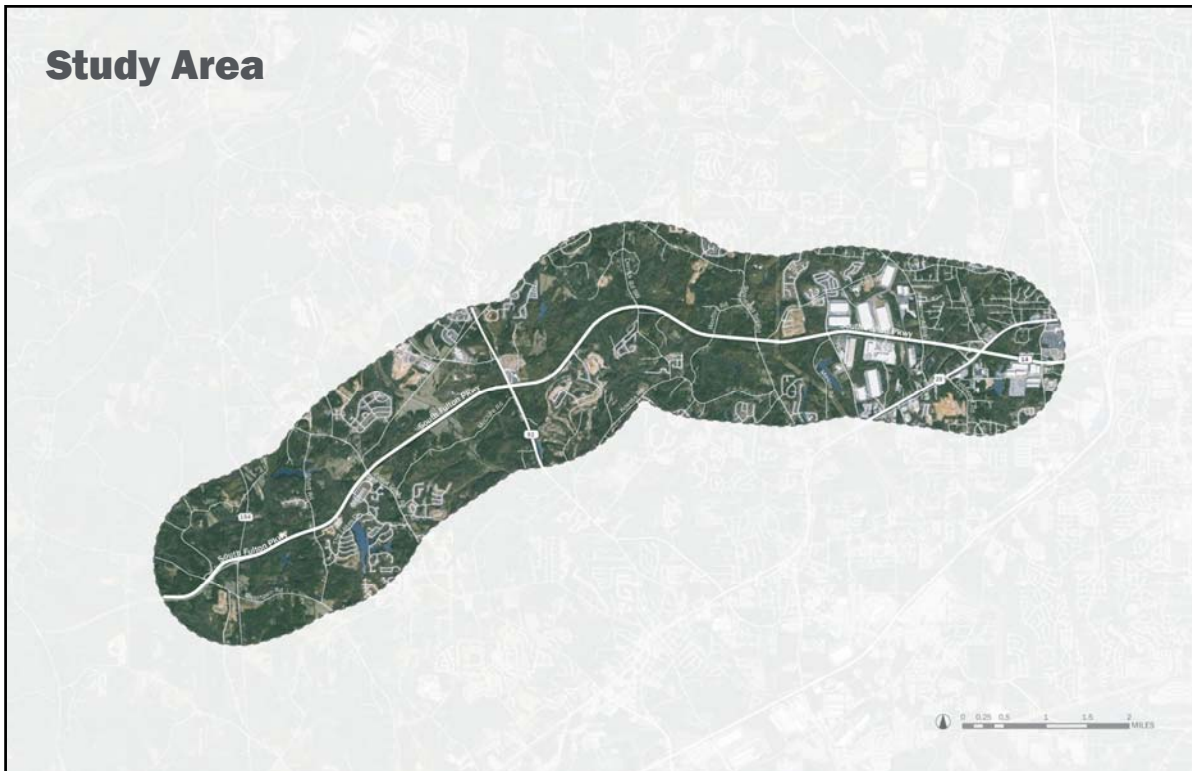
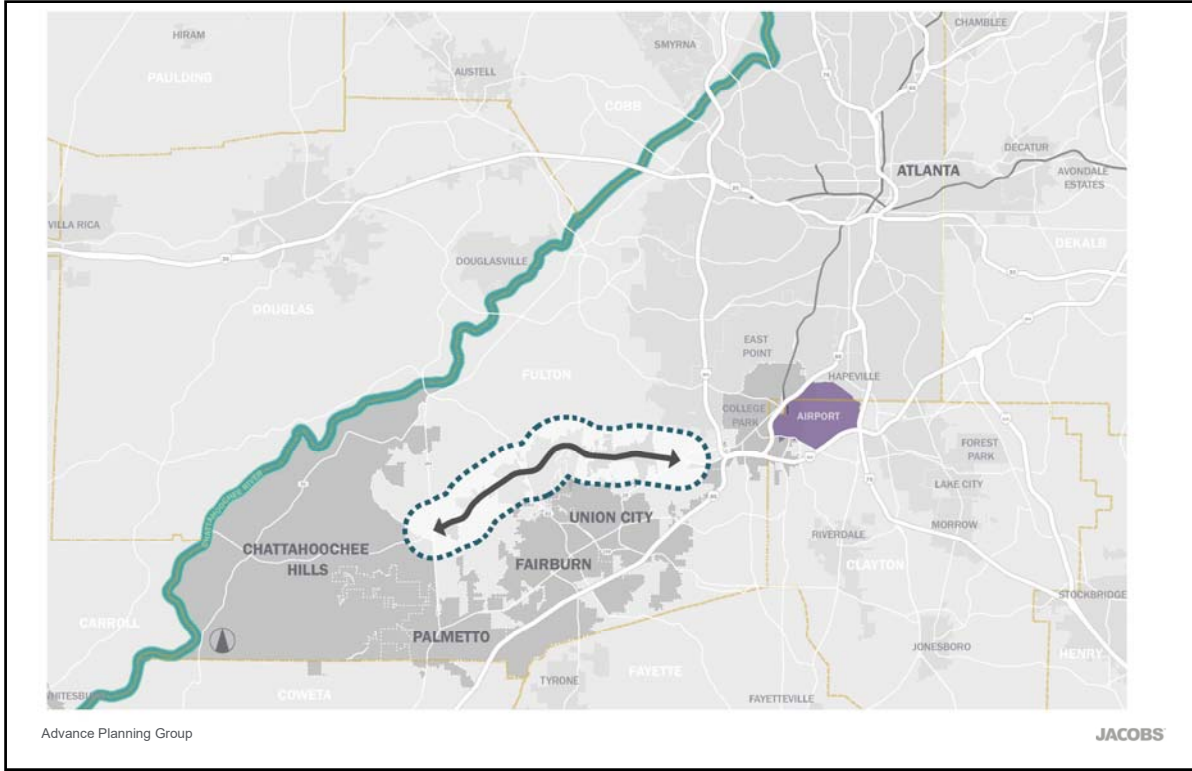
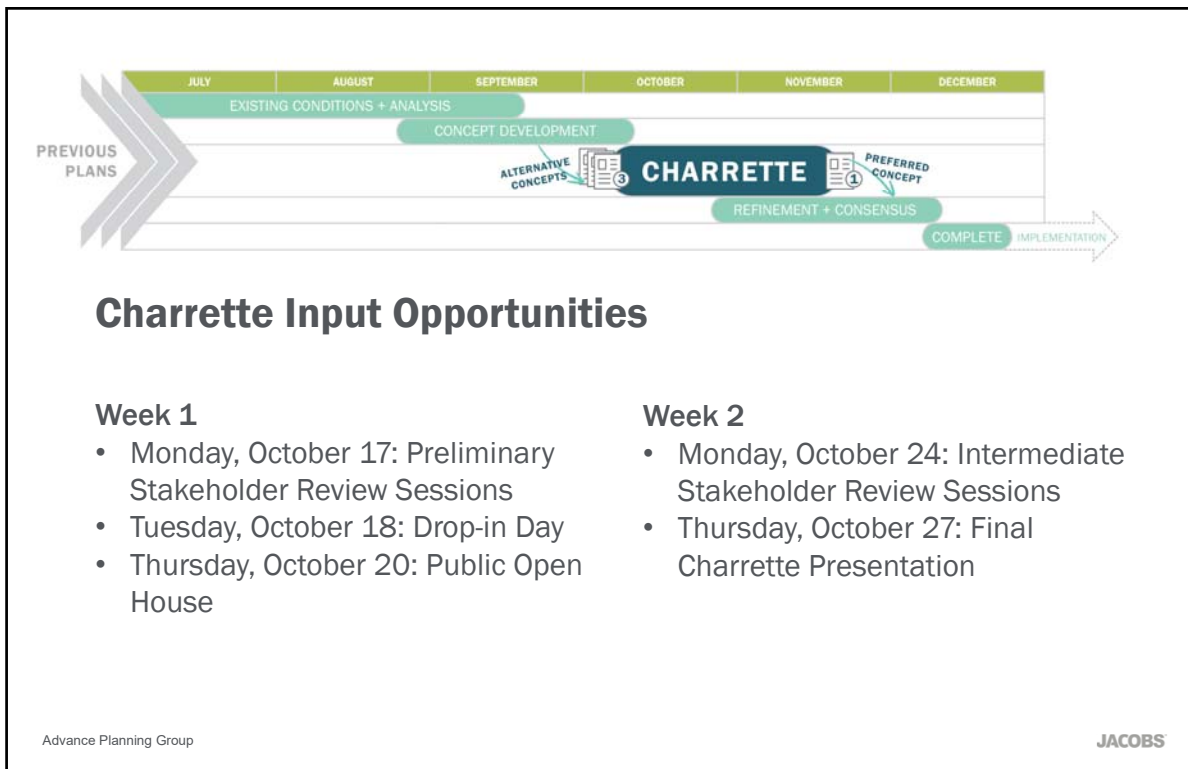


