Southeast and contributes over \$1 billion directly to the local economy. It features a garden center, wholesale and retail activities, and is a major marketing hub and distribution point for fresh produce in the Southeast and throughout the country. The Atlanta Market also has a restaurant, welcome center and USDA Federal-State office. A new Market Hall is planned for development in next few years. This hall will provide approximately 50,000 square feet that will house 50 merchants and 250 employees, and is anticipated to generate \$42 million in sales annually.

#### Fort Gillem

Forest Park is the home of Fort Gillem, or as it is formally known, the Atlanta Army Depot. Fort Gillem is home to the First U.S. Army, the Army & Air Force Exchange Service (Atlanta Distribution Center), 3D Military Police Group (CID) United States Army Criminal Investigation Command, 2<sup>nd</sup> Recruiting Brigade, 52<sup>nd</sup> Ordnance Group, and the equipment concentration site for the 81<sup>st</sup> Regional Support Command. Fort Gillem primarily serves as a warehousing and distribution center for military goods and equipment. In 1990 Fort Gillem was identified by the Department of Defense as a potential candidate for base closure. However, the installation was removed from the list of possible base closings in 1993. Since then, Fort Gillem has seen the construction of several additional facilities such as the Atlanta Military Entrance Process Station (1999), and the Army and Air Force Exchange Service Distribution Center (1998).

#### Tradeport

To the east of Hartsfield-Jackson International Airport Clayton County has supported the development of the Atlanta Tradeport, home of the Atlanta Foreign Trade Zone. Foreign trade zones provide significant tax advantages to companies importing foreign goods, especially if used in the manufacturing process. Goods may be brought into the zones without formal custom entries, payment of duties, or excise taxes. Duties are paid only if items are shipped into the United States. Items held in the zones are also exempt from property taxation. Goods may be stored, displayed, manipulated, and assembled while in the Foreign Trade Zone. A significant portion of the land in the Atlanta Tradeport has been developed over the past decade, however expansion opportunities exist within the designated area and to the east in the Mountain View Redevelopment Area.

#### Mountain View Redevelopment

The Redevelopment Authority of Clayton County prepared a redevelopment plan for the Mountain View area in 1989 and updated it in 2000. This portion of unincorporated Clayton



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

#### Southside Hartsfield Redevelopment and Stabilization Plan

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

#### Northwest Clayton Livable Centers Initiative Plan

The Northwest Clayton Livable Centers Initiative focuses on the area of the county most impacted by the construction of the fifth runway at Hartsfield-Jackson Atlanta International Airport. This plan presents a more detailed study of several areas included in the Southside Hartsfield Redevelopment and Stabilization Plan.

## 3.2 LABOR FORCE

Whereas the economic base section focuses on jobs and businesses located inside the city, this section, labor force analysis, focuses on workers residing in Riverdale. As shown in the subsequent section on commuting patterns, many of these residents work outside of Riverdale. Nevertheless, a careful analysis of the labor force in the city and its surrounding county provides essential information for crafting economic development strategies. By examining both the jobs located in Riverdale (Economic Base) and the workers living in the city (Labor Force), economic development strategies can attempt to match industries with the skills of local workers.

### 3.2.1 Employment by Sector of Riverdale Labor Force

Table 3.8 lists the sector of employment for the workforce living in Riverdale, Clayton County, Georgia, and the U.S. In this case, the workforce is defined as the employed population at least 16 years old. The largest sector of employment for Riverdale residents is in education/health/social science (16.3%). Due to the influence of Hartsfield-Jackson Airport on the local economy, transportation/warehousing/utilities employment is high in Riverdale (14.7%) and Clayton County (14.9%) as compared to Georgia (6.0%) and the U.S. (5.2%). Riverdale also has a relatively high proportion of its workforce employed in retail trade and arts/entertainment/recreation/accommodation/food service. On the other hand, employment in manufacturing in Riverdale (7.2%) is substantially lower than Clayton County (9.3%), Georgia (14.8%), and U.S. (14.1%).

**Table 3.8 - Labor Force Employment by Sector, City, County, State, and Nation**

Industry	City of Riverdale	Clayton	Georgia	U.S.
Agriculture, forestry, fishing and hunting, and mining:	0.2%	0.2%	1.4%	1.9%
Construction	6.5%	7.9%	7.9%	6.8%
Manufacturing	7.2%	9.3%	14.8%	14.1%
Wholesale trade	4.3%	3.9%	3.9%	3.6%
Retail trade	14.5%	11.0%	12.0%	11.7%
Transportation and warehousing, and utilities:	14.7%	14.9%	6.0%	5.2%
Information	2.6%	3.0%	3.5%	3.1%
Finance, insurance, real estate and rental and leasing:	6.1%	7.0%	6.5%	6.9%
Professional, scientific, management, administrative, and waste management services:	5.0%	7.8%	9.4%	9.3%
Educational, health and social services:	16.3%	15.7%	17.6%	19.9%
Arts, entertainment, recreation, accommodation and food services:	9.7%	8.2%	7.1%	7.9%
Other services (except public administration)	5.9%	5.0%	4.7%	4.9%
Public administration	7.0%	6.0%	5.0%	4.8%

Source: US Census Bureau 2000

Employment by occupation for residents of Riverdale is presented in Table 3.9 for 1990 through 2000. The occupation with the largest proportion of Riverdale's workforce was clerical and administrative support in both 1990 (20.5%) and 2000 (20.3%). The next largest occupation category was service occupations, which accounted for 14.5% of Riverdale's workforce in 2000. The largest growth occurred in the transportation and material moving occupations, which nearly

doubled from 259 (5.0%) to 693 (12.1%) employees between 1990 and 2000. Again, the strength of employment in the transportation and material moving occupations underscores the continued importance of Hartsfield-Jackson Airport. Likewise, the machine operator, assembler, and inspector occupations have grown in importance among Riverdale’s workforce, increasing from 5.0% in 1990 to 8.8% in 2000. The largest decline in workers occurred among the precision production, craft, and repair occupations, which lost 254 workers between 1990 and 2000.

**Table 3.9 - Labor Force Employment by Occupation, 1990 – 2000 City of Riverdale**

Occupation	1990		2000		% Change 1990 - 2000
	Count	%	Count	%	
TOTAL All Occupations	5,229	100.0%	5,743	100.0%	
Executive, Administrative and Managerial (not Farm)	650	12.4%	575	10.0%	-11.5%
Professional and Technical Specialty	512	9.8%	617	10.7%	20.5%
Technicians & Related Support	168	3.2%	NA	NA	NA
Sales	685	13.1%	643	11.2%	-6.1%
Clerical and Administrative Support	1,070	20.5%	1,165	20.3%	8.9%
Private Household Services	17	0.3%	NA	NA	NA
Protective Services	113	2.2%	NA	NA	NA
Service Occupations (not Protective & Household)	515	9.9%	834	14.5%	61.9%
Farming, Fishing and Forestry	9	0.2%	0	0.0%	-100.0%
Precision Production, Craft, and Repair	615	11.8%	361	6.3%	-41.3%
Machine Operators, Assemblers & Inspectors	259	5.0%	503	8.8%	94.2%
Transportation & Material Moving	351	6.7%	693	12.1%	97.4%
Handlers, Equipment Cleaners, helpers & Laborers	265	5.1%	NA	NA	NA

Source: GA DCA Planbuilder

### **3.2.2 Labor Force Participation**

Historic labor force participation for the City of Riverdale from 1990 – 2000 is listed in Table 3.10. Labor force participants include both employed and unemployed persons plus members of the U.S. Armed Forces. People not in the labor force include all persons 16 years old and over who are not employed and are not seeking work. Those not in the labor force often consist of individuals taking care of home or family, retired workers, seasonal workers in off-season, and institutionalized people. A high number of persons not in the labor force can sometimes indicate a soft job market where some unemployed have given up looking for work. In Riverdale, the rate of labor force participation has declined from 78.8% in 1990 to 70.3% in 2000. The largest drop in labor force participation occurred among males, for whom the rate of participation declined from 86.8% in 1990 to 74.4% in 2000. Unemployment in Riverdale has increased slightly from 4.5% in 1990 to 5.3% in 2000.

Labor force participation in Riverdale (70.3%) remains high relative to state (66.1%) and national (63.9%) levels. (Table 3.11) Labor force participation is particularly high among women in Riverdale (66.9%) as compared to state (59.4%) and national (57.5%) levels.

**Table 3.10 - Labor Force Participation, 1990 – 2000 City of Riverdale**

Category	1990	%	2000	%
TOTAL Males and Females	7,063	100.0%	8,863	100.0%
In Labor Force	5,566	78.8%	6,233	70.3%
Civilian Labor Force	5,549	78.6%	6,213	70.1%
Civilian Employed	5,229	74.0%	5,743	64.8%
Civilian Unemployed	320	4.5%	470	5.3%
In Armed Forces	17	0.2%	20	0.2%
Not in Labor Force	1,497	21.2%	2,630	29.7%
TOTAL Males	3,288	100.0%	4,019	100.0%
Male In Labor Force	2,854	86.8%	2,991	74.4%
Male Civilian Labor Force	2,837	86.3%	2,982	74.2%
Male Civilian Employed	2,712	82.5%	2,805	69.8%
Male Civilian Unemployed	125	3.8%	177	4.4%
Male In Armed Forces	17	0.5%	9	0.2%
Male Not in Labor Force	434	13.2%	1,028	25.6%
TOTAL Females	3,775	100.0%	4,844	100.0%
Female In Labor Force	2,712	71.8%	3,242	66.9%
Female Civilian Labor Force	2,712	71.8%	3,231	66.7%
Female Civilian Employed	2,517	66.7%	2,938	60.7%
Female Civilian Unemployed	195	5.2%	293	6.0%
Female In Armed Forces	0	0.0%	11	0.2%
Female Not in Labor Force	1,063	28.2%	1,602	33.1%

Source: GA DCA Planbuilder

**Table 3.11 - Labor Force Participation Comparison, City, County, State, National**

Category	Riverdale		Clayton County		Georgia		U.S.	
TOTAL Males and Females	8,863	100.0%	172,507	%	6,250,687	%	217,168,077	%
In Labor Force	6,233	70.3%	122,396	71.0%	4,129,666	66.1%	138,820,935	63.9%
Civilian Labor Force	6,213	70.1%	121,146	70.2%	4,062,808	65.0%	137,668,798	63.4%
Civilian Employed	5,743	64.8%	114,468	66.4%	3,839,756	61.4%	129,721,512	59.7%
Civilian Unemployed	470	5.3%	6,678	3.9%	223,052	3.6%	7,947,286	3.7%
In Armed Forces	20	0.2%	1,250	0.7%	66,858	1.1%	1,152,137	0.5%
Not in Labor Force	2,630	29.7%	50,111	29.0%	2,121,021	33.9%	78,347,142	36.1%
TOTAL Males	4,019	100.0%	82,107	100.0%	3,032,442	100.0%	104,982,282	100.0%
Male In Labor Force	2,991	74.4%	62,122	75.7%	2,217,015	73.1%	74,273,203	70.7%
Male Civilian Labor Force	2,982	74.2%	61,183	74.5%	2,159,175	71.2%	73,285,305	69.8%
Male Civilian Employed	2,805	69.8%	57,897	70.5%	2,051,523	67.7%	69,091,443	65.8%
Male Civilian Unemployed	177	4.4%	3,286	4.0%	107,652	3.6%	4,193,862	4.0%
Male In Armed Forces	9	0.2%	939	1.1%	57,840	1.9%	987,898	0.9%
Male Not in Labor Force	1,028	25.6%	19,985	24.3%	815,427	26.9%	30,709,079	29.3%
TOTAL Females	4,844	100.0%	90,400	100.0%	3,218,245	100.0%	112,185,795	100.0%
Female In Labor Force	3,242	66.9%	60,274	66.7%	1,912,651	59.4%	64,547,732	57.5%
Female Civilian Labor Force	3,231	66.7%	59,963	66.3%	1,903,633	59.2%	64,383,493	57.4%
Female Civilian Employed	2,938	60.7%	56,571	62.6%	1,788,233	55.6%	60,630,069	54.0%
Female Civilian Unemployed	293	6.0%	3,392	3.8%	115,400	3.6%	3,753,424	3.3%
Female In Armed Forces	11	0.2%	311	0.3%	9,018	0.3%	164,239	0.1%
Female Not in Labor Force	1,602	33.1%	30,126	33.3%	1,305,594	40.6%	47,638,063	42.5%

Source: GA DCA Planbuilder

### 3.2.3 Unemployment

Annual unemployment rates in Clayton County, Georgia, and the U.S. from 1992 through 2003 are listed in Table 3.12. After the national recession of 1990-1992, the unemployment rate has steadily fallen across Clayton County, Georgia, and the U.S. Unemployment has fallen in Clayton County from 7.3% in 1992 to 3.6% in 2000. In the year 2000, Riverdale’s unemployment rate (5.3%) was somewhat higher than the surrounding county (3.6%). However, due to the economic recession of 2001-2003, unemployment rates have again risen across county, state, and national levels. Clayton County was hit particularly hard as unemployment jumped from 3.8% in 2001 to 6.3% in 2002. As in 1992, when the national economy improved before joblessness was reduced, unemployment has remained relatively high despite the current economic recovery.

**Table 3.12 - Annual Unemployment Rates, 1990 – 2000 Clayton County, Georgia, U.S.**

Category	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Labor Force - Clayton	103,371	106,626	109,965	110,327	113,730	117,330	121,236	123,088	126,858	135,656	138,983	142,733
Employed - Clayton	95,818	100,062	103,814	104,751	108,587	112,473	116,687	118,751	122,318	130,455	130,252	134,182
Unemployed - Clayton	7,553	6,564	6,151	5,576	5,143	4,857	4,549	4,337	4,540	5,201	8,731	8,551
Unemployment Rate - Clayton	7.3%	6.2%	5.6%	5.1%	4.5%	4.1%	3.8%	3.5%	3.6%	3.8%	6.3%	6.0%
Unemployment Rate - Georgia	7.0%	5.8%	5.2%	4.9%	4.6%	4.5%	4.2%	4.0%	3.7%	4.0%	5.1%	4.7%
Unemployment Rate - U.S.	7.5%	6.9%	6.1%	5.6%	5.4%	4.9%	4.5%	4.2%	4.0%	4.7%	5.8%	6.0%

Source: US Department of Labor, GA Department of Labor.

### 3.2.4 Sources of Income

Tables 3.13 and 3.14 list historic sources of household income in 1989 and 1999 for Riverdale and the State of Georgia. In both 1989 and 1999, Riverdale had a high proportion of households with earnings relative to the State of Georgia. The proportion of persons in Riverdale with earnings from interest, dividends, or rental income has fallen from 25.4% in 1989 to 11.6%. Thus, the number of households in Riverdale with income from investments has fallen by over 50%. The number of households with interest, dividend, or rental income in Riverdale (11.6%) is particularly low as compared to state levels (28.8%). As of 1999 Riverdale had a low proportion of households receiving social security income (12.9%) compared with state levels (21.9%). The lack of social security income in Riverdale is consistent with the city’s age structure. (See Population Element, Section 2.3) For example, only 5.8% of Riverdale’s population was over 65 years old in the year 2000, as compared to 9.6% for the State of Georgia.

**Table 3.13 - Historic Sources of Household Income, 1989 Comparison of Riverdale and Georgia**

Source of Household Income in 1989	Households in City of Riverdale	% City of Riverdale	% Georgia Households
With Earnings	3,263	91.2%	83.1%
With Wage or Salary Income	3,202	89.5%	80.6%
With Self-employment Income	342	9.6%	11.0%
Interest, Dividends, or Net Rental Income	908	25.4%	31.5%
Social Security Income	499	13.9%	22.9%
Public Assistance Income	147	4.1%	8.2%
Retirement Income	366	10.2%	12.9%
<b>Total Households</b>	<b>3,578</b>	<b>100.0%</b>	<b>100.0%</b>

Source: US Census Bureau

**Table 3.14 - Sources of Household Income, 1999 Comparison of Riverdale and Georgia**

Source of Household Income in 1999	Households in City of Riverdale	% City of Riverdale	% Georgia Households
With Earnings	3,920	89.9%	83.8%
With Wage or Salary Income	3,863	88.6%	81.3%
With Self-employment Income	387	8.9%	10.9%
Interest, Dividends, or Net Rental Income	508	11.6%	28.8%
Social Security Income	562	12.9%	21.9%
Supplemental Security Income (SSI)	170	3.9%	4.5%
Public Assistance Income	143	3.3%	2.9%
Retirement Income	379	8.7%	14.4%
<b>Total Households</b>	<b>4,361</b>	<b>100.0%</b>	<b>100.0%</b>

Source: US Census Bureau

Table 3.15 shows historic and projected sources of income in Clayton County from 1980 through 2025. No significant shifts in sources of income are predicted for Clayton County through 2025.

**Table 3.15 - Personal Income by Type (%), Clayton County**

	Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Clayton	Wages & Salaries	54.2%	69.0%	76.6%	81.0%	89.9%	91.3%	92.4%	93.2%	93.5%	93.4%
GA	Wages & Salaries	64.1%	62.2%	60.4%	59.1%	61.2%	61.1%	61.0%	60.9%	60.9%	60.9%
Clayton	Other Labor Income	7.0%	9.3%	10.5%	12.1%	10.2%	10.3%	10.2%	10.2%	10.1%	9.9%
GA	Other Labor Income	8.4%	8.7%	8.7%	8.6%	6.8%	6.7%	6.6%	6.5%	6.4%	6.3%
Clayton	Proprietors Income	3.7%	4.4%	3.9%	3.4%	4.0%	4.0%	4.0%	4.0%	3.9%	3.9%
GA	Proprietors Income	6.5%	7.0%	7.1%	8.0%	8.7%	8.5%	8.4%	8.3%	8.3%	8.2%
Clayton	Dividends, Interest, & Rent	8.6%	11.8%	12.3%	11.4%	12.0%	11.7%	11.6%	11.5%	11.5%	11.6%
GA	Dividends, Interest, & Rent	13.1%	15.8%	17.3%	16.3%	16.8%	16.8%	16.7%	16.6%	16.5%	16.3%
Clayton	Transfer Payments to Persons	7.1%	7.1%	8.3%	11.5%	10.9%	10.8%	10.9%	11.2%	11.6%	12.2%
GA	Transfer Payments to Persons	11.7%	10.7%	10.9%	12.6%	11.1%	11.3%	11.4%	11.7%	11.9%	12.3%
Clayton	Less: Social Ins. Contributions	3.1%	4.6%	5.5%	6.0%	6.4%	6.8%	7.2%	7.5%	7.7%	7.9%
GA	Less: Social Ins. Contributions	3.5%	4.1%	4.3%	4.5%	4.5%	4.7%	4.9%	5.0%	5.2%	5.3%
Clayton	Residence Adjustment	22.5%	3.0%	-6.1%	-13.4%	-20.5%	-21.3%	-22.0%	-22.5%	-22.8%	-23.0%
GA	Residence Adjustment	-0.3%	-0.3%	-0.1%	-0.2%	-0.1%	0.3%	0.7%	1.0%	1.2%	1.4%

Source: Woods and Poole Economics

### **3.2.5 Commuting Patterns**

Commuting patterns reflect the balance of jobs and housing within a community. In order to reduce traffic congestion and minimize the need for long auto trips, communities must have employment opportunities that match their constituents. Commuting patterns for the City of Riverdale in 1990 and 2000 are listed in Table 3.16. As of 2000, only 11.1% of Riverdale’s residents worked inside the city. The most significant shift in commuting patterns has been an increase in the number of Riverdale residents working in Clayton County from 30.8% in 1990 to 52.6% in 2000. Therefore, an increasing number of residents were able to work in the immediate surrounding area.

**Table 3.16 - Place of Work for Workers 16 Years and Over, 1990-2000 City of Riverdale**

Place of Work	1990		2000	
	Number of Residents Working	% of Total Employed	Number of Residents Working	% of Total Employed
Worked in place of residence (Riverdale)	523	10.2%	620	11.1%
Worked in Clayton County, not Riverdale	1,587	30.8%	2,937	52.6%
Worked in central city of MSA (Atlanta)	1,123	21.8%	1,334	23.9%
Worked in Atlanta MSA, but not in central city	3,905	75.8%	4,162	74.5%
Worked outside Atlanta MSA but in Georgia	37	0.7%	32	0.6%
Worked outside Georgia	86	1.7%	60	1.1%
<b>Total Workers 16 Years and Older</b>	<b>5,151</b>	<b>100.0%</b>	<b>5,588</b>	<b>100.0%</b>

Source: US Census Bureau

## **3.3 LOCAL ECONOMIC DEVELOPMENT RESOURCES**

### **3.3.1 Economic Development Agencies**

Economic development agencies are established to promote economic development and growth in a jurisdiction or region. Many of the economic development agencies active in Riverdale operate at the county level. The agencies create marketing techniques and provide coordination and incentives for new businesses wishing to locate their establishments or subsidiaries in Riverdale. Economic development agencies also assist existing businesses in a jurisdiction with expansion and relocation techniques. Agencies involved in economic development in Riverdale include:

#### *Clayton County Chamber of Commerce*

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

#### *Development and Redevelopment Authority of Clayton County*

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



the Authority has the power to buy and sell property and construct buildings. The Development and Redevelopment Authority of Clayton County's most prominent initiative effecting Riverdale is the Riverwalk redevelopment plan for the Upper Riverdale Road Corridor surrounding Southern Regional Medical Center (see section 3.15).

#### *The Small Business Development Center (SBDC)*

This center, located at Clayton College and State University, is a partnership between the U.S. Small Business Administration and colleges and universities from around the state. The SBDC office at CCSU serves new and existing businesses in Clayton, Fayette, Henry and Spalding Counties. The center provides one-on-one counseling on a wide range of issues including: developing and updating business plans, identifying sources of capital, financial records analysis, specialized research geared to the specific needs of the business owner, accounting, marketing strategies, and governmental regulation compliance. The center also provides confidential services to companies seeking operational and strategic planning advice.

#### *Joint Development Authority of Metro Atlanta*

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

#### *MetroSouth*

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

### **3.3.2 Educational and Training Opportunities**

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

### 3.4 ASSESSMENT OF ECONOMIC DEVELOPMENT NEEDS

In the City of Riverdale, employment is concentrated within a few key sectors. Relative to Clayton County, Riverdale has a high proportion of jobs located within the health care/social assistance, professional/scientific/technical services, retail, and accommodations/foodservice sectors. (Table 3.1) These same industries also retain a high proportion of the county's total earnings for each sector. (Table 3.3) Thus, the city of Riverdale maintains an economic specialization in these industries. Because employment and earnings in these industries are strong relative to county totals and Riverdale's population, these sectors likely export services to a larger regional market. These "basic" or export-serving industries have developed due to the City of Riverdale's competitive advantage in location. Retail and service employment is strong within Riverdale because of the city's location along the busy GA Highway 85 corridor. Likewise, Riverdale's close proximity to the Southern Regional Medical Center allows for an economic specialization in health care and professional/scientific/technical services.

Many of the employment opportunities within the City of Riverdale are in low-wage industries. The retail and service sectors both have low average weekly wages as compared to the cumulative average wage in Clayton County. (Table 3.5, 3.6) In addition, retail and service sector employment may be vulnerable to declines in consumer spending. The city's economic development strategies should focus on attracting stable, high paying industries.

Because of the lack of detailed employment figures for the City of Riverdale, it is difficult to assess trends of job growth and decline at the local level. However, according to Woods and Poole Inc. county estimates, Clayton gained 38,429 jobs between 1990 and 2000 for an increase of 27.1%. At the county level, job growth is projected to slow to 17.5% between 2000 and 2010, and 13.3% between 2010 and 2020. (Table 3.2) Comparing projections for jobs and population, Clayton County is expected to increase its jobs/population ratio from .6 in 2000 to .64. For the two sectors most prominent in Riverdale, projections for Clayton County show steady growth in wholesale (24.3%) and retail (20.4%) between 2000 and 2020. The sectors with the greatest levels of projected employment growth for this time frame are in transportation/communication/utilities (41.5%) and services (28.9%). Thus, Clayton County is expected to increase its already great specialization in transportation services associated with Hartsfield-Jackson International Airport. While aviation forms the backbone of the local economy, over reliance on any one sector increases vulnerability to economic recessions. Likewise, industry-specific downturns such as the effects of the September 11<sup>th</sup> attacks on the aviation industry could prove devastating to an economy that lacks a diverse base. To limit the effects of such circumstances on the local economy, Riverdale needs to make a concerted effort to diversify the local economy by expanding and developing underrepresented economic sectors.

As with local businesses, the structure of Riverdale's workforce is highly influenced by the city's regional location. The proportion of Riverdale's workforce employed within the transportation/warehousing/utilities sector (14.7%) is over double state and national levels. (Table 3.7) In addition, the largest rate of growth in employment in Riverdale was in transportation/materials moving occupations. (Table 3.8) Likewise, retail and service occupations were also strongly represented among Riverdale's workforce.

As of the year 2000, unemployment in Riverdale was higher than in Clayton County. The recent national recession and problems within the airline industry have combined to increase unemployment in Clayton in the three years following the 2000 census. (Table 3.11) Despite relatively high unemployment, Riverdale retains a high level of workforce participation. However, workforce participation has fallen significantly among men in Riverdale. (Table 3.9).

### 3.5 ECONOMIC DEVELOPMENT GOALS AND POLICIES

- Goal 1.0 Cultivate a diverse, stable employment base within the City of Riverdale.
  - Policy 1.1 Promote and enhance the City of Riverdale as a major commercial and service center for Clayton County and the surrounding area.
  - Policy 1.2 Identify and recruit retail and service businesses that are currently lacking or underrepresented in Riverdale.
  - Policy 1.3 Assist with the implementation and coordination of marketing strategies for local businesses.
  - Policy 1.4 Seek any and all assistance available from State and local economic development agencies.
  - Policy 1.5 Encourage industrial development while minimizing adverse impacts on residential areas and environmental quality.
  
- Goal 2.0 Enhance the city’s role as the medical office center for Clayton County and the region.
  - Policy 2.1 Support the Riverwalk redevelopment plan for the Upper Riverdale Road corridor surrounding the Southern Regional Medical Center.
  - Policy 2.2 Encourage aesthetically pleasing, pedestrian-oriented development in areas surrounding Southern Regional Medical Center.
  
- Goal 3.0 Promote reuse and redevelopment of obsolete, underutilized strip commercial centers.
  - Policy 3.1 Target new businesses that are looking for existing facilities, and encourage them to locate in existing, vacant commercial/industrial buildings, or to adapt such buildings and structures for their use.
  - Policy 3.2 Encourage businesses to locate in areas with existing infrastructure capacity.
  - Policy 3.3 Provide streetscape improvements for commercial areas targeted for redevelopment.
  
- Goal 4.0 Empower the residents of Riverdale to attain quality employment opportunities.
  - Policy 4.1 Promote educational and training facilities such as those offered at Clayton State College which are adaptive to the changing needs of the business community.
  - Policy 4.2 Encourage transit access from Riverdale to regional employment centers.

## CHAPTER 4 - HOUSING

### INTRODUCTION

The housing element first provides an inventory of the existing stock of housing in a community along with an assessment of its condition, occupancy status, and affordability. As a durable good, the existing stock of housing forms a lasting base for conditions in a given community. In most cases new construction, renovation, and demolition account for only marginal additions or subtractions in the overall supply of housing. After the examination of current housing conditions, a determination is made as to the adequacy of the housing stock in serving existing and future population as well as economic development goals. Next, a set of goals are formulated in order to improve any housing conditions which may be lacking and meet the needs of future population expansion. Finally, an implementation program is formulated to achieve the housing goals set forth.

### 4.1 HOUSING BY TYPE

Table 4.1 displays the historic distribution of housing units by type for the decennial census years of 1980 – 2000 in the City of Riverdale. The total number of housing units in Riverdale has risen steadily, concurrent with the city’s robust population growth. The largest absolute numerical increases were among single-family detached homes, which increased by over 500 units in each decade. Single-family detached homes also increased as a proportion of Riverdale’s total housing units from 42.9% in 1990 to 51.9% in 2000. Conversely, multi-family units (not including duplexes) have declined as a proportion of total housing stock from 54.1% in 1980, to 48.0% in 1990, and 37.4% in 2000. There was a net loss of 253 multi-family housing units between 1990 and 2000. However, the proportion of multi-family units in Riverdale (37.4%) remains well above the ARC average of 28.9%. This high level of multi-family housing as a proportion of total units reflects the extent of urban development within Riverdale. Riverdale, along with the northern portions of Clayton County, is highly urbanized and relatively densely populated. Finally, townhomes (single-family attached units) have increased substantially from 47 units in 1980 to 346 units in 2000.

**Table 4.1 - Housing Units by Type, 1980 – 2000 City of Riverdale**

Category	1980	%	1990	%	2000	%
Single-Family (detached)	1,188	43.5%	1,740	42.9%	2,351	51.9%
Single-Family (attached)	47	1.7%	220	5.4%	346	7.6%
Duplex	18	0.7%	105	2.6%	125	2.8%
Multi-Family 3 to 9 Units	830	30.4%	1,105	27.3%	1,154	25.5%
Multi-Family 10 to 19 Units	354	13.0%	374	9.2%	244	5.4%
Multi-Family 20 to 49 Units	111	4.1%	143	3.5%	134	3.0%
Multi-Family 50 or more Units	184	6.7%	325	8.0%	162	3.6%
Mobile Home or Trailer	0	0.0%	0	0.0%	17	0.4%
All Other	0	0.0%	41	1.0%	0	0.0%
<b>TOTAL Housing Units</b>	<b>2,732</b>	<b>100.0%</b>	<b>4,053</b>	<b>100.0%</b>	<b>4,533</b>	<b>100.0%</b>

Source: DCA Planbuilder

Recent changes in the number and type of housing units in the City of Riverdale can be determined through an examination of the building permit activity within the City of Riverdale. (Table 4.2) According to the census building permit data, the City of Riverdale has gained 1,000 housing units between 2001 and 2003. Assuming there were no demolitions, Riverdale gained more housing units in 2001 than the entire decade of the 1990s. This trend of increased building activity is consistent with the spurt in growth experienced in the ARC region south of I-20.

**Table 4.2 - Building Permits, 2001 – 2003 City of Riverdale**

	2001	2002	2003
Single Family	203	200	285
Two Family	0	0	0
Three and Four Family	0	0	0
Five or More Family	19	0	0
Total Multi Family Units	312	0	0
Total Units	515	200	285

Source: US Census Bureau

#### 4.2 AGE AND CONDITION OF HOUSING

The age of housing stock often reflects the state of housing within a community. Older units are often in need of repair and rehabilitation. Furthermore, units built before 1979 are suspect for lead based paint contamination. Lead based paint was banned in 1979 due to its potential toxicity and harmful effects on the development of children. The age distribution of the housing stock in Riverdale is listed in Table 4.3 along with the comparable county and state distributions. With a median construction year of 1978, the housing stock in Riverdale is only slightly older than that of Clayton County (1979), and Georgia (1980). With a median year built of 1978, roughly half of the housing units in Riverdale are suspect for lead based paint contamination.

**Table 4.3 - Age of Housing Units, 2000 City, County, and State**

Year Structure Built	Riverdale	%	Clayton County	%	Georgia	%
Built 1999 to March 2000	171	3.8%	3,273	3.8%	130,695	4.0%
Built 1995 to 1998	258	5.7%	8,428	9.7%	413,557	12.6%
Built 1990 to 1994	368	8.1%	8,961	10.4%	370,878	11.3%
Built 1980 to 1989	1,263	27.9%	20,825	24.1%	721,174	22.0%
Built 1970 to 1979	1,332	29.4%	23,160	26.8%	608,926	18.6%
Built 1960 to 1969	866	19.1%	15,180	17.6%	416,047	12.7%
Built 1950 to 1959	136	3.0%	4,438	5.1%	283,424	8.6%
Built 1940 to 1949	55	1.2%	1,360	1.6%	144,064	4.4%
Built 1939 or earlier	84	1.9%	836	1.0%	192,972	5.9%
<b>Total</b>	<b>4,533</b>	<b>100.0%</b>	<b>86,461</b>	<b>100.0%</b>	<b>3,281,737</b>	<b>100.0%</b>
Median Year Structure Built	1978	N/A	1979	N/A	1980	N/A

Source: US Census Bureau

Table 4.4 shows the age distribution and median year built of housing units as of 1990. Between 1990 and 2000, the median age of housing units in Riverdale rose from 1976 to 1978. In comparison, the median age of housing units in Clayton County rose from 1975 to 1979, while

Georgia’s median housing age rose from 1973 to 1980. The rapid increase in median housing age in Clayton and Georgia reflects the heightened pace of housing construction in those two jurisdictions. Between 1990 and 2000, Riverdale experienced an 11.8% increase in housing units, as compared to 20.2% in Clayton and 24.4% in Georgia.

**Table 4.4 - Age of Housing Units, 1990 City, County, and State Comparison**

Year Structure Built	Riverdale	%	Clayton County	%	Georgia	%
Built 1989 to March 1990	82	2.0%	2,896	4.0%	92,438	3.5%
Built 1985 to 1988	625	15.4%	12,712	17.7%	405,556	15.4%
Built 1980 to 1984	566	14.0%	8,060	11.2%	349,315	13.2%
Built 1970 to 1979	1,845	45.5%	23,589	32.8%	646,094	24.5%
Built 1960 to 1969	678	16.7%	16,896	23.5%	453,853	17.2%
Built 1950 to 1959	180	4.4%	5,636	7.8%	309,335	11.7%
Built 1940 to 1949	69	1.7%	1,442	2.0%	168,889	6.4%
Built 1939 or earlier	8	0.2%	695	1.0%	212,938	8.1%
<b>Total</b>	<b>4,053</b>	<b>100.0%</b>	<b>71,926</b>	<b>100.0%</b>	<b>2,638,418</b>	<b>100.0%</b>
Median Year Structure Built	1976	N/A	1975	N/A	1973	N/A

Source: US Census Bureau

Another indicator of the condition of a community’s housing stock is the percentage of housing units lacking complete plumbing and kitchen facilities. (Table 4.5) Sometimes the lack of plumbing and kitchen facilities is the result of crudely subdivided housing units. For example, large single-family homes in declining neighborhoods may be subdivided into boarding houses with some units lacking access to plumbing or kitchen facilities.

**Table 4.5 - Plumbing and Kitchen Facilities, 1990 – 2000 City, County, and State Comparison**

Housing Unit Characteristic	City of Riverdale	Clayton County	Georgia
<b>2000</b>			
Percent Lacking Complete Plumbing Facilities	0.3%	0.4%	0.9%
Percent Lacking Complete Kitchen Facilities	1.1%	0.4%	1.0%
<b>1990</b>			
Percent Lacking Complete Plumbing Facilities	0.7%	0.3%	1.1%
Percent Lacking Complete Kitchen Facilities	0.4%	0.3%	0.9%

Source: US Census Bureau

### 4.3 OWNER AND RENTER OCCUPIED UNITS

The owner or renter occupancy status of a housing unit is referred to as the tenure status of that building. Tables 4.6 and 4.7 list tenure by household type in the years 2000 and 1990. Unsurprisingly, the vast majority of owner-occupied housing units were of the single-family detached building type. In both 1990 and 2000, almost 90% of the owner occupied housing was

single-family detached units. Conversely, the vast majority of renter-occupied housing units were multiple-family dwellings.

It is important to maintain a balance of both rental and owner-occupied housing in any given community. High levels of owner occupancy are often prized as a sign of stability and prosperity within a community. Homeowners on average have more disposable income and are viewed as contributors to the local tax base. Furthermore, owners are thought to have a greater level of civic participation than renters because of their financial stake in the community. On the other hand, renters are sometimes seen as a financial burden on communities because they often house families with children and thus require additional services such as schools. However, opportunities for affordable housing are necessary in order to promote social equity across communities. Furthermore, a diverse housing stock can allow members of the local workforce to live near their employment. As of the year 2000, owners occupied 49.2% of the housing units in Riverdale, while renters occupied 50.8%. This represents an increase in the level of ownership from the previous decade with 44.7% owner and 55.3% renter occupancy in 1990. Despite Riverdale’s increase in owner-occupancy over the previous decade, the city still lags behind its surrounding county (60.6%) and state (67.5%).

**Table 4.6 - Tenure by Household Type, 2000 City of Riverdale**

Type of Unit	Owner-Occupied		Renter-Occupied	
	Units	%	Units	%
One family, detached	1,916	88.9%	357	16.0%
One family, attached	165	7.7%	168	7.5%
Multiple family	58	2.7%	1,705	76.5%
Mobile Home	17	0.8%	0	0.0%
Total	2,156	100.0%	2,230	100.0%

Source: US Census Bureau

**Table 4.7 - Tenure by Household Type, 1990 City of Riverdale**

Type of Unit	Owner-Occupied		Renter-Occupied	
	Units	%	Units	%
One family, detached	1,445	89.5%	230	11.5%
One family, attached	144	8.9%	61	3.1%
Multiple family	26	1.6%	1,704	85.4%
Mobile Home	0	0.0%	0	0.0%
Total	1,615	100.0%	1,995	100.0%

Source: US Census Bureau

Vacancy rates have fallen between 1990 and 2000 in Riverdale, Clayton, and Georgia. (Table 4.8) Among these communities, Riverdale had the most dramatic drop in its vacancy rate from 9.9% in 1990 to 3.2% in 2000. Thus, Riverdale maintains a tight housing market as compared to Clayton County and Georgia with vacancy rates of 4.9% and 8.4% respectively. Rental vacancy rates are particularly low in Riverdale (1.8%) as compared to Clayton (6.5%) and Georgia (8.5%). (Table 4.9)



**Table 4.8 - Occupied and Vacant Housing Units, 1990 – 2000 City, County, and State Comparison**

Jurisdiction	Occupied Housing Units	%	Vacant Housing Units	%
<b>2000</b>				
City of Riverdale	4386	96.8%	147	3.2%
Clayton County	82,243	95.1%	4,218	4.9%
Georgia	3,006,369	91.6%	275,368	8.4%
<b>1990</b>				
City of Riverdale	3651	90.1%	402	9.9%
Clayton County	65,523	91.1%	6,403	8.9%
Georgia	2,366,615	89.7%	271,803	10.3%

Source: US Census Bureau

**Table 4.9 - Vacancy Rates by Occupancy Type, 2000 City, County, and State Comparison**

Jurisdiction	Vacant Units for Sale Only	Owner Vacancy Rate	Vacant Units for Rent Only	Rental Vacancy Rate	Vacant Units for Sale or Rent	Vacant Units for Seasonal, Recreational, or Occasional Use	Total Vacant Units
City of Riverdale	46	2.1%	41	1.8%	29	22	138
Clayton County	901	1.8%	2,238	6.5%	359	302	4,218
Georgia	46,425	2.2%	90,320	8.5%	23,327	57,847	275,368

Source: US Census Bureau

#### 4.4 HOUSING COST

The distribution of owner-occupied housing units by value in Riverdale is listed in Table 4.10. With 65.3% of Riverdale’s owner-occupied housing units valued under \$100,000, and a median home value of \$90,500, the city has an ample supply of affordable housing. Likewise, Clayton County also has a plentiful supply of affordable housing with 60.7% of its housing units valued under \$100,000 and a median home value of \$92,700. In contrast, at the state level, only 43.7% of housing units were valued under \$100,000. Home values in Riverdale and Clayton are particularly low as compared to other urbanized areas throughout the Atlanta MSA. For example, the median home value across Metro Atlanta was substantially higher at \$132,600.

**Table 4.10 - Value of Specified Owner Occupied Housing Units, 2000 City, County, and State Comparison**

Range of Value	City of Riverdale		Clayton County		Georgia %
	Units	%	Units	%	
Less than \$50,000	37	1.9%	1,099	2.4%	9.5%
\$50,000 to \$99,999	1,266	63.5%	26,340	58.3%	34.2%
\$100,000 to \$149,999	528	26.5%	13,074	28.9%	25.8%
\$150,000 to \$199,999	110	5.5%	3,093	6.8%	13.3%
\$200,000 to \$299,999	18	0.9%	1,037	2.3%	10.2%
\$300,000 or greater	36	1.8%	518	1.1%	7.0%
Total	1,995	100.0%	45,161	100.0%	100.0%
Median Value (\$)	\$	90,500	\$	92,700	\$ 111,200

Source: US Census Bureau

Housing costs for renters are measured through gross rent, which includes the total of both rent and utilities. (Table 4.11) Gross rent is employed as a measure of rental housing costs in order to eliminate the reporting discrepancy between rental units with utilities included and those with separate utilities. Median gross rent in Riverdale (\$666) is lower than Clayton County (\$699), but higher than Georgia overall (\$613). Rents in Riverdale are particularly low as compared to Metro Atlanta levels (\$746).

**Table 4.11 - Gross Rent of Specified Renter-occupied Housing Units, 2000 City, County, and State Comparison**

Gross Rent	City of Riverdale		Clayton County		Georgia	
	Units	%	Units	%	Units	%
Less than \$250	69	3.14%	821	2.60%	84,279	9.30%
\$250 to \$499	209	9.52%	2,557	8.00%	231,100	25.50%
\$500 to \$749	1,402	63.87%	16,686	52.50%	301,088	33.20%
\$750 to \$999	453	20.64%	10,151	31.90%	200,611	22.10%
\$1000 or more	62	2.82%	1,562	4.90%	88,835	9.80%
Total Units With Cash Rent	2,195	100.00%	31,777	100.00%	905,913	100.00%
Median Gross Rent (\$)	\$	666	\$	699	\$	613

Source: US Census Bureau

Changes in housing costs in Riverdale are listed in Table 4.12. The cost of both owner-occupied and rental housing rose steeply between 1980 and 1990 in Riverdale. During this time period, both median value and median rents increased at a pace greater than the rate of inflation. Inflation-adjusted rental rates increased 57.2% between 1980 and 1990 in the City of Riverdale. However, between 1990 and 2000, both median value and median gross rent in Riverdale declined when inflation adjusted to 1980 dollars.

**Table 4.12 - Change in Median Home Value and Median Gross Rent, 1980 – 2000 City of Riverdale**

Category	1980	1990	% Change 1980-1990	2000	% Change 1990-2000
<b>Median Property Value</b>	\$ 44,300.00	\$ 71,900.00	62.3%	\$ 90,200.00	25.5%
<b>Median Value (Inflation Adjusted to 1980 \$)</b>	\$ 44,300.00	\$ 45,329.43	2.3%	\$ 43,161.87	-4.8%
<b>Median Rent</b>	\$ 211.00	\$ 526.00	149.3%	\$ 568.00	8.0%
<b>Median Rent (Inflation Adjusted to 1980 \$)</b>	\$ 211.00	\$ 331.62	57.2%	\$ 271.80	-18.0%

Source: US Census Bureau, US Bureau of Labor Statistics

#### 4.5 COST BURDENED HOUSEHOLDS

The balance between household income and housing costs in a community can be assessed through the number of cost burdened and severely cost burdened households. (Table 4.13) Cost burdened households are defined as those spending over 30% of their income on housing. Similarly, severely cost burdened households are defined as those spending over 50% of their income on housing costs. Housing costs are defined as gross rent (rent + utilities) for rental occupied housing and mortgage + selected monthly owner costs for owner-occupied housing. Monthly owner costs include items such as utilities, property taxes, and homeowner's insurance. Riverdale has a slightly higher proportion of cost burdened rental units (37.4%) than Clayton County (36.5%) and Georgia (35.4%). Likewise, Riverdale has a slightly higher proportion of cost burdened owner-occupied housing units (26.9%) as compared to Clayton (25.2%) and Georgia (24.6%).

**Table 4.13 - Cost Burdened and Severely Cost Burdened Households, 2000 City, County, and State Comparison**

Rental Housing	Riverdale	Clayton County	Georgia
Rent and Bills > 30% Household Income in 1999	831	11,787	341,484
% of Total Rental Units	37.4%	36.5%	35.4%
Rent and Bills > 50% Household Income in 1999	340	4,558	158,922
% of Total Rental Units	15.3%	14.1%	16.5%
TOTAL Rental Units	2,222	32,306	964,446
Owner Occupied Housing	Riverdale	Clayton County	Georgia
Mortgage and Bills > 30% Household Income in 1999	458	9,596	295,715
% of Total Owner Occupied Housing Units	26.9%	25.2%	24.6%
Mortgage and Bills > 50% Household Income in 1999	119	2,848	103,568
% of Total Owner Occupied Housing Units	7.0%	7.5%	8.6%
TOTAL Owner-Occupied Housing Units with a Mortgage	1,701	38,076	1,201,569

Source: US Census Bureau

**4.6 CROWDING**

Crowding represents another measure of the match between household earnings and housing costs. Overcrowding is defined as housing units with greater than one person per room. The City of Riverdale has a substantially lower proportion of rental units which are classified as overcrowded (3.1%) as compared with Clayton County (13.3%) and Georgia (9.8%). Likewise, Riverdale has a low proportion of overcrowded owner-occupied housing units (1.9%) as compared to Clayton County (4.3%) and Georgia (2.4%).

**Table 4.14 - Overcrowding by Occupancy Type, 2000 City, County, and State Comparison**

	Riverdale	Clayton County	Georgia
Overcrowded Renter-Occupied Units	69	4,293	95,520
% of Total Renter Units	3.1%	13.3%	9.8%
Overcrowded Owner-Occupied Units	40	2,145	49,715
% of Total Owner-Occupied Units	1.9%	4.3%	2.4%

Source: US Census Bureau

**4.7 HOUSING FOR SPECIAL NEEDS POPULATIONS**

An in depth study of housing issues for many special needs populations can be found in the Clayton County, Georgia Consolidated Plan – 1998-2002 [Revision 2003-2005] and Action Plan 2003 prepared for submission to the US Department of Housing and Urban Development. As part of the consolidated planning process instituted by HUD in 1995, this plan covers both Clayton County and its municipalities. Public housing in Clayton County is provided solely by the Jonesboro Housing Authority (JHA), which owns and operates 35 public housing units and provides vouchers for an additional 1,538 low and moderate-income county residents. Section 8 vouchers, while administered by the Jonesboro Housing Authority, can be used throughout the county.

**4.7.1 Homeless Population**

The homeless population represents a major special needs population within Clayton County. Adequately addressing the homelessness issue often requires the provision of both housing and social services to the indigent population. In 1997, a report conservatively estimated the Clayton County homeless population at 896 persons, with approximately one third of these being individuals and two-thirds being families with children. There are likely a far greater number of near homeless persons and families, who are often doubled up living with relatives and at risk of becoming homeless. Two key homeless needs issues identified in the Clayton County consolidated housing plan are an inadequate supply of emergency shelters and an inadequate supply of transitional housing. Currently there are only two general emergency shelters operating in Clayton County: the Calvary Refuge Center in Forest Park with 25 beds and the Hope Shelter with 32 beds. The Securus House provides emergency shelter for battered women in Clayton County. Approximately 5 units of general-purpose transitional housing exist in Clayton County through Calvary Refuge. The Rainbow House provides transitional housing for homeless and abused children.

