CHAPTER 7 LAND USE ELEMENT

Introduction

The intent of a land use plan is to guide development based on an understanding of Forest Park's current land use patterns, future development trends, and community aspirations. First, an inventory of existing land uses is carried out taking into account the amount, type, intensity or density, and spatial relationship of each land use. Land uses as detailed in Section 7.2 are grouped into categories based on the Georgia Department of Community Affairs recommended classification scheme. Subcategories within residential and commercial land uses are also included for additional detail. Second, an assessment of future land use needs is created based on anticipated trends and community goals. Population forecasts, along with the community's desired type and density of housing are used to calculate the need for additional residential land. Likewise, Employment forecasts are used as the basis of commercial and industrial land use needs assessments. Recreation and conservation land needs may be based on community standards for levels of recreational service and natural resource conservation. Third, a land use map along with supporting goals and implementation plans are formulated based on community aspirations. The future land use classification scheme includes several additional categories of mixed use development in accord with the Forest Park Livable Centers Initiative redevelopment plan. The final land use plan is closely coordinated with the other elements of the comprehensive plan and includes extensive public involvement and comment.

7.1 Prior Land Use Planning in Forest Park

According to the 1989 Georgia Planning Act, in order to become eligible for certain grants, communities must submit and have approved a comprehensive plan that meets or exceeds standards established by the Georgia Department of Community Affairs. By completing this task and maintaining the comprehensive plan, cities and counties are given Qualified Local Government status. While comprehensive plans are formulated with a twenty-year planning horizon, they must be updated at least each ten years. In 1989 Forest Park completed and adopted the City of Forest Park Land Use Plan, with an outlook to 2010, with assistance from Moreland Altobelli Associates. Forest Park's first comprehensive plan was prepared and adopted in 1995 with assistance from Robert and Company. At this time, Forest Park was a medium-sized town of approximately 16,000 people. Despite rapid population growth in Georgia and Clayton County, the population of Forest Park had been declining since the mid 1970s.

The principal challenge of the Forest Park Comprehensive Plan of 1995 was to deal with land use change in North Forest Park brought about by noise pollution from nearby Hartsfield-Atlanta International Airport. In the Ballard Road Redevelopment Area located near the intersection of I-285 and Old Dixie Highway, a large land area had been consolidated from the airport buyout program. Here, 234 parcels were purchased and families were relocated at a cost of $12 million. This program also funded sound

insulation for a number of houses in Forest Park. Over a seven year period between 1984 and 1991, the City of Atlanta purchased and removed homes and other structures located in the noise impacted area. In 1993, this area was used as a borrow pit for dirt that was used to construct the new international concourse at Hartsfield-Atlanta International Airport. The 1995 Comprehensive plan called for the Ballard Road Redevelopment area to be converted to industrial uses which would not conflict with airport noise. Today, The land west of Ballard Road and around the intersection of Main Street and Old Dixie Highway has been successfully converted to industrial use. However a large portion of this original land area east of Ballard Road remains undeveloped.

In 1996 The MXD Collaborative, Inc, conducted a study entitled *Crime Prevention Through Environmental Design Initiative* on the Southwest Forest Park neighborhood (formerly Rosetown). This area had previously received $394,000 in Community Development Block Grant funds, which were used to renovate and demolish some 21 structures in the area and provide relocation assistance to those displaced. The *Crime Prevention Through Environmental Design Initiative* addressed issues including neighborhood stability, drug trafficking, vacant land, lack of sidewalks, and infrastructure problems in the area. The report recommended improving sidewalks and walkways, providing a neighborhood recreational area, clearing overgrown areas, increasing street lighting, installing landscaping, and requiring all new infill housing to have front porches.

In 2000, the Urban Land Institute (ULI) prepared the *Metro Atlanta Southern Crescent* study, which focused on development of a proposed transit station between Hartsfield Airport and Forest Park. The study examined existing conditions in the vicinity of the proposed station and concludes with a generally negative assessment of the area. However, the report suggests that many of the obstacles addressed in the report could be overcome. The ULI recommends a housing plan that addresses airport noise and pollution, a mixed use business center around the transportation station, an international business center in the area, a destination retail/entertainment mall at the existing Farmer's Market that would be served by an extension of the MARTA line, and an expansion of Clayton State University and Gateway Village. Overall, the study recommends a greater focus on transit-oriented development as a means for increasing the market potential of the area as a whole.

In 2001, the Atlanta Regional Commission (ARC) awarded Forest Park a grant to conduct a Livable Centers Initiative (LCI) study. The LCI program is specifically designed to encourage higher density residential development, mixed use development, and better connectivity to alternative modes of transportation in areas of, or intended for, concentrated development. The Forest Park LCI study, completed by Parsons, concentrates on transit area development around the site of a local rail station for the State's new commuter rail line linking Macon and Atlanta. The study addresses transportation, land use, housing, development and redevelopment within a half-mile radius of the train station. The key proposal of the study is the creation of a mixed use transit village approximately one half mile south of the Forest Park commuter rail station. Boldly springing off of the ULI study, this proposal seeks to spur redevelopment through investments in alternative modes of transit. The LCI plan calls for the redevelopment of

the intersection of Jonesboro Road and Forest Parkway into a roundabout in order to accommodate a system of linear parks and bicycle/pedestrian trails forming the heart of the transit village. Next, the plan calls for the creation of a cable car system linking the transit village to the activity centers of the commuter rail station, the Atlanta Farmer's Market, and Hartsfield-Jackson Atlanta International Airport.

With the construction of the fifth runway at the renamed Hartsfield-Jackson Atlanta International Airport, additional planning challenges will arise in surrounding areas impacted by noise and construction. One planning study aimed at addressing some of these issues is the *Southside Hartsfield Redevelopment and Stabilization Plan* by Robert and Company, which was completed in August, 2003. This redevelopment plan covers a study area southwest of Forest Park bounded by I-285, Flat Shoals Road, I-85, and Old National Highway. The plan envisions redevelopment of areas along I-285 impacted by airport noise into high-density mixed use commercial/business, business/industrial, and residential/commercial nodes. Allowable development densities are gradually scaled down in areas leading away from the fifth runway. Another aspect of the plan is an attempt to stabilize residential areas furthest from the runway. The fate of Forest Park's redevelopment may hinge on the success or failure of plans for other areas surrounding the new airport facility.

7.2 Existing Land Use Classification

Eleven land use classifications were used to depict the data recorded. The land use classifications are represented by color-coding, which is depicted on a map of the City. The eight land use classifications include Single Family Residential, Mobile Home Residential, Duplex Residential, Multi-Family Residential, Commercial, Office/Professional, Industrial, Public/Institutional, Transportation/Communication/Utilities, Parks/Recreation/ Open Space, and Undeveloped.

- Single-Family Residential: includes subdivisions and single-family homes or estates occupying individual tracts of land, usually smaller than two acres.

- Mobile Home Residential: includes mobile/manufactured home parks.

- Duplex Residential: includes duplex, triplex and quadruplex dwelling units configured individually or in groups and on individual lots or in complexes.

- Multi-Family Residential: includes individual apartment buildings and most public housing developments.

- Commercial: includes retail or strip malls, auto-related businesses, funeral homes, restaurants.

- Office/Professional: includes office and professional uses such as finance, insurance, real estate and medical offices.

- Industrial: includes storage and warehousing facilities, technology related manufacturing with offices, auto repair, utility storage yards, structures which combine office and warehouse/distribution functions, truck terminals, and similar structures and other businesses that are manufacturers but do not necessarily conflict with commercial uses.

- Public/Institutional: includes churches, lodges, hospitals, clubs and community service buildings. This classification also includes public schools and buildings, fire stations, police stations, City buildings, and cemeteries.

- Transportation/Communication/Utilities: includes airports, water and sewer facilities, power stations, substations, water storage tanks, radio and television stations, limited access highways, and utility corridors.

- Parks/Recreation/Open: includes land dedicated to active or passive recreational uses that are either publicly or privately owned and may include playgrounds, public parks, nature preserves, golf courses, reservations, recreation centers, and similar uses.

- Undeveloped: includes land not used for any identified purpose or land that was developed for a particular use but has been abandoned for that use.

7.3 Existing Land Use Distribution

The existing distribution of land uses by acreage within the City of Forest Park are presented in Table 7.1. In addition, a map of existing land uses is provided in Map 7.1.

Table 7.1 Existing Land Use Distribution

Existing Land Use, City of Forest Park		
Land Use	**Acres**	**%**
Single Family Residential	1,790.0	30.2%
Mobile Homes	6.8	0.1%
Duplex Residential	9.9	0.2%
Multi-Family Residential	171.1	2.9%
Commercial	684.4	11.5%
Office/Professional	17.8	0.3%
Light Industrial	549.8	9.3%
Public/Institutional	1,655.3	27.9%
Transport/Communications/Utilities	681.1	11.5%
Parks/Recreation/Conservation	50.5	0.9%
Undeveloped	309.4	5.2%
TOTAL	5,926.0	100.0%

*Existing land use acreage estimates based on Robert and Company land use inventory.

7.3.1 Residential

Single-family residences are located to the north and south of Forest Parkway, mostly in neighborhood settings that date from the 1960's-1980's. Some older residences are found near the core of Forest Park, along Main Street and near Starr Park. For the most part, the neighborhoods in Forest Park are characterized by residential-scaled connecting streets, mature trees and landscaping, and structures that vary from excellent condition to poor condition. Despite some negative physical and social impacts, such as airport-related noise and commercial/industrial encroachment, Forest Park's neighborhood housing has experienced a high level of occupancy and demand, perhaps due to the relative affordability of the housing stock.

There are several multi-family housing properties in Forest Park, most dating from the 1980's or earlier. There have been problems identified with some multi-family rental properties in Forest Park related to poor property maintenance.

7.3.2 Commercial

With a few minor exceptions, commercial land uses in Forest Park are concentrated along the three major highway corridors: Old Dixie Highway, Forest Parkway and Jonesboro Road.

Old Dixie Highway, along the western edge of the city and proximate to I-75, includes several commercial properties among industrial properties. The intersection of Old Dixie Highway and Forest Parkway, in particular, is an intense commercial location that includes mostly auto-oriented businesses.

At its western end, Forest Parkway provides access to the State Farmers Market and wholesale food businesses located in that facility. As it stretches west to east through the city, the Forest Parkway and Main Street corridor includes a variety of highway commercial and "main street" commercial properties. Significant portions of this corridor are in need or revitalization.

Jonesboro Road is an almost uniformly highway commercial corridor that is undergoing change not in land use but in the demographics of businesses ownership and clientele. The Jonesboro Road corridor in Forest Park is becoming recognized as a major "international" commercial corridor with new Hispanic and Asian businesses taking over older commercial buildings and strip centers.

7.3.3 Industrial

The largest amount of industrial land use in Forest Park is located along Old Dixie Highway. To the north of Forest Parkway, the Ballard Road area has been redeveloped to include several bulk warehouse facilities in a modern industrial park setting. To the south of Ballard Road, older industrial and automobile-related businesses are located across from the Farmers Market. South of Forest Parkway, industrial properties and city facilities such as public works and police are located off of Old Dixie Highway.

7.3.4 Public/Institutional

The most prominent institution in Forest Park in terms of land use is Fort Gillem, east of the majority of the city. Schools, churches and cemeteries are dispersed throughout the city.

7.3.5 Transportation/Communication/Utilities

The vast majority of land within the transportation/communication/utilities category is road and railroad right of way. The railroad line runs parallel to Main Street through the historic center of town, at a radial angle from northwest to southeast. The rail line and several rail spurs also extend into Fort Gillem.

7.3.6 Recreation/Parks/Open Space

Forest Park has one major active recreation park, Starr Park, and several relatively small neighborhood parks.

7.3.7 Undeveloped

Aside from scattered vacant parcels in residential neighborhoods, the largest amount of undeveloped land in Forest Park is located in floodplain-impacted areas to the north of Forest Parkway.

7.4 Summary of Land Use Change 1995 – 2004

A summary of land use change in the City of Forest Park between 1995 and 2004 is presented in Table 7.2. This table contains the breakdown of land uses in the 1995 Forest Park Comprehensive Plan as well as those compiled for the 2004 Forest Park Comprehensive Plan Update. Many of the differences present in this comparison are due to the increased accuracy of GIS acreage calculation techniques. Also, several large industrial parcels in the northwest corner of Forest Park at the intersection of I-75 and I-285 were annexed by the city since the previous comprehensive plan.

Several areas in the northwest portion of the city that were undeveloped in 1995 have since been redeveloped into industrial uses. This quadrant of the city includes areas most heavily impacted by airport noise, many of which were former residential areas bought out by the airport.

Table 7.2 Land Use Change 1995 - 2004

Land Use Change 1995 - 2004					
Land Use	1995		2004		Net Change Acreage
	Acres	%	Acres	%	
Single Family Residential*	1,560	29.1%	1,797	30.2%	237
Duplex Residential	40	0.8%	10	0.2%	-30
Multi-Family Residential	166	3.1%	171	2.9%	5
Commercial	582	10.9%	684	11.5%	102
Office/Professional	20	0.4%	18	0.3%	-2
Light Industrial	184	3.4%	550	9.3%	366
Public/Institutional	1,573	29.4%	1,655	27.9%	82
Transport/Communications/Utilities	600	11.2%	681	11.5%	81
Parks/Recreation/Conservation	37	0.7%	51	0.9%	14
Undeveloped	592	11.1%	309	5.2%	-283
TOTAL	5,354	100.1%	5,926	100.0%	572

*Single family residential includes mobile homes.
Source: Forest Park Comprehensive Plan 1995-2015; Robert and Company land use inventory.

7.5 Existing Land Use Assessment

7.5.1 Historical Factors Influencing Forest Park Development Patterns

Development patterns in the City of Forest Park have been influenced by a variety of factors. From its founding as a turn of the century railroad town, many of the city's oldest structures and neighborhoods are centered around the railroad corridor and Forest Parkway running parallel to the tracks. With civic spaces such as City Hall and Star Park, and small-scale retailers, this corridor forms a traditional "Main Street" through the heart of Forest Park. With aging buildings and shifting neighborhood demographics, several portions of this corridor are in need of redevelopment. Many neighborhoods surrounding Forest Park's historic Main Street have a grid street pattern typical of older towns.

By far the most profound historical factor with ongoing influence in Forest Park is the city's close proximity to Hartsfield-Jackson Atlanta International Airport. The City of Forest Park has been impacted by Hartsfield-Jackson Airport-related noise for several decades. Noise monitoring and measurement for Forest Park is coordinated by the airport in conformity with FAA standards through the FAR PART 150 noise compatibility study program. Day-Night Average Sound Levels (DNL) in north Forest Park have been in the range of 65DNL to 70DNL for the majority of the area, and 70DNL to 75DNL for a smaller portion of the area near the Ballard Road Redevelopment Area. [See Airport Compatibility Area Noise Contour on Map 7.1] For noise areas rated higher than 75DNL, the FAA recommends only certain industrial/commercial uses and no residential uses. For noise areas rated between 65DNL and 75DNL, residential uses are not considered to be compatible except in accordance with the following stipulation:

A citywide sound reduction ordinance has been enacted in Forest Park as a means of ensuring residential compatibility within areas impacted by airport noise. First, this ordinance prohibits the construction of any new building single family occupancy in the City of Forest Park within the 75DNL sound contour. Second, the ordinance prohibits the construction of any new building for residential occupancy within the city with an interior DNL in excess of forty-five (45). Third, the sound reduction ordinance includes an amendment to the city's building code specifying construction techniques and materials required to achieve outdoor to indoor Noise Level Reduction (NLR) of 30 dB. NLR measures are taken through simultaneous monitoring of indoor and outdoor noise levels. The difference between the indoor and outdoor noise readings make up the Noise Reduction Level. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10, or 15 dB over the standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems. (Source: FAR PART 150, Appendix A, Table 1, Note 1)

In the past, noise mitigation efforts have been undertaken in residential areas in the north of the city. Currently, there are no known plans for airport-funded noise mitigation efforts to address current or projected noise impacts in Forest Park. Due to the continued impacts of

noise on the northern portions of Forest Park, there has been a steady shift in land use away from residential activity. Many of these former residential areas are being converted to industrial, office, and commercial uses.

On the positive side, the city's close proximity to Hartsfield-Jackson Atlanta International Airport and highways I-75 and I-285 has allowed for light industrial and warehousing activity along highway corridors and in areas affected by airport noise. The state farmer's market also benefits from close proximity to these regional transportation facilities.

The only change in the city's boundaries since the 1995 Forest Park Comprehensive Plan has been the annexation of a large portion of industrial land bounded by I-285 to the north, I-75 to the west, and Lake Mirror Road to the south.

7.5.2 Infrastructure and Transportation Facilities

Forest Park is well served by public infrastructure and utilities, including water, sewer, police and fire protection, and public recreation, cultural and social facilities. Expansion and maintenance of infrastructure is ongoing. As a fully developed community, Forest Park does not have issues relating to leapfrog development outstripping infrastructure capacity. However, there are several instances in which transportation infrastructure improvements are being used as a means of encouraging infill and redevelopment.

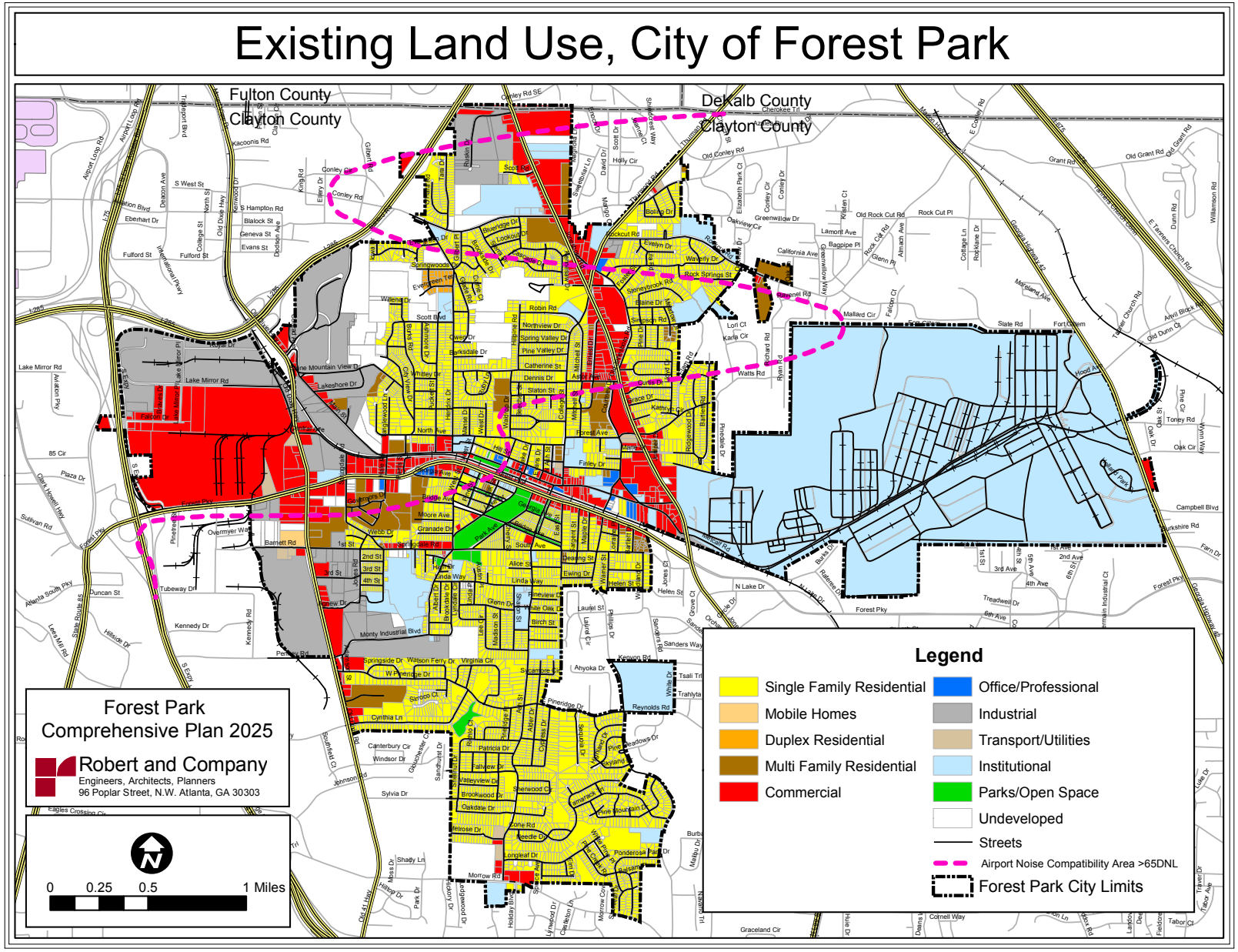
Forest Park is well served by a network of local streets, arterials and interstate highways. Traffic conditions vary from well flowing to moderately congested along the city's major corridors: Forest Parkway, Old Dixie Highway and Jonesboro Road. These corridors are currently being upgraded with streetscape improvements to improve aesthetics and functionality for pedestrians and cyclists. Interstate 75 and Interstate 285 are easily accessible from Forest Park. A potential future interchange at I-285 and Conley Road would improve accessibility and development potential in the northern portion of the city.