CONSENSUS

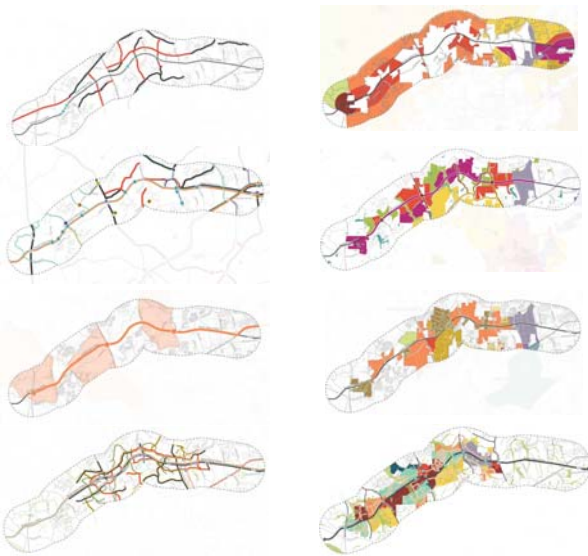
What will be our legacy on
South Fulton Parkway?







Existing Conditions: Current Plans



- South Fulton Parkway Access Management Plan
- South Fulton Comprehensive Transportation Plan
- MARTA South Fulton Parkway Transit Feasibility Study
- South Fulton Parkway Corridor Plan: A Plan for Union City's Northern Corridor
- 2030 Fulton County Comprehensive Plan
- Union City Comprehensive Plan 2010-2030 (2010)
- Parkway South: An Economic Development Master Plan for South Fulton Parkway
- Union City Urban Redevelopment Plan

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Land Use

Land uses throughout the study area corridor are mixed, but generally transition from more urbanized in the east to less developed and more rural in the west. Approximately half of the study area is undeveloped: about 42 percent (6,472 acres) is classified as forested, and 7.5 percent (1,133 acres) is agricultural. Industrial uses are concentrated in the eastern half of the study, whereas residential uses and forested areas are more dominant in the west.

A number of developments had preliminary site work completed, but the market stalled and the neighborhoods were never completed.

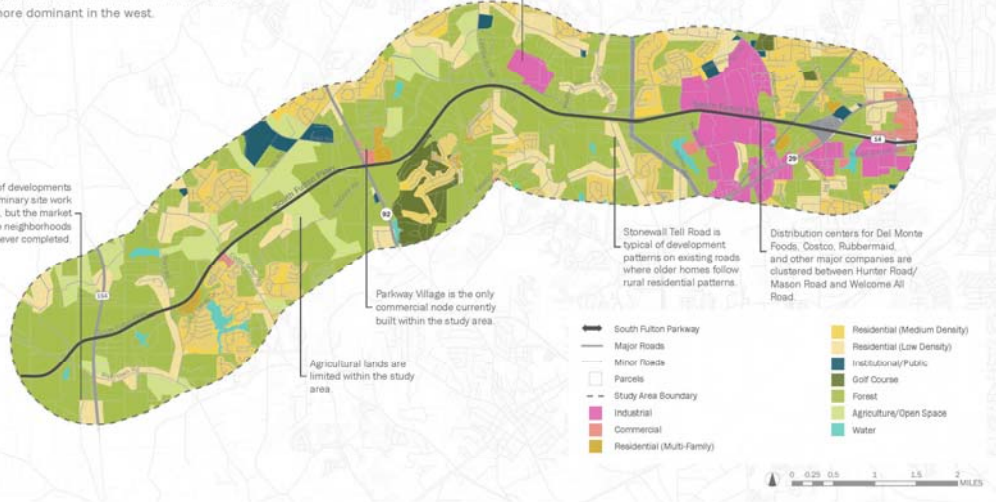
A new Wal-Mart distribution center was recently built east of Derrick Road, although visually buffered from the Parkway, the community had to confront the issue of clear-cutting trees required to develop the site for warehousing.

