

COMMUNITY FACILITIES AND SERVICES

Introduction

This element provides local governments the opportunity to inventory a wide range of community facilities and services. It also give communities to assess their adequacy for serving present and future population and economic needs, and to articulate community goals and an associated implementation program for providing the desired level of public facilities and services throughout the planning period. The purpose of this element is to assist local governments in coordinating the planning of public facilities and services in order to make most efficient use of existing infrastructure as well as future investments and expenditures for capital improvements and long-term operation and maintenance costs.

Each local government must address in this element those facilities that provide service within its jurisdiction. Local governments that provide facilities to serve areas within other local government jurisdictions must also address those facilities, using data from the comprehensive plan(s) of other jurisdictions as needed for the purpose of projecting facility needs. For shared facilities, each local government must indicate the proportional capacity of the systems allocated to serve its jurisdiction.

The Community Facilities and Services Element is an inventory public facilities and services established to met the needs of Lovejoy residents, property owners and business operators. An assessment of the adequacy of these facilities and services to meet current and future demand is presented. The Element identifies community goals and objectives concerning public facilities and services. Finally, implementation programs necessary to provide the community with a desirable level of facilities and services throughout the planning period are also presented.

Such an inventory and assessment assists the city of Lovejoy in coordinating the planning of public facilities and services planning and programming to ensure that capital improvements and long-term operation and maintenance costs. This element will inventory the entity having operational responsibility for the facilities, the service area of the facility and the predominant types of land uses served by the facility, the design capacity of the facility, the current demand on the facility capacity, and the level of service provided by the facility.

Inventory of Existing Conditions.

Transportation Network

The transportation system consist of roads, highways, sidewalks, signalization and signs, bridges, public transportation, railroads, port facilities, airports, etc. See the Transportation Element for further information on Lovejoy's transportation system.

Water and Sanitary Sewer Service

The Clayton County Water Authority is expressly authorized and empowered to contract for a period not to exceed 50 years with any public agency, public corporation, city, town, county or authority for water, sewer or other services. The construction, operation and maintenance of all sanitary sewer lines under the County's jurisdiction are the responsibility of the Clayton County Water Authority. All existing and future sanitary sewer lines laid in the County and all areas served by the sanitary sewer lines are within the jurisdiction of CCWA, including locations within the City of Lovejoy limits unless prior agreements or ordinances have been adopted. The Clayton County Water Authority Manager supervises all resources of CCWA in building, operating and maintaining the sanitary sewer system.

Water Supply and Treatment

Clayton County Water Authority manages the three plants that provide drinking water to the city of Lovejoy. These plants are the J.W. Smith Water Treatment Plant, Freeman Road Water Treatment Plant and William J. Hooper Water Treatment Plant. All three plants ultimately supply water to the entire city and the county. The combined plant capacity is 42 million gallons per day (mgd). Total county demand is 27 mgd. Some 74,319 linear feet of water mains have been installed to serve private properties within the city limits. The useful life of the treatment plants and distribution mains is 100 years.

Sewerage System and Wastewater Treatment

The Shoal Creek Wastewater Treatment Plant located on Shoal Creek serves the city of Lovejoy. This facility is operated by the Clayton County Water Authority. The service area for the plant is 12,000 acres and the design capacity is 4.4 mgd. Current demand on the facility is 1.53 mgd. The sanitary sewer collection system serving the city of Lovejoy is comprised of approximately 43,694 linear feet of sewer main. The useful life of the collection mains and treatment plants is 100 years.

Solid Waste Management

The City of Lovejoy cooperates with Clayton County in preparation of a comprehensive solid waste management plan. The 1998 Clayton County Comprehensive Solid Waste Management Plan is enclosed as an appendix.

Lovejoy's solid waste needs are met by private contractors who dispose of solid wastes at the Clayton County Municipal Solid Waste Landfill, owned and operated by Clayton County. Residents and property owners may contract with over 20 private waste haulers to dispose of household and commercial waste. Clayton County regulates the private contractors, and assists in removal of refuse throughout the city. The waste is hauled to then Clayton County Municipal Solid Waste Landfill, off Hastings Bridge Road (Georgia Hwy 3), within the Lovejoy city limits. The Lovejoy Landfill accepts and disposes of waste from Clayton County and surrounding areas according to Georgia Environmental Protection Divisions standards and procedures.

Lovejoy's recycling needs are met by the Landfill which is responsible for funding and operating the Clayton County Recycling Drop Off Center located at 1430 Highway 138, Jonesboro and the Processing Center at 11650 SLR Parkway Lovejoy. The Clayton County Landfill receives no public funding; the operation is funded by recycling revenues.

Table AM-7 of the SWMP indicates a remaining capacity at the Clayton County Municipal Landfill for 2003 of 3,156,962.72 cubic yards. A waste stream of 256,413.31 cubic yards per year is indicated as the waste stream generated in Clayton County. An assumption that 40 percent of that waste stream will be delivered to Clayton County Landfill is used in Table AM-7 and indicates a useful life of over 12 years. This exceeds the minimum 10-year capacity requirement.

The Clayton County Short Term Work Program of the SWMP indicates that Lovejoy will continue to support Clayton Clean and Beautiful as an avenue of public education and involvement in the waste handling process.

Public Works

Clayton County Public Works Department performs all road resurfacing and pot hole repair in Lovejoy. The Department also installs and repairs roadway drainage systems on County and Lovejoy right-of-ways; mows right-of-ways and removes debris from ditches in the County

and Lovejoy right-of-ways. Public Works also performs roadway widening and construction.

General Government

City administration functions are performed at City Hall located at 2601 Steele Road. This building contains the offices of the Mayor and Council, City Clerk and administrative staff. City Hall is also the location of public hearings and serves the all the public administration needs of the entire city of Lovejoy.

Financial reporting functions are performed by the City Auditor, who prepares the annual budget and audit. Legal matters associated with a range of City responsibilities are handled by the City Attorney.

Code enforcement tasks are provided by Clayton County Code Enforcement Officers through an Intergovernmental Agreement with Clayton County.

Public Safety

Public safety services encompass police and fire protection and emergency medical service. Each is described below:

Police Services

Lovejoy's public safety needs, including traffic patrols, are met by the Clayton County Police Department. Lovejoy is located in the Department's Zone 4. The Clayton County Sheriff's Department also provides services within the city limits, such as serving arrest warrants and other documents. The Sheriff's Department is also responsible for overseeing the Lovejoy Detention Center.

Fire Services

Fire protection is provided by the Clayton County Fire Department. The Department's primary responsibility is to respond to medical emergencies, vehicle crashes, natural gas leaks, building fires, vehicle fires, woods/grass fires and natural disasters. CCFD has an ISO Class rating of three. Station 10, located in Hampton, is the CCFD station serving Lovejoy. The following services are provided to Lovejoy residents and property owners:

- Fire Code Enforcement
- Fire Cause Investigation
- Safety Education for Children & Adults
- Emergency Medical Services (EMS)

- Lead Agency of Safe Kids of Georgia
- Fire Evacuation Planning for Commercial Buildings
- Youthful Fire Setter Intervention Program
- Fire Station Tours
- Day Care Provider Workshops
- Hydrant Maintenance
- Fire Suppression
- Crash Victim Extrication

Recreation Facilities

Lovejoy Regional Park, owned and operated by Clayton County, adjoins the city limits on the west, and features such amenities such as eight (8) soccer fields, eight (8) tennis courts, nine (9) athletic fields, two (2) walking tracks and playground equipment. The Clayton County Parks and Recreation Department classifies Lovejoy Regional Park as a community park. No major park, recreation or conservation areas are found within the Lovejoy city limits.

Hospitals and Other Public Health Facilities

Southern Regional Medical Health Center serves Lovejoy. Southern Regional was established in 1971 as a community-based healthcare provider and grew into a health care system in the early 1990's. In 1996, Southern Regional became a member of the PROMINA Health Care System, Georgia's largest non-profit hospital alliance. Southern Regional Health System provides comprehensive health services, including Southern Regional Medical Center, a 406-bed, full service hospital in Riverdale featuring a state-of-the-art outpatient surgery center, one of the busiest emergency departments in the state and a Community Care Center. In 2001, Southern Regional opened the Women's Life Center, a 107,000-square foot, state-of-the-art facility which offers complete obstetrical, gynecological, diagnostic and educational services to women.

Educational Facilities

Lovejoy students attend Lovejoy Middle School and Lovejoy High School. Neither school is located within the Lovejoy city limits. Both the middle and high schools are operated by the Clayton County Board of Education. These schools are located nearby in unincorporated Clayton County. The Board of Education provides after school programs, adult and vocational programs.

The Clayton County Public Schools After School Enrichment Program offers students in Pre-Kindergarten through Grade 8 a safe, warm and caring environment. Students are offered a variety of learning experiences. Children are given opportunities to explore technology, arts & crafts, performing arts and outdoor recreation. Students are also provided with a variety of other activities including homework time; math, science, and language arts activities; karate and cooking classes. The Board also provides adult Education/GED Preparation, GED Testing, literacy programs that provide instruction in basic reading, math and language skills. Vocational training or Technology/Career Education is provided as an essential component of the educational program available to the youth enrolled in Clayton County Public Schools. The schools integrate problem solving, hands-on activities, and contextual learning. The Technology/Career Education curriculum provides opportunities for career exploration, guided practice and application of academic and technical skills.

Libraries and Other Cultural Facilities

Lovejoy residents may access the Jonesboro Public Library as no library is located in Lovejoy. Plans are to establish a Lovejoy Public Library in City Hall. The first public library in Clayton County began in January 1941 with a collection of 200 books. A room was rented above the old Jones Brothers Department Store on South Main Street, across from the Jonesboro train depot. In 1964, ground breaking for a new Jonesboro Library began. In 1966, the library opened on the corner of Smith and Lee Streets in downtown Jonesboro, where it is operated today. The Jonesboro Library, the closest library to Lovejoy, has 55,000 books and offers six (6) computers with internet access.

COMMUNITY FACILITIES AND SERVICES ASSESSMENT

Lovejoy's population has increased dramatically and further growth is projected. Commercial growth is being propelled by growth of the region and such the transportation improvements as Highway 19/41 and planned commuter rail. This growth spells significant increases in demand for community facilities and services. Much of this demand will be met through continuing contracts with such service providers as Clayton County Water Authority. Other service demand such as greenspace and recreation needs will be met by facilities provided by private developers.

Lovejoy is well-served by the water plants and distribution mains as well as the wastewater treatment facilities and collection lines maintained by Clayton County Water Authority. Public services are solid as evidenced, for example, by the excellent ISO rating of the Clayton County Fire Department which protects Lovejoy properties. The City intends to maintain public facilities and services as development proceeds and has established the following goals and objectives:

Goal: Provide public infrastructure, facilities and services sufficient to meet future demand in a manner that will attract quality development, tenants and residents.

Water Supply

Clayton County Water Authority serves the drinking water and fire suppression needs of Lovejoy. The City seeks to maintain this arrangement.

Objective A: Ensure that water supply and fire flow keep pace with projected growth.

Sanitary Sewer

Clayton County Water Authority has built an excellent wastewater collection and treatment system throughout Clayton County, including Lovejoy. The City seeks to maintain this service relationship.

Objective B: Ensure that wastewater treatment capacity and facilities are available to accommodate projected growth.

Storm Sewer

Flooding is not perceived as a problem in Lovejoy. However, as development intensifies,

precautions must be taken to ensure storm water management is adequate and wetlands and waterways are protected.

Objective C: Ensure that the storm water drainage system is capable of handling increasing levels of storm water runoff.

In a survey conducted for the purpose of soliciting input for this comprehensive plan, Lovejoy residents expressed satisfaction with a range of public services, including garbage collection, fire and police protection, street maintenance, storm water management, sign regulation and code enforcement. Significantly, 40 percent were “Undecided” as to whether code enforcement services were satisfactory.

Solid Waste

Lovejoy’s Solid Waste Management Plan (SWMP) establishes programs and schedules for achieving the state-mandated solid waste reduction goals. The SWMP identifies the following plan elements:

Continue to allow citizens and businesses to contract individually for collection services.

Target reduction of all yard trimmings including emphasis on composting at home.

Encourage the expansion of drop-off programs for the collection of paper, steel cans, glass containers, aluminum cans, plastic soft drink and milk bottles.

Divert ties, wood pallets, white goods, etc. by educational programs, special collection programs and ordinances.

Lovejoy’s “Rally Day” will be expanded to include educational materials and recycling and composting.

Hold town hall meetings to discuss solid waste and recycling issues.

Continue financial contributions to “Keep Clayton County Beautiful.”

Comply with state requirements concerning “Full Cost Accounting” and disclosure to the public.

An inherent solid waste management objective is adopted as Objective D, below:

Objective D: Effectively address the solid waste collection and disposal needs of the city and fully comply with the Georgia Solid Waste Management Act.

Police Services

Police services provided by the Clayton County Police Department are deemed to be satisfactory. The City plans to ensure these essential services continue to meet Lovejoy's public safety needs as the city further develops.

Objective E: Maintain the current level of services as the demand for services expands.

Fire and Emergency Medical Services (EMS)

Fire and EMS services provided by the Clayton County Fire Department are deemed to be satisfactory. The City plans to ensure these essential services continue to meet Lovejoy's public fire protection and emergency medical needs.

Objective F: Maintain the current ISO rating as the demand for services expands.

Hospitals and Public Health Facilities

The City will continue to depend on Southern Regional Hospital to meet public health care needs.

Objective G: Ensure that residents, employees and visitors are provided an excellent level of health care.

Recreation

The Clayton County Parks and Recreation Department provides recreational services for the city of Lovejoy. Their mission is *"Living naturally and providing quality recreation on Atlanta's southside."* The City intends that new developments will contain facilities to meet the needs of residents within these developments.

Objective H: Develop parks and recreation facilities within the city as needed to address the demand for facilities and conform to the national park and recreation standards.

Public Works

Clayton County Public Works Department performs all road resurfacing in Lovejoy. The City plans to continue to have this Department maintain all local and county streets in the city.

Objective I: Ensure that Lovejoy's streets are adequate to handle traffic flow and right-of-ways are well maintained.

Code Enforcement

Clayton County Community Development Department provides code enforcement services to Lovejoy, including inspections during construction and in enforcement of property and building maintenance codes. According to residents responding to a city survey, a need for improved enforcement may exist.

Objective J: Ensure all properties in Lovejoy are maintained in a safe and sanitary condition and that new construction conforms to all building and health safety codes.

General Government

City Hall is deemed adequate throughout the five-year period of the Short Term Work Program.

The City would like to more fully utilize City Hall to meet resident needs.

Objective K: Enhance the service capacity of City Hall.

Educational Facilities

The city of Lovejoy has no educational facilities within the city limits. However, the City has established the following educational objective for Lovejoy Middle School and Lovejoy High School:

Objective L: Ensure quality, public education to Lovejoy residents.

Libraries and Cultural Facilities

More than 80 percent of respondents to a city survey indicated they would use local library services if they were available. The City plans to establish a local library within City Hall. Residents may also access any branch of the county-wide library program operated by Clayton County. The main Library headquarters branch is located on Battlecreek Road, north of the city limits.

Objective M: Ensure residents have convenient access to library and cultural facilities.

Associated Implementation Strategies include the following:

- Strategy A: Cooperate with Clayton Water Authority in projecting future demand for potable water supply to ensure that supply allocations are sufficient to meet projected water volume and fire protection requirements.
- Strategy B: Cooperate with Clayton County Water Authority in projecting future demand for sanitary sewer service to ensure that sewer capacity is available to accommodate projected wastewater volumes.
- Strategy C: Mandate that “Best Management Practices” are employed during construction of new developments to ensure that flood potential and erosion are minimized.
- Strategy D: Implement and update the 1998 Clayton County Comprehensive Solid Waste Management Plan.
- Strategy E: Continue the relationship with Clayton County Police Department to ensure excellent police services throughout Lovejoy.
- Strategy F: Continue the relationship with Clayton County Fire Department to ensure excellent levels of service throughout Lovejoy.
- Strategy G: Continue to depend on Southern Regional Hospital to meet public health care needs.

- Strategy H: Continue to depend on Clayton County Parks and Recreation Department to meet the majority of park and recreation needs, and foster creation of greenspace and recreation facilities within new developments.
- Strategy I: Continue the relationship with Clayton County Public Works Department to ensure excellent street and right-of-way maintenance.
- Strategy J: Continue the relationship with Clayton County Community Development ensures high levels of property maintenance and new construction standards. Supplement code enforcement efforts through implementation of stepped up property inspections.
- Strategy K: Establish a Lovejoy Library Branch at City Hall as a means to enhance communications with residents.
- Strategy L: Explore such supplemental programs as mentoring to enhance the educational experience at Lovejoy Middle School and Lovejoy High School.
- Strategy M: Establish a Lovejoy Library Branch at City Hall to enhance student and resident access to educational materials and facilities. Post notices of cultural events held in Clayton County such as performances at Spivey Hall on the Clayton College and State University in City Hall.

HOUSING ELEMENT

Introduction

"Housing, and the land it is sited on, constitutes the biggest single land use in most cities and towns; in many places it occupies more land than all other land uses combined. There are few if any planning issues that touch more people than the condition of their immediate neighborhoods, because that is where they spend most of their time."

