Mayor and Council Session

700 Doug Davis Drive Hapeville, GA 30354

July 2, 2019 6:00PM

Agenda

- 1. Call To Order
- 2. Roll Call

Mayor Alan Hallman Alderman Mike Rast Councilman at Large Travis Horsley Councilman Ward I Mark Adams Councilman Ward II Chloe Alexander

- 3. Welcome
- 4. Pledge Of Allegiance
- 5. Invocation
- 6. Public Hearing
 - 6.I. Consideration And Action On Amendment B-P (Business Park) Zone 2nd Reading Background:

Consideration to amend Chapter 93 (Zoning), Article 18 (B-P Zone, Business Park) for the purpose of updating the City of Hapeville B-P Zone regulations.

Staff Comments:

Applicant Comments:

Public Comments:

Documents:

B-P (BUSINESS PARK) ZONE TEXT AMENDMENT.PDF PLANNERS REPORT TEXT AMENDMENT B-P.PDF

6.II. Consideration And Action On Veterinarian Text Amendment - 2nd Reading

Background:

Consideration to amend Chapter 93 (Zoning) for the purpose of updating the City of Hapeville veterinarian, animal hospital and kennel regulations.

Staff Comments:

Applicant Comments:

Public Comments:

Documents:

ORDINANCE - TEXT AMENDMENT (VETS).PDF
PLANNERS REPORT - VETERINARY TEXT AMENDMENT.PDF

6.III. Consideration On Accessory Dwelling Unit Text Amendment - 1st Reading Background:

Consideration to amend Chapter 93 (Zoning), Section 93-2-5 (Accessory uses) for the purpose of creating Chapter 93 (Zoning), Section 93-2-26 (Accessory Dwelling Units).

The Planning Commission considered this item on April 9, 2019 and recommended the Mayor and Council approve the text amendment with proposed changes. Staff supported their recommendation.

Staff Comments:

Applicant Comments:

Public Comments:

Documents:

TEXT AMENDMENT - ACCESSORY DWELLING UNIT.PDF
MINUTES - 4-9-2019.PDF
PLANNERS REPORT ACCESSORY DWELLING UNIT CODE SECTIONS.PDF

6.IV. Consideration On U-V (Urban Village) Text Amendment - 1st Reading Background:

Consideration to amend Chapter 93 (Zoning), Section 93-11.2-3 (Permitted uses) to update the U-V Zone permitted uses.

The Planning Commission considered this item on June 13, 2019 and recommended the Mayor and Council approve the text amendment. Staff supported their recommendation.

Staff Comments:

Applicant Comments:

Public Comments:

Documents:

U-V ZONE (RESEARCH AND DEVELOPMENT FACILITIES) TEXT AMENDMENT.PDF PLANNERS REPORT TEXT AMENDMENT U-V ZONING RESEARCH AND DEVELOPMENT.PDF SUMMARY MINUTES 6-13-2019.PDF

6.V. Consideration On Zoning Hearing Procedure Ordinance - 1st Reading Background:

Consideration to amend Chapter 93 (Zoning), Section 93-25-8 (Amendment to Conditions) for procedures for removing or modifying any conditional requirement of an approved rezoning matter, a non-text amendment, special use permit, or special exception to allow for a streamlined process.

Staff Comments:

Applicant Comments:

Public Comments:

Documents:

(02232401XA0B3B) (002).PDF

7. Questions On Agenda Items

The public is encouraged to communicate their questions, concerns, and suggestions during Public Comments. The Council does listen to your concerns and will have Staff follow-up on any questions you raise. Any and all comments should be addressed to the Governing Body, not to the general public and delivered in a civil manner in keeping with common courtesy and decorum.

- 8. Consent Agenda
 - 8.I. Approval Of Minutes
 - June 4, 2019
 - June 18, 2019
 - 8.II. Approval Of Executive Session Minutes
 - June 18, 2019
- 8.III. Consideration And Action On Hapeville Criterium Event For August 16 From 6PM-10PM Background:

East Point Track Club Team Manager, Michael Barman is requesting to have the 3rd Annual Hapeville Criterium event from 6-10:00PM on August 16, 2019. There will be at least 300 people in attendance and several races throughout the evening for kids, men and women. Beer Girl will handle the alcohol sales at the event and there will be a race announcer with backup music. Police will be hired and paid for by the promoter.