*Parties Involved in the Clayton County Homeless Care Process*

- Southern Crescent Habitat for Humanity (SCHFH)
- Rainbow House
- Cooperative Resource Center
- Travelers Aid of Metropolitan Atlanta
- Clayton YWCA
- Calvary Refuge Center
- Clayton County Department of Family and Children’s Services
- Clayton County United Way
- Latin American Association—Clayton
- Jonesboro Housing Authority (JHA)
- Housing Authority of Clayton County
- Clayton County Police Department
- Clayton County Juvenile Court
- Good Shepherd Services
- Georgia Department of Labor
- Securus House

**4.7.2 Disabled Population**

Another distinct population that has special housing needs is the disabled population. (Table 4.15) The census bureau defines persons with disabilities as those who have difficulty performing functional tasks and daily living activities. Almost 20% of the non-institutionalized population over 5 years old has at least one disability. Approximately 10% of Riverdale residents over 5 years old have two or more disabilities.

**Table 4.15 - Disabled Population, 2000 City of Riverdale**

<b>Disability</b>	<b>Population 2000</b>	<b>% of Total Population</b>
Population with one type of disability	1,051	9.5%
Sensory disability only	95	0.9%
Physical disability only	242	2.2%
Mental disability only	135	1.2%
Self care disability only	0	0.0%
Go outside home disability only	158	1.4%
Employment disability only	421	3.8%
Population with Two or more disabilities	1,096	9.9%
TOTAL disabled population	2,147	19.5%
TOTAL population over 5 years old	11,026	100.0%

Source: US Census Bureau

**4.8 ASSESSMENT OF CURRENT AND FUTURE HOUSING NEEDS**

Concurrent with its steady population growth, the City of Riverdale has experienced a continued increase in its housing units. Riverdale had a 48.4% increase in housing units between 1980-

1990 and an 11.8% increase in housing units between 1990 and 2000. According to recent building permit activity, Riverdale has added another 1,000 housing units in the three years following the 2000 census.

Multi-family housing has declined as a proportion of the city’s total housing stock from 54.1% in 1980 to 37.4% in 2000. Despite the proportional decline in multi-family housing, Riverdale still maintains a high level of apartments (37.4%) as compared to Clayton County (29.3%) and Georgia (18.0%). Similarly, Riverdale has a high proportion of renters (50.8%) as compared to Clayton County (39.4%) and Georgia (32.5%). Riverdale should encourage development policies that would increase the proportion of homeowners throughout the city.

Housing costs are relatively low in the City of Riverdale. For example, 65.3% of the owner-occupied housing units in Riverdale are valued under \$100,000. While the median value of houses in Riverdale (\$90,500) is comparable to Clayton County (\$92,700), values are low compared to the Metro Atlanta area as a whole (\$132,600). Likewise, rental rates are low in the City of Riverdale (\$666) as compared to the Atlanta MSA (\$746). Between 1990 and 2000, both median gross rent and median housing value declined in Riverdale when adjusted for inflation. Thus, the City of Riverdale has a low cost of housing relative to other portions of the Atlanta Metro Area. Because of the city’s low housing costs and regional access, Riverdale maintains a tight housing market with vacancy rates well below county and state levels.

Housing needs projections are generated by utilizing population and household projections for the City of Riverdale. For future housing needs, households are the basic unit of demand. The current proportional distribution of units by housing type in Riverdale has been maintained throughout the twenty-year planning horizon. A 49.8% increase in housing units between 2000 and 2025 will be needed to accommodate the projected increase in population and households. The net increase in housing units over the same time frame is an additional 2,259 units.

**Table 4.16 - Projected Housing Units by Type, 2000 – 2025 City of Riverdale**

	2000	2005	2010	2015	2020	2025
Projected Households	4,389	5,136	5,533	5,913	6,262	6,576
Housing Units	4,533	5,305	5,715	6,107	6,467	6,792
Single family detached units	2,351	2,751	2,964	3,167	3,354	3,523
Single family attached units	346	405	436	466	494	518
Multi-family units	1,819	2,129	2,293	2,451	2,595	2,725
Manufactured homes	17	20	21	23	24	25

Source: Robert and Company population and housing projections

#### 4.9 HOUSING GOALS AND POLICIES

- Goal 1.0 Encourage improvement of the appearance and structural integrity of houses that contribute to neighborhood blight.
- Policy 1.1 Identify areas undergoing neighborhood decline and implement strategies to prevent further decline.
  - Policy 1.2 Actively enforce city building codes, housing/property maintenance codes, and other related ordinances.
  - Policy 1.3 Require periodic inspection of rental housing complexes in order to ensure safe, adequate, and lawful living conditions.
  - Policy 1.4 In cooperation with the Development Authority of Clayton County, promote rehabilitation of substandard or deteriorating housing in Riverdale through incentives and catalyst programs.
  - Policy 1.5 Consider and make use of incentives, state and federal funding, and other programs to encourage homeowners to improve and upgrade their homes.
  - Policy 1.6 Establish new homeowner education materials and improve understanding of code enforcement issues to address Riverdale’s increasingly diverse population.
  - Policy 1.7 Encourage community involvement, which intensifies pride in neighborhood appearance
- Goal 2.0 Preserve and enhance the stability of existing single-family residential neighborhoods.
- Policy 2.1 Prohibit the encroachment of large-scale multi-family developments into single-family residential areas.
- Goal 3.0 Provide a range of housing options to meet the needs of an increasingly diverse residential population in Riverdale.
- Policy 3.1 Within the city’s zoning regulations, provide opportunities for elderly living/retirement complexes and nursing homes.
  - Policy 3.2 Within the city’s zoning regulations, provide opportunities for accessory apartments and homes for special needs populations such as the developmentally disabled and handicapped.
  - Policy 3.3 Collect and monitor any additional available data on special housing needs in the city.
  - Policy 3.4 Identify special housing needs providers such as Habitat for Humanity, religious institutions, and non-profit social service/advocacy groups and encourage private-sector responses to housing needs.

Policy 3.5 Evaluate the city’s participation in public housing programs, in light of the changing status of federal housing programs.

Goal 4.0 Promote the preservation, enhancement, and redevelopment of neighborhoods according to Traditional Neighborhood Development principles such as pedestrian-oriented development, interconnected streets, mixed-use development, and preservation of trees and public open spaces.

Policy 4.1 Encourage infill housing development in existing neighborhoods, especially owner-occupied housing.

Policy 4.2 Through the land use element, identify infill development opportunities and ensure that there are no significant barriers to housing construction on infill sites in the city.

Policy 4.2 Encourage mixed-use housing along Upper Riverdale Road consistent with the Riverwalk Redevelopment Plan and in other locations consistent with the Future Land Use Plan.



## **CHAPTER 5 – NATURAL AND CULTURAL RESOURCES**

### **INTRODUCTION**

This chapter is devoted to an inventory and analysis of the natural, environmentally sensitive, historic, archeological, and cultural resources in the City of Riverdale. This chapter also includes an assessment of the current and future needs for protection and management of these resources, as well as goals, policies, and strategies for preservation.

### **NATURAL RESOURCES**

Natural resource preservation is important for maintaining healthy ecosystems as well as a community's aesthetic and scenic beauty. Conservation of our natural environment requires that land areas be used in such ways that new development does not lead to destruction of this valuable resource. Development without proper planning procedures can easily result in severe damage to the natural environment. In accord with DCA comprehensive planning standards for natural resources, such diverse factors as geology and mineral resources, soil types, physiography and topography, prime agricultural and forest lands, plant and animal habitats, national and state parks and recreation areas, scenic views and sites, water supply watersheds, groundwater recharge areas, and wetlands are addressed. The identification and inventory of these resources is necessary to develop a sound land use plan for the future that protects the city's sensitive environments and steers development to the most suitable areas.

#### **5.1 Public Water Supply Sources**

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

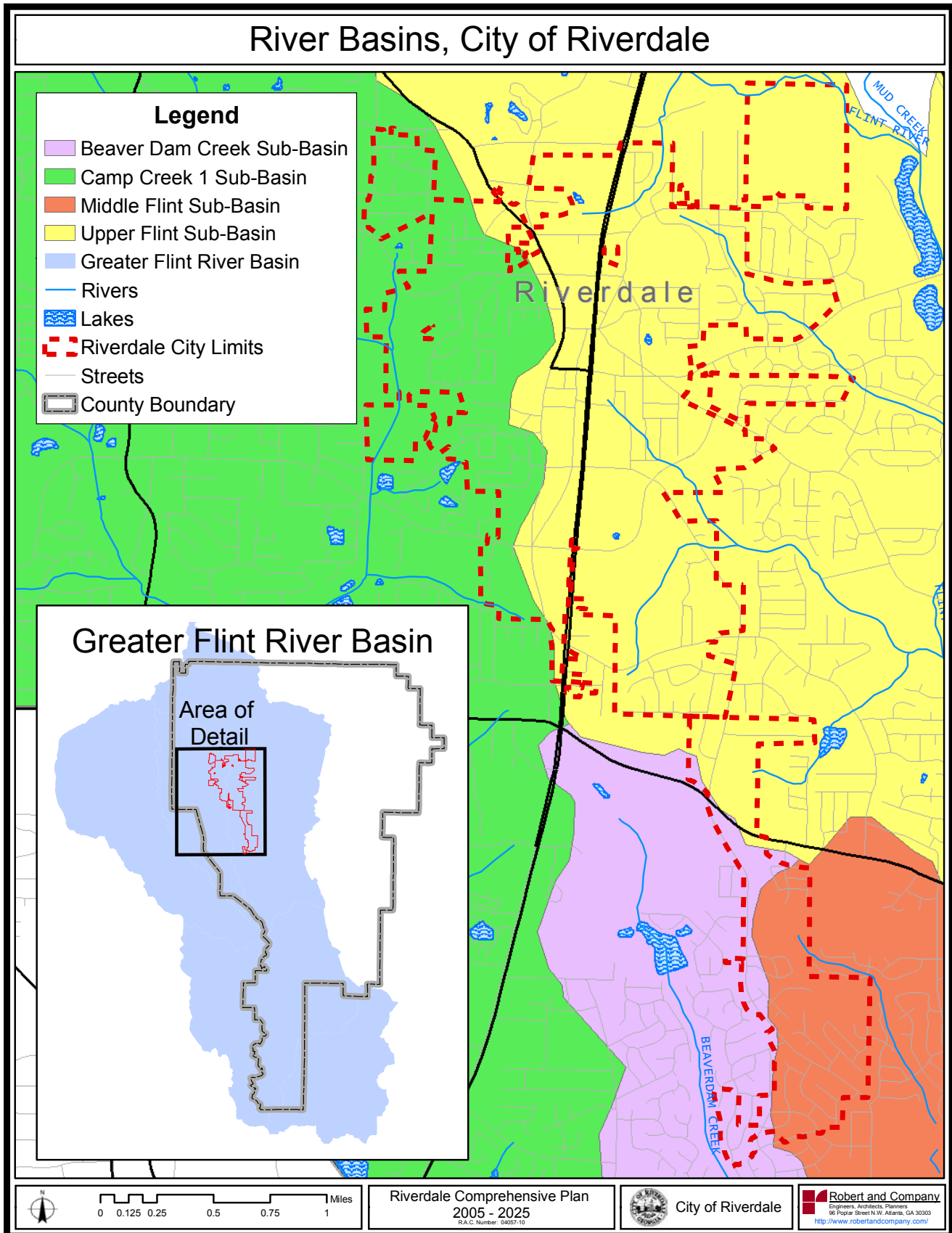
#### **5.2 Water Supply Watersheds**

A water supply watershed is an area where rainfall runoff drains into a river, stream, or reservoir used as a source of public drinking water supply. River basins that make up a watershed are classified into a nested hierarchy of hydrologic units. Thus the sub-basins of small tributary streams are combined into greater watersheds as those streams flow into rivers. Georgia Highway 85 runs along a ridge line which separates the Camp Creek 1 and Upper Flint Sub-basins. (Map 5.1) The

southern panhandle of Riverdale, is similarly bisected by a ridge line separating the Beaver Dam Creek and Middle Flint Sub-basins. South of Riverdale, both the Beaverdam and Camp Creeks join the Flint River. Hence, the entire city of Riverdale lies within the Greater Flint River Watershed.

Georgia's "Part V" environmental planning criteria apply watershed management regulations based on the size of the greater basin area. The purpose of these criteria is to establish the protection of drinking water resources while allowing manageable development within the watershed. In order to accomplish this protection, buffer zones around streams and impervious surface densities are specified. Large drainage basins are less vulnerable to contamination by land use development than small basins. Georgia Department of Natural Resources classifies watersheds as large if they have greater than 100 square miles of land area upstream of a governmentally owned public drinking water supply intake. The Clayton County water authority maintains two Flint River water intakes leading to the J.W. Smith Reservoir. Above these intakes the Flint River watershed is 127 square miles in land area. Therefore, the Flint River basin supplying Riverdale and Clayton County is classified as a large water supply watershed. Within large water supply watersheds, development buffers are specified at 100 feet on both sides of all perennial streams. No impervious surface may be constructed within a 150 foot setback area on both sides of the stream and no septic tanks or septic tank drainfields are permitted. Furthermore, new facilities located within seven miles of a water supply intake which handle hazardous materials are required to conduct their operations on impermeable surfaces having spill and leak collection systems.

Map 5.1 Water Supply Watersheds



### **5.3 Groundwater Recharge Areas**

Groundwater recharge areas, as defined by state law, are any portion of the earth's surface where water infiltrates into the ground to replenish an aquifer. Probable "significant recharge areas" have been mapped by the Georgia Department of Natural Resources. DNR mapping of significant groundwater recharge areas has been produced only at a scale of 1:500,000. Therefore, some smaller groundwater recharge areas may not appear on low-resolution statewide maps. While 90% of Georgia's surface area allows groundwater recharge, only the most significant 23% has been targeted for environmental protection. Mapping of recharge areas is based on outcrop area, lithology, soils type and thickness, slope, density of lithologic contacts, geologic structure, the presence of karst, and potentiometric surfaces. Standards have been promulgated for their protection, based on their level of pollution susceptibility. Significant recharge areas are generally those with thick soils and slopes of less than 8%. A review of significant groundwater recharge areas as mapped by the Department of Natural Resources in Hydrologic Atlas 18 indicates that there are three recharge areas within Clayton County. The largest area can be found in the extreme northwestern corner of the county. The other two recharge areas are located in the extreme southeastern corner of the county. The map of significant groundwater recharge areas included in the Department of Natural Resources Hydrologic Atlas 18 does not indicate a recharge area in Riverdale, therefore, protection and required planning applications do not apply.

Riverdale also lies within the area classified as having low susceptibility to groundwater pollution. The Georgia Geologic Survey has developed a 1:500,000 scale map showing relative susceptibility of the shallow water table aquifer in Georgia to pollution from manmade surface sources. Relative pollution susceptibility was derived by following the DRASTIC method developed by the United States Environmental Protection Agency. DRASTIC is a methodology that allows the pollution potential of any hydrogeologic setting to be systematically evaluated, providing a standardized technical basis for environmental decision making. The term DRASTIC is an acronym derived from the seven parameters factored into pollution susceptibility measures. They are depth to water (D), net recharge (R), aquifer media (A), soil media (S), topography (T), impact of the vadose zone (I), and hydraulic conductivity (C) of the aquifer.

### **5.4 Wetlands**

Because the City of Riverdale is built along a ridge line, only a few small wetlands exist within the city limits. (Map 5.2) Significant wetland areas exist on either side of the city along the Flint River and Camp Creek. The wetlands in the city consist mostly of small lakes and ponds. Although these lakes and ponds are typically man-made, they constitute important marine and land wildlife habitat, and require the equal amount of protection for naturally occurring and larger scale wetland areas.

All of the wetlands in Riverdale are Palustrine System wetlands. This system includes all nontidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens, and all such wetlands that occur in tidal area. It also includes wetlands lacking such vegetation, but with all of the following four characteristics:

- 1) area less than 20 acres;
- 2) active wave-formed or bedrock shoreline features lacking;
- 3) water depth in the deepest part of basin less than 2 meters at low water;
- 4) salinity due to ocean-derived salts.

The Palustrine system was developed to group the vegetated wetlands traditionally referred to as marsh, swamp, bog, fen and prairie, which are located throughout the United States. It also includes the small, shallow, permanent or intermittent water bodies often called ponds.

Paulstrine wetlands may be located shoreward of lakes, river channels, or estuaries; on river floodplains; in isolated catchments; or on slopes. They may also occur as islands in lakes or rivers. Plant species common to this type of wetland includes barnyard grass, black gum, cattails, cottongrass, foxtail and winterberry among others.

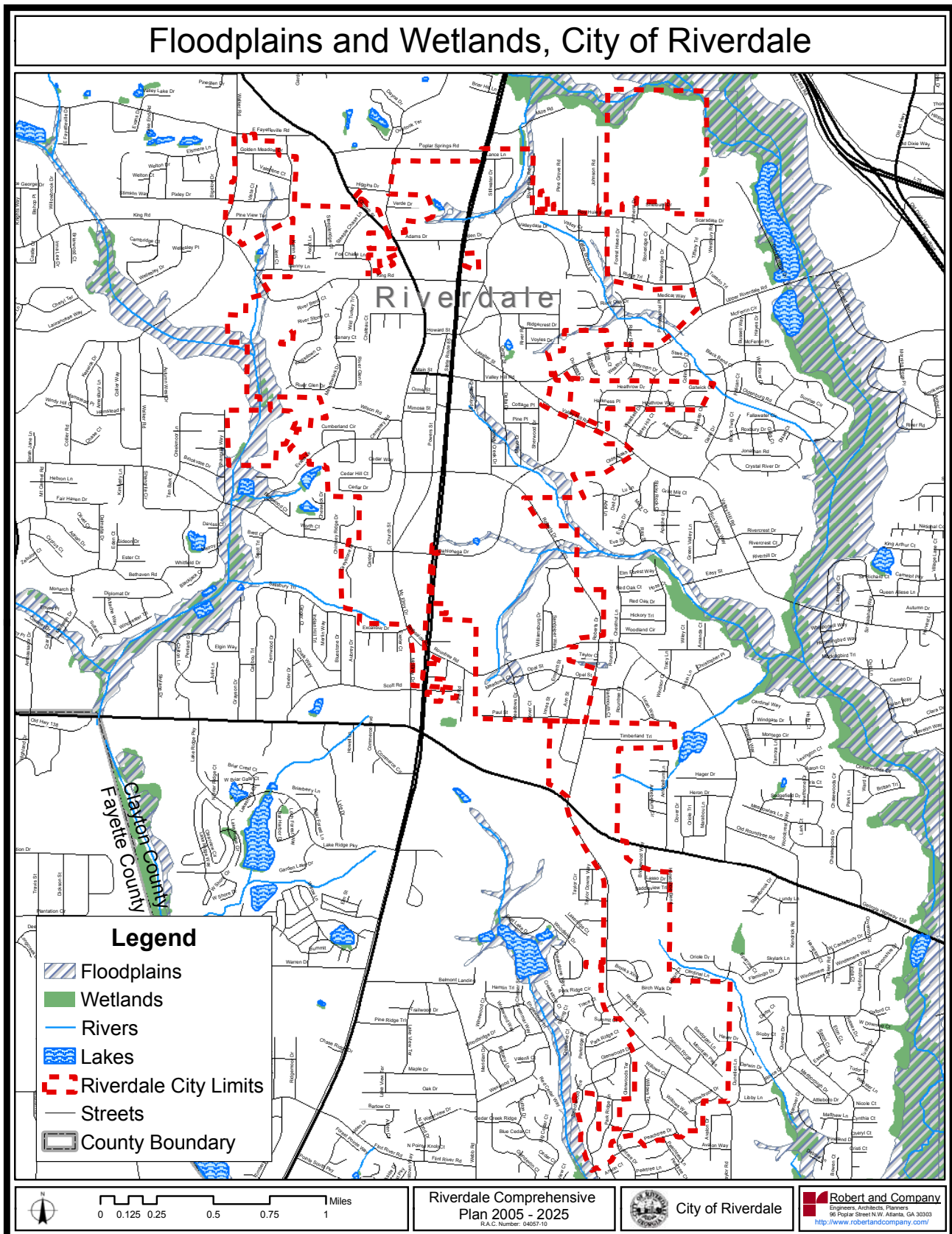
Wetlands are protected under Section 404 of the Federal Clean Water Act, which is administered by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency. Section 404 requires that any activity involving the deposition of dredged or fill material must receive a permit from the Corps of Engineers. Before development permits are issued, a careful field examination should be conducted to determine the magnitude and importance of each wetland and its role in the overall eco-system.

The criteria for wetlands protection gives local governments the flexibility of choosing a "minimum area" to be used for mapping wetlands within the jurisdiction with a suggested minimum of five acres. It is recommended that Riverdale adopt and enforce the Department of Natural Resources protection standards for wetlands. All future development in Riverdale should be prohibited from wetland areas unless it can be demonstrated that there will be no long-term adverse impacts or net loss of wetlands. Other protection measures should also be considered by Riverdale including the use of zoning or other land development regulations to restrict or prohibit development in significant wetland areas and modifying subdivision regulations to require the set-aside of wetlands and cluster development in non-wetland areas.

### **5.5 Protected Mountains**

Mountain areas are subject to development restrictions and planning requirements due to their sensitivity to land-disturbing activity. Development within such areas may increase erosion, endanger the quality of surface water, create landslides, and damage sensitive animal habitats. Protected mountains as classified by the Georgia Environmental Planning Criteria include all land area 2,200 feet or more above mean sea level having a percentage slope of 25 percent or greater for at least 500 feet horizontally, including crests, summits, and ridge tops at elevations higher than such areas. There are no protected mountains within the City of Riverdale.

Map 5.2 Floodplains and Wetlands, City of Riverdale



### **5.6 Protected Rivers**

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

### **5.7 Coastal Resources**

Not Applicable

### **5.8 Floodplains**

Floodplain areas are sensitive to development due to the hazard of damaging floods. A 100-year floodplain is an area with at least a 1% annual chance of experiencing a flood. By limiting development within floodplains the city can mitigate the effects of natural disasters associated with flooding. There are several floodplain areas within Riverdale associated with small tributaries of the Flint River, Camp Creek, and Beaverdam Creek. (Map 5.2)

### **5.9 Soils**

Clayton County soils are classified by the U.S. Soil Conservation Service according to six major soil associations (Cartecay-Wehadkee, Cecil-Applying-Pacolet, Cecil-Pacolet-Madison, Gwinntt-Cecil, Pacolet-Ashlar Gwinnett, Urban Land) and generally consist of sandy loam surface soils and red clay subsoils. Each association exhibits a distinct pattern of soils, drainage and landscape; however, the soils comprising one association can occur in other associations in different patterns. The distribution of soil types in Riverdale is illustrated on Map 5.3.

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

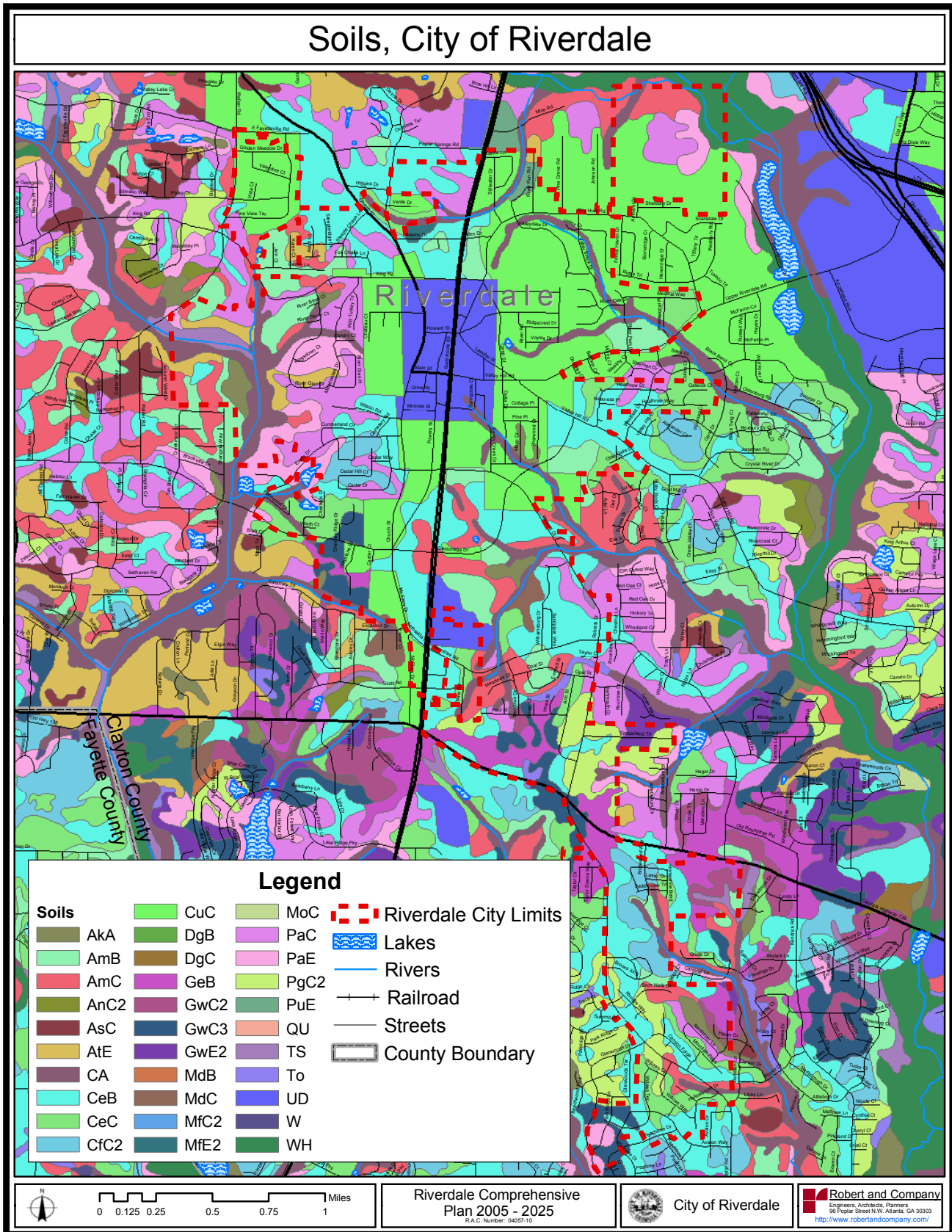
Table 5.1 indicates each soil association's general development potential as determined by the United States Department of Agriculture's Soil Conservation Service. Three associations in Clayton County received "High" ratings for urban land use, one association rated "Medium" and two associations rated "Low" in potential for urban use. Deliberate decisions to avoid development within these two associations should be made, particularly in the flood plain soils of the Cartecay-Wehadkee Association.

**Table 5.1 Soil Suitability**

<b>SOILS SUITABILITY MATRIX</b>				
	URBAN	FARMING	PASTURE	WOODLANDS
Cartecay-Wehadkee	Low	Low	Medium	High
Cecil-Applying-Pacolet	High	High	High	Medium
Cecil-Pacolet-Madison	High	Medium	High	Medium
Gwinntt-Cecil	Medium	High	High	Medium
Pacolet-Ashlar Gwinnett	Low	Low	Medium	Medium
Urban Land	High	Low	Medium	Medium



Map 5.3 Soils, City of Riverdale



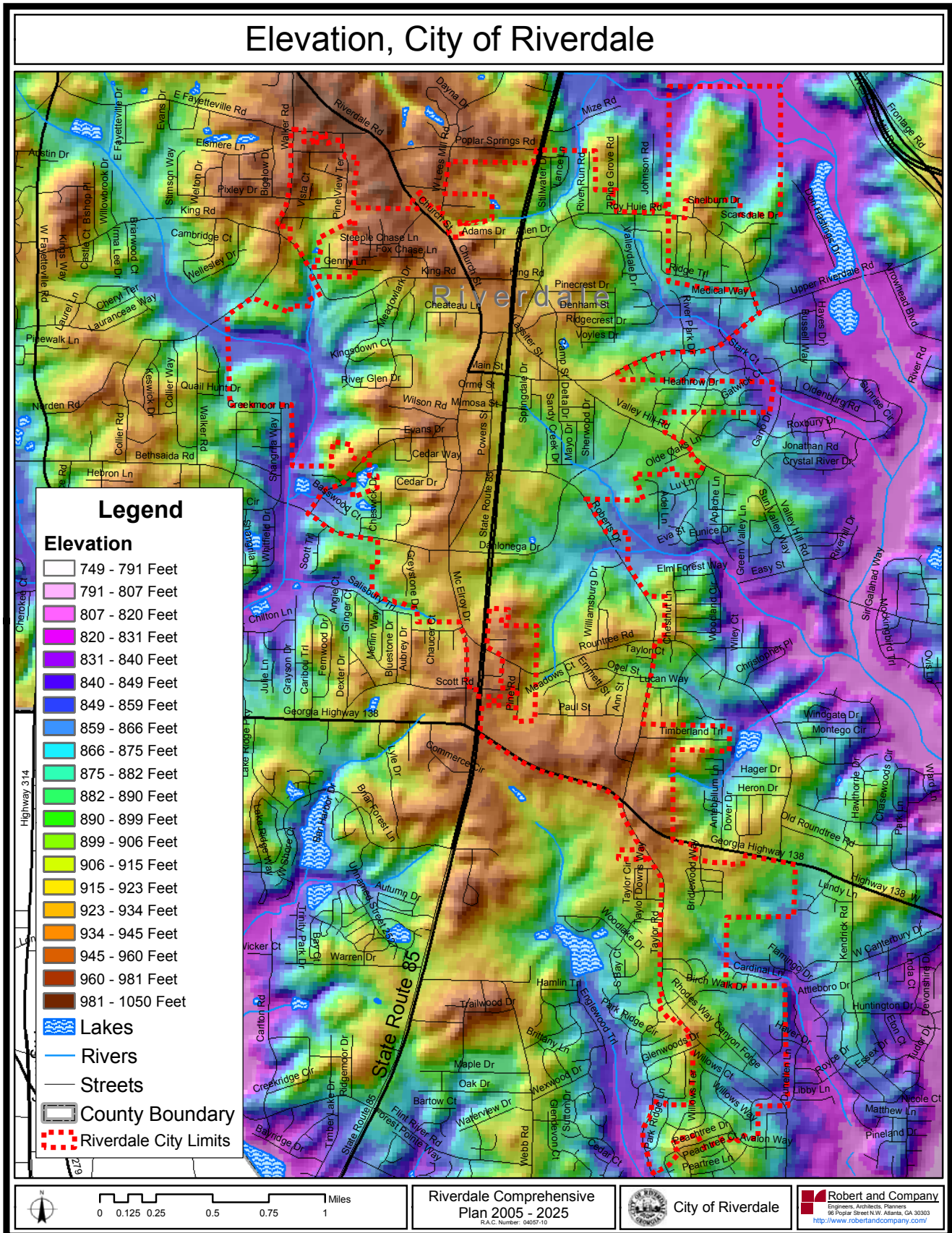
### **5.10 Elevation and Slope**

Elevations in Clayton County range from 749 – 1,050 feet above sea level. The highest point in Clayton lies in the northwest portion of the county around Hartsfield-Jackson Atlanta International Airport. The City of Riverdale lies along a ridgeline roughly corresponding to State Route 85. On either side of the city, there are low-lying areas corresponding with the Flint River and Camp Creek riverbeds. These elevation patterns are clearly illustrated in Map 5.4.

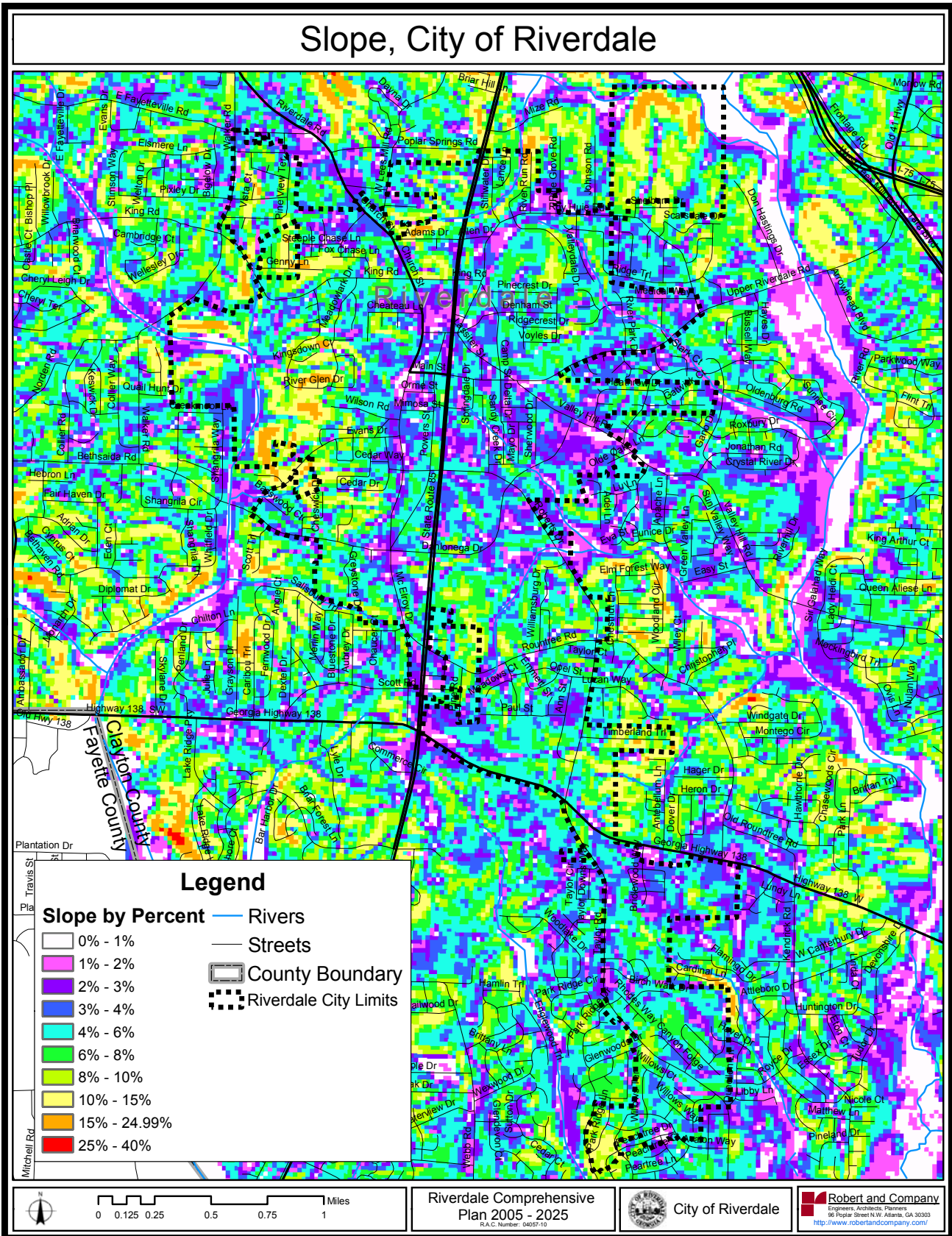
Non-rocky terrain with a slope of more than 25% is considered to have a high risk for severe soils erosion. Clayton County is in the middle of the Piedmont Province in the gently rolling landscape of the Central Georgia region. There are few areas of steep slopes within the County; those that do occur are primarily located in the northwest and northeast areas of the county and there are no steep slopes located within the city limits of Riverdale. However, there are several areas within Riverdale with moderately steep slopes, having a grade of over 15%. (Map 5.5)

While topography does not represent a significant development constraint in Riverdale, some consideration of slope should be taken for the location of land uses. For example, intensive uses (commercial and industrial) should be encouraged to develop primarily in areas of reasonably level land with slopes that do not exceed 5% in slope. Furthermore, residential developments proposed to be constructed on lands in excess of 12% slope should be carefully planned to prevent excessive street grades, unmanageable building lots, and excessive drainage problems.

Map 5.4 Elevation, City of Riverdale



Map 5.5 Slope, City of Riverdale



### **5.11 Prime Agricultural and Forest Land**

Since Clayton County is primarily a center of transportation, retail, commercial, and business interests, little farmland or farming exists in the area. Land that could be considered “prime farmland” by soil type has succumbed to other commercial and residential uses. As surrounding land is brought into urban use, farmland is assessed at a higher tax rate, thus making agriculture economically infeasible. As farms are increasingly lost to urban land uses, the critical mass necessary to sustain the agricultural support economy can also be lost. Statistics on farming are compiled on a county basis through the U.S. Department of Agriculture. The Census of Agriculture is conducted every five years, with the most recent available data from 2002. The number of farms in Clayton County declined -13% from 71 in 1997 to 62 in 2002. The market value of agricultural production in Clayton County declined 43% from \$844,000 in 1997 to \$479,000 in 2002. The total land in cultivation in Clayton County declined -45% from 5,849 acres in 1997 to 3,218 acres in 2002. Due to soil conditions and the heavily urbanized state of the area, there is no agricultural land use in the City of Riverdale.

Additionally, there is also no virgin forestland located in the area. There is land that has been left as open space and has some forest growth but it is not harvestable for use as pulpwood. The naturally occurring forest growth in Riverdale is Southern Pine (Loblolly Pine). Mixed hardwoods also grow in the area depending on the fertility of the soil and the topography. These species include Oak, Hickory, American, Winged Elm, and Dogwood. Yellow Poplar, Tupelo Gum, Sweetgum, Sycamore, Red Maple and Ash are found in bottomland, wetland and creek beds.

Because there is no land in agricultural or forestry use in the City of Riverdale, the comprehensive plan includes no special provisions for the preservation of agriculture and forestry.

### **5.12 Plant and Animal Habitats**

The U.S. Fish and Wildlife Service of the Department of the Interior lists only two types of birds and one invertebrate as threatened or endangered in Clayton County (Table 5.2). The names of these animals, their status, habitat and threats are listed in the table below. In addition to the plants and animals listed there are a number of others threatened or endangered in surrounding counties (Table 5.3). Due to their location in surrounding counties it is possible that they may also be present but undetected in Clayton County. Although Riverdale is within the heavily urbanized portion of Clayton County, some threatened or endangered species may be located inside the city.

**Table 5.2 Threatened and Endangered Plants and Animals, Clayton County**

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

**Table 5.3 Threatened and Endangered Plants and Animals, Surrounding Counties**

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

**Table 5.3 (Continued)**

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

In addition to these listings by the Fish and Wildlife Service, the Georgia Department of Natural Resources (GA DNR) lists additional plant and animal species as protected, unusual, or of special concern. The Georgia Department of Natural Resources (GA DNR) lists the Pink Ladyslipper as a “Protected” species with a status of “unusual” as present in Clayton County. While, GA DNR does not list any threatened or endangered animals in the county the agency does list two species of special concern, the Gulf Darter and Florida Floater. The Gulf Darter is listed with a status of S3, meaning it is rare or uncommon and the Florida Floater has a status of S2 denoting it is imperiled due to rarity. The Georgia Department of Natural Resources reports rare species by USGS quarter quads for areas smaller than a county. The Gulf Darter is listed as present in the Riverdale SE Quad, which encompasses the southern portion of the city roughly below Dahlonga Dr.

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



### **5.13 Major Park, Recreation, and Conservation Areas**

At the present time, no federal, state, or regional park or recreational areas exist in Riverdale. Parks within the City boundaries are listed in the Community Facilities section of the Comprehensive Plan.

### **5.14 Scenic Views and Sites**

There are no special or unique scenic views or sites in Riverdale which would require protection or special consideration.

## **5.2 HISTORIC AND CULTURAL RESOURCES**

Historic and cultural resources serve as visual reminders of Riverdale’s past, provide a link to the city’s heritage, and create a better understanding of the people and events which shaped its patterns of development. Unfettered development may destroy, damage, or detract from the value of historic and cultural resources. Like the natural environment, planning and coordination of the built environment must ensure adequate protection and respect for historic and cultural resources. Historic resources include historic structures and sites, community landmarks, archaeological sites, and their surrounding context.

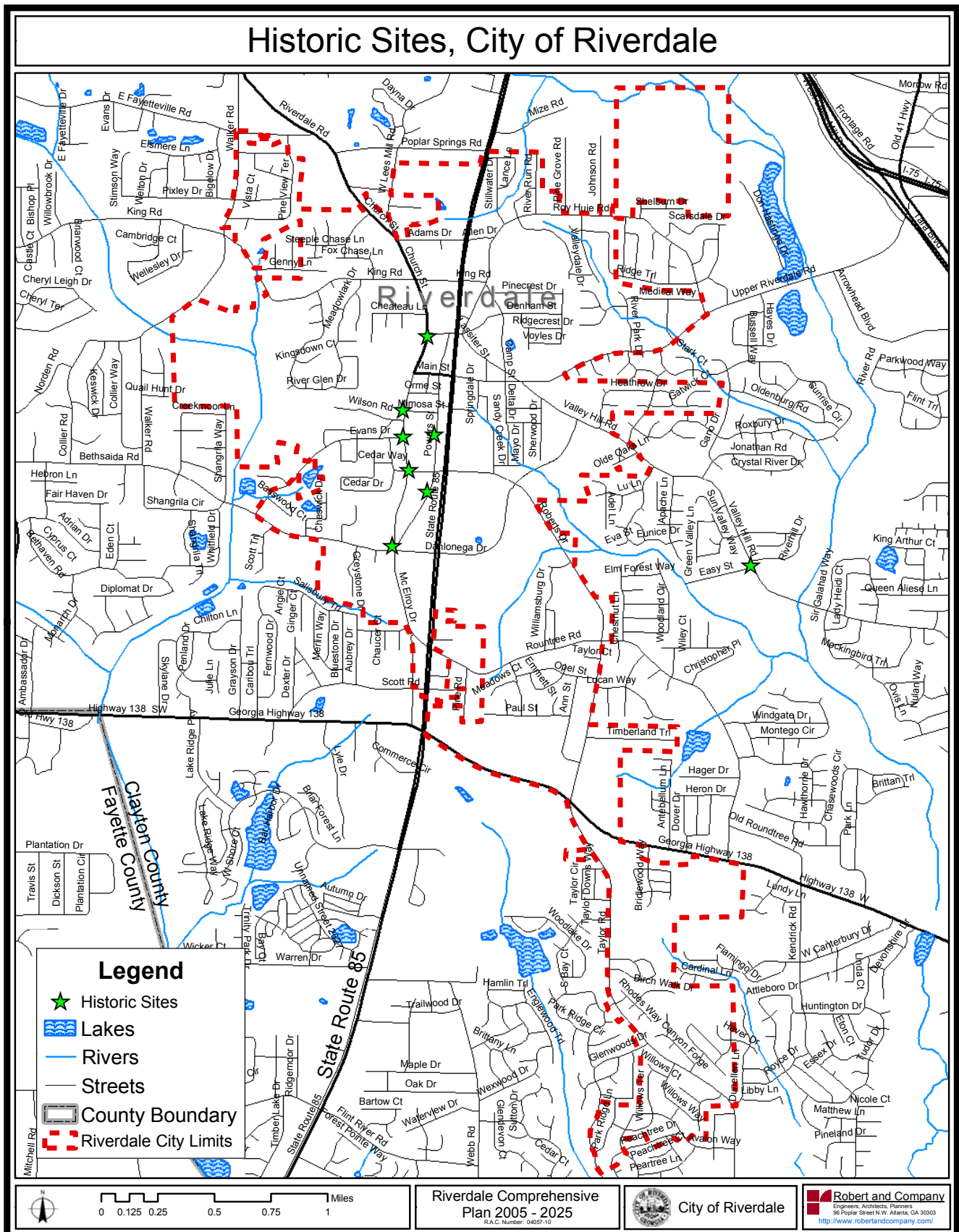
Local governments normally assume responsibility for preservation efforts through various means. Enactment and implementation of special ordinances can make preservation projects viable in some instances where destruction of the resources would otherwise occur. By merely placing special emphasis on preservation work, community support for worthy landmarks can be garnered.

At the present time, there are no properties in Riverdale listed on the National Register of Historic Places. Table 5.4 provides a list of those buildings in the community which have significant value to the city. The locations of these historic sites are illustrated in Map 5.6.

**Table 5.4 Historic Sites Survey, City of Riverdale 2004**

<b>Property/Site Description</b>	<b>Address</b>
Hosale House	6580 Church Street
H.L. Camp House	6896 Church Street
Sears House	6821 Powers Street
Hutcheson House	6961 Powers Street
Upchurch House	6759 Church Street
Turner House	3632 Valleyhill Road
T.J. Barnett House	7075 Church Street
Historical Marker on Church	Evans Drive, Evans Farm
Historical Marker	Church Street

Map 5.6 Historic Sites, City of Riverdale



### 5.3 NATURAL AND CULTURAL RESOURCES GOALS AND POLICIES

- Goal 1.0 Identify and protect significant natural resources within the City of Riverdale.
  - Policy 1.1 Continue to provide for the protection of natural resources in the City of Riverdale
  - Policy 1.2 Prohibit development within the 100-year floodplain.
  - Policy 1.3 Designate riparian buffers for the protection of rivers and streams within the City of Riverdale.
  - Policy 1.4 Continue to enforce Georgia’s Part V environmental standards for the protection of large water supply watersheds.
  - Policy 1.5 Promote and seek opportunities for development of new parks and open space areas in the city. Encourage the assistance of the business community in this endeavor.
  
- Goal 2.0 Encourage the preservation of natural tree cover as a means of beautifying and improving the city.
  - Policy 2.1 Develop a tree ordinance providing for the protection of specimen trees in the development process.
  - Policy 2.2 Encourage the planting of new trees as natural buffers between different development types and land uses.
  
- Goal 3.0 Identify and protect historic and cultural resources within the City of Riverdale.
  - Policy 3.1 Continue to seek out additional historic properties related to the early history of Riverdale and assist in the preservation of such entities.
  - Policy 3.2 Educate the general public on the importance and benefits of preserving historic resources.
  - Policy 3.3 Encourage the eventual inclusion of all worthy historic buildings, structures, and districts in the National Register of Historic Places and the Georgia Register of Historic Places.
  - Policy 3.4 Encourage property owners to take advantage of federal and state investment tax credits available for the rehabilitation of historic structures.

## CHAPTER 6 - COMMUNITY FACILITIES

### INTRODUCTION

This chapter will focus on existing public facilities in the City of Riverdale, their current capacity, and their ability to accommodate future growth. Each element of this chapter will focus on how to support and attract growth and development into Riverdale in order to maintain and enhance the quality of life for its residents.

### 6.1 WATER SUPPLY AND TREATMENT

Riverdale was the last municipality to sell their system to the Clayton County Water Authority. In 2001, an agreement was negotiated with the Water Authority to purchase the Riverdale water and sewer distribution system.