Stonewall Tall Road is typical of development patterns on existing roads where older homes follow rural residential patterns.

Distribution centers for Dell Monte Foods, Costco, Rubbermaid, and other major companies are clustered between Hunter Road/Mason Road and Welcome All Road.

Parkway Village is the only commercial node currently built within the study area.

Agricultural lands are limited within the study area.



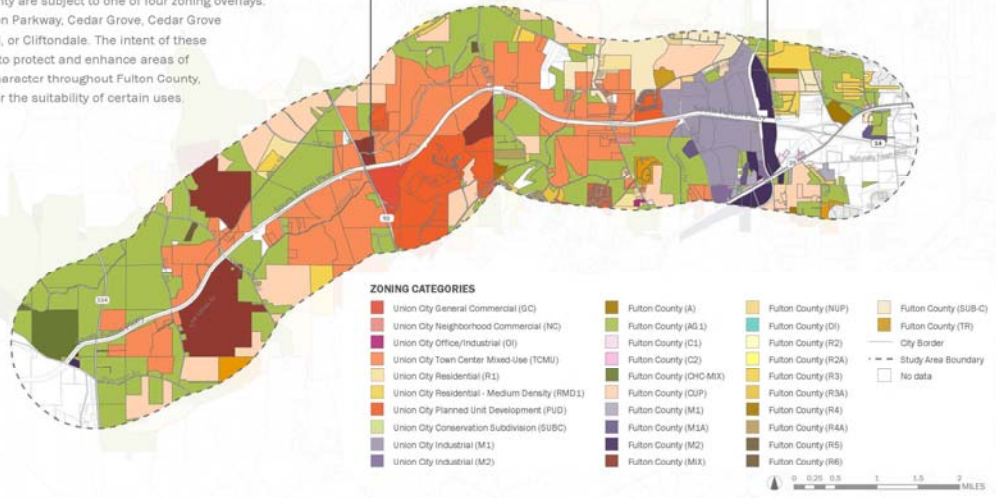
8 | South Fulton Parkway Corridor Plan

Zoning

Zoning in the study area is primarily controlled by Fulton County and the City of Union City. The most prevalent Union City district along the Parkway is TCMU, which allows for a broad variety of uses and densities. However, many of these districts are interspersed with Fulton County's AG-1, which primarily accommodates agricultural uses and single family dwellings. Almost all of the parcels in unincorporated Fulton County are subject to one of four zoning overlays: South Fulton Parkway, Cedar Grove, Cedar Grove Agricultural, or Cliftondale. The intent of these overlays is to protect and enhance areas of different character throughout Fulton County, and monitor the suitability of certain uses.

Mixed-use districts are most heavily concentrated near the intersection of the Parkway and Highway 92.

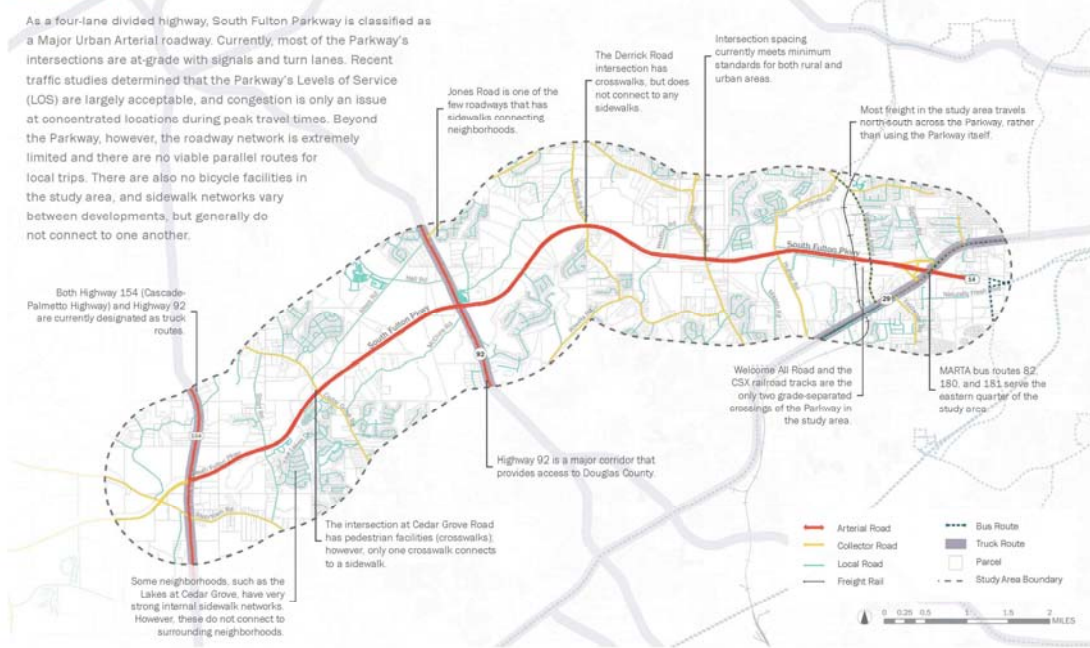
Heavy industrial is limited to a narrow strip of land adjacent to the railroad tracks.



