CITY OF FOREST PARK

COMPREHENSIVE PLAN 2005 – 2025

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CHAPTER 1 INTRODUCTION

1.1 Regional Location

The City of Forest Park was originally incorporated in 1901 under the name of Astor and was later re-incorporated as Forest Park in 1908. Since its inception at the turn of the century, Forest Park has grown through a series of annexations to its present boundary of approximately 8.4 square miles. The City of Forest Park also includes the Fort Gillem Military Reservation which encompasses 1,465 acres and is located in the northern section of the city.

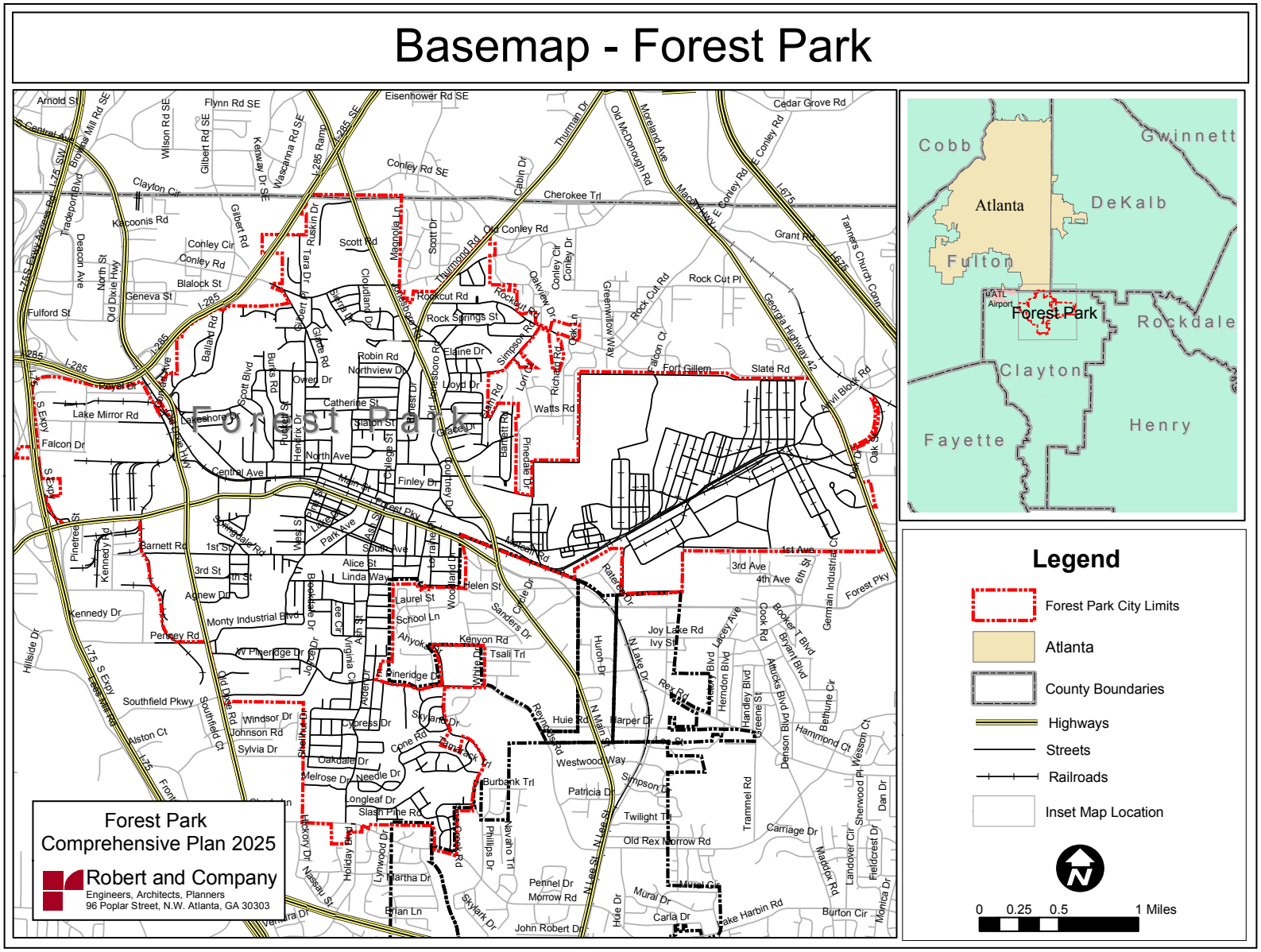
Located nine miles south of Atlanta and five miles directly east of Hartsfield-Jackson Atlanta International Airport, Forest Park is centrally located in the northern part of Clayton County. [See Figure 1.1] It is bordered on the west by 1-75, to the north by the Mountain View/Conley areas and 1-285, and to the southeast by Lake City and Morrow. Jonesboro, the county seat, is located directly south from Forest Park. Clayton County is included the Atlanta Metropolitan Statistical Area and the ten county Atlanta Regional Commission (ARC).

1.2 Purpose and Uses of the Plan

The Comprehensive Plan is organized around a framework of government policy which is used to guide the growth of the community and coordinate public services. The comprehensive plan attempts to identify the quantities, types, locations, and timing of future development. The comprehensive plan is one part of an ongoing planning process that seeks to ensure that the provision of adequate facilities and services to support anticipated growth. Conversely, comprehensive planning can be employed as a means of ameliorating population or economic decline and encouraging redevelopment. Thus, the comprehensive plan may address growth trends as well as aspire to affect change or encourage preservation in a community. The Comprehensive Plan covers a long-range horizon of 20 years and includes short and intermediate term growth projections for both population and economic activity.

The Forest Park Comprehensive Plan is intended to serve several purposes. It provides a basis for the evaluation of all significant future development proposals such as requests for rezoning and applications for subdivision plat approval. The Comprehensive Plan also guides preparation of capital improvement programs and budgets. Development and updating of plans for transportation, economic development, community facilities, housing, and natural/historic resources are an integral part of the comprehensive plan. By considering these public functions together, interrelated services, infrastructure, and development can be coordinated with community goals. By proactively planning for the provision of services, governments can help developers and business leaders predict the future direction and intensity of growth. Likewise, market analysts and researchers can draw on the data provided in the comprehensive plan for business development and other specific needs. As a living document and the reflection of public policy, the

Map 1.1 Basemap and Regional Location



Comprehensive Plan must be updated and amended as community policies, goals, and programs change.

1.3 Basis for Comprehensive Planning

In 1989, the State of Georgia established the Georgia Planning Act to promote statewide local government comprehensive planning. The City of Forest Park adopted a Comprehensive Plan in 1995 with an outlook to the year 2015 to meet the State standards for local comprehensive planning. This Comprehensive Plan Update 2005-2025 is a major update to the 1995 Comprehensive Plan.

1.4 Planning Process and Public Participation

1.4.1 Comprehensive Plan Update Process

The Forest Park Comprehensive Plan Update was completed according to a process that has woven together recent significant planning initiatives. In 2001, this process was initiated by means of a "strategic plan" to assess recent changes in the community and associated land use needs. Also in 2001, Forest Park was awarded a Livable Centers Initiative grant to prepare a land use and transportation study targeting the city's downtown area and the proposed commuter rail station site. The Forest Park Livable Centers Initiative (LCI) plan was adopted by the Mayor and City Council in December 2001. As a continuation of these planning processes, the update to the Forest Park Comprehensive Plan has been completed in accordance with the Minimum Standards for Comprehensive Planning in the State of Georgia. The Comprehensive Plan incorporates recommendations of the LCI plan and the other strategic planning recommendations that have been developed over a three-year time period.

1.4.2 Public Participation Program and Actions

The public participation process for the Forest Park Comprehensive Plan Update 2005 – 2025 has included numerous meetings with citizens and stakeholders through public meetings and steering committee meetings, and it has involved input from the Atlanta Regional Commission (ARC) and other local and regional partners through the Livable Centers Initiative.

Over the course of approximately three years, numerous stakeholder and public involvement activities have taken place. Beginning in 2001, the process was begun with the formation of a steering committee to review land use policy, and public forums were held to gather public input concerning land use and development issues. A similar steering committee worked closely with consultants during the preparation of the Forest Park LCI plan in 2001. This committee approved goals consistent with the LCI program, participated in detailed discussions about planning issues, and helped to convene nine public meetings for visioning and review. One of the nine public meetings included a visual preference survey that was used to determine public preference for development styles and types. Another public meeting conducted in 2001 was a local tour of desirable development examples. This tour was open to members of the public and it included

stops in Chamblee and Decatur, Georgia with visits to redevelopment projects and mixed-use developments.

In 2002, following completion and adoption of the LCI Plan, the Strategic Plan Steering Committee was reconvened to begin reviewing the LCI recommendations and the City's Comprehensive Planning vision, goals and policies. Public presentations were made to present recommendations, including a presentation to the Forest Park Planning Commission. Following an extended review period in 2003 for strategic land use planning recommendations, completion of all elements of the Comprehensive Plan update began in 2004. Public presentations to the Forest Park Planning Commission and City Council in 2004 have been held to clarify updated goals, policies and recommendations. A final public presentation of the draft Comprehensive Plan Update has been held on _____.

1.5 Forest Park Vision for the Future

The DCA Minimum Standards and Procedures for Local Comprehensive Planning include a requirement for a "Community Vision" to be developed as part of the plan update. This vision is based on public input and an assessment of the current and future needs of the city as identified in the other elements of the plan. The vision also coordinates the future of Forest Park with county, regional and state planning goals as expressed through the Quality Community Objectives put forth by DCA.

1.5.1 Vision for the Future of Forest Park

The vision for Forest Park is best expressed as follows:

The City of Forest Park will be a community that promotes progress by striving for balanced growth and development that is representative of an increasingly diverse population. The city will protect and enhance its unique character and qualities; environmental, cultural and historic resources; public services, facilities and infrastructure; and economic climate of opportunity and growth in order to realize long term prosperity and enhanced quality of life.

This vision will be achieved by promoting a progressively high quality of life through a strategy to use investments in infrastructure to leverage regionally significant economic development investment in the city. Key examples of such envisioned initiatives include the development of a "transit village" and associated commuter rail station, a linear transit connection across the city, an emphasis on pedestrian-friendly infill development, and health/quality of life improvements such as streetscapes, parks and landscaping. Associated with the vision for a progressive Forest Park are numerous goals and policies located within the following plan elements.

1.6 Commitment to Quality Community Objectives

Supporting the community vision for the future of Forest Park, the following key quality community objectives are promoted by the Forest Park Comprehensive Plan.

1.6.1 Economic Development

Regional Identity Objective: Within the Atlanta Regional Commission metropolitan planning area, Forest Park identifies itself with Clayton County and the Southern Crescent of the south side of Atlanta. Forest Park also places emphasis on its position as an "airport-area" community due to its position east of Hartsfield-Jackson Atlanta International Airport.

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

Appropriate Business Objective: Due to proximity, the economy of Forest Park is heavily linked to Hartsfield-Jackson Atlanta International Airport. The airport has had and is expected to continue to have a significant positive impact on the city's business climate and the city will continue to work with and encourage airport related development. However, the city's economy should not become uniquely dependent upon the airport, therefore a diversified approach to growth, development, redevelopment and economic development will be encouraged.

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

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

1.6.2 Natural and Cultural Resources

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

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

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

Regional Cooperation Objective: Forest Park is and will continue to be actively involved with adjacent and regional governmental bodies. In particular, the city will maintain its involvement with the Livable Centers Initiative and other similar programs that promote goals common to Forest Park's vision.

1.6.3 Community Facilities

Transportation Alternatives Objective: The city is committed to providing pedestrian facilities and transit services as an alternative to automobiles where feasible and when demand is present. The future land use plan has been formulated to provide opportunities for pedestrian and transit oriented development, particularly in the "Transit Village" node in the city's downtown.

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

1.6.4 Housing

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

1.6.5 Land Use

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

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

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

CHAPTER 2 POPULATION

Introduction

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

2.1 Historic Population Trends

While the city of Forest Park was originally developed as a turn of the century railroad town, its current form was shaped largely by post-WWII suburban growth. In 1940, Forest Park contained only 577 persons. However, by the 1950s, Forest Park began to experience rapid population growth as a suburb of Atlanta. Between 1940 and 1950, the population of Forest Park had increased 360% to 2,653 persons. Over the next decade, the population growth rate increased to 435% and town grew to 14,201 persons in 1960. In the 1960s, Forest Park's population growth slowed to 41% with a population of 19,994 in 1970.

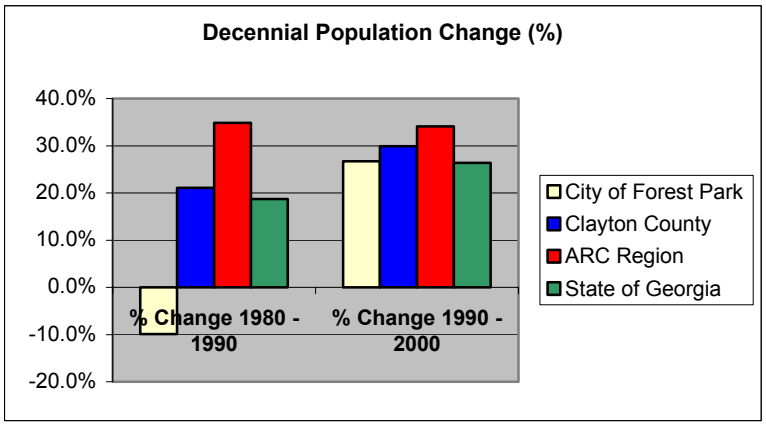
However, in the 1970s and 1980s, Forest Park experienced declines in population due in part to the noise and air impacts of the construction of Hartsfield-Jackson Atlanta International Airport. By 1980, Forest Park's population had declined -6.1% to 18,782 persons. Likewise, by 1990, the city experienced a further -9.9% decline over the decade to a population of 16,925. This decline in population contrasts the continued population increases experienced by Clayton County, the ARC region, and the State of Georgia over the same time period. [See Table 2.1] In the 1990s, population in Forest Park rebounded 26.7% to match the State of Georgia's overall growth rate. [See Chart 2.1]

Table 2.1

Change in Population 1980 - 2000 City, County, Region and State			
Jurisdiction	% Change 1980 - 1990	% Change 1990 - 2000	% Change 1980 - 2000
City of Forest Park	-9.9%	26.7%	14.2%
Clayton County	21.1%	29.9%	57.3%
ARC Region	34.9%	34.1%	80.9%
State of Georgia	18.7%	26.4%	25.2%

Source: U.S. Bureau of the Census, based on data downloaded from Plan Builder, DCA 5/14/04.

Chart 2.1 Decennial Population Change



Population change among the census tracts comprising Forest Park is displayed in Map 2.1. While most of the census tracts in Forest Park have experienced population increases over the 1990s, the tract closest to the Hartsfield-Jackson Atlanta International Airport (Georgia tract number 403.01) experienced a –46% decline in population over the same time period. Airport expansion and the construction of the fifth runway will likely cause continued declines in population near Hartsfield-Jackson.

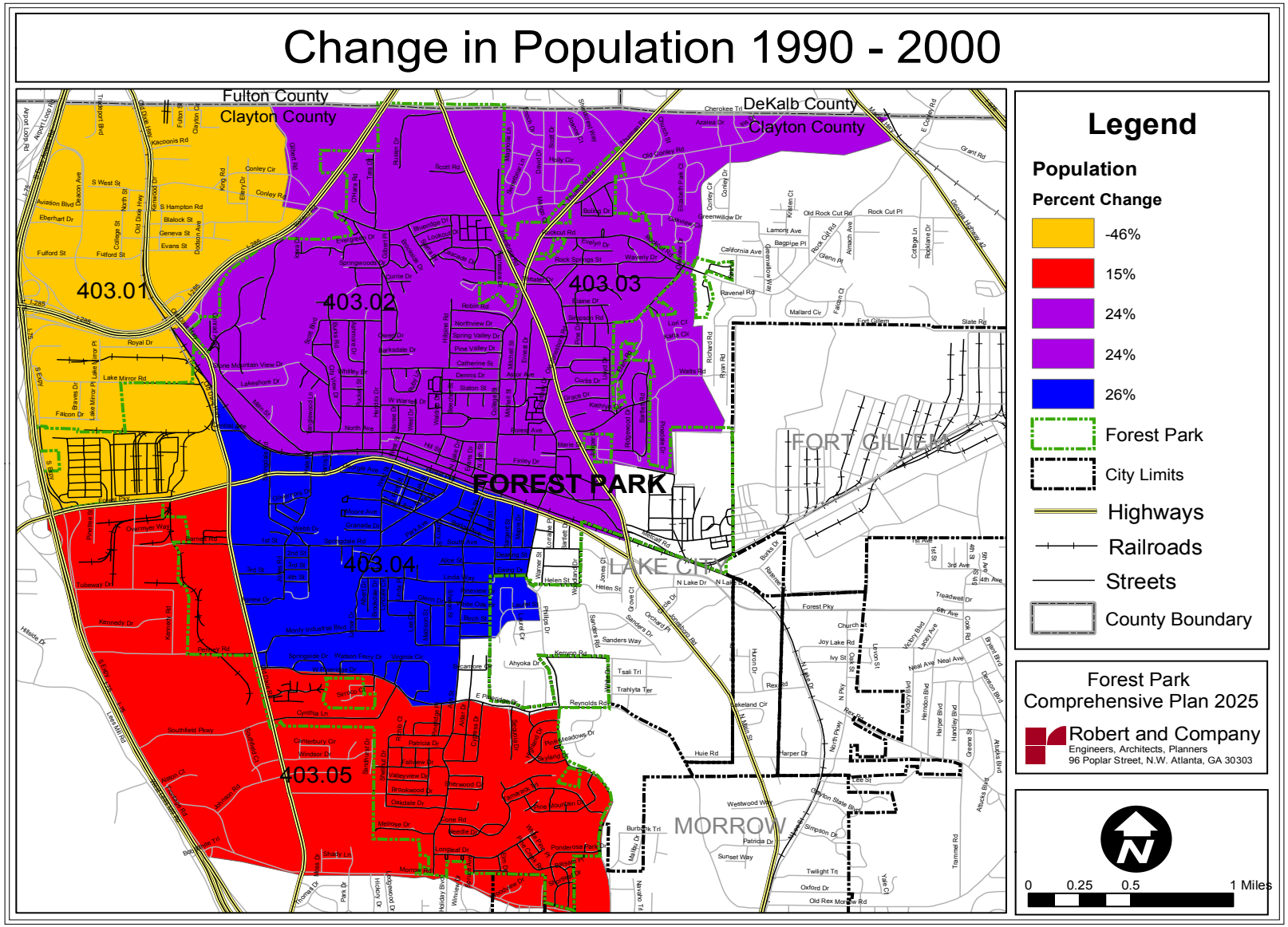
The City of Forest Park contains a declining share of the total population of Clayton County. [See Table 2.2] In 1980, Forest Park represented 12.5% of Clayton County's total population. By the year 2000, Forest Park's share of the total Clayton population had declined to 9.1%. This declining share of county population is due to the differential rates of growth in the Forest Park and Clayton. Between 1980 and 2000, Clayton County's total population grew by 57.3% while Forest Park grew by only 14.2%.

Table 2.2 Population 1980 - 2000

Population 1980 - 2000 City of Forest Park and Clayton County						
Jurisdiction	1980	%	1990	%	2000	%
City of Forest Park	18,782	12.5%	16,925	9.3%	21,447	9.1%
Total Clayton County	150,362		182,055		236,517	

Source: U.S. Bureau of the Census, Downloaded from Plan Builder, DCA 3/29/04

Map 2.1 1990 – 2000 Population Change



2.2 Projected Population

Because of the fluctuations in population in Forest Park between the 1980s and the 1990s, several estimates of potential growth have been generated. [See Table 2.3] First, a conservative estimate of population has been generated based on the linear average growth in Forest Park between 1980 and 2000. Over this time period, the City of Forest Park added an average of only 133 persons per year. Despite the strong growth of the 1990s, this projection also takes into account the population decline experienced in Forest Park in the 1980s. As in the 1980s, future population growth may be tempered by the impacts of runway construction and airport noise. According to the conservative growth assumptions, Forest Park will add 3,331 persons between 2000 and 2025 for a net increase of 16%.

Second, a high-end projection of population growth has been generated based on the linear average of population growth from 1990 to 2000. During the 1990s, Forest Park added an average of 452 persons per year. This aggressive estimate assumes that the strong population growth of the 1990s will continue unabated. According to the high estimate, Forest Park will add 11,305 persons between 2000 and 2025 for a 53% net increase in population. This growth is reasonable given the rapid population expansion of Clayton County between 1990 and 2000 (29.9%). The high end projection assumes that increased transit access to Forest Park will allow for redevelopment of certain areas at higher densities. The high range population projections also hinge on the success of other programs for redeveloping areas of North Clayton, such as the Southside Hartsfield Redevelopment and Stabilization Plan, and the Northwest Clayton Livable Centers Initiative.

Third, a middle range projection has been generated based on an average of the previous low and high-end growth rates. This average assumes that Forest Park will add 293 persons per year over the planning horizon. According to this assumption, Forest Park would add 7,318 persons between 2000 and 2025 for a net change of 34%. This moderate growth projection has been applied to the remaining elements of the plan.

Table 2.3 Population Projections

City of Forest Park Population Projections								
Year	**2000**	**2005**	**2010**	**2015**	**2020**	**2025**	**Net Change 2000 - 2025**	**% Change 2000 - 2025**
Low Projection								
Population	21,447	22,113	22,780	23,446	24,112	24,778	3,331	16%
Mid Range Projection								
Population	**21,447**	**22,911**	**24,374**	**25,838**	**27,302**	**28,765**	**7,318**	**34%**
High Projection								
Population	21,447	23,708	25,969	28,230	30,491	32,752	11,305	53%

Source: Robert and Company Projections

2.3 Functional Population

The functional population is a measure of the daytime population of a city. The functional population is the resident population, minus those residents who are in the labor force, plus employment inside the city. Depending on the jobs-housing balance of a community, the daytime population may vary substantially from the residential population. Large employment centers, tourism venues, and transportation hubs often experience a high daytime population relative to their residential population. Large daytime populations may necessitate infrastructure and services beyond the needs of the residential population. However, in Forest Park the population in the labor force exceeds the employment within the city. Therefore, there is a slight decrease in the daytime population relative to the number of permanent residents.

Functional Population = residents – city labor force + employment in city

Year 2000: 21,447 population – 9,123 working residents + 8,057 employees = 20,381.

2.4 Historic Household and Group Quarters Population

A household is defined as a person or group of persons occupying a housing unit. Housing units can include single-family homes, apartments, or even single rooms occupied as an individual unit. The number of households and average household size are important because they reflect the city's need for housing. On the other hand, the population residing within group quarters are not included in the household population. Group quarters includes populations living in correctional facilities, nursing homes, mental care hospitals, juvenile institutions, college dormitories, military barracks, and homeless shelters. Table 2.4 shows a comparison of the household and group quarters populations for Forest Park in 1990 and 2000. In Forest Park, the group quarters population is split between correctional facility inmates and military personnel. The large increase in group quarters population over the 1990-2000 time period was due to the addition of over 600 military personnel at Fort Gillem.

Table 2.4 Household and Group Quarters Population

Household & Group Quarters Populations			
Type of Population	1990	2000	Percent Change 1990 - 2000
Household Population	16,665	20,378	22.28%
Group Quarters Population	260	1,069	311.15%
Total Population	16,925	21,447	

Source: U.S. Bureau of the Census.

2.5 Average Household Size

There has been an overall decline in household size at both the national and state level since the 1970s. This trend is due to several demographic factors including declining fertility rates, overall aging of the population, and an increase in single parent households. In Georgia, the average household size has steadily declined from 3.25 in 1970 to 2.65 in 2000. Likewise, average household size in Forest Park declined from 3.36 in 1970 to 2.75 in 1990. However, Forest Park experienced a rebound in its average household size between 1990-2000. [See Table 2.5] During this time period, the average household size in Forest Park increased 8.4% to 2.98. This increase in average household size can be attributed to the growth in Hispanic and African American populations in Forest Park. Both of these minority populations have relatively large average household sizes. For example, in Georgia for the year 2000 the average size of households headed by Hispanics was 4.06, as compared to 2.81 for African Americans, and 2.50 for whites.

Table 2.5 Household Size

City of Forest Park Households and Average Household Size					
	1980	1990	Percent Change 1980 - 1990	2000	Percent Change 1990 - 2000
Households	6,776	6,305	-7.0%	6,845	8.6%
Average Household Size	2.97	2.75	-7.4%	2.98	8.4%

Sources 1980 data from 1990 Forest Park Comp Plan. 1990 and 2000 data from U.S. Bureau of the Census.

Table 2.6 depicts the breakdown of households in Forest Park by type. The proportion of family households affects the need for services such as schools as well as the demand for different types of housing. Family households continue to make up over 70% of the total households in Forest Park.

Table 2.6 Household Types

City of Forest Park Households by Type 1980 - 2000					
	1980	1990	%	2000	%
Family Households	-----	4,546	72%	4,841	71%
Non-family Households	-----	1,759	28%	2,004	29%
Total Households	6,776	6,305	100%	6,845	100%

Sources 1980 data from 1990 Forest Park Comp Plan. 1990 and 2000 data from U.S. Bureau of the Census.

2.6 Projected Households

Projected growth in households for Forest Park is detailed in Table 2.7. Future growth in total households is based upon the projected population for Forest Park combined with projected household sizes. Woods and Poole Economics Inc. projections, provided by the Ga. Dept. of Community Affairs, for future household size for Clayton County were applied to the projected population increase for Forest Park. According to the Woods and Poole projections, average

household size in Clayton County will steadily decline through 2015, then rebound slightly in 2020 and 2025. Residents outside of households have also been taken into account by projecting future group quarters population. For future projections, the group quarters population has been maintained as a set proportion of the total population. The number of households in Forest Park is projected to increase from 6,845 in the year 2000 to 9,745 in 2025. In order to sustain this increase in households, a concurrent increase in housing units will be required.

Table 2.7 Household Projections

City of Forest Park Household Projections 2000 - 2025						
Year	2000	2005	2010	2015	2020	2025
Average Household Size	2.84	2.8	2.77	2.76	2.77	2.8
Households	6,845	7,762	8,347	8,880	9,349	9,745

Source: Robert and Company based on projected average household sizes for Clayton County 2005 – 2025 as provided by Woods and Poole Economics, Inc. downloaded from Plan Builder, DCA 3/30/04

2.7 Historic Age Distribution

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

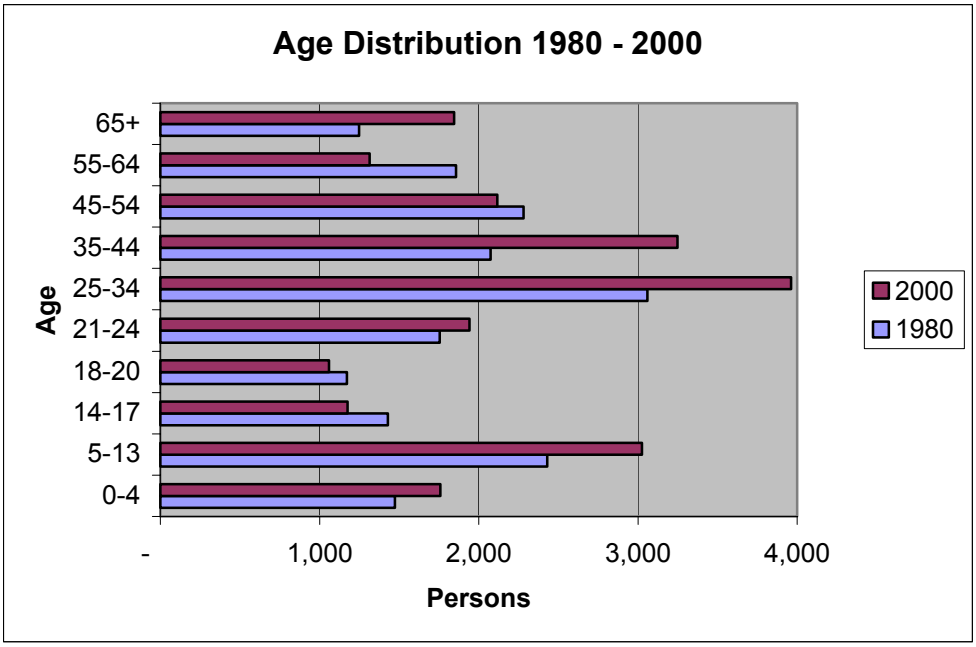
According to U.S. Census figures for 2000, the median age of Forest Park residents was 29 years old, as compared to 30 for Clayton County, and 33 for the State of Georgia. The period of 1990-2000 has included a reversal of some of the trends in age distribution in Forest Park. [See Table 2.8] Between 1980 and 1990, there was a decline in school age children (5-17 years old) above and beyond the overall decline in population experienced in that decade. However, between 1990 and 2000, this trend was reversed as Forest Park saw substantial increases in school age children. Conversely, the large increase in population over 65 during the 1980s was followed by a slight decrease in the elderly population in the 1990s. The largest increases in population for the larger time period of 1980-2000 were within the 25-34 and 35-44 age cohorts. [See Chart 2.2]

Table 2.8 Distribution of Population by Age

City of Forest Park Distribution of Population by Age					
Category	1980	1990	Percent Change 1980 - 1990	2000	Percent Change 1990 - 2000
TOTAL Population	18,782	16,925	-9.9%	21,447	26.7%
0 – 4 Years Old	1,473	1,346	-8.6%	1,759	30.7%
5 – 13 Years Old	2,431	2,127	-12.5%	3,025	42.2%
14 – 17 Years Old	1,429	896	-37.3%	1,176	31.3%
18 – 20 Years Old	1,172	663	-43.4%	1,059	59.7%
21 – 24 Years Old	1,755	1,094	-37.7%	1,942	77.5%
25 – 34 Years Old	3,059	3,280	7.2%	3,962	20.8%
35 – 44 Years Old	2,075	2,286	10.2%	3,249	42.1%
45 – 54 Years Old	2,281	1,670	-26.8%	2,116	26.7%
55 – 64 Years Old	1,858	1,710	-8.0%	1,314	-23.2%
65 Years and Over	1,249	1,853	48.4%	1,845	-0.4%

Source U.S. Bureau of the Census. Downloaded from Plan Builder, DCA, 5/18/04

Chart 2.2 Age Distribution 1980 - 2000



2.8 Projected Age Distribution

The projected age distribution for Forest Park has been calculated based on Woods and Poole projections for age distribution in Clayton County. Projected changes in age distribution for

Clayton County have been applied to the existing age distribution of Forest Park. These changes in proportional age distribution are displayed in Chart 2.3. Consistent with the national trend of growing senior populations, there is a projected increase in the proportion of persons in each age bracket over 50. In contrast, there is a projected decline in the share of the total population for each cohort under 50. Next, the computed future age distribution of Forest Park has been multiplied by the projected future population to yield population figures for each age cohort. Projected age distribution of Forest Park is displayed on Table 2.9. The growing proportion of the population over 65 points to an increased need for elderly services.

Chart 2.3 Projected Age Distribution

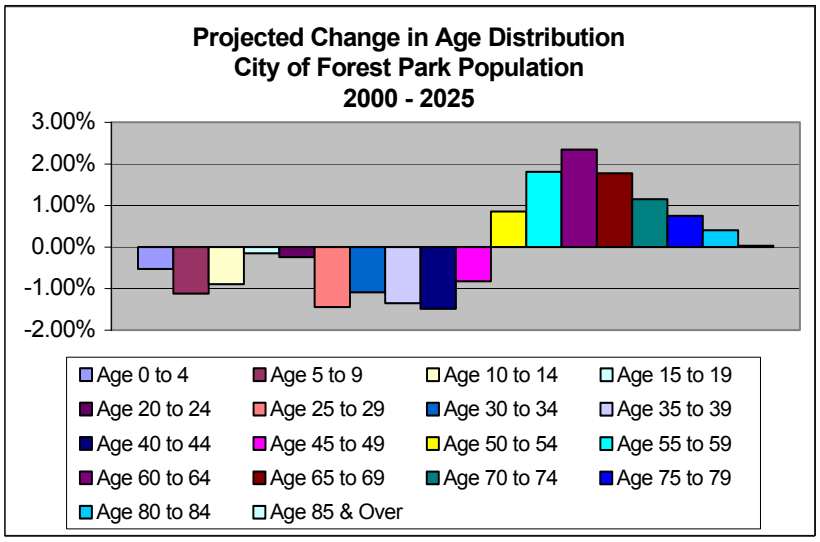


Table 2.9 Projected Population by Age Cohort

City of Forest Park Populations by Age Cohort 2000 - 2025												
	2000		2005		2010		2015		2020		2025	
Age 0 to 4	1,759	8.2%	1,797	7.8%	1,946	8.0%	2,064	8.0%	2,127	7.8%	2,207	7.7%
Age 5 to 9	1,799	8.4%	1,751	7.6%	1,778	7.3%	1,921	7.4%	2,037	7.5%	2,091	7.3%
Age 10 to 14	1,499	7.0%	1,584	6.9%	1,520	6.2%	1,529	5.9%	1,654	6.1%	1,755	6.1%
Age 15 to 19	1,607	7.5%	1,882	8.2%	1,980	8.1%	1,929	7.5%	1,959	7.2%	2,113	7.3%
Age 20 to 24	2,297	10.7%	2,465	10.8%	2,797	11.5%	2,936	11.4%	2,925	10.7%	3,012	10.5%
Age 25 to 29	2,160	10.1%	1,968	8.6%	2,095	8.6%	2,417	9.4%	2,526	9.3%	2,483	8.6%
Age 30 to 34	1,802	8.4%	1,835	8.0%	1,593	6.5%	1,705	6.6%	2,025	7.4%	2,103	7.3%
Age 35 to 39	1,767	8.2%	1,764	7.7%	1,791	7.3%	1,536	5.9%	1,657	6.1%	1,981	6.9%
Age 40 to 44	1,482	6.9%	1,672	7.3%	1,666	6.8%	1,690	6.5%	1,445	5.3%	1,560	5.4%
Age 45 to 49	1,182	5.5%	1,372	6.0%	1,551	6.4%	1,545	6.0%	1,578	5.8%	1,349	4.7%
Age 50 to 54	934	4.4%	1,100	4.8%	1,281	5.3%	1,452	5.6%	1,459	5.3%	1,498	5.2%
Age 55 to 59	732	3.4%	962	4.2%	1,127	4.6%	1,305	5.0%	1,480	5.4%	1,503	5.2%
Age 60 to 64	582	2.7%	730	3.2%	948	3.9%	1,106	4.3%	1,278	4.7%	1,456	5.1%
Age 65 to 69	580	2.7%	646	2.8%	788	3.2%	987	3.8%	1,127	4.1%	1,288	4.5%
Age 70 to 74	507	2.4%	548	2.4%	606	2.5%	726	2.8%	892	3.3%	1,011	3.5%
Age 75 to 79	409	1.9%	439	1.9%	473	1.9%	525	2.0%	627	2.3%	764	2.7%
Age 80 to 84	213	1.0%	248	1.1%	270	1.1%	292	1.1%	329	1.2%	402	1.4%
Age 85 & Over	136	0.6%	147	0.6%	164	0.7%	174	0.7%	179	0.7%	192	0.7%

Source: Robert and Company based on age cohort projections for Clayton County 2000 – 2025.

2.9 Racial Composition and Hispanic Origin

The racial composition of the City of Forest Park is presented in Table 2.10 along with Hispanic origin. Hispanic origin is an ethnicity rather than a racial category. Thus, persons of Hispanic origin are also represented in one of the racial categories. Trends of racial and ethnic diversification in Forest Park have accelerated over the previous decade. In 1980, the population of Forest Park was overwhelmingly white with only 8.1% of the population in non-white racial categories and only 1.1% of Hispanic origin. In the year 2000, non-white racial categories outnumbered whites in Forest Park for the first time. While other racial groups have increased in number, the white population has declined 44% since 1980. As in virtually all communities in metropolitan Atlanta, the Hispanic population in Forest Park has increased since 1990. The Hispanic population in Forest Park increased tenfold over the period of 1990-2000, with the largest rate of growth for any racial or ethnic category. As of the year 2000, Hispanics now account for one fifth (20.2%) of the population. Blacks also account for a significantly higher proportion of the population of Forest Park (37.4%) as compared with the previous decade (19.1%). The black population had the largest increase in absolute numbers during the 1990s, adding 4,793 persons. The “other race” category also saw significant increases in the 1990s, including a threefold increase in the Asian/Pacific Islander population.

Table 2.10 Racial and Ethnic Distribution of Population

Forest Park Population by Race and Hispanic Origin						
Category	1980		1990		2000	
TOTAL Population	18,782		16,925		21,447	
White	17,270	91.9%	13,071	77.2%	9,675	45.1%
Black	1,289	6.9%	3,225	19.1%	8,018	37.4%
Other Race	223	1.2%	629	3.7%	3,229	15.1%
Persons of Hispanic Origin	214	1.1%	395	2.3%	4,322	20.2%

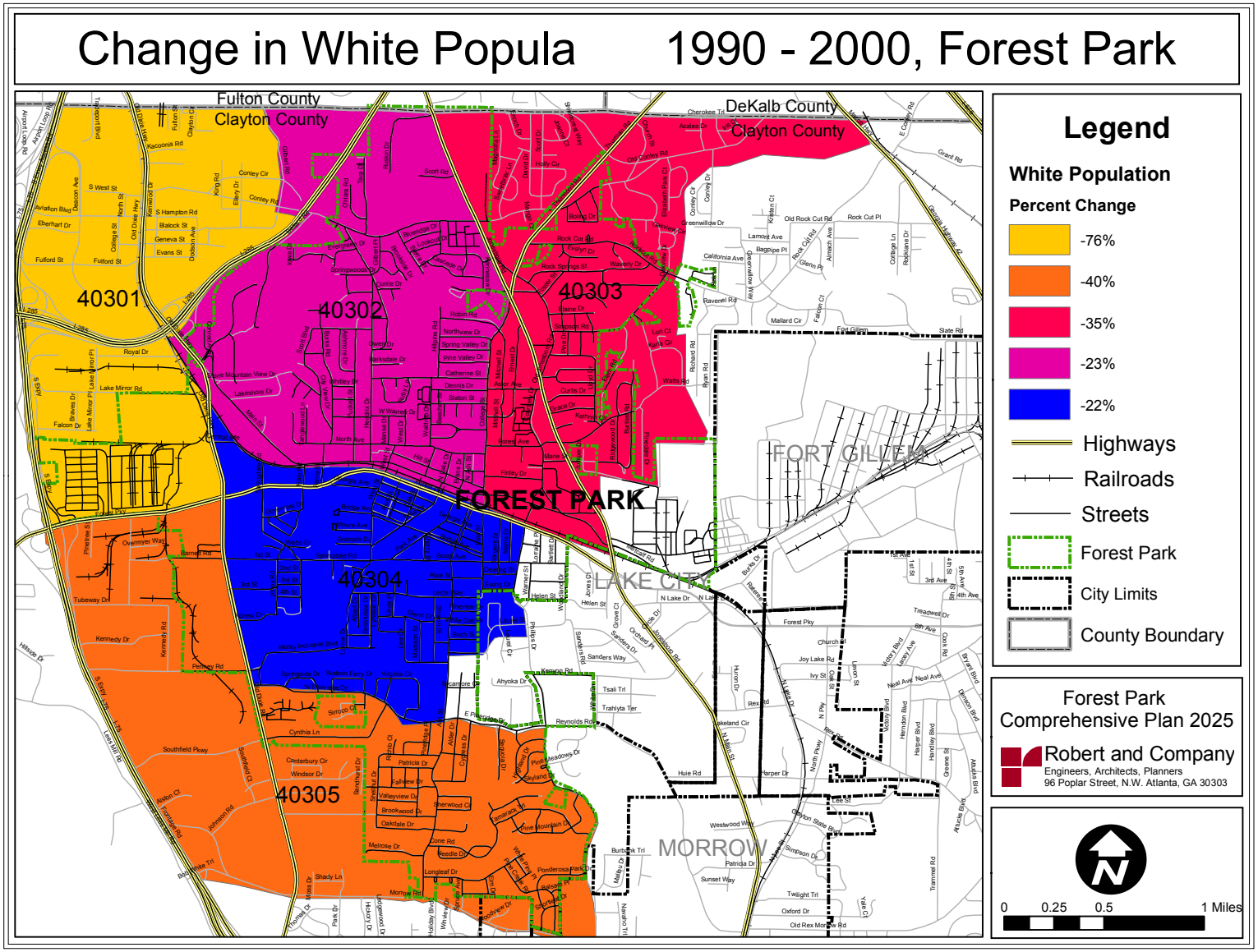
Sources 1980 data from 1990 Forest Park Comp Plan. 1990 and 2000 data from U.S. Bureau of the Census.