Streetscape improvements such as sidewalks, trees, and street furniture have recently been put in place along Jonesboro Road through Forest Park. Streetscape improvements are being employed as a means of leveraging private investments in redevelopment. By creating attractive public spaces and amenities, it is hoped that Forest Park will become more desirable for redevelopment. Based on the value of building permits along Jonesboro Road following improvements, it is estimated that $12 million in private investment along the corridor has been spurred. Streetscape improvements are also planned for the Main Street Corridor running through central Forest Park. In this case, streetscape improvements are being designed as a means of encouraging pedestrian activity and Traditional Neighborhood Development along the historic center of Forest Park.

For public transit, Forest Park is currently served by C-TRAN, the Clayton County bus system. This system is new and is planning expanded service within Forest Park. Also planned for the future is a commuter rail station adjacent to Main Street and Forest Parkway. This station is anticipated to allow access to the Macon-Atlanta commuter rail line to be established in the near future, pending funding and approval. The Forest Park LCI Plan has

addressed the proposed commuter rail station area, proposing that a "transit village" surround the station area. Thus transit infrastructure and complimentary land use policies are employed as a means of encouraging compact development in the immediate station area.

Map 7.1 Existing Land Use



7.5.3 Environmentally Sensitive Areas

Soils in Forest Park are generally well suited to the urbanized nature of the environment. Areas along creeks and within floodplains are characterized by Cartecay and Pacolet soils, which have a tendency to be flooded and are not well suited to development.

Steep slopes in Forest Park are generally located along the creeks and floodplains. Some of these moderately sloping hillsides are somewhat prohibitive to urban development.
Within Forest Park are found both NWI classified wetlands and FEMA mapped floodplains.

Wetlands in Forest Park are primarily man-made ponds and small lakes. Though man-made, these wetlands play an important part in the ecology and should be preserved. Wetlands are protected under Section 404 of the Federal Clean Water Act and development activity that would involve filling of wetlands must be permitted by Federal authorities.

Floodplains in Forest Park are located along the four minor creeks in the city: Jesters Creek, Poole Creek Tributary, Conley Creek, and Pine Creek. The 100-year floodplain is defined as the land area with a 1% chance of being flooded every year. The 100-year flood plain is used for planning purposes to assist in identifying land that is not suitable for building development. No building development is recommended to occur in any 100-year flood plain.

7.5.4 Blighted Areas/Areas in Need of Redevelopment

Past planning initiatives in Forest Park have addressed the Southwest Forest Park community as a blighted residential neighborhood area. In recent years, community improvement implementation efforts have been undertaken with assistance from Community Development Block Grants. Southwest Forest Park is anticipated to receive incremental community improvements as an ongoing community development initiative for the purpose of neighborhood revitalization.

The key commercial corridors in Forest Park, including Main Street, Jonesboro Road, and Old Dixie Highway, each have areas of commercial redevelopment need. The Jonesboro Road corridor has experienced significant redevelopment and revitalization in recent years and has benefited from city-sponsored streetscape improvements. There is potential for Jonesboro Road redevelopment and revitalization to continue. The Main Street corridor is subject of a current streetscape revitalization initiative funded by the Atlanta Regional Commission's Livable Centers Initiative. Redevelopment of obsolete commercial buildings and vacant commercial property along the Main Street corridor is needed, and the development of a commuter rail station proposed for the area near Philips Drive should provide incentive for redevelopment.

Specific redevelopment emphasis is needed for the several automotive salvage yards or junkyards that remain in the city, including those on the Jonesboro Road and Main Street corridors. Automotive salvage yards and junkyards are usually considered to be "brownfields" due to environmental contamination. Federal and State initiatives exist that can provide financial incentives for brownfield redevelopment.

Forest Park is well located for industrial land use and development due to the proximity and accessibility to Interstates 75 and 285 as well as Hartsfield-Jackson International Airport. The majority of the existing industrial land use is located in western Forest Park in the area of the State Farmers Market and Old Dixie Highway. There are several vacant or obsolete industrial properties and buildings in need of redevelopment, however due to the location advantages of Forest Park it is likely that industrial infill and redevelopment occur.

7.5.5 Local Development Policies Affecting Land Use

The Forest Park Livable Centers Initiative (LCI) Study lists several policy recommendations for the creation of a mixed use transit oriented development anchored by proposed transportation improvements in Forest Park. Many of these policies adhere to the principles of Traditional Neighborhood Development and seek to create a transit village in Forest Park's Main Street core. First, the LCI study calls for maintaining an interconnected street network leading into the transit village. Second, an interconnected network of bicycle lanes linking neighborhoods surrounding the transit village should be created. Third, the LCI plan calls for increased pedestrian orientation within a ½ mile radius of the proposed commuter rail station. Fourth, design of the transit village should center on existing civic activity centers of the airport, farmer's market, Forest Park Government Complex, and Fort Gillem. Fifth, new development in the transit village should maintain visual compatibility with the existing surrounding neighborhoods. Sixth, allowable densities should be scaled in concentric rings around the transit village, creating a smooth transition to the existing neighborhoods. Seventh, traditional neighborhood mixed uses should be allowed within the core area of the transit village. Finally, a multi-modal variety of transit options should converge within the transit village to support a dense urban environment.

7.6 Future Land Use Needs and Planning Assumptions

Based on the analysis of the existing conditions, socioeconomic statistics, public input, opportunities and constraints, the planning assumptions listed below summarize anticipated and desired future land use trends and requirements for Forest Park for the twenty year planning horizon.

7.6.1 Continued Residential Growth

Population trends in the City, county, region and state point towards continued population growth in Forest Park. Population within the City of Forest Park increased by approximately 27% between 1990 and 2000. Moderate population growth is expected to continue, with the city adding 7,318 persons by 2025. The projected population growth translates into the need for an additional 3,043 housing units by 2025, given the trends in household size throughout Clayton County. (See Housing Element, Section 4.10.)

However, the city lacks a substantial amount of undeveloped land suitable for residential expansion at current housing densities. Much of the undeveloped land in Forest Park is within the areas most heavily impacted by airport noise. (See Map 7.1, Existing Land Use) Of the 276.5 acres of land classified as undeveloped in the existing land use assessment, 203.8 acres (74%) are within the > 65 DNL noise rating area. In order to accommodate the projected increase in population, revised

density limitations will need to be put in place for areas designated for concentrated growth. [See Section 7.9 for future residential density standards]

The current allowable housing densities according to Forest Park's current zoning code are summarized in Table 7.3. Currently, 34.7% of the land area in Forest Park (1,704.9 acres) is dedicated to single family residential use. The single family residential areas of Forest Park hold 4,739 housing units with an average parcel size of .36 acres. Multi-family residential accounts for 2.9% of the land area in Forest Park (171.1 acres). Duplex residential accounts for only .2% of the land area in Forest Park (6.8 acres). Finally, mobile homes account for .1% of the land area in Forest Park 6.8 acres.

Table 7.3 Existing Residential Zoning Density Standards

Residential Zoning Density Standards, Forest Park		
Zoning Code	**Minimum Lot Size**	**Maximum Units/Acre**
R-60 Cluster Style Single Family	6,000	7
R-70 Single Family	7,700	4
R-85 Single Family	14,500	3
RM-85 - Single Family	7,700	4
RM-85 - Duplex	4,400	9
RM-85 - Multi-Family	4,000/Unit	10
RM-100 - Duplex	18,000	2
RM-100 - Multi-Family (1-2 Story Building)	4,000/Unit	10
RM-100 - Multi-Family (3 Story Building)	3,000/Unit	14
RM-100 - Multi-Family (4 Story Building)	2,400/Unit	18
RM-100 - Multi-Family (5 Story Building)	1,800/Unit	24
RM-100 - Multi-Family (6 Story Building)	1,400/Unit	31
RM-100 - Multi-Family (7 Story Building)	1,200/Unit	36
RM-100 - Multi-Family (8 + Story Building)	1,000/Unit	43
RM-125 Condominium Townhouse	N/A	(80% X Development Area)/4,320 Sq.Ft.

7.6.2 Industrial Growth Potential

Proximity to Hartsfield Atlanta International Airport and Interstates 75 and 285 as well as a growing number of industries in the Forest Park area are factors that suggest great industrial/ warehousing/ logistics growth potential in Forest Park.

7.6.3 Moderate Commercial Growth

The growth in the retail sector is closely tied to the City's population growth and transportation network. Population trends of continued growth will likely improve commercial development opportunities. Some new initiatives such as Main Street streetscape revitalization, the proposed transit village and revitalization of the State Farmers Market may improve retail commercial

prospects in Forest Park. There is also good potential for commercial growth in the form of redevelopment along the Jonesboro Road corridor as in International Commerce Corridor.

7.6.4 Moderate Office and Institutional Growth

Though office and institutional growth has been slow in Forest Park, the presence of institutions such as Fort Gillem and the city's proximity to I-285 and I-75 should yield a moderate level of institutional and office growth in the future.

7.6.5 Moderate Recreation and Public Open Space Growth

In addition to the city's primary recreation facilities located at Starr Park, there is a need to preserve open space for public enjoyment and environmental benefit. Opportunities should be sought to add permanently preserved greenspace lands and parks for the City's population.

7.6.6 Continuation of Airport-Related Noise Impacts

Noise impacts from Hartsfield-Jackson International Airport takeoff and landing will persist in Forest Park. Following the addition of the airport's 5th Runway, which is currently under construction, there will be some expansion of the noise-impacted area in Forest Park. According to computer modeling of noise conditions including the influence of the 5th runway, some areas along and near the south side of Forest Parkway will be impacted by noise levels of 65DNL and greater, a level at which noise level reduction measures are necessary for residential and school uses. These noise impacts should be addressed by city plans and regulations.

7.7 Future Land Use Concept

The Future Land Use Concept and Concept Diagram for the Forest Park Strategic Land Use Plan Update has been developed based on the available data and planning process [see map 7.2]. The Concept provides a basis for developing a specific, parcel-based Future Land Use Map. The following is a description of the components of the Future Land Use Concept.

7.7.1 Residential Preservation and Improvement

The primary emphasis of the Future Land Use Concept is the preservation of Forest Park's single-family neighborhoods. North and South of Forest parkway, these residential areas are indicated for future use as single family neighborhoods, supported by parks, open space, street networks and nearby commercial services. Within airport noise compatibility areas, emphasis should be placed on improving and soundproofing existing homes and maintaining undeveloped land as permanent greenspace.

7.7.2 Business and Industrial Activity

The western edge of the city is largely industrial in its current state. Future recommendations for this area along Old Dixie Highway include light industrial and commercial land uses.

7.7.3 Regional Commercial Clusters

Two areas of Forest Park are identified as having the potential to provide commercial services to regional customers, or those from beyond the city limits. The intersection of Old Dixie Highway and Forest Parkway near the State Farmers Market is one such location due to its accessibility from I-75 and Old Dixie Highway. The portion of the Jonesboro Road corridor nearest to I-285 is the other for similar reasons. The most intense retail commercial uses in the city should be encouraged to locate in these locations.

7.7.4 Mixed Use Commercial/Business Cluster

A new interstate interchange has been proposed for the I-285/Conley Road area. Following construction of this interchange, land uses in the surrounding may take on more of a business nature due to the interstate access and access into Hartsfield Atlanta International Airport via an extended Aviation Boulevard. This area is recommended to become an extension of the Mountain View Redevelopment Area and to be redeveloped with a mixture of commercial, logistics and office uses.

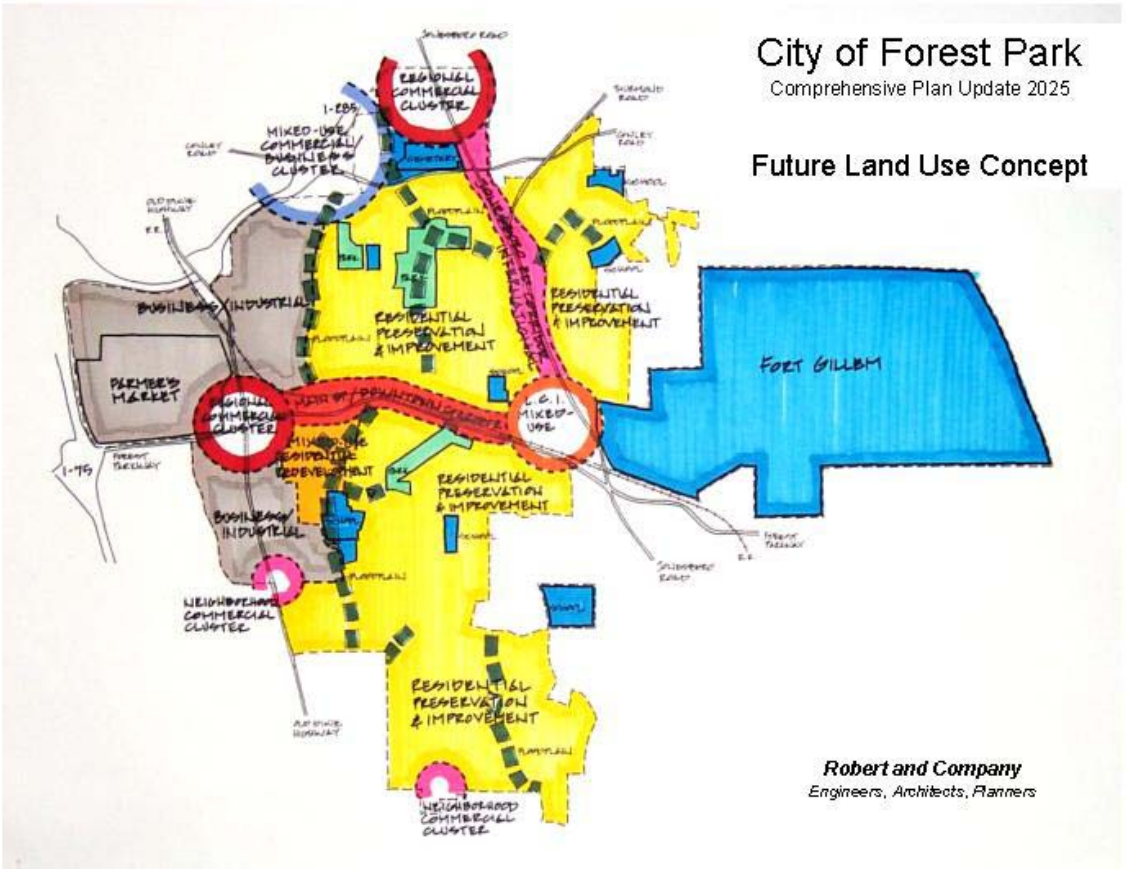
7.7.5 LCI Mixed Use Transit Village

Consistent with the Forest Park Livable Centers Initiative Plan, the area surrounding the proposed site of the Forest Park commuter rail station is recommended to become a mixed use "transit village" consisting of residential, office and retail commercial uses in a relatively high density, urban environment. This increased residential density is key in meeting the projected housing needs of Forest Park.

7.7.6 Corridors

Two corridors are identified for special consideration. The Jonesboro Road corridor, due to the emerging level of internationally diverse commerce, is identified as an International Commerce Corridor. Diversity and international flavor should be encouraged along this corridor in the future. The Forest Parkway and Main Street corridor is identified as the Downtown/Main Street corridor. Transit accessibility and mixed use should be emphasized here.

Map 7.2 Future Land Use Concept



7.8 Future Land Use Plan

The Future Land Use Map represents an amendment to the Future Land Use Map of the Forest Park Comprehensive Plan, 1995-2015. [See Map 7.3] As the function of the Future Land Use Map is to inform the zoning and development process, this map plays a significant role and should be periodically reviewed and updated to insure continued accuracy and appropriateness.

7.8.1 Special Features

In addition to identifying future land use recommendations for each parcel in Forest Park, the Future Land Use Map identifies special features such as rivers and streams, lakes and ponds, 100-year floodplains, and airport noise compatibility areas.

Environmental features such as creeks, ponds and floodplains in Forest Park are identified for the purpose of preservation. Buffers should be maintained along identified creeks and ponds to minimize the impacts of development on these features, and development should not be permitted within identified 100-year floodplains.

The Forest Park Airport Noise Compatibility Area (ANCA) is defined as the area of the city located within the Hartsfield International Airport's 65DNL noise contour, as determined by FAA standard airport noise modeling. This Airport Noise Compatibility Area includes the projected noise impact of the new 5th Runway in addition to the existing runways. By identifying the Airport Noise Compatibility Area on the Future Land Use Map, citizens will be made aware of the existing and anticipated airport noise impacts. While most homes and businesses within the ANCA are planned to remain and neighborhood enhancements are encouraged, all development should be regulated in accordance with FAA recommendations for compatible land uses and indoor noise level reduction construction measures.

7.9 Future Land Use Classification

Fourteen land use classifications are used to describe future land use recommendations for Forest Park. The land use classifications are represented by color-coding, as depicted on the Future Land Use Map. [See Map 7.4] The land use classifications include Low Density Residential, Medium Density Residential, High Density Residential, Commercial, Mixed Use Commercial/Residential, Office/Professional, Mixed Use Office/Residential, Mixed Use Transit Village, Office/Business, Light Industrial, Public/Institutional, Parks/Open Space, Transportation/Communication/Utilities, and Undeveloped.

- Low Density Residential: includes single-family, detached-unit residential development at a maximum net density of zero (0) to four (4) dwelling units per acre. This land use category includes large areas of the city which are already developed in single-family residential subdivisions at a net density of two to three and a half units per acre, and it includes those areas which are likely to develop in a similar manner over the next twenty years.

- Medium Density Residential: includes single family detached, single family attached, duplex, triplex, townhouse and condominiums at a net density of zero (0) to ten (10) dwelling units per acre.

- High Density Residential: includes single family detached, single family attached, duplex, triplex, townhouse, condominiums and multi-family apartments at a net density of zero (0) to eighteen (18) dwelling units per acre.

- Commercial: includes retail or strip malls, auto-related businesses, funeral homes and restaurants.

- Mixed Use Commercial/Residential: allows for a mixture of commercial and residential uses in a "traditional urban" or "main street" fashion. Neighborhood-friendly retail commercial uses such as drugstores, flower shops, small clothing stores, etc. may front on commercial streets with condominium-type residential units and/or offices located above or behind. Single family detached, single family attached, duplex, triplex, townhouse, condominiums and multi-family apartments are permitted at a net density of zero (0) to ten (10) dwelling units per acre.

- Office/Professional: includes office and professional uses such as finance, insurance, real estate and medical offices.

- Office/Business: includes more intensive office-oriented developments such as "office parks" and "business parks" that are directly accessible to the interstate highway system. All development should have the majority of building space allocated for office use.

- Mixed Use Office/Residential: allows for a mixture of office and residential uses in such a way as to foster a live-work environment. Professional offices (finance, insurance, real estate, medical) may locate at ground level with residential condominium or apartment units above. Single family detached, single family attached, duplex, triplex, townhouse, condominiums and multi-family apartments are permitted at a net density of zero (0) to ten (10) dwelling units per acre.