South Fulton Parkway Corridor Plan | 9

Transportation

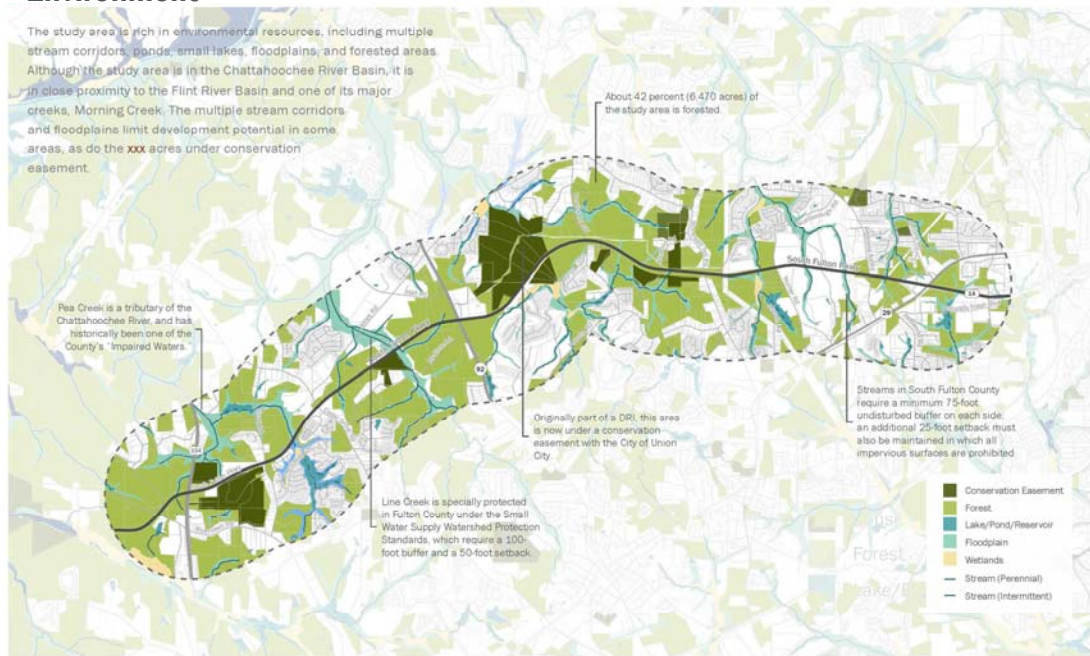
As a four-lane divided highway, South Fulton Parkway is classified as a Major Urban Arterial roadway. Currently, most of the Parkway's intersections are at-grade with signals and turn lanes. Recent traffic studies determined that the Parkway's Levels of Service (LOS) are largely acceptable, and congestion is only an issue at concentrated locations during peak travel times. Beyond the Parkway, however, the roadway network is extremely limited and there are no viable parallel routes for local trips. There are also no bicycle facilities in the study area, and sidewalk networks vary between developments, but generally do not connect to one another.



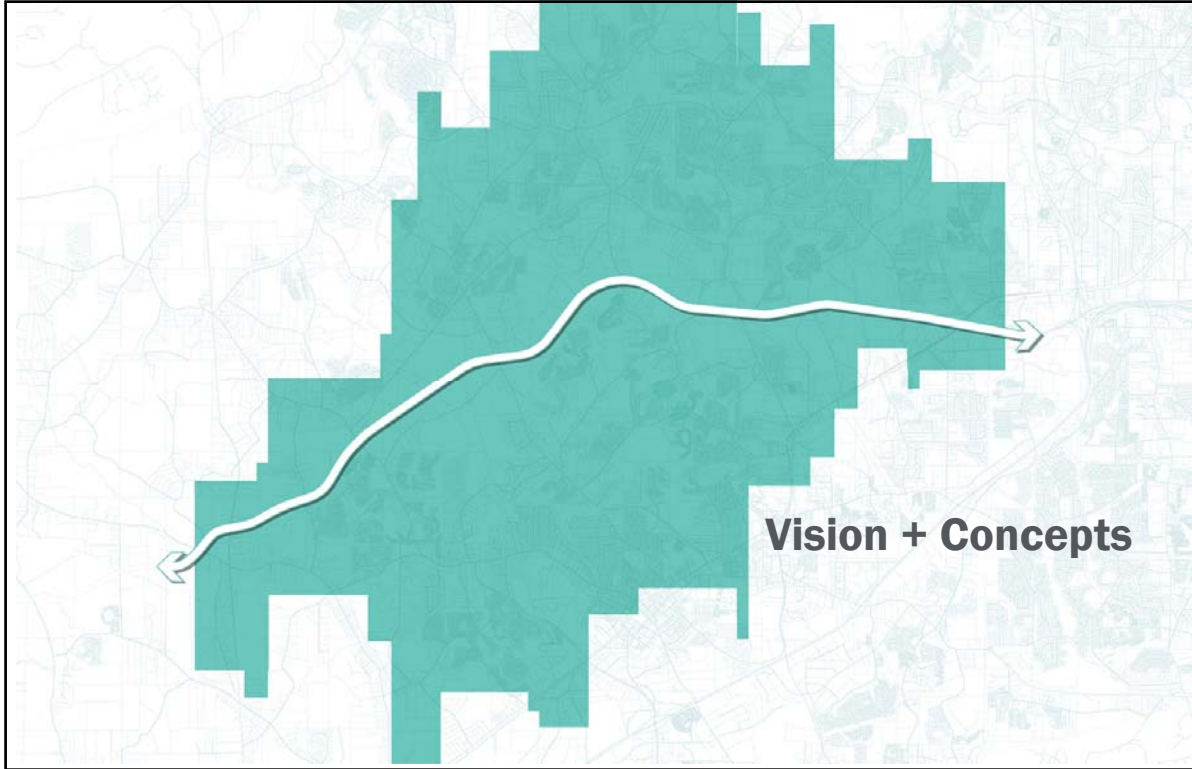
10 | South Fulton Parkway Corridor Plan

Environment

The study area is rich in environmental resources, including multiple stream corridors, ponds, small lakes, floodplains, and forested areas. Although the study area is in the Chattahoochee River Basin, it is in close proximity to the Flint River Basin and one of its major creeks, Morning Creek. The multiple stream corridors and floodplains limit development potential in some areas, as do the xxx acres under conservation easement.