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

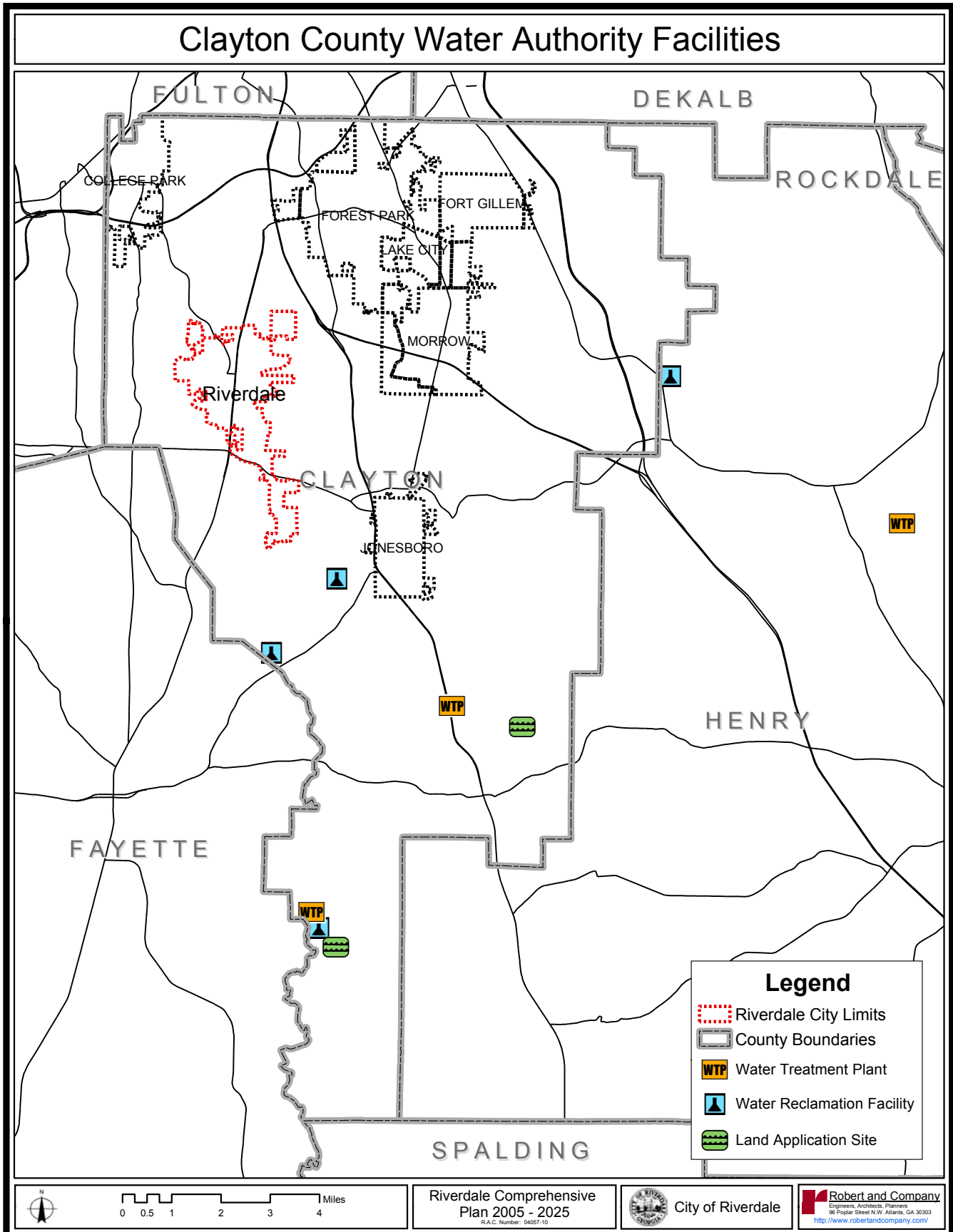


*Courtesy of CCWSA*

Riverdale water is treated at a Clayton County Water Authority Treatment Plant, then it is sent to elevated tanks and pumping stations where it is distributed throughout the county. The Clayton County Water Authority operates three water treatment plants; the William J. Hooper Plant located in Henry County, the J.W. Smith Plant located in the panhandle area, and the Freeman Road Plant, a new facility that opened in October 1999. Water is treated and pumped to the system from the William J. Hooper Plant located in Henry County and the J.W. Smith Plant located in the panhandle area (See Map 6.1). The County's Water Service Area covers nearly the entire county minus a small portion of the northwest corner of the county which includes part of the City of College Park.

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

Map 6.1 Clayton County Water Authority Facilities



The anticipated water demand is based on historical data and the implementation of passive water conservation measures. Passive conservation, which occurs through increases in efficiency resulting from changes in plumbing codes, routine replacement of water fixtures and increases in residential water rates, is anticipated to decrease water demand by 4%. Under aggressive conservation measures, CCWA could achieve a 9% (0.39% per year) reduction in per capita demand (Table 6.1). Aggressive conservation is undertaken through increases in efficiency as described above and other active measures such as summer surcharges for residential customers and a rebate program on low-flow toilets.

**Table 6.1 Reduction in Demand through Conservation Measures**

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

Source: CCWA Master Plan, Jan. 2000.

**6.2 SEWER SYSTEM AND WASTEWATER TREATMENT**

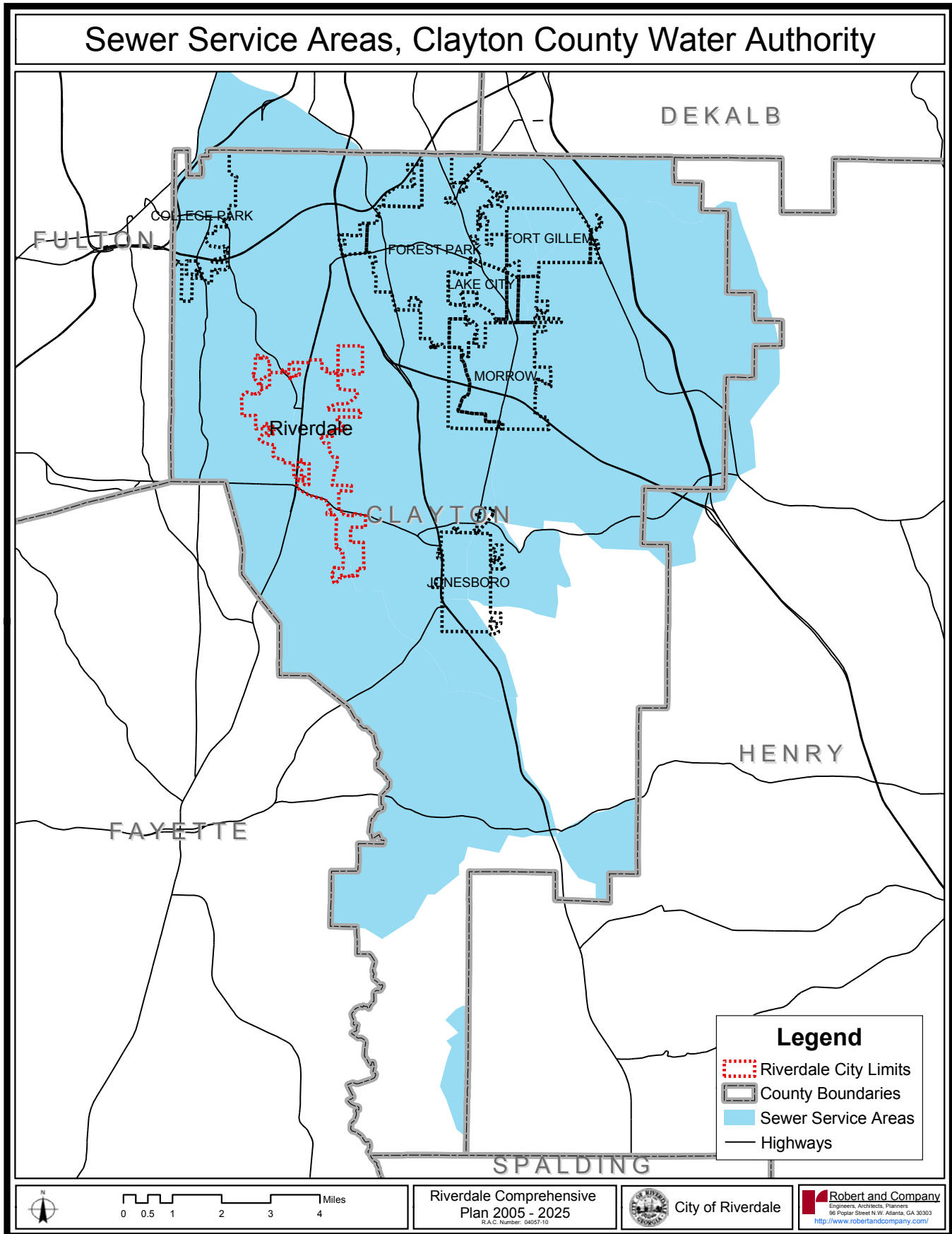
As with water service, Riverdale’s sewer and wastewater treatment are handled by the Clayton County Water Authority. The county’s sewer service area covers most areas of the county with the exception of the southern most end of the panhandle and areas east of Jonesboro surrounding Lake Spivey and south to Lovejoy. The extent of the sewer service areas is depicted on Map 6.2. The Clayton County Water Authority (CCWA) has four water reclamation facilities (WRF) and two land application sites (LAS). The LAS receive secondary treated effluent that is land applied in a slow-rate irrigation system. The locations of these facilities are noted on Map 6.1. The current capacity and future demand on the facilities, as stated in the 2000 CCWA Master Plan, are show in Table 6.2.

**Table 6.2 Clayton County Water Reclamation Facilities**

Water Reclamation Facility	Capacity	Demand		
	Current	2000	2010	2020
W.B. Casey	15	15.03	18.43	21.7
R.L Jackson	4.5	4.56	5.74	6.76
Shoal Creek	2.2	1.89	2.43	2.92
Northeast	6.0	5.84	7.91	9.65
<b>Total Clayton Co. Capacity/ Demand</b>	<b>27.7</b>	<b>27.3</b>	<b>34.5</b>	<b>41.0</b>
<i>Outside Clayton Co. *</i>		2.45	3.19	3.8
<b>Projected WRF Demand</b>		<b>29.78</b>	<b>37.7</b>	<b>44.83</b>

\*Includes flows from City of Atlanta and DeKalb County based on per capita flows for the four WRF’s  
Source: CCWA Master Plan, Jan. 2000.

Map 6.2 Sewer Service Areas, Clayton County Water Authority



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

- ❖ The W.B. Case WRF will be retrofitted and re-rated to 12mgd capacity. Expansion ultimately to 22mgd capacity is anticipated in the Master Plan, the first phase of which will bring the facility to 18mgd.
- ❖ The R.L. Jackson facility will be expanded to a capacity of 7mgd
- ❖ The Northeast facility will be expanded to 10mgd.
- ❖ The plan does not include any planned expansions of the Shoal Creek WRF. These planned expansions will provide 51.2mgd capacity by 2020, this capacity is sufficient to meet the 51.2mgd projected for 2025.

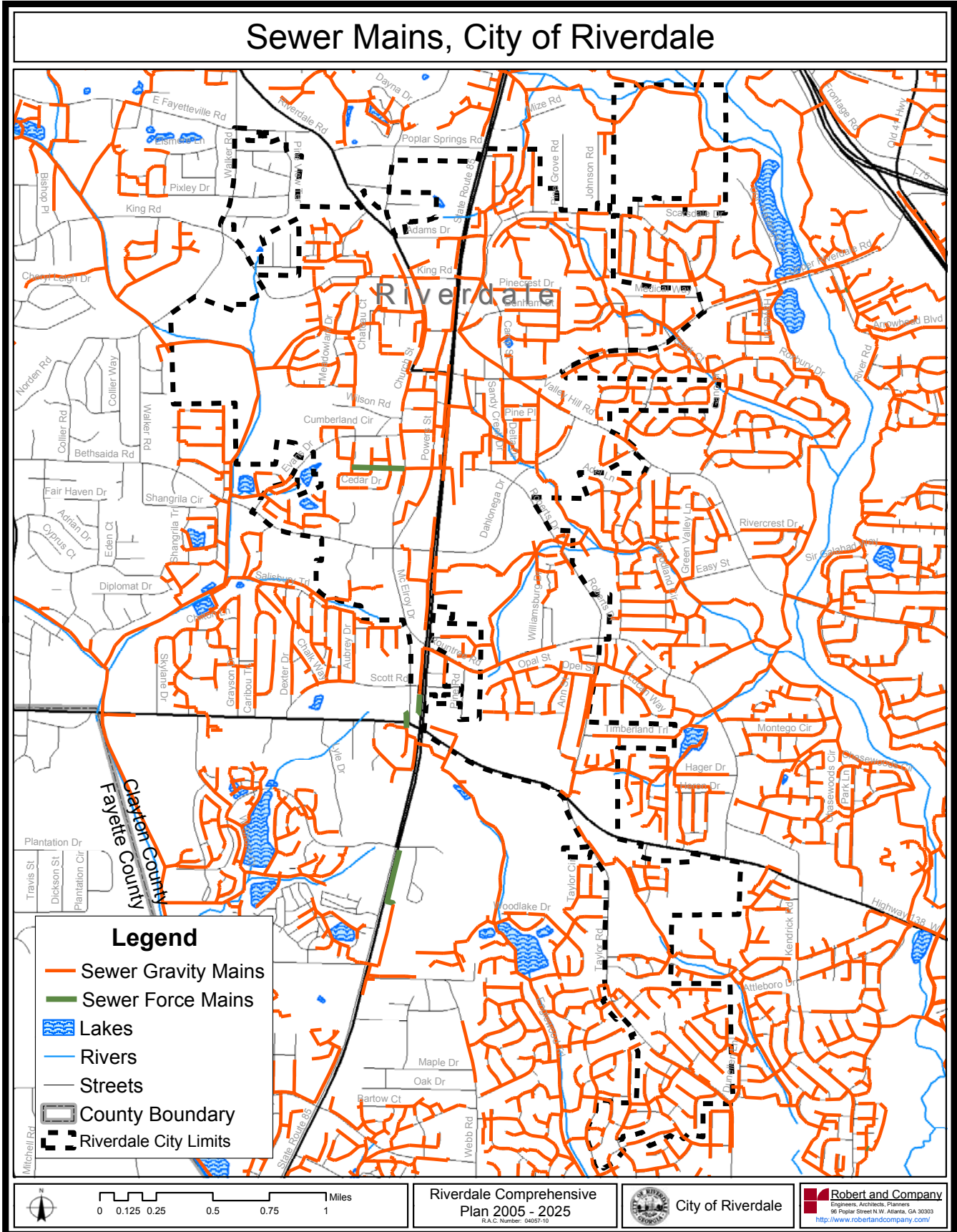
The CCWA Shoal Creek Land Application Site is a 325-acre facility with a holding pond and pump station. The E.L. Huie LAS is located upstream from the CCWA's William J. Hooper Raw Water Reservoir, north of Lovejoy. This facility is a 3,700-acre site. The 2000 CCWA Master Plan recommends that the maximum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

The CCWA's 2000 Master Plan does not include plans for the expansion of the current sewer service area. Riverdale's sewage flow is treated at the W.B. Case WRF. This facility has a capacity of treating 24 million gallons per day and is currently at a capacity of 17.36 million gallons per day. Most areas within Riverdale has not been inventoried and inspected for repairs. Currently, repairs are done on an as needed basis. Upgrades will continue to be made to the system yearly and as needed.

Sewer Mains in the City of Riverdale are pictured in Map 6.3.



Map 6.3 Sewer Mains, City of Riverdale



### **6.3 SOLID WASTE MANAGEMENT**

The City of Riverdale contracts their solid waste pick up and disposal with Robertson Sanitation. Robertson Sanitation is a private waste company that services 3,200 Riverdale residences and 100 commercial customers. Pick up for the city is provided once a week on Wednesdays. Customers are allowed to dispose of 3 large items per week and yard waste is also accepted on Wednesday's regular pick up day. Sanitation fees are billed on the yearly property tax statement sent each October. The current fee is \$15.00 per month, which totals \$180 per year. Robertson Sanitation takes the waste to the Lee Industrial Boulevard solid waste transfer station located at 7100 Delta Circle, Austell.

This lift station ships the waste to a landfill at 105 Bailey Jester Road in Griffin, Georgia. This landfill has another 30 years of life expectancy. At this time, Riverdale sends approximately 300 tons of waste per month to the land field. The current capacity of the Lee Industrial Boulevard Lift Station is 1200-1500 tons per day. As the population grows, an assessment on the number of pick up days will be taken.

Robertson Sanitation also operates a recycling program and accepts aluminum, newspapers, glass and plastics (water bottles, milk bottles, and soda bottles). These items are picked up at the same time as the solid waste pick up. The recycling items are taken to the West Minister transfer station in Cobb County.

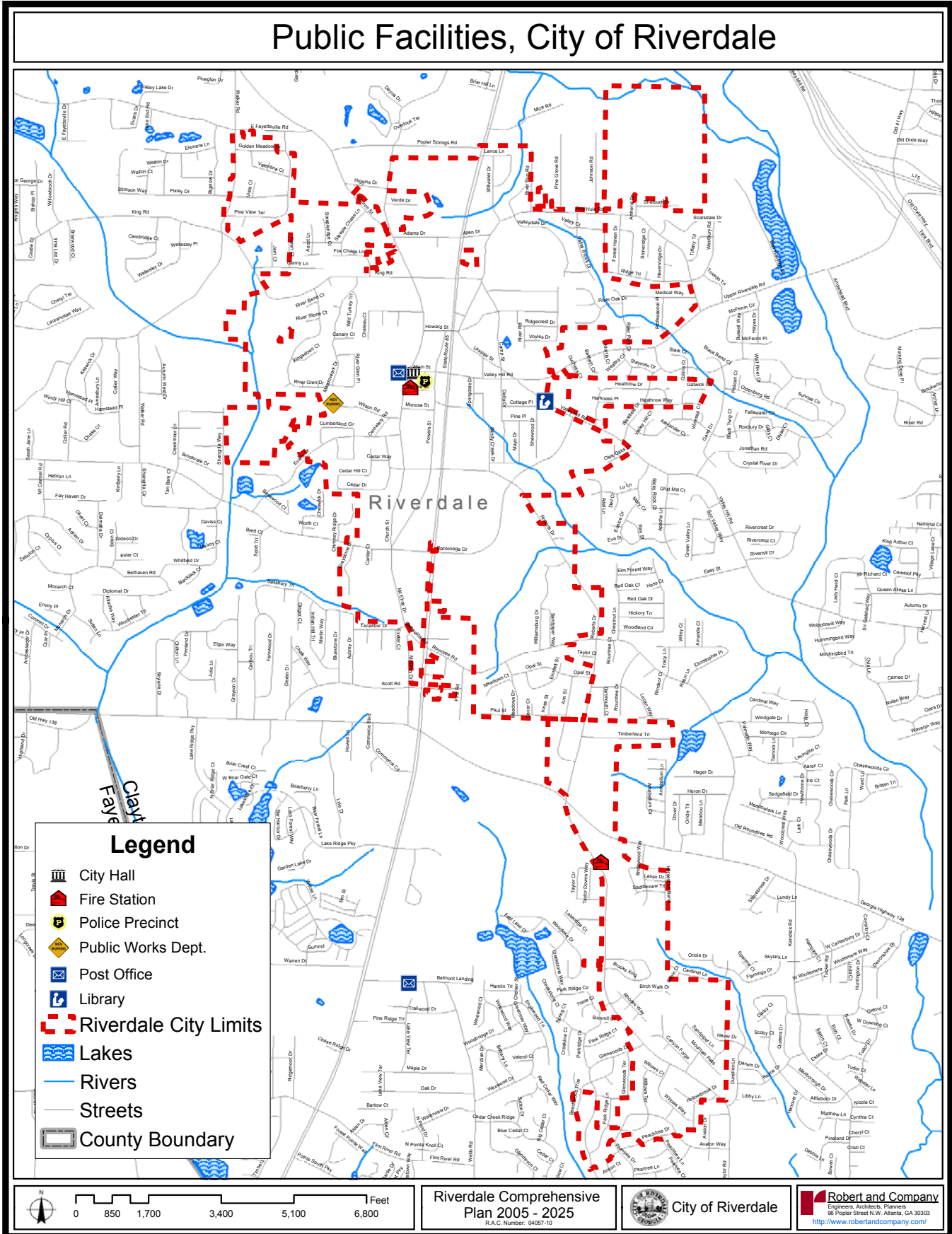
### **6.4 GENERAL GOVERNMENT**

General government buildings within Riverdale include: City Hall, Public Works, Fire and Police Buildings. These facilities are ran and operated by the City of Riverdale for the daily operational and administrative functions and safety of the public. (Map 6.4)

City Hall functions as the daily operational facility and includes the City Manager, City Clerk, and the Departments of Finance, Human Resources, Business Licensing and Property Taxes. The Community Development Directors Office operates out of the Public Works Department located at 971 Wilson Road. Building permits, planning and zoning applications, and code enforcement issues are dealt with at this facility. The City of Riverdale Public Works Department is responsible for maintaining city streets and storm sewers within the public rights of way, providing sanitation and recycling services, and maintaining street lighting. Their main headquarters is also located at this building: 971 Wilson Road.

The Fire Administration Offices are located to 782 Orme Street. Two fire stations are located within the city.

Map 6.4 Public Facilities, City of Riverdale



At this time there are plans for City Hall to be expanded over the next five years. The current facilities are in good condition, but are not large enough to adequately accommodate the needed employees. The Public Works building was built in 2005 and has enough room on the top floor of their facility for expansion to accommodate additional employees. At this time, the extra space is being used for storage.

**Table 6.3 City of Riverdale Governmental Facilities**

FACILITY	LOCATION	DATE OF CONSTRUCTION	APPROXIMATE SQUARE FOOTAGE
City Hall	6690 Church Street	1987	4,572
Police Station	6690 Church Street	1987	6,493
Fire Station No. 1	6690 Church Street	1979	9,140
Fire Station No. 2	7844 Taylor Road	1987	3,960
Fire Administration	782 Orme Street		
Public Works	971 Wilson Road	2000	8,000
Police Storage	6709 West Street	1986	5,000

**6.5 PUBLIC SAFETY**

**Police**

The City of Riverdale’s Police Department is charged with overseeing its public safety programs, with the exception of The Georgia Department of Public Safety, which operates a driver’s license test and renewal agency on Highway 85 in Riverdale. The city often receives assistance from the county or other municipalities when the need arises.

**Divisions**

Riverdale’s Public Safety is housed in its Municipal Complex. The department is organized in four major areas as follows: (1) The office of the Chief of Police has the Office of Professional Standards, Training Coordinator, Accreditation, Crime Analysis and the Administrative Assistant. The Assistant Chief of Police is responsible for Police Operations and supervises three divisions. (2) The Patrol Operations Division, commanded by a police Major, is the largest operating unit with four teams of patrol officers and supervisors, the Community Police Officer, the School Resource Officers, the Court Services Officer and the part-time officers. (3) The Criminal Investigations Division, commanded by a police Captain, consists of two supervisors and six detectives, with two of the detectives assigned to the Clayton County Drug Task Force. (4) The Support Services Division, commanded by a police Captain, has three civilians who work in the Records Section.

The Police Department is charged with responding to calls for service and to providing a police presence in the community to deter/reduce crime. This is accomplished by having four teams or shifts of patrol personnel in Patrol Operations, that work 12-hour shifts and have a Captain, Sergeant and 3-4 patrol officers assigned. Criminal investigations are

conducted by the Criminal Investigations Division which has four detectives working the variety of crimes that occur in the city and two detectives that are assigned to the county Drug Task Force. The Captain that commands the division coordinates these investigations and shares information throughout the department and reports up the chain of command to the Chief of Police. All of the divisions or units in the police department compliment each other to achieve the goal of crime reduction and the overall safety of the community.

There are a number of activities that support the police department in accomplishing its mission; **Training** of sworn and civilian personnel is an ongoing requirement of the Police Officer Standards and Training (P.O.S.T.) The mandated training program for police officers is 400 hours for a new non-certified sworn employee and 20 hours annually for certified sworn employees. Civilian employees have training requirements based on their job descriptions, which vary by assignment. Council as well as the Georgia Bureau of Investigation’s (GBI’s) Georgia Crime Information Center (GCIC). Analysis of Part 1 Crime incidents and other criminal activity is conducted by the **Crime Analyst** who is a part-time employee but integral to the crime reduction objectives of the department. The **Office of Professional Standards (OPS)** conducts internal investigations of misconduct, corruption and violations of written directives. The commander, a police Major, works directly for the Chief of Police and has a wide range of responsibility and authority. The **Accreditation** Unit, commanded by a police Captain, is responsible for ensuring that the department can demonstrate compliance with the standards that the Council on Accreditation of Law Enforcement Agencies (CALEA) requires for national certification of police agencies. The **Administrative Assistant**, a civilian position, performs administrative tasks that include but are not limited to, budget preparation, processing purchase orders, payroll support, secretarial support and maintains and updates records and logs for the Chief of Police.

Crime Statistics for the City of Riverdale are listed in Tables 6.4 and 6.5. For each year, crimes are reported for the period of January 1 through April 9. Among Part I offenses, there has been a 6% increase in crimes between the 2004 and 2005 periods reported. The average response time for calls for service is two-three minutes.

**Table 6.4 Crimes Reported 2004 – 2005, City of Riverdale**

OFFENSES	2005	2004	% Chg.
Murder	1	0	100%
Rape	1	2	-50%
Robbery	11	9	22%
Aggravated Assault	6	12	-50%
Burglary	62	56	11%
Larceny / from auto	74	56	32%
Larceny / Other	155	149	4%
Auto Theft	37	43	-14%
TOTAL PART I OFFENSES	347	327	6%

Source: Riverdale Police Department

**Table 6.5 Arrests 2004 – 2005, City of Riverdale**

<b>ARRESTS</b>	<b>2005</b>	<b>2004</b>	<b>% Chg.</b>
Murder	0	0	0%
Rape	0	0	0%
Robbery	1	1	0%
Aggravated Assault	2	4	-50%
Burglary	0	3	-100%
Larceny / from auto	0	0	0%
Larceny / Other	32	27	19%
Auto Theft	3	5	-40%
<b>TOTAL PART I ARRESTS</b>	<b>38</b>	<b>40</b>	<b>-5%</b>
Stolen Property	2	1	100%
Narcotics	29	30	-3%
Quality of Life	27	10	170%
Other Part II Arrests	269	299	-10%
<b>TOTAL PART II ARRESTS</b>	<b>327</b>	<b>340</b>	<b>-4%</b>
<b>TOTAL ARRESTS</b>	<b>365</b>	<b>380</b>	<b>-4%</b>

Source: Riverdale Police Department

The City of Riverdale, Ga. is not subdivided into public safety districts. For the purpose of police visibility and assignments of calls for service the city is divided into north and south and separated near the middle at Roberts Road.

The Office of the Chief is comprised of: The Chief of Police, the Assistant Chief of Police, the OPS Commander, the Accreditation Commander, the Training Coordinator part-time/Administrative Assistant part-time, the Crime Analyst part-time and the Administrative Assistant to the Chief. (Four sworn/5 civilian-3 part-time)

The Patrol Division is commanded by a Police Major and has four teams commanded by Police Captains, supervised by Police Sergeants and manned by 3-4 Patrol Officers. The Community Oriented Police Officer is a Police Sergeant, the School Resource Officers are two Patrol Officers, the Court Services Officer is a Patrol Officer and there are two part-time Patrol Officers. (Nine sworn supervisors/20 sworn officers-2 part-time)

The Criminal Investigations Division is commanded by a Police Captain and supervised by a Police Sergeant with six detectives, two of whom are assigned to the county Drug Task Force. (Two sworn supervisors/six sworn detectives)

Support Services Division is commanded by a Police Captain and has three civilians who work in the Records Unit. (One sworn supervisor/three civilians)

There are 50 total personnel assigned to the Riverdale Police Department, 42 sworn-2 part-time and 8 civilians-3 part-time.

## **Courts**

The city maintains its own court system to address traffic citations or warrants, although the defendant can choose to use the state or county court instead. Higher courts automatically receive offenses that are deemed to be serious.

## **Fire and EMS**

### **Fire Stations and Districts**

The City of Riverdale holds an ISO rating of 4 and anticipates obtaining a 3 in the near future. The city maintains two fire stations: Station 21 on Church Street covering the Northern District and Station 22 on Taylor Road covering the Southern District. (Map 6.4) Administrative Offices are on Orme Street. The city provides fire and emergency medical response (EMS) to an area of 4.5 miles with a diverse residential population over 12,000. In addition, Riverdale attracts many visitors due to its many commercial and medical businesses.

The Fire and EMS need to construct a new fire station in the future. Current facilities are in fair condition, but lack the space they need to effectively meet the demands. They are presently at maximum density now and must expand to maintain adequate space. The Riverdale Fire and EMS programs respond to 1,800-2,000 calls per year, with 1,200-1,400 calls to Station 21 and 500-700 calls to Station 22. The average response time is 3.4 minutes.

### **Staff**

The city's Fire Services is divided into four divisions: Administration, Operations, Fire Marshal's Office, and Training. The City of Riverdale Fire Services employs 39 career personnel, including the Fire Chief and support staff in the Administration Division. In Operations, the city employs 3 Battalion Chiefs, 6 Lieutenants, 6 Sergeants, 18 Firefighters; First Responders, Emergency Medical Technicians, and Paramedics. The Fire Marshal's Office is made up of the Fire Marshal and Fire Inspector. A Training Officer heads the Training Division. The city maintains an entirely professional fire department with no volunteers. Current staffing levels are not adequate according to NFPA 1710 and ISO in order to receive a reduced insurance rating.

### **Equipment**

The Church Street Station that covers the Northern District consists of Battalion 20, Engine 21, and Rescue 21. Engine 22 and Quint 22 are located in the Southern District on Taylor Road.

The fleet consists of a 2005 Ford Excursion as Battalion Command, a 1997 Ferrara as Engine 21, a 1994 Pierce as Engine 22, a 1996 Ferrara as Quint 22, and a 1988 Ford F-800 as Rescue 21/Severe Weather Emergency Response Vehicle, the only one of a kind in the state of Georgia. Other vehicles include a 1996 Ford Explorer, a 2000 Mercury Grand Marquis, a 2003 Ford Crown Victoria, a 2004 Ford Expedition, and a 1999 Ford Expedition to serve Administration and the other Divisions. The department is in

immediate need of a new aerial apparatus, quint, and, two new engines. Over the next five years the department will need a new heavy rescue.

#### Intergovernmental Coordination

Clayton County provides fire protection services for unincorporated areas of the county. The city works with the county regularly, as the County EMS is the transport provider, but generally not on responses for fire protection. The city will work with the county on fire incidents when requested in Mutual Aid.

#### Future Needs

The department has assessment plans that identify current and future needs in terms of personnel and equipment. A need has been identified for public safety headquarters that are centrally located and will provide adequate space for personnel and a full training facility.

In the future, the department will face greater challenges in terms of chemical and biological emergencies, particularly in regard to hazardous construction materials. Adequate staffing, equipment, and new training facilities will enable the department to better handle these emergencies and better provide for the safety of its personnel. In addition to training, codes and ordinances may need to be development and implemented to improve fire safety, such as mandatory sprinklers systems.

The districting of Riverdale’s Fire Department shows the delineation of geographical areas for Stations 21 and 22. Station 21 responds to the area north of Bethsaida Road/ Lamar Hutcheson Parkway and Station 22 responds to that area south of the aforementioned location.

### **6.6 RECREATIONAL FACILITIES**

Providing an opportunity for citizens to play, relax, exercise and enjoy the natural environment is key for any recreational program. Recreational facilities provide a community with an opportunity for an enriched quality of life. Currently, the City of Riverdale owns a total of 83.17 acres with 16.88 of those acres made up of four parks with amenities for its residents and 66.29 greenspace acres.

Two of these parks are operated by the Clayton County Recreation Department, including Riverdale Park and Riverdale Basketball Court Park. The city owns these properties and Clayton County maintains and operates the activities and facilities. Two other park systems are owned and operated by the City of Riverdale. These include: Church Park and Banks Park. Both of these parks are passive and do not have organized sporting events or buildings associated with them.

Based on the current population and the National Recreation and Park Association (NRPA) who provides the benchmark for the amount of acreage, types of amenities and level of services for the current and future population, the city would need an additional 62.71 acres to accommodate today’s needs. Their standard, which is used by The



Department of Community Affairs for measurement purposes, states there should be 10 acres for every 1,000 persons. Currently, the city has 5.7 acres per 1,000 residents. Although the city does not meet the NRPA standards for recreational amenities and acreage, the city does offer a wide variety of services.

Services Riverdale offers include:

- Organized sports such as baseball, football, and soccer
- Walking/Jogging Trails
- Outdoor Basketball Courts
- Playgrounds
- Covered Sitting/Picnic Areas

The majority of the city activities take place at Riverdale Park. This park does offer year round programs for its residents including summer camp, and winter programs for youth. Adult classes are also offered including yoga, karate, and tennis lessons.

The Current Facilities for the city include:

<b>Facility</b>	<b>Size</b>
Riverdale Park	10 acres
Church Park	5 acres
Riverdale Basketball Court	1.5 acres
Banks Park	1/3 acre

<b>Recreational Amenity</b>	<b>Number of Amenities</b>	<b>Location of Amenity</b>
Baseball/Softball Fields	3	Riverdale Park
Basketball Court Outside	2	Riverdale Basketball Court
Concession Stand	2	Riverdale Park
Football Field	1	Riverdale Park
Jogging Trail	2	Riverdale Park & Church Park
Picnic Area		Riverdale Park
Picnic Shelter		Riverdale Park & Church Park
Playground	2	Riverdale Park & Church Park
Restrooms	3	Riverdale Park
Football Field	1	Riverdale Park
Special Use Facility	1	Riverdale Park
Sitting Areas	4	All Parks in city
T-Ball Field	1	Riverdale Park
Tennis Courts	2	Riverdale Park
Veteran Monument	1	Banks Park

**Table 6.6 City Greenspace Inventory**

<b>Location</b>	<b>Acres</b>
6207 Golden Meadow Ct.	0.47
1106 Valentine Ct.	0.51
1126 Valentine Ct.	0.51
1138 Valentine Ct.	0.51
1148 Valentine Ct.	0.55
1171 Valentine Ct.	0.48
762 Main Street	0.14
916 Wilson Road	0.68
Wilson Road	0.68
Wilson Road	5.80
Steeplechase Lane	0.90
River Glen I	14.73
River Glen II	6.80
Kingsland Pointe	4.50
Walker Estates	27.50
Winderemere	1.53
<b>TOTAL</b>	<b>66.29</b>

**Expansion Plans**

The city will continue to apply for a Community Development Block Grant for a City Recreational Center off Roy Hill Road that includes: indoor basketball, arts and crafts rooms, and a kitchen. The city plans for the facility to double as a City Multi-Purpose Center.

Overall, the proposed site includes 12 acres that would be developed for recreational services and expansion needs for the recreation center including an indoor swimming pool and walking track.

**Future Needs**

According to the population projections for the city’s growth over the next twenty years, if the city met the current NRPA standards of 145 acres for their 2005 population, they would need to add recreational space/acreage for their citizens at the following rates every five years:

**Table 6.7 Recreational Acreage Needs Assessment**

	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>
Projected Population	15,538	16,545	17,585	18,668
Additional Needs per 5 year increments	8 acres	10 acres	10 acres	11 acres

### **Senior Recreational Services**

The Clayton Senior Center is located just outside the city limits at 6213 Riverdale Road and is available to the Riverdale Senior Citizens. This 25,600 square foot facility offers senior adults a place for learning, exercising and interacting with one another. This center opened April 25, 2002 and offers: classrooms, an arts and crafts area which includes organized classes, a library, computer lab, exercise room, a complete training kitchen, an indoor therapy pool, a full service locker room and a multi-purpose room with a stage that will seat approximately 150. This project was funded through the U.S. Housing and Urban Development’s Community Block Grant.



*Picture Courtesy of Clayton County*

### **Other Recreational Space**

Recreational Space not provided by the local government but used by the residents includes open space provided by private residential developments and school systems.

Many of the newer residential developments have set aside an amount of useable open space/greenspace. The majority of this land lies idle in an undeveloped state. These open spaces although not owned and operated by the local government do allow some level of services for the local citizens to enjoy passive time with nature. These particular lands are protected through city regulations and offer amenities such as natural resources and wildlife.

School Parks also contribute to the recreational facilities available to children including organized sports.

## **6.7 HOSPITALS AND OTHER PUBLIC HEALTH FACILITIES**

The primary source of medial care in Clayton County is Southern Regional Medical Center, a 406-bed; medical/surgical facility located just outside of the Riverdale city limits. This center provides a wide range of state-of-the-art services including: anesthesiology, cardiology, a community care center, diagnostic imaging, emergency medicine, gastroenterology, general medicine, general surgery, gynecology, neurology, obstetrics, oncology, orthopedics, pain management, pathology, pediatrics, psychiatric, wound, ostomy, and continence care. The center’s Emergency Department is one of Georgia’s busiest, serving more than 70,000 patients annually. Southern Regional Health

System has recently completed upgrades to the Fast Track area of the Emergency Department to maximize patient care and efficiency while improving patient flow. The goal of Fast Track is to have non-urgent patients treated and released within sixty minutes of their arrival.

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

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

The Clayton County Alzheimer’s Facility is located within the city limits of Riverdale. This 5,000 square foot facility began services in October of 2004. The facility is located at 6701 Highway 85, and was retrofitted into an existing building. This 501C3 non-profit operates on grants and donations from the public.

## **6.8 EDUCATIONAL FACILITIES**

Riverdale schools are operated by the Clayton County Board of Education. The Board is comprised of nine members representing each of the nine educational districts of the County. Each member is elected to a six-year term on a countywide basis. Riverdale’s schools are within District 3 of Clayton County. Schools in the City of Riverdale include two elementary schools, one middle school and one high school.

The most recent student enrollment figures provided by the school board in March 2005 report the total enrollment for Riverdale Schools at 4,346. Overall, the city’s enrollment in the school system has steadily increased. The table below presents the total enrollment and capacity of each Riverdale school. Map 6.5 illustrates their locations.

**Table 6.8 Riverdale Educational Facilities**

School	Address	Current Enrollment	Capacity
Church Street Elementary	7013 Church Street	898	825
Riverdale Elementary	6630 Camp Street	664	700
Riverdale Middle	400 Roberts Drive	1018	839
Riverdale High	160 Roberts Drive	1766	1325

Source: Clayton County Department of Education

Outside the city limits, but serving many of the children who live inside the city, are five additional schools. These are: 1) E. W. Oliver Elementary, 2) West Clayton Elementary, 3) Pointe South Junior High, 4) North Clayton Junior High and 5) North Clayton Senior High.

Although Clayton County is the third smallest county in geographic size in Georgia, the county’s public school system is the 6<sup>th</sup> largest. The school system reported a total enrollment of 50,367 students for the 2003-2004 academic year; 49 % of these students are in elementary school, with 25% and 26% in middle and high school respectively. In 1994, the school system projected a 2003 enrollment of 48,000 students, due to the county’s growth this enrollment level was reached by 2001. Since 1994 the school system’s total enrollment has increased by almost 40%. The recent population growth in the county has brought an average of 1,200 new students, nearly enough to fill a standard high school, to the county each year. Current projections provided by Clayton County Public Schools show total enrollment reaching 56,000 during the 2007-2008 school year. The Clayton County Public School’s available and projected facilities and capacity are shown in the Tables 6.9 and 6.10.

**Table 6.9 School Capacity, Riverdale Area Schools**

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

Source: Clayton County School System

**Table 6.10 Future School Capacity, Riverdale Area Schools**

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

Source: Clayton County School System

The County also operates an alternative school, an evening high school for adults, and a special education center for students with special needs. Map 6.5 shows the locations of the county’s public schools. Clayton County Public Schools is one of Clayton County’s larger employers with 7,838 employees, an increase of almost 63% since 1994. Approximately 45% or 3,532 of the system’s employees are teachers, this equates to a student/teacher ratio of 14 to 1. In comparison the average student to teacher ratio for Georgia Schools was 16 to 1 in 2001 as reported by the National Center for Education Statistics.

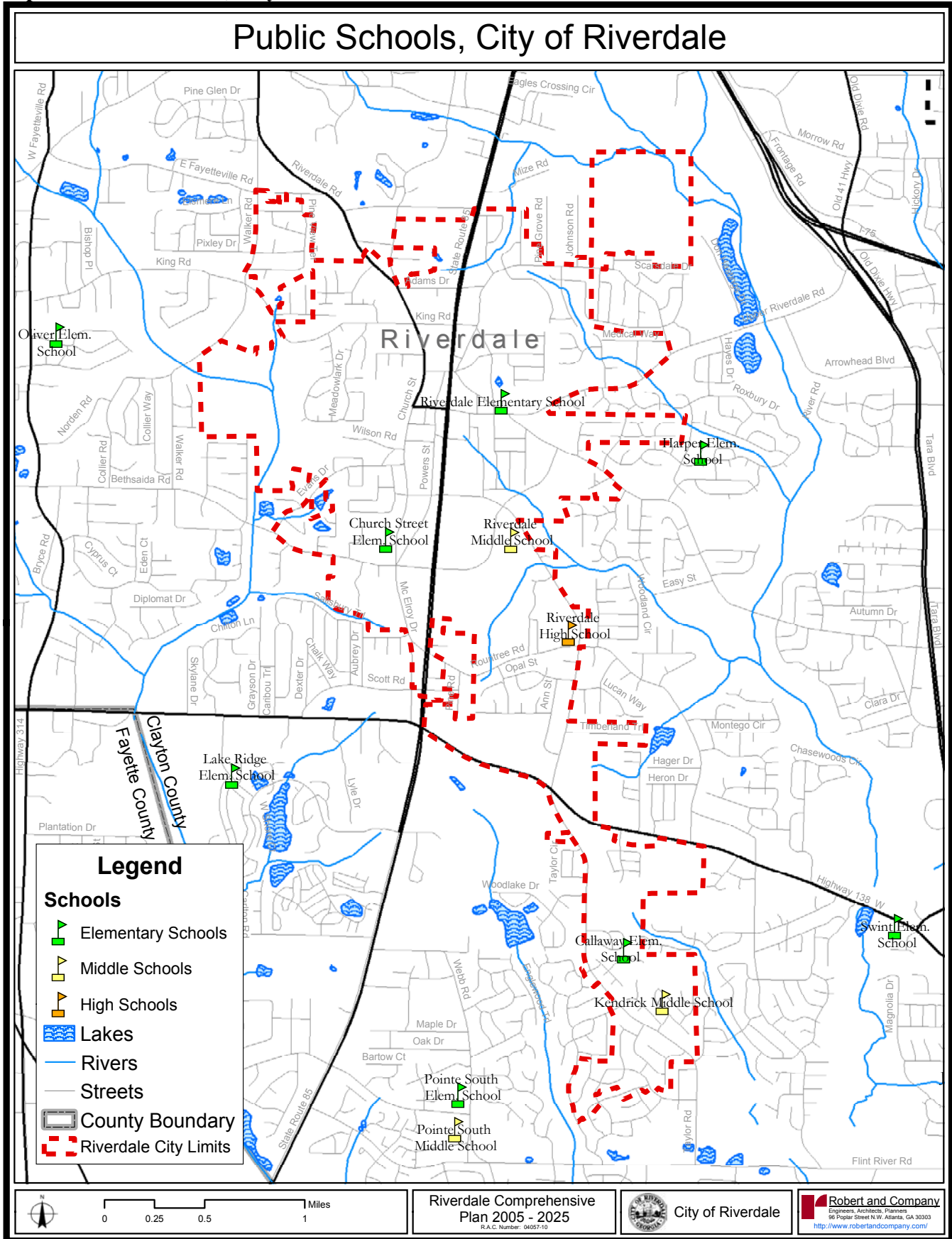
The Transportation Department of the Clayton County School System operates a fleet of 181 regular busses and 87 special education busses to transport all eligible children in the school system (i.e. those outside 1.5 miles of the school). The Department is also responsible for transporting additional children in hazardous situations. The department transports over 34,000 students, including 1,265 23 special education students (daily?). This number represents 85% of the school system's total enrollment.

According to data provided in Table 6.6 Clayton County’s public schools are currently overcrowded. Additionally, the county’s public schools have larger average enrollments than the averages for the state as reported by the National Center for Education Statistics.

In 2001 the average enrollments for elementary, middle, and high schools in Georgia were as follows, 607, 834, and 1,177. To remedy the current state of overcrowding, CCPS has an ambitious plan for constructing new schools. As shown in Table 6.7 the school system needs to construct 14 new schools in the next four years in order to provide adequate facilities to meet the needs of the projected 2008 enrollment.

CCPS has secured land for a handful of these future schools, as indicated in Table 6.8. In order to ensure that adequate land is available for the additional schools included in CCPS current building plan there is a need for coordination between CCPS and the county's planning and zoning department. A process must be developed for the provision of school capacity concurrent with the development of new housing developments that are anticipated to generate additional public school students. Additionally, CCPS and county officials should work together to identify and secure locations for future schools as early as possible.

Map 6.5 Public Schools, City of Riverdale





## 6.9 LIBRARIES AND OTHER CULTURAL FACILITIES

Clayton County constructed the Riverdale Branch Library in 1997. The 12,000 square foot facility is located at 420 Valley Hill Road in Riverdale. (Map 6.4) This library is one of five branches in the Clayton County Library System, including the headquarters library located in Jonesboro. The operations hours of the Riverdale Branch library are:

Monday - Tuesday	9:00 a.m. - 9:00 p.m.,
Wednesday - Friday	9:00 a.m. - 6:00 p.m.,
Saturday	9:00 a.m. - 5:00 p.m.



Services provided by the Clayton County Library System include books, audio tapes, video tapes and framed art prints to check out, weekly story time at the Headquarters Library for preschool children, BabyTalk! for children ages 0 - 24 months and parents/caregivers at the Headquarters Library, a Vacation Reading Program for young readers during the summer, and scheduled programs for school age children. Voter registration forms, income tax forms, free Internet access, a local history and genealogy room, and typewriters are also available for public use.

To assess the level of service provided by the Clayton County Library System the collections, staffing, and hours of operation of all the libraries in the system were compared to the Georgia Public Library Standards. These standards have a tri-level system for rating libraries ranging from a low of Essential to a high of Comprehensive. The Clayton County Library System provides 1.72 volumes per capita, which does not meet the Essential Level of Service that is defined as 2 volumes per capita. The libraries provide 2.39 subscriptions per 1000 population slightly exceeding the Essential Level Standard of 2 per 1,000. Totaling and averaging the hours and days per week all the libraries in the Clayton County system are open to the public resulted in total of 6.2 days per week and 61 hours. This falls between the ratings for systems with a population between 200,000 and 499,999, which are as follows Comprehensive 7 days/52 hours, Full 7 days/46 hours and Essential 6 days/40 hours. Table 6.11 shows the county's library needs in the future based upon population projections for Clayton County. This analysis shows that the County will need an additional 327,341 volumes and 90,929 sq. feet of library space to meet the minimum level of service for the projected 2025 population of 325,851.

In addition to collections needs, the need for greater computing capacity at the county's public libraries has also been identified. Many Clayton County residents do not have access to computers at home or at work. Due to this, one of the major roles the county's library system has taken on during the past five years is providing (free) public use computers with Internet and word processing at all its libraries. The county's library headquarters has twenty-five public access computers, used by 300 citizens on a typical day. Citizens use the library computers for email, job searches, resume writing, and personal and educational research. At the Riverdale branch library there are twenty new Gateway computers that also provide interactive GED study software (bought with a federal grant) and Internet access.