Levy, 1997.

The above quote is provided by the Department of Community Affairs to highlight the importance of housing in comprehensive planning. The Department also provides the following state housing goal and objective that are central to understanding topics and policies presented in the Housing Element of the Comprehensive Plan:

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

Housing Objective: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community. Central to this objective is a desire to shorten commutes and enhance the quality of people's lives by increasing convenience.

Lovejoy's pattern of housing development, particularly recent construction, but historic development as well, is entirely consistent with this Housing Goal. As the data compiled here will indicate, a wide range of housing is becoming available in Lovejoy and housing types are as diverse as any in the region. Density increases that are projected will foster consistency with housing policies contained in the Regional Development Plan prepared by the Atlanta Regional Commission. The planned commuter rail service will serve a growing Lovejoy population that will enjoy improved access to regional employment destinations.

Housing Element

The Housing Element characterizes Lovejoy's housing over the past two decades as well as future housing demand over the next 20 years. This Element also assesses the suitability of Lovejoy's housing in meeting resident needs and compares housing demand to growth projections of the Population Element. Given state affordability objectives, the Housing Element also formulates strategies for providing appropriate housing for all segments of Lovejoy's population. Finally, as the market demands variety in dwelling unit size, style, cost, setting and ownership, the available range of Lovejoy housing options is evaluated as well.

The housing inventory considers housing unit type, unit age and condition, owner/renter ratios and housing cost. The source of this data is the U.S. Census, particularly the 2000 Census. Future housing trends are forecasted over a 20-year planning period and are based on local records and the designations of the Future Land Use Map contained in the Land Use Element.

Specific housing topics addressed in this Element are as follows:

Unit Totals. In 1980, only 83 housing units were found in Lovejoy (Table H1). In 1990, the number of units rose to 99, a 19 percent increase. The 2000 Census signaled tremendous growth, as the number of units rose by 511 percent in 10 years to a total of 605. Clayton County also experienced growth in housing units between 1990 and 2000. The total number of units in the county increased from 71,926 units in 1990 to 86,461 units in 2000, a 20 percent increase. The number of housing units in the Region rose from 1,052,430 in 1990 to 1,331,264, an increase of 26 percent. This compares to housing growth in Georgia which registered a 24 percent growth rate between 1990 and 2000, expanding from 2,638,418 to 3,281,737 units. Housing growth in Lovejoy greatly exceeded county regional and state growth rates between 1990 and 2000.

Unit Type. A range of housing unit types are present in Lovejoy. The 1990 total included 73 detached single family units and 26 mobile homes, that is, manufactured homes. Two units were classified by Census as being "20 to 49 units;" however, neither the numbers nor field surveys support that classification. By 2000, 605 dwelling units were found in Lovejoy, of which 552, some 91 percent, were manufactured homes. The number of detached units declined to 51. Absent from the housing mix in 2000, were duplexes, triplexes, quadruplexes, single family attached units (either townhouse or condominium) and multifamily units (apartments).

Table H4 shows the 1980-2000 housing units by type for Clayton County. Single Family units increased by 26 between 1990 and 2000. In 2000, single family detached units made up 62 percent of the housing stock in the county. The next largest housing unit type was the 3-9 unit multifamily buildings, making up 18 percent of all unit types. In 2000, 3,802 mobile home units were present in Clayton County. Lovejoy accounted for 14.5 percent, even though Lovejoy accounted for only 1.1 percent of the entire County population.

While traditional, single family dwellings dominated the housing mix in 2000, housing unit types in the Region were more diverse than in Lovejoy at the time of the 2000 Census count. Multifamily units comprised one-third of all units, and developments with 50 or more units grew by 149 percent between 1990 and 2000.

Table H1. Housing Unit by Type: Lovejoy

Category	1980	1990	2000	Unit Ratio	% Change
TOTAL Housing Units	83	99	605	100%	511%
Single Units (detached)	NA	73	51	8.4%	8%
Single Units (attached)	NA	0	0	0	0%
Double Units	NA	0	0	0	0%
3 to 9 Units	NA	0	0	0	0%
10 to 19 Units	NA	0	0	0	0%
20 to 49 Units	NA	0	2	0.3%	0%
50 or more Units	NA	0	0	0	0%
Mobile Home or Trailer	NA	26	552	91.2%	91%
All Other	NA	0	0	0	0%

Source: U.S. Bureau of the Census 1980, 1990 and 2000.

Table H4. Housing Unit by Type: Clayton County

Category	1980	1990	2000	2000%
TOTAL Housing Units	NA	71,926	86,461	100%
Single Units (detached)	NA	42,354	53,335	62%
Single Units (attached)	NA	1,856	2,670	3%
Double Units	NA	1,163	1,260	1%
3 to 9 Units	NA	14,141	15,439	18%
10 to 19 Units	NA	6,713	5,322	6%
20 to 49 Units	NA	1,991	1,520	2%
50 or more Units	NA	509	3,046	4%
Mobile Home or Trailer	NA	2,780	3,802	4%
All Other	NA	419	67	0%

Source: U.S. Bureau of the Census 1980, 1990 and 2000.

Table H5 shows the 1980-2000 housing units by type for the Atlanta Regional Commission counties. Single family units increased by 37 between 1990 and 2000. A very substantial increase occurred with multifamily units with 50 units or more. This increased by 149 percent between 1990 and 2000. Decreases of 6.0 and 7.0 percent was recorded in housing types featuring multifamily structures containing 10-19 units and 20-49 units, respectively.

Table H5. Housing Unit by Type: Atlanta Region

Category	1980	1990	2000	Unit Ratio	% Change 2000
TOTAL Housing Units	NA	1,052,430	1,331,264	100%	26%
Single Units (detached)	NA	613,155	837,702	62.9%	37%
Single Units (attached)	NA	43,128	54,057	4.1%	25%
Double Units	NA	24,934	25,757	1.9%	3%
3 to 9 Units	NA	158,623	172,876	13.0%	9%
10 to 19 Units	NA	106,664	100,511	7.5%	-6%
20 to 49 Units	NA	43,320	40,194	3.0%	-7%
50 or more Units	NA	28,603	71,159	5.3%	149%
Mobile Home or Trailer	NA	26,450	28,496	2.1%	8%
All Other	NA	7,553	512	0.04%	-93%

Source: U.S. Bureau of the Census 1980, 1990 and 2000.

Single family detached units comprised the majority of housing units in Georgia in 2000, some 64.2 percent. Manufactured homes ranked second in terms of number of units, accounting for more than 12 percent of the total. Triplexes and multifamily units in buildings having up to nine units per building ranked third, representing some 9.32 percent. All other unit types were represented across Georgia in 2000, indicating a wide range of housing options. Lovejoy, on the other hand, showed concentration in one unit type as manufactured homes accounted for 92 percent of all units. As significant is the lack of housing options in 2000 in the other unit types.

Table H6. Housing Unit by Type: Georgia

Category	1980	1990	2000	% Change
TOTAL Housing Units	NA	2,638,418	3,281,737	24%
Single Units (detached)	NA	1,638,847	2,107,317	29%
Single Units (attached)	NA	73,412	94,150	28%
Double Units	NA	89,368	90,370	1%
3 to 9 Units	NA	276,220	305,920	11%
10 to 19 Units	NA	138,876	129,276	-7%
20 to 49 Units	NA	55,704	57,825	4%
50 or more Units	NA	38,103	97,628	156%
Mobile Home or Trailer	NA	305,055	394,938	29%
All Other	NA	22,833	4,313	-81%

Source: U.S. Bureau of the Census 1980, 1990 and 2000.

Lovejoy's housing stock has become more diverse since the 2000 Census count. Single family detached units have been added and a small number of mobile homes have been removed from the inventory. Housing construction since the 2000 Census has added a substantial number of town houses and multifamily units. Specifically, 216 detached units, 258 townhouse units and 250 multifamily units have been added. Residential development continues in Lovejoy. This construction will begin to redress the imbalance exhibited in Lovejoy's 2000 housing stock.

Projections of housing units in this Housing Element must be consistent with population projections in the Population Element. Should the housing supply fall short of population projections, residential growth will not be accommodated in Lovejoy. A surplus of units will spell high vacancy rates and revenue losses for builders and apartment management firms. These projections as they relate to housing units are presented below:

Table H2. Total Households: Lovejoy

Location	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Lovejoy	124	167	211	576	941	2,343	3,863	4,076	4,167	4,226

Source: U.S. Bureau of Census 1980, 1990 and 2000; Woods and Poole, adjusted by Strategic Planning Initiatives LLC.

An average household size of 2.8 persons per household was used to project the 2025 population indicated in Table H3. The dwelling unit projections in Table H2 were based on a density assigned to undeveloped land in Lovejoy and yielded a 2025 dwelling unit total of 3,910. The density was selected based on housing type, as indicated by surrounding development and transportation network. This density, as applied to the acreage of undeveloped land, is expected to produce a 2025 population of 11,468 residents. This total approximates the projected population of 12,121 which was based on local, recent building activity and is reflected in Table H3.

In addition, the projected number of households in Table H2, taken from Table P11 of the Population Element, indicated for 2025 is 4,226 households. This number of households can be accommodated by the projected 4,329 dwelling units in Table H3 as derived by dividing the population total by an average household size of 2.8. This would be associated with a vacancy rate of approximately 2 percent.

Table H3. Population Projections: Lovejoy

Year	1980	1985	1990	1995	2000	2001	2002	2003	2004
Building Permit Based	351	561	770	1,633	2,495	2,698	3,928	4,686	5,512
Clayton County Based	351	561	770	1,633	2,495	2,698	3,928	4,686	5,512
Year	2005	2006	2007	2008	2009	2010	2015	2020	2025
Permit Based	6,739	7,956	8,790	9,624	10,458	11,012	11,564	11,841	12,121
Clayton County Based	6,739	7,733	7,834	7,934	8,035	8,137	8,664	9,209	9,776

Source: U.S. Census, 1980, 1990 and 2000; projections by Strategic Planning Initiatives LLC.

Age and Condition of Housing. Information about the age and condition of housing is important to assessing the adequacy of the housing stock. Older units may become dilapidated, signaling a need for rehabilitation or replacement as well as substandard living conditions.

Table H17 shows the number of houses built before 1939 in Lovejoy, Clayton, the Region and Georgia. Interestingly, between 1990 and 2000, the percentage of houses built before 1939 in Lovejoy and Clayton increased 33 percent and 20 percent, respectively. This was not the case for Georgia and the Region as the number of houses built before 1939 decreased by 9 percent and 6 percent, respectively. Loss of such houses is typically due to fire and/or demolition.

Table H7. Houses Built Before 1939

1939 or Earlier	1980	1990	2000
Lovejoy	NA	12	16
Clayton	NA	695	836
Georgia	296,662	212,294	192,972
Region	67,051	56,329	52,960

Source: U.S. Bureau of the Census 1980, 1990 and 2000.

Lovejoy recorded 2.64 percent of its units as built prior to 1939 in 2000, somewhat higher than Clayton at .97 percent. Lovejoy's ratio was well below the state which recorded 5.88 percent, indicating a newer and presumably, superior housing stock. Nearly four percent (3.98%) of the Atlanta Region housing units were built prior to 1939. Table H8 indicates the median year residential structures were built. This value for Lovejoy was 1996 in the 2000 Census, well above the median year built for Clayton and Georgia. Importantly, some 724 units have been added since the 2000 census count, meaning that the median year built would be even more recent. Based on the data presented in Table H8, Lovejoy's housing stock is very new.

Table H8. Median Year Structure Built

Jurisdiction	Year 1980	Year 1990	Year 2000
Lovejoy	NA	1975	1996
Clayton	NA	1975	1979
Georgia	NA	1973	1980
Atlanta Region	NA	NA	NA

Source: U.S. Bureau of the Census 1980, 1990 and 2000.

According to 1990 Census data, the median year housing structures were built in Lovejoy was 1975, Clayton 1975 and 1973 in Georgia. However, by 2000, median year built was 1996, Clayton 1979 and 1980 Georgia. This evidence of the addition of newer housing units may be accounted for by the dramatic increase in housing units reflected in the 2000 census, 552 of which were manufactured homes.

Table H9. Housing Units with Plumbing Facilities

1980	Georgia	Clayton	Lovejoy	Region
Complete plumbing facilities	NA	NA	NA	NA
Lacking complete plumbing facilities	35,769	391	NA	8,527
1990	Georgia	Clayton	Lovejoy	Region
Complete plumbing facilities	2,609,956	71,697	96	1,048,063
Lacking complete plumbing facilities	28,462	229	3	4,357
2000	Georgia	Clayton	Lovejoy	Region
Complete plumbing facilities	3,252,197	86,155	605	1,324,799
Lacking complete plumbing	29,540	306	0	6,465

Source: U.S. Bureau of the Census 1980, 1990 and 2000.

The U.S. Census uses plumbing facilities to evaluate and compare the adequacy of housing in local communities. Lovejoy demonstrates a solid housing stock as in 2000, 100 percent of homes in Lovejoy had indoor plumbing. In Clayton, 0.3 percent did not have plumbing facilities, compared to 0.9 percent in Georgia and 0.5 percent in the Region.

Owner/Renter Occupancy Ratios. High owner/renter ratios in a community are thought to indicate a favorable housing supply and are consistent with national average concerning home ownership, Table H10, Occupancy Characteristics Lovejoy. In 1980, 88 of 114 occupied housing units in Lovejoy were occupied by the owners. This represented 77 percent compared to 26 units that were occupied by renters. In 1990, this percent rose to 89 percent, while rental units accounted for only 21 units, or 11 percent. By 2000, 93 percent of all occupied dwelling units were owner-occupied.

By contrast, owner-occupancy levels across Georgia are somewhat lower. In 1980, the rate of homeowner occupancy was only 65 percent; in 1990 it remained at that level and by 2000, the ratio of owner occupied units in Georgia rose to 67 percent. This approximates national levels, but is drastically below ratios in Lovejoy. High homeowner occupancy levels are considered an indication of stability as a common perception is that homeowners remain in place over longer periods, and therefore, are more rooted in their community. This may translate into better property maintenance in communities in which owner occupancies remain high.

Vacancy Rates. Another indicator of Lovejoy's housing supply is vacancy rate. Census measures owner and renter vacancy rates. For Lovejoy, the owner vacancy rate was zero (0) in 1990, rising steeply to 7.6 percent in 2000, Table H10 Occupancy Characteristics: Lovejoy. Renter vacancies accounted for 7.6 percent of all renter-occupied units in 1990 and rose dramatically in 2000 to 38.9 percent, nearly four of every 10 units. The abandonment of a mobile home park may have accounted for this surge in vacancy.

Georgia's owner vacancy rate varied little from 1990 when it was recorded as 2.3 to 2000 when it actually decreased to 2.2 percent. Renter vacancy rates improved more significantly, decreasing from 12.3 percent in 1990 to 8.4 percent in 2000.

Compared to state and any reasonable measure, rental vacancy rates in Lovejoy are high. The number of manufacture homes rose dramatically from 1990 to 2000, and could explain the increase as this housing type dominated the housing stock in 2000.

Table H10. Occupancy Characteristics: Lovejoy

Category	1980	1990	2000
TOTAL Households	114	184	472
Housing Units Vacant	NA	28	109
Housing Units Owner Occupied	88	163	438
Housing Units Renter Occupied	26	21	58
Owner to Renter Ratio of Vacancy	NA	0	0.97
Owner Vacancy Rate	NA	0%	7.6%
Renter Vacancy Rate	NA	7.6%	38.9%

Source: U.S. Bureau of the Census 1980, 1990 and 2000.

Table H11. Occupancy Characteristics: Clayton County

Category	1980	1990	2000
TOTAL Households	50,448	65,412	82,272
Housing Units Vacant	NA	6403	4218
Housing Units Owner Occupied	32,461	38,501	49,845
Housing Units Renter Occupied	17,989	27,022	32,398
Owner to Renter Ratio of Vacancy	NA	NA	0.4
Owner Vacancy Rate	NA	NA	1.78
Renter Vacancy Rate	NA	NA	6.46

Source: U.S. Bureau of the Census 1980, 1990 and 2000.

Table H12. Occupancy Characteristics: Region

Category	1980	1990	2000
TOTAL Households	676,693	945,175	1,262,401
Housing Units Vacant	NA	107829	69370
Housing Units Owner Occupied	408,918	577,226	810,955
Housing Units Renter Occupied	267,763	367,375	450939,
Owner to Renter Ratio of Vacancy	NA	NA	0.775
Owner Vacancy Rate	NA	NA	1.9%
Renter Vacancy Rate	NA	NA	7.1%

Source: U.S. Bureau of the Census 1980, 1990 and 2000.

Table H13. Occupancy Characteristics Georgia

Category	1980	1990	2000
TOTAL Households	1,869,754	2,366,615	3,007,678
Housing Units Vacant	NA	271,803	275,368
Housing Units Owner Occupied	1,215,206	1,536,759	2,029,293
Housing Units Renter Occupied	654,548	829,856	977,076
Owner to Renter Ratio of Vacancy	NA	0.32	0.51
Owner Vacancy Rate	NA	2.3%	2.2%
Renter Vacancy Rate	NA	12.3%	8.4%

Source: U.S. Bureau of the Census 1980, 1990 and 2000.