- Mixed Use Transit Village: Consistent with the Transit Village recommended by the Forest Park Livable Centers Initiative Plan, allows for a mixture of neighborhood-friendly commercial, office and residential uses in a vertical arrangement. All development should be pedestrian-oriented and should facilitate access to mass transit facilities. Single family detached, single family attached, duplex, triplex, townhouse, condominiums and multi-family apartments are permitted at a net density of zero (0) to twenty (28) dwelling units per acre.

- Light Industrial: includes storage and warehousing facilities, technology related manufacturing with offices, auto repair, utility storage yards, structures which combine office and warehouse/distribution functions, truck terminals, and similar structures and other businesses that are manufacturers but do not necessarily conflict with commercial uses.

- Public/Institutional: includes churches, lodges, hospitals, clubs and community service buildings. This classification also includes public schools and buildings, fire stations, police stations, City buildings, and cemeteries.

- Parks/Open Space: includes land dedicated to active or passive recreational uses that are either publicly or privately owned and may include playgrounds, public parks, nature preserves, golf courses, reservations, recreation centers, and similar uses. All 100-year floodplain areas in Forest Park are included under the Parks/Open Space classification.

- Transportation/Communication/Utilities: includes airports, water and sewer facilities, power stations, substations, water storage tanks, radio and television stations, limited access highways, and utility corridors.

7.10 Future Land Use Distribution

Table 7.4 Future Land Use Distribution

Future Land Use, City of Forest Park		
Land Use	**Acres**	**%**
Low Density Residential	1,657.5	28.0%
Medium Density Residential	102.6	1.7%
High Density Residential	117.9	2.0%
Commercial	611.6	10.3%
Office/Professional	38.6	0.7%
Office/Business	89.6	1.5%
Mixed Use Commercial/Residential	28.9	0.5%
Mixed Use Office/Residential	46.2	0.8%
Mixed Use Transit Village	74.6	1.3%
Light Industrial	639.5	10.8%
Public/Institutional	1,667.4	28.1%
Transport/Communications/Utilities	678.8	11.5%
Parks/Recreation/Conservation	170.4	2.9%
Undeveloped	2.4	0.04%
TOTAL	5,926.0	100.0%

*Future land use acreage estimates based on Robert and Company land use inventory.

Future Land Use Plan Classifications

City of Forest Park Comprehensive Plan 2005 - 2025

Low Density Residential: includes single-family, detached-unit residential development at a maximum net density of zero (0) to four (4) dwelling units per acre. This land use category includes large areas of the city which are already developed in single-family residential subdivisions at a net density of two to three and a half units per acre, and it includes those areas which are likely to develop in a similar manner over the next twenty years.

Medium Density Residential: includes single family detached, single family attached, duplex, triplex, townhouse and condominiums at a net density of zero (0) to ten (10) dwelling units per acre.

High Density Residential: includes single family detached, single family attached, duplex, triplex, townhouse, condominiums and multi-family apartments at a net density of zero (0) to eighteen (18) dwelling units per acre.

Commercial: includes retail or strip malls, auto-related businesses, funeral homes and restaurants.

Mixed Use Commercial/Residential: allows for a mixture of commercial and residential uses in a "traditional urban" or "main street" fashion. Neighborhood-friendly retail commercial uses such as drugstores, flower shops, small clothing stores, etc. may front on commercial streets with condominium-type residential units and/or offices located above or behind.

Office/Professional: includes office and professional uses such as finance, insurance, real estate and medical offices.

Mixed Use Office/Residential: allows for a mixture of office and residential uses in such a way as to foster a live-work environment. Professional offices (finance, insurance, real estate, medical) may locate at ground level with residential condominium or apartment units above.

Mixed Use Transit Village: Consistent with the Transit Village recommended by the Forest Park Livable Centers Initiative Plan, allows for a mixture of neighborhood-friendly commercial, office and residential uses in a vertical arrangement. All development should be pedestrian-oriented and should facilitate access to mass transit facilities.

Office/Business: includes more intensive office-oriented developments such as "office parks" and "business parks" that are directly accessible to the interstate highway system. All development should have the majority of building space allocated for office use.

Light Industrial: includes storage and warehousing facilities, technology related manufacturing with offices, auto repair, utility storage yards, structures which combine office and warehouse/distribution functions, truck terminals, and similar structures and other businesses that are manufacturers but do not necessarily conflict with commercial uses.

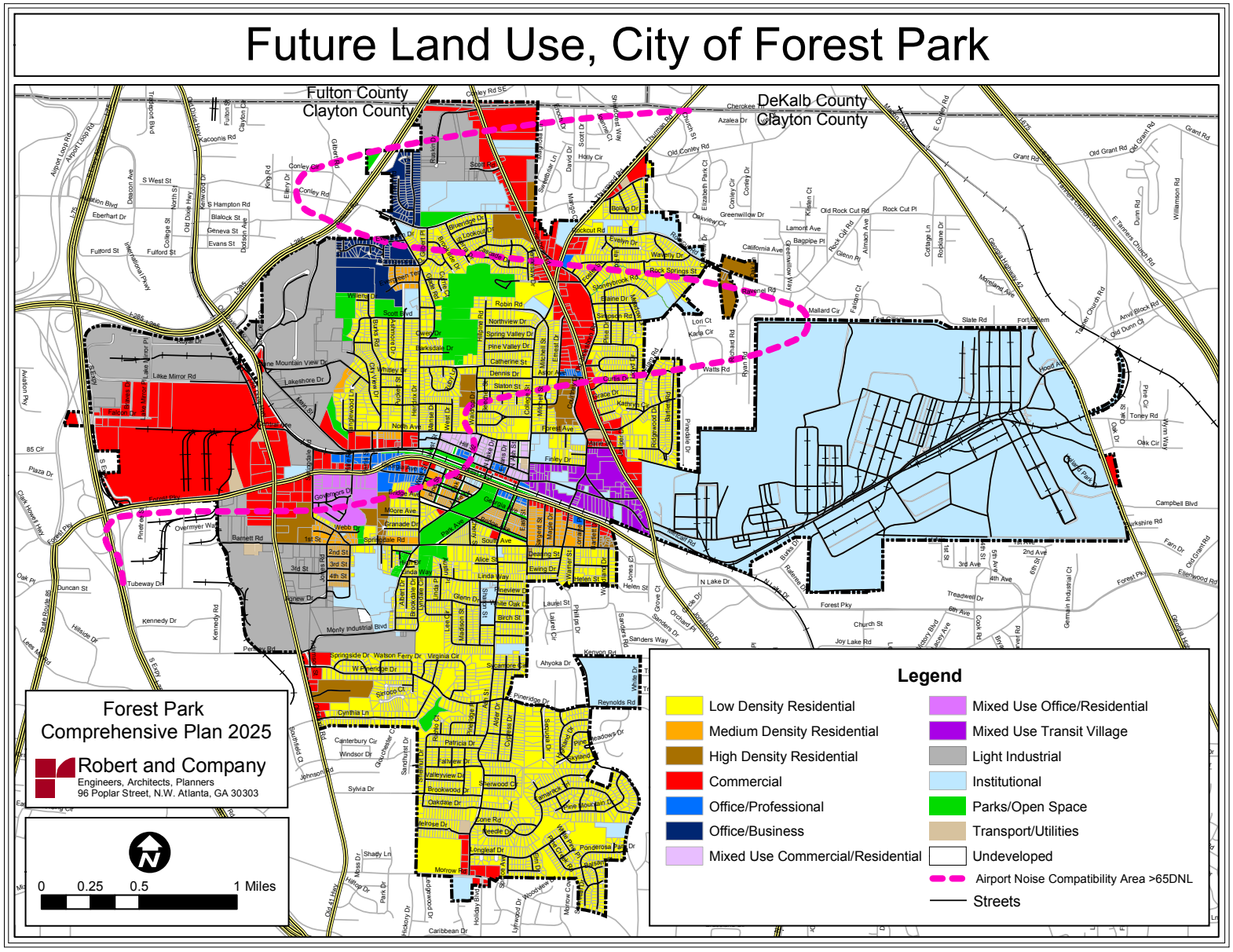
Public/Institutional: includes churches, lodges, hospitals, clubs and community service buildings. This classification also includes public schools and buildings, fire stations, police stations, City buildings, and cemeteries.

Parks/Open Space: includes land dedicated to active or passive recreational uses that are either publicly or privately owned and may include playgrounds, public parks, nature preserves, golf courses, reservations, recreation centers, and similar uses.

Transportation/Communication/Utilities: includes airports, water and sewer facilities, power stations, substations, water storage tanks, radio and television stations, limited access highways, and utility corridors.

Note: Images are for illustrative use only and are not intended to promote any specific developer.

Map 7.3 Future Land Use



7.11 Land Use Change

A comparison of existing land use in 2004 and the 2025 future land use distribution is presented in Table 7.5. In several instances direct comparisons of land use categories are not possible given the different classification schemes of existing land use in 2004. In the existing land use classification scheme, residential areas have been classified by housing type (e.g. single family, duplex, multi family, and mobile homes), whereas in the future land use plan, residential areas have been classified by density (units/acre). Instead, the total area dedicated to exclusive residential use has been tallied for existing and future land use. In addition, the inclusion of several new mixed-use designations makes some comparisons of land use difficult. While there has been a net loss of approximately 100 acres of exclusively residential land, the future land use needs of the community are met through the inclusion of residential components within mixed use districts. Likewise, there is a net decline of -72.8 acres of exclusively commercial land which is compensated for by the inclusion of 28.9 acres of mixed use commercial/residential land and 74.6 acres within the mixed use transit village. The future land use plan provides several additional areas for office development. Within the office/professional category, there is a net increase of 20.8 acres, along with 89.6 acres in the newly created office/business designation. Additional office uses may be included within the 46.2 acres of mixed use office/residential designated. Finally, industrial expansion is provided for through the addition of 89.7 acres of land in areas impacted by airport noise.

Table 7.5 Comparison of Future Land Use 2025 with 2004 Existing Land Use

Land Use	2004		2025		Net Change in Acreage
	Acres	% of Area	Acres	% of Area	
Low Density Residential	N/A	N/A	1,657.5	28.0%	N/A
Medium Density Residential	N/A	N/A	102.6	1.7%	N/A
High Density Residential	N/A	N/A	117.9	2.0%	N/A
TOTAL Residential	1,977.8	33.4%	1,878.0	31.7%	-99.8
Commercial	684.4	11.5%	611.6	10.3%	-72.8
Office/Professional	17.8	0.3%	38.6	0.7%	20.8
Office/Business	N/A	N/A	89.6	1.5%	89.6
Mixed Use Commercial/Residential	N/A	N/A	28.9	0.5%	28.9
Mixed Use Office/Residential	N/A	N/A	46.2	0.8%	46.2
Mixed Use Transit Village	N/A	N/A	74.6	1.3%	74.6
TOTAL Mixed Use	N/A	N/A	149.7	2.5%	149.7
Light Industrial	549.8	9.3%	639.5	10.8%	89.7
Public/Institutional	1,655.3	27.9%	1,667.4	28.1%	12.1
Transport/Communications/Utilities	681.1	11.5%	678.8	11.5%	-2.2
Parks/Recreation/Conservation	50.5	0.9%	170.4	2.9%	119.9
Undeveloped	309.4	5.2%	2.4	0.04%	-307.0
TOTAL Forest Park	5,926.0	100.0%	5,926.0	100.0%	

7.11 Goals and Policies

Goal 1.0 Provide for the coordination of planning efforts among local citizens, adjacent jurisdictions, the City and the region.

Policy 1.1 Participate in and support cooperative and combined efforts between the county and cities which contribute to the future development and better living conditions throughout the county.

Policy 1.2 Coordinate with Lake City, Morrow and Clayton County on decisions that may effect land use and development outside of the City of Forest Park.

Policy 1.3 Revise city zoning regulations impacting the Central Business District and LCI activity nodes in order to encourage transit-oriented, pedestrian-oriented mixed-use development.

Policy 1.4 Encourage increased involvement of citizens in the planning and zoning process, particularly associated with key activity centers and corridors.

Goal 2.0 To promote orderly growth and development based on physical, social, economic, and environmental considerations and the ability of the city's tax base and services to supervise, support, and to facilitate this growth and development.

Policy 2.1 Provide up-to-date development regulations that protect the health, safety, and welfare of the residents of Forest Park.

Policy 2.2 Plan for growth to occur in an orderly manner within the city.

Policy 2.3 Ensure compatibility between land uses when making land development decisions.

Policy 2.4 Promote compact rather than sprawled and scattered development.

Goal 3.0 Establish appropriate planning procedures and innovative planning tools to guide Forest Park's growth and development.

Policy 3.1 Enforce adherence to the zoning ordinances.

Policy 3.2 Provide clarity, efficiency, equity, and consistency in city department policies and procedures relating to land development review.

Policy 3.3 Actively seek the participation of residents in the planning and development process.

Goal 4.0 Encourage all development to be located, sited, and designed to carefully fit its surrounding environment.

Policy 4.1 Encourage new downtown development to structurally resemble that of other buildings.

Policy 4.2 Encourage the building of new industrial sites to retain as much of the surrounding natural environment into its design and placement on the land as long as possible.

Goal 5.0 Provide for orderly, balanced, and high quality development which responds to the physical and economic conditions of the city.

Policy 5.1 Institute site plan standards and a review process to guide the design and construction of industrial, commercial, and residential developments, including mobile home parks, and apartment projects.

Policy 5.2 Provide for adequate and equitable administration and enforcement of the city's zoning and subdivision ordinances and other development regulations.

Policy 5.3 Preserve the single-family residential character of Forest Park's neighborhoods which are not heavily impacted by noise pollution.

Goal 6.0 Preserve and enhance the neighborhoods north of Forest Parkway while providing for transition from residential land uses where noise impacts from Hartsfield International Airport are excessive and where opportunities exist for commercial or industrial redevelopment that does not jeopardize neighborhoods.

Policy 6.1 Designate those areas in northern Forest Park in which the land use transition is encouraged to occur.

Policy 6.2 Encourage improvements to housing and neighborhoods in northern Forest Park and protect residential areas from any negative influences due to past or potential redevelopment.

Policy 6.3 Provide high quality community services to neighborhoods in northern Forest Park.

Policy 6.4 Seek outside funding and establish creative mechanisms to encourage rehabilitation of homes in northern Forest Park.

Policy 6.5 Provide for adequate and timely infrastructure improvements.

Policy 6.6 Emphasize new homeowner education and code enforcement to address issues associated with northern Forest Park's increasingly diverse resident population

Goal 7.0 Preserve and enhance neighborhoods in southern Forest Park through all appropriate means.

Policy 7.1 Continually communicate with Hartsfield Atlanta International Airport planners to address concerns with airport noise associated with the development of the Fifth Runway.

Goal 8.0 Provide sufficiently available, safe and varied housing opportunities for existing and future residents.

Policy 8.1 Maintain a current database on existing housing units and proposed residential developments.

Policy 8.2 Facilitate housing development in selected areas of the city through eligible state and federal programs to meet the housing needs of households which cannot afford housing in the private market.

Policy 8.3 Adopt and enforce appropriate regulations which serve to provide for maintenance of quality housing and housing opportunities.

Policy 8.4 Encourage infill and higher density multi-family housing where appropriate.

Policy 8.5 Maintain the integrity and viability of stable single-family neighborhoods from the negative impacts of encroachment by incompatible land uses.

Policy 8.6 Facilitate mixed use (residential/commercial) development in appropriate areas (LCI, etc.) by modifying current zoning codes and promoting development opportunities

Goal 9.0 Provide for the development of adequate commercial facilities in appropriate areas on both city-wide and neighborhood levels.

Policy 9.1 Promote a central core (downtown Forest Park) that is compact and distinct from other commercial development and that is viewed as a desirable place to provide a wide range of mixed retail, entertainment, cultural, and office uses which benefit from proximity to each other.

Policy 9.2 Promote compact and planned rather than strip commercial development by locating commercial uses at or near the intersections of major streets.

Policy 9.3 Restrict further commercial strip development on major streets beyond existing developments and zoned areas.

Policy 9.4 Promote commercial development which contains compatible and complimentary uses, and which does not detract from the residential character of the city.

Policy 9.5 Promote safe and adequate ingress and egress from commercial development and require adequate land for off-street parking and internal vehicular circulation.

Policy 9.6 Restrict encroachment into stable residential areas.

Policy 9.7 Implement design standards for development to minimize adverse impacts on adjacent land uses.

Goal 10.0 To retain existing office and professional businesses and to provide for the development of suitable areas for business.

Policy 10.1 Encourage reuse and revitalization of obsolete office and commercial facilities.

Policy 10.2 Ensure that commercial developments are designed for adequate buffering, parking, and open space.

Policy 10.3 Wherever possible, promote compact and planned rather than strip commercial development.

Policy 10.4 Provide safe and adequate pedestrian access from nearby areas to commercial and other activity centers.

Policy 10.5 Locate neighborhoods serving commercial uses in areas convenient to existing and future residential development.

Goal 11.0 To encourage industrial development in areas set aside specifically for that type of land use.

Policy 11.1 Encourage reuse and revitalization of obsolete industrial facilities.

Policy 11.2 Encourage the development of clean, environmentally safe industry within industrial land use zones.

Policy 11.3 Ensure that industrial sites are designed for adequate buffering, parking, and open space.

Policy 11.4 Locate industrial uses to ensure access to major thoroughfares.

Policy 11.5 Discourage industrial uses which are incompatible with surrounding uses.

CHAPTER 8 TRANSPORTATION

Introduction

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

In many instances, the Clayton County Comprehensive Plan, countywide data and analysis of the countywide transportation system are referenced in this Transportation Element. While focusing specifically on transportation in the City of Forest Park, this Transportation Element recognizes the multi-jurisdictional nature of the transportation network and maintains a balanced, broad focus on transportation planning.

8.1 Existing Conditions

The first step in the local comprehensive transportation planning process is a detailed inventory of existing conditions. The inventory is summarized as follows:

8.1.1 Transportation Network

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

Roads and Highways

The City of Forest Park is located in Clayton County, Georgia just south of Atlanta along the I-75 corridor. The northern-most corner of Clayton County contains a 5.9 mile stretch of the I-285 Atlanta perimeter highway. Several interstate highways including I-

75, I-85, I-675, and I-285 serve the county. The City of Forest Park is served by I-75, Forest Parkway (SR 331), Main Street (SR 160), and Old Dixie (US 19/41). Table 8.1 provides a synopsis of road types by jurisdiction throughout Clayton County.

Table 8.1 Clayton County Road Types

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

Source: DOT 441 Report 12/31/2002

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

1. **Interstate Principal Arterial:** An interstate principal arterial is a multi-lane controlled access road, which only allows access at designated interchanges. The purpose of the interstate is to transport people and goods over long distances at high speeds with a minimum amount of friction from entering and exiting traffic. Freeways typically have average daily traffic volumes of over 100,000 vehicles per day.

2. **Principal Arterial:** A principal arterial is used to transport large volumes of traffic at moderate speeds and are typically multi-lane. A principal arterial is usually a median divided highway with some controlled access. These roads provide immediate access to adjacent land uses through driveways and two-way turn lanes in the center of the multi-lane arterial. A principal arterial is designed for typical capacity of 45,000 to 75,000 vehicles per day.

3. **Minor Arterial:** A minor arterial is designed to provide cross-town and cross-county street access. These roadways are usually multi-lane, although in some less developed areas they may be two lane roads. With access to development, there are often driveways that run directly into thoroughfares and, occasionally, on-street parking. Typical right-of-ways are between 70 and 90 feet, with traffic volumes between 20,000 and 50,000 vehicles per day.

4. **Major Collectors:** A major collector is designed to move traffic from large residential areas and other local traffic generators such as schools, parks, office, and retail areas to principal and minor arterials. Generally these are two to four

lane roads with frequent intersections. Traffic volumes are between 15,000 and 30,000 vehicles per day.

5. **Minor Collectors:** Minor collectors are roads designated to collect traffic from local networks of city streets and county roads and transport this traffic to the arterial system. Collectors are typically two to four lane facilities with an average daily traffic between 7,500 and 15,000 vehicles.
6. **Local Roads and Streets:** These roads exist primarily to provide access to adjacent land; and serve low-mileage trips compared to collectors or other higher systems. Use of these roads and streets for through traffic is usually discouraged. Local roads and streets constitute the mileage not classified as part of the principal arterial, minor arterial, or collector system.