Map 2.2 depicts change in white population between 1990-2000 for the census tracts making up Forest Park. Census Tract 403.01 in the northwest corner of Forest Park had the largest change in white population with a –76% decline. Map 2.3 shows the concurrent increase in non-white population between 1990-2000 for the census tracts comprising Forest Park. Each tract in Forest Park experienced an increase in non-white population of over 100%.

2.10 Educational Attainment

Educational attainment measures help determine the appropriate economic development strategies for a community. Historic educational attainment figures for Forest Park are presented in Table 2.11. The number of adults 25 and over with less than a 9th grade education increased 51.6% between 1990 and 2000. This represents an increase of 629 adults with less than a 9th grade education. This increase in adults with low levels of educational attainment may be due to the recent influx of immigrants to Forest Park. However, the proportion of the total population 25 and over with less than a high school diploma remained steady at 35%. [See Table 2.12] The proportion of adults with a bachelor's degree or higher decreased from 7.4% in 1990 to 6.6% in 2000. Educational attainment trends in Forest Park point to the need to attract more professionals to the city.

Map 2.2 White Population Change



Map 2.3 Non White Population Change

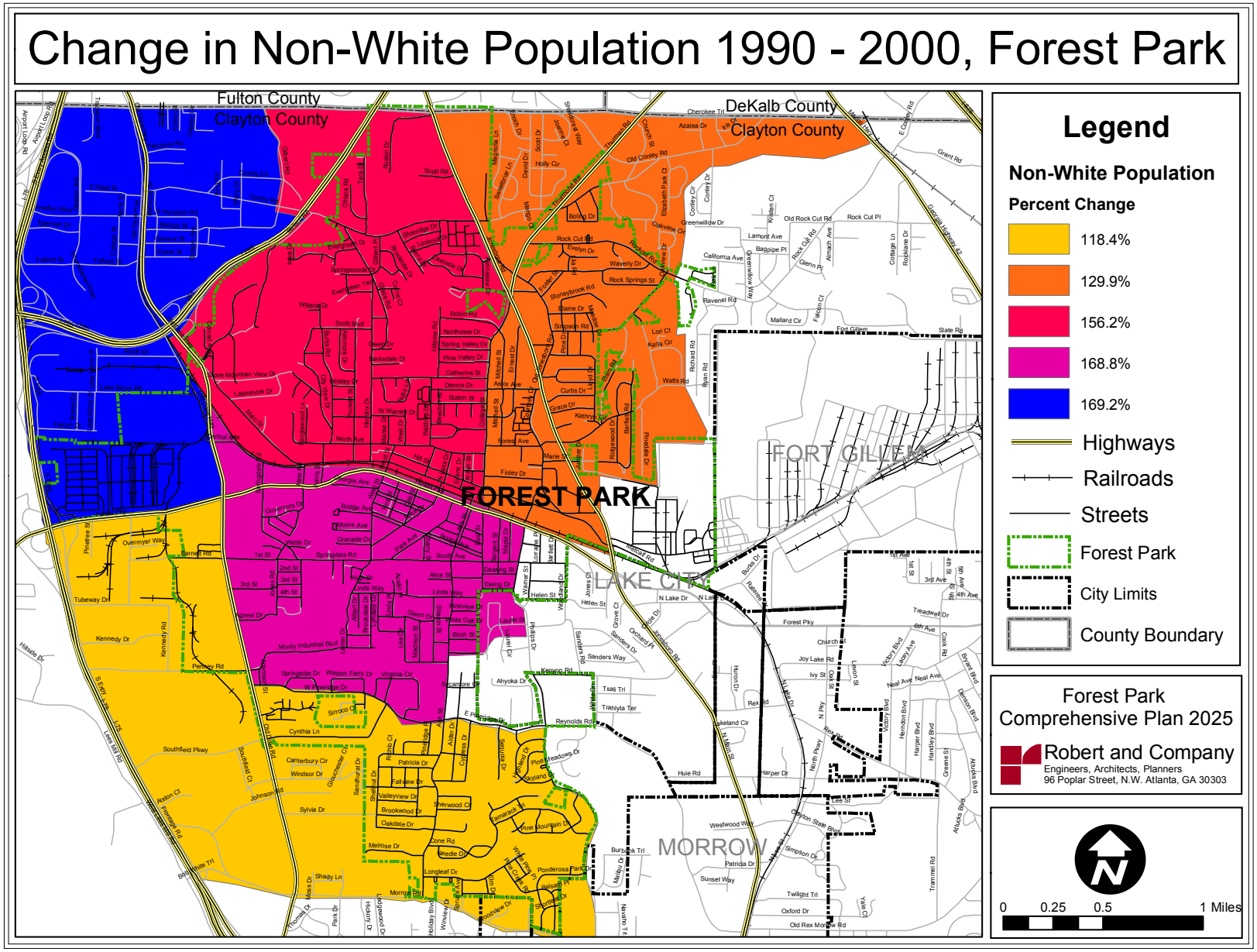
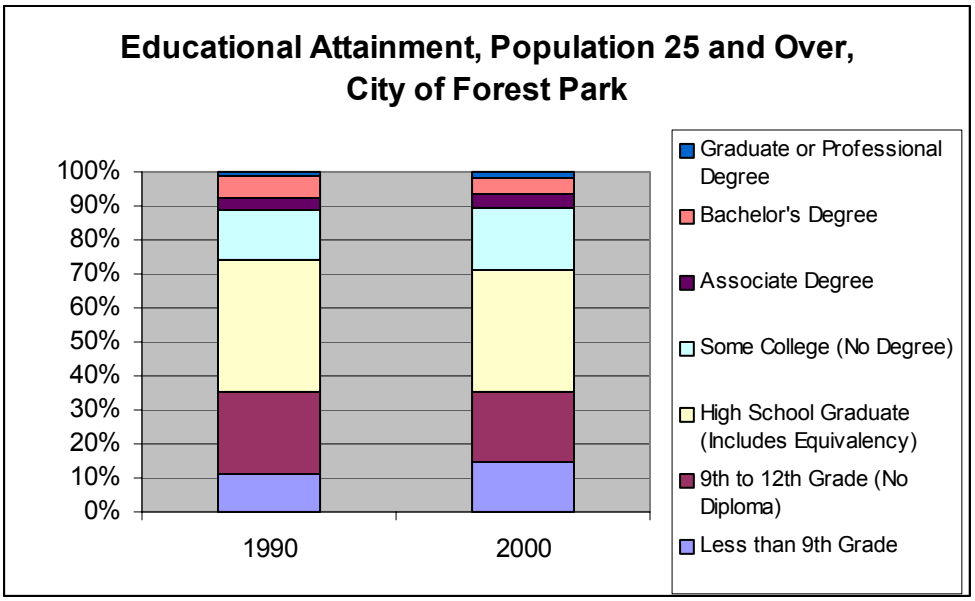


Table 2.11 Educational Attainment

Forest Park: Educational Attainment					
Category	**1990**		**2000**		
TOTAL Adult Population 25 & Over	10,799	% of population	12,495	% of population	% Change 1990 - 2000
Less than 9th Grade	1,219	11.3%	1,848	14.8%	51.6%
9th to 12th Grade (No Diploma)	2,616	24.2%	2,546	20.4%	-2.7%
High School Graduate (Includes Equivalency)	4,157	38.5%	4,523	36.2%	8.8%
Some College (No Degree)	1,616	15.0%	2,244	18.0%	38.9%
Associate Degree	394	3.6%	505	4.0%	28.2%
Bachelor's Degree	644	6.0%	587	4.7%	-8.9%
Graduate or Professional Degree	153	1.4%	242	1.9%	58.2%

Source U.S. Bureau of the Census

Chart 2.4 Education Attainment of Population Over 25



Educational attainment levels in Forest Park do not compare favorably with the state of Georgia and surrounding counties. [See Table 2.12] The proportion of adults 25 and over with less than a high school diploma is significantly higher in Forest Park (35.2%) than the state average (21.4%). Similarly, Forest Park has a higher proportion of adults lacking a high school diploma than Clayton County (19.9%) and each of the surrounding counties of DeKalb (14.9%), Fayette (7.6%), Fulton (16.0%), and Henry (15.8%). The city of Forest Park also maintains a low proportion of residents over 25 with a bachelor's degree or higher (6.6%) relative to the State of Georgia (24.3%) and surrounding counties. While Clayton and its surrounding counties each increased their proportion of adults with a bachelor's degree or higher between 1990 and 2000, Forest Park experienced a decline in college graduates.

Table 2.12 Regional Comparison of Educational Attainment

Comparison of Educational Attainment of Persons 25 Years and Over 1990 - 200 for City, County, Surrounding Counties, and State						
	Less than High School Completed		High School Diploma or Higher		Bachelor's Degree or Higher	
	1990	2000	1990	2000	1990	2000
City of Forest Park	35.5%	35.2%	64.5%	64.8%	7.4%	6.6%
Clayton County	22.7%	19.9%	77.3%	80.1%	14.7%	16.6%
DeKalb County	16.1%	14.9%	83.9%	85.1%	32.7%	36.3%
Fayette County	13.5%	7.6%	86.5%	92.4%	25.8%	36.2%
Fulton County	22.2%	16.0%	77.8%	84.0%	31.6%	41.4%
Henry County	27.1%	15.8%	72.9%	84.2%	10.7%	19.5%
State of Georgia	29.1%	21.4%	70.9%	78.5%	19.3%	24.3%

Source U.S. Bureau of the Census. Downloaded from Plan Builder, DCA, 3/29/04

Educational statistics are presented for Clayton County and the State of Georgia in Tables 2.13 and 2.14. Many of these statistics are unavailable for the City of Forest Park. Given the lower overall educational attainment levels in Forest Park, these statistics may not accurately reflect the situation at the local level. Department of Education figures show that the percentage of students dropping out of high school dropped significantly between 1995 and 2001, and that greater numbers of students completing high school are going on state colleges and technical schools. [See Table 2.13] Despite these educational gains, however, graduation test scores have dropped. The decline in graduation test scores in Clayton mirrors the decline in test scores statewide. Much of this trend in declining pass rates can be attributed to the increased testing standards implemented in Georgia. In 1997 and 1998, new graduation requirement tests for social studies and science were introduced.

Table 2.13 Clayton County Education Statistics

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

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

Table 2.14 Georgia Education Statistics

Georgia: Education Statistics							
Category	1995	1996	1997	1998	1999	2000	2001
H.S. Graduation Test Scores (All Components)	82%	76%	67%	68%	66%	68%	65%
H.S. Dropout Rate	9.26%	8.60%	7.30%	6.50%	6.50%	6.50%	6.40%
Grads Attending Georgia Public Colleges	35.00%	30.00%	30.20%	38.80%	37.50%	37.30%	36.10%
Grads Attending Georgia Public Technical Schools	5.40%	6.20%	7.10%	6.50%	6.40%	7.40%	8.80%

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

2.11 Income

Between 1989 and 1999, per capita income in the City of Forest Park rose 25.0%. [See Table 2.15] However, this increase in per capita income lagged behind the rise in per capita income experienced in Clayton County (33.2%), the State of Georgia (55.2%), and the U.S. (49.7%). Per capita income in Forest Park actually declined in real terms between 1989-1999 (-9.4%) when inflation is taken into account (34.4%). In 1999, the per capita income in Forest Park was $3,147 less than per capita income in Clayton County and $6,222 less than the State of Georgia, possibly due to low education levels within the city.

Table 2.15 Per Capita Income

Per Capita Income Comparison				
Category	United States	Georgia	Clayton County	City of Forest Park
Per capita income in 1989	$ 14,420	$ 13,631	$ 13,577	$ 11,946
Per capita income in 1999	$ 21,587	$ 21,154	$ 18,079	$ 14,932
% Change 89 - 99	49.70%	55.19%	33.16%	25.00%

US Census Bureau 1990 and 2000 Censuses, STF 3 Sample Data

Median household income in Forest Park increased 29.2% from $25,982 in 1989 to $33,556 in 1999. [See Table 2.15] Again, this increase does not outpace the rate of inflation of 34.4% for the same time frame. The median income of Forest Park is $9,141 lower than that of Clayton County, and $8,877 lower than median income for the state of Georgia.

Table 2.16 Median Household Income

Median Household Income Comparison				
Category	United States	Georgia	Clayton County	City of Forest Park
Median household income in 1989	$ 30,056	$ 29,021	$ 33,472	$ 25,982
Median household income in 1999	$ 41,994	$ 42,433	$ 42,697	$ 33,556
% Change 89 - 99	39.72%	46.21%	27.56%	29.15%

US Census Bureau 1990 and 2000 Censuses, STF 3 Sample Data

Table 2.17 shows the distribution of incomes in the city of Forest Park for the years 1989 and 1999. There have been increases in the proportion of the population represented in each of the income bracket above $35,000. Table 2.18 represents the proportion of residents in each income category for Forest Park and Clayton County. As reflected in the measures of median and per capita income, residents of Forest Park are over represented in each of the income brackets under $40,000 as compared to Clayton County. Conversely, residents of Forest Park are under represented in each of the income categories above $50,000 as compared to Clayton County.

Table 2.17 Income Distribution

City of Forest Park Household Income Distribution					
Category	1989		1999		Change in % of Population
TOTAL Households	6264		6859		
Income less than $5,000	401	6.40%	NA		
Income $5,000 - $9,999	562	8.97%	576	9.20%	0.22%
Income $10,000 - $14,999	601	9.59%	456	7.28%	-2.31%
Income $15,000 - $19,999	676	10.79%	632	10.09%	-0.70%
Income $20,000 - $29,999	1373	21.92%	1365	21.79%	-0.13%
Income $30,000 - $34,999	616	9.83%	538	8.59%	-1.25%
Income $35,000 - $39,999	390	6.23%	513	8.19%	1.96%
Income $40,000 - $49,999	716	11.43%	836	13.35%	1.92%
Income $50,000 - $59,999	459	7.33%	537	8.57%	1.25%
Income $60,000 - $74,999	253	4.04%	685	10.94%	6.90%
Income $75,000 - $99,999	167	2.67%	373	5.95%	3.29%
Income $100,000 or more	50	0.80%	348	5.56%	4.76%

Source U.S. Bureau of the Census. Downloaded from Plan Builder, DCA, 3/30/04

Table 2.18 Households by Income Grouping

Number of Households by Income Grouping 1999			
Category	Clayton County	City of Forest Park	Difference in % of Population
Income less than $9,999	6.12%	9.20%	3.08%
Income $10,000 - $14,999	3.99%	7.28%	3.29%
Income $15,000 - $19,999	6.00%	10.09%	4.09%
Income $20,000 - $29,999	14.76%	21.79%	7.03%
Income $30,000 - $34,999	7.70%	8.59%	0.89%
Income $35,000 - $39,999	7.03%	8.19%	1.16%
Income $40,000 - $49,999	13.18%	13.35%	0.17%
Income $50,000 - $59,999	11.48%	8.57%	-2.91%
Income $60,000 - $74,999	12.07%	10.94%	-1.14%
Income $75,000 - $99,999	10.41%	5.95%	-4.46%
Income $100,000 or more	7.26%	5.56%	-1.70%

Source U.S. Bureau of the Census. Downloaded from Plan Builder, DCA, 3/30/04

Chart 2.5 Household Distribution by Income Bracket

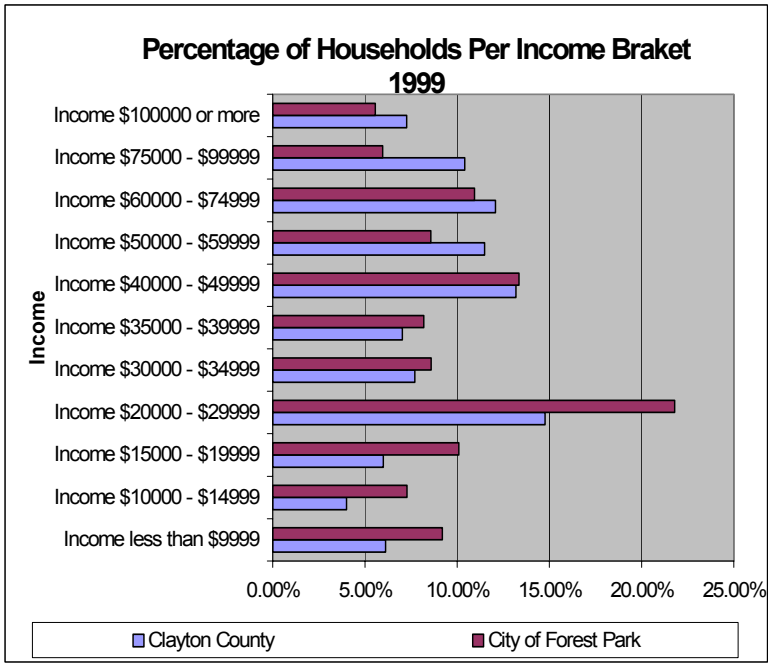


Table 2.19 provides poverty status data in 1999 by age for the city of Forest Park and Clayton County. In 1999 15.4% of the residents of Forest Park were below the poverty level as compared to 10.1% for Clayton County.

Table 2.19 Persons Below Poverty Level by Age Group

Persons Below Poverty Level by Age Group in 1999				
	Clayton County		City of Forest Park	
Total	232,742	% of Population	20,120	% of Population
Income in 1999 below poverty level:	23,493	10.09%	3,094	15.38%
Under 5 years	2,943	1.26%	484	2.41%
5 years	507	0.22%	83	0.41%
6 to 11 years	3,272	1.41%	329	1.64%
12 to 17 years	2,781	1.19%	347	1.72%
18 to 64 years	12,813	5.51%	1,675	8.33%
65 to 74 years	677	0.29%	121	0.60%
75 years and over	500	0.21%	55	0.27%

Source U.S. Bureau of the Census, 2000 Census, STF 3 Sample Data

2.11 Assessment

In the 1970s and 1980s noise and air impacts from the construction of Hartsfield-Jackson Atlanta International Airport led to population declines during both decades in the city of Forest Park. The 1990s saw a dramatic reversal of the city's long-standing trend of population decline. By the year 2000, Forest Park had grown to a new population high of 21,447 for an increase of 26.7% since 1990. [See Section 2.1] However, areas of Forest Park closest to airplane flight paths continue to experience population decline. With the construction of the fifth runway at Hartsfield-Jackson Airport, there will likely be population loss in areas affected by noise and construction. On the other hand, overall growth is expected for the City of Forest Park given the continued expansion of population in Clayton County and the Atlanta region. Likewise, the planned construction of commuter rail through Forest Park will increase the city's capacity for growth and redevelopment. With planned infrastructure improvements and concurrent redevelopment plans, the population of Forest Park is projected to increase by over 1/3 between 2000 and 2025. With a relatively stable average household size in Forest Park, these projected population increases will require a substantial expansion of housing in the city. Furthermore, the lack of undeveloped land within the City of Forest Park will necessitate redevelopment of some areas at a higher density if population growth is to be sustained.

The renewed population growth in Forest Park has caused shifts in several demographic factors. Over the previous two decades, the largest population increases in Forest Park have occurred in the 25-34 and 35-44 age brackets. [See Section 2.8] Over the next two decades, the population distribution is projected to shift towards older age cohorts. [See Section 2.9] The rise in older adults in Forest Park will create the need for senior

services such as nursing care, adult recreation programs, and improved transit access. Another important shift in Forest Park's demographic profile is the recent influx of immigrants and increased racial diversity. [See Section 2.10] Consistent with immigration trends throughout the Atlanta metro area, Forest Park went from 2.3% Hispanics in 1990 to 20.2% in 2000. With the increase in the Hispanic population, there may be a need for workforce Spanish instruction in schools and among public safety personnel such as fire, police, and EMS. In addition, Forest Park more than doubled its black population between 1990 and 2000 to 37.4%. Conversely, the white population declined from 77.2% to 45.1% over the same time frame.

The City of Forest Park has some challenges with respect to educational attainment. [See Section 2.11] Forest Park experienced a marked increase in adults with very low educational attainment (less than 9th grade education). Likewise, the city has experienced a decline in the proportion of adults holding a bachelor's degree or higher. These trends are especially troubling given the city's already low educational attainment as compared to the surrounding counties and state. There is a need for more adult educational opportunities and training programs within the city of Forest Park. In addition, the city should attempt to attract more professionals with high education levels.

Educational attainment is often closely associated with income. As such, per capita income and median household income in the City of Forest Park are comparatively lower than Clayton County, Georgia, and the U.S. as a whole. [See Section 2.12] When adjusted for inflation, Forest Park experienced a decline in per capita income of -9.4% and a decline in median household income of -5.2%. The city also has a relatively high proportion of persons below the federal poverty level (15.4%) as compared to Clayton County (10.1%). This statistic points to the need for additional services for the poor.

CHAPTER 3 ECONOMIC DEVELOPMENT

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

3.1 Economic Base

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

3.1.1 Employment by Sector

Table 3.1 shows the number of employees working in establishments located in Forest Park. Employment for Forest Park has been compared with employment totals for Clayton County for the each sector. Forest Park has a relatively high share of Clayton County's employment in the wholesale (23.1%) and retail (20.7%) sectors given the city's share of total county population (9.1%). The retail (3,349) and wholesale (1,421) sectors combined account for over half of the total jobs located in Forest Park. The next largest areas of employment for Forest Park are in accommodations/food service (932), manufacturing (751), and administrative/support (572).

Table 3.1 Comparison of Employment by Sector

Comparison of Employment by Sector 1997			
Industry	Forest Park		Clayton County
	Employment	% Share of County Employment in Sector	Employment
Manufacturing	751	12.7%	5,901
Wholesale	1,421	23.1%	6,142
Retail	3,349	20.7%	16,204
Real Estate & Rental & Leasing	168	12.7%	1,326
Professional, Scientific, & Technical Services	199	13.1%	1,521
Administrative & Support & Waste Management & Remediation Services	572	10.0%	5,740
Educational services	17	10.7%	159
Health Care & Social Assistance	372	8.7%	4,290
Arts, Entertainment, & Recreation	29-99*	NA	290
Accommodations & Foodservices	932	9.0%	10,412
Other Services (Except Public Administration)	256	13.9%	1,842

Source: US Census Bureau, Economic Census 1997
*Detailed data withheld to avoid disclosing information about individual firms.

In 2000 the sectors accounting for the greatest proportions of employment in Clayton County were transportation, communications and utilities (TCU) (28.1%), services (21.7%) and retail trade (18.7%). [Table 3.2] Over the next twenty years the county's TCU sector is projected to continue growing, and may account for up to a third of all employment by 2025. Employment in the retail trade sector is projected to steadily decline, dropping from 18.7% of total employment in 2000 to 16.4% in 2025. Employment in the services sector is expected to remain steady at around 22%. Overall, no significant shifts in the employment shares of each sector are projected for the county.

Table 3.2 Employment by Sector

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

Source: Woods and Pool Economics, Inc.

3.1.2 Earnings by Sector

Tables 3.3 and 3.4 show historic numbers of establishments and sales/receipts for Forest Park and Clayton County. Differences in the level of detail in reporting between the years 1992 and 1997 make historic comparisons difficult. There has been a decline in the number of retail and wholesale establishments in Forest Park between 1992 and 1997.

The city's share of county sales generated by the retail and wholesale sectors has also fallen over the same time period. While the number of service establishments has increased, there has been a decline in the city's share of sales receipts generated by the service sector.

Table 3.3 Comparison of Earnings by Sector 1992

Comparison of Number of Establishments and Sales/Receipts 1992						
Industry	City of Forest Park				Balance of Clayton County	
	Number of Establishments	% of County Total	Sales ($ Millions Receipts for Services)	% of County Total	Number of Establishments	Sales ($ Millions Receipts for Services)
Retail	155	14.57%	367	18.24%	1,064	2,012
Wholesale	83	25.54%	622	18.75%	325	3,317
Services	156	14.07%	69	9.54%	1,109	723

Source: U.S. Census Bureau. 1992 Economic Census.

Table 3.4 Comparison of Earnings by Sector 1997

Comparison of Number of Establishments and Sales/Receipts, 1997						
Industry (SAICS Code)	City of Forest Park				Clayton County	
	Number of Establishments	% of County Total	Sales ($ 1,000) (Receipts for Services)	% of County Total	Number of Establishments	Sales ($ 1,000) (Receipts for Services)
Manufacturing	24	14.37%	$ 142,104	8.66%	167	$ 1,641,582
Wholesale	64	20.25%	$ 448,958	13.42%	316	$ 3,345,210
Retail	127	15.26%	$ 409,575	14.99%	832	$ 2,731,688
Real Estate & Rental & Leasing	37	18.78%	$ 30,947	16.67%	197	$ 185,590
Professional, Scientific, & Technical Services	21	9.25%	$ 6,866	5.81%	227	$ 118,091
Administrative & Support & Waste Management & Remediation Services	18	9.38%	$ 15,689	7.02%	192	$ 223,438
Educational services	5	21.74%	$ 882	8.60%	23	$ 10,259
Health Care & Social Assistance	40	10.84%	$ 21,063	7.16%	369	$ 293,973
Arts, Entertainment, & Recreation	3	11.11%	*	*	27	$ 11,196
Accommodations & Foodservices	46	12.23%	$ 28,533	6.75%	376	$ 422,948
Other Services (Except Public Administration)	50	16.03%	$ 20,556	15.61%	312	$ 131,692

Source: U.S. Census Bureau. 1997 Economic Census.

Comparative earnings by industry for the city of Forest Park, Clayton County, and Georgia are presented in Table 3.5. Wholesale (39.9%) and retail (36.4%) trade account for the vast majority of earnings in Forest Park. Together these sectors account for 76.3% of the total earnings in Forest Park. This economic specialization in wholesale and retail trade is comparable to industry earnings in Clayton County, where wholesale trade makes up 36.7% and retail makes up 30.0%. In contrast, wholesale trade accounts for only 5.1% of total statewide earnings by industry. The third largest industry in Forest Park by earnings is manufacturing (12.6%). Manufacturing accounts for a larger portion of the earnings in Clayton County (18.0%) and the state of Georgia (43.1%). All other listed sectors combined make up only 11.1% of the total earnings in Forest Park.

Table 3.5 Comparison of Earnings by Industry 1997

Comparison of Earnings by Industry, 1997					
	City of Forest Park			Clayton County	Georgia
Industry	Sales ($ 1,000) (Receipts for Services)	% of Total for Industries Listed	% of County Total	% of Total Sales/ Receipts	% of Total Sales/ Receipts
Manufacturing	$142,104	12.63%	8.66%	18.01%	43.06%
Wholesale	$448,958	39.90%	13.42%	36.70%	5.11%
Retail	$409,575	36.40%	14.99%	29.97%	24.97%
Real Estate & Rental & Leasing	$30,947	2.75%	16.67%	2.04%	2.39%
Professional, Scientific, & Technical Services	$6,866	0.61%	5.81%	1.30%	5.32%
Administrative & Support & Waste Management & Remediation Services	$15,689	1.39%	7.02%	2.45%	3.40%
Educational services	$882	0.08%	8.60%	0.11%	0.17%
Health Care & Social Assistance	$21,063	1.87%	7.16%	3.22%	8.20%
Arts, Entertainment, & Recreation	*	*	*	0.12%	0.68%
Accommodations & Foodservices	$28,533	2.54%	6.75%	4.64%	3.35%
Other Services (Except Public Administration)	$20,556	1.83%	15.61%	1.44%	3.35%
TOTAL	$1,125,173	100.00%	12.34%	100.00%	100.00%

Source: 1997 Economic Census

Projections for earnings are not available for the city of Forest Park. Projected earnings for Clayton County and the State of Georgia are provided in Table 3.6. Following national trends of industrial decline, manufacturing is projected to decrease from 6.1% to 4.7% of total Clayton County earnings between 2000 and 2025. The two largest sectors in Forest Park, retail and wholesale trade are both projected to steadily decline in the larger Clayton County area. Reflecting the increased activity associated with the expansion of Hartsfield-Jackson airport, the transportation/communication/utilities sector

is projected to grow from 42.5% in 2000 to 50.1% in 2025. Following state and national trends of the increased importance of the service sector, earnings from services are projected to increase slightly over the next 20 years.

Table 3.6 Comparison of Earnings by Sector

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

Source: Woods and Pool Economics, Inc.

3.1.3 Weekly Wages

While figures on average weekly wages are unavailable for the City of Forest Park, historic weekly wages for Clayton County are provided in Table 3.7. Based on 1999 data from the United States Bureau of Labor Statistics the transportation, communications and utilities sector (TCU) provides the highest average weekly wage ($943) in Clayton County. Following TCU for wages are wholesale industries ($736) and manufacturing ($698). The lowest wages in Clayton County are found in retail trade ($341) and agriculture, forestry and fishing ($417). Wages in Clayton County increased during the period from 1990 to 1999; overall the average weekly wage grew 34%. Wages increased the fastest in the services sector, which saw an increase of over 50%.

Table 3.7 Average Weekly Wages

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

Source: Ga Department of Labor, accessed via DCA Georgia Planbuilder

For most sectors, wages are higher in Clayton County than those at the state level. [See Table 3.8] However, wages increased much more significantly at the state level between 1990 and 1999 with the average weekly wage for all industries growing by 48%. In 1999 the highest wages at the state level are found in wholesale trade jobs at $932 per week. This wage is 21% higher than the average wholesale trade wage in Clayton County ($736 per week). The second highest wages at the state level are in finance, insurance and real estate (FIRE), $900 per week; this is 30% more than the average Clayton County weekly wage for the sector ($623). TCU is the third ranking sector for wages in the state, paying an average of $895 per week; this is $48 or 5% less than the 1999 average weekly wage for the sector in Clayton County.

Table 3.8 Comparison of Average Weekly Wages

Average Weekly Wages 1999, Clayton County and Georgia		
Category	**Clayton**	**Georgia**
All Industries	$663	$629
Agriculture, Forestry, Fishing	417	390
Mining	NA	866
Construction	NA	623
Manufacturing	698	684
Transportation, Communications, Utilities	943	895
Wholesale	736	932
Retail	341	335
Financial, Insurance, Real Estate	623	900
Services	NA	611
Federal Government	NA	808
State Government	623	579
Local Government	555	523

Source: GA Department of Labor, Accessed via DCA GA Planbuilder

3.1.4 Sources of Income

Sources of household income are compared for the City of Forest Park and the State of Georgia in Table 3.9. The percentage of households with wage or salary income in Forest Park (83.7%) closely mirrors the percentage in the state of Georgia (83.8%). A relatively lower proportion of Forest Park residents derive income from interest, dividends, and rent (16.5%) than at the state level (28.8%). Forest Park residents have a slightly higher proportion of income derived from social security (22.7%) and retirement income (15.7%) than state levels (21.9% and 14.4%, respectively). The number of persons with social security and retirement income is likely to increase as the population of Forest Park ages. The age cohort of 60-65 has the largest projected percentage increase over the next 20 years. [See Chapter 2, Chart 2.3] Forest Park also has a relatively higher proportion of persons with public assistance income (3.8%) than the state (2.9%). Projected changes in income sources are unavailable for the City of Forest Park. However, projections of future income sources are available for Clayton County and the State of Georgia. [See Table 3.10]

Table 3.9 Household Income

Sources of Household Income 1999, City of Forest Park and State of Georgia			
Source of Household Income in 1999	**Households in City of Forest Park**	**% City of Forest Park**	**% Georgia Households**
With Earnings	5,740	83.69%	83.80%
With Wage or Salary Income	5,589	81.48%	81.30%
With Self-employment Income	504	7.35%	10.90%
Interest, Dividends, or Net Rental Income	1,130	16.47%	28.80%
Social Security Income	1,557	22.70%	21.90%
Supplemental Security Income (SSI)	359	5.23%	4.50%
Public Assistance Income	263	3.83%	2.90%
Retirement Income	1,078	15.72%	14.40%
Total Households	**6,859**	**100.00%**	**100.00%**

Source: US Census Bureau, 2000 Census.
Summary File 3, Tables P58, P59, P60, P61, P62, P63, P64, P65.

Table 3.10 Income by Type

Personal Income by Type (%) for Georgia and Clayton County									
	Category	1990	1995	2000	2005	2010	2015	2020	2025
Clayton	Wages & Salaries	76.57%	80.98%	89.86%	91.31%	92.43%	93.17%	93.49%	93.35%
GA	Wages & Salaries	60.36%	59.07%	61.18%	61.09%	61.00%	60.94%	60.92%	60.92%
Clayton	Other Labor Income	10.53%	12.05%	10.23%	10.25%	10.24%	10.19%	10.08%	9.93%
GA	Other Labor Income	8.68%	8.63%	6.84%	6.71%	6.60%	6.48%	6.38%	6.28%
Clayton	Proprietors Income	3.91%	3.44%	3.95%	3.96%	3.97%	3.96%	3.93%	3.88%
GA	Proprietors Income	7.11%	7.96%	8.65%	8.52%	8.43%	8.34%	8.26%	8.19%
Clayton	Dividends, Interest, & Rent	12.31%	11.36%	12.02%	11.74%	11.56%	11.47%	11.49%	11.61%
GA	Dividends, Interest, & Rent	17.34%	16.31%	16.80%	16.76%	16.70%	16.61%	16.49%	16.34%
Clayton	Transfer Payments to Persons	8.25%	11.54%	10.86%	10.82%	10.91%	11.16%	11.57%	12.16%
GA	Transfer Payments to Persons	10.94%	12.62%	11.13%	11.25%	11.43%	11.66%	11.93%	12.25%
Clayton	Less: Social Ins. Contributions	5.45%	5.97%	6.41%	6.78%	7.15%	7.47%	7.72%	7.92%
GA	Less: Social Ins. Contributions	4.33%	4.45%	4.49%	4.67%	4.86%	5.04%	5.19%	5.33%
Clayton	Residence Adjustment	-6.12%	13.40%	20.51%	21.30%	21.96%	22.48%	22.84%	23.03%
GA	Residence Adjustment	-0.10%	-0.15%	-0.11%	0.33%	0.70%	1.00%	1.21%	1.35%

Source: Woods and Pool Economics, Inc., Accessed via DCA Planbuilder.

3.2 Community Level Economic Activities

3.2.1 Major Clayton County Employers:

Delta Air Lines
Clayton County School System
U.S. Army at Fort Gillem

State Farmers Market
Southern Regional Medical Center
Clayton County Government
J.C. Penney Co. (retail store, distribution center, and catalog center)
Northwest Airlines
Clayton College & State University
Georgia Department of Revenue
The JWI Group (includes Atlanta Felt, Atlanta Wireworks, and Drytex)

3.2.2 Unique Economic Activities

Forest Park Livable Centers Initiative (LCI) Study

In 2001 the City of Forest Park received a $50,000 planning grant from the Atlanta Regional Commission for the study of redevelopment centered on transit and alternative means of transportation. In conjunction with the planned Atlanta to Macon commuter rail line, the LCI Study focused on enhancing downtown Forest Park as a transit oriented center. The plan envisions the creation of a transit village as the centerpiece of mixed-use downtown redevelopment. This transit village would form a nexus of multi-modal transportation options including Clayton County buses (C-Tran), Atlanta-Macon commuter rail, bicycle/pedestrian trails, automobile parking, and a tram system. The proposed tram system would link Forest Park with the Atlanta State Farmer's Market and Hartsfield-Jackson International Airport.

In 2003 the city was awarded a supplemental study grant of $25,000 to further study the market potential of the Atlanta State Farmer's Market and create a redevelopment plan. This study has been completed and a committee involving the city, the Clayton County Development Authority and the Sate Commissioner of Agriculture has been created to guide redevelopment efforts.

Fort Gillem

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

Hartsfield-Jackson Atlanta International Airport

Hartsfield-Jackson Atlanta International Airport has a profound effect on the economy of Forest Park and Clayton County. The largest portion of the nation's busiest airport in passenger traffic lies mostly within Clayton County's borders approximately four miles northwest of Forest Park. The airport's largest carrier, Delta Air lines, also has offices and operations located within Clayton County. There are several industrial nodes of cargo and warehousing activity in Forest Park which exploit the city's close proximity to the airport and major highway interchanges. Likewise, the airport provides a major source of employment for Forest Park residents. Continued expansion of Hartsfield-Jackson Airport represents both a challenge and an opportunity for redevelopment.

Atlanta State Farmer's Market

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

Tradeport

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

Mountain View Redevelopment

The Redevelopment Authority of Clayton County prepared a redevelopment plan for the Mountain View area in 1989 and updated it in 2000. This portion of unincorporated Clayton County is located directly east of the airport along the Aviation Boulevard axis. The plan includes the partially developed Atlanta Tradeport area as well as East Mountain View, much of which is under the ownership of the City of Atlanta following airport noise-related acquisition. Redevelopment plans for Mountain View call for a "community of commerce" including retail commercial, office and light industrial developments surrounding the planned multi-modal Southern Crescent Transportation

Service Center. It is also likely that the Mountain View area will meet some of the projected need for airport related parking following construction of the East International Terminal.

Southside Hartsfield Redevelopment and Stabilization Plan

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

Commuter Rail

The proposed commuter rail line from Atlanta to Macon includes five transit stations in Clayton County. These proposed stations include Southern Crescent Transportation Services Center, Forest Park, Morrow, Jonesboro, and Lovejoy. The cities of Forest Park, Morrow and Jonesboro have each developed plans for redevelopment around the proposed stations. The Forest Park LCI Study envisions a transit village designed to enhance connectivity between transportation modes including commuter rail, C-Tran buses, bicycle/pedestrian trails, and a proposed tram system. An environmental impact study was completed from Atlanta to Macon and funding was released for rail improvements and purchase of land for the station areas. The section from Atlanta to Lovejoy will be the first leg for commuter rail service in Georgia and may be operational by 2006.

3.3 Labor Force

Whereas the economic base section focuses on jobs and businesses located inside the city, this section, labor force analysis, focuses on workers residing in Forest Park. As shown in the subsequent section on commuting patterns, many of these residents work outside of Forest Park. Nevertheless, a careful analysis of the labor force in the city and its surrounding county provides essential information for crafting economic development strategies.

3.3.1 Employment by Sector

Comparisons of employment by sector for Forest Park, Clayton County, Georgia, and the U.S. are provided in Table 3.11. The City of Forest Park has a relatively high proportion of workers in the construction sector (14.8%) relative to Clayton County (7.9%), Georgia (7.9%), and the U.S. (6.8%). Reflecting the Clayton County specialization in

transportation/warehousing/utilities, Forest Park has a high proportion of workers in this sector (12.5%) relative to the state of Georgia (6%) and the U.S. (5.2%). Forest Park significantly lags behind in the educational/health/social services sector (9.5%) as compared to Clayton County (15.7%), Georgia (17.6%), and the U.S. (19.9%).