Housing Cost. Housing cost is obviously tied to affordability for both owner and renter units. In 1990, median housing values in Lovejoy were \$58,600. Median value in 2000 was reported at \$38,400 this was a 34 percent decrease in the median value. Both Clayton and Georgia experienced increases in median value between 1990 and 2000. As the market values manufactured homes well below "conventional" housing, even for similar floor areas, the increase in number of such units explains the precipitous decline in median home values. This conclusion is supported by trends in median housing value reported for Georgia. Housing values rose 209 percent in 1990 over 1980 and values rose 41 percent between 1990 and 2000. This mirrors the trend in most real estate markets, one of steady appreciation. Such appreciation is associated with higher property assessments and higher tax revenues. This is desirable for maintaining a high level of community services. Median housing value data was not compiled for Lovejoy in 1980.

Table H14. Median Value Housing Units

	Georgia	Clayton	Lovejoy
Median value 1990	\$70,700	\$69,600	\$58,600
Median value 2000	\$100,600	\$90,900	\$38,400

Source: U.S. Bureau of the Census 2000.

Interestingly, the median value for mobile homes in Lovejoy was higher compared to Clayton and Georgia. Median value for mobile homes in Lovejoy was 10 percent higher than that of the state and 48 percent higher than the county.

Table H15. Median Value for Mobile Homes 2000

	Georgia	Clayton	Lovejoy
Median value	\$33,600	\$24,900	\$37,000

Source: U.S. Bureau of the Census 2000.

Given Lovejoy's high owner occupancy rates, particularly in 2000, rental market rates are less significant. Lovejoy's monthly rental rates showed remarkable stability from 1990 to 2000, increasing only 11 percent from \$625 to \$693. This annual rate of 1.1 percent would not keep pace with inflation with most of that period. Meantime, monthly rental rates in Georgia rose 42 percent between 1990 and 2000. The lack of comparability in Lovejoy rental market rates with Georgia rates is likely explained by the influx of manufactured homes, some of which may be rental, into the Lovejoy housing stock.

Table H16. Median Rent

	Georgia	Clayton	Lovejoy
Median gross rent 1990	\$433	\$532	\$625
Median rent asked 2000	\$613	\$699	\$693

Source: U.S. Bureau of the Census 1990 and 2000.

Home Sales Data

Sales data for the period January 1998 through November 2002 indicate an average sales price of \$241,045 and a median housing value of \$155,000. This far exceeds the value reported by Census for Lovejoy in 2000 which was \$38,400. This apparent discrepancy could be explained by the fact that Lovejoy values dipped sharply in 2000 coincident with a spike in the number of manufactured homes. Home sales data may include only conventional housing, with its attendant higher market value.

Table H17. Home Sale Lovejoy

Subdivision	Address	City	Zip Code	Sale Date	Sale Price	Type
N/A	Highway 19/41	Lovejoy	30250	04/15/2003	\$400,000	(R)
N/A	Lovejoy Road	Lovejoy	30250	11/20/2002	\$1,023,800	(R)
N/A	Lovejoy Road	Lovejoy	30250	11/20/2002	\$150,000	(R)
N/A	2087 Lovejoy Road	Lovejoy	30250	09/19/2002	\$235,000	(R)
N/A	Hwy 3	Lovejoy	30250	05/20/2002	\$125,000	(R)
N/A	Lovejoy Road	Lovejoy	30250	04/11/2002	\$295,200	(R)
N/A	Lovejoy Road	Lovejoy	30250	04/11/2002	\$850,000	(R)
Morrow Woods	1742 Stratford Arms Court	Lovejoy	30250	03/28/2002	\$115,000	(R)
N/A	Lovejoy Road	Lovejoy	30250	01/18/2002	\$160,000	(R)
N/A	Hamilton Street	Lovejoy	30250	11/27/2001	\$40,000	(R)
N/A	Hastings Bridge Road	Lovejoy	30250	11/15/2001	\$416,000	(R)
Whoops Bend	1110 Willards Way	Lovejoy	30250	10/26/2001	\$187,900	(N)
Whoops Bend	1108 Willards Way	Lovejoy	30250	10/11/2001	\$187,900	(N)
N/A	11691 Carl Parker Road	Lovejoy	30250	09/28/2001	\$84,000	(R)
N/A	Lovejoy Road	Lovejoy	30250	07/27/2001	\$724,000	(R)
N/A	Lovejoy Road	Lovejoy	30250	05/25/2001	\$224,000	(R)
-	1903 Lovejoy Rd	Lovejoy	30250	07/30/1999	\$188,000	(R)
Tara Glynn	1 Tara Glynn Dr	Lovejoy	30250	02/24/1999	\$96,800	(N)
N/A	2361 Lovejoy Rd	Lovejoy	30250	12/01/1998	\$61,486	
N/A	Talmdage Rd	Lovejoy	30250	09/23/1998	\$16,000	
N/A	Love Joy Rd	Lovejoy	30250	06/12/1998	\$19,000	
N/A	Vacant Land	Lovejoy	30250	05/15/1998	\$25,300	
N/A	Lovejoy Rd	Lovejoy	30250	04/03/1998	\$20,000	
N/A	Hwy 3	Lovejoy	30250	03/27/1998	\$55,000	(R)
N/A	11659 Hastings Bridge Rd	Lovejoy	30250	01/13/1998	\$111,000	(R)

Source: AJC Home Sales, 2003.

Post 2000 Census Construction Activity

Based on building permits and field surveys, dramatic change have occurred and continue to occur in Lovejoy's housing supply. Not only have approximately 216 single family detached units been added throughout Lovejoy, several townhouse developments, some 258 units, and a multifamily community, comprised of 250 units, have been added since the 2000 Census. The detached product is primarily moderately-prices, but a small number of upscale homes have been built as well. The attached product is more upscale, particularly units in the developing west section of Lovejoy, near the Highway 19/41 commercial corridor.

Table H18. Lovejoy Housing Data through 2003

Subdivision/Street	Zoning	Acreage	Density	# Units
Single Family Units				
Willard's Way	RES	1.62	1.23	2
Lovejoy Road	RES	39.39	3	120
Lovejoy Road	RES	42.91	4.14	177
Kade's Cove	RES	38.65	4.14	160
The Registry@Lovejoy	RES	10.31	6.4	66
Lovejoy Road	RES/PUD	54.15	6.13	332
Lovejoy Road	PUD	12.74	10.43	129
Hastings Bridge Road	ER	9.65	22	212
Hastings Bridge Road	RES	38.52	3.87	150
Hastings Bridge Road	RES	21.37	2	30
Callaway Crossing	RES	5.16	21.5	111
Jasmine Park	RES	3.07	2.6	8
McDonough Road	HI	64.2	3.87	248
Talmadge Road	PUD	8.64	5	43
Talmadge Road	RES	36.09	2	72
Townhouses				
Southfield Townhomes	RES	4.7	10.43	49
Multifamily Units				
Hastings Bridge Road	RM	18.98	10	190
Tara Boulevard	RM	29.7	6.9	205
Lovejoy Road	RM	14	6	84
Mobile Homes				
Bellaire Park	RMH	4.2	20	84

TOTAL		453.07		2,422
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Source: Strategic Planning Initiatives LLC, 2004.

Ratio of Income to Housing Cost

DCA has established a criterion for measuring the impact of housing costs on household vitality. "Cost burdened" households are defined as households paying more than 30 percent of monthly household income on housing and "Severely cost burdened" is defined as households paying more than 50 percent of monthly household income on housing. As seen in Table H19. Median Gross Rent as a Percentage of Household Income in 1999, the percentage of household income allocated to housing expense by Lovejoy households compares favorably to households in Georgia and Clayton County. Lovejoy households recorded the lowest percentage at 18.1 percent, compared to 24.9 percent for both Georgia and Clayton.

Table H19. Median Gross Rent as a Percentage of Household Income

Category	Georgia	Clayton	Lovejoy
Median gross rent as a percentage of household income in 1999	24.9	24.9	18.1

Source: U.S. Bureau of the Census 2000.

Table H20. Household Data 2000

	Georgia	Clayton	Lovejoy
Median Household Income	\$42,433	\$42,697	\$40,139
Average Household Size	2.65	2.84	2.66

Source: U.S. Bureau of the Census 2000.

Medium household income is also a measure of the vitality of a household. Lovejoy's median household income in 2000 was less than that of Clayton County and Georgia. Median household income for Lovejoy was \$40,139, which was 6 and 5 percent lower than the county and the state, respectively. Lovejoy's average household size, an indication of the number of persons dependent on that income, was comparable to that of the State. Clayton County's was 7 percent higher.

Table H21. Average Weekly Wages: Georgia and Clayton

Category	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Georgia	\$404	\$424	\$444	\$471	\$480	\$488	\$509	\$531	\$562	\$598	\$629
Clayton	\$468	\$494	\$522	\$546	\$546	\$549	\$555	\$586	\$611	\$635	\$663

Source: Georgia Department of Labor, 1999.

As an indication of weekly wages in Lovejoy, Clayton wages may be compared to those in Georgia. Clayton wages remained above those in Georgia over the 10-year period from 1989 to 1999. However, the gap narrowed over this period. As housing costs and other living expenses in the Atlanta metropolitan region are generally higher than other locations in Georgia, this trend does not bode well for Clayton residents, including residents of Lovejoy.

Commuting Patterns

Tables H22 and H23 present data concerning the commuting patterns of the Lovejoy workforce.

Table H22. Place of Work State and County Level 2000

Place of Work	Lovejoy
Total	664
Worked in state of residence:	662
Worked in county of residence	282
Worked outside county of residence	380
Worked outside state of residence	2

Source: U.S. Bureau of the Census 2000.

According to the 2000 Bureau of Census, of the 664 Lovejoy residents who worked, 282 worked in locations in Clayton County and 380 worked outside the County. These values represented 42.5 percent and 57.2 percent of the Lovejoy workforce, respectively. Of the 282 Lovejoy residents that worked in the County, only 31 or 10.9 percent actually worked in Lovejoy. This means that nearly 90 percent, nine out of 10 workers traveled outside their place of residence. The desired “jobs-housing” balance is not be realized in Lovejoy.

Table H23. Place of Work Lovejoy

	Lovejoy
Total:	664
Living in a place:	664
Worked in place of residence	31
Worked outside place of residence	633
Not living in a place	0

Source: U.S. Bureau of the Census 2000.

Potential Need for Senior Housing

According to Table H25 Social Security Income in 1999 for Households, 18 percent of Lovejoy residents received social security income. This is somewhat higher than Clayton County at 15 percent, but below the level in Georgia recorded as 22 percent and does not indicate a particular concentration of seniors in Lovejoy. Age distribution statistics in Table H26, Percentage of Population by Age Group: Clayton County and Lovejoy also reveal no particular concentration of seniors in Lovejoy with percentages of residents 55 years old and older being below that of Clayton County.

Table H25. Social Security Income in 1999 for Households

	Georgia	%	Clayton	%	Lovejoy	%
Total Households	3,007,678	100%	82,272	100%	472	100%
With Social Security income	658,862	22%	12,625	15%	83	18%
No Social Security income	2,348,816	78%	69,647	85%	389	82%

Source: U.S. Bureau of the Census 2000.

Table H26. Percentage of Population by Age Group: Clayton County and Lovejoy

Category	1980	1990	2000
Clayton County			
55 –64 Years Old	6%	7%	6%
65 Years and Over	4%	6%	6%
Lovejoy			
55 — 64 Years Old	10%	4%	5%
65 Years and Over	7%	2%	4%

Source: U.S. Bureau of the Census 1980, 1990 and 2000.

Persons with Special Housing Needs

The Georgia Department of Human Resources does not collect data on such groups as the homeless; victims of domestic violence; migrant farm workers; persons with mental, physical, or developmental disabilities; persons with HIV/AIDS or persons recovering from substance abuse at the city level. Lovejoy residents obtain special needs services from Clayton County. No information is available at the state level and only limited data at the county level. In Clayton County, 522 aids cases were reported between January 1981 and March 2003. This number can be compared to 17, 610 reported in the Atlanta Metropolitan Statistical Area (MSA) and amounts to less than three percent of the total number of cases in the MSA. Clayton households represents 6.6 percent of the regions's households.

Census data presented in Table H27. Public Assistance Income in 1999 indicates the percentage of persons receiving public assistance as a measure of special housing needs, among other services. That ratio in Lovejoy is four percent, marginally above Georgia and Clayton, but not sufficiently high enough to require public programs at the local level.

Table H27. Public Assistance Income in 1999

Category	Georgia	%	Clayton	%	Lovejoy	%
Total Households	3,007,678	100%	82,272	100%	472	100%
With public assistance income	87,403	3%	2,409	3%	17	4%
No public assistance income	2,920,275	97%	79,863	97%	455	96%

Source: U.S. Bureau of the Census 2000

Table H28. Medicaid Recipients and Expenditures by County - FY 2002

County	Number of Unique Recipients	Net Payments	Payment per Recipient	Estimated 20002 population	% Population Receiving Medicaid	% State Recipient Population Living in County
Clayton	50,319	\$112,108,836	\$2,227.96	246,779	20.39%	3.67%
Cobb	11,037	\$32,241,778	\$2,882.92	631,767	8.57%	3.95%
Dekalb	100,280	\$274,983,242	\$2,742.15	665,133	15.08%	7.32%
Fayette	4,716	\$14,616,483	\$3,099.34	95,542	4.94%	.34%
Fulton	153,517	\$406,600,402	\$2,648.57	816,638	18.80%	11.21%
Gwinnett	55,519	\$140,200,825	\$2,525.28	621,528	8.93%	4.05%
Henry	12,212	\$31,205,178	\$2,555.29	132,581	9.21%	0.89%
Rockdale	9,320	\$25,866,799	\$2,775.41	71,798	12.98%	0.68%
Spalding	13,163	\$39,579,106	\$3,006.77	59,066	22.29%	0.96%

Source: Georgia Department of Community Health State Fiscal Year 2002 Annual Report.

Clayton and Spalding recorded the highest ratios of residents receiving Medicaid among counties in the region. This exceeded even Fulton and DeKalb which, as core urban counties, could have been expected to have recorded the highest levels. This suggests some level of economic stress in the Lovejoy and Clayton County community that is not revealed in other demographics.

Housing Demand Based on Family and Household Size

Census data reporting the number of children per household or per family would be instructive as to projections of the need for housing by number of bedrooms and, perhaps, housing type.

Unfortunately, such data are not reported. Only data concerning the percentage of families or households with children under 18 years of age is reported. Inferences may be made based on such data. For example, Lovejoy reported 31 percent of married couple families having children under the age of 18 compared to 25 percent in Georgia and Clayton County. Clayton reported a higher percentage of female households with children under the age of 18 than either Lovejoy or Georgia. These statistics indicate that Lovejoy may have households slightly larger than those in Clayton and Georgia, suggesting that market demand for 3- and 4-bedroom dwelling units may be present in Lovejoy.

Table H29. Household Size by Household Type by Presence of Own Children under 18

Indicator	Georgia	%	Clayton	%	Lovejoy	%
Total:	3,007,678	100%	82,272	100%	472	100%
1-person household:	710,098	24%	17,980	22%	75	16%
Male householder	298,689	10%	7,962	10%	42	9%
Female householder	411,409	14%	10,018	12%	33	7%
2-or-more-person household:	2,297,580	76%	64,292	78%	397	84%
Family households:	2,126,360	71%	59,478	72%	374	79%
Married-couple family:	1,579,407	53%	38,179	46%	258	55%
With own children under 18 years	759,345	25%	20,679	25%	146	31%
No own children under 18 years	820,062	27%	17,500	21%	112	24%
Other family:	546,953	18%	21,299	26%	116	25%
Male householder, no wife present:	124,524	4%	4,988	6%	26	6%
With own children under 18 years	60,757	2%	2,454	3%	14	3%
No own children under 18 years	63,767	2%	2,534	3%	12	3%
Female householder, no husband	422,429	14%	16,311	20%	90	19%
With own children under 18 years	250,562	8%	10,901	13%	45	10%
No own children under 18 years	171,867	6%	5,410	7%	45	10%
Nonfamily households:	171,220	6%	4,814	6%	23	5%
Male householder	101,496	3%	2,710	3%	7	1%
Female householder	69,724	2%	2,104	3%	16	3%

Source: U.S. Bureau of the Census 2000.

HOUSING ASSESSMENT

Units by Type

The number of dwelling units in Lovejoy rose by 511 percent between 1990 and 2000. Of the 605 dwelling units found in Lovejoy in 2000, 552, some 91 percent, were manufactured homes. A flurry of residential development since the 2000 Census has produced a more balanced housing stock, with considerable increases in the number of single family detached, attached and multifamily dwellings. The rate of housing growth in Lovejoy greatly exceeded county, regional and state growth rates between 1900 and 2000.

Age and Condition of Housing

Lovejoy's housing stock is very new compared to Clayton County, the Atlanta Region and Georgia based on median year built. This is consistent with the recent residential growth. The vast majority of dwellings in Georgia have plumbing facilities and this indicator is less of a predictor of relative housing condition than may have been the case in the past. Housing condition is not a problem in Lovejoy.