The cycling race route will include the following streets:

- College Street
- Union Avenue
- Forrest Avenue
- Oak Street
- Georgia Avenue
- Chestnut Street
- North Fulton

Documents:

EVENT REQUEST FORM - MICHAEL BARMAN_REDACTED.PDF HAPEVILLE RESIDENT FLYER 2019.PDF

8.IV. Consideration And Action To Approve Martin-Robbins Fence Co, Inc In The Amount Of \$14,933 For Install Of A Fence For The Master Park Dog Park. Background:

The City is constructing a new dog park in Master Park for small and large dogs. A new black vinyl chain link fence will be installed with double swing gates. The other quote was from Clements Fence Company, Inc. in the amount of \$14,642. Staff recommends the use of Martin-Robbins as we believe this to be the lowest "responsible" bidder. The dog park expenditures will be funded through TPD in our Tourism Fund.

Documents:

MARTIN-ROBBINS FENCE CO., INC. - QUOTE.PDF

8.V. Consideration And Action On Aerotropolis Transit Feasibility Study Resolution Background:

On May 21, Stan Reecy gave a presentation on the Aerotropolis Transit Feasibility Study summarizing the transit needs and opportunities for innovation. Attached is a resolution for consideration and action confirming Mayor and Council's support for the overall recommendations identified in the study.

Documents:

TRANSIT FEASIBILITY STUDY RESOLUTION.PDF TRANSIT FEASIBILITY STUDY - APPENDIX A.PDF

8.VI. Consideration And Action On Authorizing Repairs At 599 North Central Background:

During the rebuild of the 597 North Central building for the new performing arts center, several necessary repairs for the adjacent 599 North Central building have been discovered.

These repairs include:

- the full replacement of the roof because of numerous recurring roof leaks throughout the building (not to exceed \$30,250);
- the repair and stabilization of the "clamshell" awning on the front of the building including repairs to the interior wood structure, replacement of flashing to stop leaks, replacement of the deteriorated tin ceiling, and the addition of lighting (not to exceed \$18,600);
- structural repairs to the brick walls including tuckpointing of the mortar joints and application of an acrylic sealer (\$12,000).

As part of a performing arts center, these repairs to the building are eligible for funding from the Tourism Product Development portion of the Hotel/Motel Tax.

8.VII. Consideration And Action On Georgia Municipal Employee Benefit System (GMEBS)
Resolution

Background:

On June 18, GMEBS representatives Randy Logan and Michelle Warner presented the GMEBS pension plan to Council. The consensus of Council at the meeting was to proceed with staff recommendation of changing to GMEBS pension administration. In moving forward with the change, the attached resolution will need to be approved by Council. The resolution authorizes City staff to work with GMEBS and GMA staff to arrange for and facilitate the collection of information necessary to consider the future transfer of assets and administration of the City's Defined Benefit Plan to GMEBS.

Documents:

HAPEVILLE RESOLUTION 6 13 19.PDF

- 9. Old Business
 - 9.I. Consideration And Action To Appoint Ms. Celicia Reme' To Hapeville Ignite (Formerly Known As DACOH)

Background:

Jacob Watts recently moved to the city of Atlanta, thus making him ineligible to continue serving on Hapeville Ignite (formerly known as DACOH). Staff reached out to Ms. Celicia Reme' (also interviewed on March 5 by Mayor and Council) to verify whether she was still interested in serving on the Authority. Ms. Reme' did confirm she is interested and would like to be appointed. She will be present at the Council meeting for any questions.

Documents:

BOARD APPLICATION FORM - CECILIA REME REDACTED.PDF

9.II. Consideration On Transient Merchant Ordinance - 1st Reading Background:

Attached is the revised Transient Merchant Ordinance for Council's consideration. This ordinance focuses on the person or entity who sets up or displays merchandise for sale outside of a building on any lot where the person or entity does not also lawfully conduct business regularly in a building located on that lot.