South Fulton Parkway Corridor Plan | 11



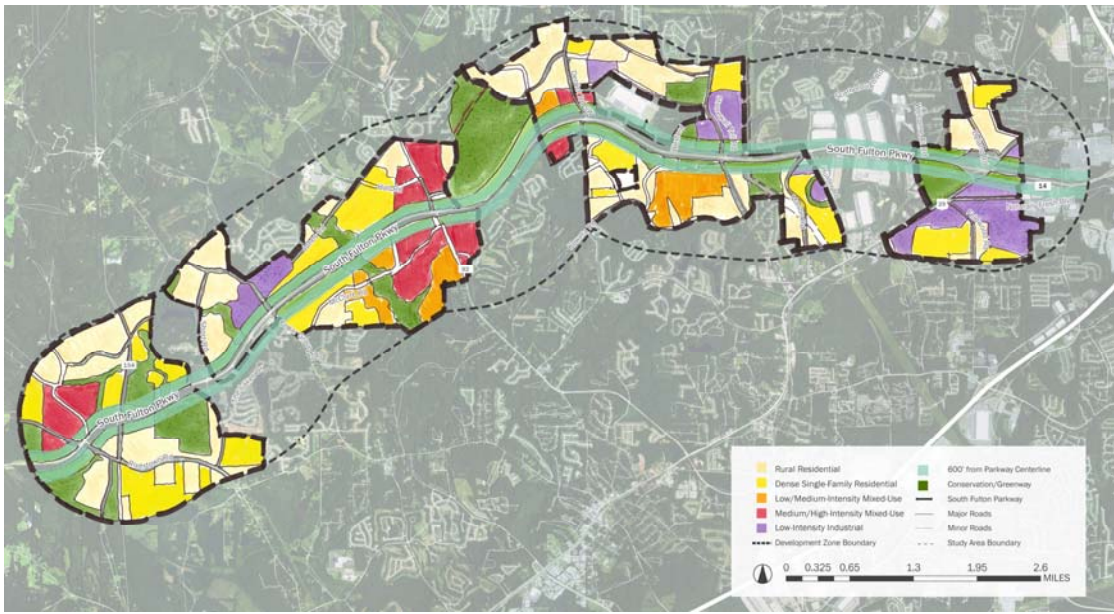
What is a Parkway?



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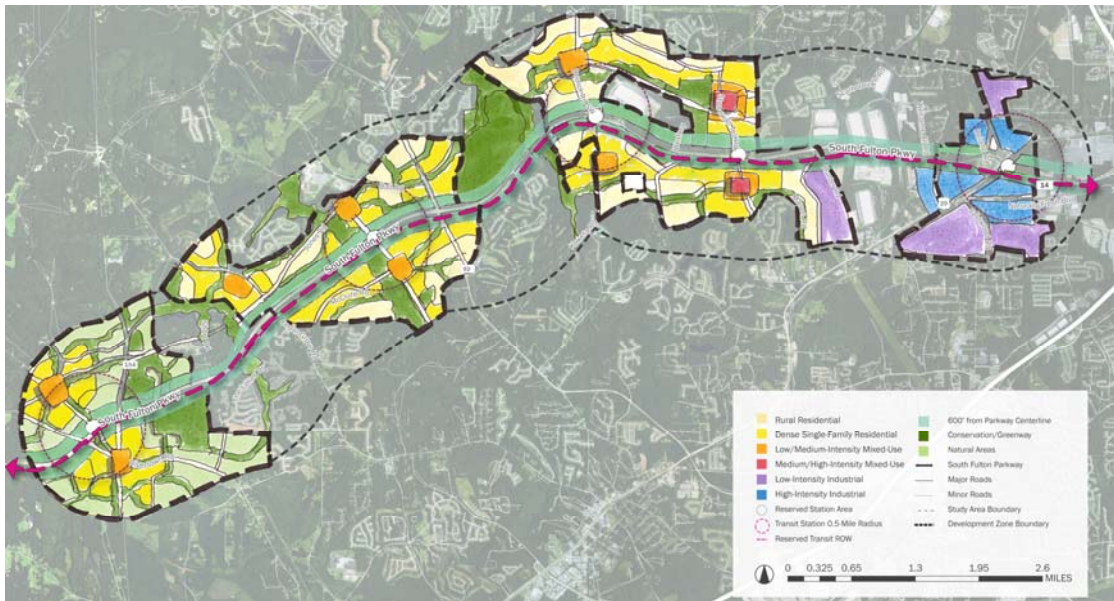
If we continue on our current path, what does the future look like?



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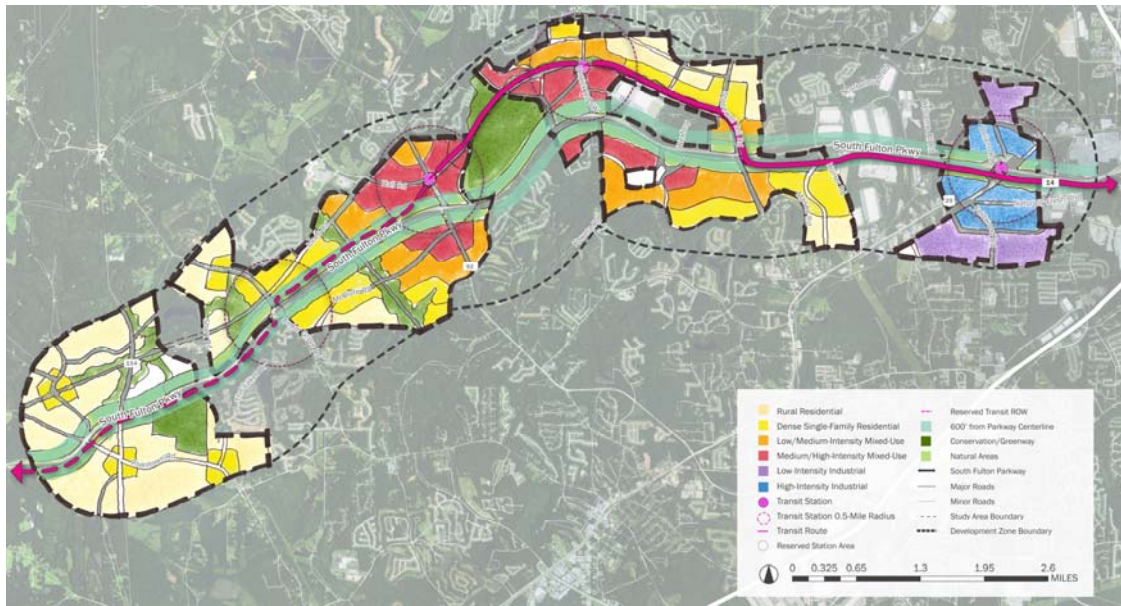
ALTERNATIVE 1: GREEN CORRIDOR