Owner/Renter Occupancy Ratios

Lovejoy has a history of exceptionally high owner occupancy, 77 percent in 1980, 89 percent in 1990 and 93 percent by 2000. These are well above the state which hover around 65 percent. These levels suggest that Lovejoy is a stable community, and the good housing conditions seemed to confirm this assessment.

Vacancy Rates

Residential vacancy rates are not deemed a concern in Lovejoy despite rates moving dramatically higher in 2000, particularly in the rental market. A vacancy rate of 7.6 percent was recorded in 2000 for owner-occupied units and, 38.9 percent for rental units. This is higher than those found in Georgia which were in the two percent range for owner-occupied units; however, this figure was zero as recently as 1990. Abandonment of a mobile home park is believed to have accounted for the surge in rental unit vacancy.

Housing Cost

The drop in median housing value from 1990 to 2000 is believed to be related to the substantial increase in manufactured homes. Market values for manufactured homes are well below "conventional" housing, even for similar floor areas. Clayton and Georgia experienced increases in median value between 1990 and 2000, consistent with traditional real estate market appreciation that has characterized the Atlanta region. However, these figures

evidence an atypical housing mix in Lovejoy, and coupled with considerably higher values for manufactured homes compared to Clayton and Georgia and development since the 2000 Census, the low cost of housing is somewhat less alarming. That development has tended to be more upscale with some exceptions and further development of housing, both in diverse unit types, but also in the middle, and especially the upper end, market segments, is justified.

Lovejoy's rental rate escalation did not keep pace with Georgia rising at an annual rate of 1.1 percent compared with 4.2 percent. This is not perceived as a concern given Lovejoy's high owner occupancy rates.

Ratio of Income to Housing Cost

Lovejoy households recorded the lowest percentage of household income allocated to housing expense at 18.1 percent, compared to 24.9 percent for both Georgia and Clayton. "Cost burdened" households are defined as households paying more than 30 percent of monthly household income on housing and "severely cost burdened" is defined as households paying more than 50 percent of monthly household income on housing. Thus, housing costs are very reasonable, and this statistic suggests that higher value homes could actually improve household wealth through increased equity appreciation associated with larger household income percentages tied to housing expenses.

Commuting Patterns

Of the 282 Lovejoy residents that worked in the County, only 31 or 10.9 percent actually worked in Lovejoy. This means that nearly 90 percent, nine out of 10 workers traveled outside their place of residence. The desired "jobs-housing" balance is not being realized in Lovejoy.

Potential Need for Senior Housing

Some 18 percent of Lovejoy residents received social security income in 1999. This is somewhat higher than Clayton County at 15 percent, but below the level in Georgia recorded as 22 percent and does not indicate a particular concentration of seniors in Lovejoy. Age distribution statistics in Clayton County and Lovejoy also reveal no particular concentration of seniors in Lovejoy with percentages of residents 55 years old and older being below that of Clayton County.

Persons with Special Housing Needs

No information concerning special needs services to individuals is available at the city level and only limited data at the county level. One potential indicator is the number of aids

cases, reported as 522 in Clayton County between January 1981 and March 2003. This number represents less than three percent of the total number of cases in the Atlanta Metropolitan Statistical Area. Clayton households represents 6.6 percent of the region's households.

Census data indicates that four percent of Lovejoy's population received public assistance in 1999. That ratio is marginally above Georgia and Clayton, but not sufficiently high enough to require local public programs.

Clayton and Spalding recorded the highest ratios of residents receiving Medicaid in the region, exceeded even Fulton and DeKalb which, as core urban counties, could have been expected to have recorded the highest levels. This suggests some level of economic stress in Lovejoy and Clayton County not revealed in other demographics.

Housing Demand Based on Family and Household Size

Only data concerning the percentage of families or households with children under 18 years of age are reported by Census. Lovejoy reported 31 percent of married couple families having children under the age of 18 compared to 25 percent in Georgia and Clayton County. Clayton reported a higher percentage of female households with children under the age of 18 than either Lovejoy or Georgia. These statistics indicate that Lovejoy may have households slightly larger than those in Clayton and Georgia, suggesting market demand for 3- and 4-bedroom dwellings.

HOUSING GOALS AND OBJECTIVES

The State has established a housing goal and objective to guide local housing policy; these are reprinted below:

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

Housing Objective: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.

Lovejoy seeks to address the State housing goal and objective as well as housing goals and objectives indicated in the housing inventory and assessment by establishing the following housing goals and objectives:

Goal: Ensure access to quality housing across the broadest range of housing types, unit sizes, price points and densities the market will bear.

Objective A: Adopt a future land use map and official zoning map that promotes a more diverse housing supply and redresses the imbalance in mobile home units relative to the full range of housing alternatives.

Objective B: Promote a rational distribution and selection of housing densities to offer desirable housing options to the full spectrum of the market.

Objective C: Ensure that housing density capitalizes on the region's public investment in transportation by permitting the fullest range of densities and housing types the market will support.

Objective D: Foster horizontal and vertical mixed-use development in proximity to the planned commuter rail station.

Objective E: Ensure that locations are available for, and zoning regulations permit, life cycle housing options, particularly senior housing.

Goal: Preserve Lovejoy's historic homes and promote quality neighborhoods throughout the city.

Objective F: Preserve the heritage of Lovejoy rooted in the city's historic homes.

Objective G: Investigate architectural standards that will encourage development of mid-range and upscale housing and devise incentives that will foster construction of such options.

Objective H: Foster home ownership in neighborhoods intended for owner occupancy to promote stability.

Objective I: Protect residential property values by ensuring that all common open space and private properties are well maintained.

The following housing strategies are associated with these goals and objectives:

Strategy A: Discourage future development of mobile home communities beyond those in existence and ensure that the Future Land Use Map and Official Zoning Map offer locations for single family detached, single family attached and multifamily dwellings.

Strategy B: Designate land on the Future Land Use Map at densities appropriate to the context, infrastructure, including street network, and ensure that zoning decisions are guided by these designations.

Strategy C: Designate land within close proximity to the planned commuter rail station as mid and high density on the Future Land Use Map and devise incentives packages, including regulatory incentives, that promote such densities.

Strategy D: Revise the Zoning Ordinance to ensure that mixed use is permitted within individual zoning districts as well as within individual structures.

Strategy E: Maintain an abundance of land designated in various residential densities on the Future Land Use Map, and ensure that zoning districts accommodate housing options across the full range of the market.

Strategy F: Pursue an inventory of historic homes aimed at creation of an historic district and seek funding for restoration of historic structures.

Strategy G: Consider adoption of architectural design standards that mandate high quality construction and preservation of greenspace in exchange for small lot development.

Strategy H: Consider adoption of ordinances capping the ratio of single family attached units in future townhouse developments that may be rented and require that such caps be incorporated into the covenants.

Strategy I: Mandate homeowners associations for all new residential development.

LAND USE ELEMENT

Introduction

Land use is simply what activities take place on the “land.” Land use focuses on how such activities as residential, commercial and industrial uses are distributed around Lovejoy. The arrangement of land uses depends on a number of factors, most associated with public improvements such as roads and water and sewer service. These improvements generate demand for development as only low density uses such as agriculture, forestry and low density, large lot residential uses can be developed in areas sparsely served by such infrastructure. As access improvements and sanitary sewer services arrive, more intense land uses can occur. Market demand generates the necessity of the improvements and can also fund these public investments. Urbanized centers demand the most from public facilities and services and the level of services can be used to determine the appropriate intensity of development.

Land use is about the type, intensity and distribution of development and the pattern of development of a community is determined by these development characteristics. The pattern of development which formed Lovejoy will be examined as well as future patterns that can be supported by public policy, infrastructure, capacity of the land and market demand.

Land Use Element

The Land Use Element presents information about development patterns in Lovejoy. The location and extent of various land uses are described and mapped. The Element also relates the current pattern to growth in the economic and housing sectors as future growth must be accommodated on the ground. An assessment of that future growth is included to ensure that projected growth can be accommodated.

Lovejoy's historical development pattern consisted of limited residential development on surprisingly small lots in close proximity to a small town center which offered few retail services. Local employment was based there in conjunction with commercial and industrial establishments along the rail line. The rural nature of the community meant that other residential uses in relatively close proximity were established on larger lots, and those supporting agricultural uses, on very substantial lots. Small farmsteads were interspersed among these uses.

Subsequent to this historic pattern has been more dense residential development both in and just outside the city limits consisting of very extensive manufactured home communities. Limited traditional subdivision activity has also occurred. More recently, new subdivisions have been developed in the eastern and western, across Highway 19/41, portions of Lovejoy. Both townhouse and multifamily development has also occurred in these locations. This development has triggered sales by long term residents on adjacent properties which were originally developed on very large lots. It is reasonable to expect further density increases as such properties are acquired, assembled and re-platted in smaller lot subdivisions or other residential use.

More recent commercial development has occurred along Highway 19/41, both in Lovejoy and immediately north of the city, rather than expansion of the traditional town center. Market demand is heightened on this regional arterial which conveys substantial traffic volumes between Atlanta and Griffin. Both residential and commercial development will be spurred by initiation of commuter rail service. Lovejoy will be the southern terminus of this service, and in conjunction with the arterial access provided by U.S. 19/41 and strengthening residential and commercial demand along this corridor, the rail station is expected to become the focus of substantial growth.

Industrial development in Lovejoy has remained in the town center, and while this use has not expanded significantly, industrial activities occur on a substantial amount of land within the traditional town center.

Development Density, Intensity and Acreage in Each Use

One characteristic that distinguishes single family neighborhoods from multifamily neighborhoods is density, a measure of the number of units on a given area of land, usually expressed as units per acre. Residential density in single family detached developments in Lovejoy is approximately 1.2 units per acre established on 220.7 acres. This density is skewed by the presence of individual dwellings on very large lots, including one 36-acre tract and one 21-acre tract; recent development densities are in the range of 5-6 dwelling units per acre. Single family attached developments have been established at an approximate density of 12 units per acre on approximately 27.9 acres. The density for multifamily communities is 10 units per acre, and density in the mobile home neighborhoods is approximately 4.3 units per acre. Multifamily development occupies 23.45 acres and mobile home development 97.39 acres.

Development intensity in Lovejoy's commercial and industrial properties has been low. No multistory construction is present, and while a number of industrial uses are established on parcels that could accommodate added construction, substantial partially developed tracts are the exception in this use category.

Land Use Categories

In addition to the three land uses mentioned above, residential, commercial and industrial, several other categories are used to differentiate among land uses. These are Public/Institutional, Transportation/Communication/Utilities, Park/Recreation/Conservation, Agriculture, Forestry and Undeveloped. Residential land use in Lovejoy is further characterized as Single Family Detached, Single Family Attached, Multifamily and

Manufactured (also referred to as mobile) Homes. Similarly, the industrial land uses consist of Light Industrial and Heavy Industrial categories. These land use categories will be adopted and reflected on the Future Land Use Map; each is defined below:

Residential. Residential land uses are defined by housing type which also bears a relationship to density. Single Family Detached uses represent the lowest density and are established on building lots ranging from one-fifth of an acre to more than one acre. Single Family Attached and Multifamily uses record approximately the same density although multifamily projects tend to be developed at a higher density. Services such as street networks, utilities and transit are more heavily used in higher density areas. As a result, planning and developing such services in multifamily areas must account for the greater system loads associated with higher density. Manufactured Home developments are single story and reach a density between the detached and attached dwelling types, with individual units generally established on 2,400 to 3,200-square foot lots. Dwellings dominate land use in the residential category although customary uses in these districts include places of worship, schools and parks. The Future Land Use Map differentiates between single family detached, townhouse, manufactured and multifamily units.

Commercial. Commercial uses consist of non-industrial business uses, including retail sales, office, service and entertainment facilities. Hotels, restaurants, shopping centers, offices, banks, automotive repair shops and dry cleaners are examples of commercial land uses. In Lovejoy, the commercial uses are located in single story structures. Development intensity depends on the size of individual structures, although surface parking needs tend to limit the building coverage of commercial sites.

Light Industrial. The light industrial category consists of land dedicated to warehousing and wholesale trade facilities and “clean” manufacturing facilities. The category is differentiated from Heavy Industrial not by lot coverage and size of structures, rather by the limited impacts of activities conducted on the site compared to heavy industrial uses.

Heavy Industrial. This category includes processing plants, factories, mining or mineral extraction activities, landfills and similar uses. Potential impacts of these uses normally

excludes their establishment near residential uses in particular, but a range of other uses as well.

Public/Institutional. The public/institutional land use category includes state, federal and local government uses and institutional land uses. Government uses include city halls, police and fire stations, libraries, prisons, post offices, schools and military installations. Institutional land uses also include colleges, churches, cemeteries and hospitals.

Transportation/Communication/Utilities. This "TCU" category includes such uses as major transportation routes, public transit stations, electrical power plants and substations, railroad facilities, radio towers, water and sewer plants and facilities, airports, port facilities and similar uses.

Park/Recreation/Conservation. Park/Recreation/Conservation land uses include "active" recreation, that is, ball fields, courts and swimming, among others, and "passive" recreation, including trails, picnic areas and natural habitats. PRC lands may be either publicly or privately owned and also include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses and recreation centers.

Agriculture. Agricultural land is dedicated to farming, for example, crop fields, feed lots, pastures, farmsteads, specialty farms and livestock production or similar rural uses.

Forestry. This land use category encompasses commercial timber or pulpwood production and similar rural uses such as woodlands.

Undeveloped. This category represents uses on land that has never been developed and land that has been developed, but has since been abandoned. The category also includes vacant portions of residential subdivisions or industrial parks and water bodies.

Existing Land Use Map

The Existing Land Use Map provides information about activities that now exist on various properties throughout Lovejoy. This Map is a graphic depiction of the location and extent of the above land uses and is a "current conditions" document. The Existing Land Use Map defines the development pattern in the city and the amount of land occupied by each land

use. Such information is vital to projecting future land use patterns and the need for land in various use categories to accommodate projected development. For example, should market analyses indicate that retailing, "commercial land uses," represent future development, land designated for commercial development must be available.

The Existing Land Use Map also conveys information about the geographic relationship of individual land uses to surrounding land uses and to transportation networks. Surrounding land uses and transportation networks influence the character of future development.

An important aspect of the Existing Land Use Map is identification of undeveloped property which is expected to be developed. Land must be available in parcel sizes and at locations that meet the needs of the market. The Map facilitates understanding by the City of Lovejoy of the amount of land developed in each use category. This information is presented below and is essential in anticipating the capacity of Lovejoy's land resource to accommodate projected development. This information also enables the City to appropriately plan the location of future growth.

Table LU1. Lovejoy's Existing Land Use Pattern

Land Use Category	Acreage	Percentage
Residential	369.4	25.0%
Single Family Detached	220.7	15.0%
Single Family Attached	27.9	1.9%
Multifamily	23.4	1.6%
Manufactured	97.4	6.6%
Commercial	56.5	3.8%
Light Industrial	275.9	18.7%
Heavy Industrial	8.5	0.6%
Public/Institutional	39.2	2.7%
Transportation/Communication/Utilities	1.0	0.1%
Parks/Recreation/Conservation	6.6	0.4%
Agriculture/Forestry	197.1	13.4%
Undeveloped	521.7	35.3%
TOTAL	1,475.9	100%

Source: Keck and Wood, 2004.

The total land area of Lovejoy is 2.33 square miles, approximately 1,475 acres. Lovejoy is and will continue to be a “bedroom” community. Accordingly, residential uses are the dominant use, comprising 25 percent of the total land area of Lovejoy, some 369.4 acres. Of that total, 97.4 acres are developed as mobile home communities.

Undeveloped land comprises 35.3 percent of the total, representing the potential for substantial growth while considering the present rural character and abundant greenspace. Some 18.7 percent of Lovejoy consists of “Light Industrial” land. This would ordinarily suggest a strong industrial base; however, this acreage includes the Clayton County Landfill.

Relatively few jobs are provided by this use and little capital investment is represented by the Landfill. A sizeable amount of land is recorded as “Agriculture/Forestry.” In this urbanizing setting, much of this 197.05 acres comprising 13.4 percent of the total is expected to be developed in variety of uses, primarily residential. Parks, Recreation and Conservation areas comprise 6.64 acres in Lovejoy.

Existing Land Use Assessment

The Georgia Department of Community Affairs has established standards for an assessment of existing land use. These standards (shown in italics), and their application to Lovejoy, are presented below to facilitate review of the Plan by Atlanta Regional Commission and the Georgia Department of Community Affairs.

Historical factors that have led to current development patterns, to the extent they can be identified such as the construction of major public transportation facilities, water and sewer facilities, and other community facilities; annexations; large-scale private land developments, and purchases of land for open space, parks and recreation purposes.

Most notable in the development of Lovejoy beyond the early settlement of a core area and surrounding agricultural land uses is construction of Highway 19/41, a regional arterial linking Atlanta to Griffin and passing through Lovejoy. This has propelled housing construction as residents may access regional employment and shopping destinations, and promises substantial commercial growth based on the market this arterial supplies. In addition, provision of water and sanitary sewer capacity by the Clayton County Water and Sewer Authority, and the ownership of land by CCWA, has led to recent subdivision development and will foster development of additional vacant tracts.