Table 3.11 Employment by Sector

Comparison of Employment by Sector for City, 2000				
Industry	City of Forest Park	Clayton	Georgia	U.S.
Agriculture, forestry, fishing and hunting, and mining:	0.3%	0.2%	1.4%	1.9%
Construction	14.8%	7.9%	7.9%	6.8%
Manufacturing	14.0%	9.3%	14.8%	14.1%
Wholesale trade	5.6%	3.9%	3.9%	3.6%
Retail trade	10.2%	11.0%	12.0%	11.7%
Transportation and warehousing, and utilities:	12.5%	14.9%	6.0%	5.2%
Information	1.8%	3.0%	3.5%	3.1%
Finance, insurance, real estate and rental and leasing:	5.0%	7.0%	6.5%	6.9%
Professional, scientific, management, administrative, and waste management services:	8.6%	7.8%	9.4%	9.3%
Educational, health and social services:	9.5%	15.7%	17.6%	19.9%
Arts, entertainment, recreation, accommodation and food services:	9.2%	8.2%	7.1%	7.9%
Other services (except public administration)	5.3%	5.0%	4.7%	4.9%
Public administration	3.2%	6.0%	5.0%	4.8%

Source: US Census Bureau, 2000 Census. Summary File 3. Table P49.

3.3.2 Employment by Occupation

Employment by occupation for Forest Park residents between 1990 and 2000 is presented in Table 3.12. In the year 2000, the largest occupational group of Forest Park residents was machinists/assemblers/inspectors (18.5%) followed by clerical/administrative (16.5%), transportation/material moving (14.4%), service (11.1%), and precision production/craft/repair (11.1%). Between 1990 and 2000, the largest increases in employment of Forest Park residents occurred in the machinists/assemblers/inspectors occupations (68.8%), professional/technical specialists (47.9%), and transportation/material moving (41.5%) occupations. The largest declines for occupations of Forest Park residents are found in sales (-43.5%), clerical/administrative support (-25%), and farming/fishing/forestry (-24.5%).

Table 3.12 Employment by Occupation

City of Forest Park Employment by Occupation					
Category	1990		2000		% Change
TOTAL All Occupations	8,019	%	8,999	%	1990 - 2000
Executive, Administrative and Managerial (not Farm)	556	6.9%	552	6.1%	-0.7%
Professional and Technical Specialty	449	5.6%	861	9.6%	47.9%
Technicians & Related Support	162	2.0%	NA	NA	NA
Sales	864	10.8%	602	6.7%	-43.5%
Clerical and Administrative Support	1,854	23.1%	1,483	16.5%	-25.0%
Private Household Services	28	0.3%	NA	NA	NA
Protective Services	256	3.2%	NA	NA	NA
Service Occupations (not Protective & Household)	852	10.6%	997	11.1%	14.5%
Farming, Fishing and Forestry	66	0.8%	53	0.6%	-24.5%
Precision Production, Craft, and Repair	1,079	13.5%	995	11.1%	-8.4%
Machine Operators, Assemblers & Inspectors	519	6.5%	1,662	18.5%	68.8%
Transportation & Material Moving	758	9.5%	1,295	14.4%	41.5%
Handlers, Equipment Cleaners, helpers & Laborers	576	7.2%	NA	NA	NA

Source: US Census Bureau, 2000 Census. Summary File 3, Table P50.

Table 3.13 compares employment by occupation in Forest Park, Clayton County, Georgia, and the U.S. Again, the local specialization in transportation services is reflected in the relatively high level of employees of production/transportation/moving occupations (25.5%) as compared to Georgia (15.7%), and the U.S. (14.6%). Forest Park has relatively low levels of employees of management professional occupations (15.7%) as compared to Clayton County (24.1%), Georgia (32.7%), and the U.S. (33.6%).

Table 3.13 Employment by Occupation by Sex

2000 Employment By Occupation By Sex, Employed Civilian Population 16 Years and Over, City of Forest Park							
	City of Forest Park				Clayton County	Georgia	United States
Occupation	Male	Female	Total	%	%	%	%
Management, professional, and related occupations:	513	900	1,413	15.7%	24.1%	32.7%	33.6%
Service occupations:	649	847	1,496	16.6%	15.4%	13.4%	14.9%
Sales and office occupations:	629	1456	2,085	23.2%	30.6%	26.8%	26.7%
Farming, fishing, and forestry occupations	24	29	53	0.6%	0.1%	0.6%	0.7%
Construction, extraction, and maintenance occupations:	1,598	64	1,662	18.5%	11.7%	10.8%	9.4%
Production, transportation, and material moving occupations:	1,654	636	2,290	25.4%	18.0%	15.7%	14.6%
Total	5,067	3,932	8,999	100.0%	100.0%	100.0%	100.0%

Source: US Census Bureau, 2000 Census, Summary File 3. Table P50.

3.3.3 Labor Force Participation

Labor force participation for the city of Forest Park for the years 1990 and 2000 is presented in Table 3.14. Overall labor force participation has declined from 68.1% in 1990 to 62.9% in 2000. There has been an increase in the number of males not in the labor force from 10.3% in 1990 to 15.8% in 2000. Forest Park has a low rate of labor force participation among women (26.8%) as compared to Clayton County (34.9%). [See Table 3.15] Forest Park's overall labor force participation rate (62.9%) is lower than Clayton (71%) and Georgia (66.1%), but on par with the U.S. (63.9%). Some of this difference is accounted for by the age structure of Forest Park, where 8.6% of the population is over 65 as opposed to 5.9% in Clayton County. In the coming years, each age cohort over 65 is projected to grow within Forest Park. [See Chapter 2 Population Element, Chart 2.3] As the local population ages, there will likely be a decline in labor force participation.

Table 3.14 Labor Force Participation

Historic Labor Force Participation and Unemployment, City of Forest Park				
Category	1990		2000	
TOTAL Males and Females	13,017		15,913	
In Labor Force	8,859	68.1%	10,004	62.9%
Civilian Labor Force	8,579	65.9%	9,688	60.9%
Civilian Employed	8,019	61.6%	8,999	56.6%
Civilian Unemployed	560	4.3%	689	4.3%
In Armed Forces	280	2.2%	316	2.0%
Not in Labor Force	4,158	31.9%	5,909	37.1%
TOTAL Males	6,211	47.7%	8,246	51.8%
Male In Labor Force	4,869	37.4%	5,735	36.0%
Male Civilian Labor Force	4,619	35.5%	5,486	34.5%
Male Civilian Employed	4,305	33.1%	5,067	31.8%
Male Civilian Unemployed	314	2.4%	419	2.6%
Male In Armed Forces	250	1.9%	249	1.6%
Male Not in Labor Force	1,342	10.3%	2,511	15.8%
TOTAL Females	6,806	52.3%	7,667	48.2%
Female In Labor Force	3,990	30.7%	4,269	26.8%
Female Civilian Labor Force	3,960	30.4%	4,202	26.4%
Female Civilian Employed	3,714	28.5%	3,932	24.7%
Female Civilian Unemployed	246	1.9%	270	1.7%
Female In Armed Forces	30	0.2%	67	0.4%
Female Not in Labor Force	2,816	21.6%	3,398	21.4%

Source: DCA Georgia Planbuilder

Table 3.15 Comparison of Labor Force Participation

Labor Force Participation 2000; City, County, State, and National Comparisons								
Category	Forest Park		Clayton County		Georgia		U.S.	
TOTAL Males and Females	15,913	%	172,507	%	6,250,687	%	217,168,077	%
In Labor Force	10,004	62.9%	122,396	71.0%	4,129,666	66.1%	138,820,935	63.9%
Civilian Labor Force	9,688	60.9%	121,146	70.2%	4,062,808	65.0%	137,668,798	63.4%
Civilian Employed	8,999	56.6%	114,468	66.4%	3,839,756	61.4%	129,721,512	59.7%
Civilian Unemployed	689	4.3%	6,678	3.9%	223,052	3.6%	7,947,286	3.7%
In Armed Forces	316	2.0%	1,250	0.7%	66,858	1.1%	1,152,137	0.5%
Not in Labor Force	5,909	37.1%	50,111	29.0%	2,121,021	33.9%	78,347,142	36.1%
TOTAL Males	8,246	51.8%	82,107	47.6%	3,032,442	48.5%	104,982,282	48.3%
Male In Labor Force	5,735	36.0%	62,122	36.0%	2,217,015	35.5%	74,273,203	34.2%
Male Civilian Labor Force	5,486	34.5%	61,183	35.5%	2,159,175	34.5%	73,285,305	33.7%
Male Civilian Employed	5,067	31.8%	57,897	33.6%	2,051,523	32.8%	69,091,443	31.8%
Male Civilian Unemployed	419	2.6%	3,286	1.9%	107,652	1.7%	4,193,862	1.9%
Male In Armed Forces	249	1.6%	939	0.5%	57,840	0.9%	987,898	0.5%
Male Not in Labor Force	2,511	15.8%	19,985	11.6%	815,427	13.0%	30,709,079	14.1%
TOTAL Females	7,667	48.2%	90,400	52.4%	3,218,245	51.5%	112,185,795	51.7%
Female In Labor Force	4,269	26.8%	60,274	34.9%	1,912,651	30.6%	64,547,732	29.7%
Female Civilian Labor Force	4,202	26.4%	59,963	34.8%	1,903,633	30.5%	64,383,493	29.6%
Female Civilian Employed	3,932	24.7%	56,571	32.8%	1,788,233	28.6%	60,630,069	27.9%
Female Civilian Unemployed	270	1.7%	3,392	2.0%	115,400	1.8%	3,753,424	1.7%
Female In Armed Forces	67	0.4%	311	0.2%	9,018	0.1%	164,239	0.1%
Female Not in Labor Force	3,398	21.4%	30,126	17.5%	1,305,594	21%	47,638,063	21.9%

Source: US Census Bureau, 2000 Census; Accessed via DCA Georgia Planbuilder

3.3.4 Unemployment Rates

Unemployment has held steady in Forest Park at 4.3% in 1990 and 2000. [Table 3.15] The unemployment rate in Forest Park (4.3%) is slightly higher than that of Clayton County (3.9%), Georgia (3.6%), and the U.S. (3.7%). Because annual unemployment rates are unavailable for the City of Forest Park, unemployment rates for Clayton County, the state of Georgia, and the U.S. are provided in Table 3.16 for comparison, as it is assumed that Forest Park experienced employment trends similar to the county. Due to the sustained economic growth of the 1990s, unemployment steadily declined at the county, state, and national levels between 1992 and 2000. In Clayton County, unemployment declined from 7.3% in 1992 to 3.6% in the year 2000. Due to the recent national recession, unemployment has increased to 6.0% in Clayton County as of 2003.

Table 3.16 Comparison of Unemployment Rates

Unemployment Rates; Clayton County, State, and National Comparisons											
Category	**1990**	**1991**	**1992**	**1993**	**1994**	**1995**	**1996**	**1997**	**1998**	**1999**	**2000**
Labor Force - Clayton	103,123	101,556	103,371	106,626	109,965	110,327	113,730	117,330	121,236	123,088	126,858
Employed - Clayton	97,517	95,773	95,818	100,062	103,814	104,751	108,587	112,473	116,687	118,751	122,318
Unemployed - Clayton	5,606	5,783	7,553	6,564	6,151	5,576	5,143	4,857	4,549	4,337	4,540
Unemployment Rate - Clayton	5.4%	5.7%	7.3%	6.2%	5.6%	5.1%	4.5%	4.1%	3.8%	3.5%	3.6%
Unemployment Rate - Georgia	5.5%	5.0%	7.0%	5.8%	5.2%	4.9%	4.6%	4.5%	4.2%	4.0%	3.7%
Unemployment Rate - U.S.	5.6%	6.8%	7.5%	6.9%	6.1%	5.6%	5.4%	4.9%	4.5%	4.2%	4.0%

Source: US Department of Labor, Accessed via DCA Georgia Planbuilder

3.3.5 Place of Work

Employment by place of work shows the number of residents who work locally as well as those who commute to other locations for work. [See Table 3.17 and Table 3.18] Place of work for local residents also reflects the jobs/housing balance of a community. Of the employed residents of Forest Park as of the year 2000, 17.3% work within the city and an additional 26.3% work in the remaining portion of Clayton County. As an inner ring county of the metro area, the vast majority of Forest Park's workers are employed within the Atlanta MSA (96.7%). The City of Atlanta employs 19.1% of Forest Park's workers. Between 1990 and 2000, the proportion of residents working in Forest Park declined from 21.6% to 17.3%. Also, the proportion of residents working in the City of Atlanta declined from 24.8% in 1990 to 19.1% in 2000. This trend reflects the declining importance of Atlanta as an employment center relative to the remainder of the Atlanta MSA.

Table 3.17 Place of Work for Forest Park Residents, 2000

Place of Work 2000, for Workers 16 Years and Over, Forest Park		
Place of Work	**Number of Residents Working**	**% of Total Employed**
Worked in place of residence (Forest Park)	1,578	17.3%
Worked in Clayton County, not Forest Park	2,403	26.3%
Worked in central city of MSA (Atlanta)	1,743	19.1%
Worked in Atlanta MSA, but not in central city	7,070	77.5%
Worked outside Atlanta MSA but in Georgia	123	1.3%
Worked outside Georgia	187	2.0%
Total Employed	9,123	

Source: US Census Bureau, 2000 Census, Summary File 3.
Tables P26, P27, and P28.

Table 3.18 Place of Work for Forest Park Residents, 1990

Place of Work 1990 for Workers 16 Years and Over, Forest Park		
Place of Work	**Number of Residents Working**	**% of Total Employed**
Worked in place of residence (Forest Park)	1,751	21.6%
Worked in Clayton County, not Forest Park	2,197	27.1%
Worked in central city of MSA (Atlanta)	2,007	24.8%
Worked in Atlanta MSA, but not in central city	5,998	74.1%
Worked outside Atlanta MSA but in Georgia	52	0.6%
Worked outside Georgia	38	0.5%
Total Employed	8,095	100.0%

Source: US Census Bureau, 1990 Census, Summary File 3. Tables P45, P46, and P47

3.4 Local Economic Development Resources

3.4.1 Economic Development Agencies

Economic development agencies are established to promote economic development and growth in a jurisdiction or region. The agencies create marketing techniques and provide coordination and incentives for new businesses wishing to locate their establishments or subsidiaries in Clayton County. Economic development agencies also assist existing businesses in a jurisdiction with expansion and relocation techniques. Agencies involved in economic development in Forest Park include:

Clayton County Chamber of Commerce

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

Development and Redevelopment Authority of Clayton County

The Development and Redevelopment Authority of Clayton County has the jurisdiction to issue tax exempt or taxable bonds to businesses wishing to locate in Clayton County. In accordance with the Georgia Redevelopment Powers Act, of 1985, the Authority can also create special district taxes on approved urban redevelopment issues. The authority also has jurisdiction to provide incentives such as tax breaks, venture capital programs, tax abatements and enterprise zones to new businesses locating in Clayton County as well as existing businesses. Additionally, the Authority has the power to buy and sell property and construct buildings. The Development and Redevelopment Authority serves Forest Park as well as Clayton County. The Authority has been active in coordinating the redevelopment efforts of the Atlanta Farmer's Market and the Forest Park LCI Plan.

The Small Business Development Center (SBDC)

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

Joint Development Authority of Metro Atlanta

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

3.4.2 Economic Development Programs

Clayton County has a large number of programs and tools that are currently being utilized to foster local economic development. These programs and tools include industrial recruitment opportunities, business incubators, special tax districts, and industrial parks; as well as other similar activities.

3.5 Education and Training Opportunities

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

3.6 Assessment of Economic Development Needs

The sectors providing the most jobs in the city of Forest Park are retail trade (approximately 41%) and wholesale trade (approximately 18%). [Table 3.1] Because of the lack of detailed employment figures for the city of Forest Park, it is difficult to assess trends of job growth and decline at the local level. However, according to Woods and Poole Inc. estimates, Clayton County gained 38,429 jobs between 1990 and 2000 for an increase of 27.1%. At the county level, job growth is projected to slow to 17.5% between 2000 and 2010, and 13.3% between 2010 and 2020. [Table 3.2] Comparing projections for jobs and population, Clayton County is expected to increase its jobs/population ratio from .6 in 2000 to .64. For the two sectors most prominent in Forest Park, projections for Clayton County show steady growth in wholesale (24.3%) and retail (20.4%) between 2000 and 2020. The sectors with the greatest levels of projected employment growth for this time frame are in transportation/communication/utilities (41.5%) and services (28.9%). Thus, Clayton County is expected to increase its already great specialization in transportation services associated with Hartsfield-Jackson International Airport. While aviation forms the backbone of the local economy, over reliance on any one sector increases vulnerability to economic recessions. Likewise, industry-specific downturns such as the effects of the September 11th attacks on the aviation industry could prove devastating to an economy that lacks a diverse base. To limit the effects of such circumstances on the local economy, Forest Park needs to make a concerted effort to diversify the local economy by expanding and developing underrepresented economic sectors.

The match between Forest Park's job opportunities and its workers is reflected in its commuting patterns. As of the 2000 census, 43.6% of Forest Park residents worked within Clayton County and 56.4% worked outside of the county. [Table 3.17] This represents only a slight change between the percentage of workers commuting outside of the county in 1980 (55.9%) and 1990 (54.3%). With over half of the workers in the city commuting outside of the county, there is some mismatch between the jobs available in Clayton County and the skill set of local workers. High proportions of Forest Park's workforce are employed in construction (14.8%), manufacturing (14.0%), and TCU (12.5%). [Table 3.11] The large number of manufacturing workers living in Forest Park could present a challenge given the national trend of decline in this sector.

Several opportunities for economic diversification are possible with the planned redevelopment of areas surrounding the airport. For example, the Southside Hartsfield Redevelopment and Stabilization Plan proposes conversion of some areas nearest the fifth runway into a dense activity center. The plan envisions the creation of office/business, industrial, and commercial/residential mixed-use activity centers that could provide economic opportunities for residents of Forest Park. Next, the Forest Park LCI Plan calls for mixed-use redevelopment of Main Street Forest Park centered on expansion of transit facilities. By expanding linkages to the airport and farmer's market through several transit modes, the Forest Park LCI plan attempts to cultivate spinoff industries from these regional assets. Another LCI project is being undertaken for northwest Clayton County as an additional means of coordinating redevelopment in areas

surrounding Hartsfield Airport. Thus, redevelopment plans surrounding the airport should focus on starting and expanding industries that are lacking in Forest Park and Clayton County.

3.6 Economic Development Goals and Policies

Goal 1.0 Enhance Forest Park's potential as an employment center for Clayton County and surrounding areas.

Policy 1.1 Promote educational and training facilities such as those offered at Clayton State College which are adaptive to the changing needs of the business community.

Policy 1.2 Provide for retail and shopping needs of a mixed labor force.

Policy 1.3 Recognize and plan for commercial growth associated with the interstates.

Policy 1.4 Provide an inventory of commercial and industrial land respecting compatibility of adjacent uses and capacity of infrastructure.

Policy 1.5 Identify and encourage linkages with industrial development in areas contiguous to Forest Park.

Policy 1.6 Develop employment activities focused around existing businesses and opportunities such as the State Farmer's Market, the International Trade Zone, Mountain View Redevelopment area, Fort Gillem, and Hartsfield-Jackson Atlanta International Airport.

Policy 1.7 Assist with implementation of marketing strategies to redesign the Farmer's Market as a destination for both tourism and agribusiness.

Policy 1.8 Incorporate the Forest Park Livable Centers Initiative Plan and recommendations into the City’s economic development strategy, including promotion of a mixed-use Central Business District.

Policy 1.9 Support the established partnership with the Development Authority of Clayton County for the purpose of promoting redevelopment in Forest Park.

Goal 2.0 Promote and maintain stable and controlled economic growth, diversity, and long-term employment opportunities.

Policy 2.1 Encourage activities that will provide long-term employment and security to the citizens of Forest Park while protecting the quality of life in Forest Park.

Policy 2.2 Seek to complement the desirable characteristics of the city's environment with compatible industries which will enhance the development of the city over the long term.

Policy 2.3 Incorporate design standards which mitigate undesirable aspects of industry.

Goal 3.0 Promote industrial zones along appropriate sections of major thoroughfares and prevent encroachment into residential areas.

Policy 3.1 Encourage future industrial growth in the Ballard Road Redevelopment Area where the noise from Hartsfield-Jackson International Airport limits residential development.

Policy 3.2 Encourage the development of land adjacent to 1-75 and 1-285 as industrial, office or commercial.

CHAPTER 4 HOUSING

Introduction

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

4.1 Housing Types

Table 4.1 presents an inventory of housing types present in Forest Park at each decennial census from 1980 to 2000. The total number of housing units has changed only slightly between 1980 and 2000. Consistent with the population decline in Forest Park between 1980 and 1990, the city lost 90 housing units over that time period. Alternately, the population expansion of Forest Park in the 1990s was accommodated by an increase of 230 housing units. Single-family detached housing has declined as a percentage of total units from 73.8% in 1980 to 66.0% in 2000. Between 1980 and 1990 the city lost nearly 500 single-family detached housing units, before the trend stabilized in the 1990s. Nearly 200 townhomes (single-family attached) were constructed in the 1980s. Townhomes now account for 2.3% of the total housing stock as of the 2000 Census. Throughout each decade there has been a steady increase of units in multi-unit structures. As a result, multi-family units rose from 24.5% of the housing stock in 1980 to 30.8% in 2000. This is comparable with Clayton County, where multi-family units also made up 30.8% of the housing stock in 2000. As with single-family units, the number of mobile homes declined in the 1980s and increased slightly in the 1990s. Mobile homes make up only 1.0% of the housing stock in Forest Park as compared with 4.4% in Clayton County.

Table 4.1 Housing Units by Type

Types of Housing Units, 1980 - 2000, City of Forest Park						
Type of Unit	No. of Units 1980	%	No. of Units 1990	%	No. of Units 2000	%
One family, detached	5,200	73.8%	4,711	67.8%	4,739	66.0%
One family, attached	--	--	186	2.7%	165	2.3%
Multiple family	1,724	24.5%	1,992	28.6%	2,210	30.8%
Mobile home	119	1.7%	64	0.9%	69	1.0%
Total	**7,043**	**100%**	**6,953**	**100%**	**7,183**	**100%**

Source: US Census Bureau, Census 2000 sf3, Table H30; Census 1990 sf3, Table H20; Forest Park Comprehensive Plan 1995

4.2 Age and Condition of Housing

The majority of the housing units in Forest Park (60.8%) were constructed between 1950 and 1969. [See Table 4.2] Only 3.2% of the housing stock in Forest Park was constructed between 1990 and 2000. This contrasts the large amount of new construction, which has occurred in Clayton County and the State of Georgia, with each having approximately one quarter of their housing stock built within the last ten years. The median year of construction for housing units in Forest Park is 1963 as compared to 1979 in Clayton County and 1980 in the State of Georgia. This relatively old housing stock in Forest Park may be a cause for concern given the likely deterioration of older units. Also, older housing units may be an environmental concern because of lead-based paint contamination. Lead was banned from residential paint in 1978. With 88.5% of the housing stock in Forest Park constructed 1979 or earlier, the vast majority of units are suspect for lead-based paint contamination.

Table 4.2 Comparison of Age of Housing Units - 2000

Age of Housing Units, 2000; City, County, and State Comparison						
Year Structure Built	Forest Park	%	Clayton County	%	Georgia	%
Built 1999 to March 2000	11	0.2%	3,273	3.8%	130,695	4.0%
Built 1995 to 1998	77	1.1%	8,428	9.7%	413,557	12.6%
Built 1990 to 1994	144	2.0%	8,961	10.4%	370,878	11.3%
Built 1980 to 1989	595	8.3%	20,825	24.1%	721,174	22.0%
Built 1970 to 1979	1,253	17.4%	23,160	26.8%	608,926	18.6%
Built 1960 to 1969	2,323	32.3%	15,180	17.6%	416,047	12.7%
Built 1950 to 1959	2,046	28.5%	4,438	5.1%	283,424	8.6%
Built 1940 to 1949	542	7.5%	1,360	1.6%	144,064	4.4%
Built 1939 or earlier	196	2.7%	836	1.0%	192,972	5.9%
Total	**7,187**	**100.0%**	**86,461**	**100.0%**	**3,281,737**	**100.0%**
Median Year Structure Built	1963	N/A	1979	N/A	1980	N/A

Source: US Census Bureau, 2000 sf3, Table H34, H35

Table 4.3 Comparison of Age of Housing Units - 1990

Age of Housing Units, 1990; City, County, and State Comparison						
Year Structure Built	City of Forest Park	%	Clayton County	%	Georgia	%
Built 1989 to March 1990	32	0.5%	2,896	4.0%	92,438	3.5%
Built 1985 to 1988	18	0.3%	12,712	17.7%	405,556	15.4%
Built 1980 to 1984	153	2.2%	8,060	11.2%	349,315	13.2%
Built 1970 to 1979	973	13.9%	23,589	32.8%	646,094	24.5%
Built 1960 to 1969	2,495	35.7%	16,896	23.5%	453,853	17.2%
Built 1950 to 1959	2,608	37.3%	5,636	7.8%	309,335	11.7%
Built 1940 to 1949	585	8.4%	1,442	2.0%	168,889	6.4%
Built 1939 or earlier	129	1.8%	695	1.0%	212,938	8.1%
TOTAL	**6,993**	**100.0%**	**71,926**	**100.0%**	**2,638,418**	**100.0%**
Median Year Structure Built	1961	N/A	1975	N/A	1973	N/A

Source: US Census Bureau, 1990, sf3 Table H25

Two important measures of the condition of housing units are the presence of complete plumbing and kitchen facilities. [See Table 4.4] Often the lack of complete plumbing and kitchen facilities indicate extremely old or dilapidated housing. Alternately, some units lacking complete facilities may be the result of crudely subdivided boarding houses. Forest Park has a slightly lower proportion of housing units lacking complete plumbing (0.3%) as compared to Clayton County (0.4%) and Georgia (0.9%). However, the city does have a higher proportion of units lacking complete kitchen facilities (1.1%) than Clayton County (0.4%) and Georgia (0.9%). There does not appear to be a significant problem of housing units lacking complete plumbing and kitchen facilities in Forest Park.

Table 4.4 Plumbing and Kitchen Facilities Comparison

Plumbing and Kitchen Facilties, 1990 - 2000; City, County, and State Comparisons			
Housing Unit Characteristic	City of Forest Park	Clayton County	Georgia
2000			
Percent Lacking Complete Plumbing Facilities	0.3%	0.4%	0.9%
Percent Lacking Complete Kitchen Facilities	1.1%	0.4%	1.0%
1990			
Percent Lacking Complete Plumbing Facilities	0.7%	0.3%	1.1%
Percent Lacking Complete Kitchen Facilities	0.4%	0.3%	0.9%

Source: US Census Bureau, 2000 sf3 Table H47, H50; 1990 sf3 Table H42, H64

4.3 Tenure

Tenure refers to the owner vs. renter occupancy status of housing units. Table 4.5 shows the proportional breakdown of each housing unit type for both owner occupied and renter-occupied units. Unsurprisingly, the vast majority (95.8%) of owners reside in single-family detached houses. This was also the case in 1990 when 95.3% of owner occupied units were single-family detached houses. [See Table 4.6] In the year 2000, 29.7% of renters resided in single-family detached houses. With the increasing number of units in multi-unit structures in Forest Park, 67.2% of renters now live in multi-family units, which are up from 58.4% in 1990. The overall proportion of rental units rose from 40.5% in 1990 to 45.0% in 2000. Forest Park has a high proportion of rental units (45.0%) as compared to Clayton County (39.4%) and the State of Georgia (32.5%). [See Table 4.7] High levels of renters are sometimes viewed as a cost burden for government services.

Table 4.5 Tenure by Housing Type 2000

Tenure by Housing Type, 2000, City of Forest Park				
Type of Unit	Owner-Occupied		Renter-Occupied	
	Units	%	Units	%
One family, detached	3,581	95.8%	908	29.7%
One family, attached	83	2.2%	73	2.4%
Multiple family	28	0.7%	2,053	67.2%
Mobile Home	45	1.2%	19	0.6%
Total	3,737	100%	3,053	100%

Source: US Census Bureau, Census 2000, sf3 Table H32

Table 4.6 Tenure by Housing Type 1990

Types of Housing Units by Tenure, 1990, City of Forest Park				
Type of Unit	Owner-Occupied		Renter-Occupied	
	Units	%	Units	%
One family, detached	3,552	95.3%	978	38.5%
One family, attached	80	2.1%	79	3.1%
Multiple family	31	0.8%	1,481	58.4%
Mobile Home	64	1.7%	0	0.0%
Total	3,727	100.0%	2,538	100.0%

Source: US Census Bureau, Census 1990, sf3 Table H22

Table 4.7 Comparison of Occupancy by Type of Housing

Housing Units by Occupancy Type, 2000; City, County, and State Comparison					
Jurisdiction	Owner-Occupied Units	% of Total Occupied Units	Renter-Occupied Units	% of Total Occupied Units	Total Occupied Units
City of Forest Park	3,737	55.0%	3,053	45.0%	6,790
Clayton County	49,845	60.6%	32,398	39.4%	82,243
Georgia	2,029,293	67.5%	977,076	32.5%	3,006,369

Source: US Census Bureau, 2000 sf3 Table H07

4.4 Vacancy Status

Historic occupancy and vacancy rates for the City of Forest Park, Clayton County, and the State of Georgia are presented in Table 4.8. As of the year 2000, 5.5% of the housing units in Forest Park were vacant, as compared to 4.9% in Clayton and 8.4% in Georgia. Vacancy rates in Forest Park have declined from 9.8% in 1990 to 5.5% in 2000. This decline in vacancy rates parallels the overall decline in vacancies at the county and state levels. Next, a detailed breakdown of vacancies by type is shown in Table 4.9. Rental vacancy rates in Forest Park (6.4%) are comparable to those in Clayton County (6.5%) and lower than the Georgia rental vacancy rate (8.5%). Forest Park does not appear to have a substantial problem with high vacancy rates for either renter or owner occupied housing.

Table 4.8 Occupied and Vacant Units 1990 - 2000

Occupied and Vacant Housing Units, 1990 - 2000; City, County, and State Comparison				
Jurisdiction	Occupied Housing Units	%	Vacant Housing Units	%
2000				
City of Forest Park	6,790	94.5%	397	5.5%
Clayton County	82,243	95.1%	4,218	4.9%
Georgia	3,006,369	91.6%	275,368	8.4%
1990				
City of Forest Park	6,305	90.2%	688	9.8%
Clayton County	65,523	91.1%	6,403	8.9%
Georgia	2,366,615	89.7%	271,803	10.3%

Source: US Census Bureau, 2000 sf3 Table H06, 1990 sf3 Table H04

Table 4.9 Vacancy Rates by Occupancy Type 2000

Vacancy Rates by Occupancy Type, 2000; City, County, and State Comparison							
Jurisdiction	Vacant Units for Sale Only	Owner Vacancy Rate	Vacant Units for Rent Only	Rental Vacancy Rate	Vacant Units for Sale or Rent	Vacant Units for Seasonal, Recreational, or Occasional Use	Total Vacant Units
City of Forest Park	107	2.8%	209	6.4%	21	9	397
Clayton County	901	1.8%	2,238	6.5%	359	302	4,218
Georgia	46,425	2.2%	90,320	8.5%	23,327	57,847	275,368

Source: US Census Bureau, 2000 sf3 Table H07, H08

4.5 Housing Cost

The value of owner occupied housing units in Forest Park, Clayton County, and Georgia is listed in Table 4.10 for comparison. The median value of owner occupied housing units in Forest Park ($69,600) is substantially lower than the median value of housing in both Clayton County ($92,700) and Georgia ($111,200). The vast majority of the owner occupied housing units in Forest Park (91%) is valued under $100,000. Another measure of housing cost listed for the city, county, and state is gross rent. [See Table 4.11] Gross rent consists of the rent asked for a housing unit (contract rent) plus the estimated average monthly utilities. Gross rent is used as an attempt to eliminate the reporting discrepancy caused by some landlords including utilities into rental rates. Median gross rent in Forest Park ($621), while on par with the state ($613), is lower than Clayton County ($699) and Metro Atlanta ($746). Given the modest home values and low rental rates in Forest Park, there does not appear to be a lack of affordable housing.

Table 4.10 Value of Owner Occupied Housing Units

Value of Specified Owner-Occupied Housing Units in 2000; City, County, and State					
Range of Value	City of Forest Park		Clayton County		Georgia %
	Units	%	Units	%	
Less than $50,000	374	10.40%	1,099	2.40%	9.50%
$50,000 to $99,999	2,906	80.60%	26,340	58.30%	34.20%
$100,000 to $149,999	262	7.30%	13,074	28.90%	25.80%
$150,000 to $199,999	39	1.10%	3,093	6.80%	13.30%
$200,000 to $299,999	13	0.40%	1,037	2.30%	10.20%
$300,000 or greater	10	0.30%	518	1.10%	7.00%
Total	3,604	100.00%	45,161	100.00%	100.00%
Median Value ($)	$ 69,600		$ 92,700		$ 111,200

Source: US Census Bureau, 2000 sf3, Table H74 and Table H85

Table 4.11 Gross Rent for Renter-Occupied Housing Units

Gross Rent, Specified Renter-Occupied Housing Units, 2000; City, County, and State Comparison						
Gross Rent	City of Forest Park		Clayton County		Georgia	
	Units	%	Units	%	Units	%
Less than $250	61	2.10%	821	2.60%	84,279	9.30%
$250 to $499	443	15.00%	2,557	8.00%	231,100	25.50%
$500 to $749	1,950	65.90%	16,686	52.50%	301,088	33.20%
$750 to $999	412	13.90%	10,151	31.90%	200,611	22.10%
$1000 or more	91	3.10%	1,562	4.90%	88,835	9.80%
Total Units With Cash Rent	2,957	100.00%	31,777	100.00%	905,913	100.00%
Median Gross Rent ($)	$ 621		$ 699		$ 613	

Source: US Census Bureau, 2000 sf3, Table H62, H63

4.6 Cost Burdened Households

Another measure of housing affordability is in the match between income and housing costs. Housing costs for renters are based on gross rent, which combines rent and utilities. Housing costs for owner occupied housing units are based on mortgage costs plus selected monthly owner costs. Monthly owner costs include items such as utilities, property taxes, and homeowner's insurance. Cost burdened households are those which pay over 30% of their household income on gross rent or mortgage and ownership costs. [See Table 4.12] Severely cost burdened households are those which pay over 50% of their household income on gross rent or mortgage and ownership costs. Forest Park has a slightly higher percentage of cost burdened renter households (38.0%) as compared to Clayton County (36.5%) and Georgia (35.4%). The proportion of severely cost burdened renter households in Forest Park (15.7%) is higher than Clayton County (14.1%), but lower than the state (16.5%). In each jurisdiction examined, the number of cost burdened owner households was far lower than the proportion of cost burdened renters. In Forest Park 2.6% of owner occupied households were cost burdened and only .7% were severely cost burdened.

Table 4.12 Cost Burdened and Severely Cost Burdened Households

Cost Burdened and Severely Cost Burdened Households by Tenure			
Rental Housing	Forest Park	Clayton County	Georgia
Rent and Bills > 30% Household Income in 1999	1,156	11,787	341,484
% of Total Rental Units	38.0%	36.5%	35.4%
Rent and Bills > 50% Household Income in 1999	478	4,558	158,922
% of Total Rental Units	15.7%	14.1%	16.5%
TOTAL Rental Units	3,044	32,306	964,446
Owner Occupied Housing	Forest Park	Clayton County	Georgia
Mortgage and Bills > 30% Household Income in 1999	92	523	39,166
% of Total Owner Occupied Housing Units	2.6%	1.2%	2.5%
Mortgage and Bills > 50% Household Income in 1999	24	210	15,911
% of Total Owner Occupied Housing Units	0.7%	0.5%	1.0%
TOTAL Owner Occupied Housing Units	3,604	45,161	1,596,408

Source: US Census Bureau, Census 2000, sf3 Table H69, H94

4.7 Overcrowding

One indication that incomes are low relative to housing costs is the presence of overcrowded conditions. In this case, overcrowding is defined as housing units with more than one occupant per room. Overcrowded housing units by tenure in Forest Park, Clayton County, and Georgia are shown in Table 4.13. Forest Park displays a significantly higher percentage of overcrowded renter occupied housing units (21.0%) as compared to Clayton County (13.3%) and Georgia (9.8%). Likewise, Forest Park has a higher proportion of overcrowded owner occupied housing (7.5%) than Clayton County (4.3%) and Georgia (2.4%). There are important differences in the levels of overcrowding between racial groups in Forest Park as seen in Table 4.14. For housing units with a white only householder (excluding Hispanic whites), only 3.0% were overcrowded. In contrast, 58.4% of housing units with Hispanic householders were overcrowded. Often recent immigrants live in crowded conditions as a means of compensating for the low wages of entry-level jobs.

Table 4.13 Overcrowded Housing Units by Tenure

Overcrowded Housing Units by Tenure, 2000			
	Forest Park	Clayton County	Georgia
Overcrowded Renter Occupied Units	640	4,293	95,520
% of Total Renter Units	21.0%	13.3%	9.8%
Overcrowded Owner Occupied Units	281	2,145	49,715
% of Total Owner Occupied Units	7.5%	4.3%	2.4%

Source: US Census Bureau, Census 2000, sf3 Table H20.

Table 4.14 Overcrowded Housing Units by Race

Overcrowding by Race, City of Forest Park, 2000					
Householder Race	White	Black	Hispanic	Asian	Other
Crowded Housing Units	94	231	507	66	240
% of Units by Race	3.0%	9.3%	58.4%	24.2%	49.1%
TOTAL Units by Race	3,096	2,476	868	273	489

Source: US Censu Bureau, Census 2000, sf3 Table HCT29

4.8 Demographics Affecting Housing Needs

There are several demographic factors that affect housing needs in Forest Park. First, there have been some shifts in the age distribution of Forest Park. Between 1990 and 2000, the city saw an increase in the number of school age children. [See Population Element, Section 2.8] This points to the need for affordable family housing convenient to schools and day care facilities. According to projections of future age distribution, older residents will represent an increasing proportion of Forest Park's population. [Section 2.9] As each of the age cohorts over the age of 60 grows, there will be the need for more senior housing and adult care facilities.

Next, income distribution in Forest Park also affects the housing needs of residents. Forest Park has a relatively low median household income ($33,556) as compared to Clayton County ($42,697) and the State of Georgia ($42,433). A yearly income of $34,000 provides the purchasing power for a home valued at $100,001. Fortunately, Forest Park has an abundance of affordable housing with approximately 80% of its housing units valued at under $100,000. [See Population Element, Section 2.12] The median value of housing units in Forest Park was $69,600 at the 2000 census. For a discussion of wages in Forest Park, see Economic Development Element, Section 3.3.

For a discussion of commuting patterns affecting housing needs in Forest Park, see Economic Development Element, Section 3.11.

4.9 Housing for Special Needs Populations

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

4.9.1 Homeless Population

The homeless population represents a major special needs population within Clayton County. Adequately addressing the homelessness issue often requires the provision of both housing and social services to the indigent population. In 1997, a report

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

Parties involved in the Clayton County Homeless Care Process:

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

4.9.2 Disabled Population

Another distinct population that has special housing needs is the disabled population. A breakdown of the disabled population for the City of Forest Park in the year 2000 is presented in Table 4.15. Over one fifth of the non-institutionalized population over 5 years old is classified as having at least one disability. Approximately half of this population has more than one disability.