**Table 6.11 Future Needs of Clayton County Libraries**

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

Source: The Collaborative Firm

**6.9.1 Museums or Public Auditoriums**

There are no museums or public auditoriums for citizen usage at this time. Carmike Cinemas offers a motion picture theatre, which has been privately owned and operated since 1989.

## 6.10 COMMUNITY FACILITIES GOALS AND POLICIES

- Goal 1      Serve the community by continuing to provide high quality, well maintained, community facilities and services in a cost effective manner to the citizens.
- Policy 1.1      Maintain up-to-date facilities for governmental, administrative, public safety, and human service delivery functions.
  - Policy 1.2      Continue to monitor water supply services to assure that they continue to meet present and future supply demands.
  - Policy 1.3      Continue to monitor sewer service and prepare plans for future phased additions to the service.
  - Policy 1.4      Improve and/or replace public facilities in older sections of the City. Maintain a current list of such facilities and periodically update such lists.
  - Policy 1.5:      Maintain up-to-date plans for future police and fire services, facilities, and manpower requirements.
  - Policy 1.6      Maintain up-to-date plans for present and future governmental facilities requirements.
  - Policy 1.7      Continue to monitor the status of the solid waste collection and disposal system in Riverdale, including the current recycling program.
- Goal 2      Provide adequate and cost effective parks and recreation facilities for all citizens, including specific needs groups, utilizing the natural environment and existing resources to the maximum extent.
- Policy 2.1      Develop additional walking paths throughout the city that link active and passive recreational areas.
  - Policy 2.2      Continue to maintain joint use agreement with the Clayton County government for parks and recreational services.
  - Policy 2.3      Encourage the joint use of public and private facilities
  - Policy 2.4      Continue to maintain a joint-use agreement with the Clayton County Schools for the use of playgrounds and ballfields.
  - Policy 2.5      Adapt public facilities to serve special client groups such as the handicapped.
  - Policy 2.6      Develop new facilities to meet the needs of population groups that are expected to increase in proportion to the existing population, such as an indoor recreational center.
  - Policy 2.7      Encourage the development of park and recreational facilities that capitalize on the positive features of natural areas.
  - Policy 2.8      Update existing facilities in Riverdale Park to include an expanded recreational building.

## CHAPTER 7 - TRANSPORTATION

### INTRODUCTION

Effective January 1, 2004, Chapter 110-12-1 of the Rules of the Georgia Department of Community Affairs provides the Minimum Standards and Procedures for Local Comprehensive Planning. The Rules require a three step planning process that includes: (1) an inventory of existing conditions; (2) an assessment of current and future needs; and (3) the articulation of the community's vision, goals, and an associated implementation program. This transportation element will provide an inventory of the local transportation network; an assessment of the adequacy for serving current and future population and economic needs; and the articulation of community goals and an associated implementation program that provides the desired level of transportation facilities and services throughout the planning period.

### 7.1 EXISTING CONDITIONS

An accessible, efficient and safe transportation network is a vital component of a community's general well being. The transportation network enables residents to travel to work, receive services, obtain goods, and interact with others. Transportation is especially crucial in the area of economic development where access to transportation facilities plays a major role in a prospective industry's decision to locate in a particular area. An assessment of the existing transportation network throughout Clayton County, with a focus on the City of Riverdale, is provided to help determine future transportation needs.

#### **7.1.1 Roadway Network and Facilities**

The City of Riverdale is located in Clayton County, Georgia south of Atlanta along the I-75 corridor. The northern-most corner of Clayton County contains a 5.9 mile stretch of the I-285 Atlanta perimeter highway. Several interstate highways including I-75, I-85, I-675, and I-285 serve the county. I-75, SR 85, Riverdale Road (SR 139), SR 138, and other minor roads serve the City of Riverdale. Tables 7.1 and 7.2 provide a synopsis of road types by jurisdiction throughout Riverdale and Clayton County.

Riverdale's road inventory has grown by nearly 18% since the previous major revision of the ARC's base maps (which was used to derive base figures for Clayton County), mostly due to new subdivisions. In the ARC's latest 2004 revision of the regional street base map, approximately 10 miles of streets in Riverdale are mapped without proper documentation of street name, jurisdiction, or both.

**Table 7.1-City of Riverdale Road Types**

Riverdale Road Mileage As of 2004		
Road Type	Miles	Percentage
Total Roads	62.27	100%
State Roads	5.35	9%
County Roads	18.93	30%
City Streets	22.79	37%
New/Unclassified	15.20	24%

Source: DOT 441 Report 12/31/2002

**Table 7.2- Clayton County Road Types**

Clayton County Road Mileage		
Road Type	Miles	Percentage
Total Roads	992.90	100%
State Roads	101.01	10%
County Roads	749.99	76%
City Streets	141.09	14%

Source: DOT 441 Report 12/31/2002

In order to assess the adequacy of a transportation system, it is necessary to inventory various roadways according to the degree to which they fulfill two purposes: (1) movement of traffic and (2) access to property provided by driveways and curb cuts. These functions are inversely related in that the more traffic volume a roadway can accommodate, the less access it provides (and vice versa). A functional classification describes the degree to which a particular roadway provides mobility and access. The five functional classifications are as follows:

- **Interstate Principal Arterial:** An interstate principal arterial is a multi-lane controlled access road which only allows access at designated interchanges. The purpose of the interstate is to transport people and goods over long distances at high speeds with a minimum amount of friction from entering and exiting traffic. Freeways typically have average daily traffic volumes of over 100,000 vehicles per day.
- **Principal Arterial:** A principal arterial is used to transport large volumes of traffic at moderate speeds and are typically multi-lane. A principal arterial is usually a median divided highway with some controlled access. These roads provide immediate access to adjacent land uses through driveways and two-way turn lanes in the center of the multi-lane arterial. A principal arterial is designed for typical capacity of 45,000 to 75,000 vehicles per day.
- **Minor Arterial:** A minor arterial is designed to provide cross-town and cross-county street access. These roadways are usually multi-lane, although in some less developed areas they may be two lane roads. With access to development, there are often driveways that run directly into thoroughfares and, occasionally, on-street parking. Typical right-of-ways are between 70 and 90 feet, with traffic volumes between 20,000 and 50,000 vehicles per day.

- Major Collectors:** A major collector is designed to move traffic from large residential areas and other local traffic generators such as schools, parks, office, and retail areas to principal and minor arterials. Generally these are two to four lane roads with frequent intersections. Traffic volumes are between 15,000 and 30,000 vehicles per day.
- Minor Collectors:** Minor collectors are roads designated to collect traffic from local networks of city streets and county roads and transport this traffic to the arterial system. Collectors are typically two to four lane facilities with an average daily traffic between 7,500 and 15,000 vehicles.
- Local Roads and Streets:** Local roads carry direct traffic from land uses and move them onto collectors. These roads exist primarily to provide access to adjacent land; and serve low-mileage trips compared to collectors or other higher systems. Use of these roads and streets for through traffic is usually discouraged. Local roads and streets constitute the mileage not classified as part of the principal arterial, minor arterial, or collector system.

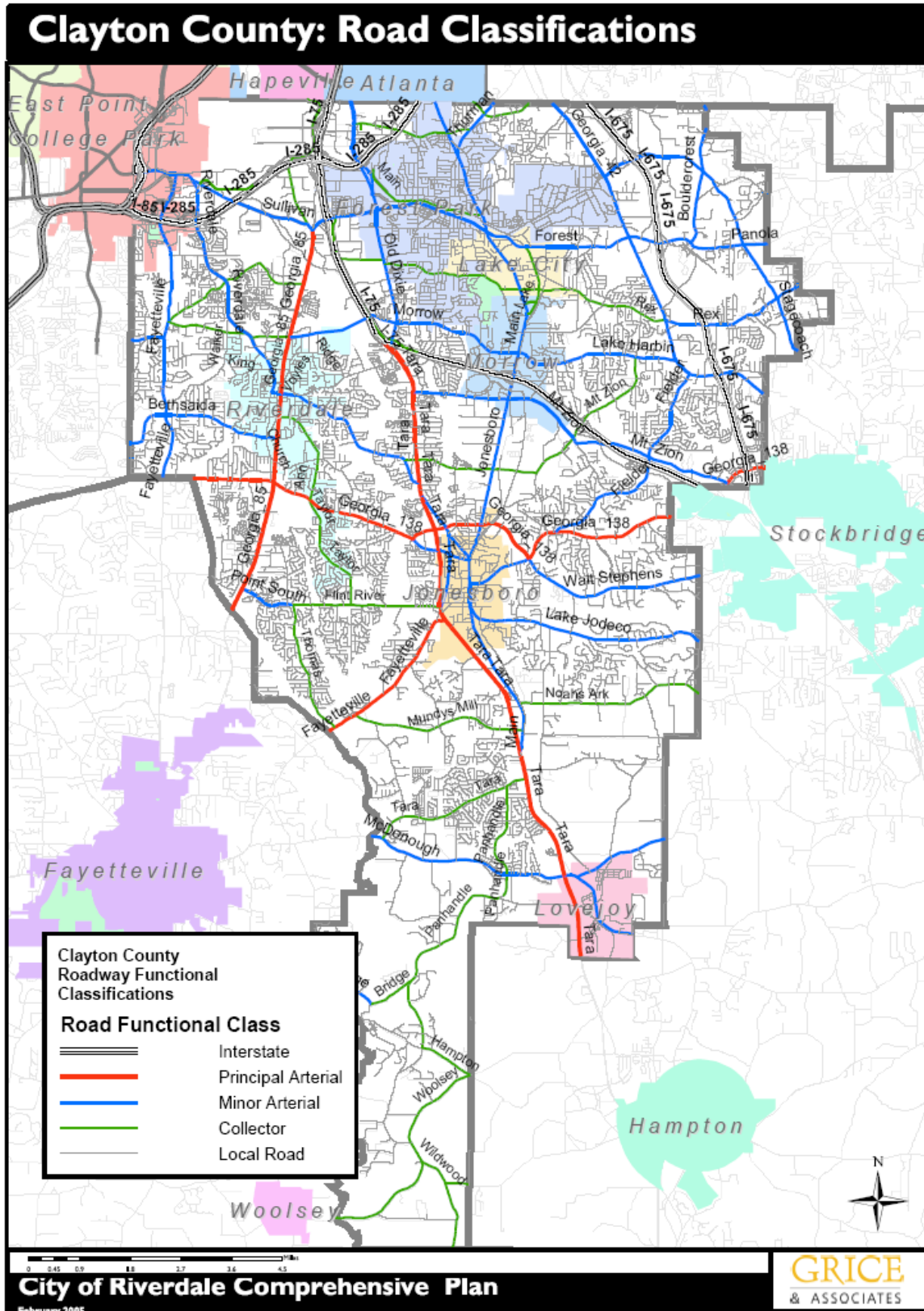
The roadway system in Clayton County is well developed. The network is comprised of Interstate highway access, state routes, county roads and city streets. Table 7.6: Vehicle Miles Traveled in Clayton County includes a breakdown of Mileage and Vehicle Miles Traveled grouped by jurisdiction for each functional classification. Table 7.3 lists the Clayton County roadways based on functional classification.

**Table 7.3-Roadway Function Classifications**

Roadway Classifications in Clayton County	
Classification	Roadways
<b>Interstate Principal Arterials</b>	Interstate 285
	Interstate 85
	Interstate 75
	Interstate 675
<b>Principal Arterials</b>	Fayetteville Rd
	State Route 85 south of Forest Pkwy
	SR 138
	Tara Blvd
<b>Minor Arterials</b>	Old Dixie Hwy (US 19, US 41, SR 3)
	SR 42 (US 23)
	Anvil Block Rd
	Bethsaida Rd
	Bouldercrest Rd
	Church St (From Riverdale Rd to Main St. in Riverdale)
	Ellenwood Rd
	Fayetteville Rd (Jonesboro)
	Fielder Rd
	Flat Shoals Rd (West of Fayetteville Rd)
	Forest Pkwy (SR 33)
	Jodeco Rd

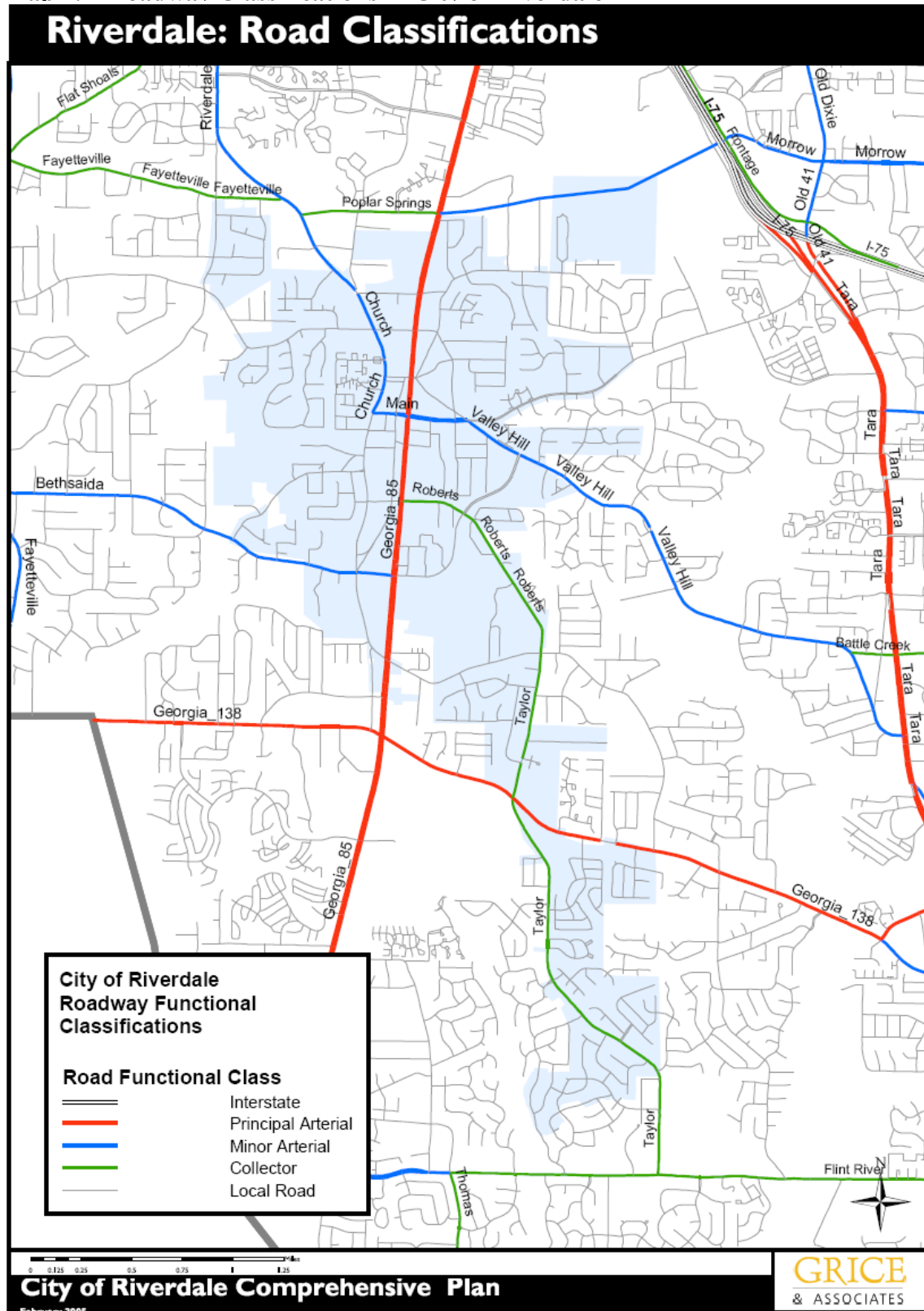
	Jonesboro Rd (N. Main St. in Lake City and Morrow)
	Lake Harbin Rd (Morrow Rd in Morrow)
	McDonough Rd
	McDonough St
	Morrow Industrial Blvd
	Mt. Zion Rd
	N Bridge Rd (West of Hampton Rd)
	North Ave (From SR 138 to N. McDonough St)
	Panola Rd
	Pointe South Pkwy
	Rex Rd (East of SR 42)
	Riverdale Rd (SR 135)
	S Main St (Jonesboro)
	Stockbridge Rd (From McDonough St to SR 138)
	Sullivan Rd
	Valley Hill Rd (Main Street in Riverdale)
	Walt Stephens Rd
	West Fayetteville Rd (SR 314)
<b>Major Collectors</b>	Hampton Rd (East of Panhandle Rd)
	N Bridge Rd (East of Hampton Rd)
	Panhandle Rd (From N Bridge Rd to Hampton Rd)
	Wildwood Rd (From Woolsey Rd to Fortson Rd)
	Woolsey Rd
<b>Minor Collectors</b>	Airport Loop Rd
	Mount Zion Boulevard
	Battle Creek Rd
	Clark Howell Hwy
	Conley Rd
	Fayetteville St
	Flat Shoals Rd
	Flint River Rd
	Harper Dr
	Huie Rd
	I-75 access ramp
	Main St (Forest Park)
	Mt Zion Blvd (North of Battle Creek Rd)
	Mundy's Mill Rd
	Noah's Ark Rd
	Old Conley Rd
	Panhandle Rd (From Tara Rd to N Bridge Rd)
	Pine Ridge Dr
	Poplar Springs Rd
	Rex Rd (West of SR 42)
	Reynolds Rd
	Rock Hill Dr
	Tara Rd
	Taylor Rd (Roberts Dr in Riverdale)
	Thomas Rd
	Wildwood Rd (South of Fortson Rd)

Map 7.1 Roadway Classifications in Clayton County





Map 7.2 Roadway Classifications in City of Riverdale



The roadway system in the City of Riverdale is well developed. The network is comprised of Interstate highway access, state routes, county roads and city streets. . Georgia 85 and Georgia 138 are the principal arterials that run in the city. Riverdale Road, Main Street and Valley Hill Road are the minor arterials serving the City. The minor collectors in the City of Riverdale include Robert Drive, and Taylor Road. All other roadways within the City are local roads that feed traffic onto major roads.

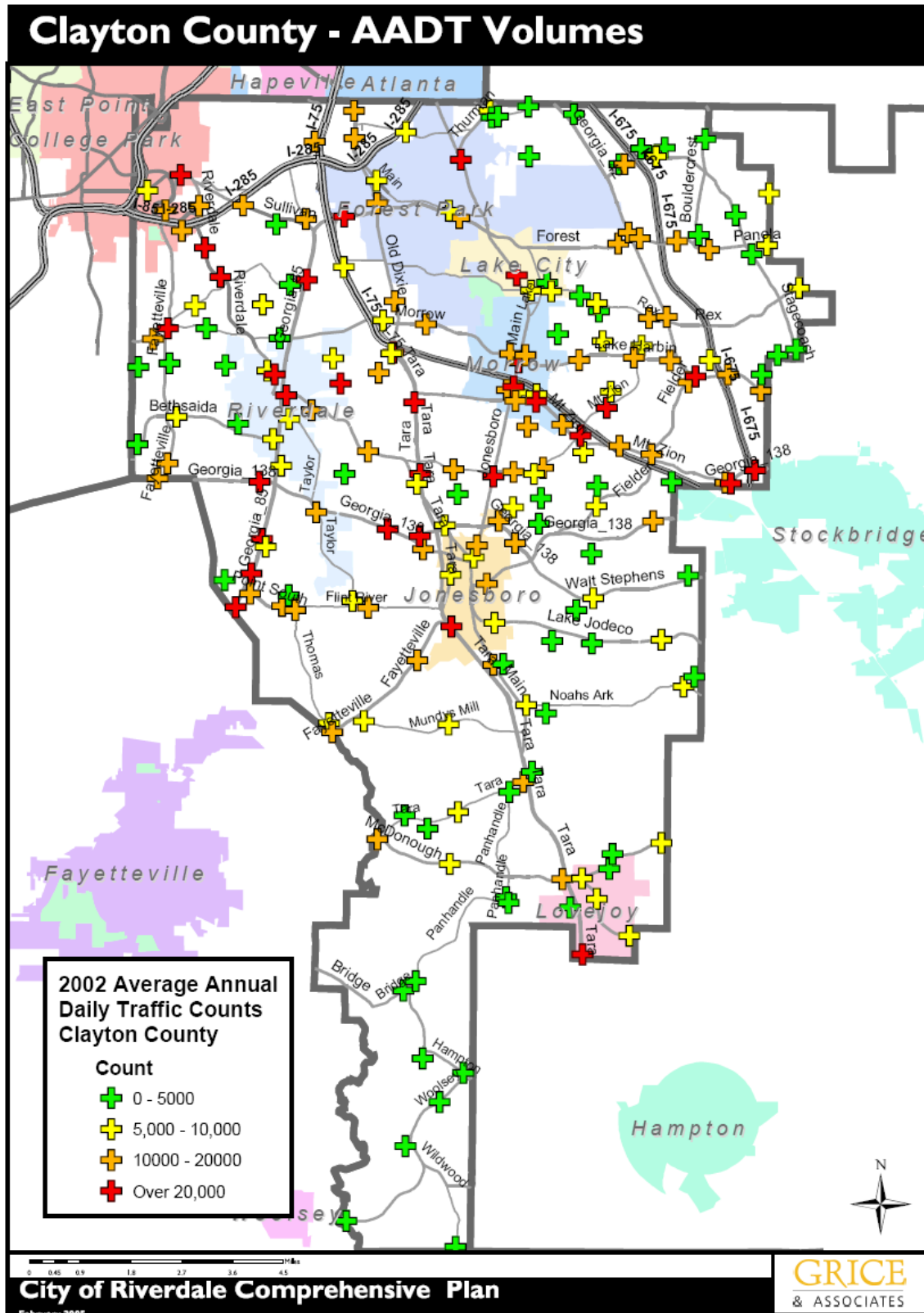
Prior to conducting a Level of Service (LOS) Analysis on the roadway network, an inventory of roadway link geometry, including functional class, number of lanes, capacity, and volumes was conducted. The Atlanta Regional Commission (ARC) travel demand model was used for this purpose. Additionally, Clayton County currently maintains an extensive traffic volume data collection database. 2002 Average Annual Daily Traffic volume counts for Clayton County and City of Riverdale in are illustrated graphically in Maps 7.3 and 7.4 respectively.

Because of the City of Riverdale's size and shape, the Average Annual Daily Traffic (AADT) levels for Riverdale's roadways must be estimated using count stations located beyond the city's boundaries. The heaviest traffic volumes in the city of Riverdale were recorded on the following roadways:

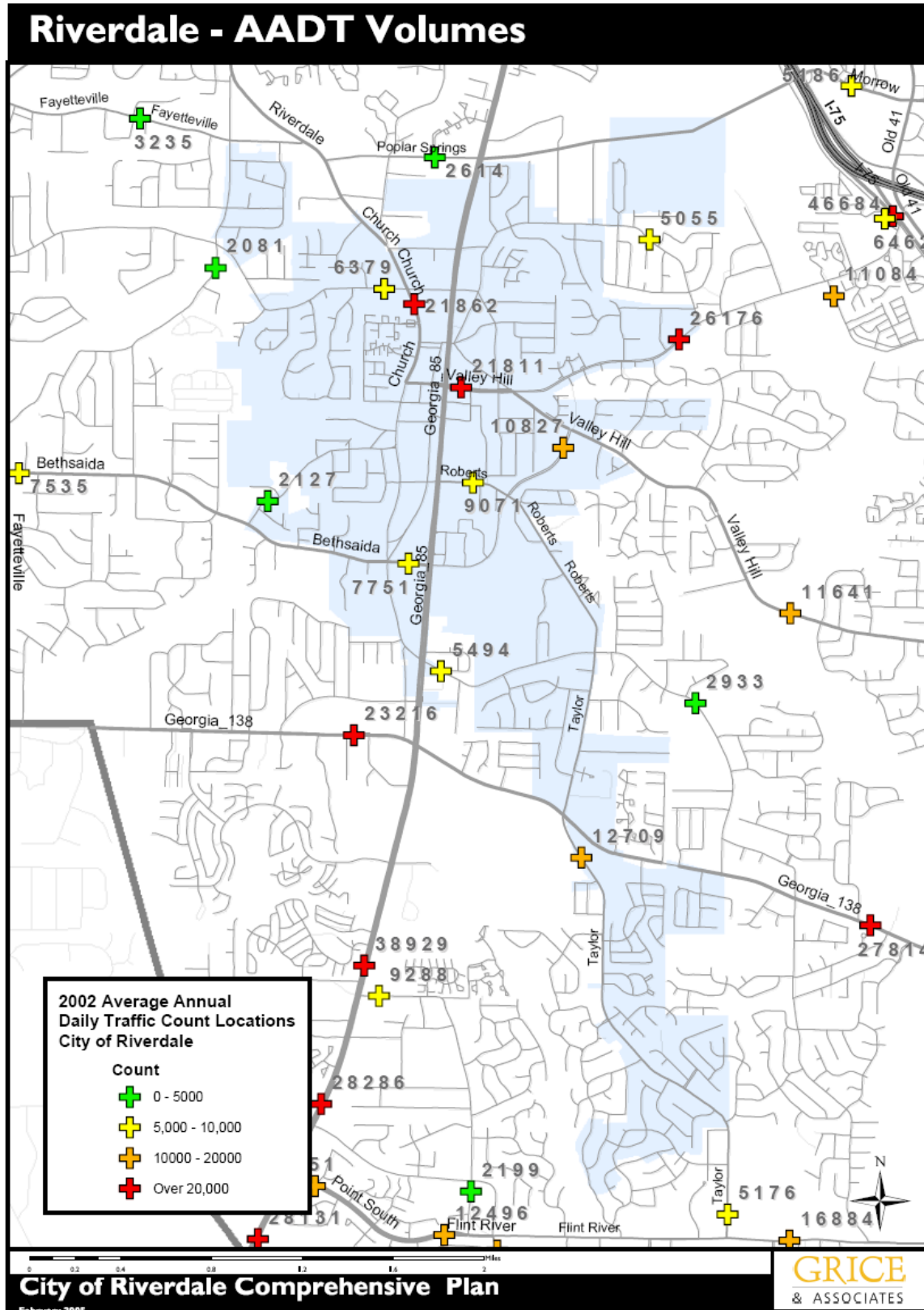
**Table 7.4 2002 AADT Counts in City of Riverdale**

<b>Roadway</b>	<b>AADT</b>
SR 85 at Main St	35,500 (est)
Upper Riverdale Rd at Professional Pl.	26,176
SR 138 at Taylor St.	26,000 (est)
Church St. at King St	21,862
Valley Hill Rd. at SR 85	21,811
Taylor St. near SR 128	12,709
Lamar Hutcheson Pkwy near Valley Hill Dr.	10,827
Roberts St. near SR 85	9,074
Bethsaida Rd. near SR 85	7,751

Map7.3 Clayton County 2002 AADT



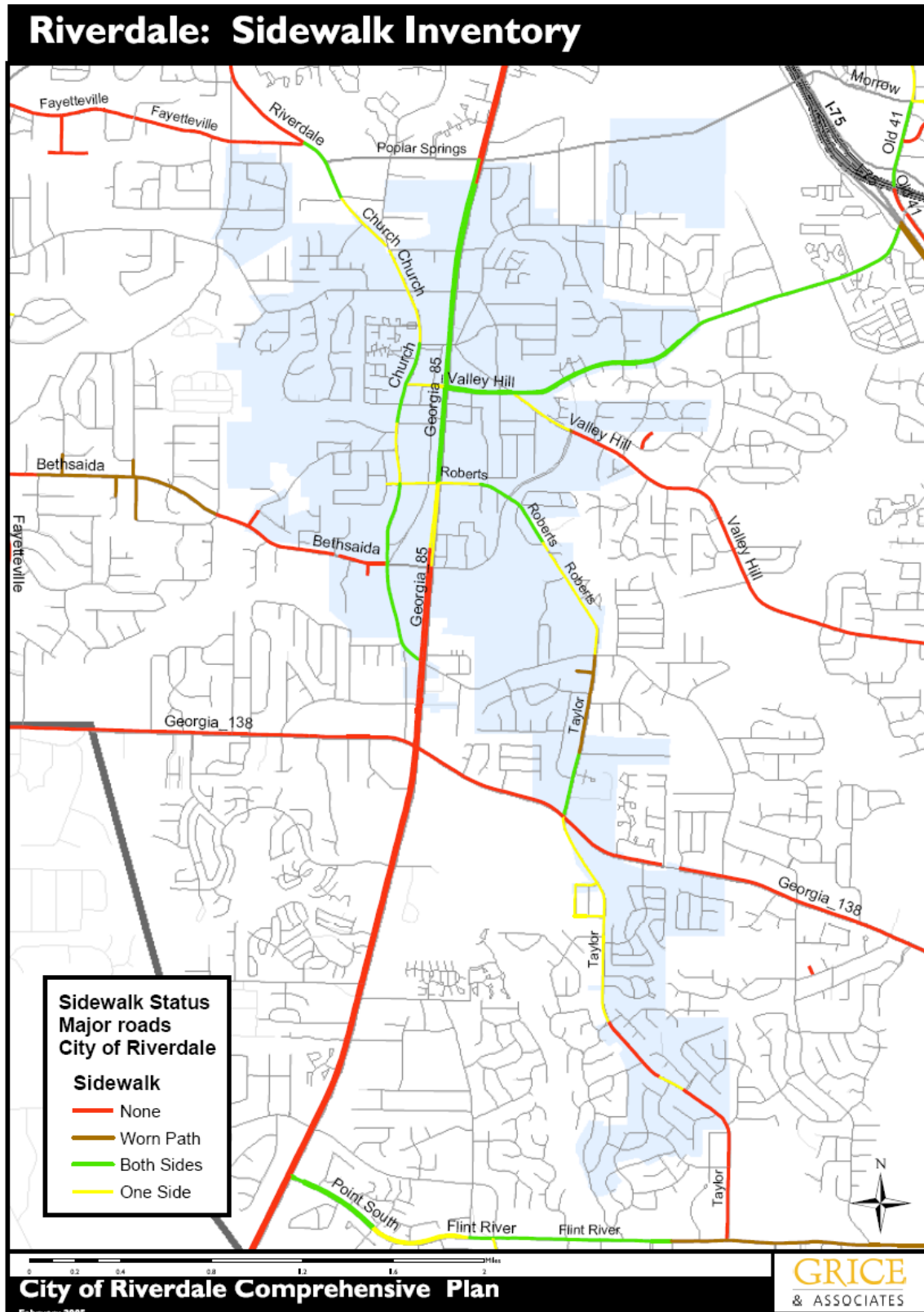
Map 7.4 City of Riverdale 2002 AADT



### **7.1.2 Pedestrian Network and Facilities**

An inventory of sidewalks was conducted for the six major functional classes of roadways within the City of Riverdale. A field survey was conducted throughout the City of Riverdale to determine if sidewalks were present on one side, both sides, or neither side. The results of this survey are presented in Map7.5.

Map 7.5 Riverdale Sidewalk Inventory



The sidewalk inventory map illustrates that sidewalks are generally not present on the major functional classes of roadways throughout Clayton County. However, in City of Riverdale, sidewalks are present for the most part on major roadways. Sidewalks are present on both sides or on one side of all major roadways in the city including Georgia 85, Riverdale Road, Main Street, Valley Hill Road, Upper Riverdale Road, and Roberts Drive. Sidewalks were not observed along a section Georgia 85 south of Bethsaida Road. Worn paths were seen along Taylor Road from Rountree Road to Timberland Trail. It should be noted that the areas illustrating worn paths should be targeted for sidewalk installation, as there is evidence of pedestrian activity at these locations.

**7.1.3 Bicycle Network and Facilities**

The City of Riverdale currently has no designated bicycle routes or facilities. A review of countywide and region plans shows no proposed or programmed bicycle routes or facilities within the City of Riverdale. The Atlanta Regional Commission’s 2002 Regional Bicycle Transportation and Pedestrian Walkways plan recommended a 2.5 mile “Signed Shared Roadway” project on Rountree Rd between Main St and SR 138 for network year 2002 (CL-AR-BP0005), but this was not adopted into the 2025 or 2030 RTP.

**7.1.4 Public Transit Network and Facilities**

**7.1.4.1 C-Tran**

Transit service in Clayton County is provided by C-Tran, a contracted transit service managed by the Georgia Regional Transportation Authority. C-Tran began providing service in 2001. The fare for a single passenger is \$1.50, and transfers, which are accepted by MARTA, are free. C-Tran connects with the MARTA bus and rail systems at two points: Hartsfield-Jackson International Airport, and the Lakewood Transit Center.

Currently, C-TRAN operates five routes, illustrated in Map 7.6 and detailed below:

**Route 500 - Airport Loop**

<b>Weekday:</b>	Peak and midday from Southlake Mall north:	30 minutes
	Peak and Midday from Southlake Mall south:	60 minutes
	Evening (entire route)	60 minutes

**Route 501 - Forest Park/Justice Center/Jonesboro**

North End: *Airport*

South End: *Justice Center*

Major Destinations Include: Delta Maintenance Facility, [Forest Park City Hall](#), [Clayton College & State University](#), [Southlake Mall](#), Southlake Festival, Tara Stadium, [Justice Center](#), Jonesboro Courthouse.

<b>Weekday:</b>	Peak and midday from Southlake Mall north:	30 minutes
	Peak and Midday from Southlake Mall south:	60 minutes
	Evening (entire route)	60 minutes
<b>Saturday:</b>	Entire route all day:	60 minutes
<b>Sunday:</b>	Entire route all day:	60 minutes

**Route 502 - Jonesboro/Courthouse**

North End: *Airport*

South End: *Jonesboro/Courthouse*

Major Destinations Include: Delta Maintenance Facility, [Forest Park City Hall](#), [Clayton College & State University](#), [Southlake Mall](#), Southlake Festival, Tara Stadium, [Justice Center](#), Jonesboro Courthouse.

<b>Weekday:</b>	Peak and midday from Southlake Mall north:	30 minutes
	Peak and Midday from Southlake Mall south:	60 minutes
	Evening (entire route)	60 minutes

**Route 503 - Riverdale/Mt. Zion Parkway**

North End: *Airport*

South End: *Mt. Zion Rd & Mt. Zion Parkway*

Major Destinations Include: [Southern Regional Medical Center](#), [Southlake Mall](#) (@ Market Place or Kelly), Mt Zion Road Corridor, Kaiser Permanente, GA Dept of Labor, Performing Arts Center, & Fielder Road.

<b>Weekday:</b>	Peak and Midday (Alternating trips using Gardenwalk & Riverdale)	30 minutes
	Evening (after 7 pm) [Gardenwalk segment only]	60 minutes
<b>Saturday:</b>	All day (Gardenwalk segment only - no service on alternate Riverdale segment)	60 minutes
<b>Sunday:</b>	All day (Gardenwalk segment only - no service on alternate Riverdale segment)	60 minutes

**Route 504: Riverdale/Highway 85/Flint River**

North End: *Airport*

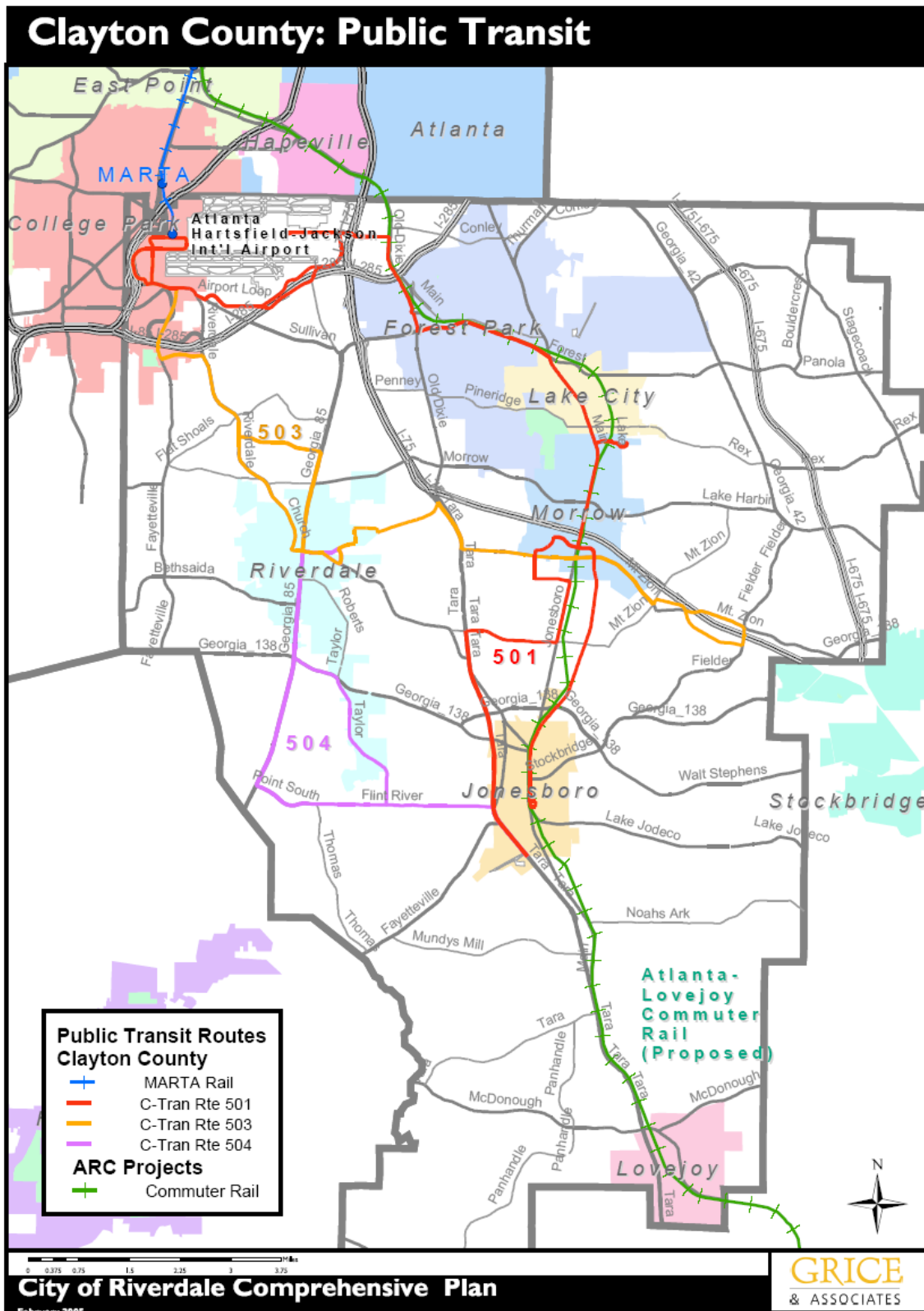
South End: *Justice Center*

Major Destinations Include: Riverdale Library, Hwy 85 corridor south of Upper Riverdale to Pointe South Parkway, Flint River corridor to Tara Blvd, Taylor Road to Hwy 138 junction, Justice Center.

<b>Weekday:</b>	Peak and Midday (alternating trips using Taylor Road & Hwy 85)	30 minutes
	Evening (after 7:45pm) [Hwy 85 segment only]	60 minutes
<b>Saturday:</b>	All day (Hwy 85 segment only - no service on alternate Taylor Road segment)	60 minutes
<b>Sunday:</b>	All day (Hwy 85 segment only - no service on alternate Taylor Road segment)	



Map 7.6 Clayton County Public Transit Routes



A field survey evaluated the transit and pedestrian amenities at C-Tran stops in the city of Riverdale. While bus stops are consistently marked with signs, transit amenities such as bus shelters, system maps & schedules, sidewalks, benches, and trashcans were absent at most stops.

Routes 503 and 504 both serve Riverdale. The two routes meet in central Riverdale at the intersection of Main Street and State Route 85. There is no consolidated transfer station between the two routes, however, and passengers wishing to transfer from one route to the other are required to cross a busy street and walk approximately 50 yards between stops.

Based on a review of the Existing Land Use Map and C-Tran ridership information, it can be concluded that the major transit generators and attractors in Clayton County are currently Hartsfield Jackson International Airport and the Southlake Mall area. The airport is a major employment center in the Atlanta area and there is also an existing MARTA rail line at that airport that provides access to a number of additional major employment centers such as downtown and midtown Atlanta, the Buckhead area, the Medical Center area north of Buckhead, and the Perimeter Center area. There is currently a C-Tran terminal area at the airport where patrons can transfer between Routes 501 and 503 to the MARTA rail line. Additionally, C-Tran riders can currently transfer between Routes 501 and 503 at Kelly Avenue at Mount Zion Road and Mount Zion Road at Southlake Parkway near Southlake Mall. Transfers are available between Routes 501 and 504 at the Clayton County Justice Center and at the intersection of Flint River Road and Tara Boulevard. Routes 503 and 504 intersect at Lamar Hutcheson Parkway at Valley Hill Road and Lamar Hutcheson Parkway and State Route (SR) 85. Additionally, C-Tran patrons can transfer between Route 501 and MARTA Route 77 at the intersection of Forest Parkway and West Street.

#### 7.1.4.2 Commuter Rail Service

A regional Commuter Rail line connecting Atlanta to Lovejoy has been approved as project AR268F, scheduled for Network year 1020 in the ARC's 2005-2010 RTP. Additional Operating funds for the Commuter Rail line have been approved in the same RTP under project 344 AD. Long term plans for the commuter rail service include route extension to Macon. The closest stop to Riverdale will be Jonesboro and Forest park. It is likely that C-Tran will alter its route structure to serve Clayton County's commuter rail stations

#### 7.1.4.3 Southern Crescent and Mountain View

In addition to commuter rail, the Southern Crescent Transportation Service Center (SCTSC) is a multi-modal transit-oriented district (TOD) which is part of the Mountain View Redevelopment in Clayton County is proposed. The TOD will include office, retail, hotel, industrial and green space land uses. The SCTSC is proposed to meet regional transportation needs through the integration of commuter rail, MARTA, community buses, shuttles and taxis, with a direct connect to the new East International Terminal at Hartsfield.

### **7.1.5 Air Transportation and Facilities**

#### 7.1.5.1 Hartsfield-Jackson International Airport

Clayton County is located adjacent to Atlanta's Hartsfield-Jackson International Airport, the largest air carrier facility in the southeast.

Hartsfield-Jackson International Airport's regional impact is vital to Riverdale. Short and long term improvement projects planned for the Airport will have a significant impact on Riverdale's

economic base and transportation network. In 2000, the Airport began a ten-year, \$5.4 billion capital improvement project.

There are four key elements to this project including: (1) construction of a consolidated rental agency complex for rental cars; (2) enhancements to the airports central terminal; (3) construction of a fifth runway; and (4) building a new terminal.

Due to the increasing demands upon the existing on-airport car rental facilities, the need for a consolidated rental car structure has become necessary. Traffic flow around the airport and air quality will benefit from the consolidation of these facilities. The new Consolidated Rental Agency Complex (CONRAC) will be located south of Camp Creek Parkway and west of Interstate 85. The facility will accommodate the ten existing rental car companies operating at Hartsfield-Jackson (with room for expansion in the future) and will provide for approximately 8,700 ready and return spaces. Additionally, this project will include accommodations for customer service centers, storage and minor maintenance areas, wash lane facilities and vehicle fueling positions to support the quick turn around operation used by the rental car agencies. The CONRAC project also includes an Automated People Mover (APM) System to ferry passengers to and from the Central Passenger Terminal Complex (CPTC) and the CONRAC. There will be three proposed transport stops for the passengers, along with an elevated rail line over I-85.

A new four-lane airport access road will connect from the airport roadway system to the CONRAC providing vehicular access both coming and going to the facility. The roadway includes bridges to cross Interstate 85, CSX Railroad and MARTA tracks.

The Central Passenger Terminal Complex will be enhanced to accommodate the rising number of travelers passing through Hartsfield-Jackson. To enhance passenger service, improvements will include upgrades to curbside services, security checkpoints, ticket counters, interior finishes, concessions, baggage, baggage claim areas, vertical transportation, moving sidewalks and expansion of existing concourses. Further modification plans include taxiway enhancements as well as the expansion of Air Cargo and Aircraft Maintenance facilities.

The new Jackson International Terminal (JIT) will be "Atlanta's global gateway to the world." Hartsfield-Jackson Atlanta International Airport officials are constantly reviewing and implementing enhanced features to accommodate passengers and employees as securely as possible. The completion of the innovative East International Terminal project is a part of realizing that goal. In 2006, Atlanta will proudly unveil its new, state-of-the-art, "front door" through which the world comes to Atlanta.

In order to meet the increased demand for air travel and reduce current delays, the airport began construction on a new \$1.2 Billion, 9,000 foot Fifth Runway (Runway 10/28) in 2000. The runway is schedule to be commissioned in May 2006. It will be a full-length parallel taxiway with dual north/south taxiways having two bridges capable of sustaining large aircraft. The two bridges will overpass the 18-lane I-285 highway.

#### 7.1.5.2 Tara Field

The local airport for Clayton County is Tara Field, located at 474 Mt. Pleasant Road about three (3) miles west of the City of Hampton, just west of the Atlanta Motor Speedway. Although the airport is physically located in Henry County, Clayton County acquired the airport in 1992.

The operation of Clayton County Airport-Tara Field over the past three (3) years has provided by the county with about \$20,000 in profits. The money comes from aircraft gas sales and storage and parking fees; property taxes go to Henry County. The airport maintains a runway that is 4503 feet long by 75 feet wide. There are 143 aircraft based at the field, 126 single engine planes, 10 multi-engine planes, and seven (7) jets. The airport averages 82 aircraft operations per day, 57% of which are transient general aviation, 37% local general aviation and 6% air taxi services. Most of the air traffic at Tara involves propeller aircraft and helicopters with jets using the facility mainly on the two big race weekends at the speedway.

Due to increased security concerns following the September 11<sup>th</sup> terrorist attacks there are many security measures that have been implemented at Tara Field and more are planned for the near future. Recently a fence was erected to enclose about 70% of the airport's property off of US 19/41 near the Atlanta Motor Speedway. Other changes include new runway landing lights and taxiway lights. Additional lighting also will be installed in the lots where planes are parked, and all vehicle entrances to the 200-acre airport soon will be gated.

The Federal Aviation Administration (FAA) FY 2002 Airport Improvement Program (AIP) Grants gave priority to the acquisition of 63 acres of land for development and 0.9 acre for approaches and runway rehabilitation at Tara Field. Approximately \$1.4 Million in federal funds was appropriated for this effort.

#### **7.1.6 Rail transportation and Facilities**

The City of Riverdale has no active Railroad lines.

Two railroad corridors service Clayton County providing industrial railway service north to the major rail hub of Atlanta and south to Macon. The Norfolk Southern Railway line extends approximately 6.5 miles across the northeast corner of the county. The Norfolk Southern Railway enters Clayton County in the north near Georgia Highway 42 and exits the county in the southeast near Big Cotton Indian Creek. The Norfolk Southern Railway line maintains the highest level of freight traffic in the county with 23 trains per day. The Central of Georgia Railroad, a subsidiary of Norfolk Southern Railway, enters Clayton County at the northern boundary near Interstate 75 and bisects the county for nearly 20 miles until it enters Henry County. The Central of Georgia line maintains only slight freight traffic with one train per day. There is also a rail network inside Fort Gillem. However, it is underutilized and not maintained. There are no railroad crossings within the City of Riverdale.