Land use patterns and densities as they relate to the provision of infrastructure improvements, including identification of any areas where rapid development threatens to outpace infrastructure capacity; or areas where existing infrastructure capacity exists.

Residential densities being achieved in Lovejoy would not be possible in the absence of public

sanitary sewer service, particularly the capacity generated by a regional system such as CCWA affords. Market demand for housing is also influenced by proximity to Highway 19/41, without which the service upgrades to the water and sewer system would not be required. Both public services are available throughout Lovejoy given its compact size. The land use pattern has tended to locate lower density housing within the “older” section of the city, that is, east of Highway 19/41. However, housing of a higher density as defined in Lovejoy is found in the older section as well. Recent residential development west of 19/41 has tended to be higher density. Individual owner objectives appear to dictate density more than factors such as transportation network and public sewer.

Blighted areas, areas in need of redevelopment, and transitional areas undergoing shifts in predominant land use; including: (1) business districts that are experiencing loss of retail, office, and related residential activity; (2) residential areas where dwelling units are in a marked state of deterioration or dilapidation; and (3) industrial areas where plants and facilities are abandoned, idled, or underused and the sites themselves are environmentally contaminated and must be remediated before they can be reused.

Blighted residential areas are not found in Lovejoy with the single exception of an abandoned manufactured home community which is planned for redevelopment. This judgment is based on the “median year built” information contained in the Housing Element and field surveys. This approximately 10-acre property is expected to be redeveloped by the private market in low density residential use.

Limited industrial areas are found in Lovejoy. A number of properties may be considered underutilized. The location of these within the town center and separated from Highway 19/41 by residential districts, coupled with the limited acreage involved and the lack of rail sidings to effect economies on individual sites, appears to diminish the importance of addressing such underutilization.

The town center commercial core does not appear to have been adequate to support more than Lovejoy's 1980 population, and rather than being blighted, has simply never developed at a level appropriate to recent population totals. Market forces and transportation infrastructure, in combination with the lack of a substantial historic business district, preclude characterization of the early business district as experiencing a loss of retail.

Environmentally sensitive or locally valued land and resources identified in the natural and cultural resources element as being unsuitable for development or in need of special protection or management practices.

No significant environmentally sensitive or locally valued land and resources has been identified in the Natural and Cultural Resources Element. Sites having such areas in need of special protection or management practices can be developed with such areas preserved as greenspace.

Problems with existing development patterns, reflected in extensive single-use districts, strip commercial development, and "leap-frog" development remote from urban centers and public infrastructure (or other common indicators of inefficient use of land and community facilities) that may be addressed through changes in local policy on location of land uses, provision of infrastructure, etc.

"Problems" identified in the Plan requirements, that is, extensive single-use districts, strip commercial development, and "leap-frog" development remote from urban centers, can each be used to characterize Lovejoy. However, these characteristics describe urban centers throughout the region. While Lovejoy is not a free-standing center, few centers in the region can claim such status, and public infrastructure is available throughout the city.

Solutions indicated such as "changes in local policy on location of land uses or provision of infrastructure" do not actually pertain to Lovejoy. The city is a compact 2.33 square miles. Commercial development is being actively sought along a regional arterial. This action will reduce the city's dependence on remote consumer services and will provide local employment. Residential development on undeveloped tracts will increase the efficiency of local services and infrastructure provision. The limited size of the city limits indicates that

future development will be within this compact center, as opposed to along distant utility runs characterizing larger or more remote jurisdictions.

From the City's point of view, the characteristics of this urban center, though not free-standing, are not problems. These characteristics simply describe a community with a set of preferences and challenges different from the perspective of approaches that emphasize mixed use districts, compact commercial settings focused on a traditional town center and urban development concentrated within one urban center.

Evaluation of the community's opportunities for encouraging infill development in areas where infrastructure and services are available versus expanding infrastructure and services into new areas, including consideration of Traditional Neighborhood Development (TND) and other compact forms of urban development.

Lovejoy has significant opportunities for encouraging infill development in areas where infrastructure and services are available. The existing compact nature of the city, both a lack of interest in annexation and legislative prohibitions on such expansion, and the universal availability of infrastructure and services indicate that Lovejoy's future development pattern will be infill development. As the city experiences a conversion of former rural land to urban use, albeit at moderate densities and intensities, such growth will be geographically confined to the historic city limits.

The Traditional Neighborhood Development pattern is not a "cure all" for every community. Many suburban residents continue to demonstrate a preference for single use districts, particularly residential districts, and more spacious development settings. The oldest section of the city are focused on a very limited town center. Given the market opportunities represented along a regional arterial, that is, Highway 19/41, the potential for enlarging the old town center on which pedestrian models and other concepts of the TND model depends are unlikely. The market reflects consumer preferences which may be at odds with such planning models, but represents a reality addressed by the current development model being driven by market demand.

Local development policies that could affect future land use patterns, such as zoning, land

development regulations, and locational policies applicable to various types, densities and intensities of land uses.

Lovejoy maintains a zoning ordinance and promotes public policy that facilitates establishment of a range of housing options atypical of many urban centers in the Region. Low density residential, moderate density detached residential, townhouse development, multifamily development and extensive mobile home communities found throughout Lovejoy are not typical of these centers. Rather, many are characterized as exclusive enclaves of single family detached dwelling districts, with very limited options for alternate dwelling types. Mobile or manufactured homes are effectively excluded from many jurisdictions in the Region.

Locational policies in Lovejoy, many of which are in reality responses to market demand and owner objectives, have tended to place higher density residential development in appropriate proximity to regional transportation networks. Most, though not all, moderate density housing has direct access to collector streets feeding conveniently to Highway 19/41.

Future commercial development which is scheduled to occur primarily on raw land rather than an intensification of existing centers is appropriately located on that regional arterial. This is very likely to be “strip” commercial development although an argument can be made that the new commercial center established along 19/41, including development at the city limits in Clayton County, represents “nodal” development. This is particularly plausible as land in northern Henry County is either not developing or is not supported by an urban center that could spur development along the “four lane.” The intensity will be consistent with one-story shopping center development as the market for multistory structures, given the current availability of land and the distance from any significant urban center, must be characterized as weak.

Assessment of Current and Future Needs

The Future Land Use Map portrays land use patterns and configurations thought to best reflect future market demand for various land uses. These land use patterns and configurations must also present an efficient utilization of Lovejoy's land resource, conform to plans for infrastructure improvements, and be consistent with goals and objectives of the Comprehensive Plan.

Projection of Future Land Use Needs

A projection of future land use needs, by land use category, must include an analysis of the amount of land needed to accommodate the projected population and economic growth of the community and the continuing need for protection of natural and cultural resource uses, including the estimated gross acreage needed for each land use category. An analysis of land use follows:

Residential. Future demand for residential land uses are estimated on the basis of the population projections developed within the Population Element. The residential land use projections include information about the assumptions of net densities that have been applied.

Fully one-quarter of all land in Lovejoy is developed in residential use. Considering that nearly one-third of all land is undeveloped, and over 13 percent is held in agricultural or forestry use, the potential for further residential growth is substantial. Of course, a sizeable portion of the undeveloped land is found along Highway 19/41 and can be expected to be developed in commercial use.

The Population Element projects a 2025 population of 12,121. The Future Land Use Map indicates that 386.47 acres will be developed in single family detached uses. The Map indicates 57.7 acres in multifamily use (includes single family attached "for sale" and multifamily "for rent"). Manufactured housing units are estimated at 84 units encompassing 20 acres. The total number of dwelling units, associated density and household size has been used to project Lovejoy's population through 2025. Projections by subdivision or street location are reflected in Table LU2.

Table LU2. Lovejoy Housing Data, 2004 - 2025

Subdivision/Street	Zoning	Acreage	Density	# Units
Single Family Units				
Willard's Way	RES	1.62	1.23	2
Lovejoy Road	RES	39.39	3	120
Lovejoy Road	RES	42.91	4.14	177
Kade's Cove	RES	38.65	4.14	160
The Registry@Lovejoy	RES	10.31	6.4	66
Lovejoy Road	RES/PUD	54.15	6.13	332
Lovejoy Road	PUD	12.74	10.43	129
Hastings Bridge Road	ER	9.65	22	212
Hastings Bridge Road	RES	38.52	3.87	150
Hastings Bridge Road	RES	21.37	2	30
Callaway Crossing	RES	5.16	21.5	111
Jasmine Park	RES	3.07	2.6	8
McDonough Road	HI	64.2	3.87	248
Talmadge Road	PUD	8.64	5	43
Talmadge Road	RES	36.09	2	72
Townhouses				
Southfield Townhomes	RES	4.7	10.43	49
Multifamily Units				
Hastings Bridge Road	RM	14	10	140
Tara Boulevard	RM	29.7	6.9	205

Lovejoy Road	RM	14.0	6	84
Mobile Homes				
Bellaire Park	RMH	4.2	20	84
TOTAL		453.07		2,422

Source: Strategic Planning Initiatives LLC, 2004.

Commercial and Industrial. Future needs for commercial and industrial land uses must be estimated on the basis of projections of economic activity developed within the Economic Development Element.

Undeveloped land designated on the Future Land Use Map as commercial totals some 130 acres. This is found primarily along Highway 19/41. A floor area ratio of 0.25 is appropriate for the Lovejoy setting. Application of employee ratios indicates employment in the retail sector of 5,663, over several shifts, associated with new commercial development. Initiation of commuter rail is expected to drive most of this construction over the next five to seven years.

Industrial uses are expected to undergo a mild expansion, primarily through a more extensive utilization of properties already in active industrial use. Accordingly, the Future Land Use Map will not reflect a substantial gain in land designated as industrial relative to the Existing Land Use Map. The future economic base of Lovejoy lies in commercial development.

Approximately 100 acres of the Clayton County Landfill is closed, having reached capacity. A 200-foot buffer is maintained on the perimeter, and further acreage is absorbed in cover dirt and debris storage, as well as areas required to accept waste hauled to the Landfill daily. Clayton County operators conservatively estimate the useful life of the Landfill as 20 years.

Land Uses Other than Residential, Commercial, and Industrial

Parks/Recreation/Conservation. Lovejoy has no public parks within the city limits, although a 6.64-acre greenspace adjoins Lovejoy Regional Park. Lovejoy residents enjoy convenient access to this Regional Park, owned and operated by Clayton County. This 33-acre park is located just west of the city limits at McDonough Road and features such amenities such as eight (8) soccer fields, eight (8) tennis courts, nine (9) athletic fields, two (2) walking tracks and playground equipment. This combination of active recreation facilities and the park acreage supplemented by 6.64 acres of greenspace within Lovejoy allocated at a ratio of 5 acres per 1,000 residents is expected to satisfy Lovejoy's parkland needs through 2006. Lovejoy will identify suitable land based on wetland and floodplain acreage to supplement Lovejoy Regional Park, thereafter.

Articulation of Community Goals and an Associated Implementation Program

The City of Lovejoy Community Vision is based on the aspirations of the community as shaped by elected officials and as conveyed informally by their constituents. Such communications are typical of small towns in which many encounters are face to face. Lovejoy supplemented this communication with a survey that sought feedback on a number of policy matters concerning future growth. Survey results are presented in the appendix section of this Plan.

The Community Vision embraces aggressive growth in the residential and commercial sectors. This growth has been accommodated by public investment in transportation and water and sewer facilities and is directed primarily by the property zoning process which will implement the Future Land Use Map. Further, site specific infrastructure improvements will be accomplished by private developers as the needs and impacts of individual projects become apparent.

Future Land Use Map

The Future Land Use Map identifies the location, distribution and characteristics of proposed land uses, including an indication of development density and intensity. Density pertains to residential development and is indicated by the number of units per acre as influenced by the character or type of units being proposed; development intensity refers to commercial and

industrial development and is also indicated by the character of development proposed. For example, Light Industrial uses are often less intense than Heavy Industrial uses.

The Future Land Use Map depicts the distribution of the eight land uses throughout Lovejoy. This Map represents the anticipated future pattern of land use based on historical land use, trends identified in this Plan and a projection of land use in the future. The Map is a indispensable tool in controlling future land use, particularly through zoning, as it guides the decisions of Lovejoy officials in infrastructure and utility provision as well as zoning decisions. The Future Land Use Map appears in the Map section of this Plan.

A comparison of acreage totals for existing land use and future land use confirms a trend toward commercial conversion of residential land, and suggests a number of policy directions endorsed in this Plan. The comparison is also evidence of Lovejoy's semi-rural past as well as the dynamic development environment characterizing future Lovejoy.

Table LU3. Lovejoy's Future Land Use Pattern

Land Use Category	Acreage	Percentage
Residential	551.9	37.4%
Single Family Detached	416.0	28.2%
Single Family Attached	67.8	4.6%
Multifamily	116.6	7.9%
Manufactured	117.4	7.9%
Commercial	226.2	15.3%
Light Industrial	18.8	1.3%
Heavy Industrial	383.8	26.0%
Public/Institutional	39.2	2.6%
Transportation/Communication/Utilities	11.5	0.8%
Parks/Recreation/Conservation	6.6	0.5%
Agriculture/Forestry	6.3	0.4%
Undeveloped	63.6	4.3%
TOTAL	1,473.7	100%

Source: Keck and Wood, 2004.

Residential land use is projected to increase from 25 percent of the total to 37.4 percent, with significant expansions in each dwelling type except manufactured dwellings. Commercial development gains nearly 170 acres and comprises 15.3 percent of the total acreage on the Future Land Use Map. Light industrial appears to decrease tremendously; however, the Clayton County Landfill was designated as Light Industrial on the Existing Land Use Map and is designated as Heavy Industrial on the Future Land Use Map. This reclassification also explains the Heavy Industrial acreage expansion. Very significantly, undeveloped land declines from 521.7 acres, 35.4 percent of the total, to 63.6, just 4.3 percent. Agricultural land falls to the lowest portion of the total, at 6.3 acres or 0.4 percent.

Future Land Use Narrative

The Georgia Department of Community Affairs establishes standards for preparation of a Future Land Use Narrative. This narrative describes the policies driving land use patterns indicated on the Future Land Use Map. Many of these policies are incorporated into the purposes of the Zoning Ordinance, the primary tool used to implement the Plan and Future Land Use Map. These DCA standards (shown in italics), and their application to Lovejoy, are presented below to facilitate review of the Plan by Atlanta Regional Commission and the Department.

Geographic areas within the community proposed to receive particular types of growth.

As stated, the majority of commercial development is expected to locate along the frontages of Highway 19/41. This is consistent with the transportation infrastructure, traffic volumes supporting the market such new development is expected to serve, established commercial uses adjoining Lovejoy in unincorporated Clayton County and relatively higher density residential developments being established to the rear of Highway 19/41 commercial uses. The latter will supplement retail demand. This development focus is expected to sharpen with initiation of regional commuter rail service at the station proposed on 19/41 at McDonough Road.

Lovejoy is expected to experience only a moderate expansion of industrial uses as no “industrial park” development is planned and few sites are available that would be isolated from residential uses. Such expansion is expected within the confines of existing industrial sites. The size of the industrial component in total acreage is misleading as the Clayton County Landfill, is located within the Lovejoy city limits and is included in this total. While designated as industrial, this use is not an economic generator in the sense that similar acreages might be in other industrial categories such as manufacturing. In addition, the impact on services and employment moving forward is flat since only a certain percentage of the landfill is active at any given time. Accordingly, the impact of future industrial development on the Lovejoy economy and community is considered slight. Only 27.3 industrial acres are found outside the Landfill.

Planned commuter rail featuring a station at Highway 19/41 and Hastings Bridge Road is expected to significantly impact the density and intensity of development in Lovejoy. Higher density residential development, including a mixed-use development on adjacent, vacant land east of the station site is projected. Commercial development is expected to accelerate and achieve a higher intensity as a result of the initiation of commuter rail service.

Although a considerable amount of land will be absorbed by surface parking for 400 vehicles, the pedestrian character of development adjoining the station will distinguish the “transit-oriented development” from development occurring in nearby portions of Lovejoy and Clayton County.

Areas likely to be annexed by the local government within the planning period.

While property has been annexed in recent years, this has been limited. Lovejoy faces significant obstacles to growth through annexation of territory. The Clayton County Landfill confines municipal expansion to the east. Henry County effectively limits expansion to the south, and properties owned and planned for regional waste water facilities northeast of Lovejoy and owned by CCWA also preclude expansion. Importantly, commercial districts to the north along Highway 19/41 in unincorporated Clayton have already developed. As an urban County, Clayton County and the Water and Sewer Authority provide a sophisticated level of public services. Not only are business owners reluctant to annex into municipalities once development has occurred, counties typically guard against any loss of control or revenues. Lovejoy will depend on the County for provision of many public services, significantly police and fire services, to accommodate the commercial development projected within the city limits. Local development strategies accordingly, rely on densification and intensification of development largely through infill on scattered undeveloped tracts within the current city limits.

The timing or sequencing of any infrastructure improvements needed to support desired growth patterns.