Table 4.15 Disabled Population of City of Forest Park 2000

Disabled Population, City of Forest Park (Noninstitutionalized Population Over 5 Years Old)		
	Population 2000	% of Total Population
Population with one type of disability	1,989	10.5%
Sensory disability only	233	1.2%
Physical disability only	470	2.5%
Mental disability only	288	1.5%
Self care disability only	26	0.1%
Go outside home disability only	246	1.3%
Employment disability only	726	3.8%
Population with Two or more disabilities	2,106	11.1%
TOTAL disabled population	4,095	21.6%
TOTAL population over 5 years old	18,930	100.0%

Source: US Census Bureau, 2000 Census SF3, Table PCT26

4.10 Assessment of Current and Future Housing Needs

In the past decade, changes in the population demographics of Forest Park have been met with concurrent changes in the city's housing stock. Population declines of previous decades have been reversed and the city has reached an all time population high. Many of the new residents of Forest Park are younger, less affluent, and more diverse than the previous population base. Meanwhile, the city has been experiencing a steady shift in housing type toward more multi-family and rental units. While the city lost a substantial number of single-family detached houses over the 1980s, this decline appears to have stabilized in the 1990s. On the other hand, data shows that the majority of housing units constructed in the 1990s were in multi-unit structures. [See Section 4.1] While multi-family housing units represent an increasing proportion of the total housing stock in Forest Park, this proportion now matches that of Clayton County (30.8%). However, among all types of housing units, Forest Park has a disproportionately large number of renters (45.0%) as compared to Clayton County (39.4%) and the State of Georgia (32.5%). [See Section 4.3] There is some concern over the quality of the city's housing stock, given the advanced age of many units. The median age of housing structures in Forest Park (1963) is substantially older than Clayton County (1979) and Georgia (1980). [See Section 4.2] With an increasing number of renters and an aging housing stock, the City of Forest Park must take steps to prevent the deterioration of its housing and ensure neighborhood conservation.

While incomes within Forest Park are relatively low, the city does have an abundant amount of affordable housing. The median household income in Forest Park ($33,600) is 20% lower than the median household income in Clayton County and the State of Georgia. An annual income of $34,000 provides the purchasing power for housing valued at $100,000. In Forest Park, 91% of the housing units are valued under $100,000, and the median home value is $69,600. Therefore, housing costs are within the reach of the majority of Forest Park residents despite their relatively low-income levels. [See Section 4.5] The number of cost burdened households is only slightly higher in Forest

Park than in Clayton County and the State of Georgia. However, there are relatively high numbers of overcrowded households in Forest Park, particularly among the city's Hispanic population.

Table 4.16 provides projections for future housing needs for the city of Forest Park given the forecasted increases in population through 2025. In order to accommodate the projected number of additional households in Forest Park, 3,043 new housing units will need to be constructed over the planning horizon. Due to the lack of undeveloped land suitable for residential development in Forest Park, much of this new housing will be provided through redevelopment. By increasing housing densities in key mixed use areas, the projected housing needs of Forest Park can be accommodated through the planning period of study.

Table 4.16 Housing Unit Projections

Housing Projections, City of Forest Park					
	2005	**2010**	**2015**	**2020**	**2025**
Projected Households	7,762	8,347	8,880	9,349	9,745
Housing Units	8,145	8,759	9,319	9,811	10,226

4.11 Housing Goals and Policies

Goal 1.0 Encourage improvement of the appearance and structural integrity of houses that contribute to neighborhood blight.

Policy 1.1 Identify unstable areas and implement strategies to prevent further decline.

Policy 1.2 Enforce city building codes, housing/property maintenance codes, and other related ordinances.

Policy 1.3 Encourage community involvement, which intensifies pride in neighborhood appearance.

Policy 1.4 In cooperation with the Development Authority of Clayton County, promote rehabilitation of substandard or deteriorating housing in Forest Park through incentive and catalyst programs.

Policy 1.5 Actively protect the interests of renters of residential property by enforcing housing codes and creating incentives for renters to contribute to maintenance and rehabilitation.

Policy 1.6 Improve housing conditions in the Southwest Community.

Goal 2.0 Prevent the encroachment of unwanted land uses into residential areas.

Policy 2.1 Prohibit the encroachment of multi-family dwellings into single-family residential areas by designating buffer zones.

Policy 2.2 Maintain appropriate buffer zones between residential land use and non- residential land use.

Policy 2.3 Prohibit industrial land use within a certain distance from residential land.

Goal 3.0 Encourage adequate amounts, types, and densities of housing needed to support desired commercial and industrial growth.

Policy 3.1 Develop strategies to identify and conserve existing sound housing and stable residential neighborhoods.

Policy 3.2 Develop guidelines to be considered when making land use and other decisions involving redevelopment.

Policy 3.3 Encourage the occupancy of vacant rental and privately owned houses.

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

Policy 4.1 Encourage the development of mixed-use, transit oriented housing alternatives in the Central Business District/LCI area.

Policy 4.2 Encourage the protection and preservation of single-family neighborhoods throughout Forest Park.

Policy 4.3 Promote infill housing development in existing neighborhoods, requiring construction to meet appropriate noise level reduction measures in areas affected by airport noise.

Policy 4.4 Establish new homeowner education materials and improve understanding of code enforcement issues to address Forest Park's increasingly diverse resident population.

CHAPTER 5 NATURAL AND CULTURAL RESOURCES

The physical resources and conditions of Forest Park are an important factor in determining the future land use of the city. The identification of existing physical resources and conditions will provide information that the city will utilize in making future planning and development decisions. This chapter provides information related to the natural, cultural, and historic resources located in Clayton County. The chapter addresses the county's hydrology, topography, soil types, prime agricultural and forestlands, plant and animal habitats, recreation areas, historic properties and cultural amenities. The identification and inventory of these resources is necessary to develop a sound land use plan for the future that protects the county's sensitive environments and steers development to the most suitable areas.

Forest Park is located in the broadly defined west-central portion of the Piedmont Province. Specifically, Forest Park is located in the Atlanta Plateau, which is topographically distinguished as having a gently rolling terrain with a mild southwestern tilt. The sub-continental divide, a ridge line which runs along the Central of Georgia Railroad corridor, bisects Forest Park in a north-south manner. The southwestern half of the city drains to the Flint River and eventually the Gulf of Mexico. The northeastern half of the city drains into the Snapfinger Creek, which leads to the South River and eventually the Atlantic Ocean. The elevation of Forest Park ranges between 800 and 1,000 feet above sea level. The topography is gently rolling with no known steep slopes. Climate

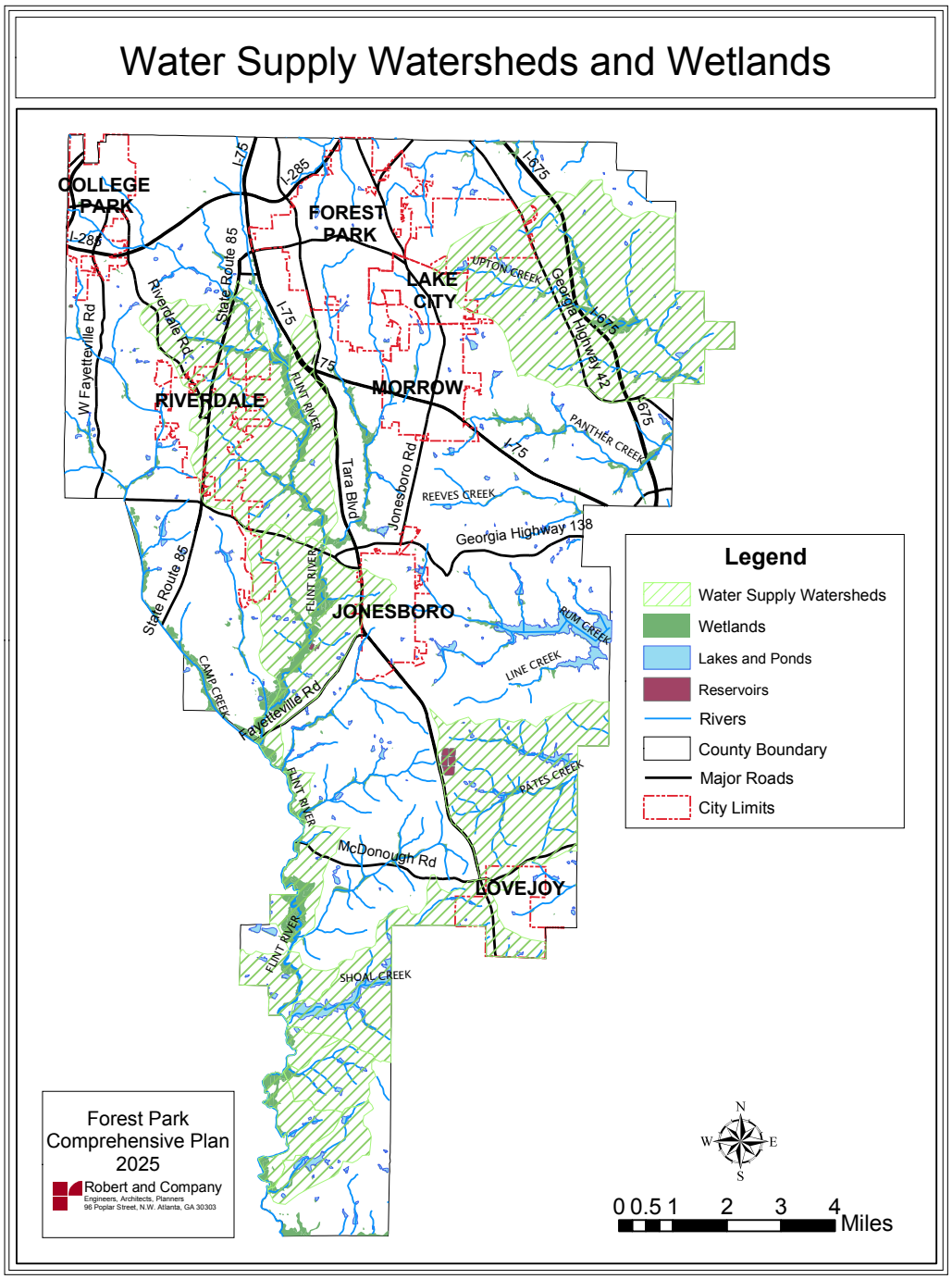
5.1 Public Water Supply

Water resources in Clayton County and Forest Park are limited as a result of topological and geological conditions. The sub-continental divide, which bisects the county and the city, creates a situation where most of the streams that leave the county also originate in the county. Additionally, geologic conditions do not support significant groundwater resources. As a result, water is obtained by the Clayton County Water Authority for Forest Park from several sources outside the county. These sources include Little Cotton Indian Creek, 7.5 miles into Henry County; Shoal Creek at its confluence with the Flint River; Cotton Indian Creek in Henry County and the Flint River near Shoal Creek.

5.2 Water Supply Watersheds

A water supply watershed is an area where rainfall runoff drains into a river, stream, or reservoir used as a source of public drinking water supply. There are three small and two large water supply watersheds in Clayton County, however, none of these are located within the boundaries of the City of Forest Park [Map 5.1].

Map 5.1 Water Supply Watersheds and Wetlands



5.3 Ground Water Recharge Areas

The map of ground water recharge areas included in the Department of Natural Resources Hydrologic Atlas 18 does not indicate a recharge area in Forest Park, therefore, protection and required planning applications do not apply.

5.4 Wetlands

According to the U.S. Department of the Interior National Wetlands Inventory Maps, a few small wetlands exist within the city limits. [Map 5.2] The wetlands in the city consist mostly of small lakes and ponds. Although these lakes and ponds are typically man-made, they constitute important marine and land wildlife habitat, and require the equal amount of protection for naturally occurring and larger scale wetland areas.

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

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

The Palustrine system was developed to group the vegetated wetlands traditionally referred to as marsh, swamp, bog, fen and prairie, which are located throughout the United Stales. It also includes the small, shallow, permanent or intermittent water bodies often called ponds. Paulstrine wetlands may be located shoreward of lakes, river channels, or estuaries; on river floodplains; in isolated catchments; or on slopes. They may also occur as islands in lakes or rivers. Plant species common to this type of wetland includes barnyard grass, black gum, cattails, cottongrass, foxtail and winterberry among others.

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

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

5.5 Protected Mountains

Protected mountain are land areas 2,200 feet or more above mean sea level, that have a slope of 25% or greater for at least 500 feet horizontally, this also includes any crests, summits, and ridge tops which lie at elevations higher than any such area. There are no protected mountains in Clayton County or the City of Forest Park.

5.6 Protected Rivers

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

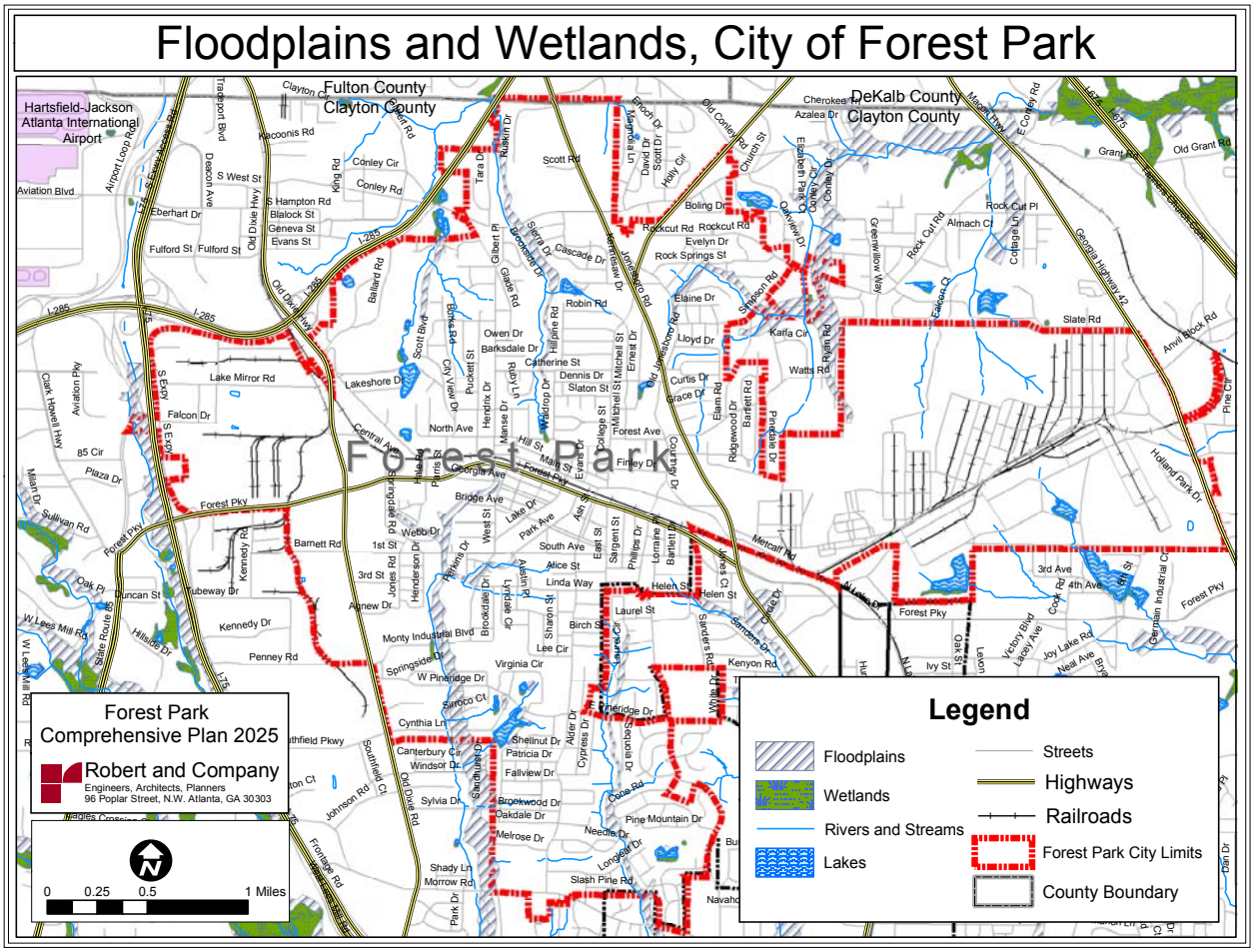
5.7 Coastal Resources

Not Applicable

5.8 Flood Plains

The City of Forest Park lies within the Flint River, Cotton Indian Creek, and Snapfinger Creek watersheds. The Flint River watershed area collects drainage from the southwestern part of the city. The Cotton Indian Creek collects water from the southeastern portion of the city and Snapfinger Creek collects water from the northern section of the city. There are four minor creeks in Forest Park: Jesters Creek, Poole Creek Tributary, Conley Creek, and Pine Creek. These creeks store water and thereby stabilize dry weather stream flows, groundwater levels, and flood hazards. There are flood plains associated with each of these creeks and a few other smaller creeks within the Forest Park city limits as indicated on [See Map 5.2]

Map 5.2 Floodplains and Wetlands



5.9 Soils

Forest Park soils are classified by the U.S. Soil Conservation Service into two major soil associations Cecil-Urban (CuC) land complex and Cartecay and Pacolet soils. [See Map 5.3] The Cecil soils that characterize the area in general, are naturally strongly acidic, have a brown sandy loam surface layer about 6 inches deep with a subsoil of red clay. Permeability and drainage is moderate and the available water capacity is medium. This soil is well suited for the urban uses that make up most of Forest Park.

Most of the remaining soils in Forest Park are Cartecay and Pacolet soils. The Cartecay soils are deep poorly drained soils located in flood plains along creeks. The soils are flooded often during winter and early spring. The Pacolet soils are well drained deep loamy soils located on moderately sloping hillsides. Neither of these soils is preferable for urban development.

5.10 Steep Slopes

Non-rocky terrain with a slope of more than 25% is considered to have a high risk for severe soils erosion. Clayton County is in the middle of the Piedmont Province in the gently rolling landscape of the Central Georgia region. There are few areas of steep slopes within the County; those that do occur are primarily located in the northwest and northeast areas of the county and there are no steep slopes located with in the city limits of Forest Park.

5.11 Prime Agricultural and Forest Land

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

5.12 Plant & Animal Habitats

The U.S. Fish and Wildlife Service of the Department of the Interior lists only two types of birds and one invertebrate as threatened or endangered in Clayton County (Table 4.1). Specific listings were unavailable for the limited area of the City of Forest Park however it is assumed that species present in Clayton County may be found in Forest Park.. The names of these animals, their status, habitat and threats are listed in the table below. In addition to the plants and animals listed there are a number of others threatened or endangered in surrounding counties [Table 5.2]. Due to their location in surrounding counties it is possible that they may also be present but undetected in Clayton County.

Map 5.3 Soils

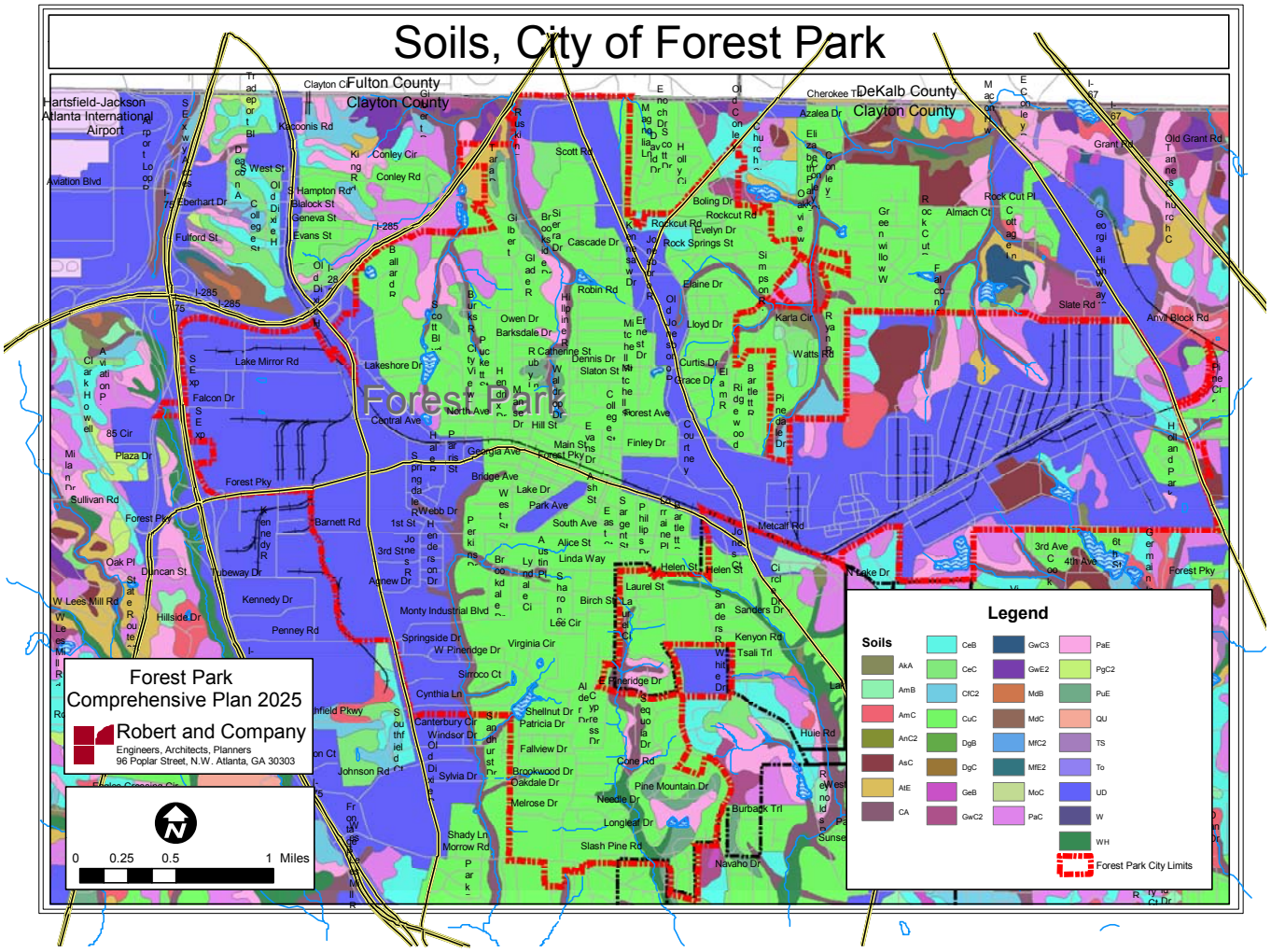

Soils, City of Forest Park
Fulton County
Clayton County
DeKalb County
Clayton County
Hartsfield-Jackson Atlanta International Airport
Forest Park
Forest Park Comprehensive Plan 2025
Robert and Company
Engineers, Architects, Planners
96 Poplar Street, N.W. Atlanta, GA 30303
0 0.25 0.5 1 Miles
Legend
Soils
AkA
AmB
AmC
AnC2
AsC
AtE
CA
CeB
CeC
CfC2
CuC
DgB
DgC
GeB
GwC2
GwC3
GwE2
MdB
MdC
MfC2
MfE2
MoC
PaC
PaE
PgC2
PuE
QU
TS
To
UD
W
WH
Forest Park City Limits

Table 5.1 Clayton County Threatened and Endangered Plants and Animals

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

Table 5.2 Threatened and Endangered Plants and Animals in Surrounding Counties

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

Table 5.2 continued

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

In addition to these listings by the Fish and Wildlife Service, the Georgia Department of Natural Resources (GA DNR) lists additional plant and animal species as protected, unusual, or of special concern. The Georgia Department of Natural Resources (GA DNR) lists the Pink Ladyslipper as a “Protected” species with a status of “unusual” as present in Clayton County. While, GA DNR does not list any threatened or endangered animals in the county the agency does list two species of special concern, the Gulf Darter and Florida Floater. The Gulf Darter is listed with a status of S3, meaning it is rare or uncommon and the Florida Floater has a status of S2 denoting it is imperiled due to rarity.

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

protection and conservation of habitats of threatened and endangered plant and animal species in the City of Forest Park.

5.12 Major Recreational Areas

See Community Facilities Element – Chapter 6, Section 6.6

5.14 Scenic Views and Sites

The park area, which parallels the railroad tracks in downtown Forest Park, is significant to the history of the community and its development as an early railroad town. This area, which features mature trees and a boulevard like space along the railroad is a unique feature of the community. This area and nearby historic homes, function as the historic center of early Forest Park and should be preserved.

5.15 Historic and Cultural Resources

In the early 1900s, Forest Park became an important stop along the Central of Georgia Railroad. In 1901, before the official charter of the town, the railroad subdivided the land along the tracts into the existing roads and lots. The railroad then sold the lots along Main Street and Central Avenue in return for a new train and a new depot. Early development included a sawmill and a gin house, which were constructed on Hill Street. In 1901, the area was officially incorporated as the Town of Astor and H.F. Puckett was elected as the first mayor. The town was later renamed and incorporated as Forrest Park in 1908. The name was changed to Forest Park in the 1970s.

5.15.1 Potential National Register Properties

A few structures from this early period still exist in downtown Forest Park. The Historic Preservation Section of the Georgia Department of Natural Resources identified these properties in 1977 as potential nominations to the National Register of Historic Places. All of the properties identified were residential homes. To this date, no commercial, industrial, institutional, or archaeological sites have been identified as being potentially significant. The following is a list of the properties that were identified

1. 732 Main Street, Forest Park Clayton County No. 36
(approximate date of construction: early 1900s)
This single-family residence was identified as potentially significant for its architectural style and use as an early residence of Forest Park. This structure is located directly across from the railroad. It is a one story, wood frame structure, which features a hip roof, dormer window and gable on the front facade and two interior brick chimneys. It also has six over six and two over two windows. This structure was identified as endangered by encroaching development and potential commercial use.

2. 726 Main Street, Forest Park Clayton County No.37
(approximate date of construction: early 1910s)
This single-family residence was identified as potentially significant for its architectural style and for its use as an early residence of Forest Park. This structure is located directly across from the railroad. It is a wood frame structure, with a gable roof and one interior brick chimney. Three-square tapered wood columns support the front porch. This structure was identified as endangered by encroaching development and potential commercial use

3. 680 Main Street, Forest Park Clayton County No. 38
(approximate date of construction: early 1900s)
This single-family residence was identified as potentially significant for its architectural style and for its use as an early residence of Forest Park. This structure is located directly across from the railroad. This structure is a one-story wood frame home with a hip roof and two interior chimneys. Four square fluted wood columns support the front porch. It was identified as endangered by encroaching development and potential use as commercial.

4. 670 Main Street, Forest Park Clayton County No. 39
(approximate date of construction: early 1900s)
This single-family residence was identified as potentially significant for its architectural style and for its use as an early residence of Forest Park. This structure is located directly across from the railroad. It is a wood frame home with hip roof and gables. There are three interior brick chimneys, two over two windows and cut shingle decoration on the gables.

5. 705/1017 Forest Parkway Clayton County No. 42
This single-family residence was identified as potentially significant for its architectural style and for its use as an early residence of Forest Park. This structure is located directly across from the railroad tracks. At the time of the survey it was vacant and deteriorated and considered to be structurally unsound.

6. 833 Forest Parkway Clayton County No. 43
This single-family residence was identified as potentially significant for its architectural style and for its use as an early residence of Forest Park. This structure is located directly across from the railroad tracks. It is a two-story brick residence with gable roof and brick end chimney. It also features a symmetrical facade with three dormers containing six over six windows and four six over six windows on the first level and a grand portico supported by four Doric columns in wood and two brick columns. Since the time of this survey (1977) this structure has been converted into an office use.

Efforts should be made to protect and preserve these remaining structures as they serve an important role in defining the history of Forest Park and its development as an early turn of the century railroad town. Inclusion of these properties on the National Register would provide some protection against government funded development projects that

may impact the historical character and integrity of these structures. Additional measures can be taken to protect these structures through the creation of a local historic preservation ordinance directed at preserving such sites

5.15.2 State Historical Markers

There are several historic site markers in and around the Forest Park area. These markers were put in place to commemorate historically significant people or events:

1. Jonesboro Threatened. August 30, 1864. (Ga3, (Old U.S. 41) in Mountain View. On receipt of Hardee's report from Rough and Ready of Federal threats to the M.& W.R.R., at Jonesboro, Hood directed Hardee and S.D. Lee to come to headquarters. The locomotive N.C. Monroe was sent for them at sunset; Hardee at Rough and Ready, Lee at East Point. On reaching Atlanta, Hardee was directed by Hood to march two corps-his own, under Cleburne, from near Rough and Ready, and Lee's from East Point to Jonesboro. This was an endeavor to checkmate the Federal Threat to Atlanta's last R.R. Hardee arrived by rail at Jonesboro before dawn the 31st, in advance of his marching soldiery

2. *Rough and Ready. April 5, 1847 - June 24, 1869. (Ga 3 (Old U.S. 41) in Mountain View*. A way station on a stage line from Macon to upper Georgia in the 1840s. The Post Office, also a cotton shipping point - the tavern a eating house for passengers - after the Macon & Western (Central of Georgia R.R.) was constructed in 1846. After Federal forces left off siege operations on the Atlanta front, August 25, 1864, they moved in a wide swing to the south. To counter this move, Hardee's A.C. was shifted to a line west of here, between East Point and Thame's Mill, General Hardee set up a command post at Rough and Ready at 1:00 pm August 30, to observe this latest Federal threat to the M. & W.R.R.

3. *Transfer Point. September 2, 1864. Ga3 (Old U.S. 41) in Mountain View*. After the occupation of Atlanta by Federal forces, the remaining civilians were required to register for transportation to points north or south as desired. Those electing to go south were carried, with household goods, in army wagons from Atlanta to Rough and Ready where, by truce agreement, they were transferred in Hood's wagons to the railhead at Lovejoy. From there they continued south on the Macon and Western R.R. Mass eviction of the populace necessitated by the transformation of Atlanta into an armed camp under martial law - a status that prevailed until the following November 16.

4. *The March to Jonesboro. August 3, 1864. In Forest Park at the intersection of Ga 3 (Old U.S. 41) and Ga 160*. Hardee's extended line (C) below East Point to Rough and Ready was abandoned at night when he was ordered to take his own and S.D. Lee's corps to Jonesboro where Federal forces were threatening Atlanta's remaining R.R. Hardee's three divisions; Brown's, Cleburne's, and Maney's (in that order) began the march on the main road at 10:00 pm, followed by Anderson's (of Lee's A.C.) which joined them at East Point. The other two divisions of Lee's A.C., Stevenson's and Clayton's, leaving from Campbellton Road via Mt. Zion Church and Rough and Ready, passed this point at daylight the 31st and via the R.R. and Morrow's Station reached their objective.

5. Hood Avenue. (Two identical markers - one located on Hood Avenue near Iverson Gate; the other on Hood Avenue near the Atlanta General Depot Headquarters). Named in honor of General John Bell Hood (USMA 1853), who was a Lieut. General in command of the 2nd Corps, Army of Tennessee, CSA, during the Atlanta Campaign in 1864. He succeeded General Joseph E. Johnston as commanding General of Confederate forces that were defeated in the Battle of Atlanta and whose troops fought a delaying action on the Depot site during the retreat. Born at Owinsville, Dy., June 1, 1831. Died August 30, 1879.

6. *Hardee Hall. Mounted on a stone pedestal in front of the Mess, Atlanta General Depot.* Named in honor of Lieut. General William Joseph Hardee (USMA 1838), C.S.A. A Corps commander during the Atlanta campaign, he fought a delaying action on Depot site during the retreat. Later, he commanded the Department of South Carolina, Georgia and Florida and served as Corps Commander in the Army of Tennessee until its surrender. Born at Savannah, Georgia, October 10, 1815. Died November 6, 1873.

7. *Iverson Gate. Mounted on a stone pedestal at gate on Ga 54, Atlanta General Depot.* Named in honor of Brig. General Alfred Iverson, Jr., CSA. He became a first lieutenant, First U.S. Cavalry, 1856. In 1861 he resigned commission in the U.S. Army and joined the Confederacy as a Colonel. Promoted to Brig. General in November 1862. He was in charge of a brigade of Wheeler's Cavalry deployed on the Depot's present site, with mission of protecting Macon and Western Railroad, main supply line. Born at Clinton, Georgia, February 4, 1829. Died March 31, 1911.

8. *Wheeler Drive. Wheeler Drive near the Depot Headquarters, Atlanta General Depot.* Named in honor of Lieut. General Joseph Wheeler (USMA 1859), commander of the 2nd Cavalry Corps, Army of Tennessee, CSA. A renowned raider, he guarded the flanks of the confederate Army, with headquarters near present Depot site, covering the Confederate retreat. A member of Congress 1881-1883 and 1855-1900, he was Major General U.S. Vols. 1898, Spanish American War and the Philippine Insurrection and was appointed Brig. General, U.S.A. He was one of the nation's great Cavalry Leaders. Born at Augusta, Georgia, September 10, 1836. Died January 25, 1906.

9. *Mclntosh Gate. Mounted on the stone wall at the gate on U.S. 23 (Ga 42). Atlanta General Depot.* Named in honor of Brig. Genera! William Mclntosh, U.S. Army. Chief of the Coweta Tribe of the Creek Nation, he negotiated a treaty ceding this territory to the United States, which included the land on which the Depot now stands. The son of a Scotsman, Captain William Mclntosh, and a Creek Indian princess, General Mclntosh distinguished himself under General Floyd and General Jackson during the War of 1812. Born 1780. Died at the hands of fellow Indians in the spring of 1825.

10. *Flaners Road. Near Hood Avenue, just inside the south gate, Atlanta General Depot.* Commemorating action of General Iverson's cavalrymen of Wheeler's Corps in this vicinity who attempted to protect the railhead of Macon and Western Railroad for retreating Confederate troops after the fall of Atlanta.

11 *Holland Hall. Mounted on the wall or the Depot Headquarters. Atlanta General Depot.* Named in honor of Brig. General Thomas L Holland, QMC, Commanding Officer, Atlanta General Depot, July 1, 1941 - June 5 1943 Was responsible for selection, survey and establishment of the Depot on its present site. Moved his headquarters here Dec. 1, 1941 from Chandler Warehouse. Awarded Legion of Merit for exceptionally meritorious conduct and outstanding service as Commanding Officer, Atlanta General Depot. Retired from the Military service July 1944. Born Indiana, August 10, 1879. Died Knightstown, Indiana, August 19, 1944.

5.16 Other Natural and Cultural Resource Issues

5.16.1 Nonpoint Source Pollution

Storm water runoff, or nonpoint source pollution, often contains pollution from nearby land uses. Pollutants, including dust, dirt, litter, animal droppings, motor oil, gasoline, pesticides, fertilizers and other toxic materials deposited on the land surface are flushed into streams each time it rains. As streets, buildings, and paving replace woods and fields, the layers of undisturbed soil, vegetation, and plant material that slow and filter runoff are lost. Without these buffer materials, the rate and amount of storm water runoff increases. This fast moving runoff erodes construction areas and other bare soil, adding sediment to the runoff. Storm water runoff and its load of pollutants and sediment pours into streams, resulting in the erosion and undercutting of stream banks, downstream sedimentation and overall degradation in water quality.

Nonpoint source pollution can quickly pollute a stream. Sediment smothers aquatic habitat and pollutants decrease oxygen and poison fish and wildlife. Erosion destroys stream banks and damages property and public facilities such as bridges and utility lines. Listed below are number of nonpoint source pollution prevention and control measures, which can be adopted by the City of Forest Park, other local governments, and area businesses. A number of these items have already been instituted by the City of Forest Park in their efforts to reduce storm water runoff:

•Minimize Paved Areas - Establish limits on lot size or limit the amount of ground coverage by structures and paving (impervious surfaces) within a development to minimize the amount of storm water runoff generated.

•Proper Disposal of Hazardous Household Wastes - Sponsor collection centers for household wastes such as used motor oil, paint, pesticides and other hazardous materials to prevent dumping into storm drains or onto land surfaces.

•Stream Buffers - Maintain undisturbed vegetative buffers between cleared areas and adjacent streams, rivers, and lakes.

5.16.2 Water Conservation

Water conservation is an important element for meeting future water supply needs. The Regional Water Supply Plan prepared by the Atlanta Regional Commission shows that

over 20 percent of the region's water supply must come from water conservation efforts. The need for water conservation has only been reinforced by disputes with neighboring states and difficulties encountered in building new or reallocating old reservoirs. A concerted effort is needed by governments, businesses and citizens to put conservation measures in place. Some of the major elements being pursued as part of the region's water conservation program are:

•Ultra Low Flow (ULF) Plumbing Fixtures - A new state law and local ordinances require installation of these water saving fixtures in new construction. ULF fixtures have the potential to reduce indoor water use by 25 percent.

•Low-Water Using Landscaping (Xeriscaping) - Water use can double in the summer months, mostly due to outdoor watering. Xeriscape-type landscaping techniques use native and drought hardy plants, limit turf areas, and locate plants properly to cut water demand. Xeriscapes also offer more shade, and require less maintenance, fertilizer and herbicides, cutting costs and drought risks. The University of Georgia Cooperative Extension Service has developed guidelines and educational materials to promote xeriscaping.

•Education - Water utilities in the Atlanta Region have routinely included flyers in water bills to provide advice on conservation. Education programs are conducted through the public school systems and have included billboard contests, videos and presentations. More emphasis is needed on educating the public on ways to conserve water for the future.

•Water Recycling - Treated wastewater is being reused for irrigation and other non-drinking purposes, thereby reducing demand and wastewater discharges into streams. Several county governments in the Atlanta Region are using this technique successfully.

Individuals can do many things to save water in and around their homes. Forest Park should encourage residents to begin or continue using the following affective techniques:

•Toilet - Place a plastic bottle cut off at the neck and weighted with a few stones in the tank to reduce the amount of water released into the toilet bowl. Check for leaks. Put a little food coloring in the tank and if it shows up in the bowl, a plunger ball leak probably exists. Leaks at the overflow pipe are also common and can be detected by looking in the tank.

•Shower - Take short showers. Unless a shower lasts seven minutes or less, bathing in the tub will use less water. Install low flow showerheads and/or quick cut-off showerheads.

•Faucets - use aerators and flow restrictors in faucets. Leaky faucets should be repaired because a slow drip can add up to 15 or 20 gallons a day while a 1/16 inch faucet leak wastes 100 gallons in 24 hours.

•Outdoors – Adhere to all watering restrictions and water lawns in the cool of the day to avoid evaporation. Water deep and less often. Plant low water using plants and shrubs.

5.17 Natural Resources Vision, Goals and Policies

5.17.1 Vision Statement

The City of Forest Park will conserve, protect and take measures to enhance the natural environment of the city.

5.17.2 Natural Resources Goals and Policies

Goal 1.0 The City of Forest Park will identify and protect significant natural resources.

Policy 1.1. Develop a natural resources and green space strategy to identify and preserve critical elements in Forest Park's environment. This strategy should include the goal of preserving permanent open spaces in areas of the city and explore the concept of dedicated open spaces or parks.

Policy 1.2 Protect the environmental sensitivity of wetlands, and their buffers from developmental activities when making land use and site plan decisions.

Policy 1.3 Adopt the Department of Natural Resources protection standards for wetlands.

Policy 1.4 Preserve and maintain floodplain areas for park and open space uses.

Policy 1.5 Encourage, and where appropriate, require measures to limit soil erosion from construction sites, utility operations, and other land disturbing activities.

Policy 1.6 Create buffer areas along major transportation corridors to promote noise reduction and the beautification of city gateways and corridors.

Policy 1.7 Encourage programs which educate citizens on proper disposal of hazardous household waste, recycling, and water conservation.

Policy 1.8 Continue to support Clayton County Clean and Beautiful in their efforts to promote waste reduction and recycling programs.

Policy 1.9 Continue to promote the city's recycling center and encourage citizens to recycle and reduce the waste stream.

Policy 1.10 Enforce endangered species protection laws and encourage education of the public on the identity of endangered species, and protection of habitat areas.

Policy 1.11 Develop a centralized composting site.

5.18 Cultural and Historic Resources Vision, Goals and Policies

5.18.1 Vision Statement

The City of Forest Park will preserve and promote areas having historic, archaeological, educational and aesthetic values for the enjoyment of the current and future citizens of the city.

5.18.2 Cultural and Historic Resources Goals and Policies

Goal 1.0 The City of Forest Park will identify and protect significant cultural and historic resources.