The roadway system in Clayton County is well developed. The network is comprised of Interstate highway access, state routes, county roads and city streets. Table 8.7 Vehicle Miles Traveled in Clayton County includes a breakdown of Mileage and Vehicle Miles Traveled grouped by jurisdiction for each functional classification. The inventory of transportation networks in Clayton County and the City of Forest Park according to their functional classification is illustrated in Maps 8.1 and 8.1A. All roads not listed are considered local roads.

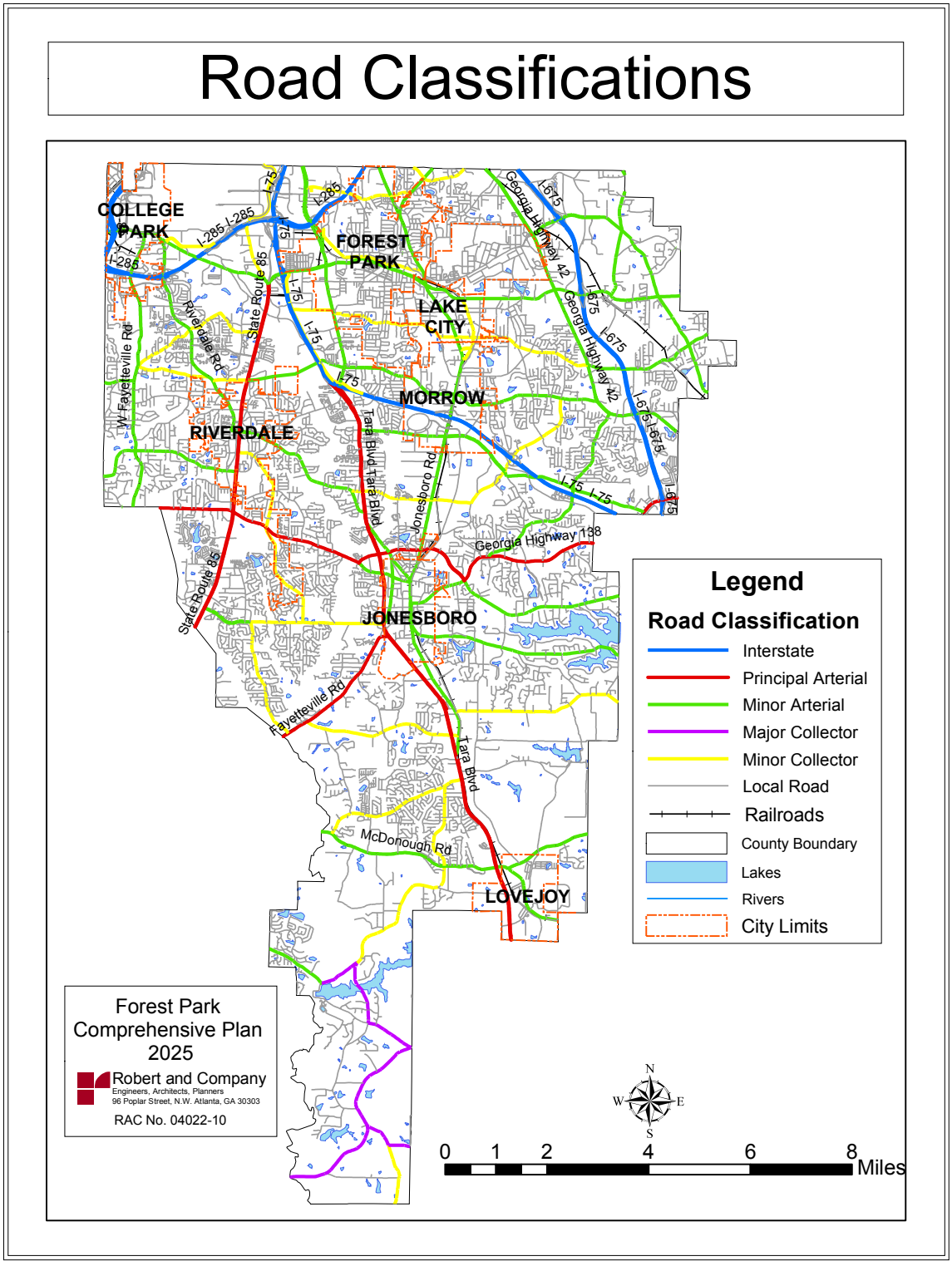
Table 8.2 Roadway Function Classifications

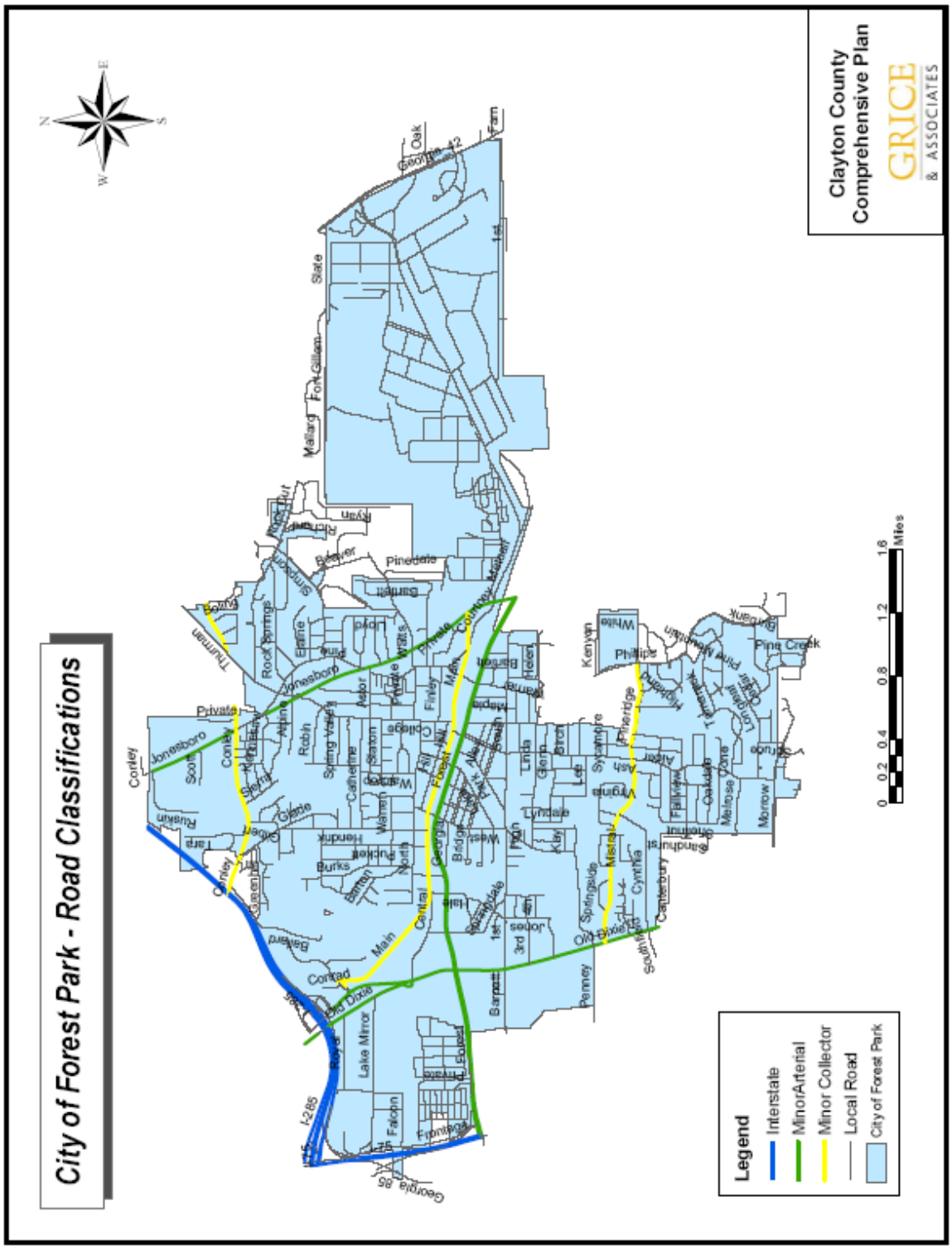
Roadway Classifications in Clayton County	
Classification	**Roadways**
Interstate Principal Arterials	Interstate 285
	Interstate 85
	Interstate 75
	Interstate 675
Principal Arterials	Fayetteville Rd
	State Route 85 south of Forest Pkwy
	SR 138
	Tara Blvd
Minor Arterials	Old Dixie Hwy (US 19, US 41, SR 3)
	SR 42 (US 23)
	Anvil Block Rd
	Bethsaida Rd
	Bouldercrest Rd
	Church St (From Riverdale Rd to Main St. in Riverdale)
	Ellenwood Rd
	Fayetteville Rd (Jonesboro)
	Fielder Rd
	Flat Shoals Rd (West of Fayetteville Rd)
	Forest Pkwy (SR 33)
	Jodeco Rd
	Jonesboro Rd (N. Main St. in Lake City and Morrow)
	Lake Harbin Rd (Morrow Rd in Morrow)
	McDonough Rd
	McDonough St
	Morrow Industrial Blvd
	Mt. Zion Rd
	N Bridge Rd (West of Hampton Rd)

Table 8.2 Continued

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

Map 8.1 Roadway Classifications in Clayton County





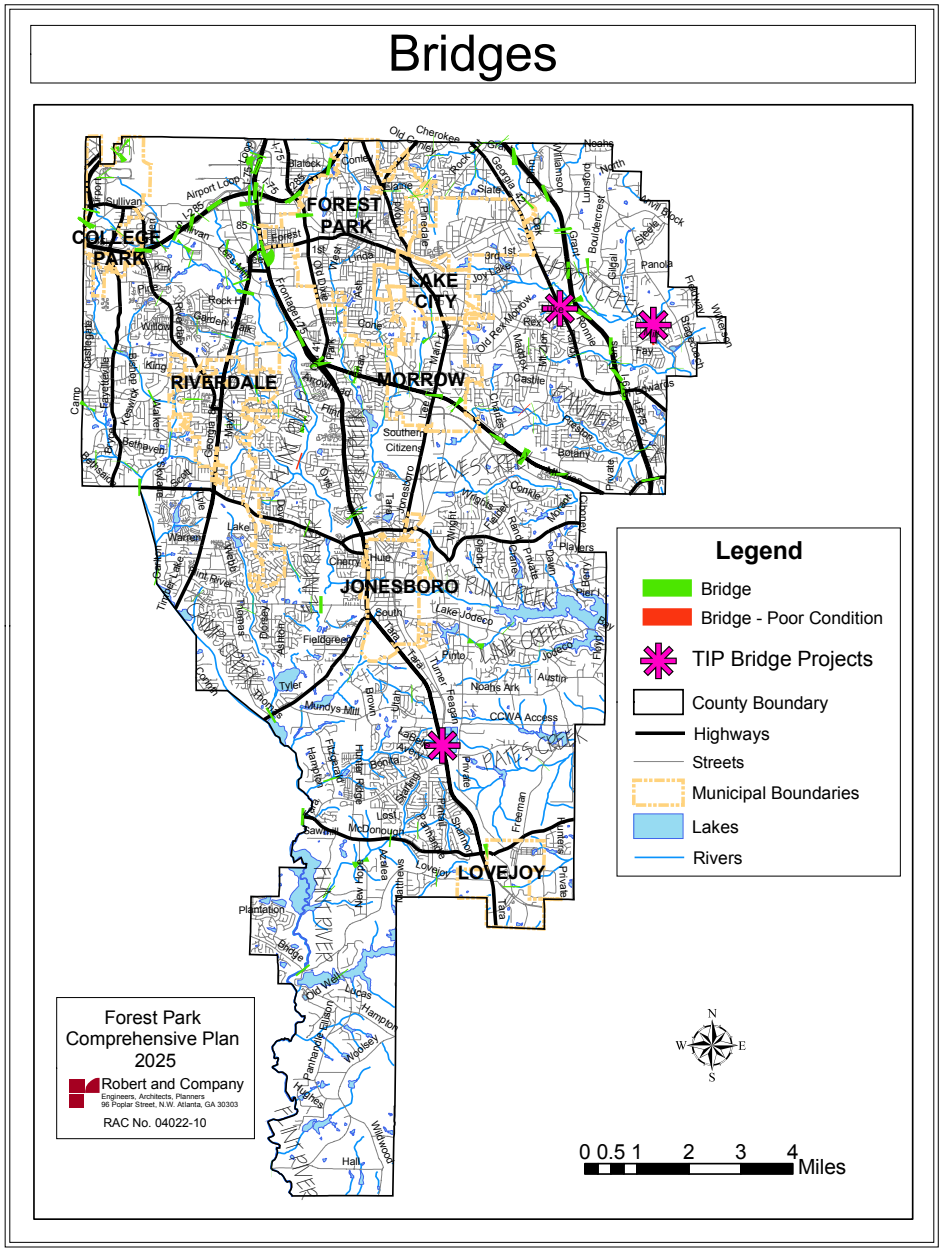
Map 8.1A City of Forest Park Road Classifications

The roadway system in the City of Forest Park is well developed. The network is comprised of Interstate highway access, state routes, county roads and city streets.

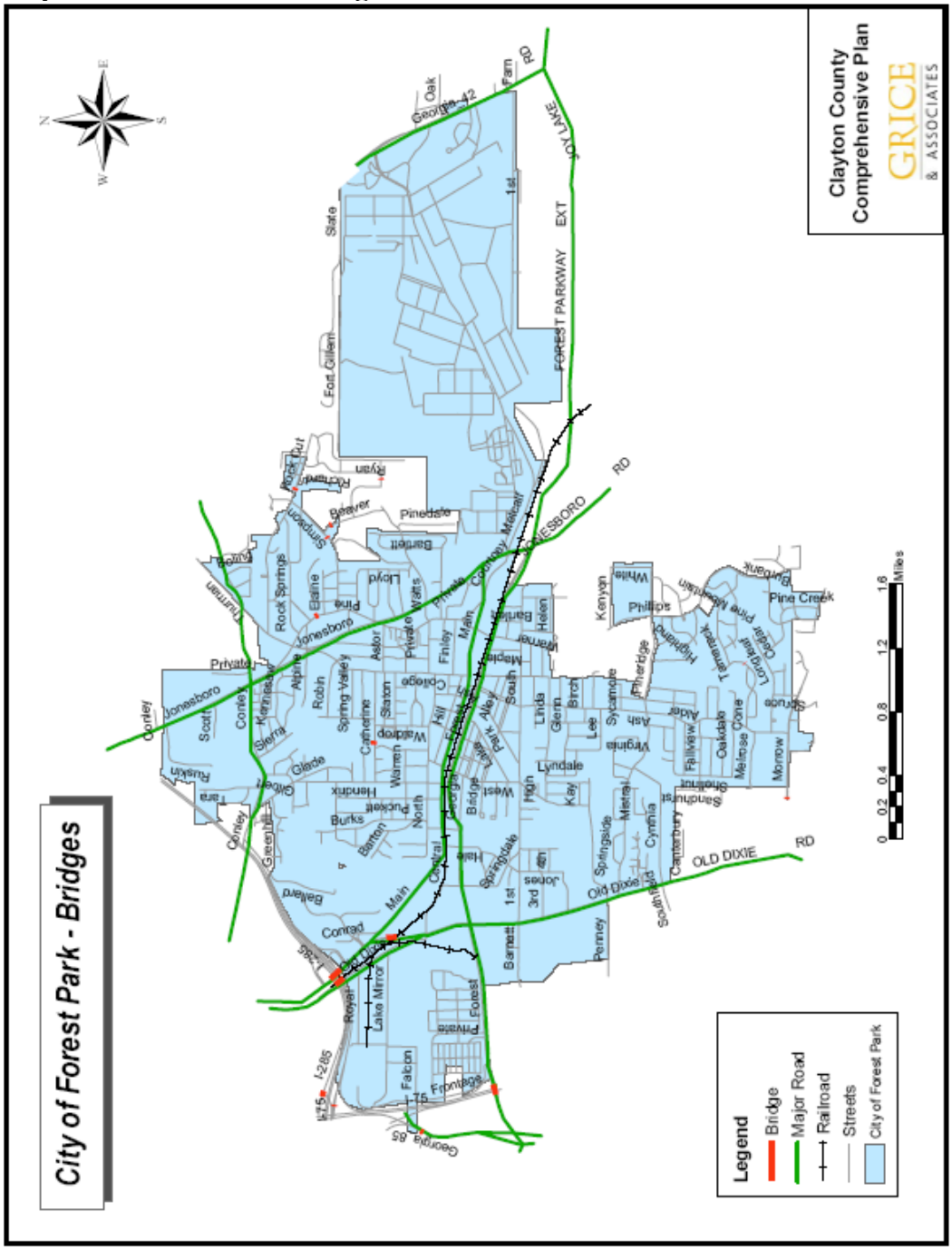
Bridge Inventory

The Clayton County road network contains a total of 211 bridges. The vast majority of these bridges are in sound structural condition. However, as indicated on the map in Map 8.2, there are four bridges in poor condition that will require corrective action or replacement. None of the bridges are located in Forest Park.

Map 8.2 Clayton County Bridge Inventory



Map 8.2 A Forest Park Bridges



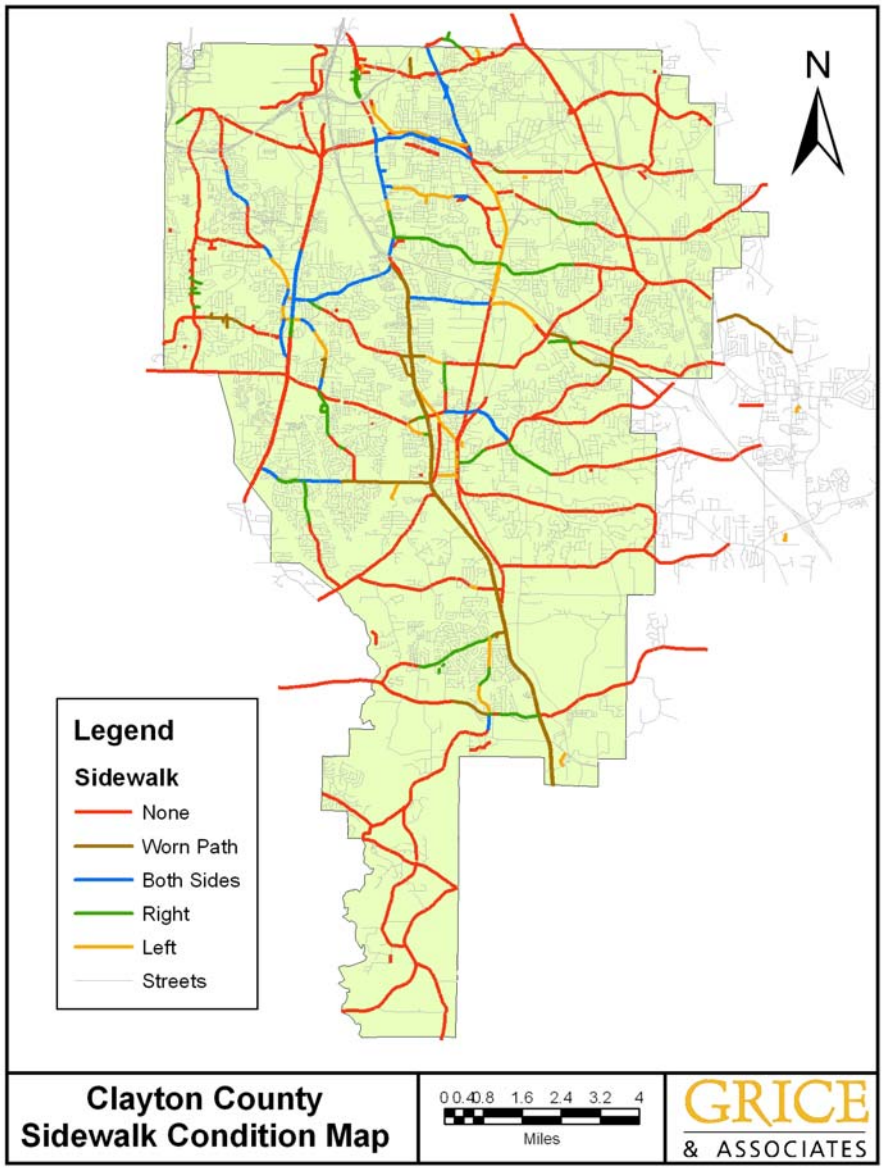
Bike and Pedestrian Trails Inventory

Off-road Bicycle and Pedestrian Trails are addressed in the Natural Resources and Community Facilities elements of the comprehensive plan due to their association with recreation facilities.