A regional Commuter Rail line connecting Atlanta to Lovejoy has been approved as project AR268F, scheduled for Network year 1020 in the ARC's 2005-2010 RTP. Additional Operating funds for the Commuter Rail line have been approved in the same RTP under project 344 AD. Long term plans for the commuter rail service include route extension to Macon. The closest stop to Riverdale will be Jonesboro and Forest park. It is likely that C-tran will alter its route structure to serve Clayton County's commuter rail stations

#### **7.1.7 Bridge Inventory**

There are a total of four bridges in the City of Riverdale – Map 7.9 shows their locations, which are as follows:

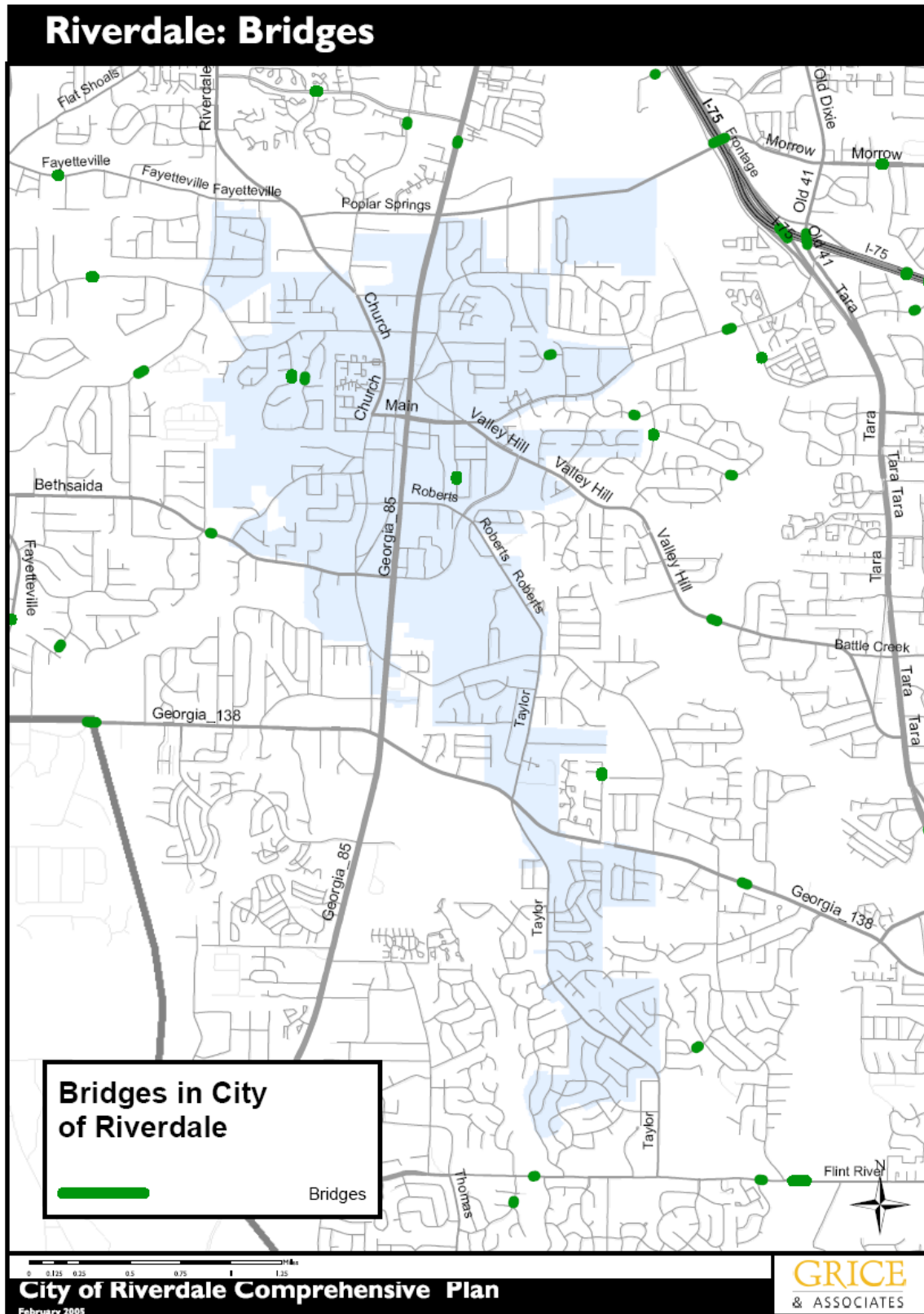
- River Oak Drive west of River Park Drive

- River Glen Drive south of River stone Center
- Meadowlark Drive north of Canary Center
- Delta Drive south of Pine Place.

None of these bridges are in poor condition.

The Clayton County road network contains a total of 211 bridges. The vast majority of these bridges are in sound structural condition.

Map7.7 Riverdale Bridge Inventory



**7.2 ASSESSMENT OF CURRENT AND FUTURE NEEDS**

**7.2.1 Demographics, Growth Trends and Travel Patterns**

Growth trends and travel patterns and interactions between land use and transportation, and the compatibility between the land use and transportation elements were examined. As the population, housing, and economic development elements of this comprehensive plan illustrate, Clayton County has experienced rapid growth over the last 20 years. Similar rapid growth trends were observed in the City of Riverdale. The following sections elaborate on these trends. While the county has recently started the bus transit system C-TRAN, travel by private automobile remains the primary mode of transportation in the county.

**7.2.1.1 Vehicles Per Household**

Tables 7.5 and 7.6 illustrate that both the number of housing units and associated vehicles have grown significantly between the years 1990 and 2000.

**Table 7.5 Number of Vehicles Per Household in Riverdale (1990)**

<b>1990 Vehicles per Household by Ownership Type</b>	Owner occupied		Renter Occupied		Total	
	Units	%	Units	%	Units	%
Total Occupied Housing Units	1629		2022		3651	
Units with no vehicle available	43	2.6%	164	8.1%	207	5.7%
Units with Units with 1 vehicle available	293	18.0%	865	42.8%	1158	31.7%
Units with 2 vehicles available	794	48.7%	824	40.8%	1618	44.3%
Units with 3 vehicles available	390	23.9%	143	7.1%	533	14.6%
Units with 4 vehicles available	68	4.2%	26	1.3%	94	2.6%
Units with 5 or more vehicles available	41	2.5%	0	0.0%	41	1.1%

Source: U.S. Census Bureau, 1990 Census of Population and Housing

**Table 7.6 Number of Vehicles Per Household in Riverdale (2000)**

<b>2000 Vehicles per Household by Ownership Type</b>	Owner occupied		Renter Occupied		Total	
	Units	%	Units	%	Units	%
Total Occupied Housing Units	2156		2230		4386	
Units with no vehicle available	87	4.0%	164	7.4%	251	5.7%
Units with Units with 1 vehicle available	682	31.6%	1261	56.5%	1943	44.3%
Units with 2 vehicles available	917	42.5%	667	29.9%	1584	36.1%
Units with 3 vehicles available	319	14.8%	124	5.6%	443	10.1%
Units with 4 vehicles available	114	5.3%	8	0.4%	122	2.8%
Units with 5 or more vehicles available	37	1.7%	6	0.3%	43	1.0%

Source: U.S. Census Bureau, 1990 Census of Population and Housing

**7.2.1.2 Vehicle Miles Traveled**

Table 7.7 shows the daily vehicle miles traveled in Clayton County. This data is compiled on a county-wide basis and is not available for the city of Riverdale

**Table 7.7 Vehicle Miles Traveled in Clayton County**

Mileage and Vehicle Miles Traveled (VMT) by Road Classification and Jurisdiction								
	State Route		County Road		City Street		Totals	
	Mileage	VMT	Mileage	VMT	Mileage	VMT	Mileage	VMT
Urbanized Interstate	25.7	3,077,714.1	0.0	0.0	0.0	0.0	25.7	3,077,714.1
Urbanized Freeway	0.1	1,279.2	0.0	0.0	0.0	0.0	0.1	1,279.2
Urbanized Principal Arterial	30.2	1,103,532.0	0.0	0.0	0.0	0.0	30.2	1,103,532.0
Urbanized Minor Arterial	35.7	759,799.0	59.5	635,421.2	1.5	12,810.0	96.7	1,408,030.2
Urbanized Collector	0.0	0.0	39.3	350,775.4	2.9	19,092.0	42.2	369,867.4
Urbanized Local	0.0	0.0	586.7	915,198.6	132.3	207,115.6	719.0	1,122,314.2
<b>Urbanized Total</b>	<b>91.6</b>	<b>4,942,324.3</b>	<b>685.4</b>	<b>1,901,395.2</b>	<b>136.8</b>	<b>239,017.6</b>	<b>913.8</b>	<b>7,082,737.1</b>
Rural Principal Arterial	3.9	138,330.0	0.0	0.0	0.0	0.0	3.9	138,330.0
Rural Major Collector	5.5	57,515.0	9.5	20,334.0	1.6	15,484.0	16.6	93,333.0
Rural Minor Collector	0.0	0.0	4.1	18,751.5	0.0	0.0	4.1	18,751.5
Rural Local	0.0	0.0	57.9	41,861.4	3.8	2,782.4	61.7	44,643.8
<b>Rural Total</b>	<b>9.4</b>	<b>195,845.0</b>	<b>71.4</b>	<b>80,946.9</b>	<b>5.3</b>	<b>18,266.4</b>	<b>86.2</b>	<b>295,058.3</b>
<b>Total</b>	<b>101.0</b>	<b>5,138,169.3</b>	<b>756.8</b>	<b>1,982,342.1</b>	<b>142.1</b>	<b>257,284.0</b>	<b>999.9</b>	<b>7,377,795.4</b>

### Work Travel Destinations

As shown in the Economic Development Chapter 4 of this comprehensive plan update, Clayton County workers are traveling outside of the county at a growing rate. The percentage of employees who lived and worked in Clayton County decreased from 46% in 1990 to 38% in 2000. The most popular destination by far for Clayton County workers commuting outside of the county is Fulton County with over half of the out of county workers destined there. Other destinations include DeKalb County, Henry County, Cobb County, Fayette County, and Gwinnett County. Conversely, workers from outside of Clayton County hold over half of the jobs in Clayton County, with workers traveling from Rockdale County, Douglas County, Gwinnett County, Spalding County, Coweta County, Cobb County, DeKalb County, Fayette County, Fulton County, Henry County, and even outside of Georgia. This phenomenon is consistent with Clayton County being a part of a major metropolitan area with major employment centers such as Delta Airlines being located in the county, and conversely, major employment centers such as downtown and midtown Atlanta, Buckhead, and the Perimeter Center area being located outside of Clayton County. The inter-county commuting patterns help fuel the increased VMT mentioned previously as workers travel ever-increasing distances to access employment. The increased VMT leads to congestion along freeways such as I-75 and major arterials such as Tara Boulevard (US 41/19) and SR 85 in Clayton County.

#### 7.2.1.3 Means of Transportation to Work

When compared to the surrounding counties in the Atlanta metropolitan area, Clayton County is at the median for workers traveling alone by autos, trucks and vans. Approximately three out of four (3/4) workers age 16 and over drive to work alone compared to over eighty percent (80%) in Fayette and Henry Counties and just over seventy percent (70%) in Fulton and DeKalb Counties. This reflects the more suburban nature of Fayette and Henry Counties and the more urban nature of DeKalb and Fulton Counties when compared to Clayton County.



Table 7.8 shows the Clayton County and City of Riverdale work commute travel modes in 2000 respectively. The City of Riverdale had a high percentage of residents who traveled by vehicle to work with over ninety four percent (94.2%) of Riverdale residents over age 16 using automobile, truck, or van to get to work. However, it should be noted that a similar percentage (18.6% versus 18.2%) of Riverdale residents traveled in carpools to work when compared to Clayton County overall.

Thus, there is an opportunity for greater transit use. In fact, the Macon-Atlanta commuter rail service with three stops in Clayton County was selected by the State of Georgia in June 2001. The Federal Transit Administration (FTA) issued a Finding of No Significant Impact (FONSI) clearing the way for partial funding in the 2003-2005 Atlanta Regional Commission (ARC) Transportation Improvement Plan.

**Table 7.8 Means of Transportation to Work, For Workers 16 Years and Over in Riverdale and Clayton County, 2000**

MEANS OF TRANSPORTATION AND CARPOOLING	City of Riverdale		Clayton County	
		%		%
<b>Workers 16 and over</b>	5,588		112,580	
Car, truck, or van	5,265	94.2%	106,472	94.6%
Drove alone	4,225	75.6%	85,944	76.3%
Carpooled	1,040	18.6%	20,528	18.2%
In 2-person carpool	741	13.3%	14,421	12.8%
In 3-person carpool	215	3.8%	3,265	2.9%
In 4-person carpool	47	0.8%	1,460	1.3%
In 5- or 6-person carpool	32	0.6%	1,103	1.0%
In 7-or-more-person carpool	5	0.1%	279	0.2%
Public transportation	51	0.9%	1,683	1.5%
Bus or trolley bus	8	0.1%	799	0.7%
Streetcar or trolley	0	0.0%	0	0.0%
Subway or elevated	8	0.1%	587	0.5%
Railroad	0	0.0%	77	0.1%
Ferryboat	0	0.0%	19	0.0%
Taxicab	35	0.6%	201	0.2%
Motorcycle	0	0.0%	148	0.1%
Bicycle	0	0.0%	118	0.1%
Walked	103	1.8%	1,586	1.4%
Other means	74	1.3%	858	0.8%
Worked at home	95	1.7%	1,715	1.5%

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, and P35

#### 7.2.1.4 Travel Time to Work

Travel time to work is a function of distance traveled and levels of congestion. A worker may have to travel only a short distance, but if in congested conditions, travel time can still be higher than average. The average commute time was generally about thirty (30) minutes in the year 2000 in metropolitan Atlanta. Tables 7.8 and 7.9 illustrate three distinct groups in travel time to work within the City of Riverdale. The first group, between ten (10) and twenty four (24) minutes constitute over forty four percent (44.2%) of total trips. The second group falls between twenty five (25) and thirty nine (39) minutes, which constitutes over twenty nine percent (29.3%) of total trips, and the third group, workers traveling between forty-five (45) and eighty nine (89) minutes

constitute almost fifteen percent (15%) of total trips. Riverdale's close proximity to downtown and midtown Atlanta is consistent with the significant percentage of moderate travel times between ten (10) and thirty-four (34) minutes. The higher travel times are most likely associated with workers accessing more remote employment centers such as the Perimeter area and Buckhead, where most routes, such as I-285 are heavily congested during large portions of the day.

**Table 7.9 Travel Time to Work, Workers 16 Years and Over in Riverdale, 2000**

<b>TRAVEL TIME TO WORK</b>	<b>WORKERS</b>	<b>%</b>
Total:	5,588	100.0
Did not work at home:	5,493	98.3
Less than 5 minutes	88	1.6
5 to 9 minutes	152	2.7
10 to 14 minutes	582	10.4
15 to 19 minutes	1,008	18.0
20 to 24 minutes	885	15.8
25 to 29 minutes	343	6.1
30 to 34 minutes	1,026	18.4
35 to 39 minutes	269	4.8
40 to 44 minutes	215	3.8
45 to 59 minutes	491	8.8
60 to 89 minutes	338	6.0
90 or more minutes	96	1.7
Worked at home	95	1.7

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P31

**Table 7.10 Time Leaving Home to Go to Work, Workers 16 Years and Over in Riverdale, 2000**

<b>TIME LEAVING HOME TO GO TO WORK, RIVERDALE, GA</b>	<b>WORKERS</b>	<b>%</b>
Total:	5,588	100.0
Did not work at home:	5,493	98.3
12:00 a.m. to 4:59 a.m.	208	3.7
5:00 a.m. to 5:29 a.m.	297	5.3
5:30 a.m. to 5:59 a.m.	303	5.4
6:00 a.m. to 6:29 a.m.	605	10.8
6:30 a.m. to 6:59 a.m.	673	12.0
7:00 a.m. to 7:29 a.m.	784	14.0
7:30 a.m. to 7:59 a.m.	526	9.4
8:00 a.m. to 8:29 a.m.	502	9.0
8:30 a.m. to 8:59 a.m.	185	3.3
9:00 a.m. to 9:59 a.m.	173	3.1
10:00 a.m. to 10:59 a.m.	160	2.9
11:00 a.m. to 11:59 a.m.	70	1.3
12:00 p.m. to 3:59 p.m.	484	8.7
4:00 p.m. to 11:59 p.m.	523	9.4
Worked at home	95	1.7

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P34

The City of Riverdale has relatively short travel times to work with close to half of the workers over 16 years of age traveling less than twenty nine (29) minutes to work on an average day. The shorter travel times are consistent with Riverdale being located approximately thirteen (13) miles from downtown Atlanta. As shown in Table 7.9, most Riverdale workers 16 and over leave home to go to work between 6:00 AM and 8:30 AM with a peak period from 6:30 AM to 8:30 AM.

### **7.2.2 Existing Model Network Roadway Levels of Service**

A key element of the roadway design process is the provision of acceptable traffic operations and sufficient capacity for flexible operations. The key performance measures to assess design options consist of traffic LOS, intersection delay, and the intersection volume to capacity ratio. Delay is expressed in seconds per vehicle and provides a measure of driver frustration that could lead to unsafe gap acceptance behaviors, and traffic violations such as red light running. The LOS is a qualitative rating of intersection performance that is related to the average total delay per vehicle.

The roadway system LOS analysis was conducted using the methodology developed by the Florida Department of Transportation and accepted by the Georgia Regional Transportation Authority (GRTA). The Florida DOT methodology factors in the intersection performance measures mentioned above to determine link volume thresholds that correspond with a particular LOS. The volume thresholds are segregated by functional class, area type, and number of lanes for a particular facility.

Traffic Volume, Capacity, and Level of Service (LOS) are all interrelated. Capacity is the quantity of traffic that can be moved past a location in an interval; and the LOS is a measure of traffic service being provided by the traveling public. Thus, Capacity is the maximum number of vehicles that can be carried at a given LOS during a given time period on a particular roadway

under a specified set of environmental and traffic demand conditions. Capacity is the maximum rate of traffic flow and the Volume is the actual rate of traffic flow. The LOS is also used to describe operations where the actual volumes are below the maximum.

**Table 7.11 Level of Service Criteria for Roadway Segments<sup>(1)</sup>**

Level of Service	Interpretation	Nominal Range to Volume-to-Capacity Ratio
A	Low volumes; primarily free-flow operations. Density is low, and vehicles can freely maneuver within the traffic stream. Drivers can maintain their desired speeds with little or no delay.	0.00 - 0.60
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. The stopped delays are not bothersome, and drives are not subject to appreciable tension.	0.61 - 0.70
C	Stable operations; however, the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signal coordination or longer queues cause delays.	0.71 - 0.80
D	Approaching unstable traffic flow, where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and in their selection of travel speeds. Comfort and convenience are low but tolerable.	0.81 - 0.90
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third the free-flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or progression/timing are the typical causes of the delays.	0.91 - 1.00
F	Forced-flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially, and stoppages may occur for short or long periods of time because of downstream congestion.	1.010+

<sup>(1)</sup> Source: *Highway Capacity Manual*, Transportation Research Board Number 212, January 1990.

The ARC travel demand model was utilized in the highway systems analysis for existing and future year conditions. Prior to the analysis, the Average Daily Traffic (ADT) in the travel demand model was compared to the ADT at Georgia Department of Transportation (GDOT) count stations and the Clayton County traffic volume map for validation purposes.

Volumes were compared on the five major functional classes summarized previously in the Transportation Inventory: Interstate Principal Arterial, Principal Arterial, Minor Arterial, Major Collector, and Minor Collector. Where ARC volumes were significantly lower than the collected volumes, the highest volume between the Clayton County map and the GDOT count station was used in the analysis. In cases where there was only one GDOT count station or Clayton County volume available within a series of roadway links in the travel demand model, the adjacent links represented in the ARC model were adjusted upward accordingly until a point was reached along the roadway corridor where the ARC forecast volume was within the acceptable range of the GDOT and/or Clayton County count. In areas where there were no existing count data available, the ARC volume was used.

While absolute criteria for assessing the validity of all model systems cannot be precisely defined, a number of target values have been developed. These commonly-used values provide excellent guidance for evaluating the relative performance of a particular travel demand model when compared to actual traffic count data. Observed versus estimated volumes should be checked by facility type and geographic area. As per the US Department of Transportation Model Validation and Reasonableness Checking Manual, the Federal Highway Administration (FHWA) and Michigan Department of Transportation define targets for daily volumes by facility type as shown in Table 7.11 below.

**Table 7.12 Percent Difference Targets for Daily Traffic Volumes by Facility Type**

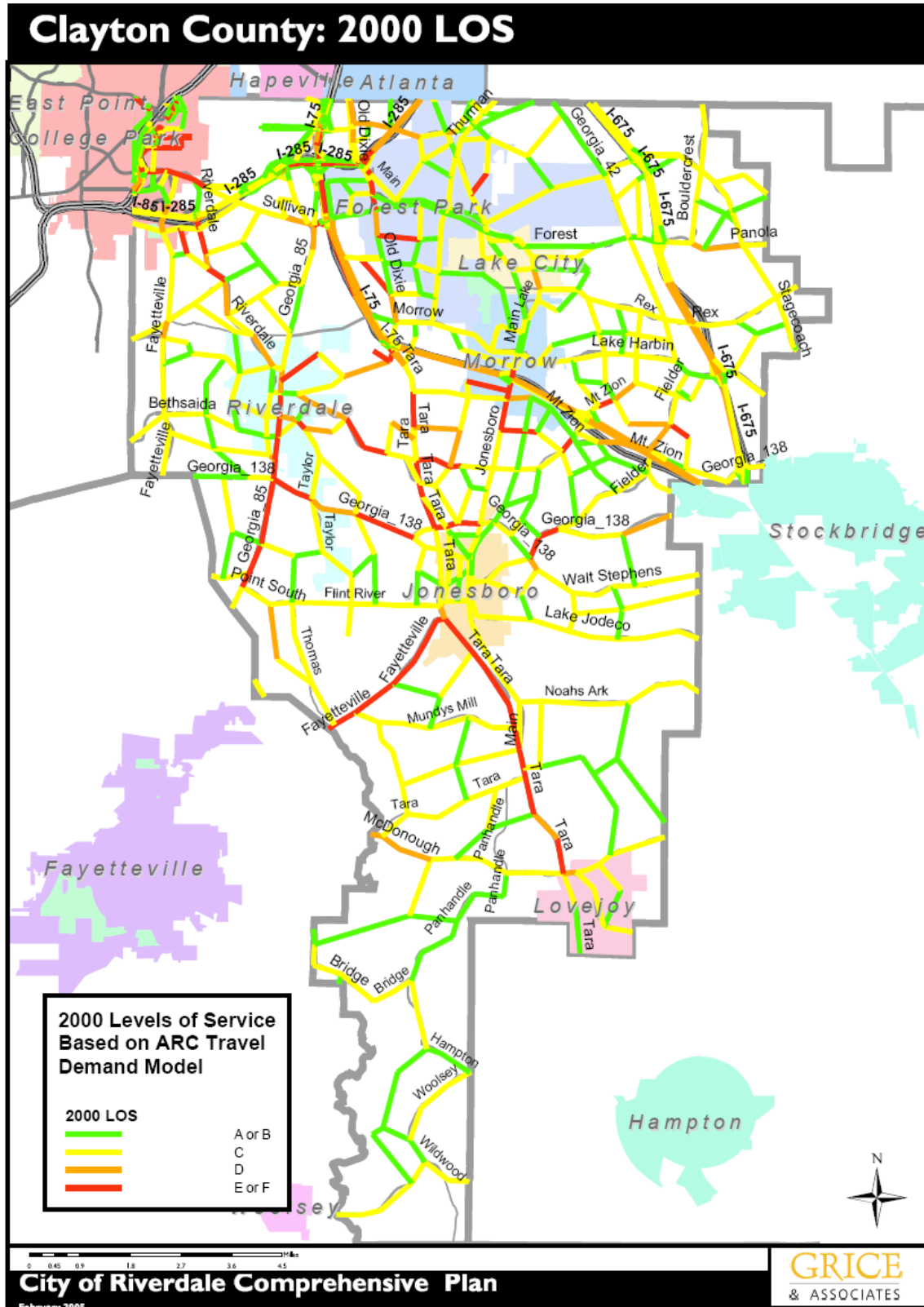
<b>Facility Type</b>	<b>FHWA Targets</b>	<b>MDOT Targets</b>
Freeway	+/- 7%	+/- 6%
Major Arterial	10%	7%
Minor Arterial	15%	10%
Collector	25%	20%

Sources: FHWA Calibration and Adjustment of System Planning Models, 1990;  
 Michigan Department of Transportation (MDOT),  
 Urban Model Calibration Targets, June 10, 1993

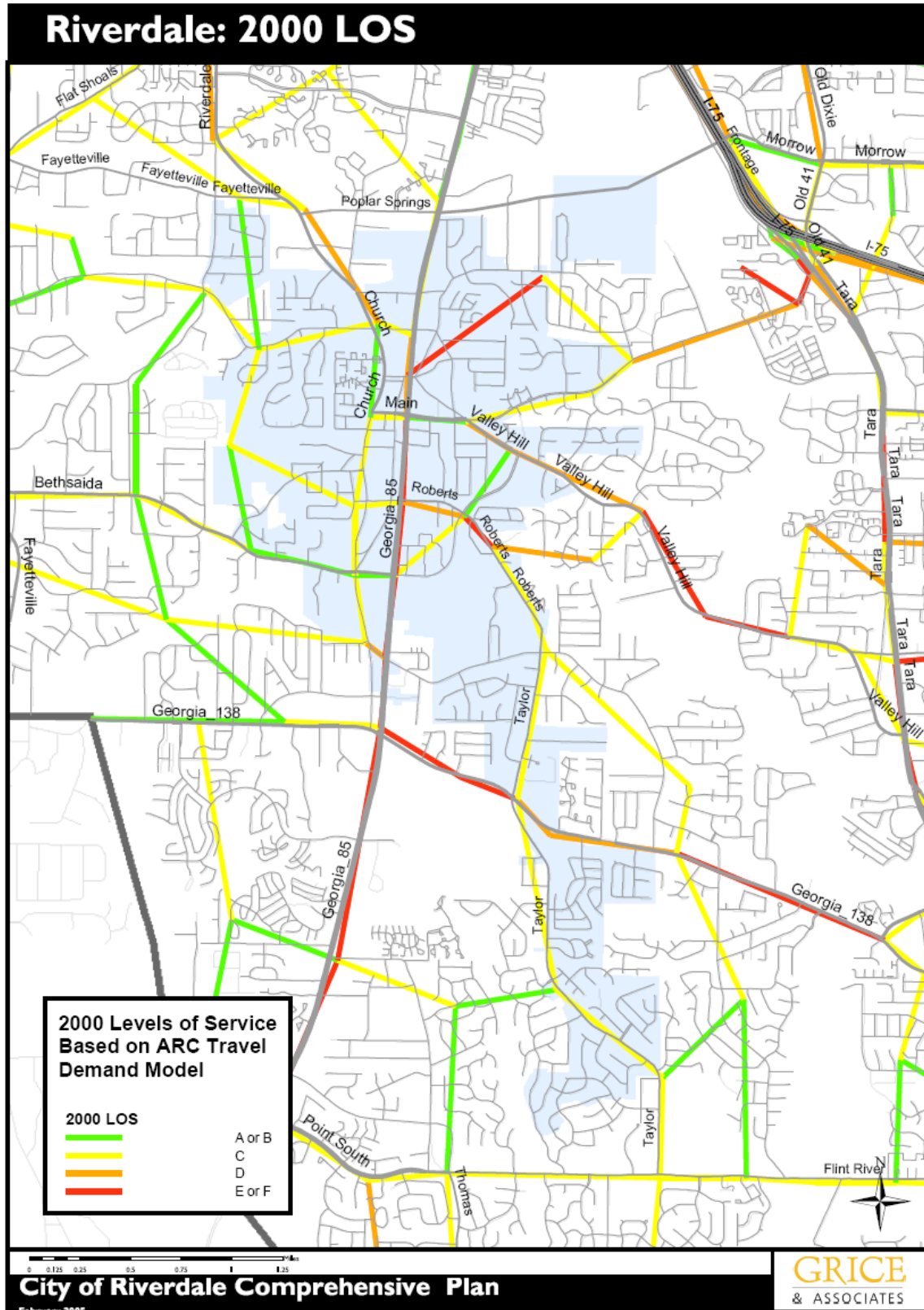
A the federally adopted standard for travel demand model validation guidelines, these guidelines were used for this study

The existing transportation system Levels of Service (LOS) for Clayton County and Riverdale, based upon existing design and operating capacities, are illustrated in Maps 7.10 and 7.11 for Clayton County and City of Riverdale respectively..

Map 7.8 Clayton County 2000 Roadway Level of Service



Map 7.9 Riverdale 2000 Roadway Levels of Service



As expected, most of the roadways within the City are operating at LOS C or better. However sections of Georgia 85, Riverdale Road, Valley Hill Road, Roberts Drive and Denham Street operate with LOS D or below. Georgia 85 south of Main Street Operates at LOS E and F. This can be attributed to heavy traffic volumes and the large number of driveways and curb cuts with and without traffic signals that interrupt traffic flow on these major arterials. Interstate 75 near I-285 also experiences failing Level of Service, which can be attributed to heavy travel demand and the interchange with I-285 currently operating over capacity, which leads to acute congestion during the AM and PM peak hours at this location. Additionally there are short segments of West Fayetteville Road just south of Flat Shoals Road and just north of I-285, I-285 just west of I-75, Riverdale Road near I-285, I-85 just north of I-285, and Valley Hill Road west of Tara Boulevard that also experience an LOS below the accepted standard of D.

As the Metropolitan Atlanta area is currently in on-attainment status for air quality, the federal government will fund only those projects that eliminate safety, congestion and bottleneck issues and will not fund roadway expansion projects on freeways and major arterials that could potentially increase traffic volumes. However, as mentioned in the Level of Service Standards section of the report, a comprehensive access management plan can improve roadway capacity by as much as forty percent (40%) according to the 1985 *Highway Capacity Manual*, by the Florida Department of Transportation. Applying access management strategies to major arterials such as SR 85 can be a lower cost alternative that could garner federal funding support versus the addition of lanes.

Most of the minor roadways that were analyzed within the City of Riverdale are currently experience acceptable Levels of Service. However, majority of SR 85, sections of SR 138 east of SR 85, Valley Hill Road, Roberts Drive east of SR 85, Riverdale Road west of SR 85, and Cargile Road in north Riverdale City, are operating at LOS D or below.

### **7.2.3 Future Model Network Roadway Levels of Service**

Several steps were undertaken to validate the volumes and geometries in the future year ARC travel demand model. The link geometry was reviewed to ensure that all TIP projects had been incorporated into the future year model. Additionally, the future year model was reviewed to verify if widening projects listed in the Clayton County SPLOST program had been incorporated into the roadway geometries in the model. In situations where roadway improvements were not coded into the model and these improvements were deemed significant in terms of traffic diversion, a screen-lining methodology based on the National Cooperative Highway Research Program (NCHRP) 255 Report entitled *Highway Traffic Data for Urbanized Area Project Planning and Design* was implemented to redistribute the volumes to new and/or improved roadway segments prior to analysis.

A similar review of the ARC travel demand model was conducted on the land use elements to verify that the proposed Land Use plan, including major employment centers and updated land uses proposed in the Land Use and Economic Development sections of this comprehensive plan update were reflected in the travel demand model. Where discrepancies were discovered, a manual adjustment to forecast volumes was conducted in those areas to more accurately reflect the projected volumes based on the land use in the area.

Additionally, GDOT historical trends were evaluated on major principal arterials, such as Tara Boulevard and I-75 to compare to the model forecast results. In situations where the historical

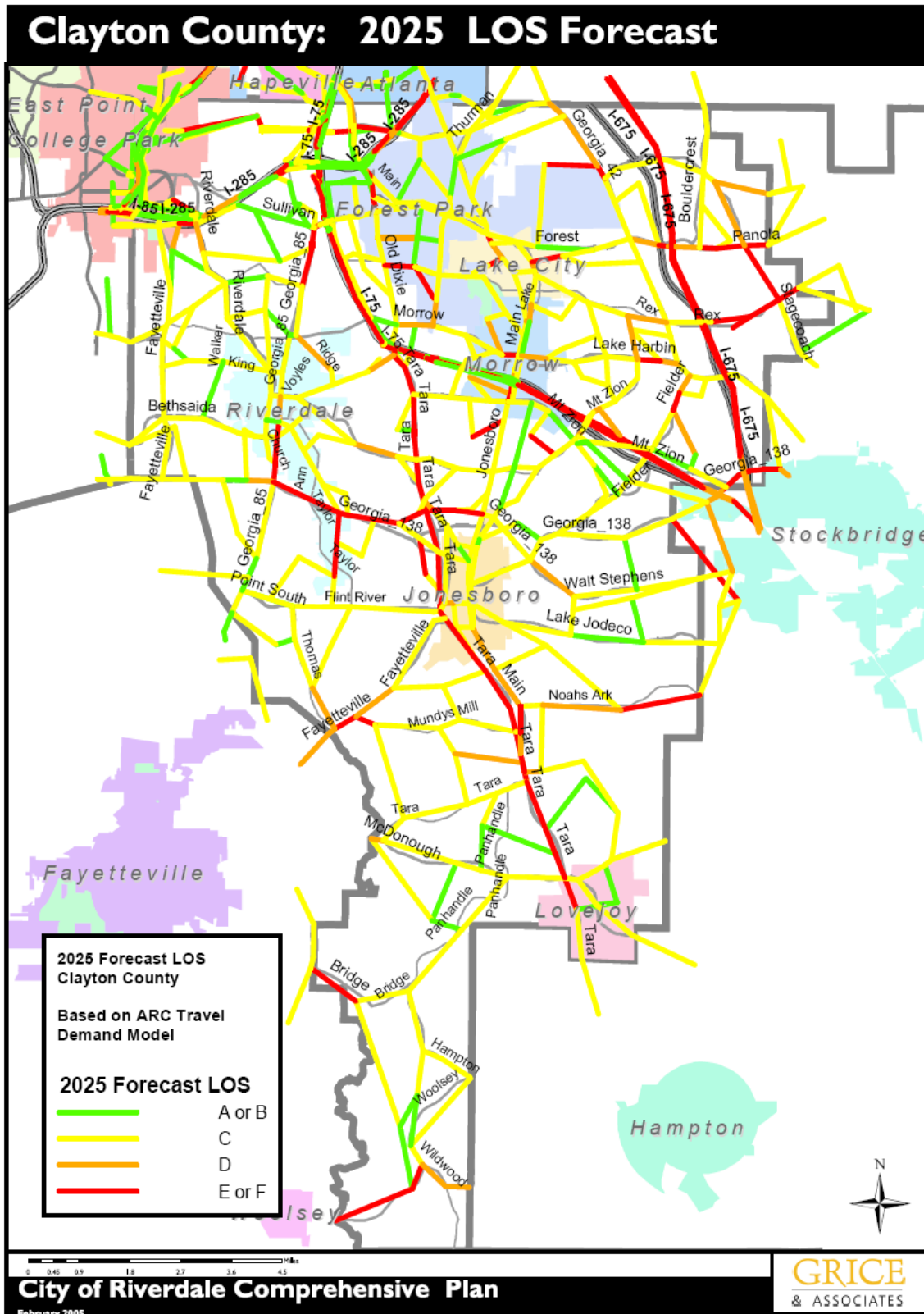


trends were much greater than the model forecasts (without exceeding the capacity of the future roadway segments), the historical forecast volume was used instead of the travel demand model forecast volume.

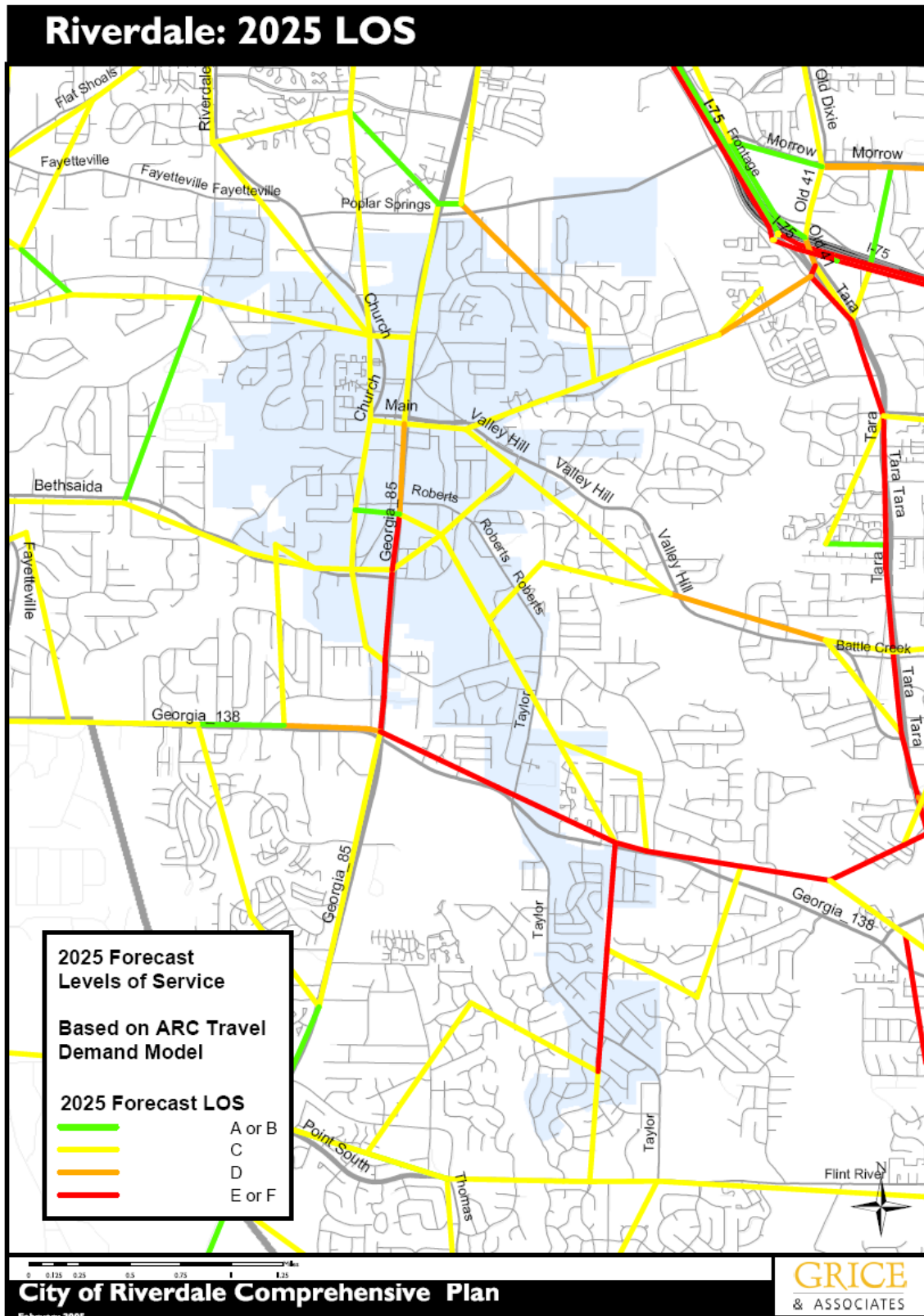
At locations where the volumes in the existing condition travel demand model had been replaced by existing counts, the future year ARC model was used to calculate the appropriate growth factor to apply to the existing counts in lieu of using the forecast volume in the ARC model.

Maps 7.12 and 7.13 indicate the forecast 2025 levels of service for Clayton County and Riverdale, based on the ARC's 2025 travel demand model.

Map 7.10 Clayton County 2025 Forecasted Roadway Levels of Service



Map 7.11 Riverdale 2025 Forecasted Roadway Levels of Service



Based on the ARC 2025 travel demand model, most of the roadways within the City of Riverdale continue to operate at LOS C or better. However sections of Georgia 85 South of Main Street operate with LOS D or below. This can be attributed to increase in traffic volumes on these major arterials under future condition.

#### **7.2.4 Interaction Between Land Use and Transportation**

Land-uses in the City of Riverdale tend to be single-use and segregated, meaning that different activities, such as work, shopping, and recreation are usually isolated from residences, increasing the need for vehicle trips for those who live and work in the city. Similarly, housing is not often located within or in convenient walking distance to employment centers, thus requiring vehicle use when public transit is not available. A more diverse and progressive pattern of mixed land-uses would have the effect of reducing vehicle trips and, by extension, reducing congestion while improving safety and air-quality.

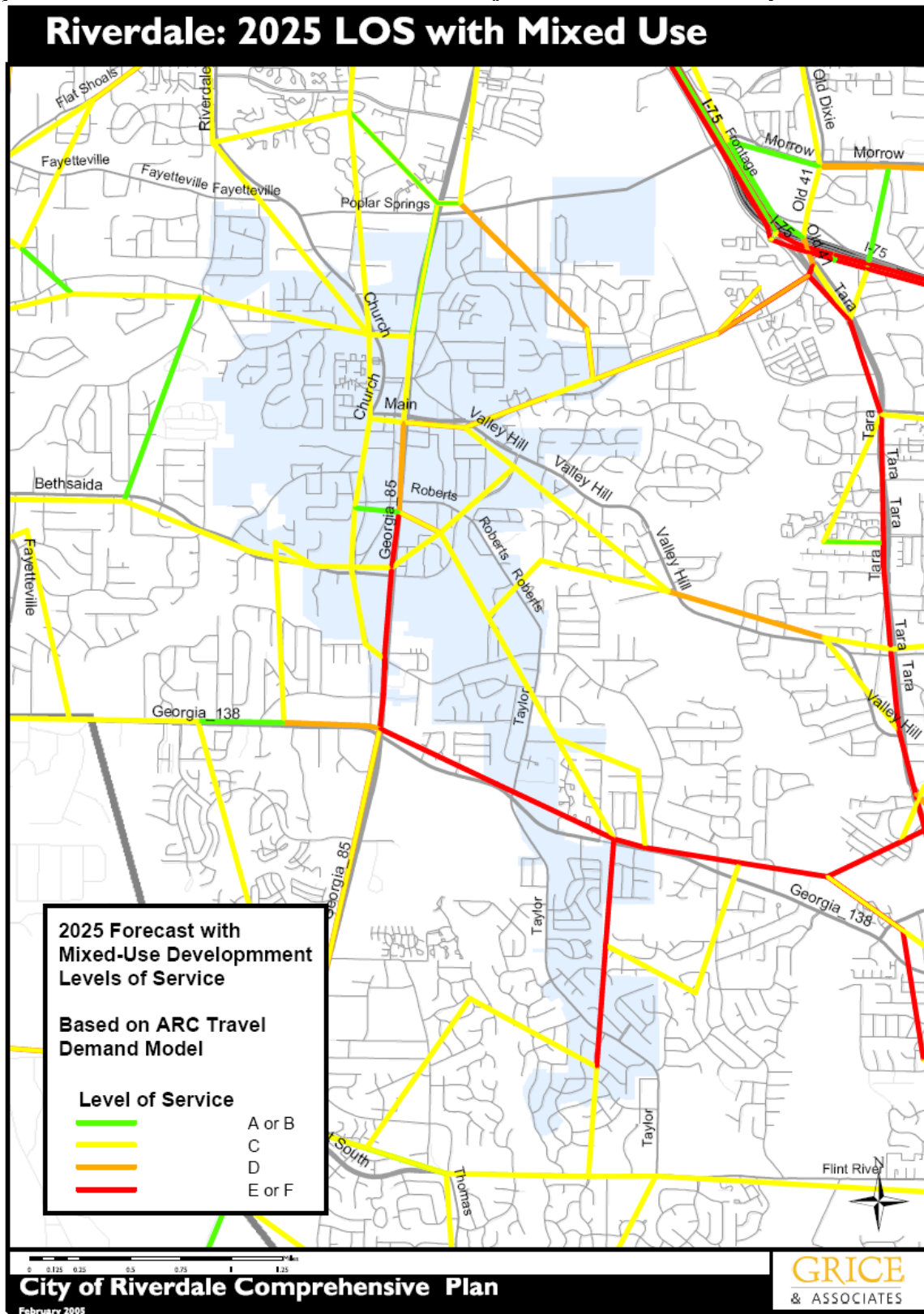
##### **7.2.4.1 Proposed Land Use Actions**

The Clayton County Comprehensive Plan update adopted in 2005 includes proposed land use actions to increase mixed use developments. Developments that combine a mix of land uses promote the wider objectives of reducing the need to travel and reliance on the car. Mixed-use developments include closely integrated or closely linked residential uses with other uses such as a mix of housing, employment and community activities in order to encourage travel by walking and cycling between them. All developments must be fully accessible to public transport, cyclists, pedestrians and the car. On larger mixed-use developments, non-residential uses could generate significant numbers of vehicular traffic. Thus, high concentrations of vehicular traffic need to be located within clearly identified areas. It is necessary to consider the individual roads and transport requirements for each use. To improve service along these routes, the long-term promotion of public transit, bicycle, and pedestrian facilities is required.

Proposed areas of increased mixed-use development in the Riverdale area include areas adjacent to Southern Regional Medical Center and Upper Riverdale Road.

Map 7.14 illustrates the forecasted roadway level of service (LOS) ratings with the addition of mixed use development as proposed in the Clayton County Comprehensive Plan.

Map 7.12 Riverdale: Forecasted LOS With Projected Mixed-Use Development



#### 7.2.4.2 Livable Centers Initiative Program

The Atlanta Regional Commission began the Livable Centers Initiative program in 1999 to promote and fund the planning and implementation of efforts that encourage increased residential development, mixed-uses and connectivity in activity and town centers while recognizing the relationship between land use patterns/densities and travel behavior. In Clayton County, recently conducted LCI studies have addressed land use and transportation issues similar to those faced by Riverdale.

### **7.2.5 Assessment of Safety Needs**

#### 7.2.5.1 Vehicular Crashes

The crash rate of a corridor has implications beyond roadway safety. A corridor's crash rate can also be indicative of roadway design and operational problems, access management problems, or congestion issues. Crash records compiled by GDOT from the most recent four years, 2000 through 2003, were compiled and mapped. Crashes within each corridor were then aggregated and the total number of crashes within each ¼ mile segment of all corridors was compared against estimated daily traffic volume counts for the segment as determined by GDOT, to produce the segment's rate of crashes-per-million vehicle miles traveled. A threshold was developed based on the distribution of the data to facilitate the interpretation of the crash data. Road segments were divided into the following crash rate classes based on the number of crashes-per-million VMT:

- More than 30 Crashes/Million VMT: SEVERE
- 10-30 Crashes/Million VMT: VERY HIGH
- 5-10 Crashes/Million VMT: HIGH
- Fewer than 5 Crashes/Million VMT: MODERATE to LOW

A road segment with a crash-rate ranking of Very High or Severe warrants further study to determine strategies to decrease the crash rate and improve safety. Riverdale's crash-rate ratings are illustrated in Map 7.15.