Policy 1.1 Prepare and adopt a comprehensive historic and archaeological site preservation plan with public and private sector involvement.

a. Establish guidelines for the identification of sites.

b. Maintain a current and accurate record of all historic and archeological sites in Forest Park.

c. Identify strategies (i.e. tax credits) for protecting individual private properties that are of historic significance.

d. Establish a local historic preservation ordinance.

e. Encourage the nomination of Forest Park's historic homes to the National Register of Historic Places.

f. Encourage the involvement of local schools and community groups in the process.

g. Encourage private sector sponsorship of historic sites in need of protection and preservation.

CHAPTER 6 COMMUNITY FACILITIES AND SERVICES

This chapter provides a discussion of major public facilities provided by the City of Forest Park as well as services and facilities provided by Clayton County and regional entities which serve city residents. The purpose of this section is to inventory the wide range of community facilities and services and assess their adequacy for serving present and future population and economic needs. By articulating community goals and desired levels of service for public facilities, an implementation strategy can be developed in order to meet the projected needs of Forest Park's residents and businesses. Because Forest Park is within and advanced county under the Department of Community Affairs planning guidelines, transportation facilities will be dealt with separately in the Chapter 8 Transportation Element.

6.1 Water Supply and Treatment

In 1993, the Clayton County Water Authority negotiated an agreement with the City of Forest Park to purchase the Forest Park water and sewer distribution system. Forest Park customers were connected to the Clayton County Water Authority's system in February 1994. The Clayton County Water Authority (CCWA) was created by an act of the Georgia Legislature in 1955 to have supervision and control over the water and sewer systems of Clayton County. The Authority is governed by a seven member board appointed by the Clayton County Board of Commissioners. A general manager, responsible for the daily operation of the Water Authority, is employed by and reports to the Water Authority Board.

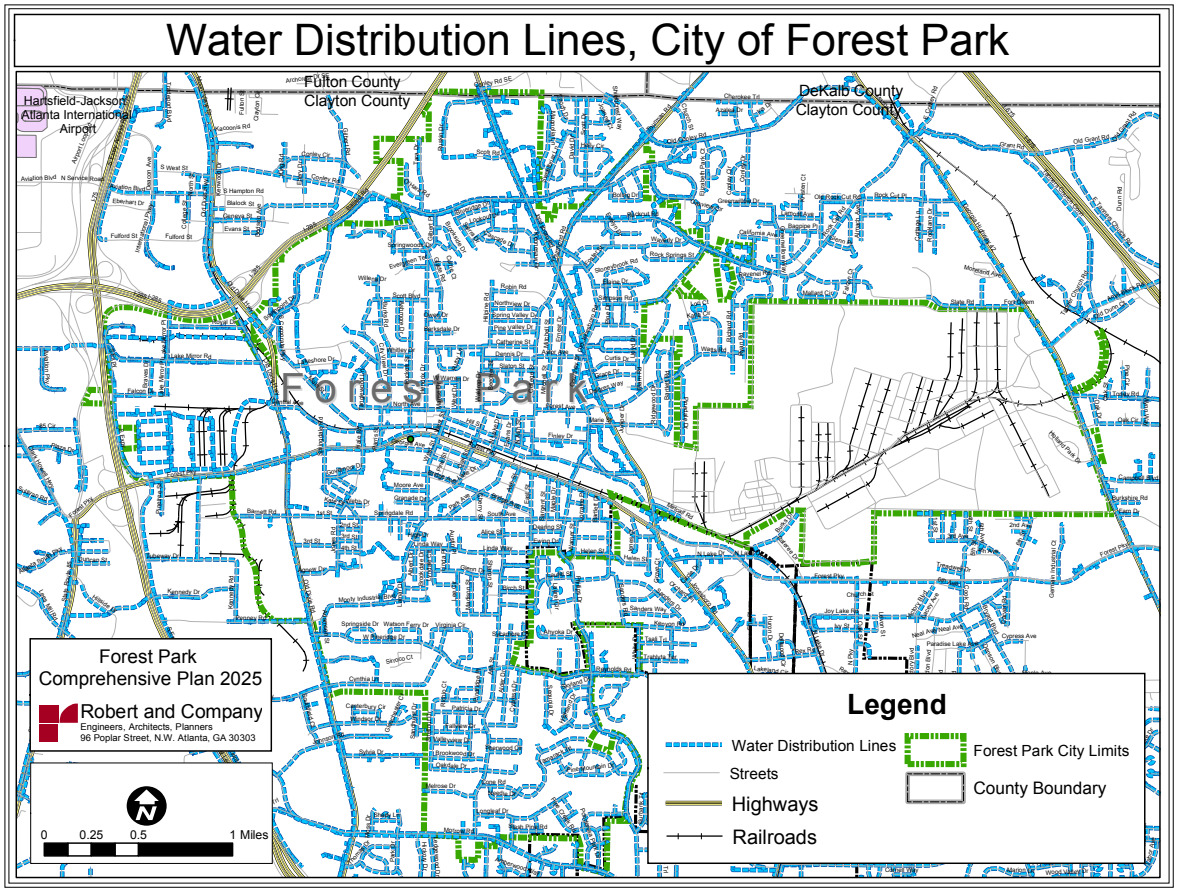
Treated water is initially pumped from water treatment facilities operated by the Clayton County Water Authority to the Forest Park ground storage tanks and then repumped through the Forest Park distribution system. Water distribution lines for the City of Forest Park are depicted in Map 6.1. The Clayton County Water Authority operates a satellite office in Forest Park located at 526 Forest Parkway.

The Clayton County Water Authority operates three water treatment plants; the William J. Hooper Plant located in Henry County, the J.W. Smith Plant located in the panhandle area, and the Freeman Road Plant, a new facility that opened in October 1999. Water is treated and pumped to the system from the William J. Hooper Plant located in Henry County and the J.W. Smith Plant located in the panhandle area [See Map 6.2]. The County's Water Service Area covers nearly the entire county minus a small portion of the northwest corner of the county which includes part of the City of College Park.

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

an additional demand of 13.5mgd by 2025, with current capacity being reached before 2010.

Map 6.1 Forest Park Water Distribution Lines



The anticipated water demand is based on historical data and the implementation of passive water conservation measures. Passive conservation, which occurs through increases in efficiency resulting from changes in plumbing codes, routine replacement of water fixtures and increases in residential water rates, is anticipated to decrease water demand by 4%. Under aggressive conservation measures, CCWA could achieve a 9% (0.39% per year) reduction in per capita demand (Table 5.1). Aggressive conservation is undertaken through increases in efficiency as described above and other active measures such as summer surcharges for residential customers and a rebate program on low-flow toilets.

Table 6.1 Reduction in Demand through Conservation Measures

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

Source: CCWA Master Plan, Jan. 2000.

6.2 Sewage System and Wastewater Treatment

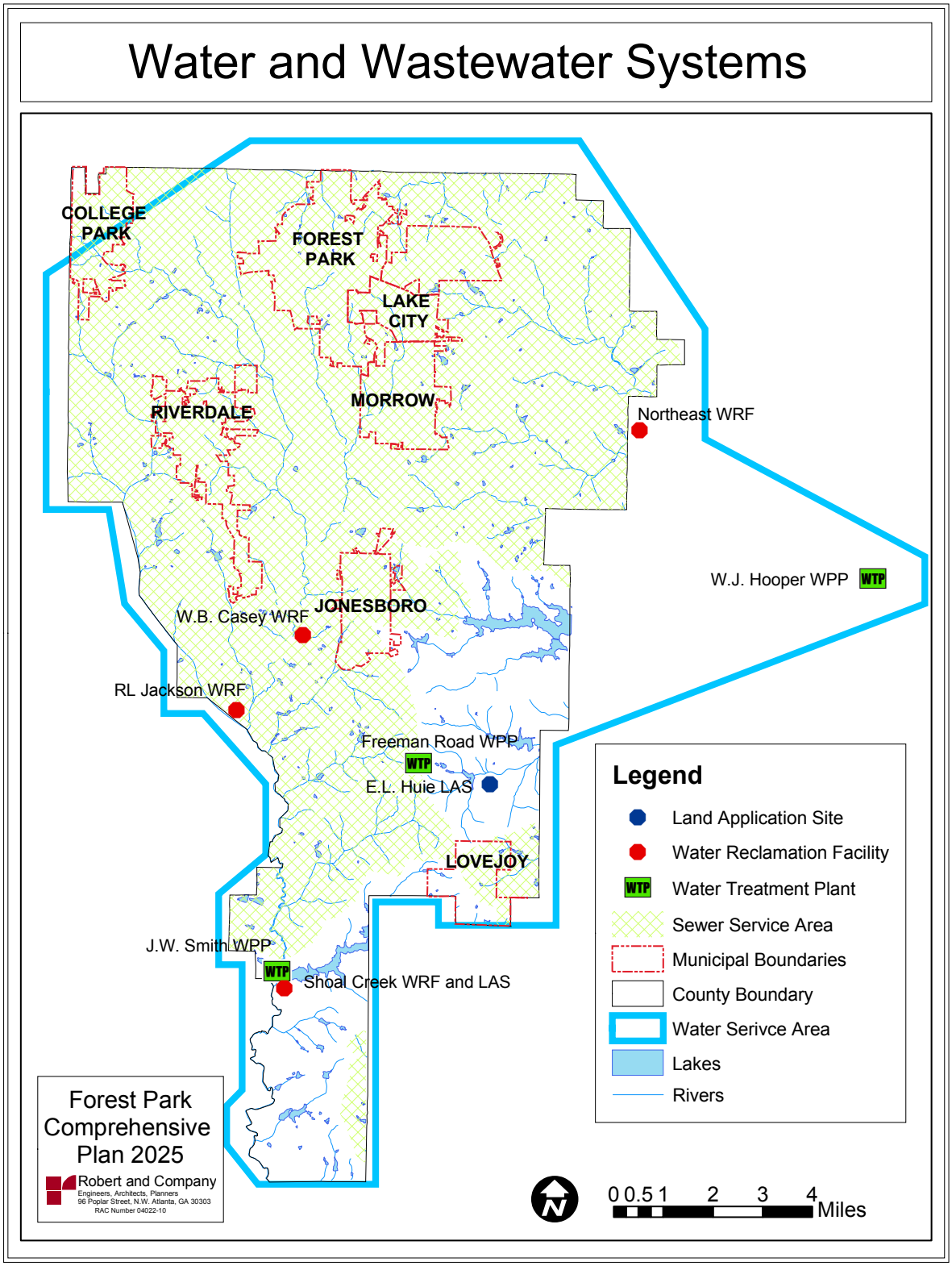
As with water service, Forest Park's sewer and wastewater treatment are handled by the Clayton County Water Authority. The county's sewer service area cover most areas of the county with the exception of the southern most end of the panhandle and areas east of Jonesboro surrounding Lake Spivey and south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

Table 6.2 Clayton County Water Reclamation Facilities

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

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

Map 6.2 Water and Wastewater System



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

- The W.B. Case WRF will be retrofitted and re-rated to 12mgd capacity. Expansion ultimately to 22mgd capacity is anticipated in the Master Plan, the first phase of which will bring the facility to 18mgd.

- The R.L. Jackson facility will be expanded to a capacity of 7mgd

- The Northeast facility will be expanded to 10mgd.

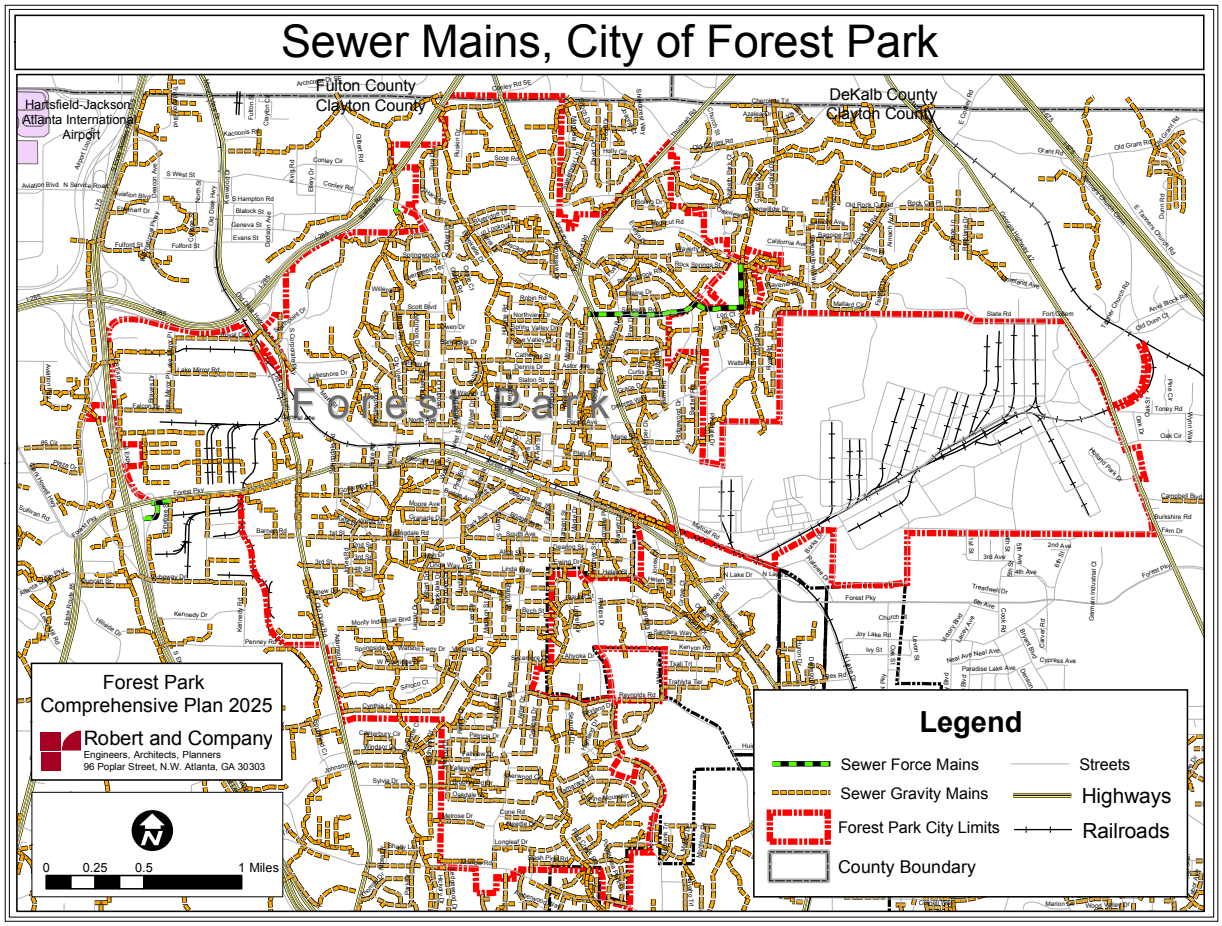
- The plan does not include any planned expansions of the Shoal Creek WRF. These planned expansions will provide 51.2mgd capacity by 2020, this capacity is sufficient to meet the 51.2mgd projected for 2025.

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

The CCWA's 2000 Master Plan does not include plans for the expansion of the current sewer service area. Due to this, new residential construction in those areas of Clayton County without sewer service must be limited to large lot development that can support septic systems while meeting minimum drainfield sizes required by the County Health Department.

Sewer mains throughout Forest Park are shown in Map 6.3.

Map 6.3 City of Forest Park Sewer Mains



6.3 Solid Waste Management

The city's Sanitation Division is responsible for collection and disposal of all refuse within Forest Park. Trash pickup occurs twice weekly for each section of the city. The northern portion of the city above Forest Parkway is scheduled for pickup on Mondays and Thursdays. The southern portion of the city below Forest Parkway is scheduled for pickup on Tuesdays and Fridays. The Forest Park solid waste transfer station facility is located at 327 Lamar Drive, Forest Park 30297. [See Public Facilities Map, Map 6.4] The Forest Park Sanitation Division serves 4,836 residences as well as 789 commercial customers. The Sanitation Division also operates a recycling center at 327 Lamar Drive which accepts items such as metals, aluminum, tin, newspaper, magazines, phone books, cardboard, plastics, and glass. Automobile tires can be brought to the recycling center for $1.50 per tire or $2.50 per tire with rim. There is also a charge of $15.00 for items containing gases, such as refrigerators, freezers, and air conditioners. Twice annually, the city organizes a "Clean Sweep" program in which residents may dispose of tires, furniture, paint, batteries, and other miscellaneous debris at no charge. Costs and annual refuse intake for the Forest Park Sanitation Division are listed in Table 6.3. The current

adequacy assessments on solid waste are being formulated with the new 10-year Solid Waste Management Plan.

Table 6.3 Waste Management Statistics

Solid Waste Disposal & Yard Waste, City of Forest Park				
	2000	2001	2002	2003
Tons of Waste	20,971	22,768	22,744	23,125
Annual Cost	$ 541,093	$ 594,977	$ 597,639	$ 603,033

Source: City of Forest Park Sanitation Department

6.4 General Government

A general inventory of government buildings in Forest Park and their size in square footage is detailed in Table 6.4. The City Hall structure at 745 Forest Parkway was constructed in 1975 and was remodeled in 1987. The City Hall Annex at 785 Forest Parkway, which originally served as the city jail, was renovated approximately ten years ago. [See Map 6.4 for Facility Locations] The City Hall Annex houses administrative functions such as the Planning, Building and Zoning Department, Economic Development, Human Resources, and City Archives. The most recent addition to the city's building stock has been the completion of the 7,140 square foot Senior Center. Clayton County S.P.L.O.S.T funds will be applied to several building projects in Forest Park including renovation of the indoor pool, the addition of a new gymnasium, and construction of additional classroom space. Overall, these structures will be sufficient to meet the needs of Forest Park over the next twenty years.

Table 6.4 City of Forest Park Government Buildings

Government Buildings, City of Forest Park			
Building	Function	Dimensions	Square Footage
Fire Station #1	Fire	94'x109'	10,246
Fire Station #2	Fire	71'x104'	7,384
City Hall	Office	81'x167'	13,527
City Hall Annex	Office	55'x183'	10,065
Recreation Center	Recreation	163'x152'	24,776
Public Safety	Police	190'x269'	51,110
Public Works	Office	80'x163'	13,040
Fleet Service	Maintenance	82'x121'	9,922
Senior Center	Recreation	70'x102'	7,140
Girl Scout Hut	Meeting	30'x53'	1,590

6.5 Public Safety

6.5.1 Police

The Forest Park Public Safety Complex located at 320 Cash Memorial Boulevard was completed in 1993. [See Map 6.4] There are currently no planned expansions to the Public Safety Complex. The Forest Park Police operate 38 marked PD units, 17 unmarked units, and 14 other miscellaneous vehicles. The Forest Park Police Department

contains 70 sworn officers and 26 non-sworn staff. At regular capacity the Forest Park PD maintains 10 officers per shift with a minimum staffing of 6 officers. The Uniform Division of 60 plus officers is responsible for conducting patrols throughout the city and responding to calls for service. The Detective Division, responsible for criminal investigations, includes 3 Detectives, 2 Sergeants, 1 Lieutenant, and 1 Captain. In addition, the Forest Park Police Department maintains several Community Oriented Police Service (C.O.P.S.) officers tasked with public outreach programs aimed at education, crime prevention, and personal interaction with the community. While public safety needs are determined by a variety of factors in the community, the Georgia Department of Community Affairs recommends the following standard of 2 officers per 1,000 residents. With a population of 21,447 residents in the year 2000, this puts Forest Park well above the general standard for police protection. The police dispatch center receives an average of 25,000 calls for service per year. The average response time for calls for police service is 6.2 minutes, with an average completion time of 22 minutes per call.

Crime statistics for the City of Forest Park are presented in Table 6.5. Crime rates in Forest Park are high relative to state and national averages. The rate of violent crime in Forest Park in the year 2000 (988 violent crimes per 100,000 residents) was almost double that of the State of Georgia (505) and U.S. (506), according to U.S. Department of Justice figures. Likewise, the rate of property crime in Forest Park in the year 2000 (7,446 property crimes per 100,000 residents) was substantially higher than the property crime rate in Georgia (4,246) and the U.S. (3,618). Much of this can be attributed to the high rate of poverty within the City of Forest Park. As in national trends, there has been a general decline in both violent crime and property crime in Forest Park. However, there was a renewed upsurge in crime in the year 2003, which may be attributed to the general economic decline. While crime rates remain well below their levels in 1998 and 1999, continued population increases may necessitate additional public safety forces. By the general standard of 2 officers per 1,000 residents, Forest Park will not require additional manpower until the year 2020. However, given the high rate of crime in the area and predicted population expansion, additional staff will likely be required within the planning horizon.

Table 6.5 Forest Park Crime Statistics

Forest Park Crime Statistics, 1998-2003											
	Violent Crime					Property Crime					TOTAL
	Homicide	Rape	Robbery	Agg Asslt	Total Violent	Burglary	Theft	Auto Theft	Arson	Total Property	
1998	4	8	108	110	232	414	1,336	303	13	2,066	2,298
1999	2	7	105	95	214	358	1,425	250	5	2,038	2,252
2000	5	6	106	92	212	301	1,056	232	8	1,597	1,809
2001	2	16	130	86	234	332	966	230	7	1,535	1,769
2002	3	8	87	49	147	341	941	233	9	1,524	1,671
2003	1	8	120	75	204	250	1,120	233	10	1,613	1,817

Source: Forest Park Police Department

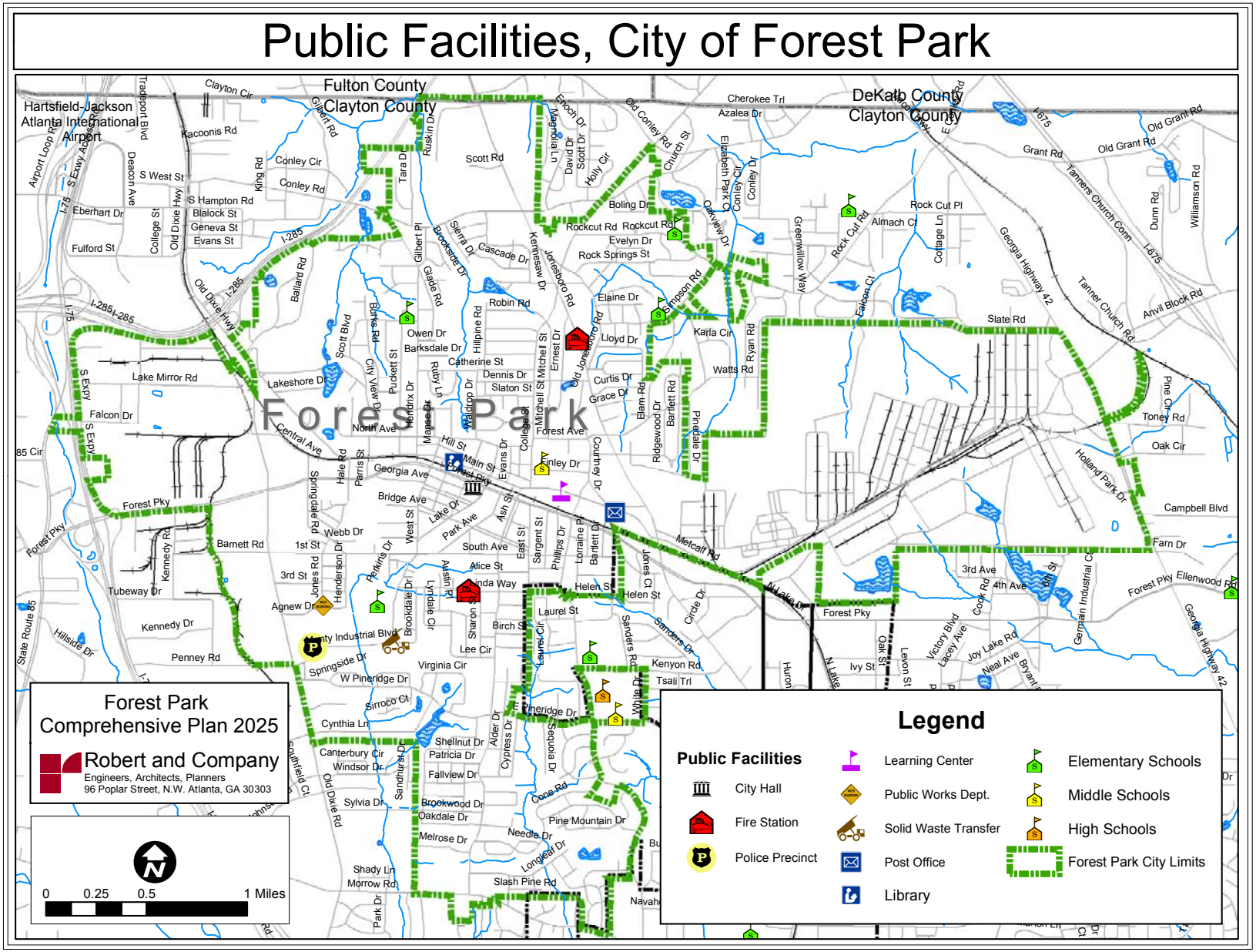
6.5.2 Fire Department and Emergency Medical Service

The City of Forest Park Department of Fire and Emergency Services is an ISO Class 3 full service department bordering the southern city limits of the City of Atlanta. Insurance Services Office (ISO) public protection classifications rank communities on a scale of 1 to 10. Class 1 represents the best public protection, and Class 10 indicates less than the minimum recognized protection. Services provided include: Advanced Life Support medical care and transport, Hazardous Materials Response, Confined Space, Rope Rescue, and other special operations. The agency currently employs 51 employees, including 5 staff personnel, 44 suppression, and 2 administrative personnel. The agency operates out of fire station one, located at 4539 Jonesboro Road and fire station two located at 785 Linda Way. [See Map 6.4] Additional training facilities are located at fire station two.

The Forest Park Department of Fire and Emergency Services responded to 1,660 calls for service in the year 2003 with an average response time of less than five minutes. The existing fleet of 20 response vehicles and support apparatus consists of 4 fire engines, 1 ladder truck, 5 ACLS rescue trucks, 8 staff support vehicles, 1 haz-mat trailer and truck, 1 Special Operation rescue truck, and 1 Fire Safety Education trailer.

At the present time, based on results of the 2001 ISO study, the agency is rated to provide services both in manpower and equipment at the ISO 3 Standard. Although no immediate plans to annex property is known, the agency could lower its ISO rating to an ISO 2 rating with the addition of nine personnel and one additional ladder truck. One possible solution to the reserve ladder shortage could be the purchase of an engine-ladder combination (quint) when the next fire engine is due for replacement. The existing Department of Fire and Emergency Services fleet is sufficient to provide adequate protection at the current ISO 3 level of service.

Map 6.4 Forest Park Public Facilities



6.6 Recreational Facilities

The Director of Parks, Recreation, and Leisure Services develops, maintains, administers, and operates the 61.1 acres of public parks in the City of Forest Park. In addition to maintaining the parks, recreational facilities, and public right-of-way land, the department also maintains the City Hall, City Hall Annex, and Public Safety Complex. The City of Forest Park has a joint use agreement with the Clayton County Board of Education for school facilities at recreation areas at several school locations. Recreational facilities include the Forest Park Recreation Center and the Senior Citizens Activity Center. The Forest Park Recreation Center located near City Hall at the corner of Forest Parkway and Park Drive is a multi-use facility designed for community recreation. It includes a grainwood-floored gymnasium with stage area, weight room, fitness room, indoor (75'x36') heated pool, three meeting rooms, a small conference room, ceramic room, dressing rooms, showers, rest rooms, and administrative offices. The Senior Recreation Center includes a full kitchen, indoor shuffleboard, arts and crafts room, card area, library/TV room, combination dining/meeting room, and overhead covered patio. Parklands and greenways maintained by the Department of Parks, Recreation, and Leisure Services include the following:

- 2.5 Acres – Recreation Center at the corner of Forest Parkway and Park Drive.
- 18 Acre Park – Located adjacent to the Recreation Center and covering an area from the back of the Recreation Center Parking Lot to South Avenue. This park area includes an outdoor lighted tennis court, lighted sand volleyball court, three picnic pavilions, barn-style entertainment stage, walking track (1,068') with night lighting, an outdoor pool with dressing rooms and an office area, 18-hole mini golf course, fitness area, children's (6-12 years old) and tiny tot playgrounds, 5 lighted softball/baseball fields; a lighted 2,500 seat capacity football stadium and field with concession, dressing rooms, press box, storage rooms, and office areas; 4 concession stands, restrooms, benches, and patio areas.
- 3 Acre Park – Located at the corner of Georgia Avenue and Ash Street. This park area includes a 2,500 square-foot community building which houses 4 small meeting rooms, 1 assembly area, restrooms, a small kitchen, 1 junior-sized soccer field, 1 midget-sized soccer field, and a parking lot.
- 7.5 Acre Park – Located on Scott Boulevard adjacent to Hendrix Drive Elementary School. This park area includes a 2.5 acre nature habitat development with picnic tables, sitting area, small stage, and a parking lot.
- 3 Acre Park – Located at the corner of West Street, Perkins Drive (Old Spring Street) and Elbo Alley. This park area includes picnic pavilion, grills, lighted multi-purpose/basketball area, playground, landscaping, benches, and a small parking area.
- 1 Acre Park – Located at 5077 Lake Drive. This park area includes 2 community buildings, landscaping, and a small parking area. One community building serves as a meeting room with a small kitchen and restroom. The other community building serves as a classroom with an open area.
- 3.1 Acres – Located on Main Street between Lake Drive and West Street. This park area, which is adjacent to businesses and the library on Main Street, was developed as a walking

track with a small gazebo, benches, water fountain, landscaping, night lighting, and parking lot.

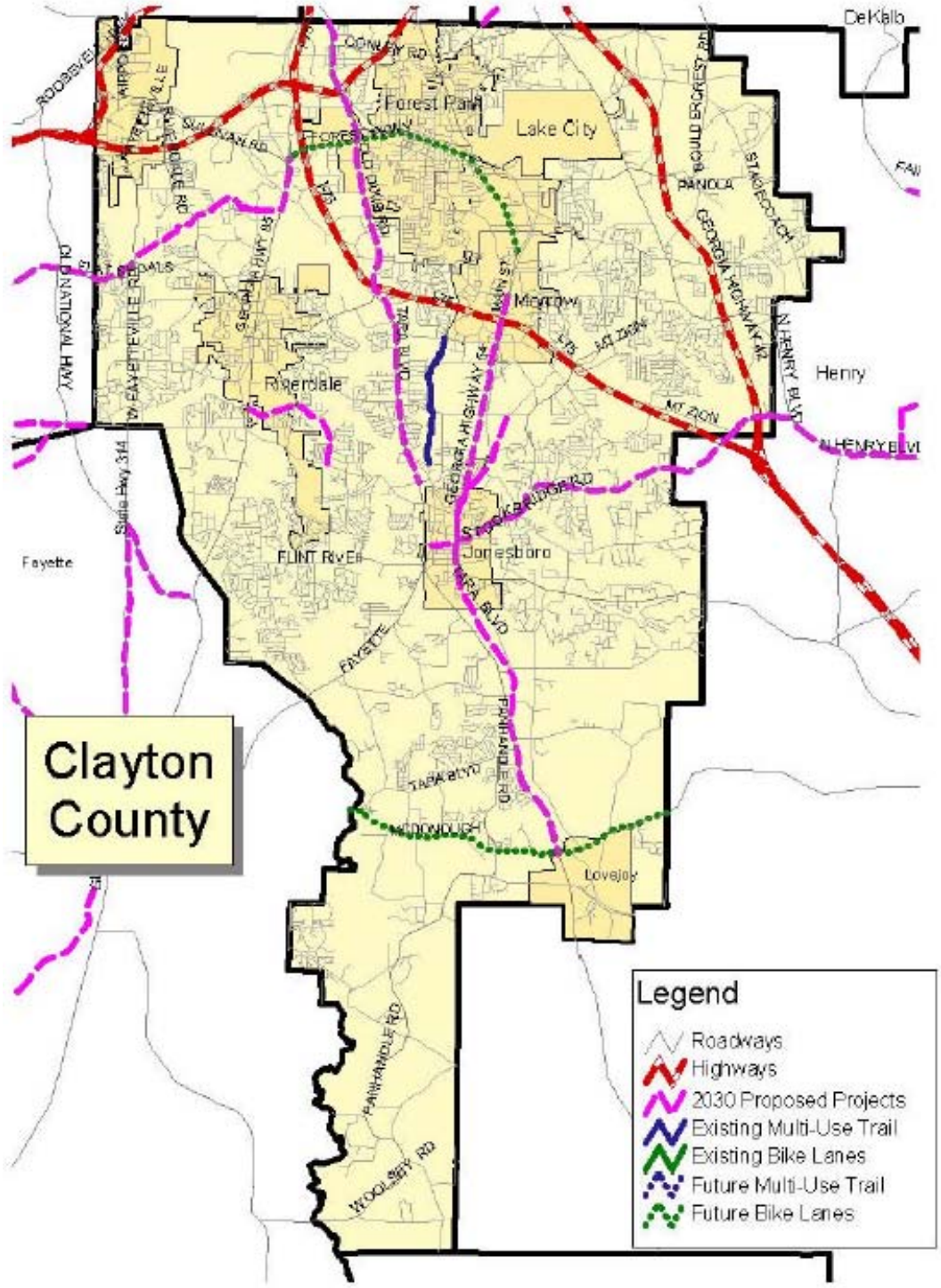
- 12.5 Acres – This acreage includes 7 linear greenway strips on Ash Street, Bridge Avenue, and Georgia Avenue which include walking paths, landscaping, and benches.
- 12 Acres – This acreage along the railroad right-of-way from West Street to Phillips Drive includes landscaping and sidewalks.
- 7 Acres – This acreage includes medians of Forest Parkway from Bartlett Drive to the Georgia State Farmers Market at Pine Tree Street and includes intense landscaping.

In assessing recreational needs of a community, it is important to take into account parks and recreational facilities in neighboring jurisdictions that may be regional serving. Regional parks and facilities are characterized by large size (50+ Acres), unique high-capacity facilities, and ample parking. One such regional park is the William H. Reynolds Nature Preserve located just outside Forest Park in the unincorporated portion of Clayton County between Lake City and Morrow. The preserve, encompassing 146 acres of undisturbed woodlands, ponds, and streams, is dedicated to promoting public awareness and appreciation of our natural environment. Four miles of hiking trails provide an opportunity to commune with nature while enjoying recreational pursuits. A wheelchair accessible native plants trail is located just outside the Preserve Interpretive Center native woodland, where aquatic and granite outcrop plants are represented. The Interpretive Center offers exhibits on native species and is open Monday through Friday, the Preserve is open to the public daily. Another nearby regional facility is the Clayton County International Park, home of the 1996 Olympic Beach Volleyball competition. The park has a picnic area, indoor arcade, game room, concessions, scenic walking and fitness trails, fishing, volleyball, and bike trails. The park contains 13 regulation beach volleyball courts for open play, leagues and weekend tournaments. The VIP Complex can accommodate wedding receptions, corporate meetings and parties. In addition to a water park and concert facility which is open during the summer season, the park provides acres of fishing lakes, picnic areas and bike trails for year-round family recreation.

The National Recreation and Park Association (NRPA) recommends a standard rule of 10 acres of parkland per 1,000 residents. By the NRPA standard, Forest Park should have 214 acres of parks given their current population of 2,1447. Currently the city has only 2.85 acres per 1,000 residents, or 28% of the recommended allotment of parks. However, most communities throughout the nation average about 4-6 acres of parkland per 1,000 residents. By either standard, Forest Park will need to increase the parkland available to its citizens in order to adequately provide for recreational needs.

The ARC 2002 Regional Bicycle Transportation and Pedestrian Walkways Plan includes a planned bicycle lane passing through Forest Park along Tara Blvd/Old Dixie Highway. This roadway improvement would extend 15.25 miles through Clayton County to the Atlanta City Limits. [See Map 6.5] However, this project has not been prioritized and is slated for the distant planning horizon of 2030. In addition, the ARC Bicycle/Pedestrian plan calls for a future greenway along Forest Parkway through the heart of Forest Park beyond the 2030 planning scope.

Map 6.5 Bike and Pedestrian Trails



2002 Regional Bicycle Transportation and Pedestrian Walkways Plan

6.7 Hospitals and Other Public Health Facilities

Clayton County's Health Department operates three health centers including the Forest Park Health Center at 685 Forest Parkway. This facility was constructed in 1985 and is 7,168 square feet in size. The Forest Park Health Center services the northern portion of the County including Forest Park. Services provided at this facility include: health checkups, immunizations, WIC Supplemental Food Program, nutrition education and counseling, eye, ear, and dental exams for school records and employee physicals, family planning/birth control, infertility assessment, pre-conceptual health appraisals, pregnancy testing, prenatal services, breast and cervical cancer screening, hormone replacement therapy, hypertension screening, flu and pneumonia vaccine. Additionally, the treatment and surveillance for the following infectious diseases are provided: Sexually Transmitted Disease treatment, and Hepatitis B vaccine. Currently this facility is adequate to meet the needs of the community.

The primary source of medial care in Clayton County is Southern Regional Medical Center, a 406-bed, medical / surgical, facility located in Riverdale, Georgia. This center provides a wide range of state-of-the-art services including: anesthesiology, cardiology, a community care center, diagnostic imaging, emergency medicine, gastroenterology, general medicine, general surgery, gynecology, neurology, obstetrics, oncology, orthopedics, pain management, pathology, pediatrics, psychiatric, and wound, ostomy, and continence care. The center's emergency department is one of Georgia's busiest serving more than 70,000 patients annually. Southern Regional Health Systems has recently completed upgrades to the Fast Track area of the Emergency Department to maximize patient care and efficiency while improving patient flow. The goal of Fast Track is to have non-urgent patients treated and released within sixty minutes of their arrival.

6.8 Educational Facilities

Forest Park schools are operated by the Clayton County Board of Education. The Board is comprised of nine members representing each of the nine educational districts of the County. Each member is elected to a six year term on a county wide basis. Forest Park's schools are within the District 4 of the Clayton County school system. Schools in the City of Forest Park include four elementary schools, two junior high schools and two senior high schools. [See Table 6.6] In addition to the Clayton County public schools, the Forest Park Christian School provides private K-12 education with an approximate enrollment of 130 students.

Enrollment in Forest Park schools has fluctuated over time. With the population declines of the 1980s, school officials had considered closing a school in Forest Park due to declining enrollment. However, with the renewed population growth of the 1990s, Forest Park has also seen an increase in its number of school age children. Many of the newer residents are younger couples with children and relatively large household sizes.

Between 1990 and 2000, the number of children between the ages of 5 and 17 in Forest Park increased 39.0%. As a result, enrollment has steadily grown in Forest Park schools.

Table 6.6 Forest Park Public Schools

Public School Facilities, Forest Park	
School	**Location**
Ash Street Center	Ash Street
Anderson Elementary	Old Rock Cut Road
Huie Elementary	Rock Cut Road
Hendrix Drive Elementary	Hendrix Drive
Edmonds Elementary	Simpson road
Babb Middle School	Reynolds Road
Fountain Elementary	West Street
Forest Park Middle School	Finley Drive
Forest Park High School	Phillips Drive

Of the data available from the Facilities Department of the Clayton County School System, enrollment and capacity figures for Forest Park Schools are presented in Table 6.7. As in the County as a whole, there are some facilities in Forest Park where enrollment significantly exceeds design capacity. This is particularly true of middle schools in Forest Park. For example, enrollment at Babb Middle School is 41% above capacity while Forest Park Middle School is 18.4% above capacity. As these students are promoted, crowding will likely worsen at high schools within Forest Park.