Sidewalks Inventory

An inventory of sidewalks was conducted for the six major functional classes of roadways within Clayton County. A field survey was conducted throughout Clayton County to determine if sidewalks were present on one side, both sides, or neither side. The results of this survey are presented in Map 8.3 below.

Map 8.3 Sidewalk Inventory



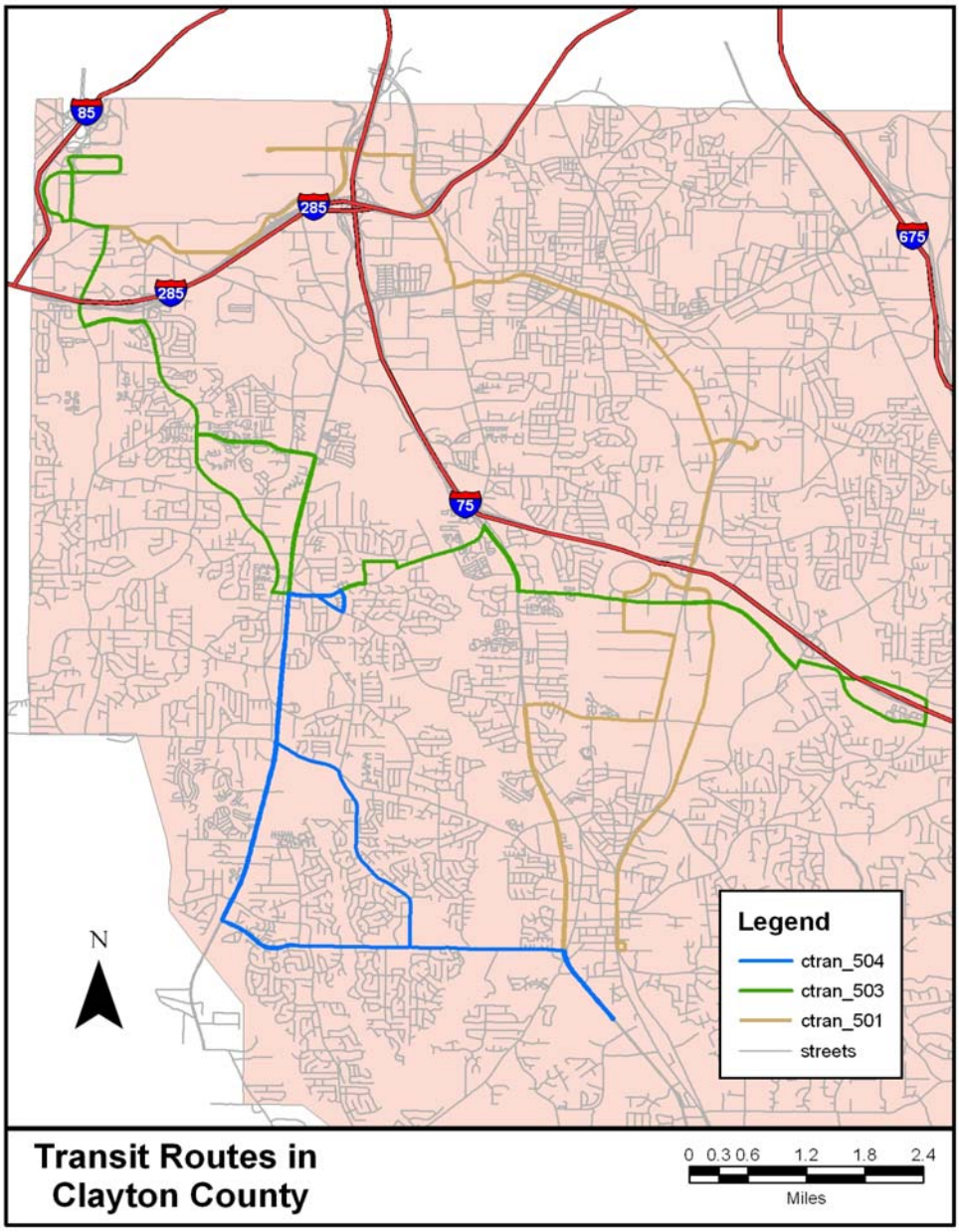
The sidewalk inventory map illustrates that sidewalks are generally not present on the major functional classes of roadways throughout Clayton County, including the City of Forest Park. However, many of these areas in Forest Park, such as the Jonesboro Road and Old Dixie Highway corridors, either have recently or are currently being improved with sidewalks and associated streetscape improvements. It should be noted that the areas illustrating worn paths should be targeted for sidewalk installation as there is evidence of pedestrian activity at these locations.

Public Transportation Inventory

Public Transportation in Clayton County is operated by the C-TRAN bus system. C-TRAN was first approved by Clayton County voters in 2000. Upon approval from the Clayton County Board of Commissioners, the county entered into a contract with the Georgia Regional Transportation Authority (GRTA) to manage local bus service in Clayton. In April 2001, GRTA approved the purchase of 12 buses powered by clean-burning compressed natural gas for use in the C-TRAN system. At full service, C-TRAN will operate five local routes connecting with the Metro Atlanta Rail Transportation Authority (MARTA) rail system: Two routes will connect with MARTA at Hartsfield-Jackson Atlanta International Airport, two routes will connect to the Lakewood MARTA station, and one route will connect with the College Park MARTA station. GRTA reported that C-TRAN ridership exceeds expectations.

C-TRAN service will be instituted in phases with 35 clean fuel buses operating at full implementation. Currently, C-TRAN operates three routes serving major destinations such as Hartsfield-Jackson Atlanta International Airport and Southlake Mall (see Map 8.4). The first phase of implementation became operational in October 2001 and included routes 501 and 503. Route 504 was implemented in February 2003. Additionally, there is a MARTA bus route # 77 that runs from the East Point rail station to Forest Park and Fort Gillem via Jonesboro Road and Forest Parkway.

Map 8.4 Public Transportation in Clayton County



A field survey was conducted to determine if the existing bus routes had transit amenities such as sidewalks around stops, bus turn-out bays, and bus shelters. Sidewalks and bus shelters were observed at some of the transit stops in Clayton County, though there were a number of transit stops without sidewalks and/or bus shelters. C-Tran transit stops were clearly defined throughout the study area.

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

Route 501 currently operates at thirty (30) minute headways during the Peak and Midday hours north of Southlake Mall and sixty (60) minute headways during the Peak and Midday hours south of Southlake Mall. Buses run at sixty (60) minute headways for the entire route in the evening weekday hours and on weekends.

Route 503 currently operates at thirty (30) minute headways during the Peak and Midday hours with alternating service on Gardenwalk Boulevard and Riverdale Road and sixty (60) minute headways during the evening weekday hours and weekends with service on Gardenwalk Boulevard only.

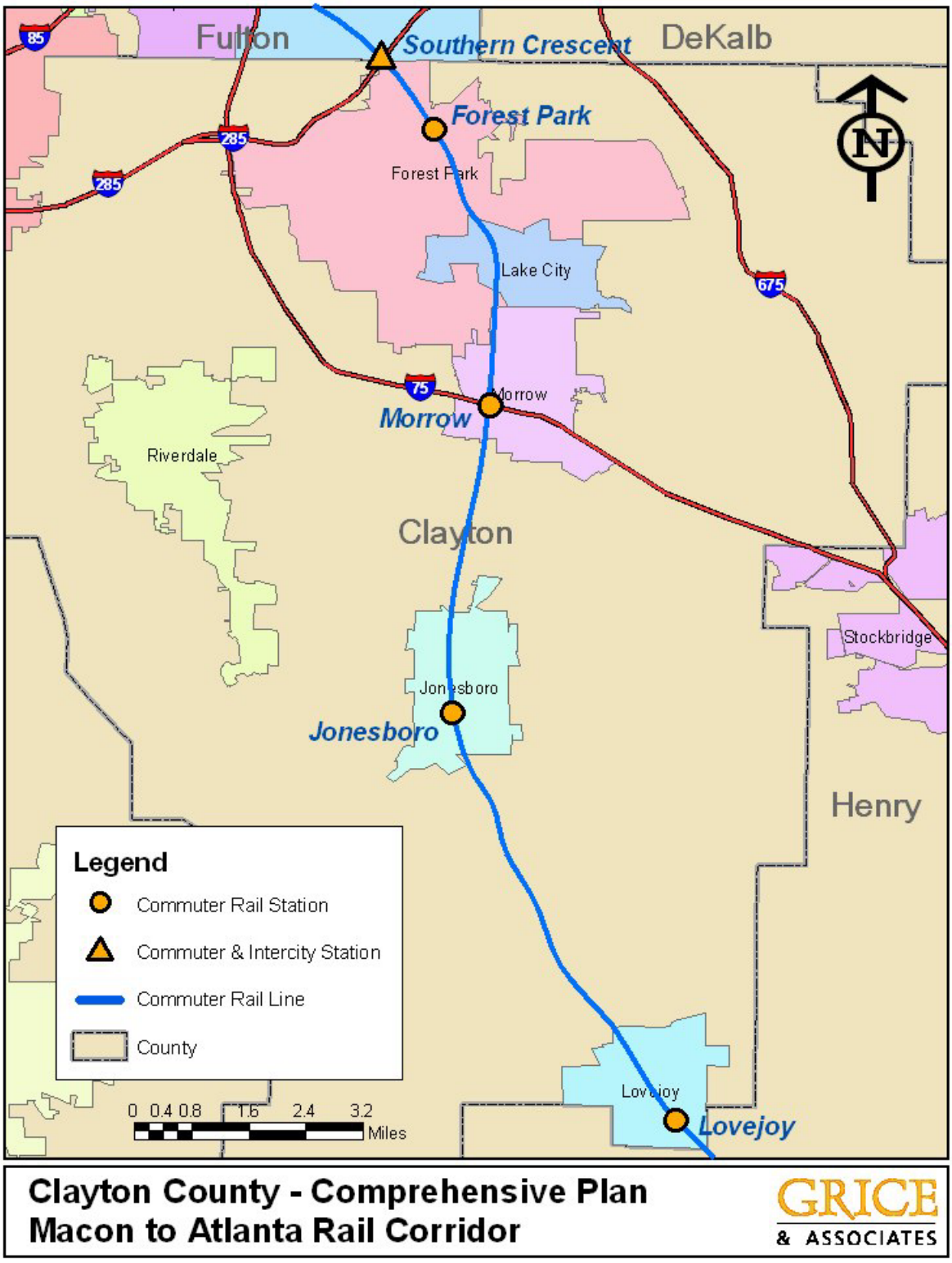
Route 504 currently operates at thirty (30) minute headways during the Peak and Midday hours with alternating service on Taylor Road and SR 85 and sixty (60) minute headways during the evening weekday hours and weekends with service on SR 85 only.

The Macon-Atlanta Commuter Rail Service

The Macon-Atlanta commuter rail service with a stop in the City of Forest Park was selected by the State of Georgia in June 2001. The Federal Transit Administration (FTA) issued a Finding of No Significant Impact (FONSI) clearing the way for partial funding in the 2003-2005 Atlanta Regional Commission (ARC) Transportation Improvement Plan. See Map 8.5.

Southern Crescent and Mountain View

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

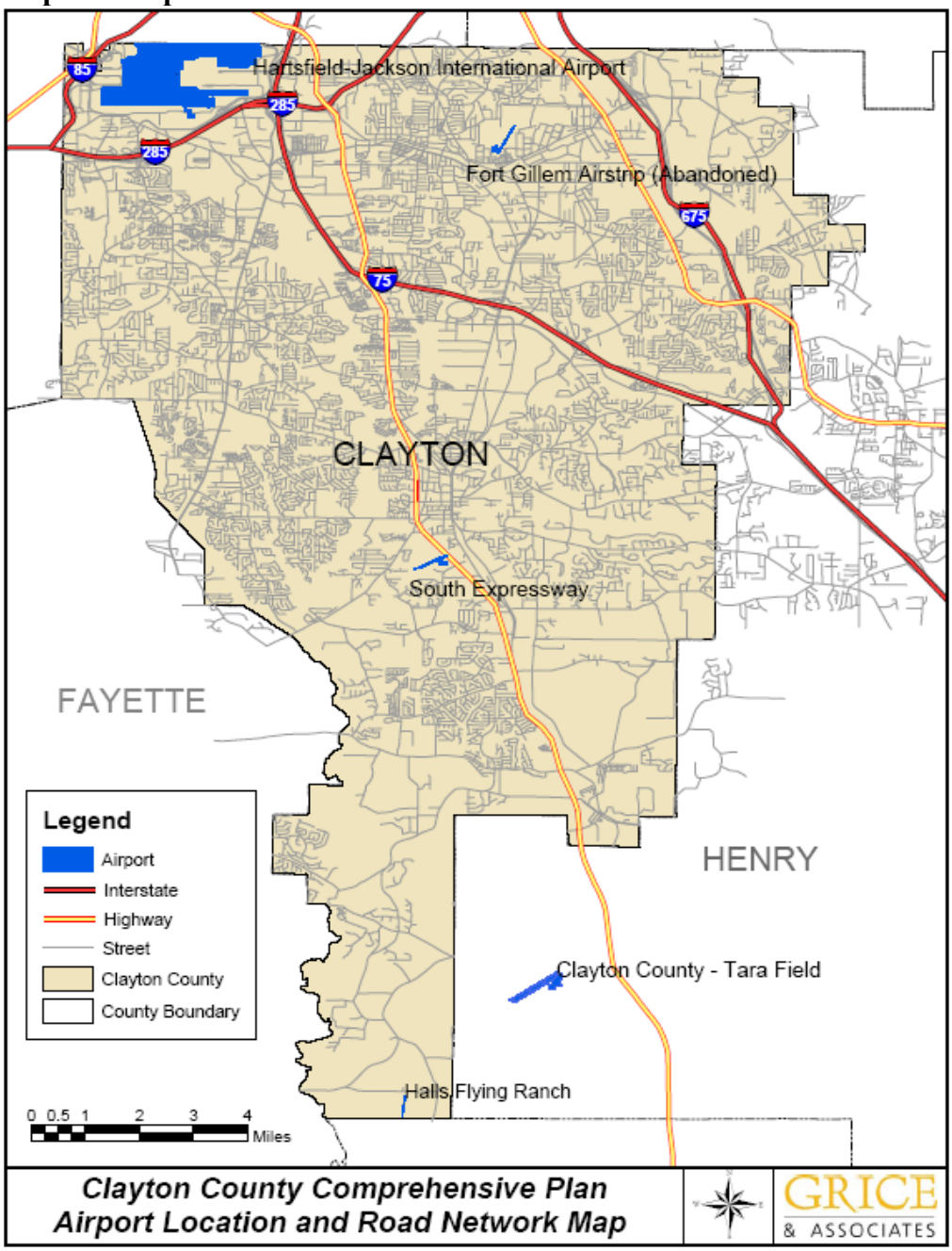


Map 8.5 Commuter Rail

Airports Inventory

Hartsfield-Jackson International Airport
Clayton County is located adjacent to Atlanta's Hartsfield-Jackson International Airport, the largest air carrier facility in the southeast. See Map 8.5. Hartsfield-Jackson International Airport is growing. In 2000, the Airport began a ten-year, $5.4 billion capital improvement project.

Map 8.6 Airports



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

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

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

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

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

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

Tara Field

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

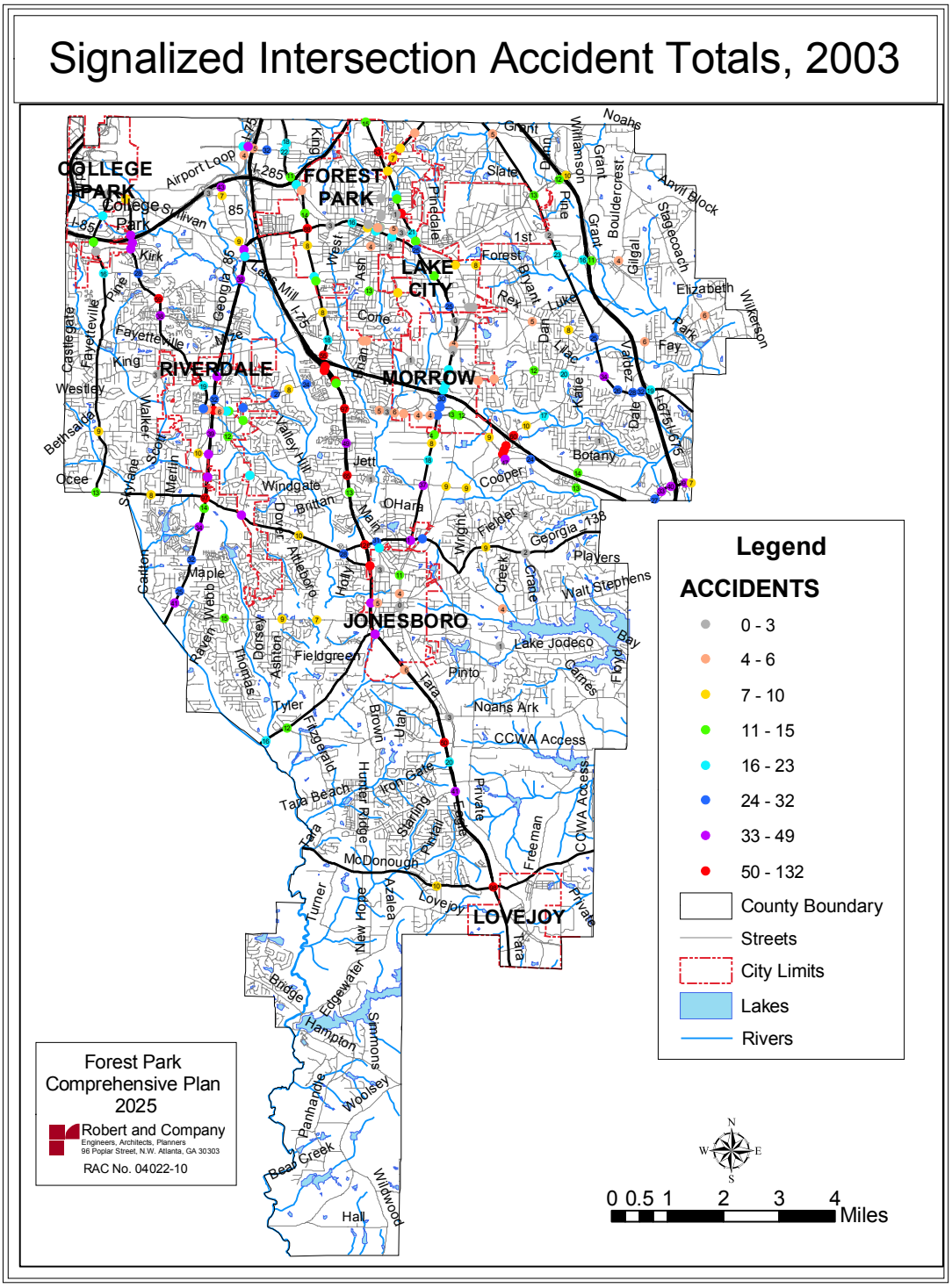
Railroads Inventory

Two railroad corridors service Clayton County providing industrial railway service north to the major rail hub of Atlanta and south to Macon. The Norfolk Southern Railway line extends approximately 6.5 miles across the northeast corner of the county. The Norfolk Southern Railway enters Clayton County in the north near Georgia Highway 42 and exits the county in the southeast near Big Cotton Indian Creek. The Norfolk Southern Railway line maintains the highest level of freight traffic in the county with 23 trains per day. The Central of Georgia Railroad, a subsidiary of Norfolk Southern Railway, enters Clayton County at the northern boundary near Interstate 75 and bisects the county for nearly 20 miles until it enters Henry County. The Central of Georgia line maintains only slight freight traffic with one train per day. There is also a rail network inside Fort Gillem. However, it is underutilized and not maintained.