Documents:

ORDINANCE - TRANSIENT MERCHANT.PDF

9.III. Discussion On Clean And Beautiful Separating From The City Background:

On January 22, Mayor initiated a discussion to remove the Clean and Beautiful Commission as a City Body as it was requested by the Commission. The discussion will continue at the July 2 meeting.

- 10. New Business
 - Consideration On Rules And Procedures Of Mayor And Council Text Amendment 1st Reading

Background:

Consideration of an amendment to Chapter 2 (Administration), Section 2-2-5 (Rules and Procedures of Mayor and Council) for the regulation of City Council meetings.

Documents:

ORDINANCE - RULES FOR ORDER AMENDMENT FOR ZONING (02205308XA0B3B) (002).PDF

10.II. Consideration On Hotel Occupancy Tax Ordinance Amendment - 1st Reading Background:

After legal review of the City's Hotel Occupancy Tax ordinance, there was an issue with a reference to law. The state law referenced under the "tax" definition only allows for the City to collect a 7% excise tax. Legal has changed the reference to reflect the 8% tax that the City currently collects.

Attached for Council's consideration is the revised ordinance.

Documents:

 Consideration On City Manager Signing Authority Ordinance - 1st Reading Background:

On June 18, Council had a discussion about increasing the City Manager's signing authority up to \$10,000. Attached is the ordinance for Council's consideration.

Documents:

ORDINANCE - CITY MANAGER SIGNING AUTHORITY.PDF

10.IV. Consideration And Action On Ordinance Calling For A Special Election For Homestead Exemption Referendum And To Authorize Fulton County To Conduct The Special And Municipal General Election

Background:

This ordinance allows for the following: the call of a special election to be held in all precincts in the City, on the 5th of November 2019 for submitting to the voters of the City of Hapeville the question of authorizing an increase in the City's current homestead exemption for City residents to \$15,000 and an increase of homestead exemption for residents 65 years of age or over, veterans, and residents of the City who are disabled to \$20,000. The ordinance also authorizes and directs the City Clerk/Election Superintendent to publish notice of the referendum in the legal organ and/or a newspaper of appropriate general circulation for Fulton County, Georgia; and authorizes the Fulton County Department of Registration and Elections to conduct both special elections and general elections pursuant to the intergovernmental agreement between the City and Fulton County for Fulton County to provide such election services.

Staff respectfully requests Mayor and Council waive first reading of the ordinance in order to meet the required statutory deadlines.

Documents:

NUMBERED HOMESTEAD EXEMPTION ORDINANCE.PDF

10.V. Consideration And Action On Intergovernmental Agreement With Fulton County To Conduct Special Election For Homestead Exemption Referendum And The Municipal General Election For November 5, 2019, To Authorize Payment Of Invoice In The Amount Of \$16,078.00, And To Authorize The Mayor To Sign Agreement Background:

O.C.G.A. § 21-2-45(c) authorizes the governing authority of any municipality to contract with the county within which that municipality wholly or partially lies to conduct any or all elections. Attached is an Intergovernmental Agreement with Fulton County to conduct the special and general election on November 5, 2019.

The cost of the election is based on Fulton County conducting elections for ten municipalities. Currently, Fulton County has not received definitive plans from the City of Atlanta on whether they will have an election in November; therefore, Fulton County is proceeding under the assumption that City of Atlanta will not be participating. If Atlanta joins the November elections, then Fulton County will make adjustments and will issue a refund at a later date to the municipalities.

Documents:

HAPEVILLE CONTRACT.PDF CITY OF HAPEVILLE EXHIBIT B - INVOICE.PDF

10.VI. Consideration And Action On Bail Bondsman Applications Background:

A Swift Bonding Company and Atlantic Bonding Company have both applied for a bail bondsman permit to operate within the city limits of Hapeville. Both companies are approved by the Fulton County Sheriff as required by city code section 11-3-4. Hapeville PD has investigated both applicants as required by the code section and a copy of the investigation reports have been forwarded to Mayor and Council.

Attached for consideration are the applications.