Table 6.7 Forest Park School Capacity

Public School Capacity and Enrollment, Forest Park			
School	**Capacity**	**Enrollment**	**Difference**
Babb Middle School	775	1,093	41.0%
Edmonds Elementary School	450	405	-10.0%
Forest Park High School	1,600	1,638	2.4%
Forest Park Middle School	625	740	18.4%
Fountain Elementary School	625	491	-21.4%
Hendrix Drive Elementary School	450	249	-44.7%
Huie Elementary School	600	617	2.8%

Source: Clayton County Public School Department

In 1994, the Clayton County school system projected a 2003 enrollment of 48,000 students, due to the county's growth this enrollment level was reached by 2001. Since 1994 the school systems' total enrollment has increased by almost 40%. The recent population growth in the county has brought an average of 1,200 new students, nearly enough to fill a standard high school, to the county each year. Current projections provided by Clayton County Public Schools show total enrollment reaching 56,000 during the 2007-2008 school year. The Clayton County Public School's available and projected facilities and capacity are shown in the Tables 6.8 and 6.9.

Table 6.8 Clayton County Public Schools Capacity

Clayton County Public Schools Capacity 2004				
Type	**Average Student Capacity per School**	**Current Capacity**	**Enrollment**	**Difference**
Elementary Schools	618	31 Schools – 19,174	24,567	28%
Middle Schools	792	12 Schools – 9,506	12,465	31%
High Schools	1,490	8 Schools – 11,925	13,335	12%

Table 6.9 Clayton County Public Schools Anticipated Capacity 2008

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

Clayton County Public Schools is one of Clayton County's larger employers with 7,838 employees, and increase of almost 63% since 1994. Approximately 45% or 3,532 of the system's employees are teachers, this equates to a student/teacher ratio of 14 to 1. In comparison the average student to teacher ratio for Georgia Schools was 16 to 1 in 2001 as reported by the National Center for Education Statistics.

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

According to data provided in Table 6.8 Clayton County's public schools are currently over crowded. Additionally, the county's public schools have larger average enrollments than the averages for the state as reported by the National Center for Education Statistics. In 2001 the average enrollments for elementary, middle, and high schools in Georgia were as follows, 607, 834, and 1,177. To remedy the current state of overcrowding, CCPS has an ambitious plan for constructing new schools. As shown in Table 6.9 the school system needs to construct 14 new schools in the next four years in order to provide adequate facilities to meet the needs of the projected 2008 enrollment.

CCPS has secured land for a handful of these future schools, as indicated in Table 6.9. In order to ensure that adequate land is available for the additional schools included in CCPS current building plan there is a need for coordination between CCPS and the City of Forest Park Planning and Zoning Department. A process must be developed for the provision of school capacity concurrent with the development of new housing developments that are anticipated to generate additional public school students. Additionally, CCPS and city officials should work together to identify and secure locations for future schools as early as possible.

Adult education and vocational training for the City of Forest Park are provided by the Forest Park Learning Center at 976 Main Street. Additional training is available through the Forest Park High School Adult Education Department at 5452 Phillips Drive.

6.9 Libraries

The Forest Park Branch of the Clayton County library system is located on Main Street and serves the northern portion of Clayton County. [See Map 6.4] The facility was constructed in 1966 and first opened in 1967. This library is one of five branches in the Clayton County Library System, including the headquarters library located in Jonesboro. Services provided by the Clayton County Library System include books, audio tapes, video tapes and framed art prints to check out, weekly story time at the Headquarters Library for preschool children, BabyTalk! for children ages 0 - 24 months and parents/care givers at the Headquarters Library, a Vacation Reading Program for young readers during the summer, scheduled programs for school age children, voter registration forms, income tax forms, free Internet access, a local history and genealogy room, and typewriters for public use. Due to the advanced age of the facility in Forest Park, renovation and retrofitting for technology will be required to meet the needs of the expanding population.

To assess the level of service provided by the Clayton County Library system the collections, staffing, and hours of operation of all the libraries in the system were compared to the Georgia Public Library Standards. These standards have a tri-level system for rating libraries ranging from a low of Essential to a high of Comprehensive. The Clayton County Library System provides 1.72 volumes per capita, this does not meet the Essential level of service which is defined as 2 volumes per capita. The libraries provide 2.39 subscriptions per 1000 population which slightly exceeds the Essential level

standard of 2 per 1,000. Totaling and averaging the hours and days per week all the libraries in the Clayton County system are open to the public resulted in total of 6.2 days per week and 61 hours. This falls between the ratings for systems with a population between 200,000 and 499,999 which are as follows Comprehensive 7 days/52 hours, Full 7 days/46 hours and Essential 6 days/40 hours. Table 6.10 shows the county's library needs in the future based upon population projections for Clayton County. This analysis shows that the county will need an additional 327,341 volumes and 90,929 sq. feet of library space to meet the minimum level of service for the projected 2025 population of 325,851.

In addition to collections needs the has been an identified need for greater computing capacity at the county's public libraries. Many Clayton County residents do not have access to computers at
home or at work. Due to this, one of the major roles the county's library system has taken on during the past five years is providing (free) public use computers with Internet and word processing at all it libraries. The county's headquarters library has twenty-five public access computers which are used by 300 citizens on a typical day. Citizens use the library computers for email, job searches, resume writing, and personal and educational research. At our Forest Park branch library there are 4 computers that also provide interactive GED study software (bought with a federal grant). Despite the overwhelming demand for technology services the library system is using aged, obsolete computers. While progress has been made in the recent past by upgrading the library system's network, replacing a small percentage of its computers and installing software to schedule user sessions, there are still many computers that require constant attention and perform at a low level. Funding to support a systematic plan to replace computers every three years is needed to alleviate the current state of low performance. Additionally, skilled technical support for the library's networks and for troubleshooting problems with PCs and printers is needed.

Table 6.10 Future Needs of Clayton County Libraries

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

6.10 Community Facilities Goals and Policies

Goal 1.0 Provide community facilities that will serve the needs of the current and future residents of Forest Park in a cost effective manner.

Policy 1.1 Allocate the cost for public facilities and services which directly benefit a select segment of the city to those particular users, add a one time annual sanitation fee to the city tax bill to improve the collection system.

Policy 1.2 Maintain up-to-date facilities for governmental, administrative, public safety, and human service delivery functions.

Policy 1.3 Interpret future population projections and use them to determine the amount of community facilities which will be needed in the future.

Policy 1.4 Budget the use of tax revenue for use in community facilities projects.

Goal 2.0 Provide adequate and cost effective parks and recreation facilities for all the citizens and their specific needs, utilizing the natural environment and existing resources to the maximum extent.

Policy 2.1 Develop additional walking paths throughout the city.

Policy 2.2 Continue to maintain joint-use agreement with the Clayton County Schools for the use of playgrounds and ballfields.

Policy 2.3 Encourage the joint use of public and private facilities.

Policy 2.4 Adapt public facilities to serve special client groups such as the handicapped.

Policy 2.5 Develop new facilities to meet the needs of population groups that are expected to increase in proportion to the existing population, such as an senior activities center.

Policy 2.6 Encourage the development of park and recreation facilities that capitalize on the positive features of natural areas.

Policy 2.7 Update existing facilities through such actions as resurfacing the basketball court for use as an in line skate and hockey rink and providing additional lighting

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.

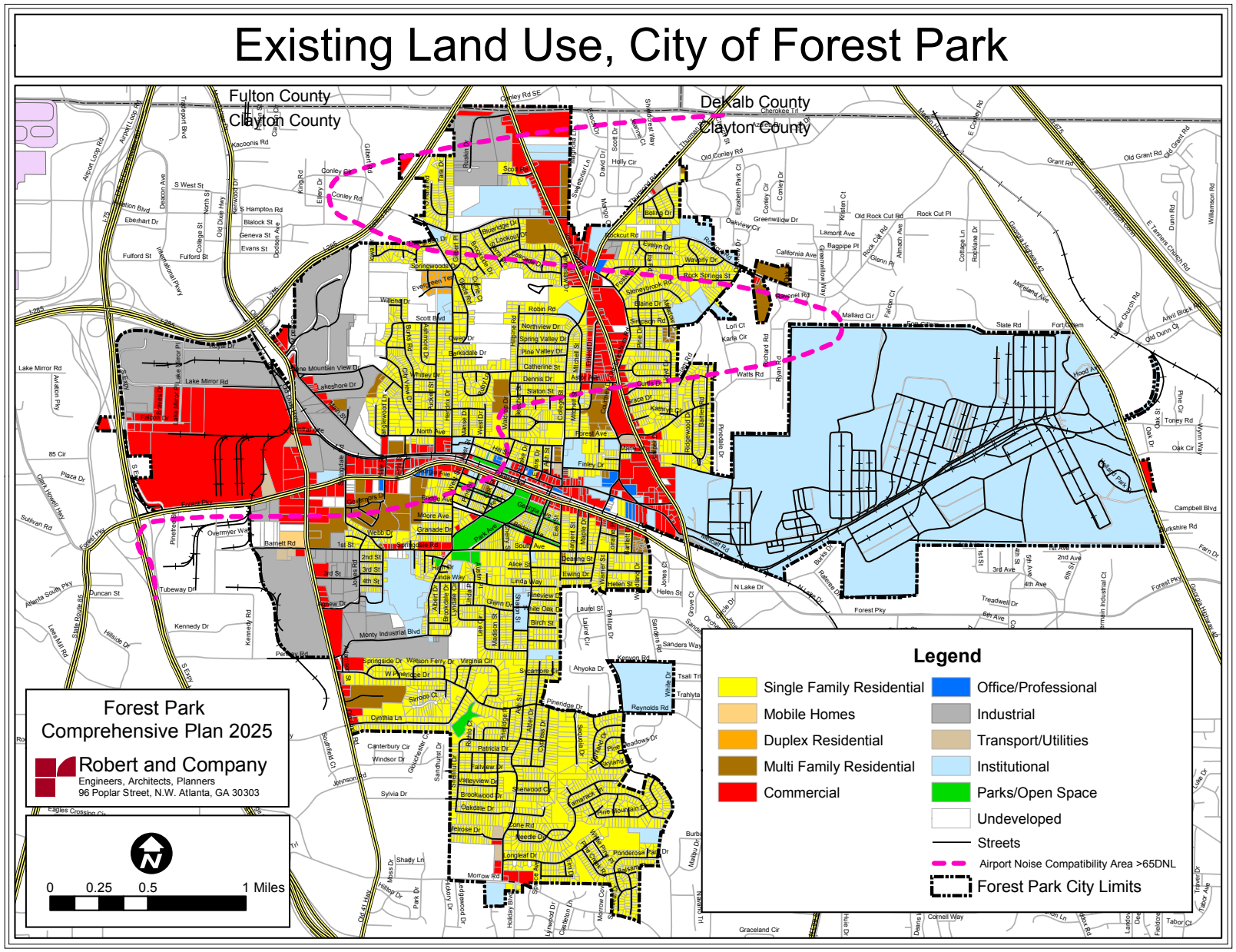
Forest Park is well served by a network of local streets, arterials and interstate highways. Traffic conditions vary from well flowing to moderately congested along the city's major corridors: Forest Parkway, Old Dixie Highway and Jonesboro Road. These corridors are currently being upgraded with streetscape 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.

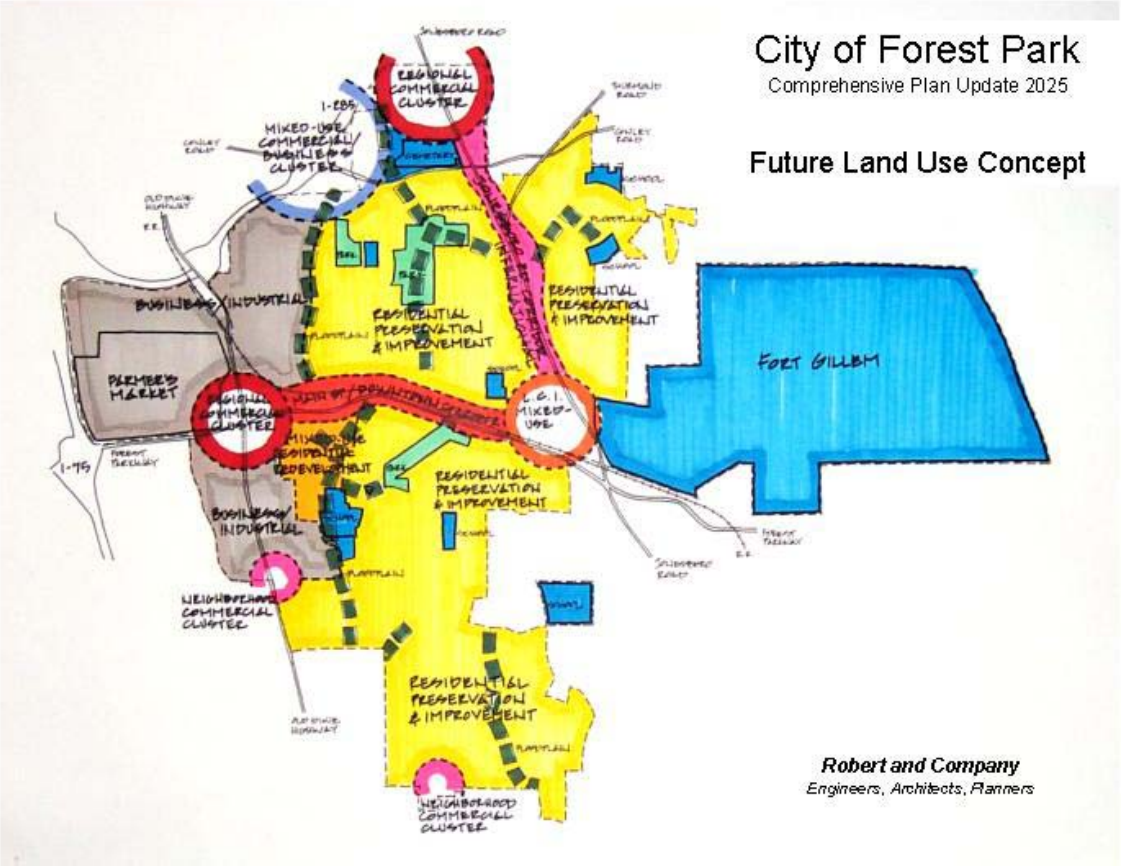
7.7.5 LCI Mixed Use Transit Village

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.

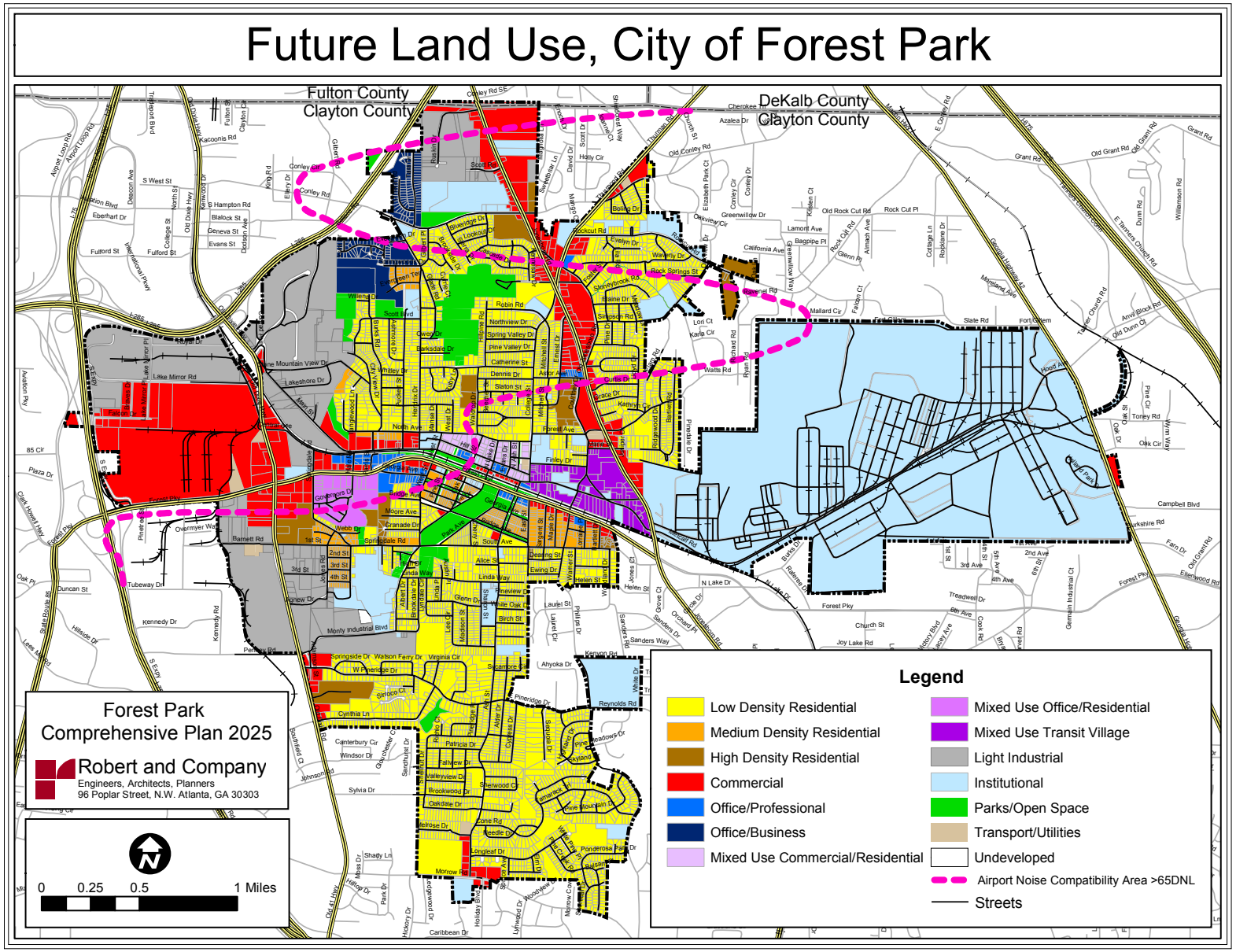
Public/Institutional: includes churches, lodges, hospitals, clubs and community service buildings. This classification also includes public schools and buildings, fire stations, police stations, City buildings, and cemeteries.

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.

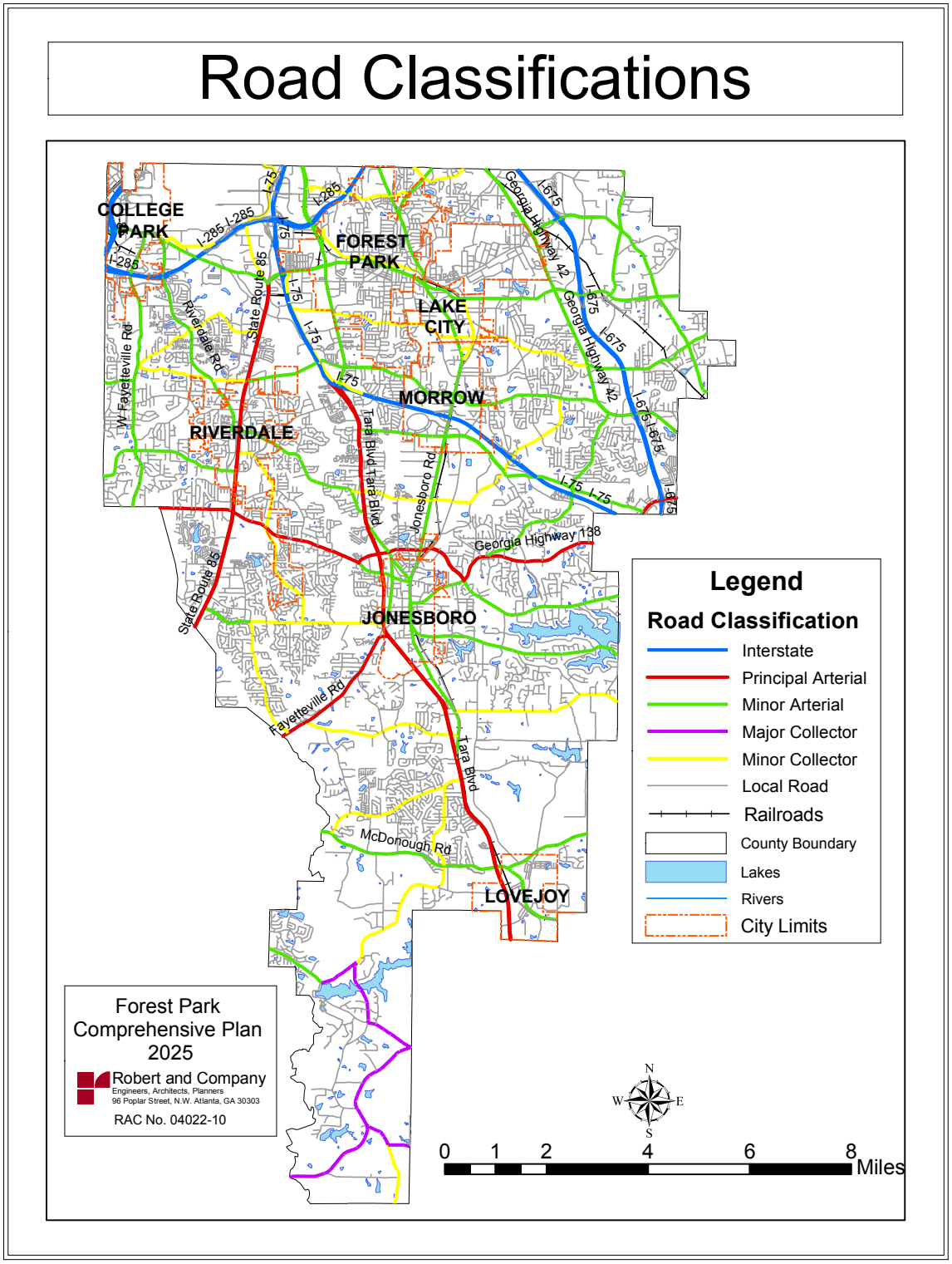
Table 8.2 Roadway Function Classifications

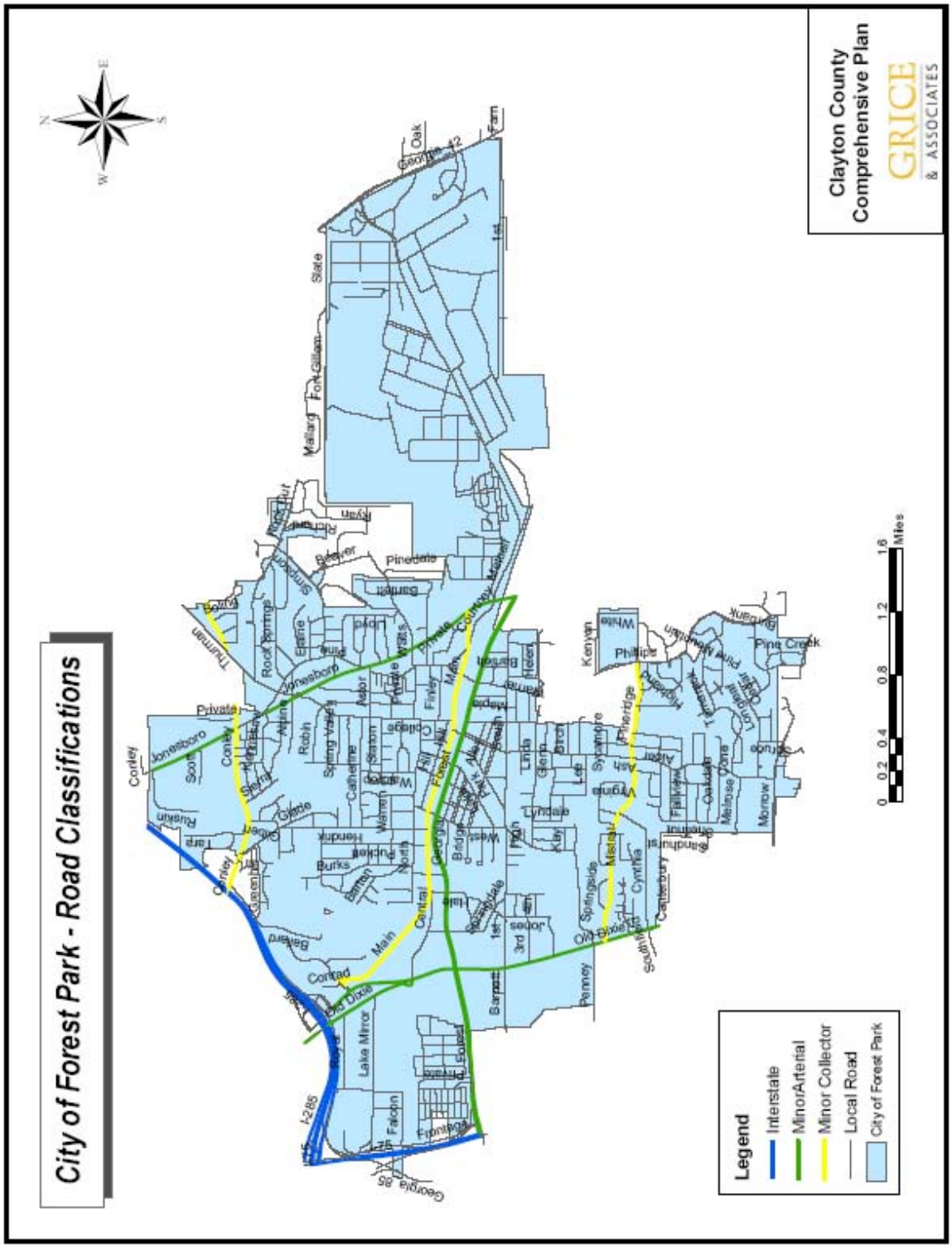
Roadway Classifications in Clayton County	
Classification	**Roadways**
Interstate Principal Arterials	Interstate 285
	Interstate 85
	Interstate 75
	Interstate 675
Principal Arterials	Fayetteville Rd
	State Route 85 south of Forest Pkwy
	SR 138
	Tara Blvd
Minor Arterials	Old Dixie Hwy (US 19, US 41, SR 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

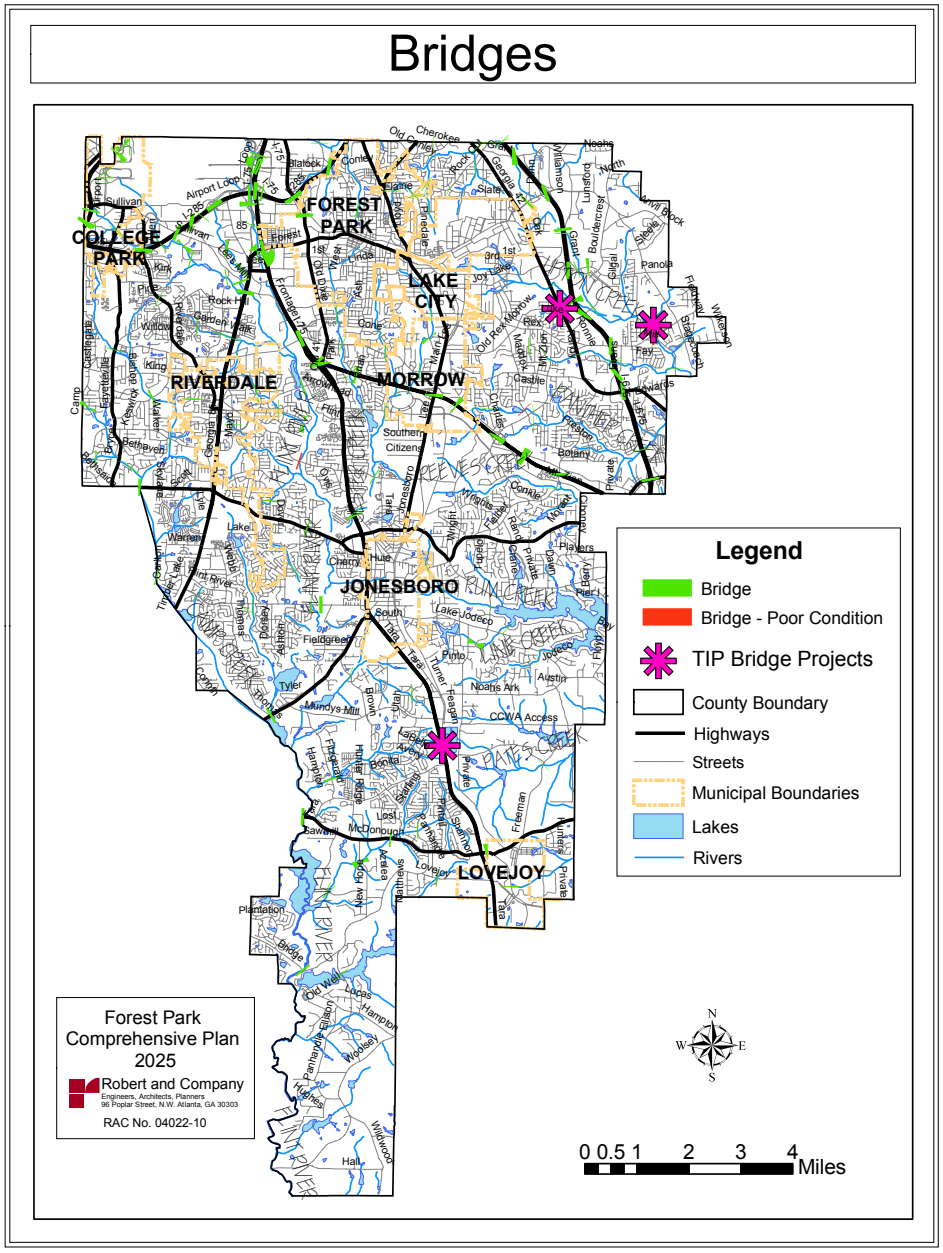



City of Forest Park - Road Classifications
Clayton County
Comprehensive Plan
GRICE
& ASSOCIATES
Legend
Interstate
MinorArterial
Minor Collector
Local Road
City of Forest Park
0 0.2 0.4 0.8 1.2 1.6 Miles
N
E
S
W
Jonesboro
Conley
Private
Rock Springs
Pineedale
Mallary
Fort Gillem
State
Oak
Fern
Kenyan
Phillips
Pine Creek
Lake Mirror
Falcon
Frontage
I-285
I-75
Georgia 85
Main
Central
Contad
Old Dixie
Old Jonesboro
Penney
Springside
Mistral
Cynthia
Canterbury
Southfield
Lindale
Linda
Glenn
Sycamore
Philridge
Fairview
Melrose
Morrow
Lake
Jones
3rd
1st
Barnett
Forest
Georgia
Bridge
Finley
Mill
Pine
Hill
Catherine
Sharon
Robin
Alpine
Spring Valley
Warren
Burks
Hendrix
Glenn
Bailey
Greenville
Ruskin
Tara
Sterling
Rock Springs
Thurman
Scott
Lake Blackburn
Jonesboro
Corley
Private
Pineedale
Mallary
Fort Gillem
State
Oak
Fern
Ryan
Beaver
Pine Creek
Springbank
Morrow
Melrose
Cone
Fairview
Hillcrest
Lynn
Ash
Tyrone
Valley
Brook
Lee
Kay
Lindale
Linda
Glenn
Sycamore
Philridge
Kenyan
Phillips
Wilde
Helen
Brown
Mapes

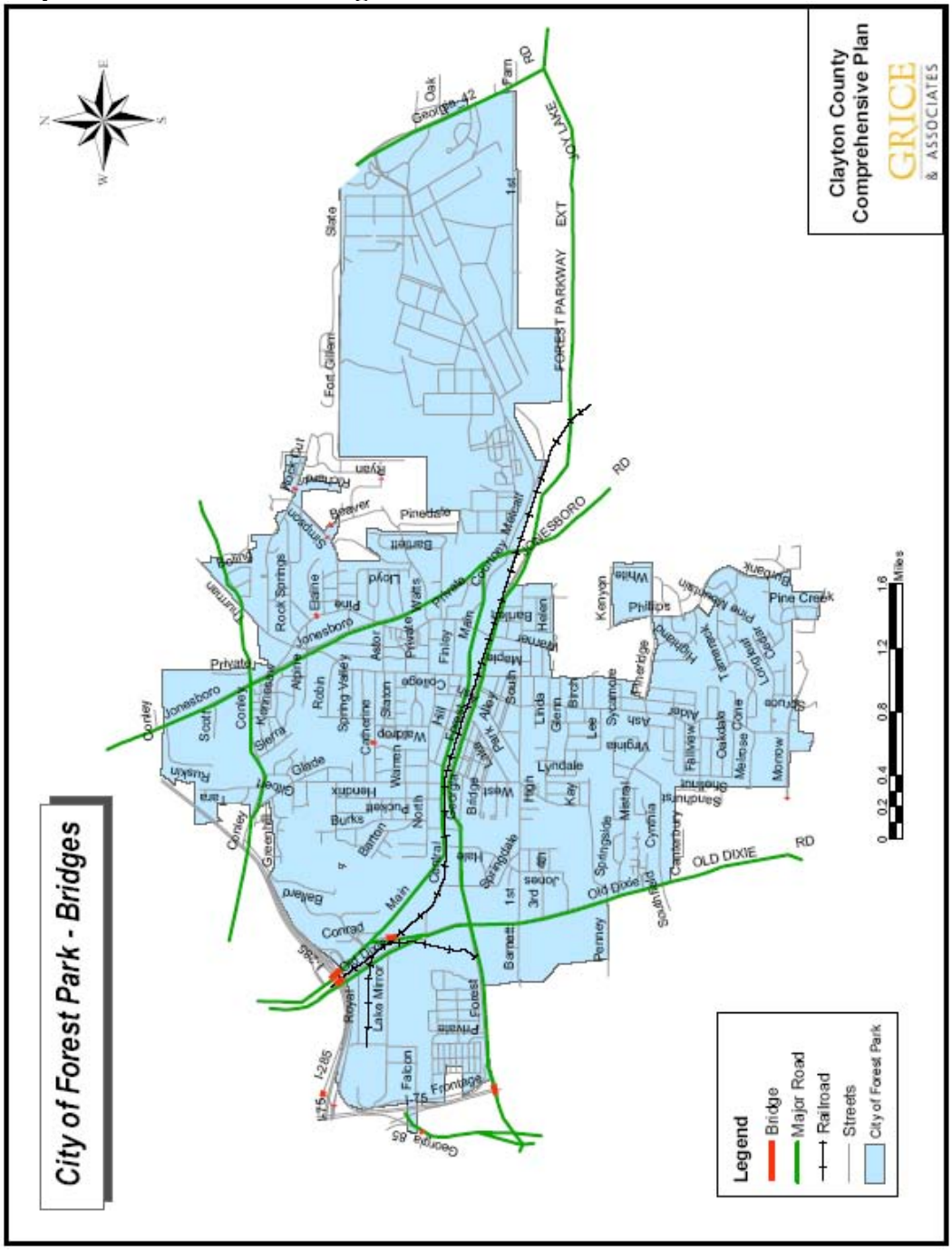
Bridge Inventory

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



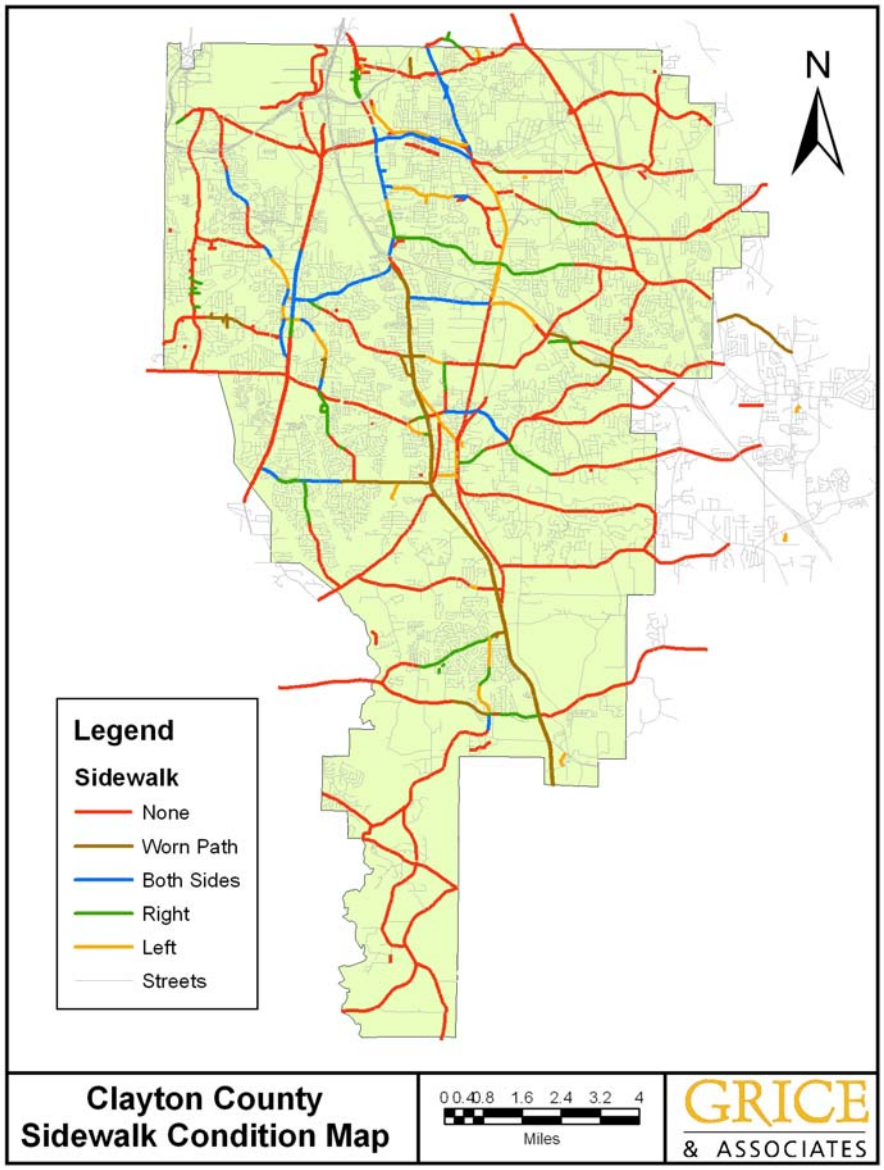
Bike and Pedestrian Trails Inventory

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



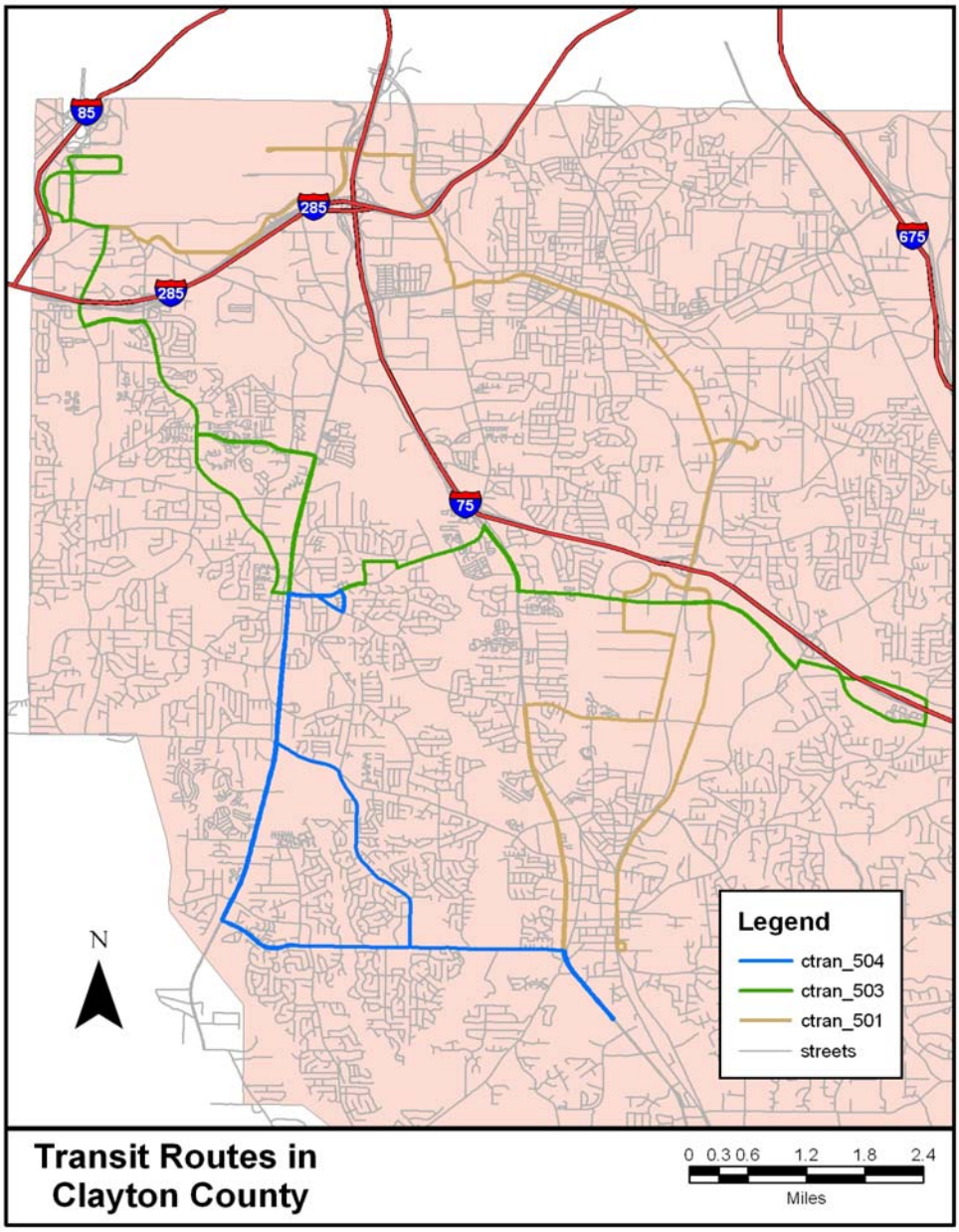
The sidewalk inventory map illustrates that sidewalks are generally not present on the major functional classes of roadways throughout Clayton County, including the City of Forest Park. However, many of these areas in Forest Park, such as the Jonesboro Road and Old Dixie Highway corridors, either have 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.