Within the City of Riverdale, the following road segments received crash rate rankings of severe (over 30 crashes per VMT):

- Evans Rd. from Bethsaida Rd. to Cottonwood Trl.
- Church St from Main St. to SR 85
- Lamar Hutcheson Pkwy from ST 85 to Roberts Dr.
- Roberts Dr. from Lamar Hutcheson Pkwy. to SR 138
- SR 85 from Adams Dr. to Main St.
- Roy Huie Rd. from Havenridge Dr. to Upper Riverdale Rd.
- SR 138 near Roberts Dr./Taylor Rd.

DOT crash data was also analyzed to determine the volumes of crashes for specific locations in Riverdale. This data is illustrated in Map 7.16. Although the crash rate is adjusted to account for variations of traffic volumes, the crash volumes data is not adjusted. Thus crash volumes show a close correlation with aggregate traffic volumes. However, this data is useful for determining which intersections pose the greatest safety hazards.

Locations with a severe volume of vehicular crashes in Riverdale (over 30 per year) included:

- SR 85 at Main St.  
Adams Dr.  
Rountree Rd.  
SR 138

Locations with a high volume of vehicular crashes in Riverdale (10-30 per year) included:

- SR 85 at: King Rd.  
Howard St.  
South of Upper Riverdale Rd.  
Springdale Dr.  
Roberts Dr  
Lamar Hutcheson Pkwy/Bethsaida Rd.  
Scott Rd.
- Church St at Powers St.  
South of King Rd
- Main St. at Church St.
- Upper Riverdale Rd at Camp St.  
Valley hill Rd.  
Roy Huie Dr.

Several locations with severe crash volumes ( over 30 per year) fall just outside of Riverdale's City limits but are worth noting.

- SR 138 near Georgia Power facility
- SR 138 at Kendrick St

- Riverdale Rd at Walker Rd
- SR 85 at Garden Walk

#### 7.2.5.2 Pedestrian Crashes

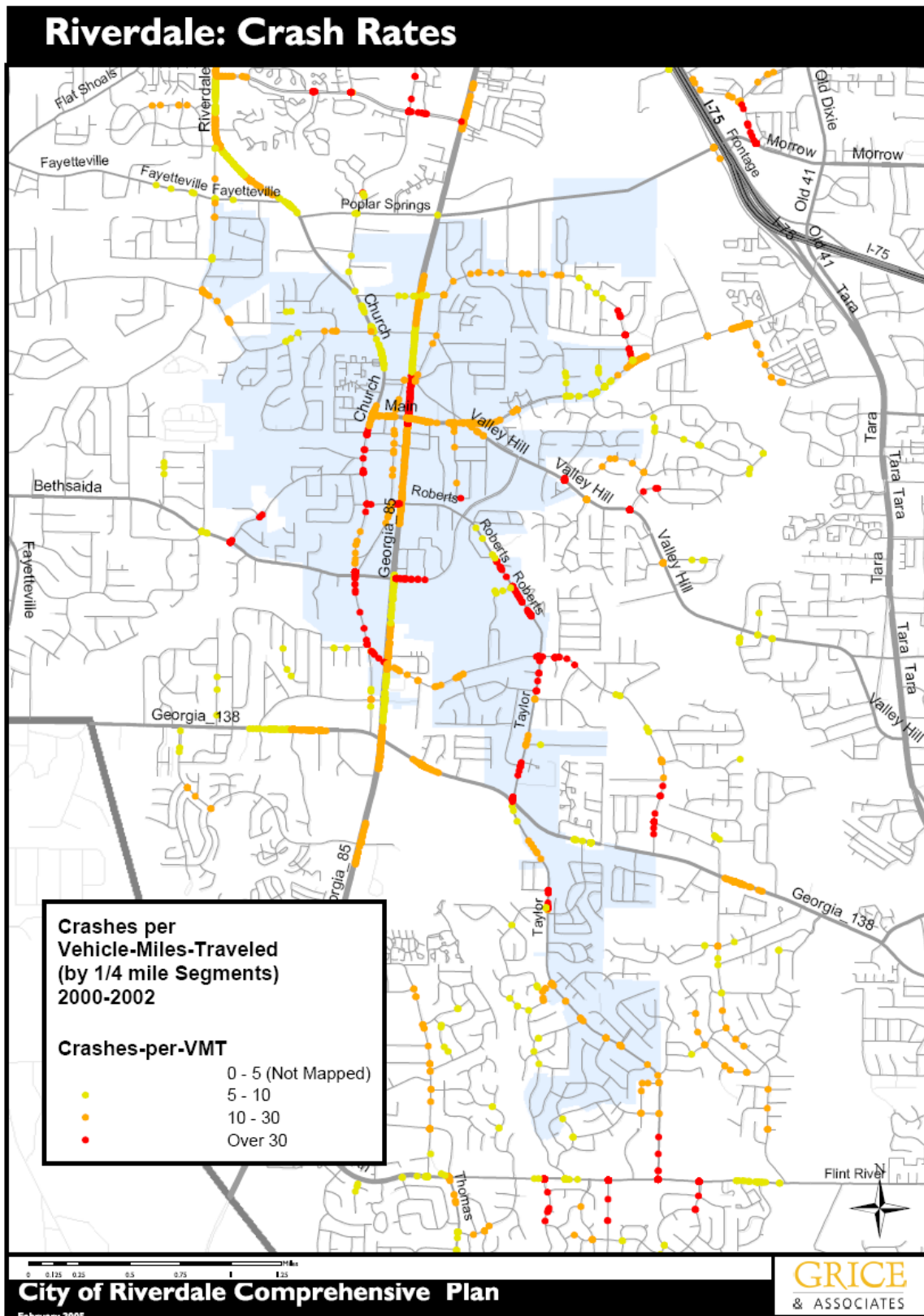
GDOT Crash data was also analyzed to determine locations of vehicular crashes involving pedestrians. The results of this analysis are illustrated in Map 7.17.

#### 7.2.5.3 Public Safety & Evacuations

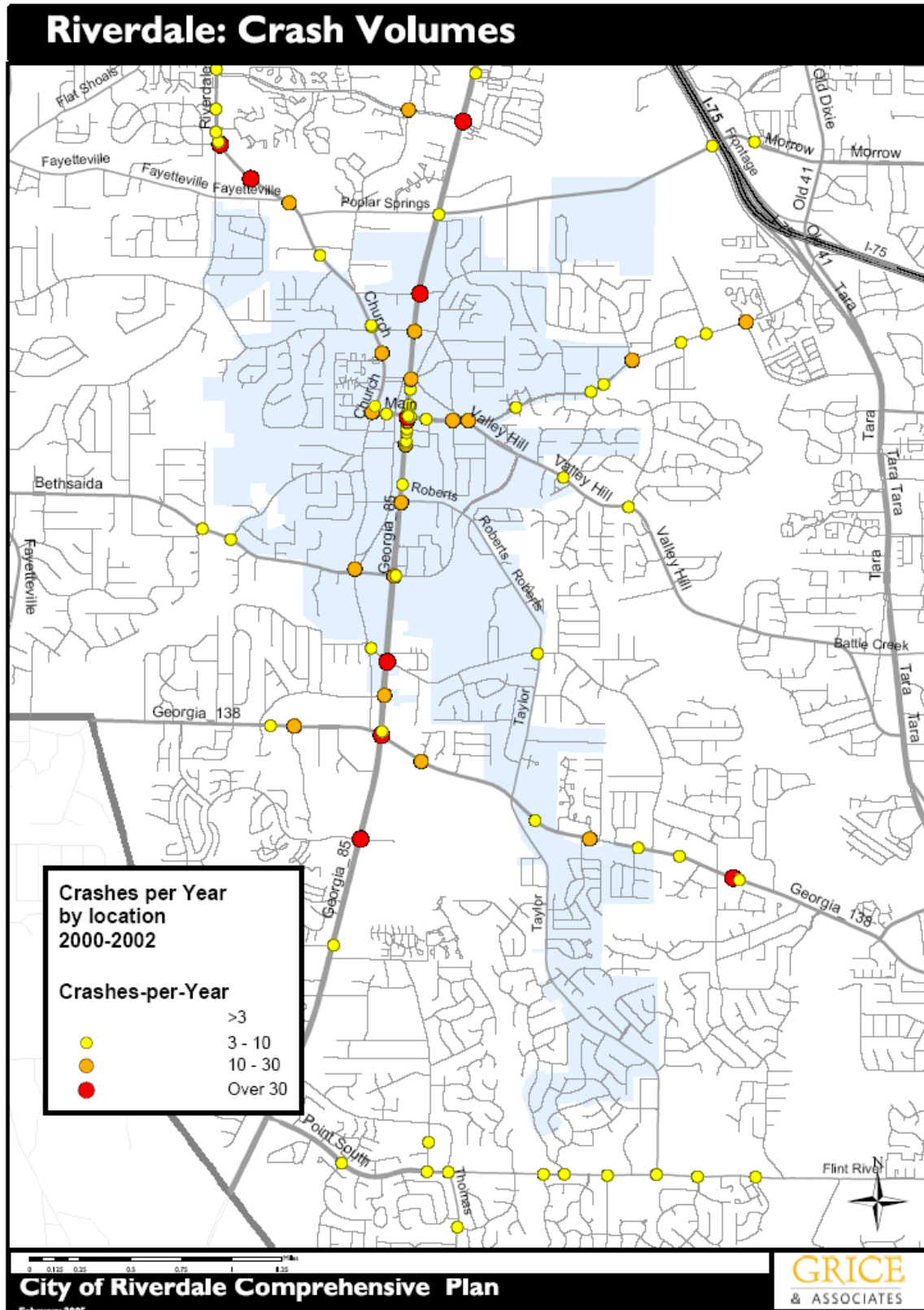
Since Clayton County is not a coastal region, there is a low probability of flooding and hurricane risk. Nevertheless, Riverdale is well served by Interstates I-75, I-675 and I-285 which can be used in the event of the need for evacuation.



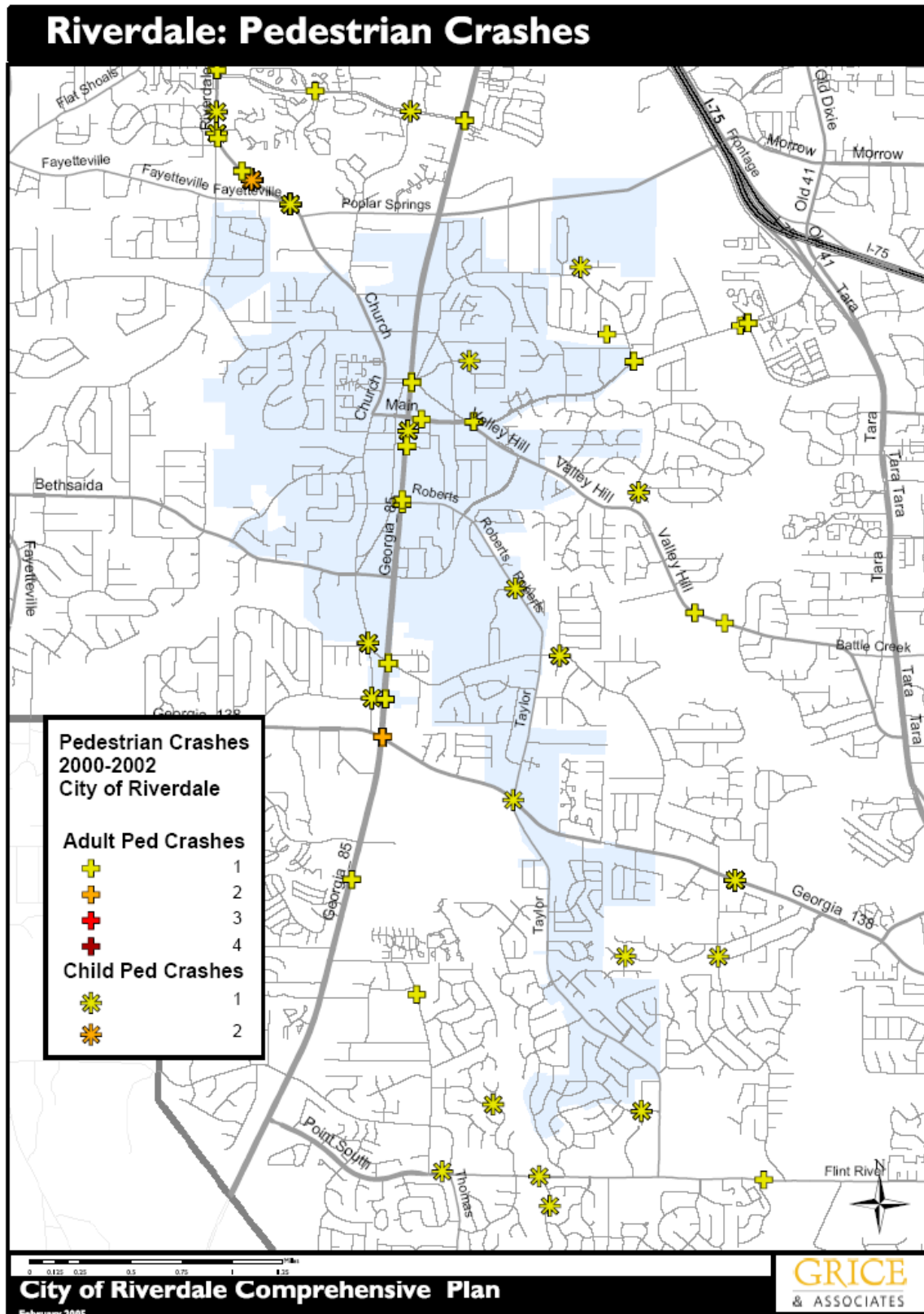
Map 7.13 Riverdale Crash Rates



Map 7.14 Riverdale Crash Volumes



Map 7.15 Riverdale Pedestrian Crashes



## **7.2.6 Air Quality**

### **7.2.6.1 Transportation Requirements for Non-Attainment Areas**

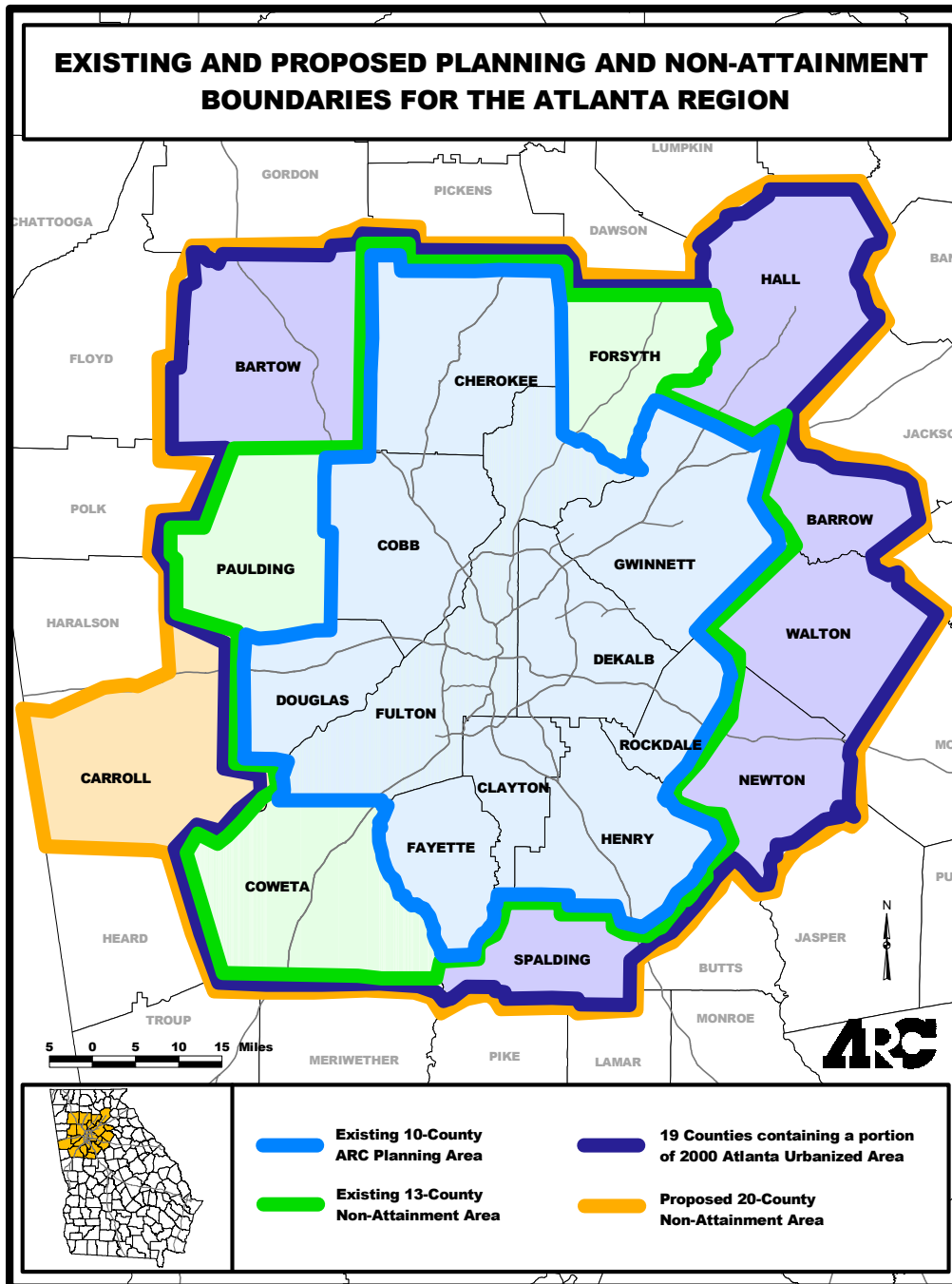
This section provides a discussion of the severity of any violations contributed by transportation-related sources that are contributing to air quality non-attainment; and identification of measures, activities, programs, and regulations that the City of Atlanta will implement consistent with the Statewide Implementation Program (SIP) for air quality through the Atlanta comprehensive plan implementation program, as per the Intergovernmental Coordination Element of the DCA Rules. See Figure 12.

For air-quality modeling purposes, three (3) additional counties are included in ARC's planning efforts, Coweta, Paulding, and Forsyth Counties. All of Clayton County is within the nationally designated ambient air quality standards non-attainment area of metropolitan Atlanta.

Therefore, compliance of Clayton County's transportation element with the Federal Clean Air Act is required. Severity of violations are discussed and addressed on a regional basis in the state implementation plan for air quality attainment. The 13 counties previously classified as a serious non-attainment area have been downgraded to severe non-attainment status as of January 2004.

Measures that the county and cities will implement to comply with the state implementation plan include encouraging transportation demand management, provision of an extensive sidewalk system, and certain efforts to promote public transit. Clayton County has recently undertaken significant steps in transportation demand management by implementing a regional bus transit system with the assistance of GRTA, and by passing a Special Purpose Local Option Sales Tax (SPLOST); the proceeds of which will help fund the installation of ninety-six (96) miles of sidewalks on forty-seven (47) miles of roads in Clayton County.

Map 7.16 Nonattainment Areas, Atlanta Metro Region



### 7.2.6.2 Alternative Transportation Strategies for Air Quality Improvement

Actions to bring into compliance any public transit facilities or services that are below an established LOS and/or other transportation performance measures include:

### 7.2.6.3 Development Regulations

Newly proposed land development regulations and incentives to ensure that new development does not cause the community's adopted LOS for an individual transportation facility to decline below the established transportation performance measures; to insure that transportation capital improvements or other strategies needed to accommodate the impacts of development are made concurrent with the development; and to protect or enhance transportation facilities, corridors, and sites to ensure that they can fulfill their identified functions include:

- All future development proposals are recommended to conduct comprehensive traffic studies to determine if the proposed development would cause any adjacent intersections to fall below the newly adopted Level of Service thresholds.
- Where proposed developments would cause any adjacent intersections to operate at LOS E or F, it is recommended that the city ensures that the developer take all necessary steps, including but not limited to paying for necessary roadway improvements, prior to approving the development plan.

### 7.2.6.4 Promotion of Bicycle & Pedestrian Usage

- Access control guidelines are recommended to be developed for each functional class of roadway in Riverdale to ensure that each roadway within the city fulfills its functional use in the future.
- Principal arterials are recommended to have access control guidelines that would consolidate access into multiple businesses as well as the consolidation of pedestrian crossings and the associated transit stops to maintain the principal arterial's function of providing mobility throughout Riverdale.
- Local collectors could have more liberal access and multiple pedestrian crossings including raised pedestrian crossings to calm traffic in residential areas.
- Bicycle lanes could also be implemented in conjunction with new construction of these types of roadway classes to provide for safer, multi-modal corridors where practical throughout the city.

### 7.2.6.5 Alternative Roadway LOS Improvements:

- Employer sponsored flex-time schedules
- Employer sponsored telecommuting programs
- Transit Subsidies with tax incentives for employers and employees
- Modifications to land use, for example, mixed use developments
- Local Shuttle Services

### **7.2.7 Public Input**

Between January 11 and January 20, 2005, The Riverdale Comprehensive Plan Consultant team conducted four public meetings in the city of Riverdale to solicit public input. The meetings followed the following format:

Introduction:

- Description of Comprehensive Planning Process
- Written Survey
- Visual Preference Survey
- General question & answer and comments
- Breakout table question & answer and comments

Below is a summary of the comments and suggestions pertaining to transportation issues offered by participants in these meetings. Comments that are relevant to more than one category are repeated in each of those categories.

### **7.2.8 Comments**

#### **7.2.8.1 Comments Pertaining To Roadways:**

- SR 85 is too congested.
- Improve streetscape, character of SR 85: more pedestrian friendly, less car-dependent
- Taylor Rd between Rountree (Riverdale HS) and SR 138 needs pedestrian and roadway safety improvements due to presence of children and high concentration of Day-Care facilities in area.
- Intersection of SR 138 and Taylor is dangerous, especially for pedestrians, due to geometry, sight lines, proximity to Schools and convenience stores.
- SR 138 is dangerous for cars exiting subdivisions at Bridlewood and Abington.
- Use Meridien MS, as model for Downtown street configuration: specifically paired 1-way connectors.
- Consider making Church St. 1-way, southbound & Powers St. 1-way northbound.
- Improve capacity of Church St. South of Main St.
- Acquire wide ROW on both sides of SR185 to build linear park/bike/pedestrian network

- Consider traffic impacts of residential development outside city boundary on east side of City. Specifically near Taylor Rd and SR 138

#### 7.2.8.2 Comments Pertaining to Intersections:

- Intersection of Roberts and Church is dangerous, needs pedestrian improvements.
- Rear exit of Publix (SR 85 & SR 138) is difficult for cars trying to turn left onto SR 138 EB. Consider traffic signal.
- Intersection of SR 138 and Taylor is dangerous, especially for pedestrians, due to geometry, sight lines, proximity to Schools and convenience stores.
- Intersection configuration at SR 138 and Taylor encourages pedestrians to walk & loiter in median.
- SR 138 is dangerous for cars exiting subdivisions at Bridlewood and Abington.
- SR 138 is dangerous and congested for cars entering and exiting the Atlanta Gas Light facility on the south side of SR 128 between SR 85 and Taylor.
- Intersection is dangerous, awkward, or confusing: Denham & Lassiter & Cargile
- Intersection is dangerous, awkward, or confusing: Camp & Valley Hill & Upper Riverdale Rd
- Intersection is dangerous, awkward, or confusing: SR 138 & Taylor

#### 7.2.8.3 Comments Pertaining To Pedestrian Issues and Facilities:

- Riverdale needs better and more sidewalks (frequently cited)
- Pedestrian conditions on all corridors, especially SR 85, SR 138 Roberts, & Taylor are bad
- SR 85 needs improved pedestrian crossings, specifically pedestrian overpasses.
- Improve streetscape, character of SR 85: more pedestrian friendly, less car-dependent
- Intersection of Roberts and Church is dangerous, needs pedestrian improvements.
- Improve pedestrian facilities adjacent to Schools
- Taylor Rd between Rountree (Riverdale HS) and SR 138 needs pedestrian and roadway safety improvements due to presence of children and high concentration of Day-Care facilities in area.
- Intersection of SR 138 and Taylor is dangerous, especially for pedestrians, due to geometry, sight lines, proximity to Schools and convenience stores.



- Intersection configuration at SR 138 and Taylor encourages pedestrians to walk & loiter in median.
- Provide better pedestrian and bike access to schools and recreation facilities for children.
- Explore undeveloped linear lot East of Cargile St adjacent to King street and consider developing as bike/pedestrian path
- Acquire wide ROW on both sides of SR185 to build linear park/bike/pedestrian network

#### 7.2.8.4 Comments Pertaining To Bicycling Issues and Facilities

- Create City-wide bicycle network
- Provide better pedestrian and bike access to schools and recreation facilities for children.
- Explore undeveloped linear lot East of Cargile St adjacent to King street and consider developing as bike/pedestrian path
- Build Bike paths along Valley Hill/Upper Riverdale.
- Acquire wide ROW on both sides of SR185 to build linear park/bike/pedestrian network

#### 7.2.8.5 Comments Pertaining To Transit Issues and Facilities

- City of Riverdale needs an internal transit shuttle/circulator bus
- C-Tran stops need better signage, standardization, shelters
- C-Tran service needs better publicity, maps, schedules
- C-Tran service needs improved frequency, longer service hours
- C-Tran needs better schedule coordination with MARTA
- C-Tran needs better connection facilities in central Riverdale
- C-Tran needs more direct service to Airport, Jonesboro, Medical Center.
- C-Tran needs wider coverage area.
- Bus shelters should be designed and installed to provide consistent “southern” identity
- Consider amending C-Tran service to accommodate proposed Lovejoy commuter rail.

- Bus shelters already purchased have not been installed

#### 7.2.8.6 Comments Pertaining To Land Use, Design and Other Issues

- Improve streetscape, character of SR 85: more pedestrian friendly, less car-dependent
- Intersection is dangerous, awkward, or confusing: SR 138 & Taylor
- Use street names and transportation facilities to enhance city identity:
- Riverwalk Pkwy should be called Riverdale Pkwy to enhance city identity
- Bus shelters should be modulated to provide consistent “southern” identity
- Use Meridien MS, as model for Downtown street configuration: specifically paired 1-way connectors.
- Maintain small-town, rural flavor of Church St south of Main St.
- Plan for impacts of new development East of SR 85 between Lamar/Hucheson and Rountree.
- Explore undeveloped linear lot East of Cargile St adjacent to King street and consider developing as bike/pedestrian path
- Bring the “River” back to Riverdale: create or improve system of rivers or canals to promote development and city identity
- Acquire wide ROW on both sides of SR185 to build linear park/bike/pedestrian network

### 7.3 TRANSPORTATION ASSESSMENT AND RECOMMENDATIONS

#### 7.3.1 Programmed Improvements

Below is a current list of projects in and around City of Riverdale.

##### 7.3.1.1 ARC TIP and RTP Projects

The following projects are listed under the Atlanta Regional Commission Transportation Improvement Plan (TIP). These projects are scheduled for the 2005 – 2010 planning period.

**ARC Project Number – CL - 235**

**GDOT Project Number – 731885**

**SR 85 and SR 138 at Pointe South Parkway to SR 331 (Forest Parkway) and From SR 85 to North Avenue**

- Description – This project will comprise of signal improvements on SR 85 and SR 138 from SR 331 and SR 85 to Pointe South Parkway and North Avenue. The improvements would enhance traffic operation and flow in this corridor and improve congestion.
- Service Type – ITS-Other
- Completion Date – 2005
- Corridor Length – 6.62 miles
- Total funding commitment - \$1,374,000
- Funding Source – Q23-Surface Transportation Program

**ARC Project Number – CL - 243**

**GDOT Project Number – N/A**

**Valley Hill Road from Upper Riverdale Road to Battles Creek Road**

- Description – Widen Roadway from two through lanes to four through lanes
- Service Type – Roadway Capacity
- Completion Date – 2015
- Corridor Length – 2.36 miles
- Total funding commitment - \$9,620,000
- Funding Source – FEDAID – 2011-2030

**ARC Project Number – CL - 020**

**GDOT Project Number – 751810**

**Flint River Road from Glenwoods Drive to Kendrick Road**

- Description – This project will involve widening Flint River Road from 2 to 4 lanes from Glenwoods Drive to Kendrick Road and add center turn lanes. The project

will improve safety and reduce delays in the corridor with heavily populated residential area.

- Service Type – Roadway Capacity
- Completion Date – 2008
- Corridor Length – 1.2 miles
- Total funding commitment - \$2,600,000
- Funding Source – GRB – Guaranteed Revenue Bonds

**ARC Project Number – CL - 014**

**GDOT Project Number – 721550**

**SR 85 from Adams Drive to I-75 south including interchange at Forest Parkway**

- Description – Construction of an interchange on SR 85 at Forest Parkway and widening SR 85 from Adams Drive to I-75 South from 4 to 6 lanes.
- Service Type – Roadway Capacity
- Completion Date – 2020
- Corridor Length – 2.68 miles
- Total funding commitment - \$14,709,000
- Funding Source – FEDAID – 2011-2030

**ARC Project Number – CL - 015**

**GDOT Project Number – 721290**

**SR 85 from SR 279 (Old National Highway) in Fayette County to Roberts Drive in City of Riverdale**

- Description – This is a Phase I of the SR 85 widening project from SR 279 to Roberts Road from 4 to 6 lanes. The improvements will enhance travel in this corridor, improve traffic flow and relieve congestion along this portion of SR 85.
- Service Type – Roadway Capacity
- Completion Date – 2020
- Corridor Length – 4.11 miles
- Total funding commitment - \$7,838,000
- Funding Source – Q24-Surface Transportation Program

### 7.3.1.2 Clayton County SPLOST Programmed Projects

Projects from the Clayton County SPLOST list that are relevant to the City of Riverdale have been highlighted in this section

#### **SPLOST Project Number – 4**

##### **Construction of Flint River Road widening from Kendrick Road to Tara Boulevard**

- Description – Construction is under way for the widening of Lee from Kendrick Road to Tara Boulevard. The Flint River Road project is widening the existing two lane roadway to a four lane divided roadway with curb and gutter and sidewalk. This construction project will improve pedestrian access and the overall functionality of the roadway system.
- Completion Date – March 2005

#### **SPLOST Project Number – 6**

##### **Traffic and Pedestrian Study at seventeen Clayton County Schools**

- Description – This project includes the investigation and study of vehicular and pedestrian access at County schools. This study will generate a priority list of improvements at each School which Clayton County will use for program future SPLOST construction projects. The list of schools includes Riverdale Elementary school on Camp Street in Riverdale.
- Completion Date – December 2004

#### **SPLOST Project Number – 8**

##### **Study of stormwater facilities in selected neighborhoods**

- Description – The intent of this study is to provide GIS database information and stormwater infrastructure data at various locations in Clayton County. In addition, this study will identify potential problem areas and recommend improvements that can extend the service life of various older storm sewer systems throughout Clayton County. The recommendation report will be used to identify future SPLOST projects. The study includes Kendrick Road and Valley Hill Road.
- Completion Date – June 2005

#### **SPLOST Project Number – 12**

##### **The Design of Signal Upgrades at Forty-four Intersections in Clayton County**

- Description – This project will provide construction plans and bid documents for the traffic signal design at forty-four intersections which are necessary for the County to let to construction. The list included numerous intersections along SR 85 and SR 138 in City of Riverdale.
- Completion Date – April 2005

### 7.3.1.3 Clayton County SPLOST Recommended Projects

In addition to the above funded SPLOST projects, numerous other transportation improvement projects were recommended for funding through the Clayton County SPLOST program. These recommendations that were not approved for funding through SPLOST and are relevant to City of Riverdale are listed below.

**Road Construction Projects:**

- Gardenwalk Boulevard – Phase 1 – From Gardenwalk Boulevard at SR 85 to upper Riverdale Rd.

**Road Widening and Improvement Projects:**

- Rountree Road – Between Old Rountree Road and SR 138.
- SR 139 at SR 85 – Construct an eastbound right turn lane from SR 139 onto SR 85 southbound.
- Valley Hill Road – From Battlecreek Road to Upper Riverdale Road.
- West Lee’s Mill Road – From Gardenwalk Boulevard to Rock Hill Drive.
- Warren Drive – From Warren Drive dead end to SR 85.

**Intersection Improvements:**

- Upper Riverdale Road at Arrowhead Boulevard – Add an eastbound right turn lane.

7.3.1.4 ARC Projects With Indirect Impact On City of Riverdale**Roadway Capacity and Intersection Upgrade Projects:**

- Widening SR 85 including interchange at Forest Parkway (SR 331) from Adams Drive to I-75 ramp west of the City of Forest Park.
- Widening SR 314-Fayetteville Rd from Norman Dr/CR 255 to SR 139/Riverdale Rd.
- Widening I-75 South add two lanes southbound only from I-285 south to US 19/41-SR 3-Old Dixie Hwy.
- Interchange capacity expansion at I-75 south new interchanges and 4-lane collector/distributor system.

**Pedestrian Facility Expansion and Improvements:**

- Riverdale sidewalks around school facilities.
- Transit-oriented pedestrian improvements from I-75 south to US 19/41-SR 3.

**7.3.2 Recommendations Based On Needs Assessment**7.3.2.1 SR 85 Corridor Study

Due to Riverdale’s small size and linear shape, State Route 85 has a major impact on transportation conditions throughout the City. Nearly every conceivable transportation improvement in the city will either impact, or be impacted by conditions along the SR 85 corridor. For this reason, it is crucial that this corridor be studied as a complete transportation system, and that all specific elements and improvements along this corridor be considered in terms of their impacts and contributions to the entire system.

SR 85 is the source of most of Riverdale’s transportation and land use deficiencies, needs and opportunities because of its conflicting dual roles as both a regional arterial and a local main street. As a state-designated arterial route, SR 85 is responsible for carrying a high volume of through traffic as part of the regional transportation system. As the nearest alternate north-south arterials are Fayetteville Rd, 2 miles to the west, and Tara Blvd., 2 miles to the east, SR 85 must be maintained as an arterial, and improvements and recommendations that reduce capacity along this route will be difficult to justify. As a state-maintained arterial, SR 85 is also subject to numerous requirements regarding operation configurations and road geometry that severely limit the range of potential improvements.

SR 85 however, also serves as the “main street” of Riverdale. A significant portion of the city’s businesses face this road, and nearly all local trips between destinations within the city involve traveling along, or crossing SR 85. Extra care must be taken to reconcile this corridor’s dual role, determine the best balance of functional usage, and devise and implement improvements which achieve this balance.

The study team recommends that the City of Riverdale pursue opportunities to fund and conduct a corridor Study of SR 85, from Poplar Springs Rd on the North to SR 138 on the south, including all land and roads within a one-quarter mile buffer to the east and west. This study should consider:

- Roadway functional class and purpose
- Capacity improvements
- Intersection improvements
- Operational Improvements
- Access Management
- Signalization & ITS improvements
- Pedestrian crossings
- Sidewalks & pedestrian amenities
- Transit facilities

This study should be used to guide all future transportation improvements, land use and zoning decisions within this corridor.

#### 7.3.2.2 Recommended Intersection Improvements

Based on the technical and field analysis, operational, safety, and alignment problems were identified at numerous intersections. Several studies and improvement projects have already been programmed which address aspects of these problem intersections, particularly along SR 85 and SR 138, and these studies should be considered to and deferred to where possible.

The following intersections are recommended that operational and safety improvements be designed and implemented at the following intersections:

- Every intersection of SR 85 within or near the City of Riverdale experienced notably high crash volumes and congestion. It is recommended that all of these intersections be considered for improvement together as part of a SR 85 corridor Study.
- Roberts Dr./Taylor St. and Rountree Rd.
- Valley Hill Rd & Upper Riverdale Rd.
- Taylor RD. & SR. 138

#### 7.3.2.3 Recommended Operational Improvements

Church St. is the only continuous north-south route other than SR 85 in the City of Riverdale. North of Main St., Church St. is classified as a minor arterial, and experiences heavy traffic volumes from Riverdale Rd. to the north. South of Main Street, Church St. becomes a 2-lane local road for 1.3 miles until it merges into SR 85. This portion of Church St. receives higher traffic volumes than it was designed for and as a result, experiences significantly high crash rates.

The segment of Church Street between Main Street and SR 85 is recommended for operational and roadway improvements including the following:

- Intersection improvements
- Operational Improvements
- Possible capacity improvements
- Access Management
- Signalization & ITS improvements
- Pedestrian crossings
- Sidewalks & pedestrian amenities

#### 7.3.2.4 Recommended Pedestrian & Bicycle Improvements

Several areas of Riverdale are in severe needs of pedestrian improvements.

- Sidewalks on both sides of the street and crosswalk improvements are recommended for all streets within ½ mile of all schools and recreation facilities. This is currently being studied several schools at a time on a county-wide basis by Clayton County, and it is recommended that city of Riverdale coordinate with this study, but also conduct independent assessment to ensure coverage of all schools and recreation centers.
- Sidewalks along SR 85 should be upgraded in concert with a SR 85 Corridor Study.



- Safe pedestrian crossing facilities across SR 85 should be made a priority and reviewed in concert with a SR 85 Corridor Study.
- Adequate sidewalks and pedestrian facilities should be provided in the vicinity of all transit stops.
- It is recommended that improved sidewalk facilities be included with all future roadway improvements.

Riverdale currently has no designated on or off-street bicycle facilities or plans. It is recommended that the city coordinate with Clayton County and the Atlanta Regional Commission to ensure that Riverdale's bicycle access needs are adequately represented in county-wide and regional bicycle plans.

#### 7.3.2.5 Recommended Transit Improvements

Riverdale's transit mobility and access can be improved with the following recommendations:

- Riverdale should coordinate with C-Tran and GRTA to advocate more direct linkages between Riverdale and Jonesboro, Atlanta Airport, and the Marta transit system.
- Riverdale should support proposals to provide express buses between Riverdale and Downtown Atlanta
- Amenities should be provided at bus stops within Riverdale, including:
  - Adequate signage
  - Adequate Sidewalks
  - Bus Shelters
  - Transit Information
  - Benches
  - Trash Receptacles
- An upgraded transit facility for central Riverdale would increase the desirability of transit in the area by facilitating transfers between C-Tran routes and regional transit services such as a proposed GRTA commuter bus. A location near the intersection of SR 85 and Upper Riverdale road with enhanced transit facilities would serve this purpose.

## 7.4 TRANSPORTATION GOALS AND POLICIES

- Goal 1            Provide accessibility and mobility for people and goods.
  - Policy 1.1        Identify congested areas and develop strategies to alleviate congestion.
  - Policy 1.2        Identify connectivity issues and develop strategies to enhance connectivity.
  - Policy 1.3        Identify deficiencies for all modes of travel and address them.
  - Policy 1.4        Ensure that all citizens have adequate mobility and access to transportation services.
  - Policy 1.5        Balance needs of local and through traffic.
  - Policy 1.6        Provide adequate public transit services and amenities.
  
- Goal 2            Attain or exceed regional air quality goals.
  - Policy 2.1        Provide adequate services and facilities to ensure that low-emission travel modes are safe, convenient, and pleasant.
  - Policy 2.2        Encourage transportation demand management strategies.
  - Policy 2.3        Consider a full range of options to reduce congestion.
  - Policy 2.4        Provide adequate public transit services and amenities.
  
- Goal 3            Improve coordination of land use and transportation.
  - Policy 3.1        Encourage compact development such as mixed-use and new urbanism to reduce automobile trips.
  - Policy 3.2        Coordinate bicycle/pedestrian access with public facilities such as parks and schools.
  
- Goal 4            Maintain and improve transportation system performance, safety, and preservation.
  - Policy 4.1        Improve dangerous intersections and roadways.
  - Policy 4.2        Improve sidewalk and pedestrian crossing facilities.
  - Policy 4.3        Maintain and improve transit facilities, stops, and shelters.
  - Policy 4.4        Address congested roadways by implementing improvements or other congestion mitigation techniques.
  - Policy 4.5        Maintain or improve roadways and intersections to maximize efficient operational performance.
  - Policy 4.6        Provide sidewalks, bicycle paths, and facilities near schools, libraries, parks, and other places used by children.
  - Policy 4.6        Develop access control guidelines for each functional class of roadway to ensure that each roadway achieves the optimum balance of mobility and accessibility.
  
- Goal 5            Protect and improve the environment and the quality of life.
  - Policy 5.1        Ensure that sidewalks are safe, continuous, and in good condition.
  - Policy 5.2        Provide streetscaping amenities to enhance the physical appearance the city’s streets and make sidewalks more pleasant and functional.

- Policy 5.3 Enhance public health by providing safe, pleasant and convenient pedestrian and bicycle facilities that encourage walking and cycling instead of driving.
- Policy 5.4 Maintain the city’s streets and sidewalks to enhance public pride and ownership.

Goal 6- Develop and maintain a transportation planning framework to facilitate the planning and maintenance of Riverdale’s transportation network

- Policy 6.1 Develop and adopt a thoroughfare plan which categorizes each roadway by its appropriate function within the city's overall road system.
- Policy 6.2 Classify and size roadways according to existing and future demand and develop access standards based on these functions.
- Policy 6.3 Develop and adopt a citywide sidewalk plan that promotes the improvement of pedestrian sidewalks in residential areas.
- Policy 6.4 Align existing plans and performance measures with any future plans to achieve more detailed transportation goal and policy development.
- Policy 6.5 Ensure that measures to manage or control land uses and natural resources are included in the city’s transportation planning process.
- Policy 6.6 Develop design standards for each roadway classification to preserve the appropriate balance between its traffic service and land use functions.
- Policy 6.7 Coordinate transportation planning activities with county, regional, and state agencies.

## **CHAPTER 8 – LAND USE**

### **8.1 PURPOSE OF THE LAND USE ELEMENT**

There are two purposes for the land use section of the Comprehensive Plan: 1) to inventory the city’s existing land use patterns; 2) to recommend policies for future development that are consistent with the city’s character. Land use patterns of a community have a major influence on transportation, energy consumption, property taxes, compatible or conflicting adjacent land uses, and possibilities for future growth.

The inventories will highlight existing land use patterns and trends. Recommendations will guide and direct future patterns of growth based on community needs and desires; and develop goals, policies, and strategies for future land use. These land use goals and policies will support and reflect the economic, housing, community service and natural and cultural goals and policies of the plan. The Future Land Use Plan will identify areas that should be considered affecting land use patterns for future needs. It should be remembered, however, that the Land Use Plan is subject to change as the city grows and may be amended at any time following the necessary public hearings and justification for such amendments.

The land use section, in particular, serves as a guide for the city regarding private development proposals and decisions on the location of public facilities. The land use section of the Comprehensive Plan also serves as the foundation for zoning and subdivision regulations and the Capital Improvements Program, which put the Goals and Policies into action. The Land Use Plan is used primarily as a general and long-range policy guide to decisions concerning future land development. Future changes in zoning or subdivision policies must be based on the land use patterns shown on the future land use map.

The adoption of these policies by the city establishes their dominance as a guide for land use decisions; and, they may be changed only by amending the plan. The land use plan shall also be used as a forecast of the future land needs of the city. Although the land use forecasts are for 20 years in the future, the life expectancy of the land use plan, for accuracy and applicability is five to six years. This emphasizes the need to revise the plan every five years; although it is only state mandated for updating every ten years.

Certain requirements are set forth by the Georgia Department of Community Affairs, which outlines a standard land category system that should be shown for different land uses. These are outlined below.

### **8.2 LAND USE CLASSIFICATION CATEGORIES**

The Department of Community Affairs (DCA) recommends that land use classification in local plans be consistent with the standard system established for the State of Georgia. Local governments are free to develop additional, more detailed categories; however they

must be grouped under one of these nine standard categories. These categories are as follows.

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

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

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

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

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

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

*Residential:* The predominant use of land within the residential category is for single family and multi-family dwellings.

*Transportation/Communication/Utilities:* Also referred to as “TCU,” this category encompasses various land use types associated with transportation, communication, and utilities. This category includes major transportation routes, public transit stations, power generation plants, railroad facilities, radio towers, airports, water authority facilities and similar uses. However, it should be noted that much of the TCU acreage is accounted for in other categories, particularly roads and their right-of-ways, which are absorbed into the context of a more dominant land use.

Riverdale does not use all of these categories, as they are not applicable in all cases. For example, there is no agricultural land use in Riverdale.

## 8.3 EXISTING LAND USE

### 8.3.1 Methodology

The Existing Land Use Map illustrates present land use patterns in the city and provides a basis for the development of the future land use plan and future zoning map. An existing land use survey was conducted to update and verify the land use types within the City of Riverdale. This comprehensive survey of existing land uses first reviewed aerial photos of the city taken in early 2003, which are considered reasonably current and accurate. Data was then verified by doing a field inventory that involved site visits to land parcels throughout Riverdale. The field work was recorded on tax parcel maps and aerial photos, and each parcel was coded according to its present primary land use and then transferred to a large base map. This became the updated existing land use map. The Existing Land Use Map was presented to the public for review and final comment during the public involvement workshops.

### 8.3.2 Existing Land Uses

The primary existing land use in Riverdale is residential, over 49% of the total land mass is made up of residences; of that, 43.1% are single family residential. Most of the multi-family units are located in the central and northern portions of the city. Only one large multi-family development is located in the southern panhandle of the city.

The following categories are shown on the City of Riverdale Existing Land Use Map and are in accordance with State DCA guidelines:

**Single-Family Residential** – This category includes individual homes, many of which are located within organized subdivisions.

**Multi-Family Residential-** This includes all attached residential buildings that are not owner occupied. Developments in this category contain at least two units per structure.

**Commercial** – The main concentration of commercial developments are found along Highway 85, Highway 138 and Upper Riverdale Road. This is the second largest category on the map and is anticipated to grow over the next 10 years as the vacant lands along Highway 85 are developed.

Predominant uses for this category include establishments that offer goods or merchandise for sale, or rent and other commercial uses that do not operate in office settings. Much of Riverdale’s commercial growth has been developed into strip shopping centers and large retailers. Conversion of homes into commercial uses has also become more and more common along the major corridors.

**Public Institutional** - State, federal, local government uses and quasi-public institutions are included in this category. Governmental uses include: police, fire, City Hall, public works, libraries, post office, and public schools. Institutional uses include churches, cemeteries and other private non-profit uses.

These uses are dispersed throughout the city. City Hall and the adjoining police and fire department buildings are located off Main Street. See the Community Facilities and Services chapter for locations and descriptions of activities within the buildings.

Most of the schools are located within or adjacent to residential areas. Most of the areas do have sidewalks that lead to the schools. This does create a walkable environment for children from their homes to school.

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

Riverdale has very little industrial uses within its city limits; however one large portion of the city has been affected by mining and extraction activities. Industrial development within Riverdale is reflected through light industrial uses. Nearly all industrial activities take place to the north and northeast portions of the city.

**Light Industrial** - This category is for land dedicated to body repair shops, contractor, building and/or equipment operator's office, warehouse and storage facilities, heavy equipment, truck and ancillary service establishments, mini-warehouses. These areas are not to emit large amounts of noise, dust, dirt, vibrations, odors, objectionable light or glare beyond the premises. Most of these areas are located off Lees Mill Road. Many of the buildings constructed for industrial use are now vacant in this area. Another area largely influenced by dirt mining/excavation is located in the north eastern tip of the city includes 148.1 acres and is currently used to transport dirt to the Hartsfield International Airport for the construction of the fifth runway.