8.1.2 Accident Frequency

Data on automobile accident frequency at signalized intersections throughout Clayton County was collected for the period of July 2002 through June 2003. Twenty-one road intersections were identified as having accident totals at or above 50 for the period of study. Ten of these high accident intersections occur along SR 3 (Tara Blvd/Old Dixie Rd). This is consistent with the high level of congestion and the significant amount of access to businesses along SR 3. See Map 8.7.

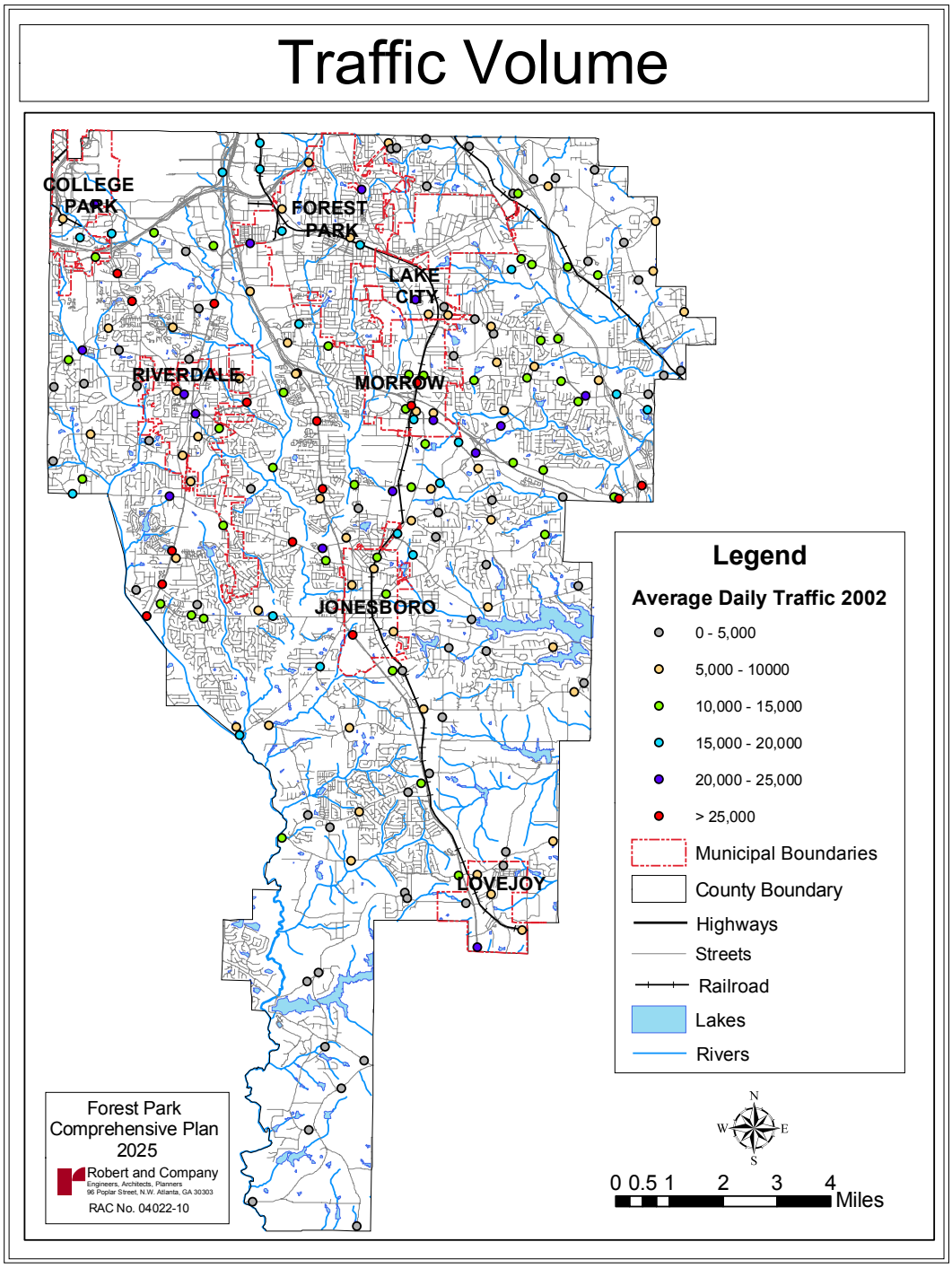
Map 8.7 Clayton County Signalized Intersection Accidents

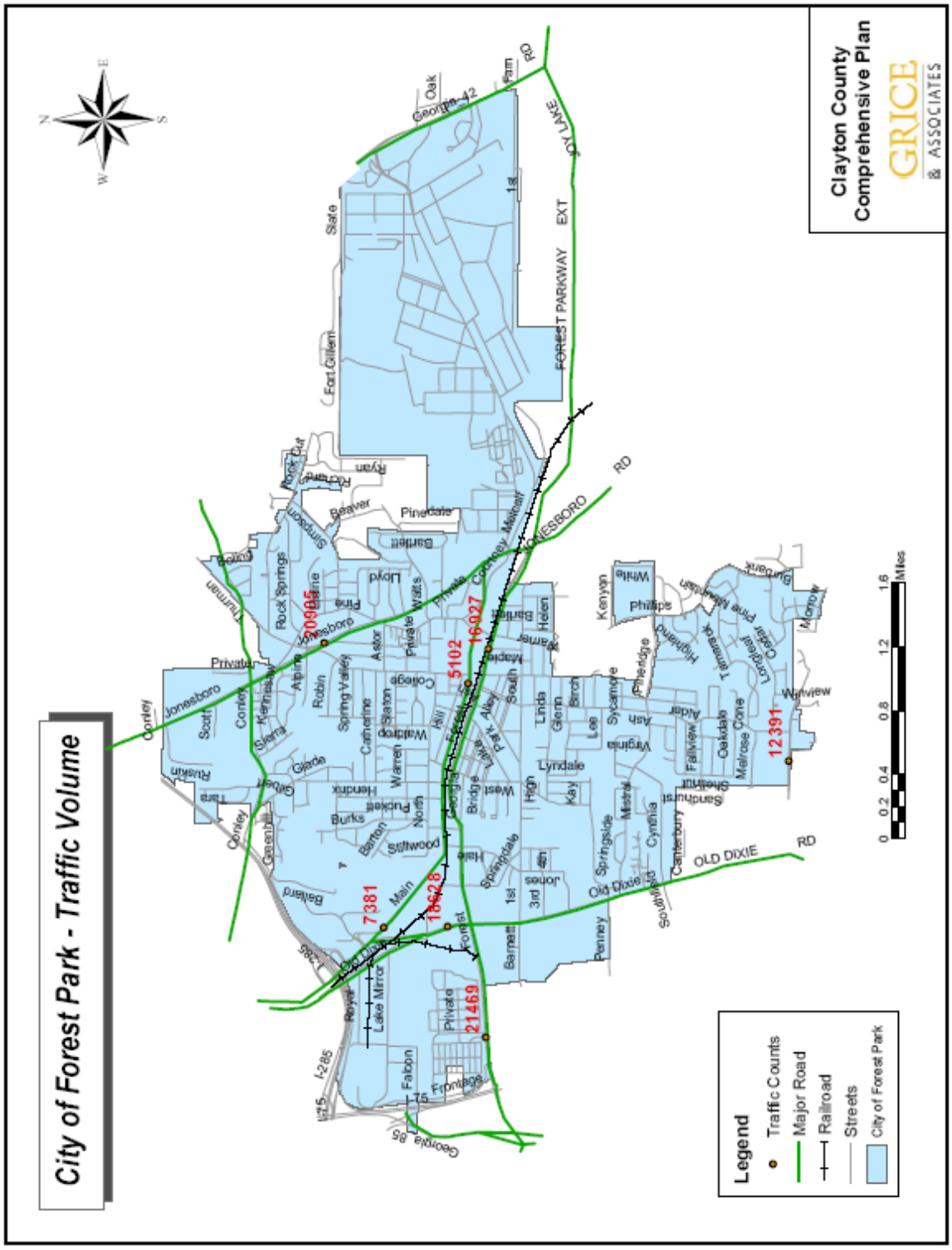


8.1.3 Road Lanes, Volumes, and Capacities

Prior to conducting a Level of Service (LOS) Analysis on the roadway network, an inventory of roadway link geometry, including functional class, number of lanes, capacity, and volumes was conducted. The Atlanta Regional Commission (ARC) travel demand model was used for this purpose. Additionally, Clayton County currently maintains an extensive traffic volume data collection database, which is graphically represented in Map 8.8.

Map 8.8 Clayton County Existing Traffic Volumes





Map 8.8A Forest Park Traffic Volumes

8.2 Assessment of Current and Future Needs

An assessment was conducted to determine whether existing facilities and current levels of service are adequate to meet the needs of Forest Park as well as the other communities within Clayton County.

8.2.1 Growth Trends and Travel Patterns

Growth trends, travel patterns, interactions between land use and transportation, and the compatibility between the land use and transportation elements were examined.
As population, housing, and economic development analysis illustrates, Clayton County has experienced overall rapid growth over the last 20 years, though areas in the county such as Forest Park have only experienced a resurgence of growth more recently. While the County and GRTA have recently started the bus transit system, C-TRAN, travel by private automobile remains the primary mode of transportation in the county.

Vehicles per Household

Data in Tables 8.3 and 8.4 illustrates the growth in the City of Forest Park.

Table 8.3 Number of Vehicles per Household in Forest Park (1990)

Owner-occupied housing units	
No vehicle available	164
1 vehicle available	1118
2 vehicles available	1465
3 vehicles available	760
4 vehicles available	173
5 or more vehicles available	71
Vehicles per household	
	324
Renter-occupied housing units	1253
No vehicle available	731
1 vehicle available	182
2 vehicles available	64
3 vehicles available	0
4 vehicles available	
5 or more vehicles available	
Vehicles per household	

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

Table 8.4 Number of Vehicles per Household in Forest Park (2000)

Owner-occupied housing units	**3,737**	**100.0**
No vehicle available	260	7.0
1 vehicle available	1,127	30.2
2 vehicles available	1,579	42.3
3 vehicles available	585	15.7
4 vehicles available	121	3.2
5 or more vehicles available	65	1.7
Vehicles per household	1.8	(X)
Renter-occupied housing units	**3,053**	**100.0**
No vehicle available	563	18.4
1 vehicle available	1,465	48.0
2 vehicles available	776	25.4
3 vehicles available	204	6.7
4 vehicles available	22	0.7
5 or more vehicles available	23	0.8
Vehicles per household	1.3	(X

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices H7, H44, H46, HCT11, and HCT12

Tables 8.3 and 8.4 illustrate that both the number of housing units and associated vehicles have grown significantly between the years 1990 and 2000. The number of vehicles in the City of Forest Park has increased by approximately eight percent (8%) reflecting the built-out nature of this city.

Vehicle Miles Traveled

The dependence on the private automobile combined with the growth in both households and passenger vehicles in Clayton County, has led to a steady increase in Vehicle Miles Traveled (VMT). Table 8.5 shows the daily vehicle miles traveled in Clayton County.

Table 8.5 Vehicle Miles Traveled in Clayton County

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

Work Travel Destinations

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

Means of Transportation to Work

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

Table 8.6 shows the City of Forest Park work commute travel modes in 2000. The City of Forest Park had a high percentage of residents who traveled by vehicle to work with slightly over ninety percent (90%) of Forest Park residents over age 16 using automobile, truck, or van to get to work. However, it should be noted that a significantly higher percentage (twenty-eight versus eighteen) of Forest Park residents traveled in carpools to work when compared to Clayton County overall.

Thus, there is an opportunity for greater transit use, which will be provided by the planned Macon-Atlanta commuter rail service. The commuter rail will have five stops in Clayton County, including one in Forest Park.

Table 8.6 Means of Transportation to Work Workers 16 Years and Over in Clayton County, 2000

MEANS OF TRANSPORTATION AND CARPOOLING		
Workers 16 and over	**112,580**	**100.0**
Car, truck, or van	106,472	94.6
Drove alone	85,944	76.3
Carpooled	20,528	18.2
In 2-person carpool	14,421	12.8
In 3-person carpool	3,265	2.9
In 4-person carpool	1,460	1.3
In 5- or 6-person carpool	1,103	1.0
In 7-or-more-person carpool	279	0.2
Workers per car, truck, or van	1.12	(X)
Public transportation	1,683	1.5
Bus or trolley bus	799	0.7
Streetcar or trolley car (público in Puerto Rico)	0	0.0
Subway or elevated	587	0.5
Railroad	77	0.1
Ferryboat	19	0.0
Taxicab	201	0.2
Motorcycle	148	0.1
Bicycle	118	0.1
Walked	1,586	1.4
Other means	858	0.8
Worked at home	1,715	1.5

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, P31, P33, P34, and P35

Table 8.7 Means of Transportation to Work Workers 16 Years and Over in Forest Park, 2000

MEANS OF TRANSPORTATION AND CARPOOLING		
Workers 16 and over	**9,123**	**100.0**
Car, truck, or van	8,279	90.7
Drove alone	5,750	63.0
Carpooled	2,529	27.7
In 2-person carpool	1,619	17.7
In 3-person carpool	354	3.9
In 4-person carpool	270	3.0
In 5- or 6-person carpool	228	2.5
In 7-or-more-person carpool	58	0.6
Workers per car, truck, or van	1.22	(X)
Public transportation	120	1.3
Bus or trolley bus	69	0.8
Streetcar or trolley car (público in Puerto Rico)	0	0.0
Subway or elevated	33	0.4
Railroad	0	0.0
Ferryboat	0	0.0
Taxicab	18	0.2
Motorcycle	88	1.0
Bicycle	24	0.3
Walked	317	3.5
Other means	171	1.9
Worked at home	124	1.4

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, P31, P33, P34, and P35

Travel Time to Work

Travel time to work is a function of distance traveled and levels of congestion. A worker may have to travel only a short distance, but if in congested conditions, travel time can still be higher than average. The average commute time was generally about thirty (30) minutes in the year 2000 in metropolitan Atlanta. Tables 8.8 and 8.9 illustrate three distinct groups in travel time to work within the City of Forest Park. The first group, between fifteen (15) and twenty four (24) minutes constitute close to thirty percent (30%) of total trips. The second group falls between thirty (30) and thirty four (34) minutes, which constitutes over seventeen percent (17%) of total trips, and the third group, workers traveling between forty-five (45) and fifty nine (59) minutes constitute almost twelve percent (12%) of total trips. Forest Park's close proximity to downtown and midtown Atlanta is consistent with the significant percentage of moderate travel times between fifteen (15) and thirty-four (34) minutes. The higher travel times are most likely associated with workers accessing more remote employment centers such as the Perimeter area and Buckhead, where most routes, such as I-285 are heavily congested during large portions of the day.

Table 8.8 Travel Time to Work Workers 16 Years and Over in Forest Park, 2000

TRAVEL TIME TO WORK		
Workers who did not work at home	**8,999**	**100.0**
Less than 10 minutes	886	9.8
10 to 14 minutes	1,203	13.4
15 to 19 minutes	1,628	18.1
20 to 24 minutes	1,377	15.3
25 to 29 minutes	438	4.9
30 to 34 minutes	1,399	15.5
35 to 44 minutes	553	6.1
45 to 59 minutes	743	8.3
60 to 89 minutes	521	5.8
90 or more minutes	251	2.8
Mean travel time to work (minutes)	26.8	(X

Table 8.9 Time Leaving Home to go to Work Workers 16 Years and Over in Forest Park, 2000

TIME LEAVING HOME TO GO TO WORK		
Workers who did not work at home	**8,999**	**100.0**
5:00 to 5:59 a.m.	816	9.1
6:00 to 6:29 a.m.	1,016	11.3
6:30 to 6:59 a.m.	1,393	15.5
7:00 to 7:29 a.m.	1,157	12.9
7:30 to 7:59 a.m.	1,098	12.2
8:00 to 8:29 a.m.	662	7.4
8:30 to 8:59 a.m.	342	3.8
9:00 to 11:59 a.m.	688	7.6
12:00 to 3:59 p.m.	737	8.2
All other times	1,090	12.1

The City of Forest Park has relatively short travel times to work with over half of the workers over 16 years of age traveling less than twenty four (24) minutes to work on an average day. The shorter travel times are consistent with Forest Park being located approximately ten (10) miles from downtown Atlanta. As shown in Table 8.9, most Forest Park workers 16 and over leave home to go to work between 6:00 AM and 8:00 AM with an relatively even distribution throughout this time frame. Again, this is consistent with the phenomena of peak spreading that is prevalent throughout metropolitan Atlanta.

8.2.2 Existing Levels of Service and Land Use

The existing transportation system Levels of Service (LOS) and system needs based upon existing design and operating capacities is illustrated in Map 8.9.

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

Volumes were compared on the five major functional classes summarized previously in the Transportation Inventory: Interstate Principal Arterial, Principal Arterial, Minor

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

While absolute criteria for assessing the validity of all model systems cannot be precisely defined, a number of target values have been developed. These commonly-used values provide excellent guidance for evaluating the relative performance of a particular travel demand model when compared to actual traffic count data. Observed versus estimated volumes should be checked by facility type and geographic area. As per the US Department of Transportation Model Validation and Reasonableness Checking Manual, the Federal Highway Administration (FHWA) and Michigan Department of Transportation define targets for daily volumes by facility type as shown in Table 8.10 below.