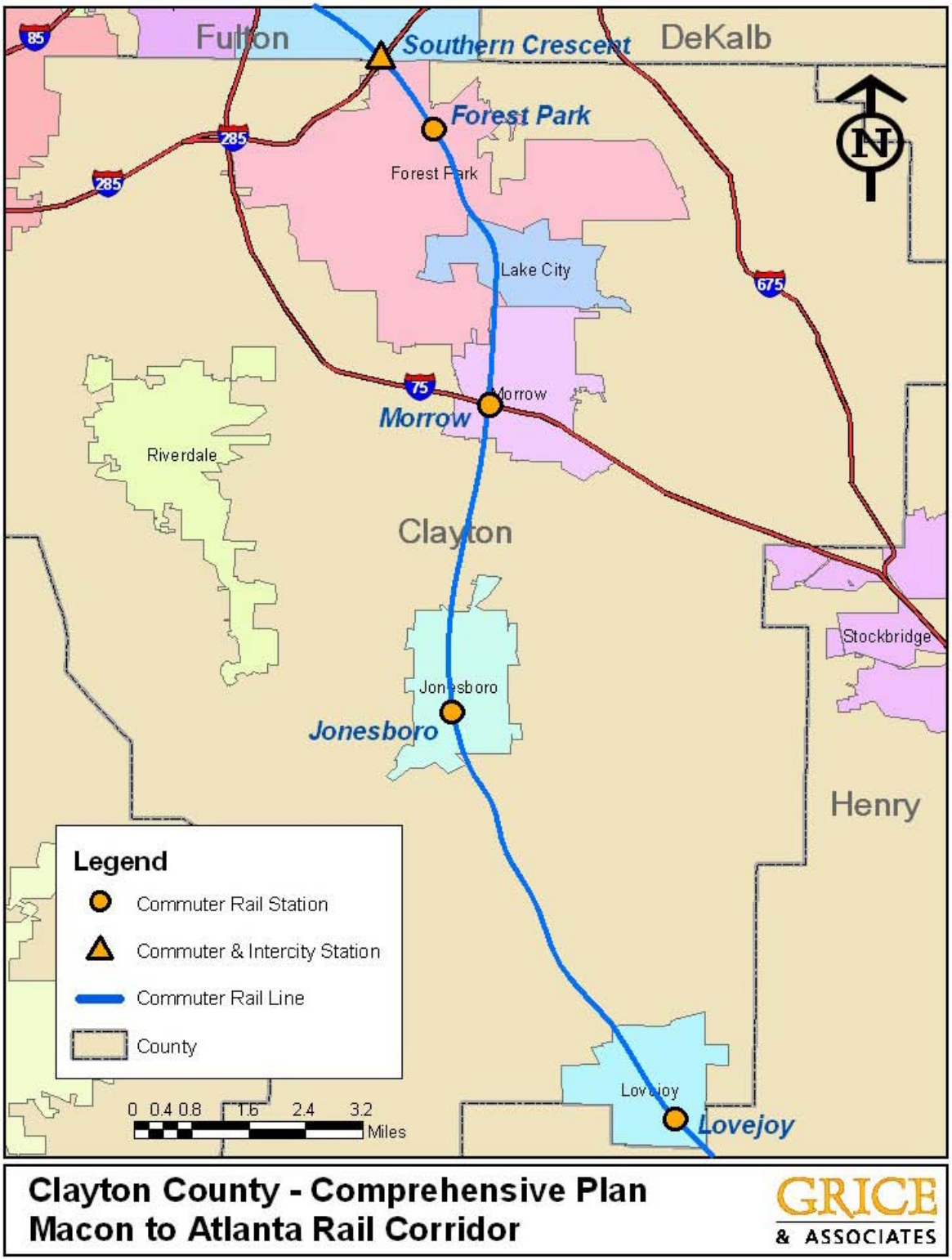
Route 504 currently operates at thirty (30) minute headways during the Peak and Midday hours with alternating service on Taylor Road and SR 85 and sixty (60) minute headways during the evening weekday hours and weekends with service on SR 85 only.

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.

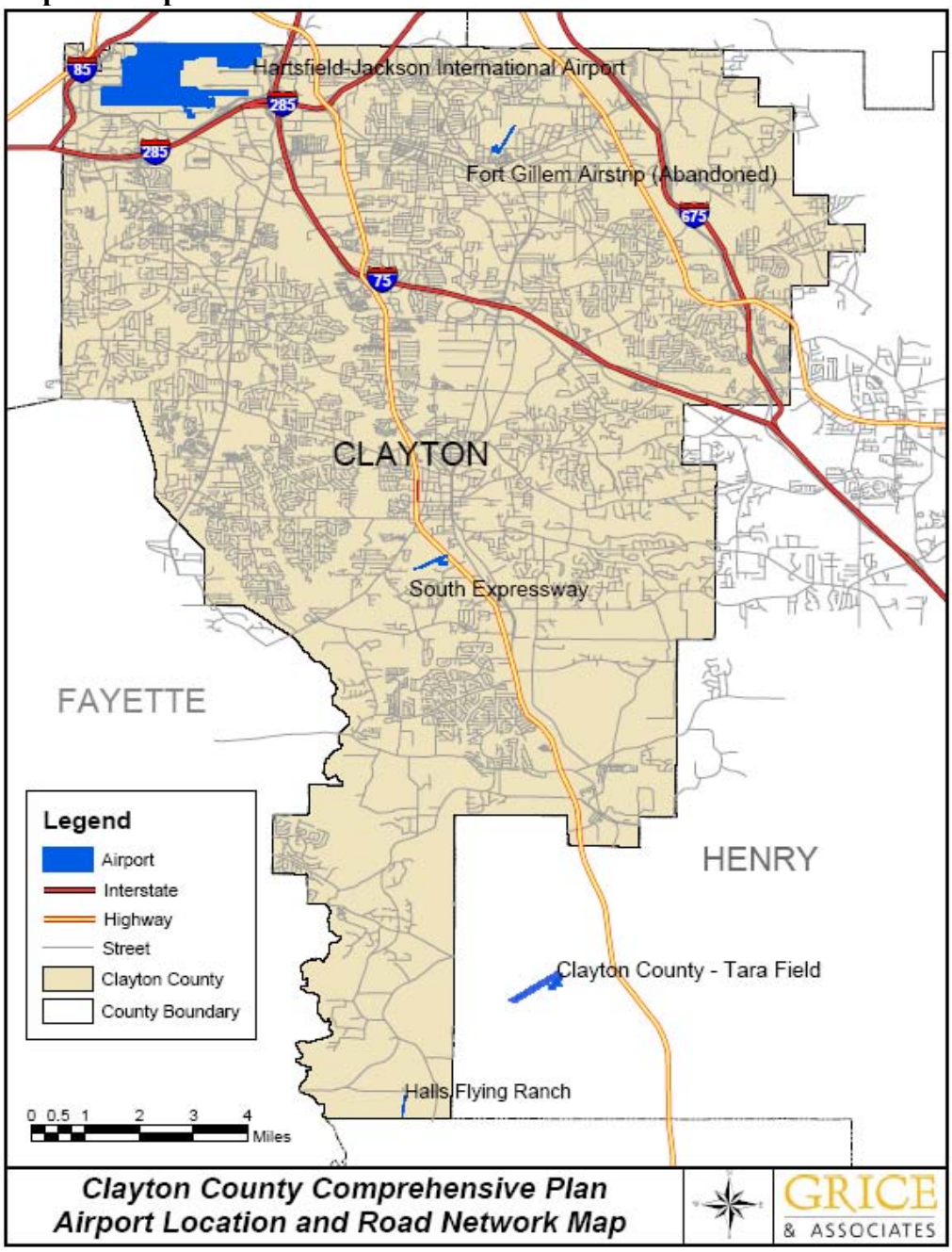


Map 8.5 Commuter Rail

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.

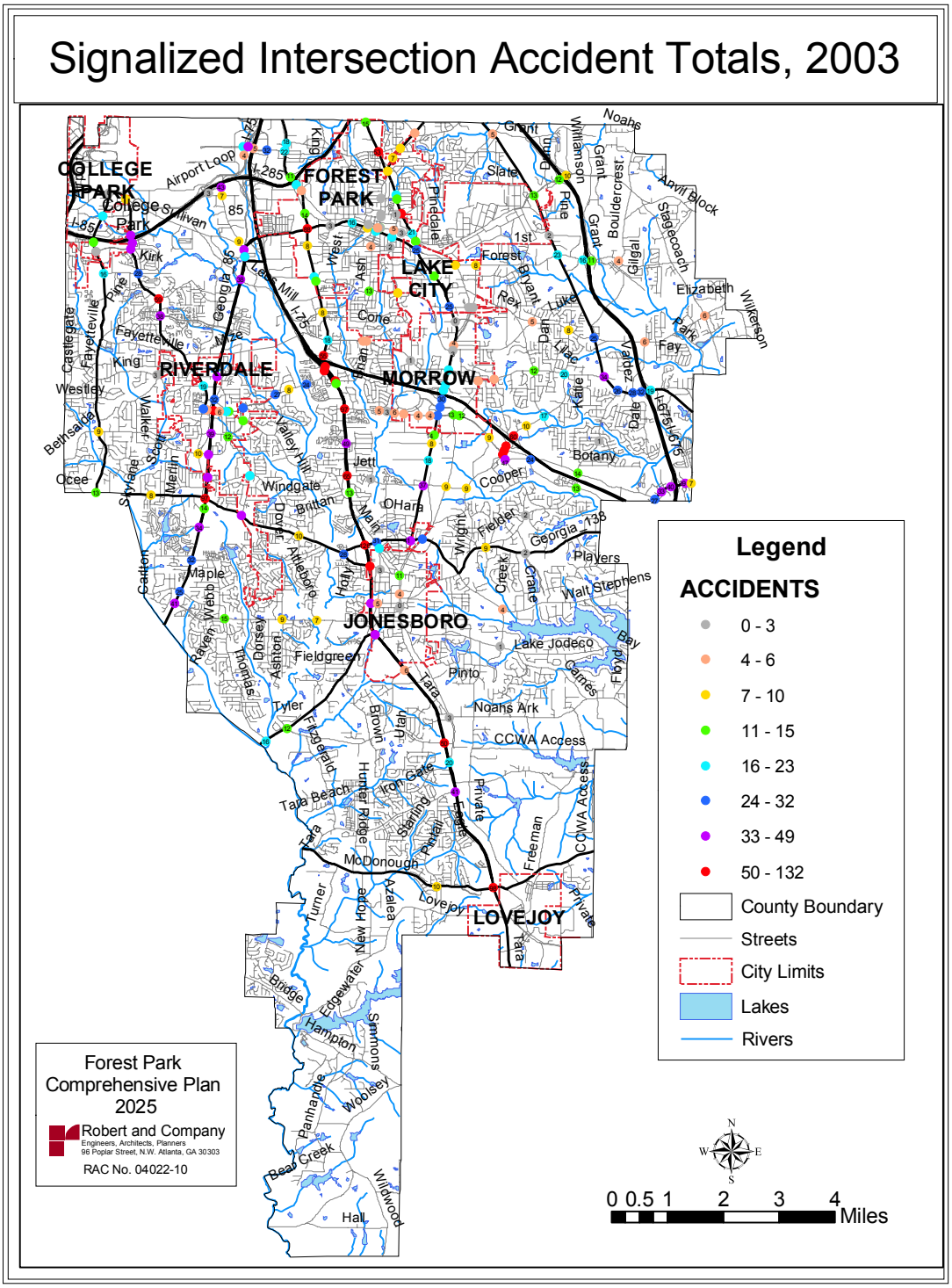
Railroads Inventory

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.

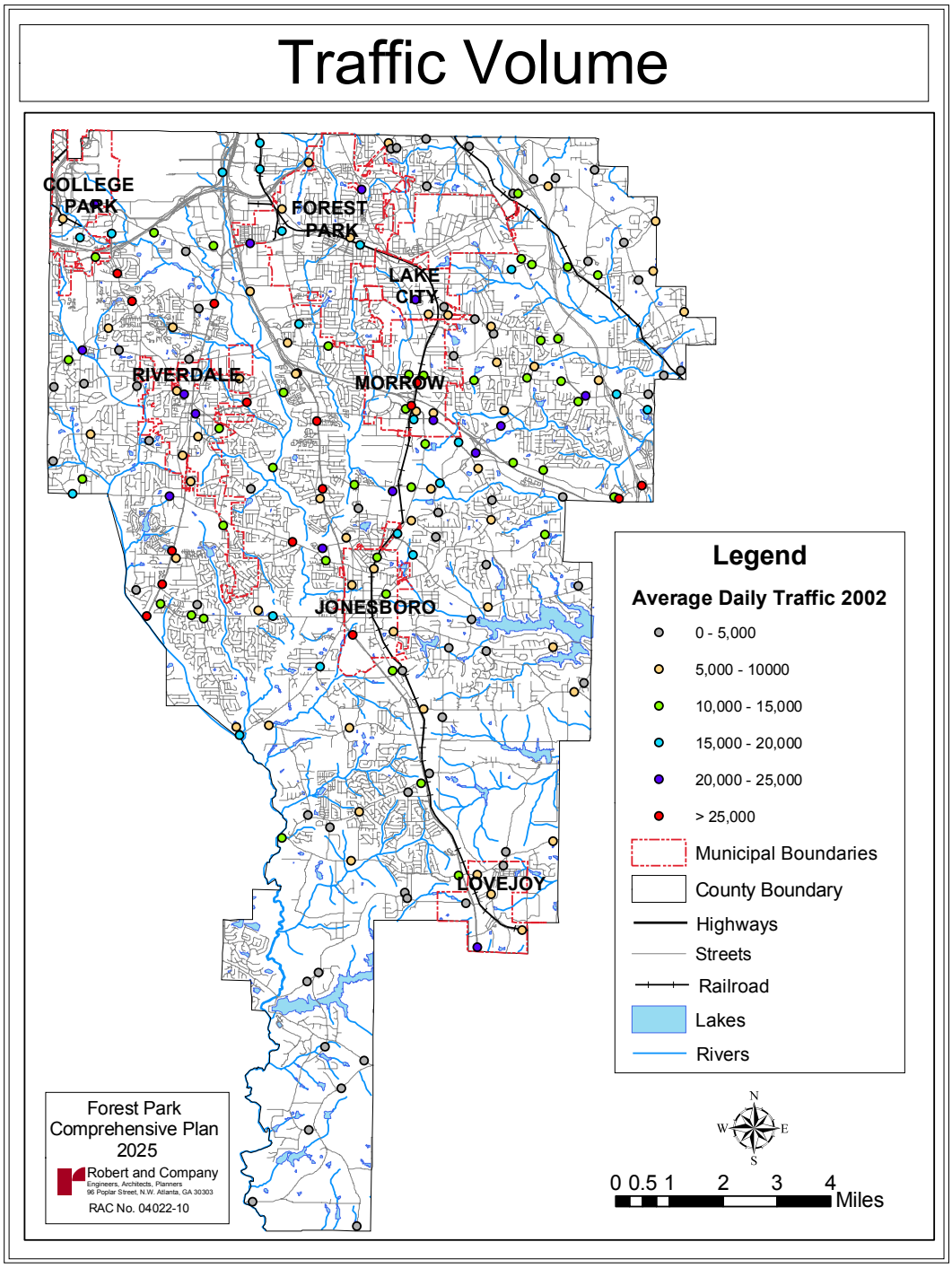
Map 8.7 Clayton County Signalized Intersection Accidents

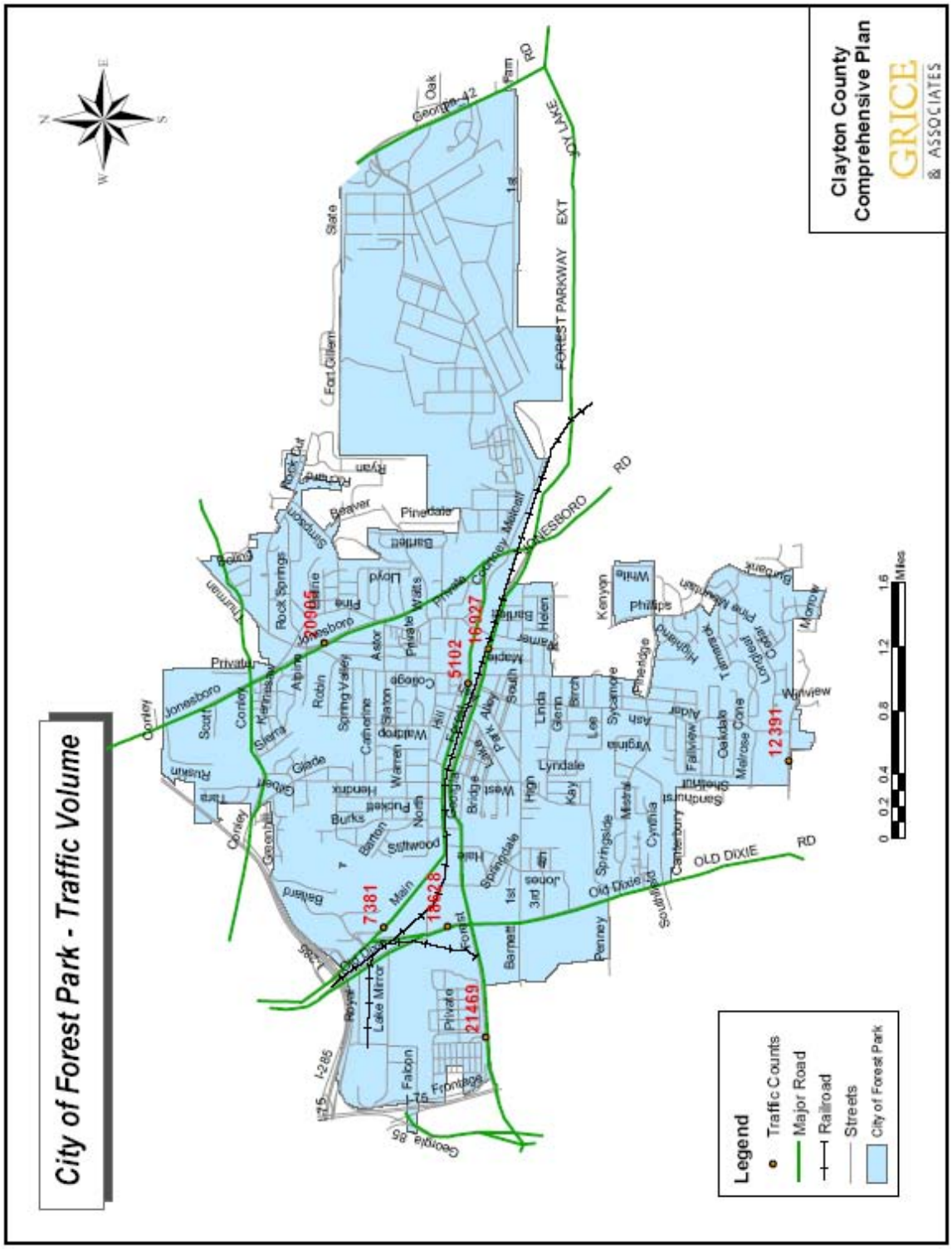


8.1.3 Road Lanes, Volumes, and Capacities

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.

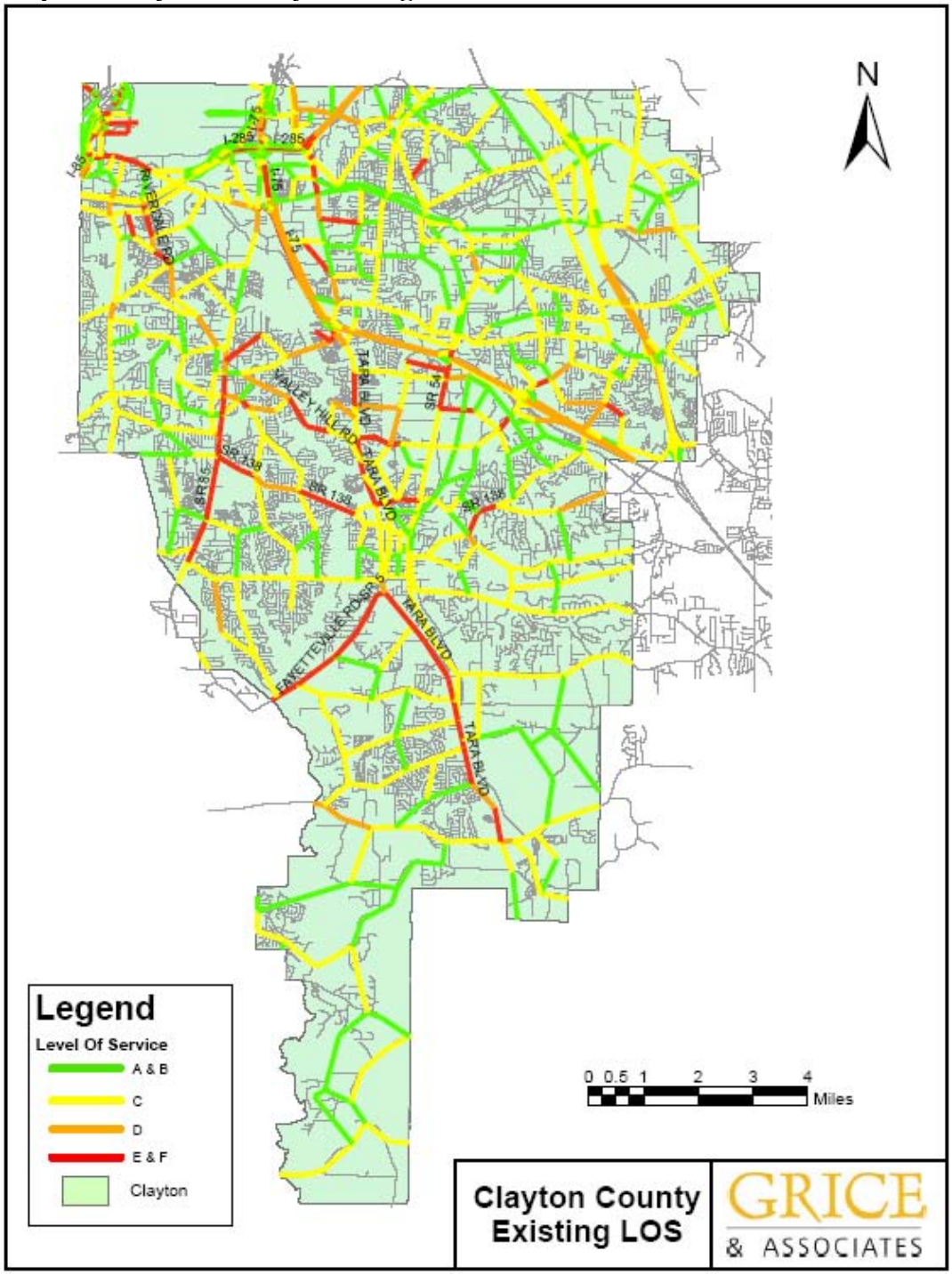
Table 8.10 Percent Difference Targets for Daily Traffic Volumes by Facility Type

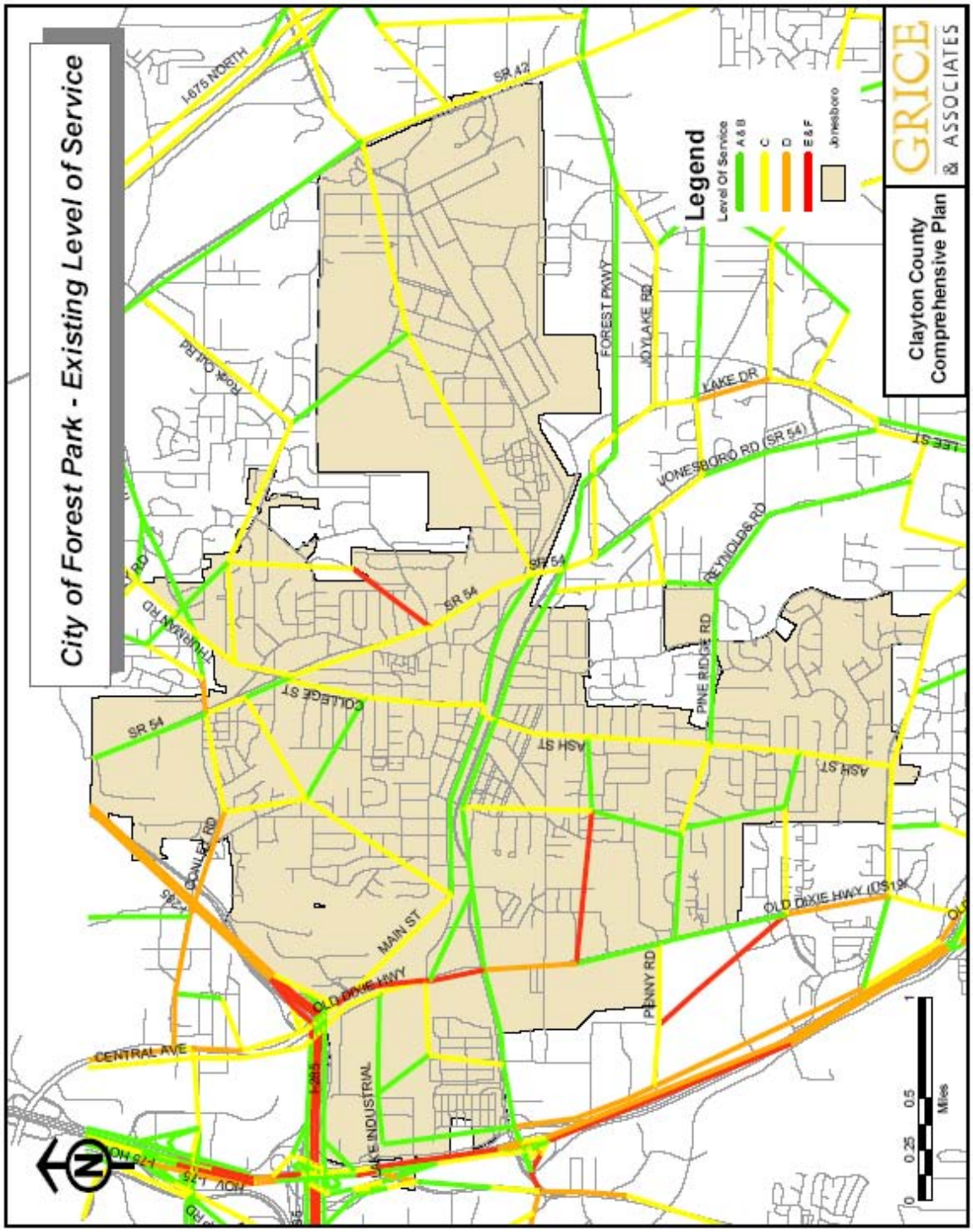
Facility Type	FHWA Targets	MDOT Targets
Freeway	+/- 7%	+/- 6%
Major Arterial	10%	7%
Minor Arterial	15%	10%
Collector	25%	20%

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.

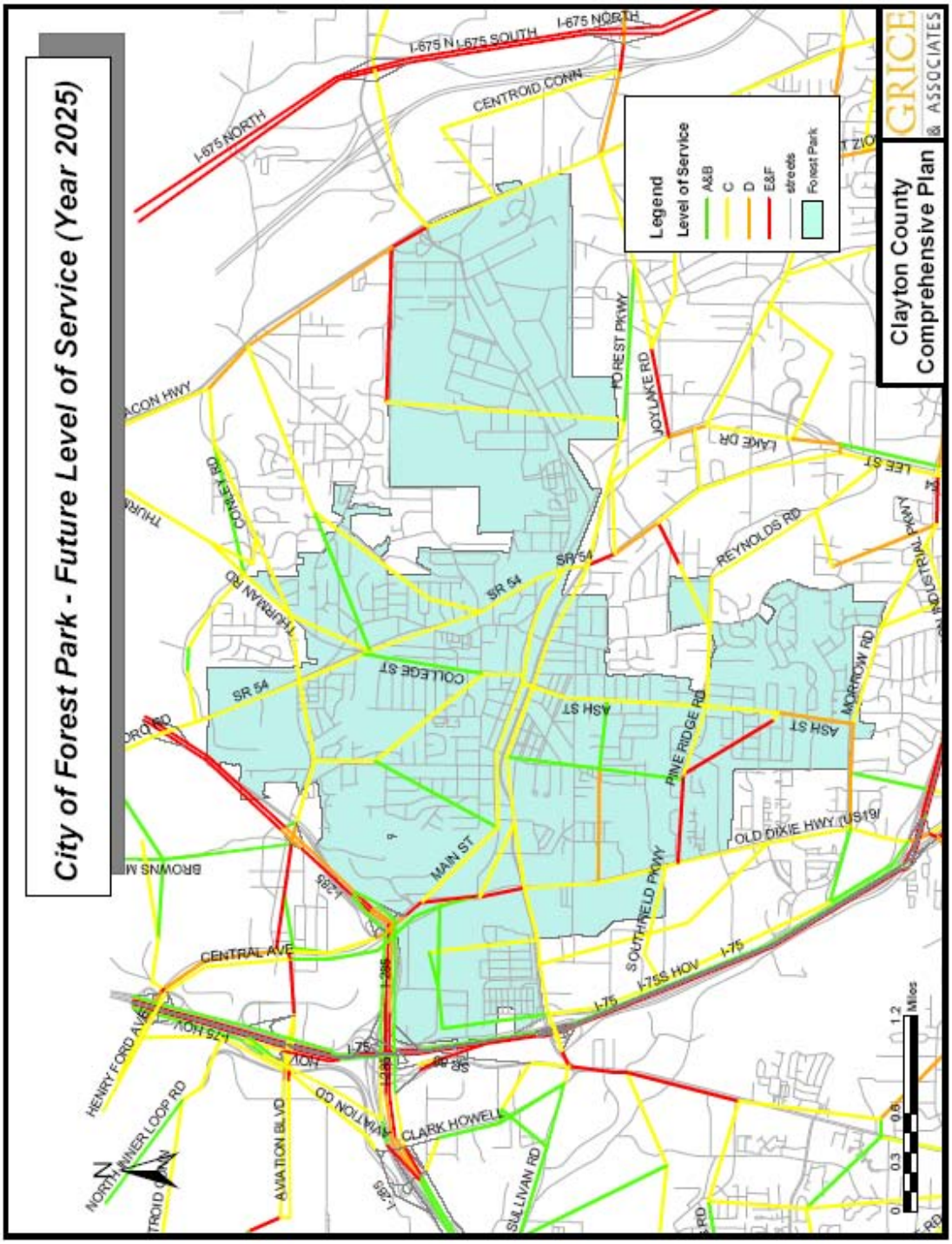
Traffic Performance Measures

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

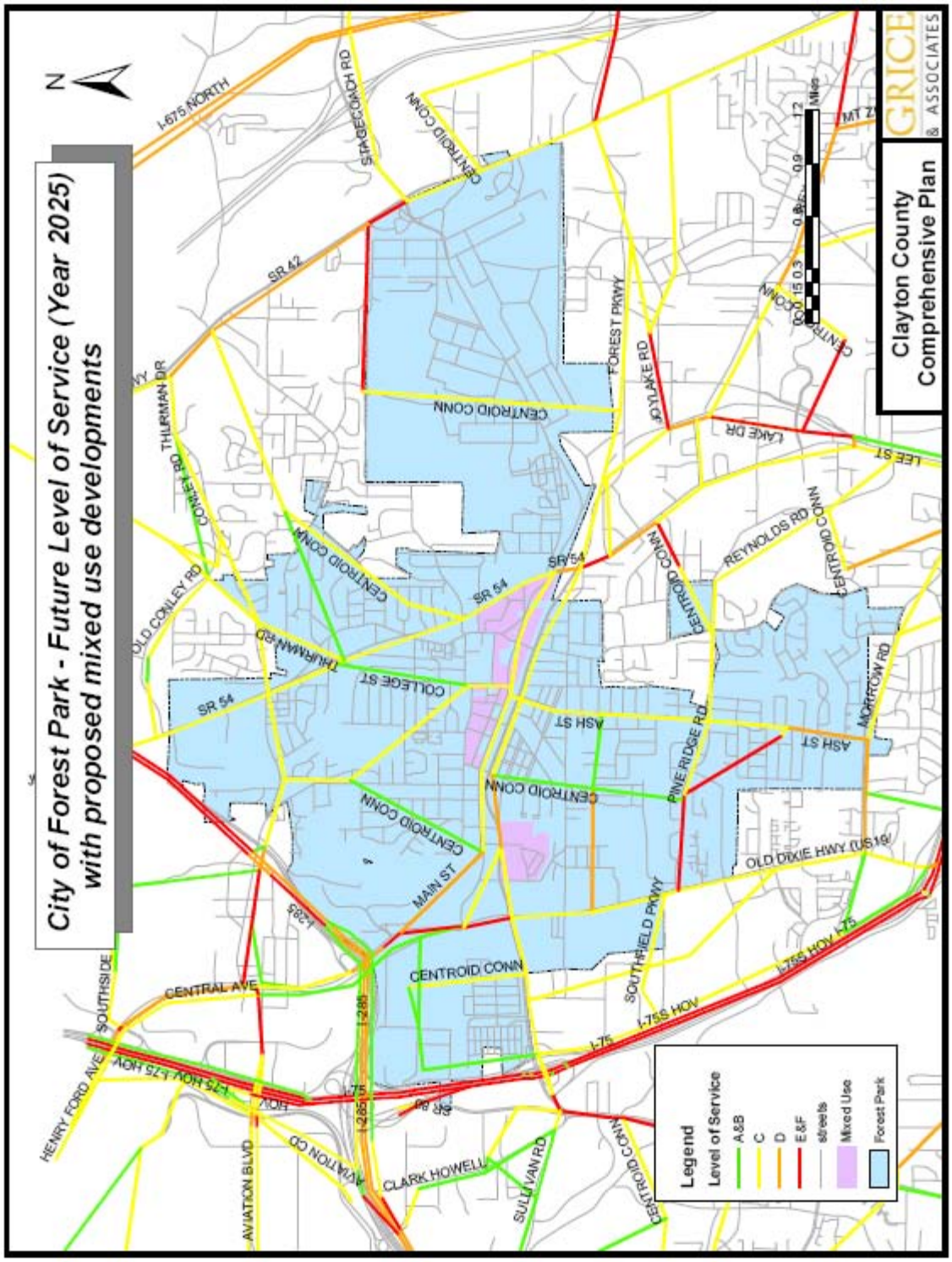
With respect to ride-share opportunities, the Hartsfield Area Transportation Management Association (HATMA) performs transportation workshops to provide employees with commute options such as forming carpools and vanpools. HATMA conducts worksite transportation surveys to help employers with providing 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

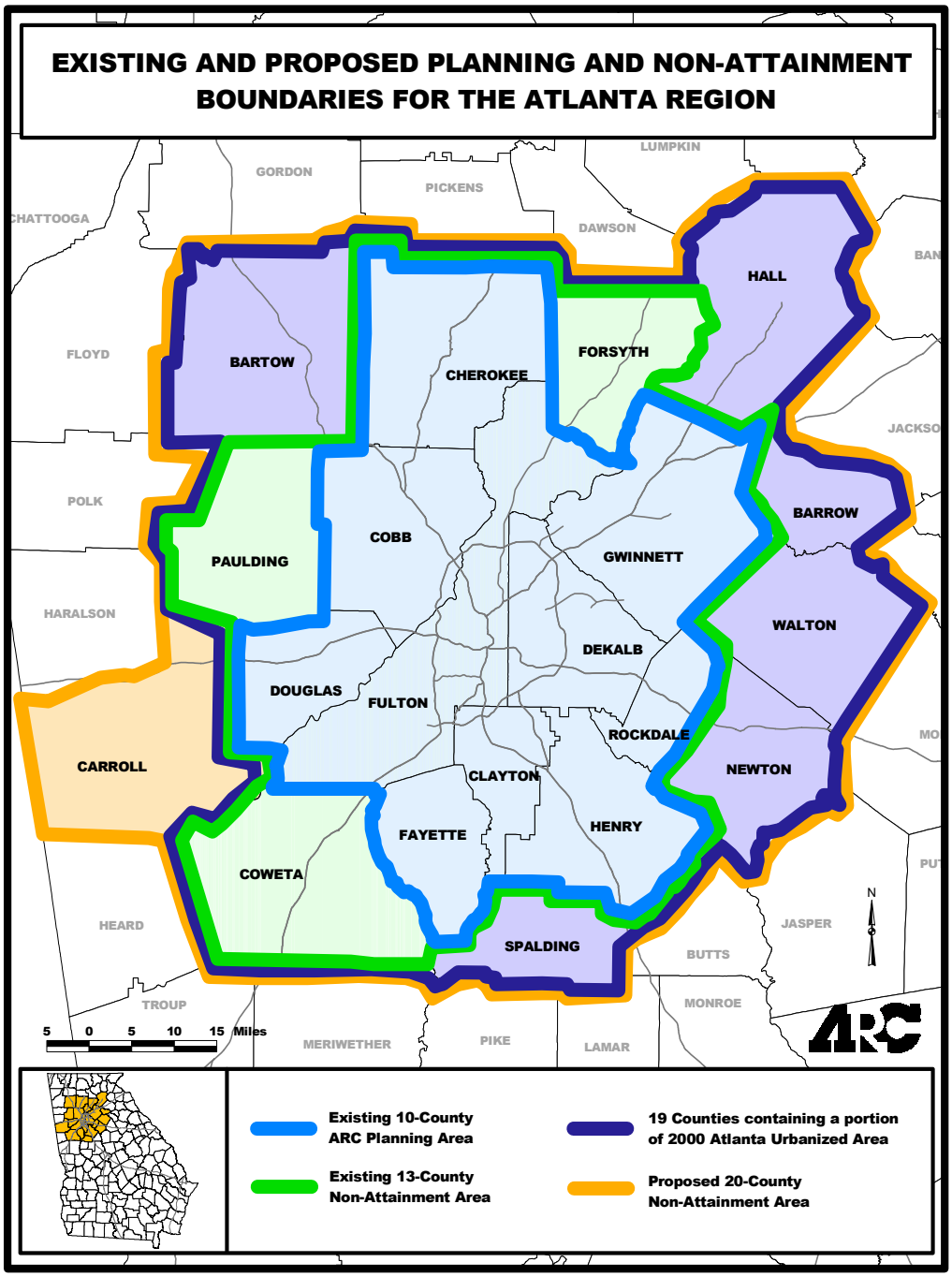
This section provides a discussion of the severity of any violations contributed by transportation related sources that are contributing to air quality non-attainment; and identification of measures, activities, programs, and regulations that metro Atlanta will implement consistent with the Statewide 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.