**Transportation/Communication/Utilities** - This category includes such uses as power lines, transmission towers, highways, telephone switching stations, and right of way along roadways.

**Parks/Recreation/Conservation** - Areas included in this category include city parks, land donated to the city from Private Developers, and land acquired through the State greenspace program. These lands are owned by the local government and protected and or created for recreational enjoyment of the citizens.

**Vacant/Unused** - Included areas that have been untouched by development and/or underutilized areas. The largest vacant parcels are owned by private citizens. There are two large vacant parcels that are located in the western portion of the city limits

primarily surrounded by residential neighborhoods and off State Route 85 between Dahlonga Drive and Rountree Road.

**Vacant/Transitional** - Areas were identified as areas undergoing development. Specific site visits to these sites were made to investigate the type of development that was taking place and any rezoning classifications they may have undergone over the last several years.

The existing land use distribution is included below. Land use categories have been depicted in acres, and each category is expressed as a percentage of the total city area. This survey is useful for pointing out existing estimated land use acreage and potential available land for future development. In addition, a map of existing land uses is provided in Map 8.1.

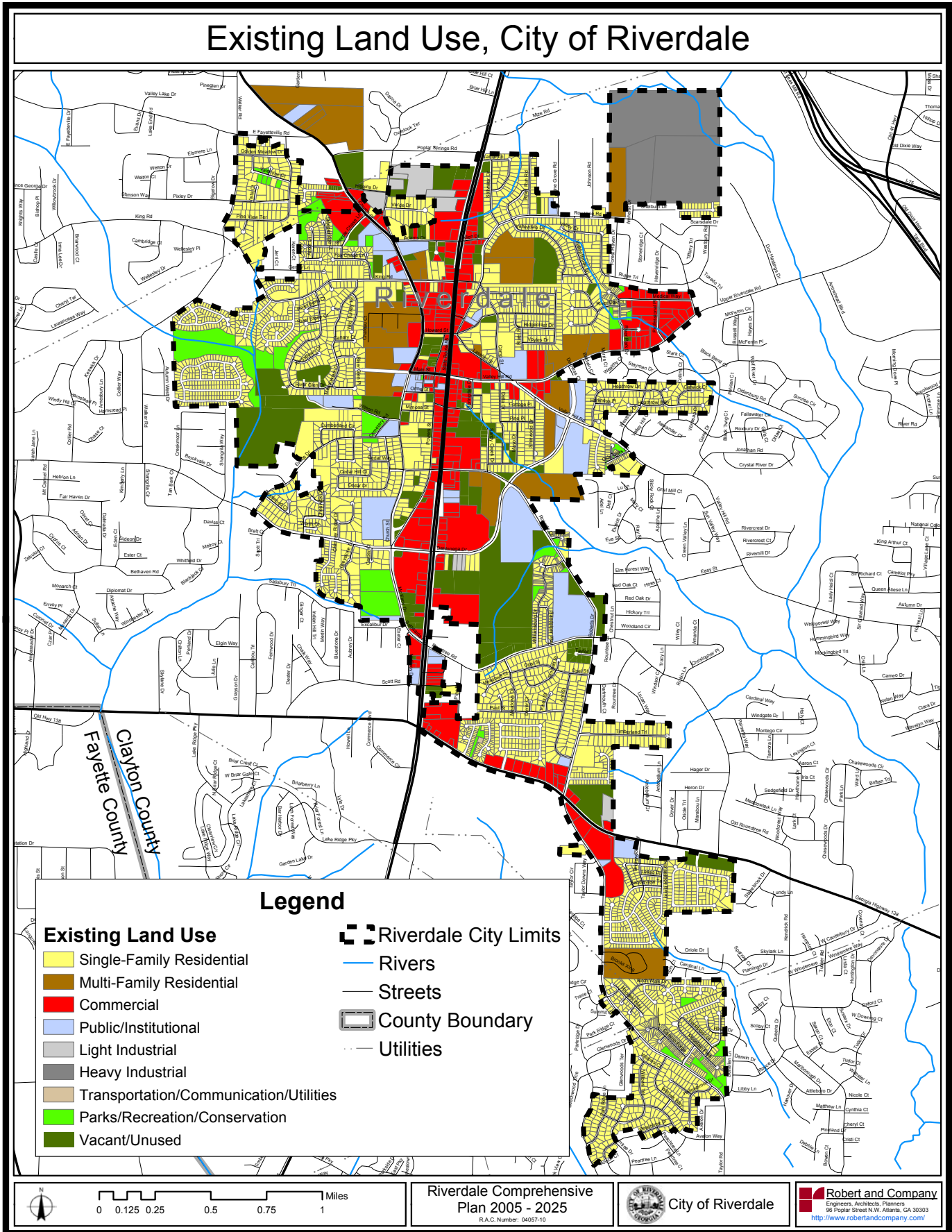
**Table 8.1 Existing Land Use Acreage Totals, City of Riverdale**

Land Use	Acres	%
Single-Family Residential	1,276.0	43.3%
Multi-Family Residential	183.4	6.2%
Commercial	350.8	11.9%
Public/Institutional	160.3	5.4%
Light Industrial	28.4	1.0%
Heavy Industrial	148.1	5.0%
Transportation/Communication/Utilities (Excluding Road R.O.W.)	0.6	0.02%
Road Right of Way (Transportation/Communication/Utilities)	411.3	14.0%
Parks/Recreation/Conservation	100.0	3.4%
Vacant/Unused	286.3	9.7%
<b>TOTAL</b>	<b>2,945.2</b>	<b>100.0%</b>

Source: City of Riverdale, Updated and verified with land use survey by The Collaborative Firm.



Map 8.1 Existing Land Use, City of Riverdale



### **8.3.3 Historical Factors for Current Development Patterns**

The City of Riverdale has long been influenced by differing modes of transportation including the wagon, the railroad, the automobile, and airplanes. Settlers moved to the area now known as the City of Riverdale long before the Civil War came to Georgia in the 1860's. In 1887, however, a railroad track was built from Atlanta to Fort Valley. This mode of transportation became a staple for the community that provided jobs, housing and became a main stop on the route.

The railroad track route is still heavily traveled today, but by automobile, not train. Years ago the railroad tracks were removed. State Route 85, the main transportation artery through Riverdale today, runs along the same north/south route as the railroad, before it was removed. This transportation route is a major influence for the city bringing citizens and visitors in and out of the city daily. The geographic make-up of the city shows that State Route 85 literally bisects the city in half from east to west. In turn, the affect on growth patterns for the city is found to be primarily commercial running along the 85 Corridor and on each side are residential components.

Another major influence on Riverdale is its proximity to one of the nation's busiest airports. Located about five miles south of Atlanta's Hartsfield International Airport, Riverdale is in a unique position to benefit from the airport's economic impacts.

During the past 5 years, the city has experienced rapid changes to its land uses. Primarily, the city's single-family residential development has increased at a rapid rate. There have been over 1,000 housing units constructed over the past five years and there is little indication the pace of construction will decrease at any noticeable rate as long as tracts of vacant land are still available. The overall infrastructure is still able to accommodate this growth, but certain areas, including smaller collector streets, should be examined carefully by the local government to ensure that future development will not outpace current capacity. The main areas having experienced the highest rate of single family residential growth was from King Road south to Wilson Road.

Other vacant lands that have experienced development are along State Route 85. Commercial development has continued along this corridor. By 2010, most all of the land along this major arterial will be fully developed if current development proposals are fulfilled. The majority of the land has large named developments planned including major retailers such as Home Depot. Wal-Mart also expanded its original store built in 1985 by 70,000 square feet in 2004. The grand opening for this Supercenter was October 20, 2004.

## **8.4 FUTURE LAND USE**

### **8.4.1 Purpose of the Land Use Plan**

The Future Land Use Plan preparation largely consisted of two major work elements. The first work element involved determining quantities of various land use categories needed to sustain anticipated future growth through the planning period. The second major work element involved selecting areas of the city that are best suited for a particular type of land use activity.

This Comprehensive Plan includes a future land use map that will be used to guide where land uses are to be developed. The future land use plan should be used as a guide in the decision-making process for future modifications to the zoning ordinance, consideration of development proposals, rezoning requests, variance requests or any other planning and development concerns that may arise in the city.

### **8.4.2 The Importance of the Land Use Plan**

The future land use plan is a representation of how the city should appear when fully developed. It does not imply that all of the changes should occur at once. Development will proceed in a manner and timeframe that is consistent with policies on the environment, infrastructure, and other matters.

The plan is not a legal tool; however, because it forms the basis for the zoning ordinance, the subdivision regulations and other implementation documents, it does carry some legal weight. The plan should serve as a guide for consideration of amendments to the Zoning Ordinance, the Official Zoning Map, the Subdivision Ordinance, the public improvements program, and capital improvements budget.

Deviations from the future land use map should be carefully considered to ensure that consistency is maintained when making decisions on planning and development matters. Decisions that are in direct conflict with the future land use map that could undermine the long-term objectives of the community if approved should also be avoided. Deviations from the future land use map may be appropriate when it can be justified by more detailed information, changes to conditions or in cases where the deviation is not contrary to the overall intent and purpose of the Plan. The future land use map will require updating in cases where proposed deviations would significantly alter the direction set by the Plan. An amendment to the future land use map will be required in the case of developments that are not consistent with the adopted future land use map.

Although the land use forecasts are for at least 20 years in the future, the realistic life expectancy of the Land Use Plan, in a rapidly growing area, for accuracy and applicability is five to six years. Essentially, it is necessary to review plans periodically in light of unforeseen events. This provides an opportunity to adjust the plan well before the target year is reached.

### **8.4.3 Methodology**

In order for the Land Use Plan to be useful as a policy tool for guiding land use decisions, it must be carefully composed. In drafting the Future Land Use Plan and Map, the following factors were considered:

- Existing land use patterns and growth trends,
- Existing zoning patterns,
- Projected future land use needs based on projected future population and employment converted to the number of acres needed to accommodate projected growth levels,
- Flood plains, excessive slopes (over 20 percent), and soil types,
- Location of major streets/roads and open space,
- Public Input
- Building permit trends, and
- Land use policies.

### **8.4.4 Future Land Use Guiding Principles**

Location criteria are guiding principles and standards used in the placement of activities on the land. These principles and standards have evolved over time within the planning profession and are recognized for their universal application. These criteria involve numerous considerations including danger from floods and other health and safety standards; the vulnerability of important environmental processes to urban activities; the proximity of one land use from another in time, distance and cost; the social, economic, and environmental compatibility of adjacent land uses; and physical characteristics of individual locations, their suitability for development, and the pattern of land values. General principles relating to the location of land uses customarily identify five major functional areas: the work areas, the living areas, the shopping and leisure time areas, the community facility systems and environmentally critical areas of land and water. These principles can be expressed as follows:

#### Work areas

Employment should be located in convenient proximity to living areas where energy efficient interconnecting transit and thoroughfare routes can be designed to insure easy access back and forth. The spatial distribution of work areas should harmonize with interurban patterns of firm interaction.

#### Living areas

Residences should be located in convenient proximity to the work and leisure-time areas and where there are nearby transit and thoroughfare routes to insure easy access. The spatial configuration of residential communities should take the activity and residential preference patterns of various categories of households into account. Living areas should be in convenient proximity to large open spaces and should include smaller open spaces,

with residential areas within easy walking distance of community facilities. They should be located in areas protected from traffic and incompatible uses; in areas that are economic, energy-efficient, and attractive to develop; and where desirable residential densities with a range of choice can be ensured.

#### Shopping areas and entertainment centers

Shopping malls, restaurant areas, cultural centers and educational complexes should be in convenient proximity to living areas. They should be in centrally located areas and on sites adequate for their purposes.

#### Community facilities

Systems should be designed around the underlying service-delivery concepts of each such system and its program, with service levels appropriate to the user groups of each facility. Recreational facilities, schools, libraries, medical care facilities, law enforcement and fire stations, and other community facilities should be in locations convenient to user groups and on sites economically feasible to develop.

#### Open-space system and environmental protection

Major parks and large open spaces should be located so as to take advantage of, as well as protect, natural processes and unusual landscape features and to provide for a variety of outdoor recreational and other activities. Environmentally critical areas of land and water should be protected from incompatible uses and from pollutants generated by urbanization in the vicinity. Wooded areas that serve a functional purpose in climate, noise, light, and pollution control should be preserved as part of a rural forest and open-space system. Vulnerable urban-type development should not be located in areas of natural hazards to life and property such as floods, slides, and unstable soils. Present and future water supply drainage basins should receive only urban development compatible with protection of the water quality.

## **8.5 DEVELOPMENT ISSUES**

Based on the analysis of the existing conditions, socio-economic statistics, and public input, several planning assumptions were made and listed below indicating the anticipated and desired future land use trends and requirements for Riverdale over the next 20 years. There are several factors that will influence the land use patterns including the existing land use patterns, redevelopment opportunities, public service and facilities, environmentally sensitive areas, future growth projections and land needs.

### **8.5.1 Development Patterns**

During the overall review of existing land use, several land use patterns emerged:

- Extensive single use districts
- Automobile oriented community
- Declining strip commercial development
- Strong separation between the west and east of the city due to Highway 85

#### Extensive single use districts

There are no land use districts within Riverdale that allow mixed-uses or transitional zones of development with residential and non-residential units combined. The city has a commercial transitional zone in their ordinance. The purpose of this district is to assure compatibility between new restricted commercial development and adjacent/surrounding residential uses. This further delineates the separation of land uses and promotes an automobile oriented environment.

Land use zones are more pedestrian oriented and safe when there are transitional zones that allow a mix of residential and non –residential developments, and the workplace and commerce centers allow mixed commercial, employment and limited residential uses.

#### Automobile Oriented Community

Nearly all development within Riverdale requires an automobile. Pedestrian and bicycle friendly environments do not exist between uses such as residential to commercial uses. Since there are essentially no neighborhood commercial uses within Riverdale, residents must get into their cars and drive to any service including commercial, recreational, or cultural.

#### Physically Divided City

It must be noted that Riverdale is separated into East and West. Highway 85 runs north to south through the center of the city; thereby, causing a major division between the two halves of the city. Highway 85 is not a negative factor within Riverdale. On the contrary it has served to bring economic development along this major corridor. But it should be

noted that this corridor has determined how the city’s development has occurred to a great extent.

### **8.5.2 Redevelopment Opportunities.**

The public identified several areas as being in need of redevelopment, rehabilitation, or reuse. Residential, Commercial and Industrial land uses were identified showing areas of decline or in need of repair.

#### **8.5.2.1 Residential**

Single-family residential units were viewed by the public as generally well maintained. However, isolated houses exist with substantial problems. Most of these homes were identified as aging homes that were in need of repair. Overall, the citizens felt that redevelopment and rehabilitation of older city neighborhoods should be a very high planning priority for the City of Riverdale. Riverdale wants to maintain the balance of housing for upper, middle, moderate and low-income households and feels this is important to keep a balance in their community. For the most part, residential redevelopment areas were primarily identified to be located in aging multi-family properties.

#### **8.5.2.2 Commercial**

Most of the redevelopment needs for the commercial areas were identified off State Route 85, yet no one large corridor or section of the city was identified by numerous persons. Overall, there were sporadic strip retail centers and strip commercial developments that were found to be aging, and visually unattractive. Other areas that were found as unappealing were Upper Riverdale Road and areas along Church Street and Riverdale Road. Left untouched, these areas can pose a loss of revenue for the city through disinvestment. Conversely, redevelopment of these areas can lead to maximizing the resources and capitalizing on the advantages such as existing infrastructure (water, sewer, roads) for the community. Nearly all of these areas are on highly visible roadways for the consumer, providing an ideal situation for real estate purposes and reinvestment.

#### **8.5.2.3 Industrial**

The largest portions of industrial lands are located in the northeast corner of the city and have been used for a single purpose: to extract and supply dirt for the site to construct the fifth runway. This area was one of several located in the Atlanta area utilized by the Hartsfield-Jackson International Airport. Florida Rock has mined this site and its current usability for future projects is uncertain.

Because it is such a large tract of land with a prime location, it must be considered for redevelopment opportunities in the future. This tract of land is northwest of the hospital and was included in the Upper Riverdale Road Corridor Redevelopment Concept Plan 2002, with recommendations for professional medical offices, commercial components with mixed uses, and high quality residential units for the employees. Much of this redevelopment plan does touch the city. This current industrial site has the ability to

create a synergy that can build off the new development by creating additional opportunities for housing, commercial, recreational, and new educational facilities.

Overall, the community has several opportunities to encourage infill development, mixed use developments, and neighborhood commercial developments that will service existing residential neighborhoods. To date, there are no local development policies or zoning regulations that will allow these types of developments. Some areas that have redevelopment potential, including commercial strip centers and existing houses that are in need of repair or development, are ideal locations to concentrate neighborhood commercial services for residential areas.

#### 8.5.2.4 Public Services/Facilities

Public services and facilities include the full array of governmental functions and operations necessary to support existing and new development whether provided by The City of Riverdale, the county, or some other third party contractual agreement. These services involve both physical improvements such as infrastructure for streets, utilities, schools, parks, fire stations, and programs or services such as education, public safety, and recreational services. The timing and location of these facilities and services are crucial in shaping future land use patterns. Collectively, these facilities and services represent a portfolio of city/county investments in future development addressing the needs of citizens and businesses. Major areas of concern are the following public facility related issues:

- **Adequate Public Facilities:** In its land use planning context, the term "adequate public facilities" generally refers to governmental strategies for assuring that all infrastructure required to meet the service demands of a particular development is available as development occurs. Such strategies can, where permitted by statute, require that the costs for all or a portion of such infrastructure be borne by the developer (ultimately the consumer), and not the general public. Riverdale is well served by public infrastructure and utilities, including water, sewer, police and fire protection, and public recreation, cultural and social facilities. Expansion and maintenance of infrastructure will be ongoing. This should provide for a positive development environment.
- **School Crowding:** Schools can both attract growth and be severely impacted by it. Since schools are provided by the Clayton County School Board, and not by the City of Riverdale, there is a critical need to carefully coordinate school location and enrollment capacity with residential development to avoid such negative impacts as school crowding. There are four schools located within Riverdale. See the community facilities chapter for more detail.
- **Parks and Recreation Facilities:** Parks and recreational facilities are both part of the public infrastructure system and essential ingredients of a desirable quality of life. Riverdale has a reasonable amount of conservation/open space at this time. There are just over 16 acres of active recreational space for the City of Riverdale. As the city continues to be developed, the overall demand for recreational facilities will go up. The city will need an additional 101.71 acres to accommodate their projected population growth by the year 2025.



#### 8.5.2.5 Environmentally Sensitive Areas

The accelerated development trend in the Riverdale area over the past five years has resulted in an increasing public awareness and concern for the environment including the need to preserve the city’s trees, open space and other natural resources. There are no protected mountains, rivers or virgin forestlands in Riverdale; however, there are certain environmental factors that will affect the city’s future land use patterns and topography.

- **Tree Preservation:** Currently, Riverdale’s Development Ordinance provides for limited tree preservation. Enforcement of tree preservation measures within Riverdale must prove effective, and supported. Workable tree preservation devices including incentive-based approaches are needed and recommended within the city. There is the need for greater tree preservation within street rights-of-way, all new developments, and for additional street trees within older established neighborhoods. The use of tree buffers to separate conflicting land uses should also be encouraged.
- **Watershed/Wetland Protection:** The entire City of Riverdale lies within the Greater Flint River Watershed. There are several streams that run through the city that are protected by state mandated and locally mandated buffer zones. No impervious surface may be constructed within a 150-foot setback area on both sides of the stream and no septic tanks or septic tank drain fields are permitted. Riverdale is built along a ridge line, and only a few small wetlands exist within the city limits. Most wetlands in the city consist of small lands and ponds. Although these lakes and ponds are typically man-made, they constitute important marine and land wildlife habitat, and require the equal amount of protection for naturally occurring and larger scale wetland areas. Map 5.2 in the Natural and Cultural Resources Chapter identifies these areas.
- **Slopes:** There are no 25% slopes within the city, but several areas within Riverdale do have moderately steep slopes, having a grade of over 15%. While the topography does not represent a significant development constraint in Riverdale, some consideration of slope should be taken for the location of land uses. For example, intensive uses such as commercial and industrial uses should be encouraged to develop primarily in areas of reasonably level land with slopes that do not exceed a 5% slope. Furthermore, residential development to be constructed on land in excess of 12 % slope should be carefully planned to prevent excessive street grades, unmanageable building lots, and excessive drainage problems. Map 5.5 of the Natural and Cultural Resource areas identifies these slopes.

## **8.6 PROJECTED LAND USE NEEDS**

### **8.6.1 Projected Residential Acreage Needs**

Population projections are useful in developing quantitative recommendations for each broad land use category. Residential densities reflected in the Land Use Plan include low density of 5 or less units per acre, medium density of 6 to 10 units per acre, and high

density at more than 10 units per acre. Much of this land use plan identifies areas for higher density infill development that were identified as blighted areas or are adjacent to neighborhood commercial areas.

In order to determine future residential acreage, it is necessary to use a projected persons per household ratio. The ratio projection for 2025 is 2.80. This number is consistent with the current house size. The projections show a decrease from 2005-2020, with the house size increasing back to a constant number of 2.80 persons per household by 2025. One reason for this decline is that family sizes over the last two decades decreased from 1980 to 1990, and that trend is anticipated to take place again over the next decade with a constant number being recompensed over the next twenty years.

Using a projected persons per household ratio of 2.80 and applying it to the projected increase in the city’s population of 6,190 from 2000 to 2025, 1,460 additional dwelling units will be needed in Riverdale by 2025. Assuming that the present citywide dwelling units per acre ratio will remain the same in 2025, this ratio (3 dwelling units per acre) is applied to the number of projected additional dwelling units (1,460) needed to accommodate the additional city population of 4,080 for 2025. Applying these numbers yields 518 additional residential acres needed in 2025 over that which exists today. If a constant number or ratio remains for the housing types, the number of acres needed will be as follows:

**Table 8.2 Future Residential Acreage Needs 2000 – 2025, City of Riverdale**

	2000	2005	2010	2015	2020	2025	Change 00-25	Acres Needed
Projected Households	4,389	5,136	5,533	5,913	6,262	6,576	2,187	
Housing Units	4,533	5,305	5,715	6,107	6,467	6,792	2,259	
Single Family detached units	2,351	2,751	2,964	3,167	3,354	3,523	1,172	387
Single Family attached housing	346	405	436	466	494	518	172	34
Multi-Family Units	1,819	2,129	2,293	2,451	2,595	2,725	906	95
Manufactured Homes	17	20	21	23	24	25	8	2

The amount of land needed to accommodate the projected residential growth at current density levels is clearly not available in the city. Therefore, it is imperative that Riverdale plan for future residential and mixed use areas that are of greater density than the current average.

**8.6.2 Projected Commercial/Industrial Acreage Needs**

Since a growth in population also creates a corresponding growth in employment, projections of commercial and industrial acreage needs are based upon the premise that the future need for commercial and industrial acreage is proportionate to the growth of the population of the city. The current commercial and industrial acreage is 388.3 acres.

The current job per acre ratio on commercial and industrial land is 11.3 jobs per acre. The projected employment growth excluding government is 1,235 jobs. This places the projected new commercial and industrial land needs at 109.3 acres.

To estimate commercial land use needs for 2025, it is necessary to determine the current ratio of commercial employees per commercial acre with the presupposition that the same ratio will apply in 2025. This presupposition recognizes the fact that percentages of different land uses tend not to vary greatly over time. The problem in calculating the employees per acre ratio is that the 2000 Census Employment by Industry Sector figures reflects only the employment of County residents; therefore, the census tract level data was extrapolated to find the estimated employment projections based on industry. However, there is no data available to determine these numbers with any degree of accuracy. For the purposes of this plan, it is also assumed that the future commercial employment needs of the population in the study area will be met within that study area.

**8.7 Future Land Use Classifications:**

There were eleven land use classifications used to describe future land use recommendations for Riverdale. The land use classifications are represented by color coding, as depicted on the Future Land Use Map (Map 8.2). Pictures scored favorably in the visual preference survey conducted as part of the Riverdale Comprehensive Plan have been included as a means of illustrating the desired pattern of growth in the city. The land use classifications include:

COMMUNITY COMMERCIAL (pink): This district is intended for a variety of retail and service businesses. The uses in this district are not intended to compete with larger shopping or employment areas found in other areas of the city that serve Riverdale residents. Instead, they are primarily intended to serve city residents that do not wish to drive to the more distant commercial/office centers for their convenience and daily shopping needs. Typical uses would include smaller general merchandising/retail establishments such as banks, drycleaners, video rental shops, salons, and drug stores. It is anticipated that the Riverdale Zoning Ordinance will set a maximum limit on the amount of square footage for these uses.

HIGHWAY COMMERCIAL (red): Businesses that rely on and serve a broader customer-base including the entire city, surrounding County residents, and pass-by traffic, are included in this designation. Appropriate uses include auto dealerships, professional and medical offices, grocery stores, restaurants and large retail centers. Special consideration needs to be given to these highway commercial uses to minimize their impact on adjacent land uses, to accommodate the volumes of vehicular traffic generated, their potential impact on the aesthetics of the site and surrounding area, and the need to ensure compatibility between vehicular and pedestrian traffic. These areas are appropriate for non-industrial business uses, including retail sales, office, service, and entertainment facilities.



**HIGH DENSITY RESIDENTIAL (brown):** Can include single family detached, single family attached, apartments, town homes, and condominiums at more than 10 units per acre. All existing multi-family dwellings were coded as high density residential.



**MEDIUM DENSITY RESIDENTIAL (orange):** Includes single-family detached, single family attached, apartments, townhomes and condominiums within the city at 6-9 units per acre.



**LOW DENSITY RESIDENTIAL (yellow):** Includes single-family detached unit residential development at the lowest density within the city at less than 5 units per acre.

**LIGHT INDUSTRIAL (light grey):** Includes land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities, or other similar uses.

**MIXED USE/TOWN CENTER (purple):** Allows for a mixture of retail, residential and office uses in a traditional neighborhood or main street fashion. Uses include



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

**MIXED USE PLANNED DEVELOPMENT (beige):** For tracts of land that are large enough to be seen as whole versus a part, this concept will allow flexibility for several types of uses to be planned for development at one time to accomplish maximum compatibility versus being segmented.

A PUD should accomplish the following:

- Provide flexible design to respond to the unique characteristics of the site.
- Coordinate development on larger sites within the designated lands.

- Preserve significant natural features in a more coordinated and comprehensive manner.
- Provide alternatives for developing plans on land that may exhibit difficult physical constraints, and where an improved design can provide the developer and the community with benefits.
- Ensure public infrastructure and road improvements are made concurrent with the development.
- Provide the opportunity to mix compatible land uses such as residential, greenspace, schools, and community commercial uses.

**OFFICE/PROFESSIONAL (dark blue):** This classification is envisioned as a planned business environment incorporating office uses such as, research and development, finance, insurance, real estate and medical offices, limited retail directly associated with professional uses in a campus like setting.

**PLANNED COMMERCIAL (light purple):** Intended to provide areas for new commercial development that is structured and designed to accommodate potential traffic to the site, with an emphasis on the visual impact on the development, and harmony with surrounding uses. Planned commercial development can become a regional economic engine serving as a future generator of jobs and revenue. Such planned commercial development can attract employment opportunities other than retail commercial and capitalize on the city’s proximity to Atlanta Hartsfield Jackson International Airport.

**PUBLIC/INSTITUTIONAL (light blue):** Overall, the concept for this land use category is to maintain and enhance existing public and institutional uses and facilities and provide additional uses and facilities based on anticipated needs. Appropriate uses in this category include churches, schools, major institutional uses, cemeteries, etc. It is the intent of this Plan that these uses continue throughout the planning period.



**RECREATION/PASSIVE (green):** Includes land dedicated to active or passive recreational uses such as playgrounds, public parks, nature preserves, recreation centers, and similar uses as well as floodplains, lakes, streams, and other natural resources.

Map 8.2 Future Land Use, City of Riverdale

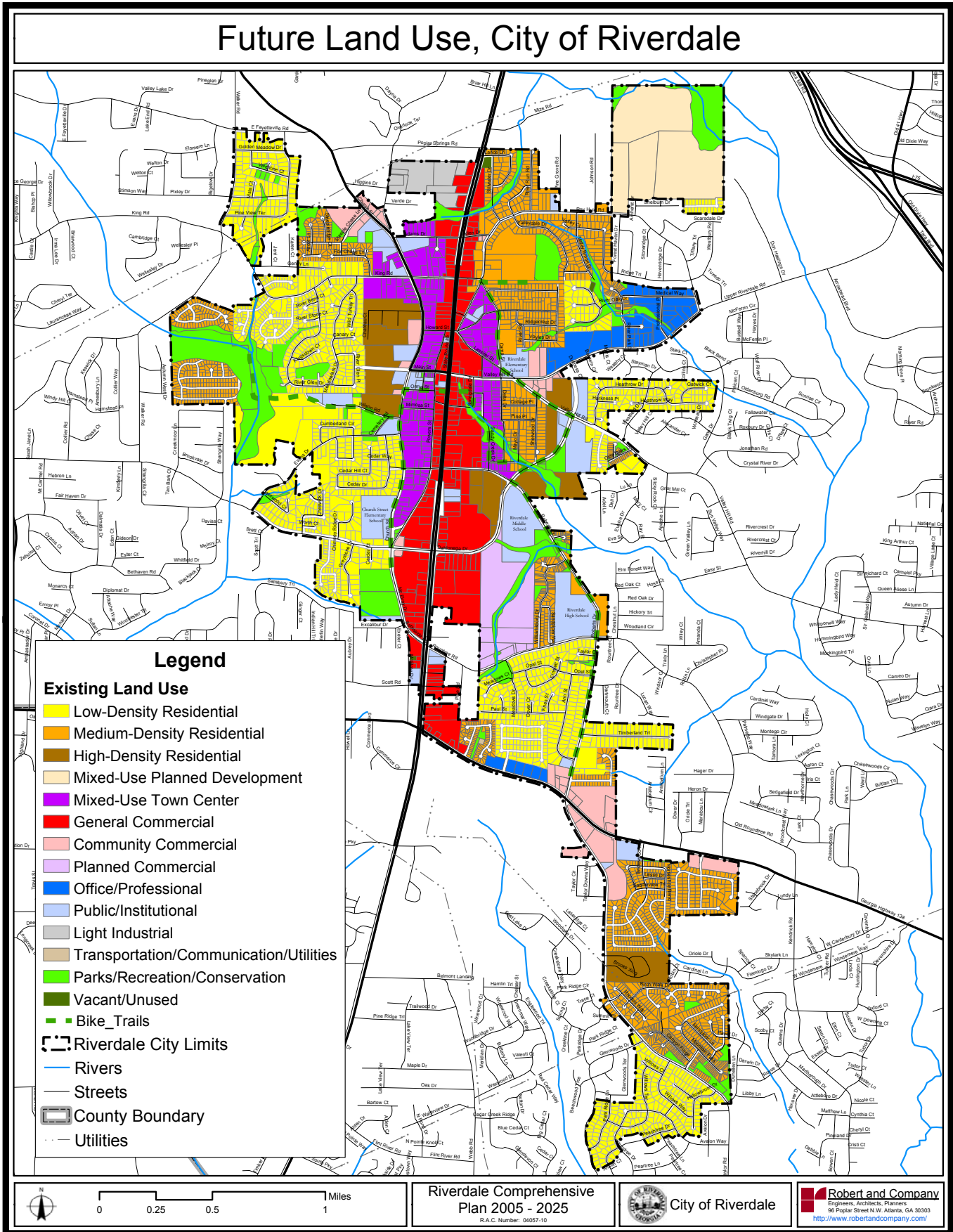


Table 8.3 specifies the land use type, acreage, and total percentage of usage per category.

**Table 8.3 Future Land Use Acreage Totals, City of Riverdale**

<b>Land Use</b>	<b>Acres</b>	<b>%</b>
Low-Density Residential	812.4	27.6%
Medium-Density Residential	452.3	15.4%
High-Density Residential	132.1	4.5%
Mixed-Use Planned Development	163.0	5.5%
Mixed-Use Town Center	154.3	5.2%
Highway Commercial	242.1	8.2%
Community Commercial	90.1	3.1%
Planned Commercial	70.5	2.4%
Office/Professional	70.3	2.4%
Public/Institutional	160.3	5.4%
Light Industrial	47.1	1.6%
Transportation/Communication/Utilities (Excluding Road R.O.W.)	0.6	0.0%
Road Right of Way (Transportation/Communication/Utilities)	411.3	14.0%
Parks/Recreation/Conservation	138.9	4.7%
<b>TOTAL</b>	<b>2,945.2</b>	<b>100.0%</b>

## 8.7 LAND USE GOALS AND POLICIES

- Goal 1.0 Provide for the coordination of planning efforts among local citizens, adjacent jurisdictions, the city and the region.
- Policy 1.1 Participate in and support cooperative and combined efforts between the county and cities which contribute to the future development and better living conditions throughout the county.
  - Policy 1.2 Periodically review zoning regulations and, when appropriate, institute newer and more innovative methods and practices as have proven beneficial in other similar communities
  - Policy 1.3 Revise current city zoning regulations to encourage transit-oriented, pedestrian-oriented and mixed-use developments along Church Street, Main Street, Orme Street and Roberts Drive.
  - Policy 1.4 Revise city zoning regulations to encourage neighborhood commercial businesses and services to be located in close proximity to residential developments to encourage pedestrian oriented environments.
  - Policy 1.5 Periodically review the status of services provided to the city by state, county and any other outside agencies. Require changes where necessary to better serve the needs of the community.
  - Policy 1.6 Encourage increased involvement of citizens in the planning and zoning process, particularly associated with key activity centers and corridors.
- Goal 2.0 To promote orderly growth and development based on physical, social, economic, and environmental considerations and the ability of the city's tax base and services to supervise, support, and to facilitate this growth and development while striving to maintain the "*small town*" character of the city.
- Policy 2.1 Provide up-to-date development regulations that protect the health, safety, and welfare of the residents of Riverdale.
  - Policy 2.2 Plan for growth to occur in an orderly manner within the city.
  - Policy 2.3 Ensure compatibility between land uses when making land development decisions.
  - Policy 2.4 Promote compact rather than sprawled and scattered development.
- Goal 3.0 Establish appropriate planning procedures and innovative planning tools to guide Riverdale's growth and development.
- Policy 3.1 Enforce adherence to the zoning ordinances.
  - Policy 3.2 Provide clarity, efficiency, equity, and consistency in city department policies and procedures relating to land development review.
  - Policy 3.3 Actively seek the participation of residents in the planning and development process.



- Goal 4.0 Encourage all development be located, sited, and designed to carefully fit its surrounding environment and promote health, safety and general welfare of Riverdale residents.
- Policy 4.1 Encourage pedestrian oriented developments that promote compatible uses and focus on enhanced architectural designs which create uniformity.
  - Policy 4.2 Encourage the building of industrial sites retain as much of the surrounding natural environment into its design and placement
  - Policy 4.3 Plan and program improvements to city recreational facilities as suitable for all age groups and interests in the city.
  - Policy 4.4 Encourage the provision for recreational and open space areas in new developments within the city.
  - Policy 4.5 Continue to require minimal disturbance of development sites and replacement of trees and vegetation where appropriate
  - Policy 4.6 Discourage development in locations that would conflict with environmentally sensitive areas of the city
  - Policy 4.7 Strive for a balanced distribution of land uses within the city by encouraging compatible land uses. Encourage use of transitional zones and buffers between residential and non-residential development.
- Goal 5.0 Provide for orderly, balanced, and high quality development which responds to the physical and economic conditions of the city.
- Policy 5.1 Institute site plan standards and a review process to guide the design and construction of industrial, commercial, and all types of residential developments..
  - Policy 5.2 Provide for adequate and equitable administration and enforcement of the city’s zoning and subdivision ordinances and other development regulations.
  - Policy 5.3 Preserve the single-family residential character of Riverdale's neighborhoods.
  - Policy 5.4 Preserve and enhance the current quality of residential life and affordability for family lifestyles within Riverdale.
- Goal 6.0 Preserve and enhance the neighborhoods while providing for transition from residential land uses to commercial neighborhood land uses which enhance the quality of life while not jeopardizing the quality of the neighborhoods.
- Policy 6.1 Designate those areas in Riverdale in which the land use transition is encouraged to occur.
  - Policy 6.2 Encourage improvements to housing and neighborhoods in Riverdale and protect residential areas from any negative influences due to past or potential redevelopment.

- Policy 6.3 Provide high quality community services to neighborhoods in Riverdale.
  - Policy 6.4 Provide for adequate and timely infrastructure improvements.
  - Policy 6.5 Emphasize new homeowner education and code enforcement to address issues associated with Riverdale’s increasingly diverse resident population
- Goal 7.0 Provide sufficiently available, safe and varied housing opportunities for existing and future residents.
- Policy 7.1 Maintain a current database on existing housing units and proposed residential developments.
  - Policy 7.2 Facilitate housing development in selected areas of the city through eligible state and federal programs to meet the housing needs of households which cannot afford housing in the private market.
  - Policy 7.3 Adopt and enforce appropriate regulations which serve to provide for maintenance of quality housing and housing opportunities.
  - Policy 7.4 Encourage infill and higher density multi-family housing where appropriate.
  - Policy 7.5 Maintain the integrity and viability of stable single-family neighborhoods from the negative impacts of encroachment by incompatible land uses.
  - Policy 7.6 Facilitate mixed use (residential/commercial) development in appropriate areas by modifying current zoning codes and promoting development opportunities
- Goal 8.0 Provide for the development of adequate commercial facilities in appropriate areas on both city-wide and neighborhood levels.
- Policy 8.1 Promote a central core (downtown Riverdale) that is compact and distinct from other commercial development and that is viewed as a desirable place to provide a wide range of mixed retail, entertainment, cultural, and office uses which benefit from proximity to each other.
  - Policy 8.2 Promote Highway 85 as a general commercial throughfare that promotes retail and shopping availability for the city, county and regional needs.
  - Policy 8.3 Promote a Commercial attraction that will promote regional economic and cultural activities within the City of Riverdale.
  - Policy 8.4 Promote commercial development which contains compatible and complimentary uses, and which does not detract from the residential character of the city.
  - Policy 8.5 Promote safe and adequate ingress and egress from commercial development and require adequate land for off-street parking and internal vehicular circulation.

- Policy 8.6 Restrict encroachment into stable residential areas.
- Policy 8.7 Implement design standards for development to minimize adverse impacts on adjacent land uses.

Goal 9.0 To retain existing office and professional businesses and to provide for the development of suitable areas for business.

- Policy 9.1 Encourage reuse and revitalization of obsolete office and commercial facilities.
- Policy 9.2 Ensure that commercial developments are designed for adequate buffering, parking, and open space.
- Policy 9.3 Wherever possible, promote compact and planned rather than strip commercial development.
- Policy 9.4 Provide safe and adequate pedestrian access from nearby areas to commercial and other activity centers.
- Policy 9.5 Locate neighborhood commercial uses in areas convenient to existing and future residential development.

Goal 10.0 To encourage industrial development in areas set aside specifically for that type of land use.

- Policy 10.1 Encourage reuse and revitalization of obsolete industrial facilities.
- Policy 10.2 Encourage the development of clean, environmentally safe industry within industrial land use zones.
- Policy 10.3 Ensure that industrial sites are designed for adequate buffering, parking, and open space.
- Policy 10.4 Locate industrial uses to ensure access to major thoroughfares.
- Policy 10.5 Discourage industrial uses which are incompatible with surrounding uses.

## **CHAPTER 9 – INTERGOVERNMENTAL COORDINATION**

### **INTRODUCTION**

The boundaries for use of community facilities and transportation corridors as well as the effects of land use often go beyond the legal boundaries of a municipal or county government. Poor coordination between interdependent governmental entities can jeopardize the effective implementation of the comprehensive plan. The purpose of this element is to inventory the existing intergovernmental coordination mechanisms and processes between the City of Riverdale, surrounding municipalities, and Clayton County. This element will address the adequacy and suitability of existing coordination mechanisms to serve the current and future needs of the city as well as articulate goals and formulate strategies for the effective implementation of policies and objectives that involve more than one governmental entity.

### **9.1 ADJACENT LOCAL GOVERNMENTS**

Many of the services provided to Riverdale residents are contracted out through Clayton County, countywide authorities, and private contractors. Given that Clayton County contains seven separate municipalities who each contract services from the county, several mechanisms for coordination may be required. In addition to this element of the Comprehensive Plan, Clayton's Service Delivery Strategy (SDS) is designed to serve as the primary coordination mechanism between the county and the city governments located within its boundaries. The majority of the county's departments and entities involved in the delivery of services are unaware of the SDS, and coordination between the county and cities is minimal. There are few instances of information sharing or documented mechanisms for intergovernmental discussions. The SDS is a large document and cumbersome for everyday use. To better encourage coordination, less formal and more accessible means are needed. A committee of representatives from the county and each city government is needed to address interjurisdictional issues in a comprehensive manner.

### **9.2 SCHOOL BOARD**

The Clayton County Board of Education oversees Clayton County Public Schools, which serve the entire county including the City of Riverdale. The school board, through school system staff representation, was involved in this comprehensive planning process and provided information regarding school capacity and facility conditions and anticipated needs (see Chapter 6 Community Facilities). During the comprehensive planning process it became evident that an increased level of coordination between the Board of Education and local governments is needed specifically in the areas of new school locations, development of educational programs to respond to workforce needs, and joint use of facilities. Increased coordination is particularly important given the rapid growth of Riverdale and the current need for additional facilities (See Community Facilities Chapter, Section 6.8).

### **9.3 OTHER LOCAL GOVERNMENTAL ENTITIES**

#### **9.3.1 Clayton County Water Authority**

The City of Riverdale sold their water and sewer system to the Clayton County Water Authority (CCWA) in 2001. (See Community Facilities Chapter, Section 6.1) The Clayton County Water Authority's service district covers the entirety of the City of Riverdale and Clayton County. Because the water authority's service area includes the entire county and all municipal areas within Clayton, little coordination between the CCWA and local governments is necessary.

However, the Clayton County Water Authority has taken a leadership role in the coordination of countywide Geographic Information Systems (GIS). Geographic Information Systems are computerized mapping and spatial analysis technologies similar to CAD applications. The CCWA sponsors classes in GIS software to improve the skills of local public sector employees. In addition, the CCWA has sponsored coordination meetings of GIS users from various branches of local government.

#### **9.3.2 Development and Redevelopment Authority of Clayton County**

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

The largest recent initiative undertaken by the Development and Redevelopment Authority of Clayton County concerning Riverdale is the 2002 Riverwalk Plan for the redevelopment of areas surrounding Southern Regional Medical Center along Upper Riverdale Road. While much of the Riverwalk Plan's study area falls outside of the City of Riverdale, the success of the plan is essential to Riverdale's efforts to attract medical office development and high-end housing. Increased coordination between the Development and Redevelopment Authority and the City of Riverdale Planning staff will be necessary to ensure implementation of the Riverwalk Plan. Specifically, the City of Riverdale should carefully coordinate any future development of the airport fill dirt excavation site just north of Southern Regional Medical Center with hospital area redevelopment plans. For example, future industrial development of the dirt excavation site could present a serious land use conflict with the Riverwalk Plan.

During the formulation of the Clayton County Comprehensive Plan 2005 – 2025, planners worked closely with representatives of the Development Authority to identify opportunities for development and redevelopment. This level of coordination should be continued, specifically to assist in the implementation of improvement and development projects identified in the City of Riverdale's Comprehensive Plan Update.

### **9.3.3 Hartsfield Jackson International Airport**

Hartsfield-Jackson Atlanta International Airport is located in the Northwest corner of Clayton County in close proximity to the City of Riverdale. The presence of one of the nation's busiest airports has had significant impacts on the development and redevelopment potential of the City of Riverdale. The airport and city will continue to coordinate on issues related to the airport's expansion and long-range plans. The future land use plan included in this Comprehensive Plan Update is coordinated with the airport's long-range plan. The coordination of the airport and city's planning efforts is accomplished through staff level interaction between the airport's Community and Land Use Planning department, the Clayton County Development Authority, and the Riverdale planning staff.

## **9.4 REGIONAL AND STATE ENTITIES**

### **9.4.1 The Atlanta Regional Commission**

The Atlanta Regional Commission (ARC) serves as the regional development center for metropolitan Atlanta area including the City of Riverdale. The ARC provides a variety of services to Riverdale, such as land use and transportation planning coordination, services for the elderly and workforce development. The ARC is responsible for serving the public interest of the state by promoting and implementing the comprehensive planning process among its ten county region and with involvement in local and regional planning related to land use, transportation, recreation, historic preservation, natural resources, and solid waste. The existing mechanisms of coordination between the City of Riverdale and the Atlanta Regional Commission are considered adequate and expected to remain constant through the planning period.

### **9.4.2 Metropolitan North Georgia Water Planning District**

With a finite water resource and a population of nearly 4 million and growing, the need to carefully and cooperatively manage and protect Metropolitan Atlanta's rivers and streams has become a priority. The Metropolitan North Georgia Water Planning District was signed into law on April 5, 2001 (2001 S.B. 130) and is developing regional and watershed specific plans for stormwater management, wastewater management, and water supply and conservation in a 16 county area which encompasses Clayton County and Bartow, Cherokee, Cobb, Coweta, DeKalb, Douglas, Fayette, Fulton, Forsyth, Gwinnett, Hall, Henry, Paulding, Rockdale and Walton Counties. Local governments within the District that do not substantially adopt the model ordinances will be ineligible for state grants or loans for stormwater related projects. This decision may be appealed to the District Board with a majority vote required to overturn. Those governments that do not implement plans that apply to them would have their current permits for water withdrawal, wastewater capacity or NPDES stormwater permits frozen. The city has developed and adopted watershed and stream buffer protection ordinances complying with the directive of the MNGWPD.

The Metropolitan North Georgia Water Planning District sponsors model ordinance training seminars to assist local government officials in enacting ordinances that comply with the agency's directives.

### **9.4.3 Georgia Department of Transportation (GDOT)**

The Georgia Department of Transportation (GDOT) maintains and improves state and Federal highways in the City of Riverdale and provides financial assistance for local road improvements. Riverdale coordinates closely with GDOT through the city's Public Works Department. This coordination is expected to continue throughout the planning period.

### **9.4.4 Georgia Department of Natural Resources (DNR)**

The Georgia Department of Natural Resources (DNR) provides assistance and guidance to the city in a number important areas including; water conservation, environmental protection, wildlife preservation, and historic preservation. When required there is staff level interaction between the city and DNR's divisions and this interaction will continue during the planning period.

### **9.4.5 Georgia Department of Community Affairs**

The Georgia Department of Community Affairs (DCA) has overall management responsibilities for the State's coordinated planning program and reviews plans for compliance with minimum planning standards. DCA provides a variety of technical assistance and grant funding opportunities to the city.