As noted, water and sewer capacity have been made available throughout Lovejoy by CCWA.

Further main extensions, and capacity enhancements such as at lift stations, are normally accomplished by private developers and this will be the case in Lovejoy. These improvements will come on line as properties develop.

A substantial residential development is proposed for Lovejoy Road from the Henry County line northward. Sewer capacity upgrades will be accomplished by the developer. In addition, Lovejoy Road will be widened to a three-lane section to link the new development with 19/41. No other infrastructure improvements are planned within the 5-year period of the Short Term Work Program.

Areas identified by the local government as critical and sensitive areas and areas subject to natural hazards, such as flooding, high winds, unstable soils or wildfires etc.

No significant environmentally sensitive areas have been identified in Lovejoy. Minor floodplains may restrict the density and location of development. These areas will be identified on the Future Land Use Map.

The land use element must consider any designated or nominated Regionally Important Resource wholly or partially within the local government jurisdiction.

No Regionally Important Resources are found in Lovejoy.

Areas containing sites, buildings or areas of local architectural, cultural, historic, or archaeological interest.

No sites, buildings or areas of local architectural, cultural, historic or archaeological interest have been identified in Lovejoy.

Alternative land use patterns considered to provide for the community's future needs, including Traditional Neighborhood Development (TND), or other forms of compact urban development.

Lovejoy is a suburban community in which lifestyle choices reflected in recent construction

continue this suburban pattern featuring relatively large lots and a segregation of land uses. Aside from a very small historic core of housing, no desire for TND patterns which may be appropriate for other urban centers is evident.

Areas where significant transitions from one land use to another are expected or planned to occur.

Lovejoy is characterized by a developing commercial corridor along Highway 19/41 with the majority of the remaining land devoted to residential use. Land west of 19/41 is redeveloping at substantially greater densities than the limited residential development that historically occurred. Accordingly, most of the construction is new and is developing within sight of the commercial corridor. Land east of 19/41 is situated nearer the historic town center.

Areas proposed for redevelopment or designated for the future preparation of area plans or master plans, such as central business districts, neighborhoods or transportation corridors.

No areas are proposed for redevelopment as most development is expected to occur on undeveloped tracts. Lovejoy's leaders expect remaining undeveloped tracts in Lovejoy's eastern and western residential districts to be developed in single family and multifamily densities. The Zoning Ordinance and conditions assigned to rezoning approvals will be employed to shape new development in these districts as well as commercial development along Highway 19/41.

Other factors expected to influence growth patterns within the local jurisdiction, including significant developments within or in close proximity to the jurisdiction; private sector initiatives; and land ownership patterns.

Significant retail development has been proposed on large tracts within the Lovejoy city limits. "Big box" retail is anticipated on the west frontage of Highway 19/41 at Lovejoy Road. This development will generate spin off retail on both frontages of 19/41, perhaps, along the entire stretch of Lovejoy city limits on this commercial artery. New commercial development and the location of the Lovejoy Commuter Rail Station will reinforce the development node

at Hastings Bridge Road and 19/41, and growing retail and commercial services will also generate and accelerate residential development throughout Lovejoy.

Land ownership patterns are expected to move from long-held, sizeable tracts, ranging from 6-39 acres, to individual building lots as new residential subdivisions are platted. A number of tracts will continue in single ownership, although the principals involved could change. The latter circumstance describes the process of future multifamily development. This evolving ownership has characterized Lovejoy's development pattern over the past several years.

The type, location and quality of rural, agricultural or forest lands.

As a formerly rural community, scattered pockets of agricultural and forested properties are found throughout Lovejoy. A limited number of farmsteads and timber lands are expected to remain throughout the period of the Plan. However, development has encroached upon owners of such properties, impacting traditional lifestyles. Whether such change or market forces have displaced these owners cannot be ascertained. These forces have yielded opportunities for relatively explosive residential development that is projected to continue.

Local development policies to be adopted or amended to allow or promote alternative development patterns including flexible street standards, zoning to allow a variety of housing options, mixed land uses, etc.

Traditional development patterns dominate Lovejoy's recent development, indicating that the market for alternate development patterns is apparently absent. Perhaps, households seeking locations in Lovejoy prefer such patterns which continue to characterize the overwhelming majority of communities in rural and suburban locales.

Analysis of Plans of Adjoining Jurisdictions

Given Lovejoy's adjacency to Henry County in particular, plans of surrounding jurisdictions can significantly impact Lovejoy. Clayton County forms the remaining boundary with Lovejoy. The plans of each county are summarized below:

Clayton County

Clayton County utilizes 16 land use classifications, including low density residential, medium density residential, high density residential, mobile homes, office/professional, commercial, light industrial, manufacturing/distribution, heavy industrial, public buildings/schools, quasi-public buildings, cemeteries, public/private parks, agricultural, transportation/communication/ utility and vacant land. The Clayton County Existing Land Use Map identifies land west of Lovejoy as undeveloped. According to the County's FLUM, low density residential development is planned for land west and northeast of the Lovejoy city limits. Low density residential uses are compatible with the residential uses being developed in Lovejoy. Property northeast of Lovejoy has actually developed in commercial use, compatible with the City's FLUM and Official Zoning Map.

Henry County

Property in Henry County on Lovejoy's southern and southeastern border is characterized on the County's Existing Land Use Map as low density residential and industrial land uses. The Henry County Future Land Use Map indicates that property southeast of the city will develop in a mix of low density residential as well as industrial and wholesale land uses. The planned industrial land uses abut the Clayton County Landfill in Lovejoy. Low density residential and commercial development is projected along US 19/41 and to the south of Lovejoy. These residential and commercial uses abut similar planned development in Lovejoy.

LAND USE GOALS AND OBJECTIVES

Lovejoy is a compact community that contains a town center and a developing activity center. Land uses surrounding the town center are seen as more traditional, that is, characteristic of a small town in a semi-rural setting. Market demand for redevelopment of the town center is not apparent. Rather, a new activity center that may come to be characterized as a “sense of place” featuring attractive, mixed-use, pedestrian-friendly destinations where people choose to gather for shopping, dining, socializing, and entertainment is developing at the periphery of town center. This new activity center is not characteristic of greenfield development as even the periphery is contained within a compact radius and is well served by public infrastructure and planned transportation improvements, including commuter rail. Given the respective scale of the traditional town center and the new activity center, it is conceivable that Lovejoy’s town center may well shift to the activity center over time.

Amid this dynamic, Lovejoy seeks to maintain the small town character of the traditional town center and accommodate growth of the activity center by fostering a land use pattern that is consistent with public policy described in this Plan, consumer preferences, market demand, natural and cultural resources limitations, public infrastructure capacity and sound planning principles. The following goals and objectives are established to achieve this pattern.

Goal: Create a land use strategy that will successfully accommodate the explosive growth in population and commercial development projected over the period of the Plan.

Objective A: Foster higher density residential and higher intensity commercial development in proximity to Town Center, Highway 19/41 and the commuter rail station, reserving alternate locations for residential development consistent with suburban models.

Objective B: Protect stable, single family detached neighborhoods from encroachment by incompatible land uses or densities.

- Objective C: Translate the land use plan into a zoning scheme that as accurately as possible reflects the City's desire for future uses and adopt, by action of Mayor and Council, such zoning map amendments as are appropriate.
- Objective D: Establish land uses appropriate to the transportation network and guard against location of uses in neighborhoods that will introduce unacceptable traffic types or volumes.
- Objective E: Mandate pedestrian connectivity in new residential and commercial development within ½ mile of the planned, commuter rail station as a means of reducing the need for expansive parking facilities.
- Objective F: Preserve Lovejoy's greenspace, particularly wetlands, floodplains and other common open space.
- Objective G: Implement favorable density bonuses approaches geared toward preservation of greenspace through "cluster" and "conservation" subdivisions.
- Objective H: Require landscaped buffers adequate to protect less intensive land uses from new more intense development.
- Objective I: Preserve Lovejoy's semi-rural character by protecting the tree canopy.
- Objective J: Institutionalize desirable development practices in ordinance form rather than enforce such practices on a case by case basis.
- Objective K: Ensure that land use and zoning decisions are consistent with the Future Land Use Map.
- Objective L: Ensure that development at the city's borders is compatible with Lovejoy's land uses and land use plans.

Objective M: Use public infrastructure provision as a strategic means of shaping development patterns in the city.

Objective N: Foster a close working relationship among zoning administration and inspections and code enforcement functions to ensure realistic and responsive codes as well as field compliance with the zoning ordinance and conditions of zoning approval.

Objective O: Position the City at the cutting edge of land use and zoning practice and protect the City from excessive litigation.

Objective P: Maintain consistency of the official zoning map and desirable land uses.

Objective Q: Present zoning regulations that are easily used by the development community and understood by the public.

Objective R: Foster quality development of the Tara Boulevard commercial corridor to ensure establishment of an attractive commercial district.

Objective S: Ensure that the goals and objectives of the Comprehensive Plan are safeguarded by Lovejoy's package of ordinances.

Objective T: Facilitate effective and responsive administration of Lovejoy's land use regulations and development codes.

Associated Implementation Strategies include the following:

Strategy A: Adopt a Future Land Use Map that focuses higher density residential and higher intensity commercial development in proximity to Town Center, Highway 19/41 and the commuter rail station, reserving alternate locations for suburban densities and use the Map as the primary guide in zoning decisions.

- Strategy B: Ensure appropriate transitions in land use featuring a “step down” from single family detached neighborhoods to medium density attached residential developments and similar transitions in land use.
- Strategy C: Provide for districts in the Zoning Ordinance that correspond to land use classifications of the Future Land Use Map and strive to zone property consistent with the land use designation of the Map.
- Strategy D: Strongly consider the impact of traffic generated by a proposed development on the street network and approve projects appropriate to that network and surrounding uses, particularly where neighborhoods may be impacted.
- Strategy E: Incorporate a site plan review process and development standards using such approaches as a special district overlay to achieve pedestrian connectivity in new residential and commercial development within ½ mile of the planned, commuter rail station.
- Strategy F: Introduce a mechanism in the zoning ordinance and the subdivision regulations that will mandate preservation of Lovejoy’s greenspace through adoption of deed restrictions “permanently protecting” such resources as wetlands, floodplains and other common open space as conditions of zoning and plat approval.
- Strategy G: Consider structuring a system of density bonuses that encourage preservation of greenspace through creation of a “cluster” or “conservation” subdivision within the zoning ordinance which incorporates such incentives.
- Strategy H: Adopt a landscaped buffers schedule as an amendment to the Zoning Ordinance that specifies the character, size and applicability of such buffers.
- Strategy I: Adopt a tree ordinance based on regional models as a means of preserving Lovejoy’s semi-rural character.

Strategy J: Consider incorporation of desirable development practices such as architectural materials standards, building siting and open space reservation ratios into the zoning ordinance.

Strategy K: Consider adoption of regulations that mandate that zoning be accomplished in conformance with the Future Land Use Map.

Strategy L: Monitor the land use plans and policies of Clayton County, Clayton County Water and Sewer Authority and Henry County and actively participate in the regional review processes sponsored by Atlanta Regional Commission as a means of fending off undesirable development at the city's borders.

Strategy M: Measure all infrastructure improvement proposals against the City's Comprehensive Plan and the surrounding context to ensure compatibility prior to approval of improvements associated with development proposals.

Strategy N: Establish a routine schedule of coordination meetings among zoning administration and inspections and code enforcement staff to identify problem areas and formulate solutions for incorporation into City ordinances, procedures and policies.

Strategy O: Modernize the zoning ordinance to ensure compliance with federal and state law; rely on model ordinances to minimize costs.

Strategy P: Revise the official zoning map to ensure conformity with actual uses and development intensity on the ground, as appropriate, bearing in mind amortization of non-conforming uses.

Strategy Q: Simplify the zoning classifications, particularly residential classifications, as a means of streamlining land use regulation in Lovejoy.

Strategy R: Consider such mechanisms as an overlay for the Tara Boulevard commercial

corridor to ensure development of an attractive commercial district in collaboration with Clayton County, property owners, developers and new business owners.

Strategy S: Revise and update the Zoning Ordinance, and any other ordinances dealing with the regulation of land use, development and protection, as appropriate, to ensure that the goals and objectives of the Comprehensive Plan are safeguarded by Lovejoy's package of ordinances.

Strategy T: Maximize training opportunities for Planning and Zoning staff and boards to ensure effective and responsive administration of land use regulations and development codes.

TRANSPORTATION ELEMENT

Introduction

Lovejoy's transportation system is comprised of local streets and highways, sidewalks and the Norfolk Southern Railroad line. The transportation system in Clayton County encompasses interstate routes, public transit via "C-Tran" bus service, an airport, parking lots and parking decks walking trails, bike paths and sidewalks. Both systems are also comprised of traffic signs and signals.

Transportation systems are essential public improvements linking commercial centers, industrial and office parks, neighborhoods and institutional uses. Transportation systems must accommodate development that depends on access to properties and locations throughout Lovejoy and the region. The Transportation Element considers the diverse needs of the community in planning and programming a variety of transportation improvements.

Transportation Element

The Transportation Element presents an inventory of the transportation network serving Lovejoy. This Element also assesses the adequacy of that system to serve current and future demand generated by commercial traffic, personal vehicles, cyclists and pedestrians. Community goals related to transportation infrastructure are also presented. Finally, strategies for achieving these goals and delivering the desired level of transportation facilities and services throughout the 20-year period of the Comprehensive Plan are formulated.

Transportation and Land Use

Roads and highway construction impact land use more than any other single public investment. Little development can occur in the absence of vehicular access. The nature of that access depends on population density, commercial and industrial employment demand and other development characteristics. Land use patterns shape demand for transportation infrastructure and the character of the transportation network. This network is comprised of local streets, which feed neighborhood traffic onto collector streets; arterials, which move traffic through communities, and commercial and industrial districts; and interstate and other limited access highways, which move traffic throughout the region and across the nation.

Characteristics of the Transportation System

The Transportation System accommodates a variety of transportation modes: Vehicular and Truck, Rail, Aviation, Public Transportation, Cycling and Pedestrian. These modes are described below:

Vehicular and Truck

Passenger vehicles are expected to remain the predominant travel mode for the majority of Lovejoy residents, employees and visitors in the near term. Accordingly, improvements associated with the surface transportation system, that is, streets and highways, are the focus of the Transportation Element.

Rail

Railroads also impact land use and have facilitated development of the nation's urban centers. The Norfolk Southern Railroad lines travel through the heart of Lovejoy and many industries and businesses in Lovejoy have been established along the rail line. Cooperation with Norfolk Southern is essential to ensuring traffic safety and movement across the Lovejoy community's at-grade railroad crossings.

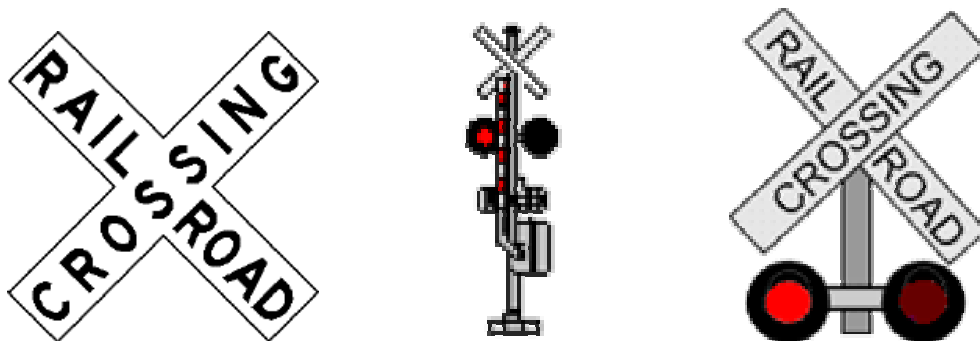
Railroad and Street Grade Crossings

All public highway-rail grade crossings are marked with one or more warning devices, that is, advance warning signs, pavement markings, cross buck signs or flashing lights and gates. Only the cross buck sign and flashing lights are used within the city of Lovejoy. Lovejoy has three at-grade crossings at the Norfolk Southern rail line. One is located at the intersection of Talmadge Road and Lovejoy Road. This grade crossing has a cross buck with flashing lights and is in relatively good condition. A railroad crossing gate may be needed as future traffic volumes increase.

A second crossing at Lovejoy Drive and Lovejoy Road is slated for closing.

The third rail crossing, located at the intersection of Lovejoy Road and East Lovejoy Road, is controlled by a unlit cross buck sign, but no gates. Figure 1 below depicts the three primary types of cross bucks.

Figure 1 - Cross buck Signs



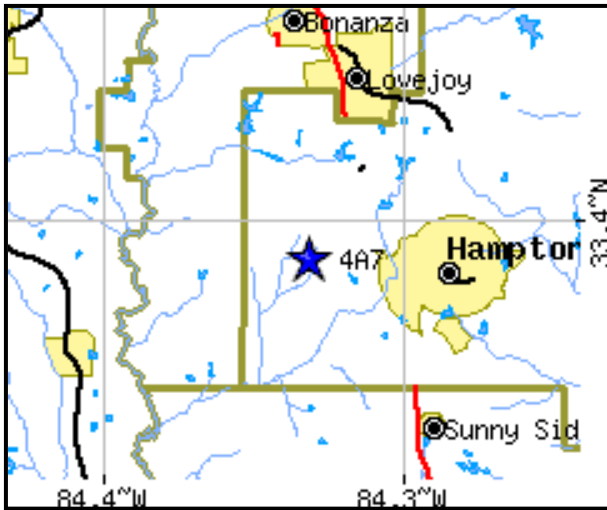
Freight and Passenger Railroads

Norfolk Southern Railroad, a freight carrier, travels through the Lovejoy community. However, rail service is not available in Lovejoy and the demand for shipments via rail is very limited. This demand is expected to remain so as development opportunities in the city are oriented toward surface transportation rather than rail.