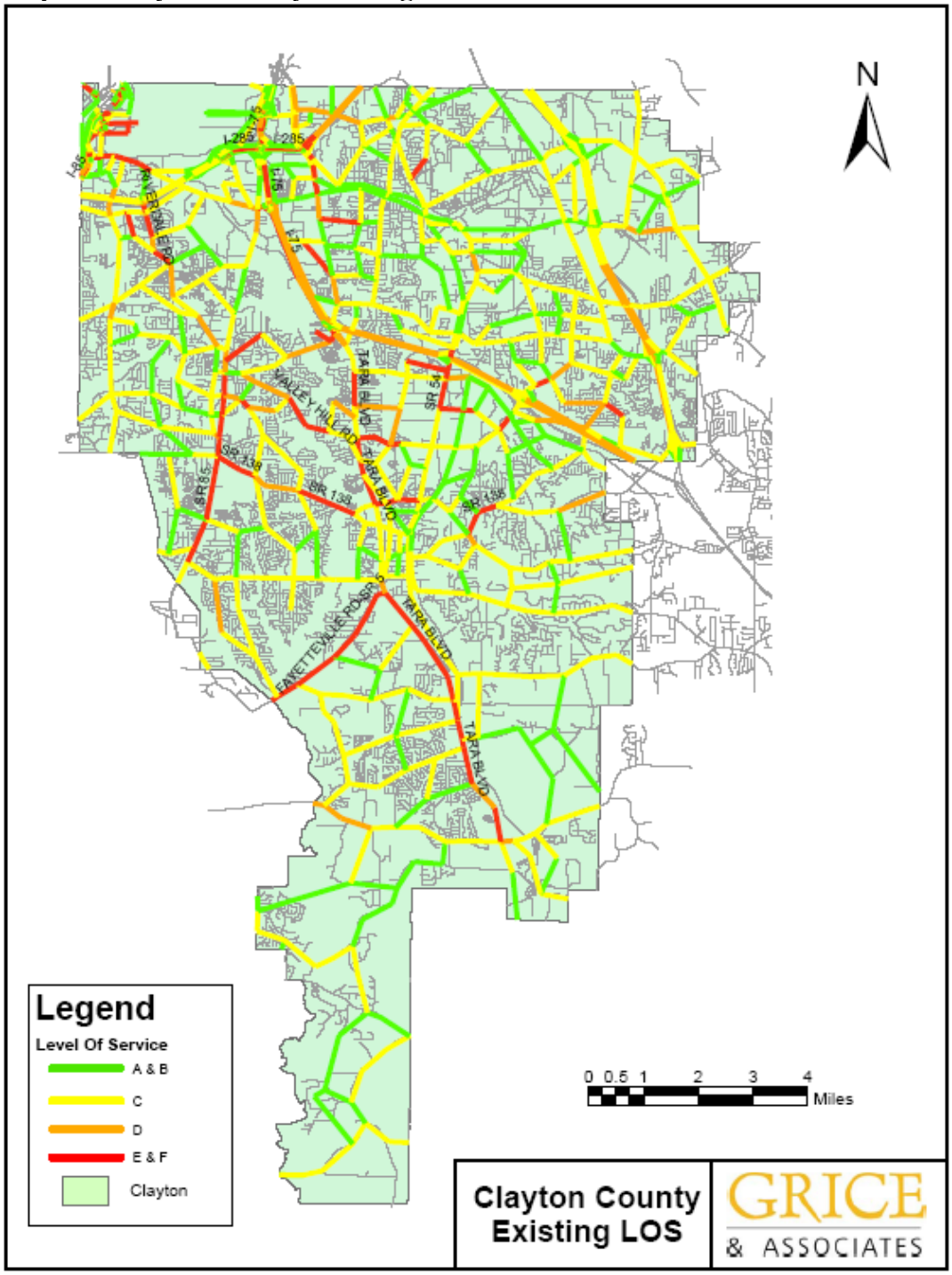
Table 8.10 Percent Difference Targets for Daily Traffic Volumes by Facility Type

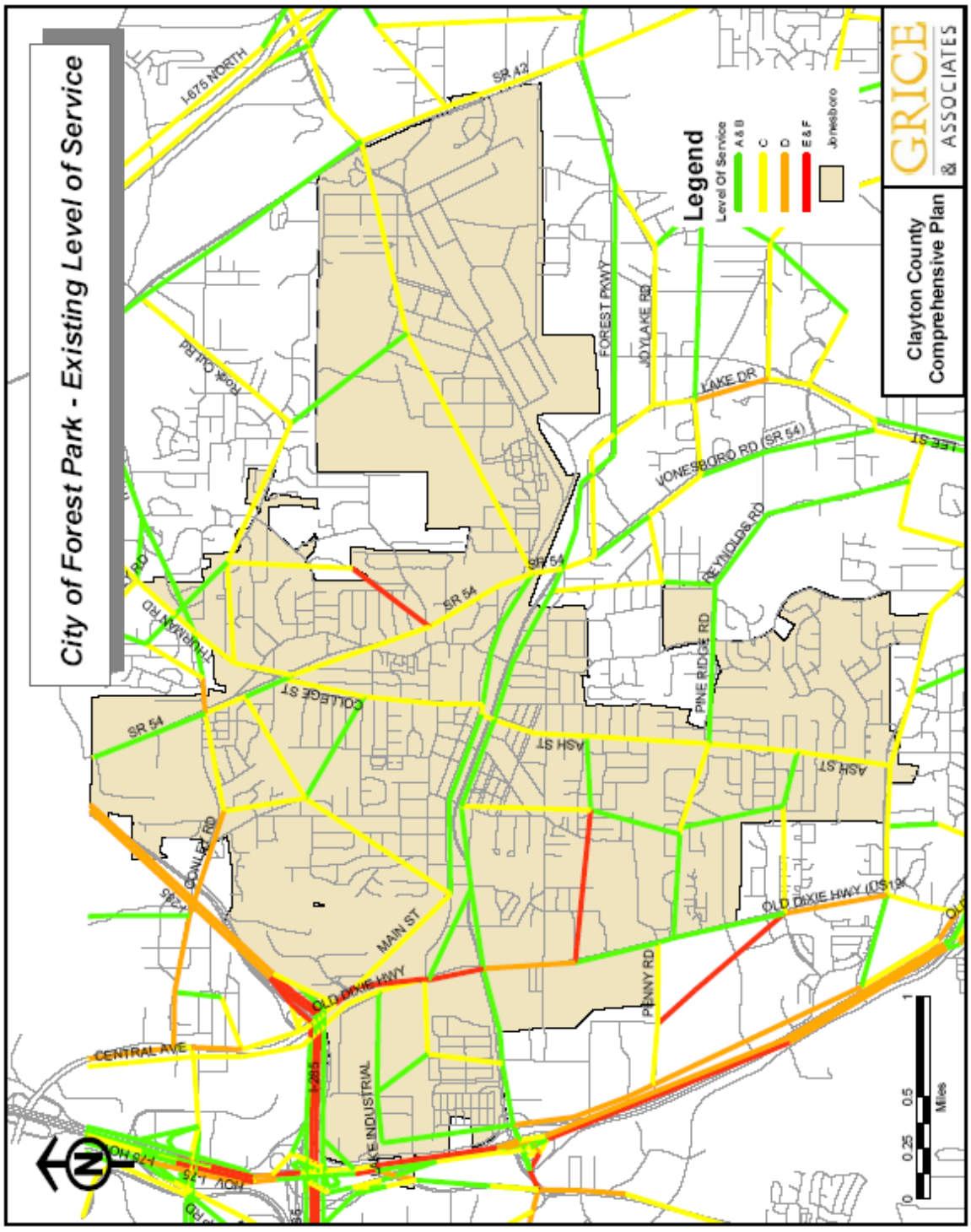
Facility Type	FHWA Targets	MDOT Targets
Freeway	+/- 7%	+/- 6%
Major Arterial	10%	7%
Minor Arterial	15%	10%
Collector	25%	20%

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

The FHWA guidelines were used for this study as this is the federally adopted standard for travel demand model validation.

Map 8.9 Clayton County Existing Level of Service





Map 8.9A – Forest Park Existing Level of Service

As expected, major arterials, such as Tara Boulevard (US 19/41), SR 138, SR 85, SR 54 have locations where the LOS is below the desired LOS D. This can be attributed to heavy traffic volumes and the large number of driveways and curb cuts with and without traffic signals that interrupt traffic flow on these major arterials. Interstate 75 near I-285 also experiences failing Level of Service, which can be attributed to heavy travel demand and the interchange with I-285 currently operating over capacity, which leads to acute congestion during the AM and PM peak hours at this location. Additionally there are short segments of West Fayetteville Road just south of Flat Shoals Road and just north of I-285, I-285 just west of I-75, Riverdale Road near I-285, I-85 just north of I-285, and Valley Hill Road west of Tara Boulevard that also experience an LOS below the accepted standard of D.

As the Metropolitan Atlanta area is currently in non-attainment status for air quality, the federal government will not fund roadway expansion projects to address traffic congestion on freeways and major arterials. However, as mentioned in the Level of Service Standards section of the report, a comprehensive access management plan can improve roadway capacity by as much as forty percent (40%) according to the 1985 *Highway Capacity Manual,* by the Florida Department of Transportation. Applying access management strategies to major arterials such as Tara Boulevard and SR 85 can be a lower cost alternative that could garner federal funding support versus the addition of lanes. Intersection improvements currently being funded by the SPLOST along major arterials such as SR 54 will improve capacity and provide congestion relief along such corridors.

Local road network improvements currently funded by the SPLOST will also provide some traffic relief in Clayton County, in particular in residential areas, where a number of roadway and intersection improvements are being improved with SPLOST funds.

Roadways that were analyzed within the City of Forest Park currently experience acceptable Levels of Service. However, improvements to sidewalks and bus stops are recommended to accommodate pedestrians and transit users in this area.

8.2.3 Future Levels of Service and Land Use

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

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

Additionally, GDOT historical trends were evaluated on major principal arterials, such as Tara Boulevard and I-75 to compare to the model forecast results. In situations where the historical trends were much greater than the model forecasts (without exceeding the capacity of the future roadway segments), the historical forecast volume was used instead of the travel demand model forecast volume.

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

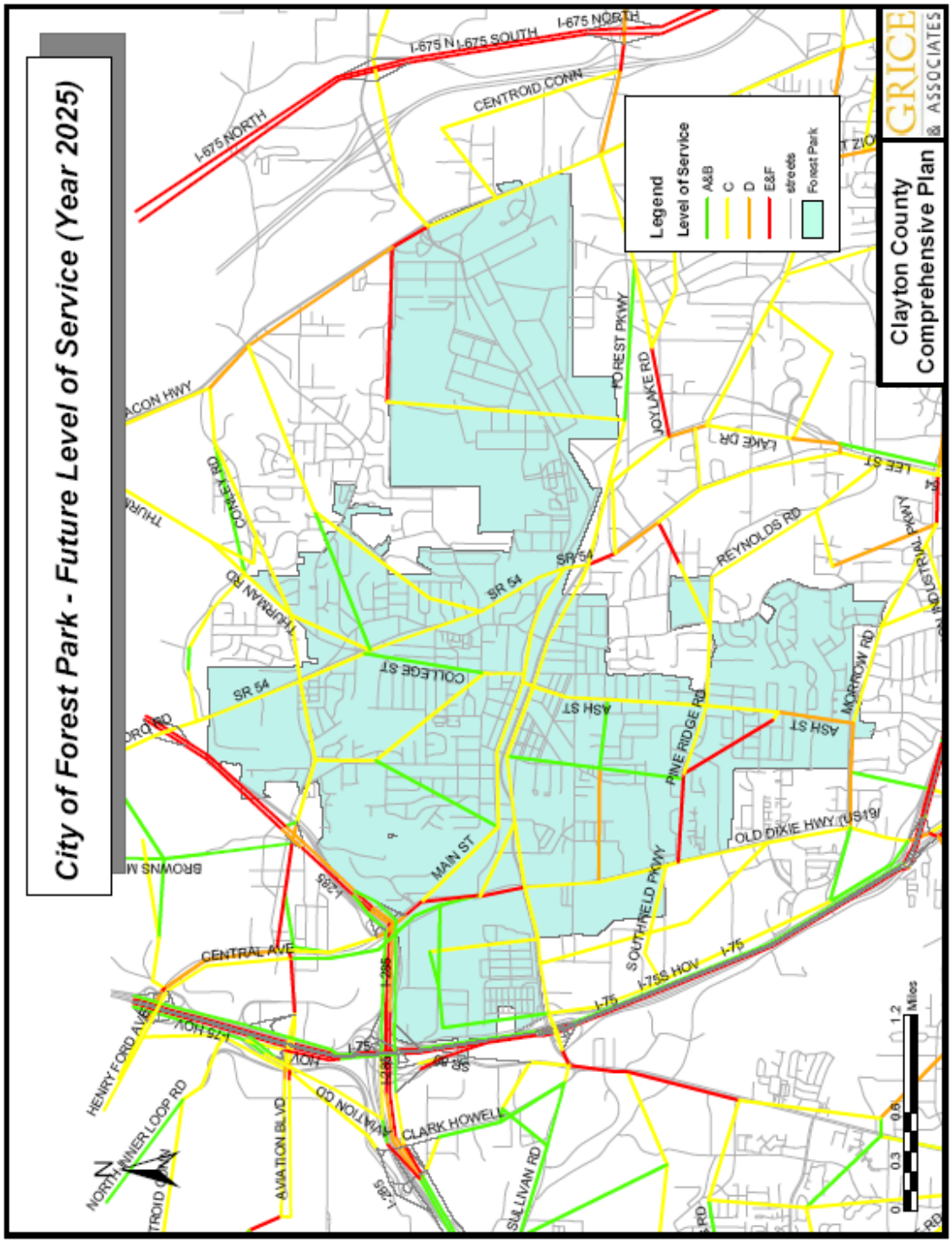
Traffic Performance Measures

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

Unsignalized intersection LOS becomes unacceptable (LOS E) at an average delay of 35 seconds per vehicle, and failure (LOS F) occurs at a delay of 50 seconds per vehicle. Signalized intersection level of service becomes unacceptable (LOS E) at an average delay of 55 seconds per vehicle, and failure (LOS F) occurs at 80 seconds per vehicle. While the previously mentioned thresholds specifically apply to intersection LOS, the same concepts can be applied to highway systems analysis to conduct an area wide, planning level assessment of a highway system.

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

Based on the ARC future travel demand model, the future LOS for the City of Forest Park is provided in Map 8.10.



Map 8.10 Forest Park Future Level of Service

Land Use and Transportation Interaction

Single-family subdivisions are located in Forest Park and throughout Clayton County in areas often distant from employment centers, leading to a reliance on vehicles and increases in vehicle miles traveled, as previously noted. Similarly, housing is not often located within or in convenient walking distance to employment centers, thus requiring vehicle use when public transit is not available. As previously noted, working from home and providing opportunities for citizens to walk to destinations via mixed use developments also reduces vehicle use and the associated VMT.

Livable Centers Initiative

Recognizing the relationship between land use patterns/densities and travel behavior in Clayton County, many of the cities have developed plans that support mixed uses in the downtown central business district to allow employees and residents to walk to amenities such as restaurants and shopping during the day. The **Forest Park Transit Village Transit Oriented Development (TOD)** plan for the area encompassing the proposed commuter rail station site is the heart of its downtown activity center. The city intends to utilize the redevelopment of this area to form a more dynamic town center, featuring a transportation plaza that will capitalize on the proposed commuter rail route, with appropriate shops and services and high density in-fill housing. In addition, mixed income housing and a system of parks and recreational amenities will all be connected by sidewalks, bike and jogging trails and public transportation.

HOV Lanes

A High Occupancy Vehicle (HOV) System Implementation Plan recommends HOV lanes on the I-75 corridor in Clayton County. The Georgia Fast Forward bond program includes HOV lanes on I-75 from SR 54 through to SR 155 in Henry County with preliminary engineering to begin in 2005 and construction in 2009.

By 2006, GDOT plans additional miles of HOV lanes outside I-285 on I-75 and I-675 south of the Atlanta city limits. HOV lanes were first introduced in December 1994 along an 18-mile section of I-20 east of I-75/85. In 1996, 60 additional miles were opened on I-75/85 inside I-285. HOV lanes are designed to help reduce air pollution, improve traffic congestion and ensure substantial time-savings for commuters that rideshare with two or more occupants per vehicle. HOV lanes are best suited for interstates congested by a large number of commuters traveling from their homes to densely developed activity centers and return trips. They are most effective as part of a transportation system that includes transit, park-and-ride lots and ride-share opportunities.

Ride-Share Programs

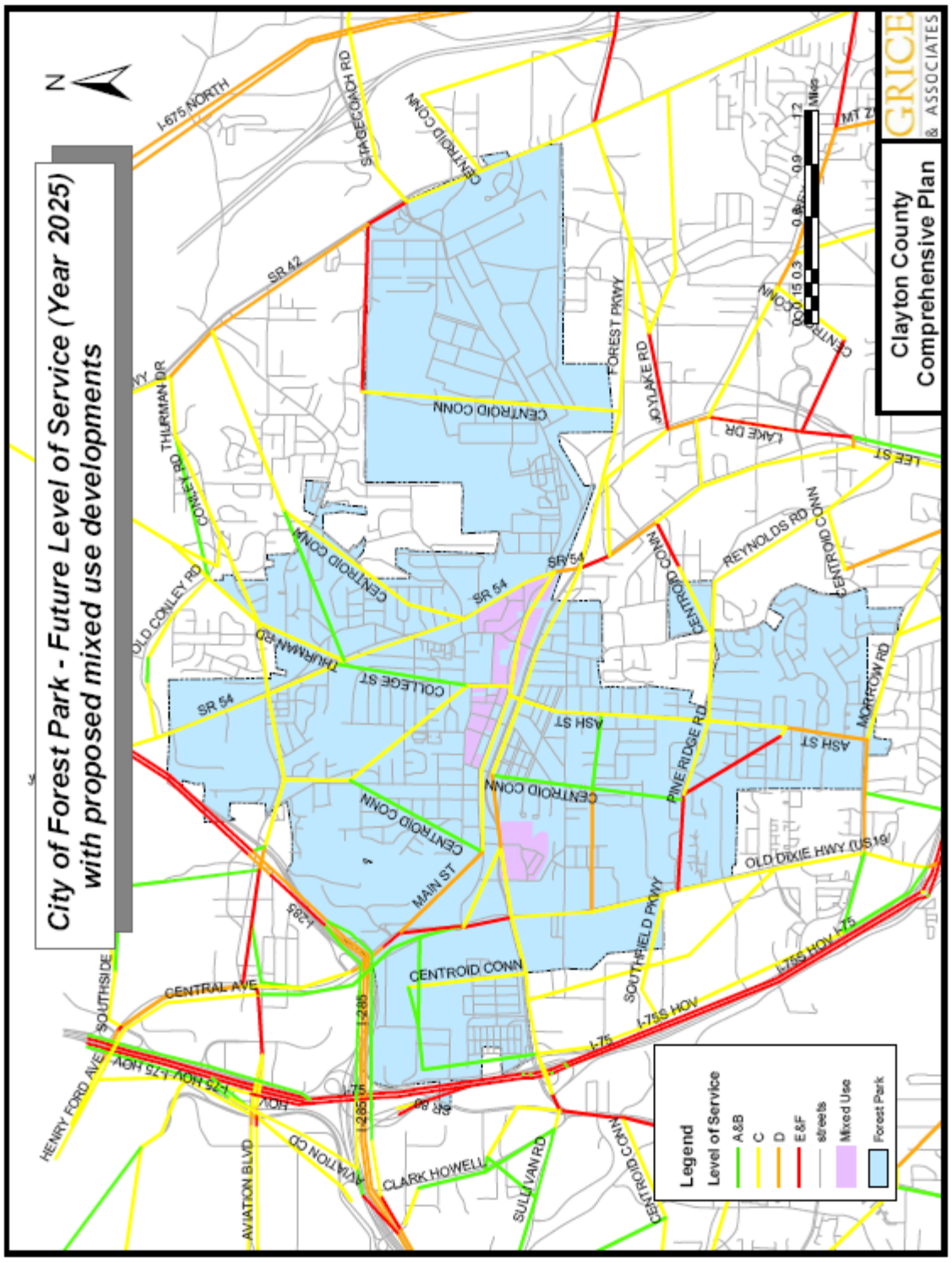
With respect to ride-share opportunities, the Hartsfield Area Transportation Management Association (HATMA) performs transportation workshops to provide employees with commute options such as forming carpools and vanpools. HATMA conducts worksite transportation surveys to help employers with providing commuter choices and parking management decisions. HATMA advises employers on transportation-related tax deductions and other tax benefits that can improve a company's bottom line. HATMA is one of eight (8) transportation management associations (TMAs) in the metro-Atlanta region formed where air quality does not meet federal clean air standards.

Commuter Rail

Commuter rail service between Macon and downtown Atlanta is partially programmed for federal funding. The City of Forest Park is scheduled to have a commuter rail station near the downtown/Main Street area. An additional four commuter rail stations are proposed within Clayton County.

Proposed Land Use Actions

Based on the proposed increases in mixed-use development in the Land Use Chapter of this comprehensive plan update, projections for transportation uses and LOS are illustrated in Map 8.11.



Map 8.11 Future LOS Considering Proposed Mixed-Use

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

8.3 Proposed Transportation Alternatives and Improvements

Provided below is a current list of recommended transportation alternatives and improvements in Forest Park and surrounding portions of Clayton County.

8.3.1 Livable Centers Initiatives

In FY 2001, the **Forest Park LCI Study** began and the following transportation projects were recommended:

- Construct 3-mile multi-use, bike/ped trail
- Acquire site and construct a rail station
- Construct a people mover train to Hartsfield-Jackson airport
- Construct a pedestrian bridge connecting Main Street and City Hall
- Forest Parkway Street Scope/ Pedestrian

8.3.2 Transportation Improvement Plan (TIP) and Regional Transportation Plan (RTP) Projects

Clayton County utilizes a variety of funding sources in building and maintaining their transportation network. Transportation projects in the ARC 2003-2005 Transportation Improvement Plan (TIP) and Regional Transportation Plan (RTP) includes a mix of financial support from Federal transportation programs, Georgia Department of Transportation funds, reinvestment revenue bonds, and local general revenue. Additional projects are funded through SPLOST programs.

The following projects are listed under the Atlanta Regional Commission Transportation Improvement Plan (TIP). These projects are scheduled for the 2003 – 2005 planning period.