CHAPTER 9 INTERGOVERNMENTAL COORDINATION

Introduction

The boundaries for use of community facilities and transportation corridors as well as the effects of land use often go beyond the legal boundaries of a county or municipal government. The purpose of this element is to inventory the existing intergovernmental coordination mechanisms and processes between Forest Park and the adjacent local governments and between the county and other governmental entities and programs that have the potential of impacting the successful implementation of the Comprehensive Plan. This element will address the adequacy and suitability of existing coordination mechanisms to serve the current and future needs of the city as well as and articulate goals and formulate strategies for the effective implementation of policies and objectives that involve more than one governmental entity.

9.1 Adjacent Local Governments

Forest Park shares borders with three other governments; Lake City , the City of Morrow and Clayton County.. Due to this a number of aspects of coordination are required. In addition to this element of the Comprehensive Plan, the Service Delivery Strategy (SDS) shared between Clayton County and its seven cities is designed to serve as the primary coordination mechanism among theses city governments and the county.

9.2 School Board

The Clayton County Board of Education oversees Clayton County Public Schools, which serve the entire county including the City of Forest Park. The school board through school system staff representation was involved in this comprehensive planning process and provided information regarding school capacity and facility conditions and anticipated needs (see Chapter 5 Community Facilities). During the comprehensive planning process it became evident that an increased level of coordination between the Board of Education and local governments is needed specifically in the areas of new school locations, development of educational programs to respond to workforce needs, and joint use of facilities.

9.3 Other Local Governmental Entities

9.3.1 Clayton County Water Authority

The Clayton County Water Authority's service district covers the entirety of the City of Forest Park.

9.3.2 Development and Redevelopment Authority of Clayton County

The Development and Redevelopment Authority of Clayton County provides economic development services to the City of Forest Park and has been especially active in efforts to expand and energize the State Farmers Market located within the city. The authority

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

During the comprehensive planning process the planners worked closely with representatives of the Development Authority worked together to identify opportunities for development and redevelopment. This level of coordination should be continued, specifically to assist in the implementation of improvement and development projects identified in the City of Forest Park's Livable Center's Initiative Study.

9.3.3 Hartsfield Jackson International Airport

Hartsfield-Jackson Atlanta International Airport is located in the Northwest corner of Clayton County in close proximity to the City of Forest Park. The presence of one of the nation's busiest airports has had significant impacts on the development and redevelopment potential of the City of Forest Park. The airport and city have and are presently coordinating on issues related to the airport's expansion and long range plans, and the future land use plan included in the Comprehensive Plan Update is coordinated with the airports long range plan. The coordination of the airport and city's planning efforts is accomplished through staff level interaction between the airport's Community and Land Use Planning department and the Clayton County Development Authority and the city's planning staff.

9.4 Regional and State Entities

9.4.1 Atlanta Regional Commission

The Atlanta Regional Commission (ARC) serves as the regional development center for metropolitan Atlanta area including the City of Forest Park.. The ARC provides a variety of services to Forest Park, such as land use and transportation planning coordination, services for the elderly and workforce development. The ARC is responsible for serving the public interest of the state by promoting and implementing the comprehensive planning process among its ten county region and with involvement in local and regional planning related to land use, transportation, recreation, historic preservation, natural resources, and solid waste. The existing mechanisms of coordination between the City of Forest Park and the Atlanta Regional Commission are considered adequate and expected to remain constant through the planning period.

9.4.2 Metropolitan North Georgia Water Planning District

With a finite water resource and a population of nearly 4 million and growing, the need to carefully and cooperatively manage and protect Metropolitan Atlanta's rivers and streams has become a priority. The Metropolitan North Georgia Water Planning District was signed into law on April 5, 2001 (2001 S.B. 130) and is developing regional and watershed specific plans for stormwater management, wastewater management, and

water supply and conservation in a 16 county area which encompasses Clayton County and Bartow, Cherokee, Cobb, Coweta, DeKalb, Douglas, Fayette, Fulton, Forsyth, Gwinnett, Hall, Henry, Paulding, Rockdale and Walton Counties. Local governments within the District that do not substantially adopt the model ordinances will be ineligible for state grants or loans for stormwater related projects. This decision may be appealed to the District Board with a majority vote required to overturn. Those governments that do not implement plans that apply to them would have their current permits for water withdrawal, wastewater capacity or NPDES stormwater permits frozen. The city has developed and adopted watershed and stream buffer protection ordinances complying with the directive of the MNGWPD.

9.4.3 Georgia Department of Transportation

The Georgia Department of Transportation (GDOT) maintains and improves state and Federal highways the City of Forest Park and provides financial assistance for local road improvements. Forest Park coordinates closely with GDOT through the Streets Division of the city's Public Works Department. This coordination is expected to continue throughout the planning period.

9.4.4 Georgia Department of Natural Resources

The Georgia Department of Natural Resources (DNR) provides assistance and guidance to the city in a number important areas including; water conservation, environmental protection, wildlife preservation, and historic preservation. When required there is staff level interaction between the city and DNR's divisions and this interaction will continue during the planning period.

9.4.5 Georgia Department of Community Affairs

The Georgia Department of Community Affairs (DCA) has overall management responsibilities for the State's coordinated planning program and reviews plans for compliance with minimum planning standards. DCA provides a variety of technical assistance and grant funding opportunities to the city.

9.4.6 Georgia Greenspace Program

The City of Forest Park has participated in the Governor's Greenspace Program on a limited basis using funds to purchase property across for the municipal tennis courts for greenspace. The city does not currently have a greenspace plan.

9.5 Private Entities

9.5.1 Clayton County Chamber of Commerce

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

9.5.2 Georgia Power Company

Georgia Power is a utility company servicing customers throughout the State of Georgia. There is little coordination required between the City of Forest Park and Georgia Power except for issues related to electric utility hookups.

9.6 Service Delivery Strategy

In 1997 the State passed the Service Delivery Strategy Act (HB489). This law mandates the cooperation of local governments with regard to service delivery issues. Each government was required to initiate development of a Service Delivery Strategy (SDS) between July 1, 1997 and January 1, 1998. Service Delivery Strategies must include an identification of services provided by various entities, assignment of responsibility for provision of services and the location of service areas, a description of funding sources, and an identification of contracts, ordinances, and other measures necessary to implement the SDS.

The Service Delivery Strategy for Clayton County and its municipalities including Forest Park was adopted and submitted for compliance review in October 1999 and extension agreements were signed in April 2000 and April 2004. The local governments are in the process of evaluating the need to make changes to the existing strategy and if required will prepare an official update and submittal of appropriate forms to the Georgia Department of Community Affairs. The provision of services in the city is discussed in detail in the Chapter 6 - Community Facilities element of the Comprehensive Plan. The major agreements included in the Service Delivery Strategy are summarized here, except where it is noted the existing agreements between the county and cities are considered adequate. However, as the local governments meet to review and update the current Clayton County Service Delivery Strategy is it recommended that each of the existing agreements be examined and evaluated.

9.6.1 Jails

The Service Delivery Strategy includes an agreement by which Clayton provides jail services to the City of Forest Park. This agreement is considered adequate at this time.

9.6.2 Landfill

A single private service provider provides services countywide, including to the City of Forest Park.

9.7 Summary of Dispute Resolution Process

The City of Forest Park, the county and the other cities in the county adopted an agreement on July 1, 1998 titled “Intergovernmental Agreement for Alternative Dispute Resolution on Annexation” This agreement pertains to lands that border the jurisdiction of the county and its seven municipalities as is summarized in the following paragraphs. Effective July 1, 2004, The Georgia General Assembly has enacted House Bill 709 which proscribes procedures for annexation disputes that supplant previous agreements, such as the one between Clayton County and it cities including Forest Park, established under the

Service Deliver Strategies Act. It is recommended that Forest Park together with Clayton County and the other cities located in the county amend their current Dispute Resolution on Annexation processes to comply with the current state legislation.

9.7.1 Summary of Current Dispute Resolution Process

This agreement states when a municipality initiates an annexation, it must notify the county and any other affected city of the proposed annexation and provide information including notice of any proposed rezoning of the property to be annexed so that the county and/or city can make an informed analysis concerning potential objections to the annexation.

Within twenty-one days of notification, the affected local governments must respond to the annexing city that it has no objection to the proposed land use and zoning classification for the property to be annexed or that it objects. If the affected local government objects it must include a list of curative conditions/stipulations that will allow them to respond with no objection to the proposed land use and zoning classifications.

If there is an objection the annexing city will respond to the affected local government in fourteen days either agreeing to implement the affected government's stipulation, agreeing to cease action on the proposed annexation, initiating a fourteen day mediation process to discuss compromises or disagreeing that the objections of the affected government are *bona fide* within the meaning of O.C.G.A § 36-36-11(b) and that it will avail itself of any available legal remedies.

If the annexing city moves forward with the annexation agreeing to the stipulations of the affected government, the city agrees that irrespective of future changes in land use or zoning, the site-specific mitigation/enhancement measures or site-design stipulations included in the agreement are binding on all parties for a three year period following execution of the annexation agreement.

The agreement between Clayton County and its cities recognized the fact that there are very few, if any, zoning changes that would not result in changes that would qualify as bona fide objections pursuant to of O.C.G.A § 36-36-11(b). Due to this, the agreement states that only the following conditions constitute bona fide objections with regard to annexations;

- change in residential classification that increases density by more than 50%,
- change from a residential classification allowing single family homes to one that allows for structures other than single family homes,
- change from a low intensity commercial classification to a high intensity classification,
- change from office/institutional to a general business classification,

- change from a commercial to industrial classification, or
- change from a light industrial to a heavy industrial classification.

9.7.2 Recommendation for Inclusion in Dispute Resolution Update

It is suggested that the following changes be made in conjunction with any revision to the current city/county dispute resolution process needed for compliance with current legislation. These changes are recommended to ensure that land use conflicts are minimized in the case of annexation. The new dispute resolution process should include stipulations that the property annexed must be classified under the municipality's zoning ordinance for the classification that is most similar to the zoning classification placed on the property by Clayton County. When a rezoning application is filed for property that has been annexed within a specified amount of time (18 months) of the effective date of the annexation the municipality must notify the county and provide the county with 30 days to object to the proposed rezoning and enter into negotiations and, if necessary, a mediation process to resolve the issues.

Additionally, a new agreement could incorporate the designation of "zones of influence" for each of the governing bodies in the county. These zones could extend for a specified number of feet (2,000 to 5,000) from city boundaries outward into Clayton County and inward. When a petition for rezoning or variance is received by a government for land that lies in another's zone of influence, the other jurisdiction must be notified. In addition to notification the affected jurisdiction must be allowed to submit comments on the petition that the government acting on the petition must take into consideration in making its final decision.

9.8 Service Provision Conflicts or Overlaps

The Service Delivery Strategy includes a thorough assessment of service responsibilities outlining those areas where joint or coordinated services are provided and stating reasons in cases where the county and municipalities provide separate services. During the process of preparing this Comprehensive Plan update it has been identified that the county and its municipalities need to undertake an update the Clayton County Service Delivery Strategy. This update process should concentrate on identifying areas where there are service provision conflicts and overlaps. Once these instances are identified, the City of Forest Park and other local governments are encouraged to undertake negotiations to relieve these conflicts and, where undesirable eliminate existing service overlaps.

9.9 Land Use

9.9.1 Compatibility of Land Use Plans

Through the land use planning process the City of Forest Park has coordinated its future land use planning with the present, and future plans, when available, for Clayton and Fulton Counties, and the cities of Morrow and Lake City. Coordination efforts reveled

that there are no identifiable areas of potential conflict between the future land use plans for the city and those of the City of Morrow and Fulton and Clayton County. Along Forest Park's northeastern border with the county, residential land uses in the city align with residential use on the county side, both areas are recommended for density of up to four acres. At the border of Forest Park and the City of Atlanta both jurisdictions anticipate a mix of industrial and commercial land uses and on the northwest city boundary office and industrial uses in the city coincide with the industrial and office mix prescribed for the adjacent Mountain View redevelopment area. The industrial and low density residential land uses projected along the city's southwestern boundary are matched by like uses in Clayton County. Residential land use at a low to medium density is recommended by both governments where the boundaries of the cities of Forest Park and Morrow meet. At this time there is no future land use information available for Lake City, however the current land uses are compatible and conflicts are not anticipated in the future.

9.9.2 Land Use and Siting Facilities of Countywide Significance

The land use planning effort undertaken to develop this comprehensive plan sought to identify and addressed the concerns held by the city regarding the siting of public and private facilities.

9.9.3 Developments of Regional Impact

Developments of Regional Impact (DRI's) are large-scale developments likely to have effects outside of the local government jurisdiction in which they are located. The Georgia Planning Act of 1989 authorizes the Department of Community Affairs (DCA) to establish procedures for intergovernmental review of these large-scale projects. These procedures are designed to improve communication between affected governments and to provide a means of revealing and assessing potential impacts of large-scale developments before conflicts relating to them arise. At the same time, local government autonomy is preserved because the host government maintains the authority to make the final decision on whether a proposed development will or will not go forward. State law and DCA rules require a regional review prior to a city taking any action (such as a rezoning, building permit, water/sewer hookup, etc.) that will further or advance a project that meets or exceeds established size thresholds. For the City of Forest Park the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA) administer this process when an application meeting the state set threshold criteria is received from a developer. Due to the potential transportation options available in the City of Forest Park and its proximity to the City of Atlanta there is some possibility that the city may encounter a development applications that would trigger the DRI process during this planning period.

9.9.4 Annexation

There were no significant areas identified for potential annexation during the land use planning undertaken as part of the Comprehensive Plan Update.. However, it is recommended that the city work with the county to facilitate the annexation of the "islands" of unincorporated land that exist within the city limits.

9.10 Intergovernmental Coordination Goals and Policies

Goal 1.0 Resolve land use conflicts with other local governments through the established dispute resolution process included in the Clayton County Service Delivery Strategy.

Policy 1.1 Assess and amend the current dispute resolution process as needed to ensure its effectiveness.

Goal 2.0 Maintain coordination between the vision, goals, and policies set fourth in the Comprehensive Plan and the land use planning and facility siting actions of all local governments in Clayton County and the Clayton County Board of Education.

Policy 2.1 Develop agreements as needed to ensure the sharing of resources and information by all government entities in Clayton County.

Policy 2.2 Develop a formal forum for coordination between the Clayton County Board of Education and Clayton County with regard to new schools and residential developments deemed to have a significant impact on school capacity.

Goal 3.0 Maintain coordination between the vision, goals, and policies of the Comprehensive Plan and the programs and requirements of all applicable regional and state programs.

Policy 3.1 Continually seek methods of enhancing the current service delivery strategy to make the best use of local government resources and provide the highest level of services to all resident of Clayton County.

CHAPTER 10 - IMPLEMENTATION

Introduction

The Five Year Short Term Work Program (STWP) is a guideline for implementation of the goals and policies of the Comprehensive Plan over a five year time period (2005-20010). An original STWP was developed for the Forest Park Comprehensive Plan, 1995-2015. This work program was updated in 1999 for the years 2000-2004. The update included an assessment of the status of the original STWP and an extended work plan to 2004.

The new City Forest Park Short Term Work Program for 2005-20010 addresses implementation needs that have been specifically identified as part of the Comprehensive Plan as well as capital improvement and program needs identified by City of Forest Park departmental leaders responsible for maintaining the city's services, such as fire protection, policing, public infrastructure maintenance and recreation.

10.1 1999 – 2004 Short Term Work Program Status Report

Pursuant to the Minimum Planning Standards this chapter includes a Status Report for the county's previous Short Term Work Program (1999 – 2004) The status reports detail the status items included in the government's last work program.

1.1 Jester's Creek Flood Study Map.
Estimated Cost: $5,000
Funding Source: City of Forest Park
Year of Implementation: 1995-96
Responsibility – City of Forest Park (Planning and Zoning Dept.)
Status: – Completed in 1995
Total Cost - $5,000

1.12 Adopt a historic preservation ordinance.
Estimated Cost: N/A
Funding Source: State Historic Preservation Division
Year of Implementation: 1995
Responsibility: City of Forest Park
Status: After studying, City Council decided not to pursue because Forest Park does not have enough, if any, architecturally significant homes or buildings to warrant an ordinance

1 .X Adopt environmental protection ordinances. (Includes Goals and Policies 1.1, 1.2, 1.3, 1.4, 1.5, and 1.10)
Estimated Cost: N/A
Funding Source: State Environmental Protection Division
Year of Implementation: 1995

Responsibility: City of Forest Park (Planning and Zoning Dept., City Grants Administrator)
Status:

- Forest Park Soil Erosion and Sedimentation Control Ordinance adopted November 20, 1995
- The Forest Park Tree and Vegetation Ordinance was adopted August 7, 2000
- Forest Park Flood Plain and Flood Damage Prevention Ordinance adopted March 20, 2004
- Forest Park Stream Buffer Control Ordinance adopted March 20, 2004
- Forest Park Stormwater Management Ordinance adopted March 20, 2004
- Forest Park Soil and Erosion and Sedimentation Control Ordinance adopted March 20, 2004
- Forest Park Acoustical/Sound Insulation Ordinance for residential structures adopted August 4, 2004

In addition, Forest Park has submitted an application to Clayton County for the State Green Space Program to devote 20 percent of the total City acreage to green space.
Total Cost: N/A

3.6 Improve housing conditions in the Southwest Community.
Estimated Cost: $500,000
Funding Source: State of Georgia
Year of Implementation: 1997-2000
Responsibility: City of Forest Park (Planning and Zoning Dept)
Status: Ongoing – will be continued into 2005 – 2010 STWP

- Conducted bi-annual "Operation Clean Sweep" programs where residents can bring any discarded appliances, tires, paints, construction trash, etc. to a central collection point and the City will properly dispose of it at no cost to the residents. This has been very successful and continues to be a spring and fall occurrence.
- Issued twelve new single-family residential building permits in Southwest community
- The City had thirteen sub-standard housing units declared a nuisance in the last four years and razed them, thus removing unsafe and unsightly houses.
- The City has awarded a contract for design services for the purpose of constructing curbs, gutters and sidewalks in the Southwest Community. This goal is ongoing and is considered "timeless".
- Curb, gutters and sidewalks have been constructed in 2003.

Total Cost: N/A

5.X Add a new code enforcement officer.
(Includes Goals and Policies 5.13, 5.23, 2.10, and 3.2)
Estimated Cost: $21,000
Funding Source: City of Forest Park Planning and Zoning Dept.)
Year of Implementation: 1995
Responsibility: City of Forest Park
Status: Two new Code Enforcement Officers have been hired
Total Cost - $100,000

5.X Purchase a Geographical Information System (G.I.S).
(Includes Goals and Policies 5.21 and 2.4)
Estimated Cost: $12,000
Funding Source: City of Forest Park
Year of Implementation: 1995-1996
Responsibility: City of Forest Park
Status: The computer and hardware have already been purchased
Total Cost – Approximately $8,000
Additional Notes
Software and programs are under construction
Cost: Approximately $7,500
Responsibility – City of Forest Park (Planning and Zoning Dept.)
New computer software has been budgeted annually to upgrade the old system
Cost - $12,000
Expected Completion – 2006
(The City has been unsuccessful in receiving local development grant funding from DCA in April of 1999 and April of 2000 for funds to implement a GIS Conversion Program. The City plans to convert existing AutoCAD map files (base, parcels and zoning) into ARCVIEW 3.1, GIS format). Conversion completed in 2002.

X. Establish a city Environmental Court for code enforcement.
Estimated Cost: $3,600
Funding Source: City of Forest Park
Year of Implementation: 1995
Responsibility: City of Forest Park Administration Dept.)
Status:In 1995 the City of Forest Park established and funded the Environmental Court and continues to fund it. It is the first Municipal Environmental Court in Georgia.
Total Cost – Average annual costs of operating the Courts are approximately $14,000

Public Works

1 .X Construct a Recycling Center.
Includes Goals and Policies 4.2, 1.7, 1.9, and 1.8)

Estimated Cost: less than $100,000*
(*for a basic 20' X 30' pole building)
Funding Source: City of Forest Park
Year of Implementation: 1997
Responsibility – City of Forest Park (Public Works Dept.)
Status: Completed 1999 by Waste Management and Leased to the City of Forest Park for $1.00 per year
Total Cost - $90,000

1 .X Construct a compost site.

Estimated Cost: $5,000
Funding Source: City of Forest Park
Year of Implementation: 1998
Responsibility – City of Forest Park (Public Works Dept.)
Status: Completed 1998
Total Cost - $5,000

1.X Storm water Management Plan.
(Includes Goals and Policies 1.7, 1.5, 1.4, 1.3, and 1.2)

Estimated Cost: $9,800
Funding Source: City of Forest Park
Year of Implementation: 1995-2000
Responsibility – City of Forest Park (Public Works Dept.)
Status: Operational and ongoing, all jurisdictions within Clayton County are joining in the formation of a Storm Water Utility
Total Cost:

FY'94-95 -	$3,874
FY'95-96	2,502
FY'96-97	2,585
FY'97-98	4,306
FY'98-99	-0-
FY'99-00	5,397
FY'00-01	16,579
FY'01-02	54,000
FY'02-03	19,410
FY'03-04	15,000
TOTAL:	$123,653

1.X Staff the Recycling Center.
(Includes Goals and Policies 1.7 and 1.9)

Estimated Cost: $100,000
Funding Source: City of Forest Park

Year of Implementation: 1997
Responsibility: City of Forest Park (Public Works Dept.)
Status: One part-time employee since 1998
Total Cost: $13,000 annually

4.1 Add a one-time annual sanitation fee to the city tax bill to improve the collection system.
Estimated Cost: no cost
Funding Source: N/A
Year of Implementation: 1996
Responsibility – City of Forest Park (Public Works Dept.)
Status: The City has been operating a trash and sanitation pick-up service since1996, residents receive twice a week service for $180 annually.
Total Cost – paid by user fees.

4.2 Equipment Maintenance.
Estimated Cost: $55,000
Funding Source: City of Forest Park
Year of Implementation: 1995-2000
Responsibility: City of Forest Park (Fleet Maintenance Dept.)
Status: A new Fleet Maintenance building was constructed and went into service in April 1999 to conduct equipment maintenance. The building is 9,800 square feet in size.
Total Cost: approximately $600,000

4.2 Develop an additional bay in the repair shop.
Estimated Cost: $14,000
Funding Source: City of Forest Park
Year of Implementation: 1995-1996
Responsibility: City of Forest Park (Fleet Maintenance Dept.)
Status: The new Fleet Maintenance building replaced the need to build an additional bay in the old facility.

4.2 Renovation of Shop.
Estimated Cost: $17,500
Funding Source: City of Forest Park
Year of Implementation: 1995-1996
Responsibility: City of Forest Park (Fleet Maintenance Dept.)
Status: The new Fleet Maintenance building replaced the need to renovate the old facility

4.2 Sanitation vehicles (3).
Estimated Cost: $89,500

Funding Source: City of Forest Park
Year of Implementation: 1995-1996
Responsibility – City of Forest Park (Public Works Dept.)
Status: Eleven new garbage trucks, including front loaders, rear loaders and packer body trucks have been purchased since 1996 at a cost of $1,123,945. Two new leaf trucks were purchased at a cost of $104,528 and two new pick up trucks were purchased for $33,647.50.
Total Cost - $672,325.50

4.2 Vehicle replacement.
Estimated Cost: $12,821
Funding Source: City of Forest Park
Year of Implementation: 1995-1996
Responsibility: Public Works.
Status: see above

4.5 Paving city parking lots.
Estimated cost: $10,000
Funding Source: City of Forest Park
Year of Implementation: 1995-1996.
Responsibility: City of Forest Park (Public Works Dept.)
Status: In 1999 and 2000, a total of four city parking lots were paved. These include City Hall, Parks and Recreation, Planning, Building and Zoning and Public Works.
Total Cost – N/A

4.5 Infrastructure upgrade.
Estimated cost: $30,000
Funding Source: City of Forest Park
Year of Implementation: 1995-1996
Responsibility: City of Forest Park (Public Works Dept.)
Status: Pipe was replaced in several ditch lines throughout the City. This will be ongoing.
Total Cost - $30,000 annually

4.X Sidewalk improvements to comply with ADA.
(Includes Goals and Policies 4.16 and 4.6)
Estimated Cost: $30,000 (annually)
Funding Source: City of Forest Park
Year of Implementation: 1995-2000
Responsibility – City of Forest Park (Public Works Dept.)

Status: Completed 600 feet of sidewalks on Ash Street to comply with ADA. Further construction and repair of sidewalks along Jonesboro Road, Old Dixie Highway and around schools will begin this year and continue into 2001.
Total Cost - $30,000 annually plus additional grant monies through CMAQ and TEA.

4.X Road Resurfacing Projects.
(Includes Goals and Policies 4.5 and 5.19)
Estimated Cost: $100,000
Funding Source: City of Forest Park
Year of Implementation: 1996-2000
Responsibility – City of Forest Park (Public Works Dept.)
Status: Since 1996, the following LARP streets have been repaved: Cone Road, Gilbert Place, Greenhill Way, Iowa Drive, Jones Road, Pine Drive, Pine Mountain Drive, Spruce Drive, Tamarack Trail, Woodland Way, Cynthia Lane, North Oak Street, Balsam Place, Dennis Street, Dorsey Drive, Evergreen Terrace, Fallview Drive, Kennesaw Place, Kite Drive, Lee Circle, Lorraine P lace, Lyndale Circle, Madison Street, Parkwood Drive, Patricia Drive, School Place, Stoneybrook Road, Waldrop Drive, Bartlett Road (from Watts Road to dead end), Brookside Drive, Dennis Drive, Kennesaw Drive, Lake Mirror Road, Ward Place, Bartlett Road (from Ridgewood Drive to Watts Road), Burks Road, Oakdale Drive, Ponderosa Park Drive, Ponderosa Place and Simpson Road
Total Cost: approximately $100,000

4.X Purchase a self-propelled paver.
(Includes Goals and Policies 4.2,5.19, and 9.5)
Estimated Cost: $35,000
Funding Source: City of Forest Park
Year of Implementation: 1995-1996
Responsibility – City of Forest Park (Public Works Dept.)
Status: Purchased in 1995
Total Cost: $35,000

Public Safety
4.2 Facility repair and maintenance.
Estimated Cost: $60,950
Funding Source; City of Forest Park
Year of Implementation: 1995-1996
Responsibility: City of Forest Park (Dept. of Fire/EMS Services)
Status: Numerous repairs and maintenance have been done since 1996. They include: Landscaping at Fire Station #1 ($4,000), construction of a fire safety house ($30,000), paving of Fire Station lots ($4,000), remodeling of Fire Station #2 Basement ($20,000), and construction of a training tower at Fire Station #2 ($18,000) addition on Station #2 (480) $20,000 (1997)
Total Cost: $76,000

4.2 Equipment maintenance and replacement.

Estimated Cost: $57,505
Funding Source: City of Forest Park
Year of Implementation: 1995-1996
Responsibility: City of Forest Park (Dept. of Fire/EMS Services
Status: Several purchases of equipment and ongoing maintenance have taken place since 1995. They include: new radio equipment ($8,000), purchase of five-inch hose ($12,000), purchase of a thermo-imaging camera ($15,000), purchase of an automatic resuscitator ($6,000), purchase of a lighted reader board ($9,500), purchase and construction of an Early Warning Weather System ($85,000), purchased four emergency back-up generators (two fixed and two mobile) ($95,000), and the purchase of a Nederman exhaust fume extraction system for Fire Stations ($70,000).
Total Cost: $303,500

4.2 Automobile replacement.

Estimated Cost: $134,400
Funding Source: City of Forest Park
Year of Implementation: 1995-1996
Responsibility: Public Safety
Status: Total vehicles purchased by year (Police)

8 (2) Admin. (2) Patrol (2) Det. (2) Seizure	1995	$103,596.00
11 (1) Det. (10) Patrol	1996	$241,885.75
10 (7) Det. (7) Patrol	1998	$229,131.00
12 (4) Det. (8) Patrol	1999	$279,224.00
10 (2) Admin. (2) Det. (5) Patrol (1) Seizure	2000	$150,296.00
1 (1) Det. (Seizure)	2001	-0-
12 (12) Patrol	2002	$296,556.00
1 (1) Det. (Seizure)	2003	-0-
1 (1) Admin. (Auction)	2004	$1.00

Total vehicles purchased by year (Fire)

2 (1) Pumper, (1) Med-Unit	1995	$278,203.00
1 (1) Med-Unit	1996	$ 69,302.00
6 (4) Admin (1) Med-Unit (1) Aerial	1998	$741,427.40
3 (2) Admin. (1) Tactical-Unit (donated)	1999	$ 47,812.00
1 (1) Med-Unit	2000	$ 82,047.00
1 (1) Med-Unit	2001	$ 83,687.00
1 (1) Pumper	2002	$275,000.00
1 (1) Haz-Mat Unit	2003	grant monies

4.2 Fire Pumper,

Estimated Cost: $50,000
Funding Source: City of Forest Park

Year of Implementation: 1995-1996
Responsibility: Public Safety
Status: see above

4.2 Rescue unit.
Estimated Cost: $25,000
Funding Source: City of Forest Park
Year of Implementation: 1995-1996
Responsibility: City of Forest Park (Dept. of Fire/EMS Services)
Status: Three rescue units with equipment have been purchased since 1996 at a cost of $80,000 each
Total Cost: $240,000

4.2 Refurbish ladder truck.
Estimated Cost: $53,000
Funding Source: City of Forest Park
Year of Implementation: 1995-1996
Responsibility – City of Forest Park (Dept. of Fire/EMS Services)
Status: completed
Cost - $30,000 (The company that started to refurbish at the quoted price of $53,000 went out of business). The City has to complete the work itself, so less money was spent than was originally budgeted. In addition, the City purchased a new E1 Aerial Platform Ladder truck in 1998 at a cost of $525,000. (see above)
Total cost - $555,000

4.2 Firefighting equipment.
Estimated Cost: $8,400
Funding Source: City of Forest Park
Year of Implementation: 1995-1996
Responsibility – City of Forest Park (Dept. of Fire/EMS Services)
Status: Completed (see above under "Equipment Maintenance and Replacement")
Total Cost: N/A

4.2 Rescue truck.
Estimated Cost: $8,562
Funding Source: City of Forest Park
Year of Implementation; 1995-1996
Responsibility: Public Safety.
Status: (See above under automobile replacement)
The Department of Fire/EMS has the following on-going projects for 2000-2005:

Purchase of new breathing apparatus - $45,000
Purchase of CPR Equipment - $15,000
Purchase of Bunker Gear - $45,000
Upgrade of Computers - $34,000

Construction of a Fire Inspection Evidence Room - $5,000
Purchase of Apparatus Ear Phones - $25,000
Addition of 1800 square feet at Fire Station #1 - $180,000
Purchase of computers for Rescue Units - $15,000
Replacement of Two Life Pacs - $32,000

Parks and Recreation

1.6 Forest Park entrance signs and landscaping.
Estimated Cost: $9,000
Funding Source: City of Forest Park
Year of Implementation: 1996
Responsibility: City of Forest Park
Status: Completed 1998, The entrance sign for Jonesboro Road, Forest Parkway and Old Dixie Highway were installed in 1997 at a cost of approximately $7600
Total Cost: $9,000

4.2. Paint recreation building and replace windows to match brick decor of City Hall.
Estimated Cost: $12,500
Funding Source: Georgia DNR Grant-requested
Year of Implementation: 1996
Status: City of Forest Park Status: The anticipated grant of $12,500 was not awarded so the decision was made that this money could be better used for Parks and Recreation programs. It was also felt that our citizens had come to identify this building with its current look and that no material improvement would be granted.
Total Cost - $-0-

4.2 Construct two brick patios at Starr Park.
Estimated Cost: $12,500
Funding Source: Georgia DNR Grant-requested
Year of Implementation: '.
Responsibility: Parks and Recreation
Status: Two brick patios were installed in 1996 at a cost of $6,500 utilizing City Beautification Fund

4.2 Purchase a Parks and Recreation vehicle.
Estimated Cost: $18,000
Funding Source: City of Forest Park
Year of Implementation: 1996
Responsibility: City of Forest Park
Status: 1998 Pick-Up Truck was purchased for approximately $16,000

4.12 Construct a walking path along Ash Street.
Estimated Cost: $19,500
Funding Source: City of Forest Park

Year of Implementation: 1996
Responsibility: Parks and Recreation
Status: The walking trail through Ash Street Park was completed in 2001 at a cost of $8,000 utilizing City Beautification funding

4.19 Resurface blacktop basketball court for in-line skating and hockey rink.
Estimated Cost: $5,000
Funding Source: City of Forest Park
Year of Implementation: 1997
Responsibility: Parks and Recreation
Status: The blacktop basketball court was converted to a tennis court utiklizing CDBG Grant funding in 2000 of $14,700.

4.X Beautification project at a city park on Georgia Avenue.
(Includes Goals and Policies 4.13 and 1.1)
Estimated Cost: $12,500
Funding Source: Georgia DNR Grant-requested
Year of Implementation:
Responsibility: Parks and Recreation
Status: The Georgia Avenue Beautification Project was completed in 2001 through CDBG funding in conjunction with the Clayton County Health Department at a cost of $18,400

4.X Construct a Senior Center.
(Includes Goals and Policies 4.3 and 4.17)
Estimated Cost: $20,000*
(*Estimated cost for concrete block structure with window air unit).
Funding Source: City of Forest Park
Year of Implementation: 1997
Responsibility: City of Forest Park
Status: The Senior Center was completed in 2002 at a cost of $874,500 utilizing a grant from County CDBG funding

10.2 2005 – 2010 City of Forest Park Five Year Short Term Work Program

10.2.1 Economic Development

1. Prepare Redevelopment Plans for the Forest Park Transit Village area, the Conley Road/Mountain View area and the Farmer's Market area.
   Year(s) of Implementation: Ongoing Project to be continued through 2007
   Responsibility: Development Authority of Clayton County, City of Forest Park
   Estimated Cost: $50,000
   Funding Source: City of Forest Park, Clayton County Development Authority, grants

10.2.2 Housing

1. Improve housing conditions in the Southwest Community
   Year(s) of Implementation: 2005 - 2010
   Responsibility: City of Forest Park, Community Development
   Estimated Cost: variable
   Funding Source: City of Forest Park, grants

2. Establish a homeowner education program in conjunction with the Forest Park Environmental Court to educate new and first time homeowners about code compliance and property maintenance.
   Year(s) of Implementation: 2005 - 2007
   Responsibility: City of Forest Park, Planning and Zoning
   Estimated Cost: $5,000
   Funding Source: City of Forest Park, grant

10.2.3 Community Facilities

Parks and Recreation

1. Purchase a computerized recreation program reservation system.
   Year(s) of Implementation: 2004
   Responsibility: City of Forest Park, Recreation Department
   Estimated Cost: $5,000
   Funding Source: City of Forest Park

Police

2. Continue ongoing replacement of police patrol vehicles
   Year(s) of Implementation: 2005-2009
   Responsibility: City of Forest Park, Police Department
   Estimated Cost: $150,000 per year
   Funding Source: City of Forest Park

3. Purchase mobile data terminals for the Police Department
   Year(s) of Implementation: 2005-2009
   Responsibility: City of Forest Park, Police Department
   Estimated Cost: $100,000
   Funding Source: City of Forest Park, grant

4. Upgrade the Police Department's AS400 Computer Hardware.
   Year(s) of Implementation: 2005-2006
   Responsibility: City of Forest Park, Police Department
   Estimated Cost: $75,000
   Funding Source: City of Forest Park

5. Enhance Communication Center.
   Year(s) of Implementation: 2005
   Responsibility: City of Forest Park, Police Department
   Estimated Cost: $100,000
   Funding Source: City of Forest Park, plus grant assistance

Fire and EMS

6. Expand Fire Station #1 building for administrative offices.
   Year(s) of Implementation: 2006
   Responsibility: City of Forest Park, Fire/EMS Department
   Estimated Cost: $150,000
   Funding Source: City of Forest Park

7. Purchase Homeland Security HazMat equipment.
   Year(s) of Implementation: 2003-2007
   Responsibility: City of Forest Park, Fire/EMS Department
   Estimated Cost: $100,000 per year
   Funding Source: Federal Grants-continue participation in Homeland Security
8. Purchase a new fire engine.
   Year(s) of Implementation: 2006
   Responsibility: City of Forest Park, Fire/EMS Department
   Estimated Cost: $35,000
   Funding Source: City of Forest Park, grant funding

9. Replace rescue units.
   Year(s) of Implementation: 2005-2006
   Responsibility: City of Forest Park, Fire/EMS Department
   Estimated Cost: $95,000 each year
   Funding Source: City of Forest Park, grant

Government and Facilities

10. Purchase new finance software system and hardware (computers)
    Year(s) of Implementation: 2005-2007
    Responsibility: City of Forest Park, Administration
    Estimated Cost: $150,000
    Funding Source: City of Forest Park

11. Purchase optical imaging equipment for archiving.
    Year(s) of Implementation: 2004-2005
    Responsibility: City of Forest Park, Administration
    Estimated Cost: $15,000
    Funding Source: City of Forest Park, grants

12. Replace City Hall HVAC equipment
    Year(s) of Implementation: 2005-2006
    Responsibility: City of Forest Park, Administration
    Estimated Cost: $100,000
    Funding Source: City of Forest Park

10.2.4 Land Use

1. GIS System Development: software, hardware and training
    Year(s) of Implementation: 2005, 2006
    Responsibility: City of Forest Park, Planning and Zoning
    Estimated Cost: $15,000 per year
    Funding Source: City of Forest Park

2. Zoning Ordinance and Development Regulations Update
    Year(s) of Implementation: Current project continued through 2005
    Responsibility: City of Forest Park, Planning and Zoning
    Estimated Cost: $20,000
    Funding Source: City of Forest Park, DCA grant

3. Establish Special Community and Corridor Planning Review Districts
    Year(s) of Implementation: Current project continued through 2005
    Responsibility: City of Forest Park, Planning and Zoning
    Estimated Cost: no cost
    Funding Source: not applicable

10.2.5 Transportation

1. Coordinate with GRTA, GDOT, ARC and other agencies for the design and development of the Forest Park Commuter Rail Station.
    Year(s) of Implementation: 2005-2006
    Responsibility: City of Forest Park, Clayton County, and State Agencies
    Estimated Cost: variable
    Funding Source: City of Forest Park, State Agencies

2. Coordinate with C-TRAN to increase service and routes in Forest Park.
    Year(s) of Implementation: 2005-2007
    Responsibility: C-TRAN, City of Forest Park
    Estimated Cost: no cost
    Funding Source: not applicable

3. Coordinate with Hartsfield Atlanta International Airport planners on land use and development compatibility issues, including establishment of a new Airport Noise Compatibility Area Overlay Zone in the Forest Park Zoning Ordinance. Also, citywide Acoustical Standards Ordinance for all new residential development will be evaluated.

Year(s) of Implementation: 2005-2007
Responsibility: City of Forest Park, Planning and Zoning
Estimated Cost: no cost
Funding Source: not applicable

4. Coordinate with transportation agencies and the airport concerning development of a direct transit linkage between downtown Forest Park and Hartsfield Airport terminals.

Year(s) of Implementation: 2003-2007
Responsibility: City of Forest Park
Estimated Cost: no cost
Funding Source: not applicable