Aviation

Aviation facilities are not present within Lovejoy city limits and none are planned. Many residents and business owners rely on Hartsfield Jackson Atlanta International Airport for passenger and air freight services offered some 30 miles north of the city. Others utilize the Clayton County Airport, Tara Field, situated approximately four miles south of Lovejoy in Henry County. Tara Field, located at 474 Mt. Pleasant Road in Hampton, offers a 4,503-foot paved runway and averages 82 aircraft operations daily.

Clayton County Airport - Tara Field Hampton, Georgia



Public Transportation

As Lovejoy experiences additional residential and commercial development, the need for public transportation will increase. A substantial number of commuters travel north each day to access employment centers. Public transit would help alleviate some of the vehicular traffic along US 19/41 and Lovejoy Road, on which current traffic counts of 25,843 and 8,186 vehicles per day, respectively, have been recorded.

Clayton County is now served by "C-Tran," a bus transit system with operations contracted to Metropolitan Atlanta Rapid Transit Authority (MARTA). GRTA's Regional Express Bus service will be implemented and will service the Lovejoy community and complement planned commuter rail service. Each public transit service is described below:

Regional Express Bus

In the spring of 2002, the Boards of Commissioners in Clayton, Coweta, Douglas, Henry, Cobb, DeKalb, Fulton, Gwinnett, Paulding and Rockdale counties all voted to participate in the GRTA Regional Express Bus System and Arterial Road Program. GRTA will provide express bus service to each of the counties in exchange for a one-time payment toward the costs of the service. Bus service on the first routes will begin in 2004.

A total of 180 to 220 buses will be needed when regional express service is completely phased in. GRTA will lease rather than construct park and ride lots, and consolidate the planned maintenance facilities.

Georgia Regional Transportation Authority (GRTA)

Commuter Rail Service

City of Lovejoy was recently announced as the temporary, southern terminus of a planned "Commuter Rail" Line that will eventually provide service from Atlanta to Macon. The proposed location of the "Lovejoy Rail/Bus Station" straddles the boundary between the city of Lovejoy and unincorporated Clayton County. This undeveloped site is situated along the Norfolk Southern railroad line and Tara Boulevard (US 19/41), just south of McDonough Road. This location is approximately one mile northwest of the geographic center of Lovejoy.¹

¹ *Macon-Atlanta Corridor Draft EIS, August 30, 2001, Georgia Rail Consultants.*

The project will develop commuter rail service between Lovejoy and Atlanta using the existing Norfolk Southern S-Line railroad corridor. The rail will support express bus service from Henry County to Atlanta within the I-75 Corridor. The project includes rehabilitation of existing railroad tracks, construction of passing siding tracks and other support facilities. The first phase of the project will terminate in Lovejoy and will encourage commuters from Clayton, Henry and Spalding County to travel to Lovejoy.

The 2000 Census recorded 94,500 persons living within the corridor study area; of this total, 18,152 persons live within one-half mile of a proposed rail and bus station. *Georgia Rail Consultants* determined that development of the Commuter Rail service would contribute positively to quality of life and social interaction between communities and businesses, by strengthening access to facilities and services throughout the region. The rail service is expected to accelerate commercial development along Tara Boulevard as well as residential development. The latter will be at densities above those of traditional suburban development.

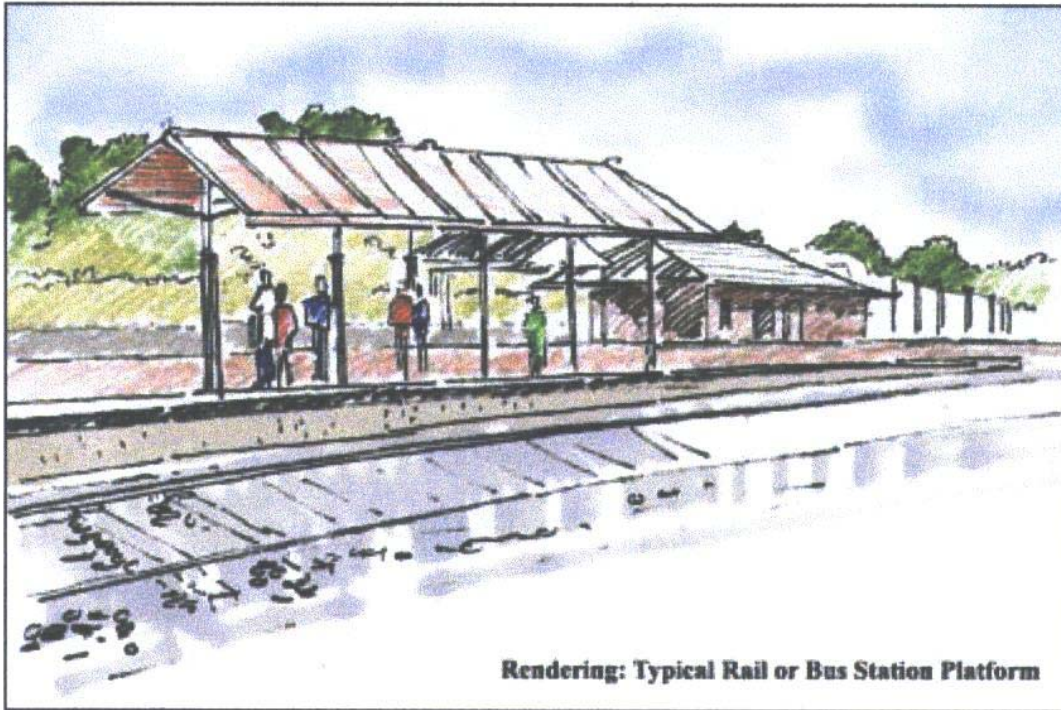
The proposed 26-mile commuter rail line to downtown Atlanta is expected to generate a daily ridership of 1,800 commuters when service is initiated in 2006. The \$106 million commuter rail line will serve six stops between Atlanta and Lovejoy. An estimated \$87 million in federal funds and \$19 million in state money will be allocated for upgrades to the train track, building the park-and-ride lots and station platforms with canopies, and refurbishment of rail cars.

The Lovejoy Station is proposed just south of the intersection of McDonough Road and Tara Boulevard. The passenger platform will front the rail line. The station parking facility will accommodate approximately 840 vehicles and will contain substantial landscaping. As much of the immediately surrounding uses are commercial, industrial, and warehouse facilities, few unacceptable visual impacts are anticipated from introduction of the passenger platform and parking facility.

Table T1. Commuter Rail Locations

Station	Station Type	Location
Lovejoy	Rail	US 41 at McDonough Road
Jonesboro	Rail	North of SR 138 and West of SR 54
Morrow	Rail	Clayton State Boulevard east of SR 54/Gateway Village
Forest Park	Rail	SR 331/SR 54/Phillips Drive/Main Street
Aviation Boulevard	Rail	North of Aviation Boulevard
East Point	Rail	Adjacent to East Point MARTA Station

Figure 2-3 Typical Rail or Bus Station Platform



Rendering: Typical Rail or Bus Station Platform

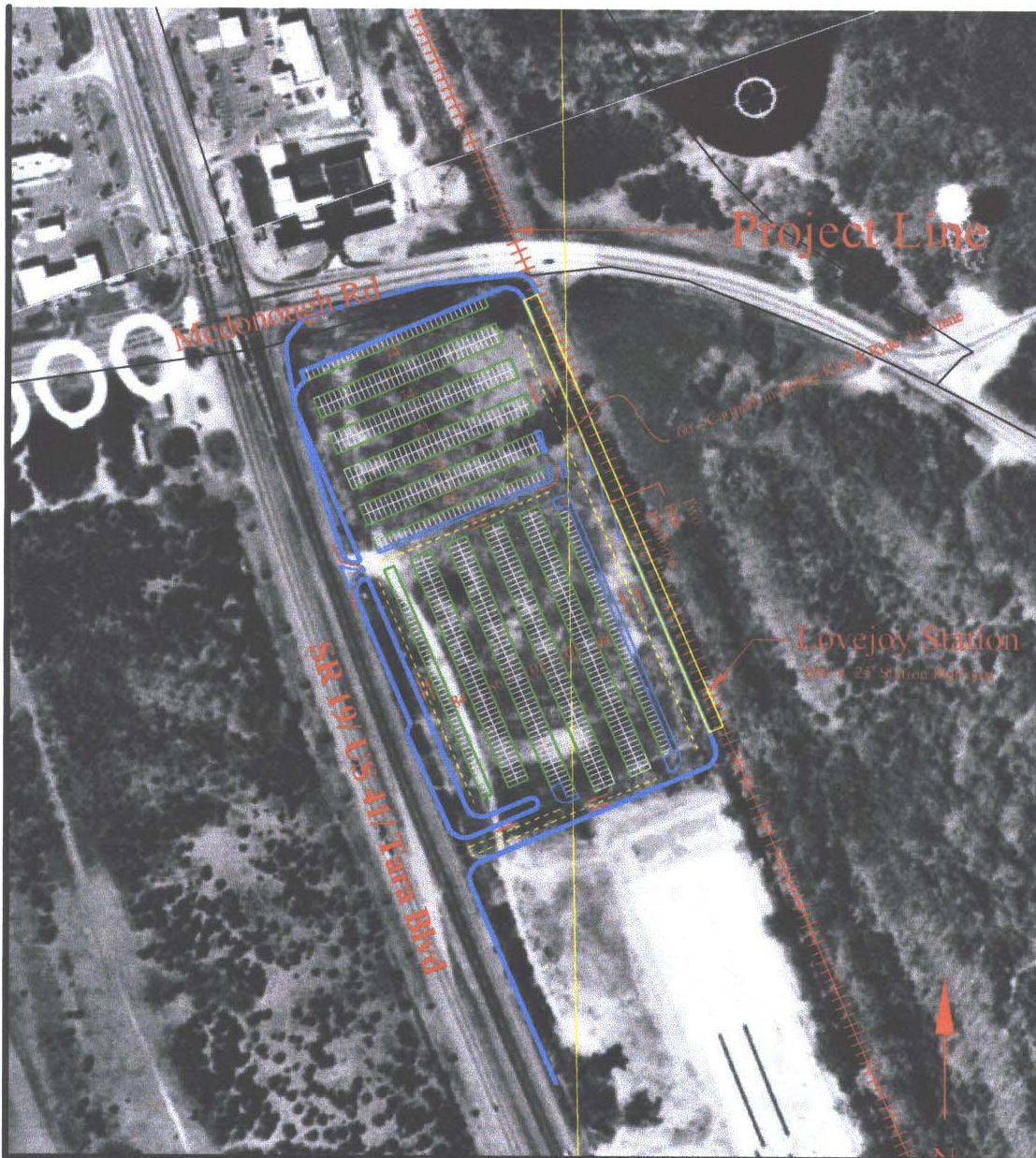


Figure 6-8
Lovejoy Station Parking Concept
Clayton County, Georgia
 12.8 Acres Evaluated

GRC
 GEORGIA RAIL CONSULTANTS

Figure 3-12 Lovejoy Rail Station Land Use

The map displays the Lovejoy Rail Station area with various land use zones. The Lovejoy Rail Station is highlighted in yellow. The map includes a north arrow and a scale bar from 0 to 1800 feet. The legend identifies the following land use categories:

- Project Line (Red line)
- Institutional (Yellow)
- Commercial (Green)
- Trans. Comm. Utilities (Blue)
- Residential (Purple)
- Parks (Pink)
- Industrial (Orange)
- Open (White)
- Limited Access Highway (Dashed line)

Key features labeled on the map include Lovejoy Rail Station, Lovejoy Rd, and various land use zones.

Cycling and Pedestrian

Pedestrian travel and cycling can and should be accommodated within the street and highway network. Other transportation modes are important, particularly commuter rail and bus service, and are addressed in this Element. Pedestrian travel and safety is increasingly important in more densely populated areas of the city.

Significant Bicycle and Pedestrian Ways

Sidewalks are present along limited portions of the town center. New subdivisions, including Panhandle Corners Subdivision, provide sidewalks. The City's development standards enforce a minimum sidewalk width of four feet. Sidewalks must be installed along both right-of-ways at the sole expense of the developer. Bikeways, exercise and hiking trails and such pedestrian paths as greenway trails are not found in Lovejoy.

Lovejoy's Road and Street Transportation System

Lovejoy's transportation system is comprised primarily of two lane streets classified as collectors and local streets. Four main arterials, including Hastings Bridge Road (Georgia Highway 3), McDonough Road, East Lovejoy Road and Lovejoy Road also serve Lovejoy. A regional arterial, U.S. 19/41, also serves the city and offers access to the region. Lovejoy's street network is classified below:

Road System and Street Classification

The City of Lovejoy maintains a road network of Regional and Primary Arterials, Collectors and Local Streets. Table T2 classifies each route serving Lovejoy.

Regional Arterials

The U.S. Highway 19/41 (Tara Boulevard) Expressway was built west of Lovejoy in the mid-1960's as a divided four lane, limited access road from Atlanta to Griffin. This road served as the main transportation corridor for several years prior to construction of I-75. Highway 19/41 functions as a high volume, north-south limited access thoroughfare. This route provides a direct link into Clayton, Henry and Spaulding County and carries a traffic volume of 25,843 vehicles per day.

Primary Arterials

Roads classified as Arterials handle moderate to high traffic volumes throughout the county. Such arterials include Hastings Bridge Road, McDonough Road, East Lovejoy Road and Lovejoy Road. East Lovejoy Road and Lovejoy Road are major two-lane, north-south arterial roads, while Hastings Bridge Road and McDonough Road serve as two-lane, east-west arterial roads.

Collectors

Lovejoy has one main Collector as the city's arterials also serve as collectors carrying traffic through the city. This Collector is Talmadge Road.

Local Streets

Brianna Drive, Clayton County Water Authority Access Road, Church Street, Hamilton Street, Hibiscus Court, Kayla Drive, Kyle Road, Lovejoy Drive, Michelle Way, Railroad Street, SLR Parkway, Steele Road, Sugarleaf Terrace, Vinea Lane and Vinea Way comprise up Lovejoy's Local Streets. These streets are all two-lane roads.

Table T2. Lovejoy Street Classification

STREETS	CLASSIFICATION
Tara Boulevard (19/41)	Regional Arterial
East Lovejoy Road	Arterial
Georgia 3 Highway	Arterial
Hastings Bridge Road	Arterial
Lovejoy Drive	Arterial
Lovejoy Road	Arterial
McDonough Road	Arterial
Talmadge Road	Collector
Brianna Drive	Local
CCWA Access Road	Local
Church Street	Local
Hamilton Street	Local
Hibiscus Court	Local
Kayla Drive	Local
Kyle Road	Local
McDonough Road	Local
Michelle Way	Local
Railroad Street	Local
SLR Parkway	Local
Steele Road	Local
Sugarleaf Terrace	Local
Vinea Lane	Local
Vinea Way	Local

Street Signs and Signalization

The intersections of Church Street and Lovejoy Road, East Lovejoy Road and McDonough Road, Lovejoy Road and 19/41, Hwy 81 and Lovejoy Road, Tara Boulevard and Talmadge Road are controlled by stop signs. Signalization may be needed in the future as traffic volumes increase with the growth and development within the city.

Lovejoy's signalized intersections are Tara Boulevard at Hastings Bridge Road and Hastings Bridge at Talmadge Road. A signal is also provided on Tara Boulevard between Hastings Bridge Road and Lovejoy Road. This signal will be relocated to the south to serve proposed retail development.

Road Condition

Lovejoy's arterials, collectors and local streets are all in good condition and are sufficient for the low density traffic volume they handle.

City Road Improvements

Among the most significant road improvements has been the Hastings Bridge Road project. This project was completed in March 2000 and provides an important grade-separated crossing of the Norfolk Southern rail line. The improvement also facilitated the addition of turning lanes at this intersection.

A second important road improvement anticipated by the City of Lovejoy is the widening of Lovejoy Road to a three-lane section. This improvement is necessary to accommodate planned, residential development feeding onto this road, which conveys local traffic to the regional network at Highway 19/41.

A number of local streets are substandard as to lane width. The widening of these streets is not considered critical given the low density nature of development along them, their limited length and the presence of alternate routes in the immediate vicinity. Wallis Drive, a very short road segment at the terminus of Talmadge Road, will be widened to a four-lane as part of a rail crossing improvement by Norfolk Southern.