Roadway Capacity and Intersection Upgrade Projects

- Widening SR 42 from Lake Harbin Rd north to Anvil Block Rd
- Widening SR 85 including interchange at Forest Parkway (SR 331) from Adams Drive to I-75 ramp west of the City of Forest Park.
- Widening SR 85 from SR 279 to Roberts Rd
- Widening Battlecreek Rd from Southlake Pkwy. to Valley Hill Rd
- Widening Battlecreek Rd-Mt. Zion Blvd from Southlake Pkwy to Lake Harbin Rd.
- Widening SR 138 from Walt Stephens Rd to I-75 South in Henry County.
- Widening SR 54 from McDonough Rd in Fayette County to SR 3/US 41/Tara Blvd.
- Widening SR 314-Fayetteville Rd from Norman Dr/CR 255 to SR 139/Riverdale Rd.
- Widening SR 42 from SR 138 in Henry County to I-675 northbound.
- Widening Conley Rd (Aviation Blvd Extension) from SR 54 to SR 3-Old Dixie Hwy.(NOTE: ARC recommended that this project be moved to the long range per amendments to the FY 2003-2005 TIP and 2025 RTP listing bond funded projects)
- Widening SR 920-Jonesboro Rd from SR 54 to US 19/41 and SR 3.
- Widening Anvil Block Rd from the end of current 5-lane section to Bouldercrest Rd
- Widening I-75 South add two lanes southbound only from I-285 south to US 19/41-SR 3-Old Dixie Hwy.
- Interchange capacity expansion at I-75 south new interchanges and 4-lane collector/distributor system.
- Widening US 41/SR 3-Cobb Parkway from Windy Hill Rd to Terrell Mill Rd.
- I-75 South interchange upgrade.
- I-285 eastbound to I-75 southbound interchange upgrade.

Roadway Operation Projects

- I-285 and Conley Rd.
- Flint River Rd from Glenwood Dr to Kendrick Rd.
- Tara Rd from McDonough Rd to Tara Blvd.
- ATMS Enhancement, Phase 2.
- Anvil Block Rd from Bouldercrest Rd to Allen Rd.
- Conley Rd from SR 54 to Cherokee Trail.
- SR 85 and SR 138 from SR 331 and SR 85 to Pointe South Pkwy and North Ave.
- Jonesboro Rd-SR 54 signal upgrades at 16 locations from Rex Rd to East Dixie Dr.

- ATMS/ITS enhancements implementation.

Pedestrian Facility Expansion and Improvements

- Putnam Ford Rd from Bascomb Carmel Rd to Eagle Dr.
- Woodstock Rd sidewalks from SR 92 to Oak Grove Elementary School.
- Jonesboro downtown pedestrian streetscape from North Ave to South Ave.
- Riverdale sidewalks around school facilities.
- Lake Harbin Road sidewalks from Maddox Rd to SR 42.
- Transit-oriented pedestrian improvements from I-75 south to US 19/41-SR 3.
- Forest Park sidewalks around school facilities (3-phase project).

Bridge Capacity Expansion and Upgrades

- Bridge capacity expansion I-75 south at Lee Street Bridge.
- Bridge upgrade SR 42 at Upton Creek.
- Bridge upgrade US 19/41-SR 3-Old Dixie Hwy at Central of Georgia Railroad.
- Rex Rd at Big Cotton Indian Creek.

8.3.3 SPLOST Projects

In addition to the TIP projects in Clayton County, a number of road improvements are scheduled to be funded through the county SPLOST. SPLOST funds have been earmarked for a variety of transportation improvement projects including new road construction, road widening or improvement, intersection improvements, upgrading dirt roads, upgrading bridges and box culverts, improving railroad crossings, installing sidewalks, and reducing congestion around schools.

Road Construction Projects

- Aviation Blvd Extension – From Intersection of Aviation at Old Dixie Road to Conley Road near Ellery Drive.
- Gardenwalk Boulevard – Phase 1 – From Gardenwalk Boulevard at SR 85 to upper Riverdale Rd.
- Jonesboro Transportation Improvements – General road improvements inside the City of Jonesboro.
- Noah's Ark Road – From the intersection of Tara Boulevard at Betty Talmadge Avenue to the intersection of Thornton Road at Noah's Ark Road.
- Pleasant Hill Road to E. Pleasant Hill Road – From East Pleasant Hill Road to Pleasant Hill Road.
- Richardson Parkway – From Mt. Zion Boulevard to Mt. Zion Road.

Road Widening and Improvement Projects

- Anvilblock Road – From the existing 5 lane section to the Henry County line.
- Battlecreek Road – From Valley Hill Road to Southlake Parkway.
- Bethsaida Road – From the Fulton County line to Carder Court.
- Conley Road – From SR 54 to the DeKalb County line.
- Conley Road/Aviation Boulevard Extension – From Aviation Blvd to SR 54.
- Davidson Parkway – Davidson Parkway South realignment and widening to 3 lanes.
- East Lovejoy Road – From La Costa to Hastings Bridge Road.
- Flint River Road – Expand to three lanes from Glenwood Drive to Kendrick Road; Expand to four lanes with median from Kendrick Road to Tara Boulevard; From Pointe South Parkway to Thomas Road.
- Godby Road – From Highway 314 to South Hampton Road.
- Lee Street – From Southlake Parkway to Twilight Trail.
- Mt. Zion Boulevard – Four lanes with median from Southlake Parkway to Lake Harbin Road; Three lanes from Lake Harbin road to Rex Road. Three to Four lanes from Richardson parkway to SR 138.
- Mundy's Mill Road – From SR 54 to East of Fitzgerald Road.
- Norman Drive – From SR 314 to SR 139.
- North Bridge – 1,000 feet on either side of Flint River Bridge.
- Old Rex-Morrow Road – 500 feet on either side of Hartford Drive. Improve intersections around Maddox Road to accommodate planned schools.
- Panola Road – From Bouldercrest Road to the Henry County Line.
- Pine Drive – From Crestridge Drive to SR 139.
- Pointe South Parkway – From Flint River Road to SR 85.
- Rex Road Bridge – 1,000 feet on either side of Big Cotton Indian Creek.
- Rountree Road – Between Old Rountree Road and SR 138.
- Southlake Parkway – From Noland Court northward to railroad spur track.
- SR 139 at SR 85 – Construct an eastbound right turn lane from SR 139 onto SR 85 southbound.
- Tara Road – From McDonough Road to US 19/41 Tara Boulevard.
- Tara Road – From Panhandle Road to US 19/41.
- Valley Hill Road – From Battlecreek Road to Upper Riverdale Road.
- West Lee's Mill Road – From Gardenwalk Boulevard to Rock Hill Drive.
- Warren Drive – From Warren Drive dead end to SR 85.

Intersection Improvements

- BattleCreek Road at Southlake Parkway – Construct east and westbound left turn lanes.
- Cash Memorial Boulevard at Old Dixie Road – Add a westbound turn lane from Cash Memorial Boulevard.
- Clark Howell at SR 85 – Realign southern end of Clark Howell.

- College Street at Main Street (Forest Park) – Realign College Street with Ash Street.
- Elliot Road at Fielder Road – Add a right turn lane from Elliot Rd. to Fielder Rd.
- Evans Drive at Rex Road – Add a new northbound right turn lane.
- Flat Shoals Road at SR 314 – Realign Flat Shoals Rd. away from SR 314.
- Forest Parkway at North Parkway – Add an eastbound right and westbound left turn lane.
- Lovejoy Road at Tara Boulevard – Realign sharp curves on Lovejoy Rd near Tara Blvd.
- McDonough Rd at Hastings Bridge Road –
- Mt. Zion Blvd at Mt. Zion Circle – Add a northbound turn lane on Mt. Zion Blvd.
- North McDonough St. at SR 138 – Add northbound lane and restripe for southbound exclusive right turn lane.
- SR 138 at SR 138 Spur – Enlarge the radius of traffic traveling westbound.
- SR 54 at Commerce Road – Add a southbound right turn lane.
- SR 54 at Southern Road – Add a southbound right turn lane.
- SR 54 at Thomas Road – Add a northbound left turn lane.
- SR 54 at US 19/41 – Add a northbound right turn lane.
- Tara Boulevard at SR 138 Spur – Construct a bridge over SR 138 with ramp turn lanes.
- Upper Riverdale Road at Arrowhead Boulevard – Add an eastbound right turn lane.
- Valley Hill Road at Camp Street – Add a westbound right turn lane.
- Webb Road at SR 85 – Construct a westbound right turn lane.

Upgrade Dirt Roads

- 1st Avenue
- East Clayton Road
- Ellison Road
- Front Street
- Lee Street
- Lunsford Drive
- Mill Street
- Otis Camp Road
- The Inlet

8.3.4 Bike and Pedestrian Considerations

It is recommended that the City of Forest Park work with Clayton County to plan, develop, and implement a county-wide bike/ped/trails plan; and a long-range, comprehensive transportation plan. The proposed long-range, comprehensive transportation plan should take into consideration: (1) routes identified herein with LOS of E or F; (2) bridges with poor condition ratings; (3) and the recommended improvements identified in LCI studies.

8.3.5 Proposed Alternative Modes of Travel

- HOV Lanes
- Hartsfield-Jackson International Airport Transportation Management Association
- Sidewalk improvements
- C-TRAN
- Macon-Atlanta Commuter Rail
- Southern Crescent multi-modal transportation service center

8.3.6 Emergency Preparedness

The purpose of this section is to assess the adequacy of the existing and projected transportation system to evacuate populations prior to an impending natural disaster. Since Clayton County is not a coastal region, there are few concerns about flooding or hurricane evacuation. Nevertheless, Forest Park and Clayton County are well served by interstates I-75, I-675 and I-285 which can be used in the event of a natural disaster. In term of national security considerations, Fort Gillem is served by I-675 at Moreland Avenue (SR 42) from the East and Jonesboro Road from the west.

8.3.7 Transportation Operations in Undeserved Areas

This section assesses the problems in residential areas underserved by effective transportation options. The primary need for expanded public transportation can be met with service provided by C-TRAN and MARTA. To help ease the need for additional roadways, mixed-use and transit-oriented developments that will reduce the need for vehicular travel are encouraged.

8.4 Transportation Requirements for Non-Attainment Areas

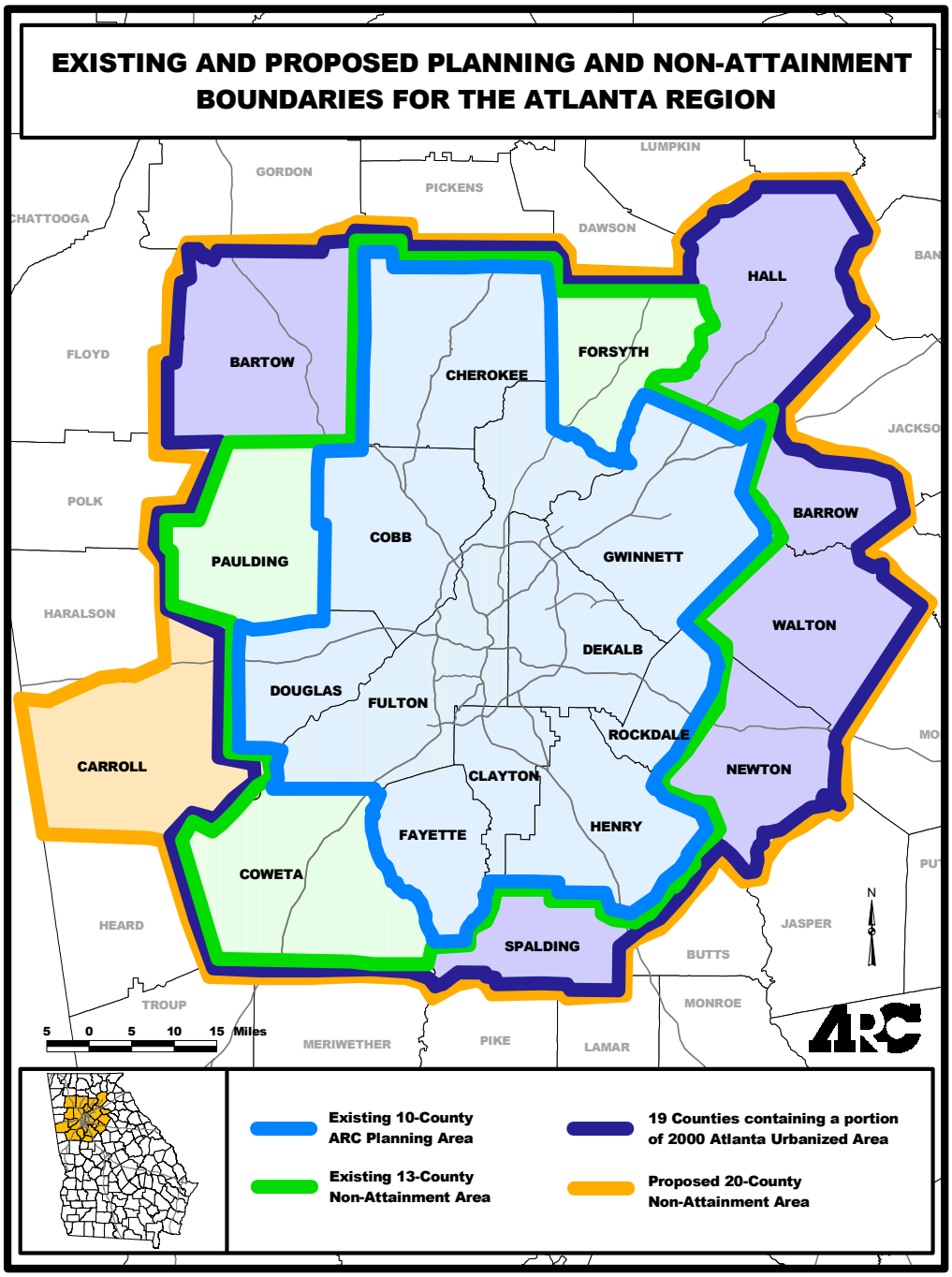
This section provides a discussion of the severity of any violations contributed by transportation related sources that are contributing to air quality non-attainment; and identification of measures, activities, programs, and regulations that metro Atlanta will implement consistent with the Statewide Implementation Program (SIP) for air quality through the comprehensive plan implementation program, as per the Intergovernmental Coordination Element of the DCA Rules. See Map 8.12.

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

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

non-attainment status as of January 2004. Measures that the county and cities will implement to comply with the state implementation plan include encouraging transportation demand management, provision of an extensive sidewalk system, and certain efforts to promote public transit. Clayton County has recently undertaken significant steps in transportation demand management by implementing a regional bus transit system with the assistance of GRTA, and by passing a Special Purpose Local Option Sales Tax (SPLOST); the proceeds of which will help fund the installation of ninety-six (96) miles of sidewalks on forty-seven (47) miles of roads in Clayton County and municipal areas.

Map 8.12 Atlanta Region Non Attainment Area



8.5 Articulation of Community Vision and Goals and Implementation

As per the requirements for local governments in the Advanced Planning Level, the following information has been identified concerning community vision, goals and implementation.

8.5.1 Adopted LOS Standards

A workshop was conducted with Clayton County transportation officials to confirm acceptable Level of Service Standards for the transportation network in Clayton County. *Synchro/Simtraffic* simulation models were utilized during this workshop to graphically illustrate the differences between intersection Levels of Service ranging from A to F. Descriptions of the various Levels of Service are presented as follows:

Level of Service A

Level of Service A conditions are characterized by free flowing conditions with maximum mobility to switch lanes and very little delay (less than 10 seconds for signalized intersections)

Level of Service B

Level of Service B conditions are characterized by free flowing conditions, though with minor limitations to freedom to switch lanes. Intersection delays range from ten (10) to twenty (20) seconds at Level of Service B.

Level of Service C

At Level of Service C, some queuing is observed at intersections, though all queues are typically dispersed during the green cycle. Freedom to change lanes continues to diminish, though there is still some flexibility to do so. Intersection delays range from twenty (20) to thirty-five (35) seconds in Level of Service C conditions.

Level of Service D

At Level of Service D, queuing at intersections becomes more pronounced, and when signals are not optimally timed, all queued vehicles may not make it through the intersection. Flexibility to change lanes is minimal, and intersection delays range from thirty-five (35) to fifty-five (55) seconds.

Level of Service E

Level of Service E represents capacity conditions, where intersection queuing becomes acute and traffic flow is near breakdown, making lane switching difficult. Intersection cycle failures begin to occur at capacity conditions where the entire queue of traffic does not make it through the intersection during the green cycle. Delays at Level of Service E range from fifty-five (55) to eighty (80) seconds.

Level of Service F

At Level of Service F, forced flow traffic conditions exist and intersection cycle failures are common. Queues in excess of a half a mile or greater can build at intersection

approaches at Level of Service F conditions. Delays of eighty (80) seconds or greater exist at Level of Service F.

As a result of the Level of Service workshop, a Level of Service D has been determined appropriate as the minimum required Level of Service. This Level of Service Standard would apply to all existing and future intersections within Forest Park and Clayton County and is consistent with the community's visions and goals of balancing growth, congestion, and green space throughout Forest Park and Clayton County.

8.5.2 Transportation Vision

In the future the City of Forest Park will have a multi-modal transportation system providing for safe and efficient travel within the city and connections to destinations within Clayton County and the metropolitan region.

8.5.3 Transportation Goals and Policies

Goal 1.0 Adopt land development regulations and provide government incentives to mitigate congestion and achieve the adopted LOS D.

Policy 1.1 Consider adopting the following measures to mitigate poor projected LOS.

- Provide local government employees with flex-time schedules and encourage local employers to do the same
- Provide local government employees with telecommuting programs and encourage local employers to do the same
- Provide local government employees with subsidies for carpooling and using public transit and encourage local employers to do the same
- Modifications to land use regulations (zoning) to support mixed use development
- Consider the provision of local shuttle services between employment, visitor and residential hubs in the City of Forest Park

Policy 1.2 Adopt development regulations and incentives to ensure that new development does not cause the community's adopted LOS for an individual transportation facility to decline below the established transportation performance measures

Policy 1.3 Ensure that transportation capital improvements or other strategies needed to accommodate the impacts of development are made prior or concurrent with the development;

Policy 1.4 Require comprehensive traffic studies with all major development proposals to determine if the proposed development would cause any adjacent intersections to fall below the newly adopted Level of Service D threshold.

Policy 1.4.1 When studies show that proposed developments would cause any adjacent intersections to operate at LOS E or F, it is recommended that the City require the developer take all necessary steps, including but not limited to paying for necessary roadway improvements, prior to approving the development plan.

Policy 1.5 Develop and adopt a "thoroughfare plan" which categorizes each roadway by its appropriate function within the city's overall road system .

Policy 1.6 Classify and size roadways according to existing and future demand and develop access standards based on these functions.

Goal 2.0 Provide a multi-modal transportation network that includes safe and adequate bicycle and pedestrian facilities.

Policy 2.1 Adopt standards, initiate programs and undertake actions to promote the development of additional pedestrian and bike facilities. Develop access control guidelines for each functional class of roadway to ensure that each roadway fulfills its functional use in the future. Access control guidelines for Principal arterials should consolidate access into multiple businesses as well as the consolidate pedestrian crossings and the associated transit stops to maintain the principal arterial's function of providing mobility throughout the City. Standards for local collectors should allow more liberal access and multiple pedestrian crossings including raised pedestrian crossings to calm traffic in residential areas of the City of Forest Park.

Policy 2.2 Implement bicycle lanes in conjunction with new construction of appropriate types of roadway classes to provide for safer, multi-modal corridors where practical throughout the city.

Policy 2.3 Develop and adopt a city-wide sidewalk plan that promotes the improvement of pedestrian sidewalks in residential areas.

Policy 2.4 Support and facilitate the continued expansion of C-Tran bus service in Forest Park.

Policy 2.5 Support the establishment of a "direct link" by public transit to Hartsfield Atlanta International Airport consistent with the recommendations of the LCI Plan

Goal 3.0 Align existing plans and performance measures with any future plans to achieve more detailed transportation goal and policy development.

Policy 3.1 Ensure that measures to manage or control land uses and natural resources are included in the city's transportation planning process. This comprehensive development plan update includes proposed land use actions to increase mixed use developments. Developments that combine a mix of land uses promote the wider objectives of reducing the need to travel and reliance on the car. Mixed-use developments closely integrated or closely linked residential uses with other uses such as a mix of housing, employment and community activities in order to encourage travel by walking and cycling between them.

Policy 3.2 Develop design standards for each roadway classification to preserve the appropriate balance between their traffic service and land use functions.

Policy 3.2 Coordinate transportation planning activities with county, regional, and state agencies.