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ALTERNATIVE 2: MEGA NODE



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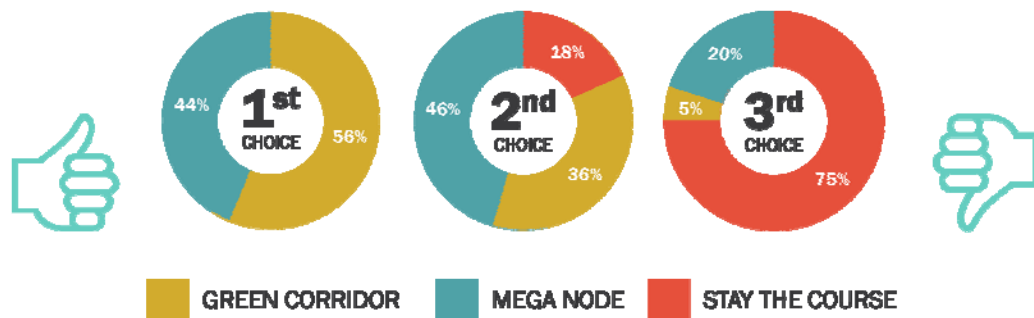
JACOBS

INPUT: WHAT DID WE HEAR?

PREFERRED CONCEPT

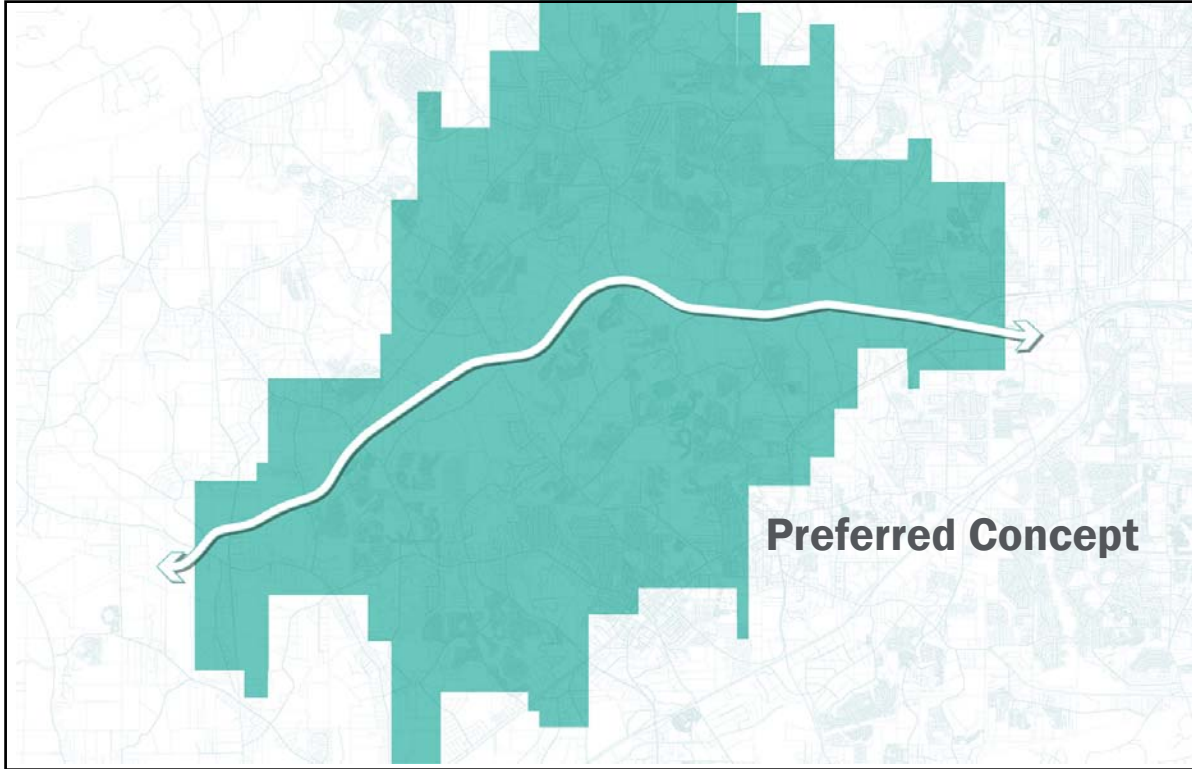
Participants selected ranked each concept as their first, second, and third choice.

- Green Corridor is the most preferred
- Mega Node is the second most preferred
- Stay the Course is the least preferred



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INPUT: WHAT DID WE GET RIGHT?



ROBUST, INTERCONNECTED **GREENWAYS AND TRAILS**



HIGH-DENSITY DEVELOPMENT SURROUNDING **TRANSIT NODES**



SERIES OF SMALL TOWNS AND **VILLAGES**



LARGE, NATURAL **"CENTRAL PARK"**

INPUT: WHAT DID WE NEED TO CONSIDER FURTHER?