Documents:

A SWIFT BONDING COMPANY APPLICATION.PDF ATLANTIC BONDING COMPANY APPLICATION.PDF ARTICLE 3 - BAIL BONDSMAN ORDINANCE.PDF

11. City Manager Report

12. Public Comments

Members of the public wishing to speak shall sign in with the City Clerk prior to the start of the meeting. Time limitations for Registered Comments are three (3) minutes per person. The total Registered Comment session shall not last more than fifteen (15) minutes unless extended by Council. Each member of the public, who fails to sign up with the City Clerk prior to the start of the meeting, wishing to address Mayor and Council shall have a total of two (2) minutes. The entire general comment session for Unregistered Comments shall not last more than ten (10) minutes unless extended by Council.

13. Mayor And Council Comments

14. Executive Session

When Executive Session is Required one will be called for the following issues: 1) Litigation O.C.G.A. §50-14-2; 2) Real Estate O.C.G.A. §50-14-3(b)(1); or 3) Personnel O.C.G.A. §50-14-3(b)(2).

15. Adjourn

Public involvement and citizen engagement is welcome as Hapeville operates a very open, accessible and transparent government. We do however remind our attendees/residents that there are times allocated for public comments on the agenda. In order for council to conduct their necessary business at each meeting, we respectfully ask that side-bar conversations and comments be reserved for the appropriate time during the meeting. This will allow the City Council to conduct the business at hand and afford our meeting attendees ample time for comments at the appropriate time during the meeting.

STATE OF GEORGIA CITY OF HAPEVILLE

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ORDINANCE NO.

AN ORDINANCE TO AMEND CHAPTER 93 ("ZONING"), ARTICLE 18 ("B-P ZONE (BUSINESS PARK"), SECTION 93-18-1 ("INTENT"), SECTION 93-18-2 ("PERMITTED USES"), SECTION 93-18-3 ("OFF-STREET PARKING AND LOADING REQUIREMENTS"), SECTION 93-18-4 ("HEIGHT RESTRICTIONS"), AND SECTION 93-18-5 ("SITE DEVELOPMENT AND IMPROVEMENT STANDARDS") OF THE CODE OF ORDINANCES, CITY OF HAPEVILLE, GEORGIA; TO UPDATE THE CITY OF HAPEVILLE B-P ZONE (BUSINESS PARK) REGULATIONS; TO PROVIDE FOR SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE AN EFFECTIVE DATE; AND TO PROVIDE FOR OTHER LAWFUL PURPOSES.

WHEREAS, the Mayor and Council shall have full power and authority to provide for the execution of all powers, functions, rights, privileges, duties and immunities of the city, its officers, agencies, or employees granted by the City of Hapeville's Charter or by state law; and,

WHEREAS, the municipal government of the City of Hapeville (hereinafter "City") and all powers of the City shall be vested in the Mayor and Council. The Mayor and Council shall be the legislative body of the City; and,

WHEREAS, existing ordinances, resolutions, rules and regulations of the City and its agencies now lawfully in effect not inconsistent with the provisions of the City's charter shall remain effective until they have been repealed, modified or amended; and,

WHEREAS, amendments to any of the provisions of the City's Code may be made by amending such provisions by specific reference to the section number of the City's Code; and,

WHEREAS, every official act of the Mayor and Council which is to become law shall be by ordinance;

WHEREAS, the procedures required for amending the City's zoning ordinance have been satisfied, including, but not limited to, notice and public hearings; and,

WHEREAS, the governing authority of the City finds it desirable to amend and update the ordinances regarding the B-P Zone.

BE IT, AND IT IS HEREBY ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF HAPEVILLE, GEORGIA THAT:

<u>Section One</u>. Section 93-18-1 (Intent) in Chapter 93 (Zoning), Article 18 (B-P Zone (Business Park)) of the City Code of Ordinances is hereby amended by striking the section in its entirety and inserting in lieu thereof the following language:

(a) The purpose of this district is to encourage the development of a high-quality community 47 of businesses, office services and recreation uses to promote economic development for 48 the City by fostering the creation of significant employment centers. 49 50 (b) In order to further the achievement of this purpose, applicants for development within the 51 B-P (Business Park) district shall submit proposed site development plans for review and 52 approval in accordance with the provisions of section 93-2-16. 53 54 (c) To create continuity for the business park aesthetic, buildings and sites must reflect 55 buildings immediately adjacent to the zone. 56 57 Section Two. Section 93-18-2 (Permitted uses) in Chapter 93 (Zoning), Article 18 (B-P Zone 58 (Business Park)) of the City Code of Ordinances is hereby amended by striking the section in its 59 entirety and inserting in lieu thereof the following language: 60 61 The uses permitted in any B-P zone shall be limited to business and professional offices, 62 educational institutions, retail sales of new merchandise, recreational uses and services as 63 specifically identified below. All such principal uses shall be conducted wholly within completely 64 enclosed buildings unless otherwise specified. 65 66 (1) Business and professional offices, such as but not limited to: 67 a. Architectural. 68 b. Dental. 69 c. Engineering. 70 71 d. Graphic arts. e. Insurance. 72 f. Legal. 73 g. Manufacturers. 74 h. Medical. 75 i. Real estate. 76 77 (2) Professional or technical school or training facilities. 78 79 (3) Retail sales, including: 80 a. Supportive retail; or 81 b. Stand-alone general merchandise stores not exceeding 10,000 square feet. 82 83 84 (4) Auto service and repair facility, including major mechanical or body repair, when associated with a single onsite office use of at least 200,000 square feet, which may be 85 located in another jurisdiction if it is immediately adjacent to the zone. 86

(5) Banks and other financial institutions.

- (6) Computer processing and data processing facilities.
- (7) Restaurants.

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93 94 (8) Microbrewery and brewpub. 95 96 (9) Bar or lounge when accessory to principal uses. 97 98 (10) Daycare facility. 99 100 (11) Museum and cultural facilities. 101 102 (12) Outdoor recreational experience center for testing or experiencing the function of vehicles when associated with a single onsite office use of at least 200,000 squal which may be located in another jurisdiction if it is immediately adjacent to the zor 105 106 (13) Research and development facilities.	are feet,
95 96 (9) Bar or lounge when accessory to principal uses. 97 98 (10) Daycare facility. 99 100 (11) Museum and cultural facilities. 101 102 (12) Outdoor recreational experience center for testing or experiencing the function of vehicles when associated with a single onsite office use of at least 200,000 squal which may be located in another jurisdiction if it is immediately adjacent to the zor 105	are feet,
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97 98 (10) Daycare facility. 99 100 (11) Museum and cultural facilities. 101 102 (12) Outdoor recreational experience center for testing or experiencing the function of vehicles when associated with a single onsite office use of at least 200,000 square which may be located in another jurisdiction if it is immediately adjacent to the zor	are feet,
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which may be located in another jurisdiction if it is immediately adjacent to the zon	-
105	ne.
106 (13) Research and development facilities.	
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108 (14) Hotels and motels.	
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(15) Accessory buildings and uses customarily associated with and incidental to the	e above
111 principal uses.	
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Section Three. Section 93-18-3 (Off-street parking and loading requirements) in Grant 19 (P. P. 7).	-
93 (Zoning), Article 18 (B-P Zone (Business Park)) of the City Code of Ordinances is	•
amended by striking the section in its entirety and inserting in lieu thereof the following lar	iguage:
116 117 (a) Commercial and office uses shall have a minimum of four off-street parking spa	2000 202
	ices per
1,000 square feet of gross floor area.	
120 (b) Restaurants, grills, cafes, taverns and similar eating and drinking establishmen	nte chall
have three parking spaces for every 1,000 square feet of enclosed or unenclose	
122 area.	<i>J</i> u 11001
123 123	
124 (c) Accessory indoor or outdoor dining when limited to 25 percent of the total gro	ss floor
area of the building or business shall have no minimum parking requirement.	55 11001
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127 (d) Computer processing and data processing facilities shall have a minimum of t	wo off-
street parking spaces per 800 square feet of gross floor area.	
street parking spaces per 800 square feet of gross floor area. 129	he total
street parking spaces per 800 square feet of gross floor area. 129 130 (e) Hotels and motels shall have minimum parking spaces available for 80% of the square feet of gross floor area.	he total
street parking spaces per 800 square feet of gross floor area. (e) Hotels and motels shall have minimum parking spaces available for 80% of the number of lodging units.	he total
street parking spaces per 800 square feet of gross floor area. (e) Hotels and motels shall have minimum parking spaces available for 80% of the number of lodging units.	
street parking spaces per 800 square feet of gross floor area. (e) Hotels and motels shall have minimum parking spaces available for 80% of the number of lodging units. (f) Auditoriums, assembly areas and similar facilities shall have a minimum of one parking spaces.	
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street parking spaces per 800 square feet of gross floor area. (e) Hotels and motels shall have minimum parking spaces available for 80% of the number of lodging units. (f) Auditoriums, assembly areas and similar facilities shall have a minimum of one page space for each three seats in such facility.	parking