Bridges

A single bridge is found in Lovejoy at Hastings Bridge Road, just east of 19/41. This four-lane bridge was built in 1976 and provides vehicular access over the Norfolk Southern rail line. The bridge could provide an evacuation route in the event of a rail incident that might impact the three at-grade crossings linking Lovejoy to the region via 19/41. However, numerous alternate routes are available and the bridge is not considered critical as a single bridge to coastal communities or mountain locations

might be. All other intersections in Lovejoy, including other rail crossings, are at-grade.

Traffic Safety

With the exception of the 19/41 Arterial highway, which adequately serves the current projected traffic volumes, Lovejoy has no traffic safety issues. Traffic volumes in the older section of the city are safely handled by the current transportation network. Lovejoy Road will be widened from a two (2) to a three (3) lane section to accommodate proposed residential development.

Significant Parking Facilities

No significant parking facilities are present in Lovejoy. Given the low intensity of development throughout most of Lovejoy, parking demand is minimal. Projected development, particularly commercial development along Highway 19/41, will require significant parking facilities and capacities. Usage patterns, as well as architectural and design standards, will be described in future Plan Updates.

The Lovejoy Station is proposed just south of the intersection of McDonough Road and Tara Boulevard. The passenger platform will front the rail line. The station parking facility will accommodate approximately 840 vehicles introduction of the passenger platform and parking facility.

Port City and Port Facilities

Lovejoy is not a port city and port facilities do not comprise any portion of the transportation system.

TRANSPORTATION GOALS AND OBJECTIVES

Lovejoy's future transportation improvements focus on commuter rail as an efficient network of local streets and regional arterials is in place. The following transportation goal and objectives are established:

Goal: Link residential, employment and service destinations through a variety of travel modes.

Objective A: Develop the Commuter Rail Station and implement an efficient bus service.

Objective B: Ensure that road improvements are funded as development generating demand for such improvements are approved.

Objective C: Foster a broad spectrum of travel modes, including walking, cycling, car pooling and public transit.

The following strategies are associated with these objectives:

Strategy A: Cooperate with *Georgia Regional Transportation Authority* in ensuring that the Commuter Rail Station is established in Lovejoy and that bus service is available to serve Lovejoy and supplement station ridership.

Strategy B: Cooperate with developers in appropriately funding road improvements necessitated by private development.

Strategy C: Mandate pedestrian connectivity in new residential and commercial development within ½ mile of the commuter rail station as a means of reducing the need for expansive parking facilities.

Strategy D: Enhance circulation by locating medium and higher density residential development in close proximity to transportation investments, particularly rail investment.

Strategy E: Promote walking and cycling by requiring sidewalks and bicycle facilities in all new development.

INTERGOVERNMENTAL COORDINATION

Introduction

The Georgia Department of Community Affairs encourages greater cooperation among governments in Georgia. DCA hopes to facilitate this by requiring that such cooperation among public agencies, that is, "Intergovernmental Coordination," be considered in local comprehensive plans. The State reasons that since planning and land use are primarily local decisions, and these decisions may impact neighboring jurisdictions, formal mechanisms should be established to provide for intergovernmental coordination among local governments.

An example of such coordination is the review of local comprehensive plans by the Regional Development Center. The RDC for Lovejoy is the Atlanta Regional Commission. The purpose of the regional review is to identify potential conflicts in the plans of neighboring jurisdictions.

A second coordination mechanism is established in Georgia's Growth Strategies program. This mechanism is referred to as the DRI process, a regional review of Developments of Regional Impact (DRI's). The review focuses on large developments that have the potential to impact jurisdictions beyond the borders of the locality experiencing such development.

Intergovernmental Coordination Element

Inventory and Assessment

The Intergovernmental Coordination Element is an inventory of the mechanisms and processes employed by the City of Lovejoy to facilitate intergovernmental coordination. This Element assesses the ability of these mechanisms to serve the needs of the Lovejoy community. The Coordination Element also establishes goals and formulates strategies for effective implementation of community goals, objectives and policies that may involve several governments or public agencies. For the Lovejoy community, these government agencies are Clayton County, the Clayton County Water Authority, Clayton County Sheriff's Department, Clayton County Justice Center, Clayton County Board of Education, Clayton County Development Authority, Clayton County Housing Authority and Henry County.

Coordination with Local Agencies

The inventory must describe the relationship of such agencies to Lovejoy, and any intergovernmental agreements, joint planning and service agreements, special legislation and joint meetings or work groups for the purpose of coordination. The inventory must also identify the local government offices having primary responsibility for such coordination. These agencies and their respective roles are described below:

Clayton County

The City of Lovejoy and Clayton County entered into an Intergovernmental Agreement for the purpose of defining and formalizing certain understandings concerning public services delivery as well as land use. These Agreements are associated with House Bill 489, this Bill is commonly known as the Services Delivery Strategy and the Agreement specifies the contractual arrangements associated with public services provision. Land use disputes arising from rezoning decisions and annexation of land are also addressed in the Agreement which establishes the process for resolving such disputes. These services and agreements are described below:

Code Enforcement and Building Inspections

An Intergovernmental Agreement concerning code enforcement was executed by Clayton County and the City of Lovejoy in August of 2003. This "Code Enforcement Agreement" provides for County staffing sufficient to reasonably enforce the Code Enforcement provisions of the Code of Ordinances of the City. Code Enforcement Officers perform enforcement functions within the city limits as part of their regular inspection routine. Lovejoy receives one-

half of the fines collected for code violations.

Clayton County Water Authority

Clayton County Water Authority provides potable water and sanitary sewer services to the City of Lovejoy. CCWA also owns and maintains all treatment capacity and distribution and collection mains. No written agreement exists between CCWA and the City of Lovejoy. Information concerning water and sewer services is provided in the Community Facility Element

Clayton County Police Department

The Clayton County Police Department provides policing within the city limits of Lovejoy. No written agreement exist between the City of Lovejoy and the Clayton County Police Department.

The Clayton County Police Department is a full service law enforcement agency, handling all calls for service in unincorporated Clayton County. The City of Lovejoy is located in Zone 4 of the County's police zones. CCPD also provides Alcohol Permits, Records, Criminal History, Vehicle Impounds and Neighborhood Watch services. The Alcohol Permits Unit works under the direction of the Criminal Investigations Division. This unit accepts applications for individuals in Clayton County seeking employment in establishments which sell alcoholic beverages. The Clayton County Police Department's Records Unit is responsible for processing and maintaining approximately 50,000 case files, annually. The Unit also completes criminal background investigations for employment verification and personal reasons. The Neighborhood Watch Program is supported by CCPD and helps neighborhoods establish the Program that creates a communications network between themselves and the Police Department for the purpose of reporting suspicious or illegal activity in their respective areas.

Clayton County Board of Education

Lovejoy students attend Lovejoy Middle School and Lovejoy High School. Neither school is located within the Lovejoy city limits. Both the middle and high schools are operated by the Clayton County Board of Education. Since these schools are not within the city limits, no intergovernmental agreement is necessary.

Clayton County Development Authority

The Development Authority of Clayton County (correct name) has the jurisdiction to perform the following redevelopment powers:

1. Contract preparation of redevelopment plans, and implement the provisions of the plans;
2. Create within redevelopment areas tax allocation;
3. Define the boundaries of a redevelopment area for implementation of redevelopment plans;
4. Issue tax allocation bonds;
5. Deposit and disburse funds from the special revenues of any tax allocation district;
6. Execute any contracts, leases, mortgages, or other agreements, including agreements with bondholders or lenders, determined by the local legislative body to be necessary to implement the provisions redevelopment plans. The contracts or agreements may include conditions, restrictions, or covenants which either run with the land or otherwise regulate the use of land;
7. Acquire and retain or dispose of property for redevelopment purposes; and any disposition of such property may be by public or private sale or lease; and

The Development Authority also performs some of the same economic development functions as the Chamber of Commerce. The City of Lovejoy has not established a local development authority, rather the City relies on the cooperation of the Clayton Authority which can assist the City in promoting economic development in Lovejoy and utilizing all the powers of the Authority. No intergovernmental agreement exists.

Clayton County Housing Authority

The Clayton County Housing Authority administers housing rehabilitation programs throughout the county, including Lovejoy. These programs benefit homeowners by providing funding for residential rehabilitation. Such housing programs provided by the Authority are

limited to unincorporated Clayton County. Only the Jonesboro Housing Authority provides such services within a municipality. The Jonesboro Housing Authority provides more traditional services for which housing authorities are known, including Housing Assistance, Housing Choice Voucher programs (Section 8), down payment assistance, homeowners assistance, family self-sufficiency programs and low rent housing programs.

Henry County

No intergovernmental agreements currently exist between Henry County and the City of Lovejoy. Those regional review processes described above, the DRI process and Comprehensive Plan review conducted by ARC, represent controls available to the two jurisdictions.

Coordination with State Agencies

Georgia Department of Community Affairs planning standards also mandate that Lovejoy inventory state programs impacting the comprehensive plan. This inventory identifies agreements, policies and initiatives that may affect Lovejoy's ability to implement strategies proposed in the comprehensive plan. Such programs include the Service Delivery Strategy Law, known as House Bill 489; the Governor's Greenspace Program and regional Water Supply and Water Quality protection plans.

House Bill 489

House Bill 489 is referred to as the Service Delivery Strategy. The strategy is an intergovernmental agreement formalizing certain understandings concerning such topics as annexation and land use. Lovejoy has not executed an agreement concerning annexation.

Governor's Greenspace Program

Clayton County has adopted a Community Greenspace Plan. However, the City of Lovejoy is not a participant in the Community Greenspace Program. The City plans to prepare and adopt a Community Greenspace Program and become a participant in the Clayton County Community Greenspace Program, thus making the City eligible for greenspace funds.

Coordination with other Entities

The City of Lovejoy must also inventory coordination mechanisms and agreements with government agencies exercising authority within the city limits which may be unrelated to land use. Examples of such agencies are constitutional officers, that is, the Sheriff's Office, Tax Assessor and the Courts; and utility companies such as Georgia Power Company that provide services in Lovejoy and exercise condemnation powers.

Clayton County Sheriff's Department

The Clayton County Sheriff's Department manages the Lovejoy Detention Center which is located within the Lovejoy city limits. The facility houses an average of 150 work release inmates. These inmates sleep at the facility and are released to work in area businesses. The Detention Center serves to reduce overcrowding at the new Clayton County Jail, located north of Lovejoy on Tara Boulevard. Services provided by the Center are not restricted to Lovejoy, rather the Center is simply located in Lovejoy. Accordingly, no intergovernmental agreement exists between the Clayton County Sheriff Department and the City of Lovejoy as concerns the Detention Center.

Clayton County Tax Assessor

The County Assessor's Office performs property assessments and collects taxes on behalf of the County and Lovejoy. The Tax Assessors' Office is responsible for preparation of the annual real and personal property tax digest in compliance with the taxation laws of the State. No formal written intergovernmental agreement exists.

Georgia Power Company

Under the Georgia Territorial Electric Service Act of 1973, Georgia Power serves the electric power needs of the Lovejoy Community. The territorial act was designed to ensure the most economical, efficient, and orderly provision of electric service; to prevent duplication of facilities; and to foster a competitive spirit in Georgia.

Adequacy of Intergovernmental Agreements

Lovejoy must consider the utility and function of agreements and coordination mechanisms and devise approaches for resolving any problems. For example, Henry County adjoins Lovejoy's city limits; however, as no portion of the city lies within Henry County, mechanisms for dispute resolution, particularly over land use, may be weak. This relationship and any concerns about agreements with Henry County, among other agencies, are described below:

Henry County

Unincorporated Henry County at the Lovejoy city limits is sparsely developed and semi-rural. Low density residential development and agricultural uses are present. While these land uses do not conflict with land uses in Lovejoy, new development could pose problems for Lovejoy. As noted, no intergovernmental agreement exists between the two agencies, and in the event of a dispute, any appeal would only be available at Atlanta Regional Commission. In fact, unless the conflict is caused by a development exceeding the Development of Regional Impact DRI thresholds, no relief would be available at ARC. The lack of a dispute resolution mechanism as to land use could prove to be a major concern.

Atlanta Regional Commission provides a forum for review of draft comprehensive plans of nearby jurisdictions. Henry County is in the process of updating their plan. Lovejoy will participate in the review of the draft plan, and will examine the impacts of land uses and intensities proposed near the City's common border. This regional review, along with the DRI review process, is deemed adequate to protect Lovejoy from adverse impacts of land use decisions by Henry County, should any occur.

Public infrastructure and services decisions are not subject to the above reviews, and in the absence of intergovernmental agreements, Henry County could adversely impact service provision in Lovejoy. The lack of such agreements could pose problems to the City. Similarly, annexation into Clayton County accomplished through agreements between the two counties could adversely impact Lovejoy. State annexation law virtually precludes such action; however, creation of an incorporated area in Clayton County could conceivably result in annexation across the Clayton County line, given their permission. Securing an agreement with Henry County prohibiting such annexation and such language added to the Intergovernmental Agreement with Clayton may be indicated.

Clayton County Water Authority

The Authority controls land use via fee-simple ownership of considerable acreage at Lovejoy's northern border. Given the mission and function of the Authority, the potential for land use impacts on residential development in Lovejoy is substantial. However, these impacts are diminished by State agency controls on waste water treatment technologies. Significantly, the actual use of land is also controlled by the Clayton County Comprehensive Plan and Future Land Use Map as well as the County Zoning Map and Zoning Ordinance. Agreements with both the County and CCWSA serve to ensure that such impacts are not generated, or if unavoidable, are mitigated through the use of appropriate technologies, facility siting and

buffering.

Clayton Board of Education

The City of Lovejoy has no schools within the city limits. The schools that Lovejoy students attend are Lovejoy Middle School and Lovejoy High School. Both schools are administered by the Clayton County Board of Education. Since no schools are within the city limits, no intergovernmental agreement is needed. The Georgia Board of Education and the State Superintendent of Schools provides the statewide leadership necessary to ensure appropriate opportunities for each public school student.

Enhanced Coordination Opportunities

Common practice among governments as well as departments within governments is the generation of independent population projections in the calculation of service demand. Three entities in particular with interrelated, if not overlapping, responsibility for services provision are City of Lovejoy, Clayton County and the Clayton County Water Authority. While the functions and service area of each agency are well-defined and the basis of appropriate intergovernmental agreements, consistency of population and economic development projections can create disparities in infrastructure and services provision. For example, if the land use plans, specifically density and intensity of development, rezoning and platting activity of Lovejoy are not well known by plant capacity and distribution system planners at CCWSA, shortfalls in water supply could result. Similarly, the range of services provided to Lovejoy by Clayton County, including police, fire, EMS and inspections services trigger short term staff shortages. The close working relationships of these three agencies, based on common practice and written agreements, minimizes these outcomes. However, continued emphasis must be placed on coordinating the growth projections of the County and Lovejoy.

School boards also represent agencies that often generate their own population projections in evaluating future demand for services. This disconnect in predicting future demand can have severe impacts on residents such as use of temporary trailers, a common occurrence in the Region. Lovejoy has no such agreements with the Clayton County Board of Education. Establishment of a working relationship with the Board is critical given the growth projections in the city.

Coastal Management. The City of Lovejoy is not located along the coast, therefore, Georgia's Coastal Management Program is not applicable.

Appalachian Regional Commission. Clayton County is not encompassed within the geography of the thirty-five county area defining Georgia's Appalachian Regional Commission, rather the County is south of this territory. Coordination concerns appropriate to the Appalachian Region are not applicable to the City of Lovejoy.

Water Planning Districts . The Metropolitan North Georgia Water Planning District and Coastal Georgia Groundwater Planning/Management Districts are two examples of state initiatives focused on maintaining a reliable supply of water and ensuring the quality of this water to the regions served by these state initiatives. Local governments, through their land use, economic development and environmental management practices, will also play an important role in the success in achieving these goals. To better coordinate these state/local activities, local governments located in any state designated water planning district must, within their comprehensive plans, identify relevant state water supply and water quality protection policies and goals and ensure consistency of local comprehensive plans with the water planning district policies and goals.

INTERGOVERNMENTAL COORDINATION ASSESSMENT

The City of Lovejoy considers the existing agreements and understandings that form the system of public service provision and regulations to be adequate. For example, Lovejoy and Clayton County have executed "Intergovernmental Agreement" for the purpose of defining and formalizing certain understandings concerning public services delivery as well as land use. The Agreement specifies the contractual arrangements associated with public services provision. Land use disputes arising from rezoning decisions and annexation of land and the process for resolving such disputes are also addressed.

One area of intergovernmental coordination that Lovejoy is interested in amending is the "Community Greenspace Program. The City realizes that as development proceeds, the greenspace that much of the public now takes for granted could disappear. Accordingly, Lovejoy plans to consider participating in the Clayton County program as a means of permanently protecting greenspace through acquisition and by other more economical means.

GOALS AND OBJECTIVES

Goal: Provide quality public infrastructure, facilities and services sufficient to meet future demand at minimal cost to residents and business owners.

Objective A: Ensure that public services, facilities and infrastructure are commensurate with future demand.

Strategy A: Continue the intergovernmental agreements and relationships now in place to provide a high level of services and accommodate projected growth.

Strategy B: Identify preparation of a Community Greenspace Plan as a Short Term Work Program task for 2005 and participate in the Clayton County Community Greenspace Program.