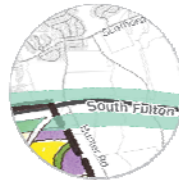
MARKET FLEXIBILITY



PROTECTED AGRICULTURAL LAND



LOCATION OF TRANSIT

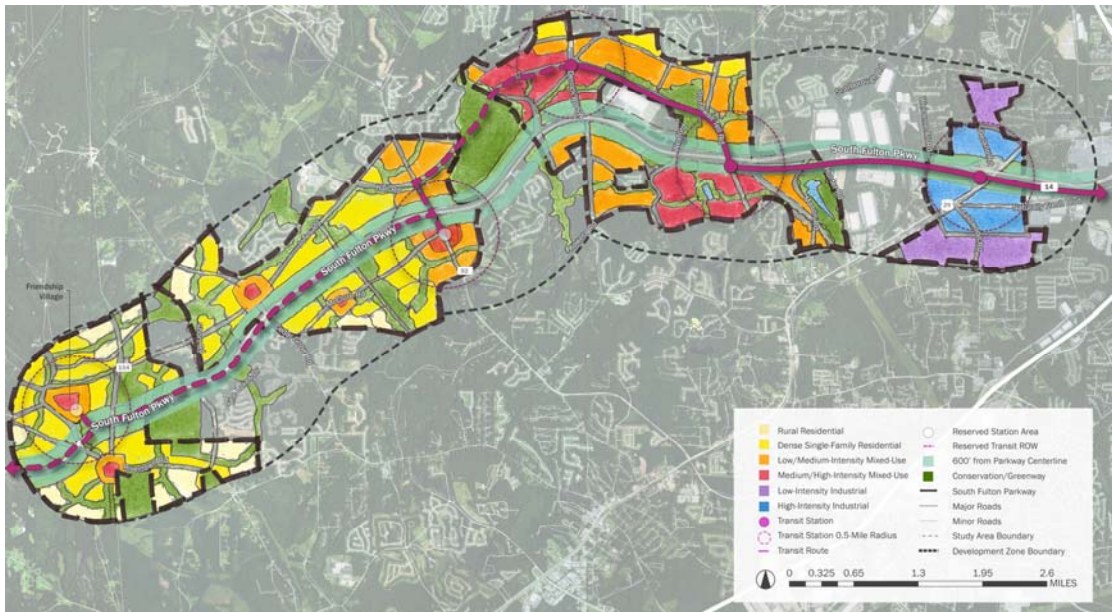


BETTER ILLUSTRATE RELATIONSHIP TO EXISTING USES

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PREFERRED CONCEPT



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PREFERRED CONCEPT AT A GLANCE

A 50-YEAR VISION



FUTURE DEVELOPMENT (ACRES)

61%	OPEN SPACE AND ROW
25%	RESIDENTIAL
4%	OFFICE
3%	RETAIL
6%	INDUSTRIAL

WE ESTIMATE...

	59,000	NEW RESIDENTS
	25,500	NEW RESIDENTIAL UNITS
	12,800,000	ADDITIONAL SQUARE FEET OF OFFICE
	3,190,000	ADDITIONAL SQUARE FEET OF RETAIL
	6,430,000	ADDITIONAL SQUARE FEET OF INDUSTRIAL
	300,000	NEW TRIPS GENERATED DAILY

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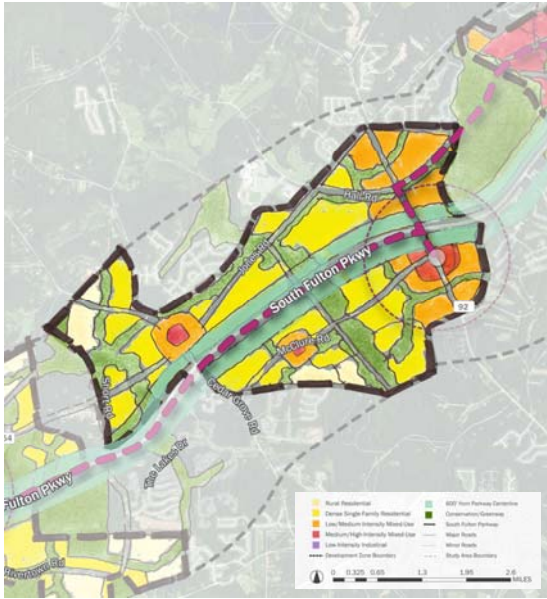
PREFERRED CONCEPT: Area A



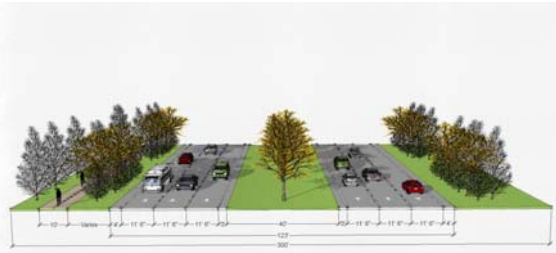
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PREFERRED CONCEPT: Area B

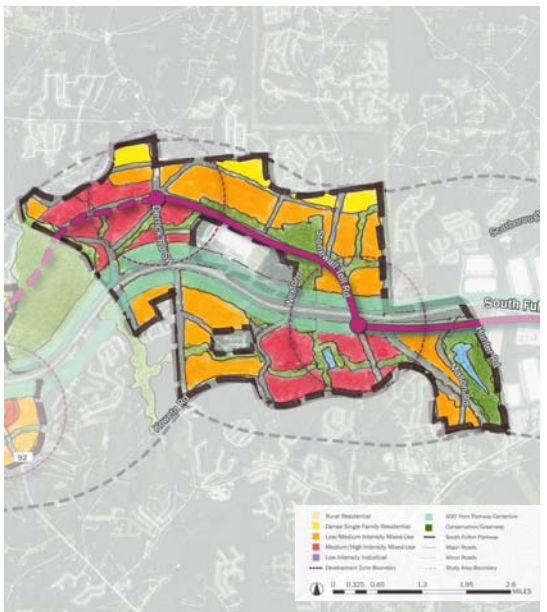


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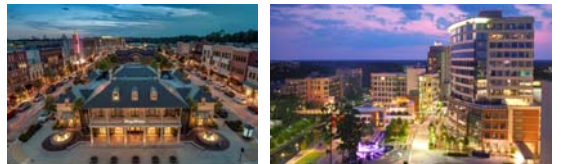