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148	(i) Auto service and repair facilities shall have a minimum of three off-street parking
149	spaces per 1,000 square feet of gross floor area. Auto service and repair facilities that
150	include major mechanical or body repair shall have one off-street parking space per
151	1,000 square feet of gross floor area.
152	
153	(j) Shared parking is allowed within the B-P zoning district provided that aggregate
154	minimum parking is accommodated within adjacent parcels in the district or in another
155	jurisdiction if it is immediately adjacent to the B-P district. Parking garages are
156	permitted when used to satisfy the parking requirements.
157	
158	Section Four. Section 93-18-4 (Height requirements) in Chapter 93 (Zoning), Article 18
159	(B-P Zone (Business Park)) of the City Code of Ordinances is hereby amended by striking the
160	section in its entirety and inserting in lieu thereof the following language:
161	
162	No structure shall exceed 105 feet or eight stories in height, unless additional height is
163	approved by the Planning Commission, the Federal Aviation Administration, the City building
164	official and the Fire Chief to ensure that fire safety design standards are met. The Federal Aviation
165	Administration must approve all building heights.
166	
167	Section Five. Section 93-18-5 (Site development and improvement standards) in Chapter
168	93 (Zoning), Article 18 (B-P Zone (Business Park)) of the City Code of Ordinances is hereby
169	amended by striking the section in its entirety and inserting in lieu thereof the following language:
170	
171	In order to establish and maintain the B-P (Business Park) district as a quality area which
172	will preserve the investments of all landowners and developers, as well as the tax base of the City,
173	all construction and development within the B-P district shall comply with the following standards:
174	
175	(1) Minimum lot area. The minimum lot area for any building site shall be 10,000 square feet.
176	
177	(2) Setbacks for front, rear and side yards.
178	a. There is no setback requirement.
179	b. Only driveways, interior vehicular circulation drives, permitted signs, and landscaped
180	areas shall be allowed between a building and the front property line.
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a. Exterior wall materials shall be one or more of the following:

2. Between 10,001 square feet to 40,000 square feet of total floor area – one loading

3. More than 40,001 square feet of total floor area – two loading spaces required.

(h) Parking for an outdoor recreational experience center shall have a minimum of four

off-street parking spaces per 1,000 square feet of gross heated floor area within a

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space required.

building or structure.

(3) Buildings.

1. Hard-coat stucco;

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- 2. Stone with either a weathered face or a polished, fluted or broken face. No quarryfaced stone shall be used except in retaining walls;