### **9.4.6 Georgia Greenspace Program**

The Georgia Greenspace Program was created during the 2000 Georgia legislative session as a means of encouraging preservation efforts in rapidly developing counties. The law also created the Georgia Greenspace Trust Fund as a mechanism for financing greenspace acquisition. For a county to be eligible to qualify for a greenspace grant it must have a population of at least 50,000 or average annual population growth of 800 people. The city of Riverdale is actively participating in the Georgia Greenspace Program. To date, the city has used grants from the Georgia Greenspace Trust Fund to acquire 66.3 acres of land on 16 parcels. In addition, the city has identified another 78.8 acres of land that is targeted for future acquisition.

## **9.5 PRIVATE ENTITIES**

### **9.5.1 Clayton County Chamber of Commerce**

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

### **9.5.2 Georgia Power Company**

Georgia Power is a utility company servicing customers throughout the State of Georgia. There is little coordination required between the City of Riverdale and Georgia Power except for issues related to electric utility hookups.

## **9.6 SERVICE DELIVERY STRATEGY**

In 1997 the State passed the Service Delivery Strategy Act (HB489). This law mandates the cooperation of local governments with regard to service delivery issues. Each government was required to initiate development of a Service Delivery Strategy (SDS) between July 1, 1997 and January 1, 1998. Service Delivery Strategies must include an identification of services provided by various entities, assignment of responsibility for provision of services and the location of service areas, a description of funding sources, and an identification of contracts, ordinances, and other measures necessary to implement the SDS.

The Service Delivery Strategy for Clayton County and its municipalities including Riverdale was adopted and submitted for compliance review in October 1999 and extension agreements were signed in April 2000 and April 2004. The local governments are in the process of evaluating the need to make changes to the existing strategy, and if required will prepare an official update and submittal of appropriate forms to the Georgia Department of Community Affairs. The provision of services in the city is discussed in detail in the Chapter 6 - Community Facilities element of the Comprehensive Plan. The major agreements included in the Service Delivery Strategy are summarized here, except where it is noted the existing agreements between the county and cities are considered adequate. However, as the local governments meet to review and update the current Clayton County Service Delivery Strategy it is recommended that each of the existing agreements be examined and evaluated.

### **9.6.1 Police Services**

During the Clayton County comprehensive planning process it was identified that there may be some discrepancy concerning which jurisdiction provides police protection to a number of unincorporated and incorporated islands which exist throughout the county. This issue should be explored during the county's SDS update.

### **9.6.2 Jails**

The Service Delivery Strategy includes an agreement by which Clayton provides jail services to the City of Riverdale. This agreement is considered adequate at this time.

### **9.6.3 Solid Waste Management**

The City of Riverdale contracts their solid waste pickup and disposal with Robertson Sanitation, a private waste management firm. (See Community Facilities Chapter, Section 6.3) Robertson transports refuse to a solid waste transfer station in Austell, and eventually to a landfill in Griffin, Georgia. Coordination mechanisms regarding solid waste are considered adequate at this time.



#### **9.6.4 Fire Protection and EMS**

The City of Riverdale is protected by a Class 4 ISO rated fire department. Riverdale Fire Services (RFS) provides emergency response to a 4.5 square mile area. RFS responds to medical emergencies as a Licensed First Responder agency under the Georgia Department of Human Resources. Clayton County EMS holds the transport / ambulance license within the City limits. RFS holds mutual aid agreements with several surrounding jurisdictions. The City of Riverdale and RFS are taking an aggressive role in emergency management and disaster preparedness & mitigation; although, Clayton County Emergency Management Agency is charged with the duty for most jurisdictions within Clayton County.

#### **9.6.5 Animal Control**

Clayton County provides animal control services to the City of Riverdale and several other municipalities throughout the county.

#### **9.6.6 Parks and Recreation**

There is a February, 1986 agreement between Clayton County and the City of Riverdale by which Riverdale leases Bethsaida Park to the County for \$1.00 a year and the county provides the maintenance and repair for the grounds and facilities and supervisory personnel for scheduling and controlling all aspects of the park. This agreement renews automatically each year.

### **9.7 SUMMARY OF DISPUTE RESOLUTION PROCESS**

The City of Riverdale, the county and the other cities in the county adopted an agreement on July 1, 1998 titled “Intergovernmental Agreement for Alternative Dispute Resolution on Annexation” This agreement pertains to lands that border the jurisdiction of the county and its seven municipalities as is summarized in the following paragraphs. Effective July 1, 2004, The Georgia General Assembly has enacted House Bill 709 which proscribes procedures for annexation disputes that supplant previous agreements, such as the one between Clayton County and its cities, including Riverdale, established under the Service Deliver Strategies Act. It is recommended that Riverdale together with Clayton County and the other cities located in the county amend their current Dispute Resolution on Annexation processes to comply with the current state legislation.

#### **9.7.1 Summary of Current Dispute Resolution Process**

This agreement states when a municipality initiates an annexation, it must notify the county and any other affected city of the proposed annexation and provide information including notice of any proposed rezoning of the property to be annexed so that the county and/or city can make an informed analysis concerning potential objections to the annexation.

Within twenty-one days of notification, the affected local governments must respond to the annexing city that it has no objection to the proposed land use and zoning classification for the property to be annexed or that it objects. If the affected local government objects, it must include a list of curative conditions/stipulations that will allow them to respond with no objection to the proposed land use and zoning classifications.

If there is an objection the annexing city will respond to the affected local government in fourteen days either agreeing to implement the affected government's stipulation, agreeing to cease action on the proposed annexation, initiating a fourteen day mediation process to discuss compromises or disagreeing that the objections of the affected government are *bona fide* within the meaning of O.C.G.A § 36-36-11(b) and that it will avail itself of any available legal remedies.

If the annexing city moves forward with the annexation agreeing to the stipulations of the affected government, the city agrees that irrespective of future changes in land use or zoning, the site-specific mitigation/enhancement measures or site-design stipulations included in the agreement are binding on all parties for a three year period following execution of the annexation agreement.

The agreement between Clayton County and its cities recognized the fact that there are very few, if any, zoning changes that would not result in changes that would qualify as *bona fide* objections pursuant to of O.C.G.A § 36-36-11(b). Due to this, the agreement states that only the following conditions constitute *bona fide* objections with regard to annexations;

- change in residential classification that increases density by more than 50%,
- change from a residential classification allowing single family homes to one that allows for structures other than single family homes,
- change from a low intensity commercial classification to a high intensity classification,
- change from office/institutional to a general business classification,
- change from a commercial to industrial classification, or
- change from a light industrial to a heavy industrial classification.

### **9.7.2 Recommendation for Inclusion in Dispute Resolution Update**

It is suggested that the following changes be made in conjunction with any revision to the current city/county dispute resolution process needed for compliance with current legislation. These changes are recommended to ensure that land use conflicts are minimized in the case of annexation. The new dispute resolution process should include stipulations that the property annexed must be classified under the municipality's zoning ordinance for the classification that is most similar to the zoning classification placed on the property by Clayton County. When a rezoning application is filed for property that has been annexed within a specified amount of

time (18 months) of the effective date of the annexation the municipality must notify the county and provide the county with 30 days to object to the proposed rezoning and enter into negotiations and, if necessary, a mediation process to resolve the issues.

Additionally, a new agreement could incorporate the designation of “zones of influence” for each of the governing bodies in the county. These zones could extend for a specified number of feet (2,000 to 5,000) from city boundaries outward into Clayton County and inward. When a petition for rezoning or variance is received by a government for land that lies in another’s zone of influence, the other jurisdiction must be notified. In addition to notification, the affected jurisdiction must be allowed to submit comments on the petition that the government acting on the petition must take into consideration in making its final decision.

## **9.8 SERVICE PROVISION CONFLICTS OR OVERLAPS**

The Service Delivery Strategy includes a thorough assessment of service responsibilities outlining those areas where joint or coordinated services are provided and stating reasons in cases where the county and municipalities provide separate services. During the process of preparing this Comprehensive Plan update it has been identified that the county and its municipalities need to undertake an update the Clayton County Service Delivery Strategy. This update process should concentrate on identifying areas where there are service provision conflicts and overlaps. Once these instances are identified, the City of Riverdale and other local governments are encouraged to undertake negotiations to relieve these conflicts and, where undesirable, eliminate existing service overlaps.

## **9.9 LAND USE**

### **9.9.1 Compatibility of Land Use Plans**

Through the land use planning process, the City of Riverdale has coordinated its future land use planning with the present, and future plans, for Clayton County and with redevelopment plans for areas surrounding the Southern Regional Medical Center and the new fifth runway at Hartsfield-Jackson Atlanta International Airport. However, there are several areas adjacent to the City of Riverdale where future land use plans of neighboring jurisdictions call for increases in land use intensity. For example, Clayton County’s future land use plan calls for medium density housing just above the city in the area north of Poplar Springs Rd. Some of these planned changes may represent possible land use conflicts between adjacent governments. Along Upper Riverdale Road and in the areas surrounding the airport runway fill dirt borrow pit in northeast Riverdale, the Clayton Land Use Plan calls for increased density mixed use development. (Map 9.1) Likewise, the presence of a large industrial excavation site in Northeast Riverdale represents a possible land use conflict with the proposed Riverwalk Redevelopment Plan for areas surrounding the Southern Regional Medical Center. The Riverwalk Plan’s proposed greenbelt park along the Flint River would abut the desolate fill dirt excavation site.

### **9.9.2 Land Use and Siting Facilities of Countywide Significance**

The land use planning effort undertaken to develop this comprehensive plan has addressed the concerns held by the county regarding the siting of public and private facilities.

### **9.9.3 Developments of Regional Impact**

Developments of Regional Impact (DRI's) are large-scale developments likely to have effects outside of the local government jurisdiction in which they are located. The Georgia Planning Act of 1989 authorizes the Department of Community Affairs (DCA) to establish procedures for intergovernmental review of these large-scale projects. These procedures are designed to improve communication between affected governments and to provide a means of revealing and assessing potential impacts of large-scale developments before conflicts relating to them arise. At the same time, local government autonomy is preserved because the host government maintains the authority to make the final decision on whether a proposed development will or will not go forward. State law and DCA rules require a regional review prior to a city or county taking any action (such as a rezoning, building permit, water/sewer hookup, etc.) that will further or advance a project that meets or exceeds established size thresholds. For the City of Riverdale, the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA) administer this process when an application meeting the state set threshold criteria is received from a developer. Due to the close proximity of Riverdale to areas of Northwest Clayton undergoing extensive redevelopment there is some possibility that the city may encounter development applications that would trigger the DRI process during this planning period.

### **9.9.4 Annexation**

Annexation is a process used to expand the boundaries of a municipality. While most are beneficial, poorly planned annexations can cause traffic congestion, school overcrowding, environmental damage, and other impacts with few positive effects. Vacant or under developed land adjoining the municipality in most cases is ideal land for annexation purposes.

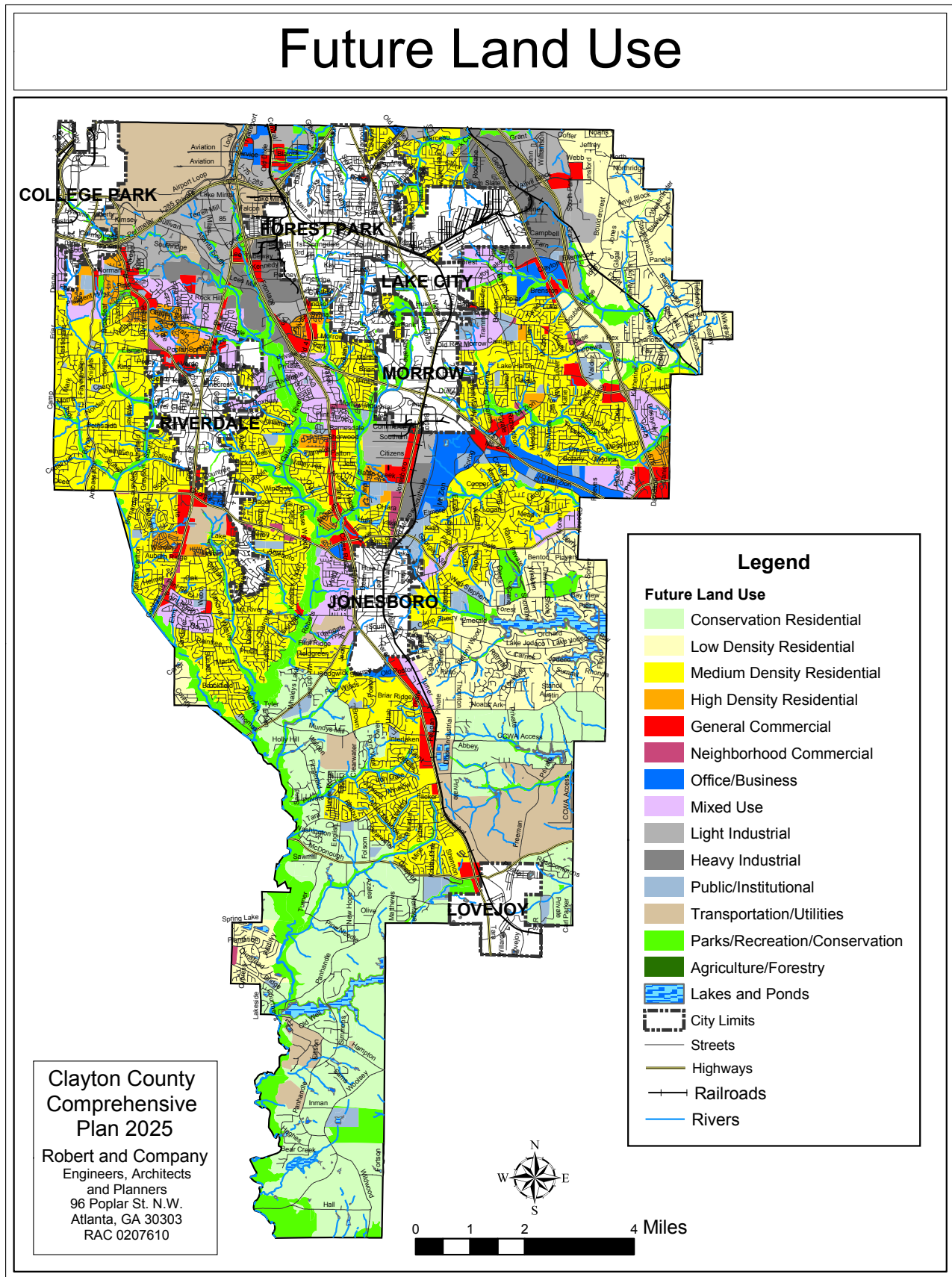
When this underdeveloped property reaches it's full development potential the jurisdiction can reap the benefits in the form of increased tax revenue. Of course the municipality will also have to pick up the cost of providing public services. If the added revenue exceeds the additional expenses, then the municipality will benefit from either lower taxes or improved services.

There were several areas identified in the Comprehensive Plan Update process that the City of Riverdale eventually plans to annex. It is recommended that the city work with the county to facilitate the annexation of the "islands" of unincorporated land that exist within the city limits. Specifically, Riverdale has opportunities to annex portions of the County that are currently isolated islands within the City including: A) East of Walker Road below Pine View Terrace, B) Following the natural stream line north of Evan Drive on the West side of Riverdale and C) East of State Route 85 incorporating the Rountree Road area. These areas should be considered for annexation as they are most easily serviced by the City government versus the County government. Other areas that have been examined include under developed lands. Certain areas have been considered by the local government as potential positive developments which could

provide a benefit for the city. These include: A) the north west boundaries of the city along both sides of Church Road, B) the southern boundary of the city along both sides of State Route 85 to Lake Ridge Parkway.

Per the requirements of House Bill 489, Service Delivery Strategy and Dispute Resolution procedures, it is recommended that the City coordinate with the County on these issues with an initial emphasis on the unincorporated land that exists within the city limits.

Map 9.1, Future Land Use 2025, Clayton County



### 9.10 INTERGOVERNMENTAL COORDINATION GOALS AND POLICIES

- Goal 1.0      Resolve land use conflicts with other local governments through the established dispute resolution process included in the Clayton County Service Delivery Strategy.
  - Policy 1.1      Assess and amend the current dispute resolution process as needed to ensure its effectiveness.
  
- Goal 2.0      Maintain coordination between the vision, goals, and policies set fourth in the Comprehensive Plan and the land use planning and facility siting actions of the City of Riverdale and the Clayton County Board of Education.
  - Policy 2.1      Develop agreements as needed to ensure the sharing of resources and information by all government entities in and around Riverdale.
  - Policy 2.2      Develop a formal forum for coordination between the Clayton County Board of Education and the City of Riverdale with regard to new schools and residential developments deemed to have a significant impact on school capacity.
  
- Goal 3.0      Maintain coordination between the vision, goals, and policies of the Comprehensive Plan and the programs and requirements of all applicable regional and state programs.
  - Policy 3.1      Continually seek methods of enhancing the current service delivery strategy to make the best use of local government resources and provide the highest level of services to all residents of Riverdale.

## **CHAPTER 10 – SHORT TERM WORK PROGRAM**

### **INTRODUCTION**

The success of the comprehensive plan depends upon how effectively it is implemented. Four basic implementation tools are described below:

1. Provision of public facilities, especially through capital improvements programming and through the preservation of or the advance acquisition of future public lands and rights-of-way. The city's capital improvements program will play a significant role in implementing the land use recommendations in Chapter 8 of this document.
2. Development regulations, such as subdivision controls, the zoning ordinance, and other regulatory codes, which ensure that private development complies with adopted standards and is located in areas that conform to the comprehensive plan.
3. Persuasion, leadership, and coordination, which are more informal implementation tools than capital improvement programming or development regulations, but which can be very effective in making sure that ideas, data, maps, information, and research pertaining to growth and development are not only put forth, but also find their way into the decision making of private developers and various public agencies. The land use recommendations in Chapter 8 of this document will not be realized without the continuing political, economic, and financial support of the city's decision makers.
4. The comprehensive plan itself can become a tool in implementing its own policies and recommendations, if the plan is kept visible and up-to-date as a continuous guide for public and private decision making. The City Council should, therefore, periodically review the plan and if necessary, make appropriate revisions to the plan to keep it viable as a current document. In addition, it should be stressed that a zoning ordinance is not a land use plan and should not be considered an adequate substitute for one.

The future land use plan should not be considered a static document. Development patterns perceived when it was prepared may change and various resources (human, natural and financial) may become available or decline.

If the goals and policies contained in this plan truly reflect community opinion, they will provide a solid basis for evaluating changes and updates to this document. If they are not sufficiently detailed to serve this function, future amendments to this document should begin with the goals and policies. A plan that is firmly founded on usable goals remains current and instills residents with confidence that the future development of their community is logical, predictable, and understandable. This attitude is critically important.



## 10.1 IMPLEMENTATION METHODS

The Riverdale Comprehensive Plan serves as a guide for public and private decision making in dealing with the development of the city. Implementation of the plan depends upon the city's use of its powers to regulate private development through the zoning, subdivision and development ordinances, its powers of taxation and its capital expenditures. The following provides a listing of potential implementation techniques that are most feasible for implementing a comprehensive plan in Riverdale. Most of these techniques utilize existing ordinances and procedures, although some require review and consideration of amendment.

### 1. Continuing Planning Process

The comprehensive land use plan is designed to reflect current information as well as project future trends. As conditions change, the plan must be reexamined and updated. The following are necessary to keep the plan viable.

#### a. Short-range development plans and programs

Establish short-range development plans and programs on an annual basis to help phase a development and capital improvement proposal and to identify appropriate zoning changes. This program should be a guide for setting priorities for the annual budgets and the capital improvements program for the city.

#### b. Updates

Monitor and refine the comprehensive plan on an annual basis with major updates every five years. This should keep the plan responsive to changing conditions and needs in the city.

#### c. Detailed Functional Plans

Develop more detailed functional plans (i.e., specific greenspace, housing, community facility, and historic preservation studies) as part of the complete comprehensive planning process.

#### d. Detailed Design Plans

Develop and support more detailed design plans for major activity centers and other critical areas such as the Highway 85 corridor. The Riverwalk Plan for Upper Riverdale Road is a prime example of a detailed design plan for the Southern Regional Medical Center activity center. Detailed design plans should work in concert with the comprehensive plan.

### 2. Capital Improvements Program

The provision of capital improvements should be used as a means of controlling the timing and location of development. Future capital improvements programs adopted by the city should be based in part on the recommendations made in this plan.

In order to do public facilities planning and programming and to ensure close coordination with private development plans, a realistic level of capital expenditures needs to be maintained. Sources of funding in addition to the property tax should be explored.

### 3. Zoning

Zoning remains the primary tool for implementation of the Future Land Use Plan. However, the plan is only a guide for zoning decisions. Modifications to the existing zoning ordinance should include, but are not limited to the following:

- a. Future commercial establishments should be encouraged to locate in planned centers.
- b. Mixed-use developments, including office, commercial, and residential, need to be permitted in planned developments.
- c. Residential areas should be buffered from more intensive non-residential development.

### 4. Land Development Regulations

Better use should be made of the land development regulations which govern the conversion of vacant land into building sites. Developers are tied to the existing zoning for a particular tract, but before they can acquire a development and building permit, they must be able to meet site preparation standards. Such ordinances should permit innovative site development and strengthen the role of land development regulations in guiding the development of the city.

## 10.2 SHORT TERM WORK PROGRAM

The Five Year Short Term Work Program (STWP) is a guideline for implementation of the goals and policies of the Comprehensive Plan over a five year time period (2006-2010). An original STWP was developed for the Riverdale Comprehensive Plan, 1992 - 2013. Since the comprehensive plan was adopted in 1995, the original Short Term Work Program covered 1995 - 1999. This work program was updated in 2000 for the years 2001 - 2005. This chapter begins with a review of the status of the 2001 – 2005 Short Term Work Program items.

The new Short Term Work Program for 2006 -2010 addresses implementation needs that have been specifically identified as part of the Comprehensive Plan as well as capital improvement and program needs identified by City of Riverdale departmental leaders responsible for maintaining the city's services, such as fire protection, policing, public infrastructure maintenance.

### **10.2.1 Status Report on 2001 – 2005 Short Term Work Program Items**

#### 10.2.1.1 Administrative

##### *1. Upgrade Computer Equipment*

Estimated Cost: \$75,000 disbursed over four years

Funding Source: General Funds

Scheduled Years: \$25,000 in 2001, \$10,000 in 2002, \$25,000 in 2003, \$15,000 in 2004

Responsibility: City

**Status: Not completed because of lack of funding. However, the city does maintain the need for updated computer systems in the current planning period.**

*2. Pave parking lot on property purchased adjacent to City Hall*

Estimated Cost: \$75,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: The proposed parking lot was not completed due to a change in the city's administrative expansion plans.**

*3. Pave, curb, and gutter on recycle lot (West St.)*

Estimated Cost: \$25,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Completed in 2004**

*4. Revise Taxicab Service Ordinance*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2001

Responsibility: City

**Status: Not completed. However, the city has expressed the desire to carry over this work item to the 2006 – 2010 Short Term Work Program.**

*5. Relocate courtroom to fire bays*

Estimated Cost: \$250,000

Funding Source: General Funds

Scheduled Year: 2002

Responsibility: City

**Status: Not completed due to a change in the city's plan for expansion of the City Hall Complex.**

*6. Remodel council chambers to create additional office space*

Estimated Cost: \$200,000

Funding Source: General Funds

Scheduled Year: 2002

Responsibility: City

**Status: Annex building constructed in 2004 instead of remodeling existing council chambers building.**

*7. Install new roof on City Hall Complex*

Estimated Cost: \$250,000

Funding Source: General Funds

Scheduled Year: 2002

Responsibility: City

**Status: Completed in 2004.**

*8. Replace courtroom chairs*

Estimated Cost: \$10,000

Funding Source: General Funds

Scheduled Year: 2003

Responsibility: City

**Status: Not completed. According to city officials, upgrading the furniture at the courtroom should be moved forward as a new short term work item.**

*9. Construct new City Hall Complex*

Estimated Cost: \$2,000,000

Funding Source: General Funds

Scheduled Year: 2003

Responsibility: City

**Status: Not completed for lack of funding. The city still has an ongoing need for additional administrative space.**

*10. Hire an Assistant City Manager*

Estimated Cost: \$50,000

Funding Source: General Funds

Scheduled Year: 2004

Responsibility: City

**Status: Not applicable, because the position was reclassified.**

*11. Evaluate remaining capacity of records retention facility*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2005

Responsibility: City

**Status: Ongoing**

10.2.1.2 Police Department

*1. Purchase five new police vehicles annually*

Estimated Cost: \$38,000 each

Funding Source: General Funds

Scheduled Year: 2001-2005

Responsibility: City

**Status: Five vehicles were purchased in 2001, but not in subsequent years.**

*2. Add five police officers*

Estimated Cost: \$200,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Not completed due to a lack of funding.**

*3. Add 2 additional Community Oriented Police (COP) officers*

Estimated Cost: \$55,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Not completed due to a lack of funding**

*4. Replace 10 bulletproof vests annually*

Estimated Cost: \$5,000

Funding Source: General Funds

Scheduled Year: 2001-2005

Responsibility: City

**Status: Ongoing, the Riverdale Police department replaces bulletproof vests every five years.**

*5. Initial Issue Equipment (\$3,000/officer) radios, pistols, leather.*

Estimated Cost: \$15,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: NA, because officers were not hired.**

*6. Laptop Computers (MDT)*

Estimated Cost: \$22,000

Funding Source: Block Grant

Scheduled Year: 2001

Responsibility: City

**Status: Completed, with ongoing updates to computer equipment**

*7. Replacement radios and pistols*

Estimated Cost: \$10,000

Funding Source: Block Grant

Scheduled Year: 2003-2005

Responsibility: City

**Status: Completed, with ongoing replacement of equipment**

*8. Add one clerical position*

Estimated Cost: \$36,000

Funding Source: General Funds

Scheduled Year: 2003

Responsibility: City

**Status: One clerical position was added in 2004.**

### 10.2.1.3 Fire Department

*1. Hire 9 additional personnel to place third engine in service*

Estimated Cost: \$250,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Not completed due to lack of funding**

*2. Purchase reserve fire engine pumper*

Estimated Cost: \$200,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Not completed due to lack of funding**

*3. Purchase 6 additional portable radios*

Estimated Cost: \$4,500

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Completed**

*4. Purchase large diameter hose and appliances for all apparatuses*

Estimated Cost: \$30,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Not completed due to lack of funding**

*5. Replace 5 sets of turnout gear*

Estimated Cost: \$5,500

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Completed**

*6. Host in-house EMT & Paramedic School*

Estimated Cost: \$10,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Ongoing.**

*7. Add full-time fire inspector/educator*

Estimated Cost: \$35,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Full-time fire inspector hired in 2002**

*8. Construct and relocate Station 21 Fire Headquarters, and construct training facility*

Estimated Cost: \$1,000,000

Funding Source: General Funds

Scheduled Year: 2002

Responsibility: City

**Status: Not completed due to lack of funding. Efforts at relocating the fire station headquarters and constructing a training facility are ongoing.**

*9. Add full-time Assistant Chief*

Estimated Cost: \$45,000

Funding Source: General Funds

Scheduled Year: 2002

Responsibility: City

**Status: Full-time Assistant Chief hired in 2003.**

*10. Replace fire marshal vehicle*

Estimated Cost: \$22,000

Funding Source: General Funds

Scheduled Year: 2002

Responsibility: City

**Status: Existing vehicle rehabilitated in 2004.**

*11. Replace training officer vehicle*

Estimated Cost: \$22,000

Funding Source: General Funds

Scheduled Year: 2002

Responsibility: City

**Status: Not completed due to lack of funding.**

*12. Explore possibility of citywide EMS program and ambulance license*

Estimated Cost: \$10,000

Funding Source: General Funds

Scheduled Year: 2002

Responsibility: City

**Status: EMS system successfully implemented**

*13. Add 3 additional personnel*

Estimated Cost: \$90,000

Funding Source: General Funds

Scheduled Year: 2003

Responsibility: City

**Status: Three additional personnel added in 2001.**

*14. Purchase thermal imaging camera*

Estimated Cost: \$20,000

Funding Source: General Funds

Scheduled Year: 2003

Responsibility: City

**Status: Not purchased. The need for a thermal imaging camera is ongoing.**

*15. Purchase laptop computers for fire apparatus*

Estimated Cost: \$10,000

Funding Source: General Funds

Scheduled Year: 2003

Responsibility: City

**Status: Not completed due to lack of funding.**

*16. Purchase 4 additional SCBAs*

Estimated Cost: \$10,000

Funding Source: General Funds

Scheduled Year: 2003

Responsibility: City

**Status: SCBAs purchased in 2004.**

*17. Explore possibility of new fire radio system*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2003

Responsibility: City

**Status: Radio systems were priced and it was determined that they were too expensive.**

*18. Replace 6 portable radios*

Estimated Cost: \$5,000

Funding Source: General Funds

Scheduled Year: 2003

Responsibility: City

**Status: Replacement radios purchased in 2002.**

*19. Add assistant training officer*

Estimated Cost: \$35,000

Funding Source: General Funds

Scheduled Year: 2003

Responsibility: City

**Status: Not completed due to lack of funding.**

*20. Replace fire apparatus/engine pumper*



Estimated Cost: \$225,000  
Funding Source: General Funds  
Scheduled Year: 2004  
Responsibility: City  
**Status: Not completed, rescheduled for 2006.**

*21. Replace turn-out gear*

Estimated Cost: \$12,000  
Funding Source: General Funds  
Scheduled Year: 2004  
Responsibility: City  
**Status: Ongoing**

*22. Replace Fire Chief's vehicle*

Estimated Cost: \$22,000  
Funding Source: General Funds  
Scheduled Year: 2005  
Responsibility: City  
**Status: New vehicle purchased in 2004.**

*23. Replace command vehicle*

Estimated Cost: \$22,000  
Funding Source: General Funds  
Scheduled Year: 2005  
Responsibility: City  
**Status: New command vehicle purchased in 2004.**

*24. Add three additional personnel*

Estimated Cost: \$95,000  
Funding Source: General Funds  
Scheduled Year: 2005  
Responsibility: City  
**Status: Not completed due to lack of funding. The need for additional personnel is carried over to the new Short Term Work Program.**

*25. Replace small equipment*

Estimated Cost: \$30,000  
Funding Source: General Funds  
Scheduled Year: 2005  
Responsibility: City  
**Status: Not completed due to lack of funding.**

*26. Purchase new EMS equipment*

Estimated Cost: \$25,000  
Funding Source: General Funds  
Scheduled Year: 2005

Responsibility: City

**Status: Not completed due to lack of funding. The need for new EMS equipment is ongoing.**

#### 10.2.1.4 Community Facilities

##### *1. Construct Recreational Pavilion*

Estimated Cost: \$20,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Not applicable, because of redesign of planned park.**

##### *2. Explore purchasing property for additional needs*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2001

Responsibility: City

**Status: Completed.**

##### *3. Explore purchasing property for new city hall complex*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2002

Responsibility: City

**Status: Completed**

##### *4. Evaluate condition of existing parking lots*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2003

Responsibility: City

**Status: Completed**

##### *5. Seek funding to repave existing parking lots*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2004

Responsibility: City

**Status: Completed 2004**

##### *6. Explore possibility of expanding sidewalks*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2004

Responsibility: City

**Status: Ongoing**

*7. Create Riverdale Redevelopment Authority*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2005

Responsibility: City

**Status: Completed in partnership with the Clayton County Development and Redevelopment Authority.**

10.2.1.5 Land Use

*1. Property maintenance ordinance*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2001

Responsibility: City

**Status: Ongoing**

*2. Explore expanding Bank's Park*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2001

Responsibility: City

**Status: Completed with property purchased in 2004**

*3. Seek property to purchase and permanently protect as greenspace (passive recreation; wetland, floodplain, and stormwater protection)*

Estimated Cost: NA

Funding Source: Grant

Scheduled Year: 2001

Responsibility: City

**Status: Ongoing, 60 acres acquired to date.**

*4. Evaluate possible annexation prospects*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2001

Responsibility: City

**Status: Ongoing**

*5. Renew and update zoning ordinance*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2003

Responsibility: City

**Status: Not completed.**

*6. Explore possibility of eliminating “CT” zoning district to commercial or residential zoning*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2003

Responsibility: City

**Status: Comprehensive plan update recommends rezoning “CT” (Commercial Transitional) to Mixed Use.**

#### 10.2.1.6 Public Works

*1. Add three additional employees for right-of-way maintenance*

Estimated Cost: \$65,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Not Applicable.**

*2. Replace one-ton service truck and dumper*

Estimated Cost: \$35,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Completed in 2002.**

*3. Add one vehicle for right-of-way maintenance crew*

Estimated Cost: \$28,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Completed 2002**

*4. Voyles Drive drainage project*

Estimated Cost: \$50,000

Funding Source: General Funds

Scheduled Year: 2001

Responsibility: City

**Status: Completed in 2004.**

*5. All water projects*

Estimated Cost: NA

Funding Source: Water Funds

Scheduled Year: 2001-2005

Responsibility: City

**Status: Not applicable, since the city sold its water service to the Clayton County Water Authority in 2001.**

*6. Add two employees to street crew*

Estimated Cost: \$42,000

Funding Source: General Funds

Scheduled Year: 2002

Responsibility: City

**Status: Not applicable.**

*7. Purchase new tractor and boom*

Estimated Cost: \$35,000

Funding Source: General Funds

Scheduled Year: 2002

Responsibility: City

**Status: Tractor purchased in 2002; boom not purchased.**

*8. Explore the creation of a stormwater utility.*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2002

Responsibility: City

**Status: Ongoing, a decision is expected in 2006.**

*9. Pine Place drainage project*

Estimated Cost: \$35,000

Funding Source: General Funds

Scheduled Year: 2002

Responsibility: City

**Status: Not completed.**

*10. Replace code enforcement vehicle*

Estimated Cost: \$23,000

Funding Source: General Funds

Scheduled Year: 2004

Responsibility: City

**Status: Vehicles rehabilitated in 2003.**

*11. Hire a part time Code Enforcement Officer*

Estimated Cost: \$23,000

Funding Source: General Funds

Scheduled Year: 2004

Responsibility: City

**Status: Full time code enforcement officer added in 2002.**

*12. Replace air compressor*

Estimated Cost: \$18,000

Funding Source: General Funds

Scheduled Year: 2005

Responsibility: City

**Status: Not Completed.**

*13. Upgrade computer equipment*

Estimated Cost: \$20,000

Funding Source: General Funds

Scheduled Year: 2005

Responsibility: City

**Status: Completed.**

**10.2.2 2006 – 2010 Short Term Work Program**

10.2.2.1 Administrative

*1. Revise Taxicab Service Ordinance*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2006

*2. Replace courtroom chairs*

Estimated Cost: \$10,000

Funding Source: General Funds

Scheduled Year: 2006

*3. Plan, design, and construct new City Hall Complex*

Estimated Cost: \$2,000,000

Funding Source: General Funds

Scheduled Year: 2006

*4. Evaluate remaining capacity of records retention facility*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2006

10.2.2.2 Police Department

*1. Replace 10 bulletproof vests*

Estimated Cost: \$5,000

Funding Source: General Funds

Scheduled Year: 2006-2010

*2. Purchase Laptop Computers (MDT)*

Estimated Cost: \$22,000  
Funding Source: General Funds  
Scheduled Year: 2007

*3. Replace radios and pistols*

Estimated Cost: \$10,000  
Funding Source: General Funds  
Scheduled Year: 2007

10.2.2.3 Fire Department

*1. Purchase Quint apparatus*

Estimated Cost: \$600,000  
Funding Source: General Funds  
Scheduled Year: 2006

*2. Replace two 12 lead EKG heart monitors*

Estimated Cost: \$50,000  
Funding Source: General Funds  
Scheduled Year: 2006

*3. Develop interim Emergency Operations Center*

Estimated Cost: \$5,000  
Funding Source: General Funds  
Scheduled Year: 2006

*4. Acquire property for public safety complex / fire station / headquarters / Emergency Operations Center*

Estimated Cost: NA  
Funding Source: General Funds  
Scheduled Year: Originally proposed for 2002, reprogrammed for 2006

*5. Construct training tower on Wilson Road*

Estimated Cost: \$25,000  
Funding Source: General Funds  
Scheduled Year: Originally proposed for 2004, reprogrammed for 2006

*6. Purchase replacement hose*

Estimated Cost: \$10,000  
Funding Source: General Funds  
Scheduled Year: Originally proposed for 2001, reprogrammed for 2006

*7. Replace Training Chief vehicle*

Estimated Cost: \$27,000

Funding Source: General Funds

Scheduled Year: Originally proposed for 2002, reprogrammed for 2007

*8. Purchase mobile computers for apparatus*

Estimated Cost: NA

Funding Source: General Funds

Scheduled Year: Originally proposed for 2003, reprogrammed for 2007

*9. Hire three additional personnel*

Estimated Cost: \$100,000

Funding Source: General Funds

Scheduled Year: Originally proposed for 2003, reprogrammed for 2007

*10. Hire architect for development of public safety complex*

Estimated Cost: NA

Funding Source: General Funds

Scheduled Year: 2007

*11. Replace two thermal imaging cameras*

Estimated Cost: \$20,000

Funding Source: General Funds

Scheduled Year: Originally proposed for 2003, reprogrammed for 2007

*12. Replace small equipment*

Estimated Cost: \$30,000

Funding Source: General Funds

Scheduled Year: Originally proposed for 2005, reprogrammed for 2007

*13. Replace four SCBA's*

Estimated Cost: \$18,000

Funding Source: General Funds

Scheduled Year: 2007

*14. Construct public safety complex*

Estimated Cost: \$1,500,000 – \$4,000,000

Funding Source: General Funds

Scheduled Year: 2008

*15. Hire three additional personnel*

Estimated Cost: \$100,000

Funding Source: General Funds

Scheduled Year: 2008



*16. Replace Engine*

Estimated Cost: \$350,000

Funding Source: General Funds

Scheduled Year: Originally proposed for 2001, reprogrammed for 2008

*17. Replace four SCBA's*

Estimated Cost: \$18,000

Funding Source: General Funds

Scheduled Year: 2008

*18. Replace Fire Marshal vehicle*

Estimated Cost: \$28,000

Funding Source: General Funds

Scheduled Year: 2008

*19. Replace Assistant Fire Marshal vehicle*

Estimated Cost: \$28,000

Funding Source: General Funds

Scheduled Year: 2008

*20. Renovate Fire Station 22*

Estimated Cost: \$25,000

Funding Source: General Funds

Scheduled Year: 2009

*21. Replace Heavy Rescue apparatus*

Estimated Cost: \$250,000

Funding Source: General Funds

Scheduled Year: 2009

*22. Replace Deputy Chief's vehicle*

Estimated Cost: \$29,000

Funding Source: General Funds

Scheduled Year: 2009

*23. Create and hire Assistant Training Officer*

Estimated Cost: \$50,000

Funding Source: General Funds

Scheduled Year: 2009

*24. Replace four SCBA's*

Estimated Cost: \$20,000

Funding Source: General Funds

Scheduled Year: 2010

*25. Replace Fire Chief's vehicle*

Estimated Cost: \$30,000

Funding Source: General Funds

Scheduled Year: 2010

*26. Create and hire additional Fire Inspector*

Estimated Cost: \$35,000

Funding Source: General Funds

Scheduled Year: 2010

10.2.2.4 Community Development Department

*1. Property maintenance ordinance*

Estimated Cost: NA

Funding Source: General Funds

Year Scheduled: 2006

*2. Revise stormwater ordinance*

Estimated Cost: NA

Funding Source: General Funds

Year Scheduled: 2006

*3. Create a new Comprehensive Zoning Code*

Estimated Cost: \$100,000

Funding Source: General Funds

Year Scheduled: 2006

*4. Create overlay districts for Upper Riverdale Road, Highway 85, Highway 138, and Highway 139 corridors*

Estimated Cost: NA

Funding Source: General Funds

Year Scheduled: 2006

*5. Create tree ordinance*

Estimated Cost: NA

Funding Source: General Funds

Year Scheduled: 2006

*6. Implement zoning/building inspection/permit software*

Estimated Cost: \$10,000

Funding Source: General Funds

Year Scheduled: 2006

*7. Revised sign ordinance*

Estimated Cost: NA

Funding Source: General Funds  
Year Scheduled: 2006

*8. Assess the need to replace code enforcement unit 836*

Estimated Cost: NA  
Funding Source: General Funds  
Year Scheduled: 2006

*9. Implement mobile code enforcement reports technology*

Estimated Cost: \$2,000  
Funding Source: General Funds  
Year Scheduled: 2006

*10 Expand playground at Church Park*

Estimated Cost: \$40,000  
Funding Source: General Funds  
Year Scheduled: 2006

*11. Bid and select firm to produce architectural/site drawings for multi-purpose/recreational center*

Estimated Cost: \$100,000  
Funding Source: City/CDBG  
Year Scheduled: 2006

*12. Hire city planner*

Estimated Cost: \$48,000 (annually)  
Funding Source: General Funds  
Year Scheduled: 2006

*13. Recruit Hilton, Marriott, or major hotel flag – 200 to 300 rooms*

Estimated Cost: NA  
Funding Source: NA  
Year Scheduled: 2006

*14. Recruit water park, amusement park, or other entertainment destination*

Estimated Cost: NA  
Funding Source: NA  
Year Scheduled: 2006

*15. Evaluate annexation prospects*

Estimated Cost: NA  
Funding Source: NA  
Year Scheduled: Annually 2006 - 2010

*16. Assess staffing levels and need for additional positions*

Estimated Cost: NA

Funding Source: NA  
Year Scheduled: Annually 2006 - 2010

*17. Evaluate land purchases for city projects*

Estimated Cost: NA  
Funding Source: NA  
Year Scheduled: Annually 2006 - 2010

*18. Seek ways to increase the amount of greenspace for the use of the community through donations and grants*

Estimated Cost: NA  
Funding Source: Grant  
Year Scheduled: Annually 2006 - 2010

*19. Assess conditions of wetland areas and provide for additional protection if necessary*

Estimated Cost: NA  
Funding Source: General Funds  
Year Scheduled: Annually 2006 - 2010

*20. Recruit retail, office, and light manufacturing industries*

Estimated Cost: NA  
Funding Source: NA  
Year Scheduled: Annually 2006 - 2010

*21. Begin construction of multi-purpose/recreational center*

Estimated Cost: \$2,000,000  
Funding Source: Grant  
Year Scheduled: 2007

*22. Replace unit 836*

Estimated Cost: \$25,000  
Funding Source: General Funds  
Year Scheduled: 2007

*23. Revise sign ordinance*

Estimated Cost: NA  
Funding Source: General Funds  
Year Scheduled: 2007

*24. Create Riverdale business association*

Estimated Cost: \$30,000  
Funding Source: General Funds  
Year Scheduled: 2007

25. *Recruit and establish location for an 18-hole golf course in the city.*

Estimated Cost: NA

Funding Source: NA

Year Scheduled: 2007

26. *Begin construction of water park, amusement park, or other entertainment destination*

Estimated Cost: \$10,000

Funding Source: Private

Year Scheduled: 2007

27. *Create new code enforcement officer/building inspector position*

Estimated Cost: \$50,000

Funding Source: General Funds

Year Scheduled: 2007

28. *Purchase vehicle for new code enforcement position*

Estimated Cost: \$35,000

Funding Source: General Funds

Year Scheduled: 2007

29. *Begin redevelopment of Upper Riverdale Road corridor*

Estimated Cost: \$2,000,000

Funding Source: Private/Grants

Year Scheduled: 2007

30. *Design city center project and apply for LCI grant*

Estimated Cost: \$80,000

Funding Source: General Funds

Year Scheduled: 2007

31. *Complete construction of multi-purpose/recreational center*

Estimated Cost: \$2,000,000

Funding Source: Grants

Year Scheduled: 2008

32. *Convert Riverdale Business Association to 501c (3)*

Estimated Cost: \$30,000

Funding Source: Private

Year Scheduled: 2008

33. *Continue City Center Project*

Estimated Cost: \$100,000

Funding Source: General Funds

Year Scheduled: 2008

*34. Expand multi-purpose/recreational center with pool and track*

Estimated Cost: \$5,000,000

Funding Source: City/Grants

Year Scheduled: 2009

*35. Create Riverdale Redevelopment Authority*

Estimated Cost: \$30,000

Funding Source: General Funds

Year Scheduled: 2009

*36. Expand commercial base and corridor*

Estimated Cost: NA

Funding Source: NA

Year Scheduled: 2010

*37. Entice light industries to enter city for airport support services*

Estimated Cost: NA

Funding Source: NA

Year Scheduled: 2010

10.2.2.5 Public Works

*1. Upgrade Computer Equipment*

Estimated Cost: \$20,000

Funding Source: General Funds

Scheduled Year: 2006

*2. Continue program for stenciling storm water inlet structures to identify the receiving stream*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2006

*3. Sign intergovernmental agreement for establishing a countywide stormwater utility*

Estimated Cost: NA

Funding Source: NA

Scheduled Year: 2006

*4. Replace service truck unit 802 (1995 Ford F-350 Crew)*

Estimated Cost: \$38,000

Funding Source: General Funds

Scheduled Year: 2006

*5. Replace service truck unit 803 (1997 Ford F-150)*

Estimated Cost: \$25,000

Funding Source: General Funds  
Scheduled Year: 2006

*6. Replace service truck unit 829 (1997 Ford F-150)*

Estimated Cost: \$25,000  
Funding Source: General Funds  
Scheduled Year: 2006

*7. Replace Bucket Truck Unit 810 (1985 Ford F-600)*

Estimated Cost: \$50,000  
Funding Source: General Funds  
Scheduled Year: 2006

*8. Participate in the formation of a countywide stormwater utility by adopting supporting ordinances and practices guidebook.*

Estimated Cost: \$2,000  
Funding Source: General Funds  
Scheduled Year: 2006

*9. Upgrade computer equipment; connect to City Hall with fiber-optic line*

Estimated Cost: \$20,000  
Funding Source: General Funds  
Scheduled Year: 2006

*10. Replace service truck unit 801 (2001 F-150)*

Estimated Cost: \$28,000  
Funding Source: General Funds  
Scheduled Year: 2007

*11. Replace service truck unit 804 (1999 F-150)*

Estimated Cost: \$25,000  
Funding Source: General Funds  
Scheduled Year: 2007

*12. Replace service truck unit 805 (1995 F-350)*

Estimated Cost: \$25,000  
Funding Source: General Funds  
Scheduled Year: 2007

*13. Replace asphalt roller*

Estimated Cost: \$25,000  
Funding Source: General Funds  
Scheduled Year: 2008

*14. Begin developing walking trails in greenspace areas*

Estimated Cost: \$150,000

Funding Source: Grant  
Scheduled Year: 2008

*15. Replace air compressor*

Estimated Cost: \$18,000  
Funding Source: General Funds  
Scheduled Year: 2009

*16. Continue development of greenspace trail network*

Estimated Cost: \$150,000  
Funding Source: Grant  
Scheduled Year: 2009

*17. Replace backhoe*

Estimated Cost: \$50,000  
Funding Source: General Funds  
Scheduled Year: 2010