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PREFERRED CONCEPT: Area C

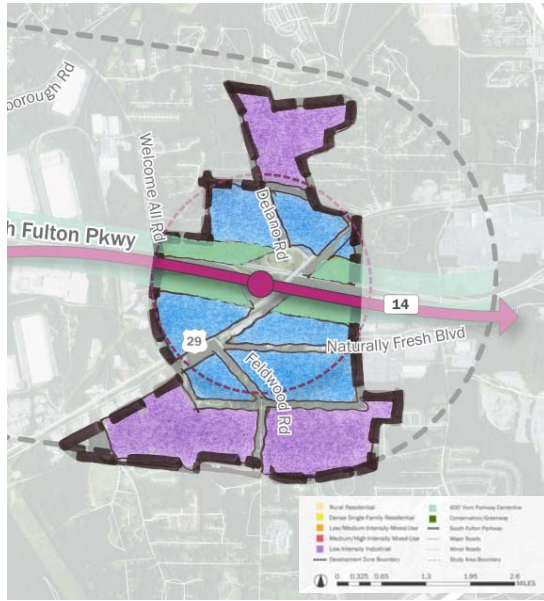


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PREFERRED CONCEPT: Area D

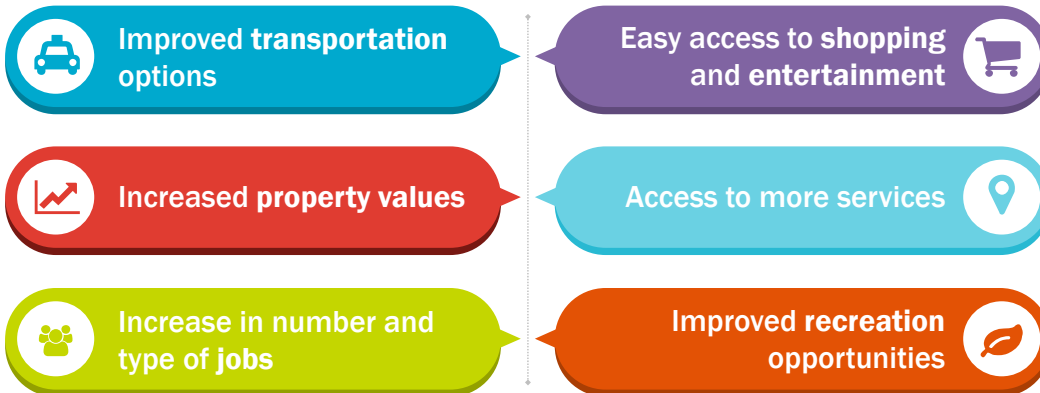


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Community Benefits



Tradeoffs

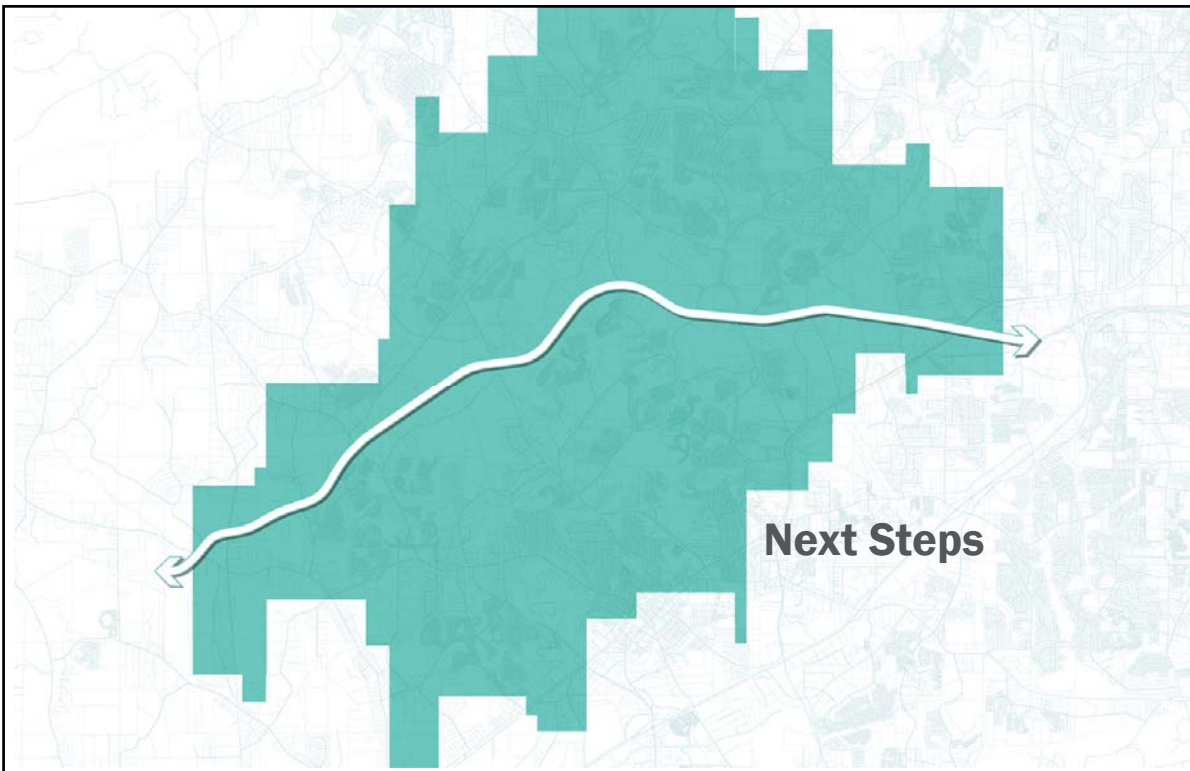
Shift from rural to urban character in eastern half of corridor

Increased congestion

Higher standards (and more time) for new development

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Next Steps: Project