 3. Fiber-cement siding;

 4. Glass;

 5. Metal and metal panel; or

 6. Concrete masonry.

 i. Units shall be those generally described by the National Concrete Masonry
 - i. Units shall be those generally described by the National Concrete Masonry Association as "Customized Architectural Concrete Masonry Units" or shall be broken faced brick-type units with marble aggregate. There shall be no exposed concrete block on the exterior of any building visible from any public right-of-way. Any concrete masonry units that have gray cement color visible from any public right-of-way shall be coated with a coating approved by the Design Review Committee.
 - ii. Concrete may be poured in-place, tilt-up or precast. Poured in-place and tiltup walls may be exposed or have a finish of stone, a texture, metal panels or screening, or a coating. Textured finishes shall be coated. Coating shall be an approved cementitious of any epoxy type with a life expectancy of at least ten years.
 - b. Other exterior wall materials may be used only with the prior approval of the Design Review Committee. Approval or disapproval will be judged on the appropriateness of the materials when considered in context with other buildings in the same business park.
 - c. Outside storage of materials is prohibited.
 - d. Roof-mounted equipment shall be located and/or screened to minimize visibility from streets or surrounding buildings.
 - (4) *Landscaping*. Landscaping design standards shall be established during Design Review. Approval or disapproval will be judged on the appropriateness of the materials when considered in context of the location of the landscaping, the visibility of the landscaping to the general public on the nearest public right-of-way and in context with other buildings in the same business park.
 - (5) Exterior lighting. All exterior lighting shall comply with FAA requirements related to aircraft safety, and all exterior lighting shall be maintained in accordance with plans and specifications submitted to and approved by the building official.
 - <u>Section Six.</u> <u>Codification and Certify.</u> This Ordinance adopted hereby shall be codified and certified in a manner consistent with the laws of the State of Georgia and the City.
 - Section Seven. Severability.

(a) It is hereby declared to be the intention of the Mayor and Council that all sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment, believed by the Mayor and Council to be fully valid, enforceable and constitutional.

City Clerk

- (b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. It is hereby further declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, no section, paragraph, sentence, clause or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Ordinance.
- (c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the Ordinance and that, to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and effect.

<u>Section Eight.</u> <u>Repeal of Conflicting Ordinances.</u> All ordinances and parts of ordinances in conflict herewith are hereby expressly repealed.

<u>Section Nine</u>. <u>Effective Date</u>. The effective date of this Ordinance shall be the date of adoption unless otherwise stated herein.

254	ORDAINED this day of	, 2019.
255		CITY OF HAPEVILLE, GEORGIA
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260		Alan Hallman, Mayor
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263	ATTEST:	
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271	APPROVED BY:	:	
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273			
274			
275			
276	City Attorney		



Planning & Zoning Planner's Report

TO: Adrienne Senter

FROM: Lynn M. Patterson, Planning Consultant for City of Hapeville

RE: Text Amendment for B-P Zoning District

DATE: June 7, 2019

BACKGROUND

The B-P, Business Park zoning district is a zoning category listed in the City's municipal code. There are currently no properties with the B-P zoning designation in Hapeville.

As re-development efforts are increasing throughout the City, the B-P zoning district will be an important zoning category for creating the "corporate crescent" and "gateway corridors" from the Comprehensive Plan. The text amendments will allow for more site and architectural consistency and compatible uses within the district that will define these key properties.

PROPOSED TEXT AMENDMENT

Modified sections are underlined.

ARTICLE 18. - B-P ZONE (BUSINESS PARK)

Sec. 93-18-1. - Intent.

- (a) The purpose of this district is to encourage the development of a high-quality community of business, office service and recreation uses to promote economic development for the city by fostering the creation of significant employment centers.
- (b) In order to further the achievement of this purpose, applicants for development within the B-P business-park district shall submit proposed site development plans for review and approval in accordance with the provisions of section 93-2-16.
- (c) <u>To create continuity for the business park aesthetic, buildings and sites must reflect buildings</u> immediately adjacent to the zone.

Sec. 93-18-2. - Permitted uses.

The uses permitted in any B-P zone shall be limited to business and professional offices, educational institutions, retail sales of new merchandise, recreational uses and services as specifically identified below. All such principal uses shall be conducted wholly within completely enclosed buildings unless otherwise specified.

- (1) Business and professional offices, but not limited to:
 - a. Architectural.
 - b. Dental.
 - c. Engineering.
 - d. Graphic arts.
 - e. Insurance.
 - f. Legal.
 - g. Manufacturers.
 - h. Medical.
 - Real estate.
- (2) Professional or technical school or training facilities
- (3) Retail; sales, including:
 - a. Supportive retail
 - b. Stand-alone general merchandise stores not to exceed 10,000 square feet.
- (4) <u>Auto service and repair, including major mechanical or body repair, when associated with a single onsite office use of at least 200,000 square feet, which may be located in another jurisdiction if it is immediately adjacent to the zone.</u>
- (5) Banks and other financial institutions.
- (6) Computer processing and data processing facilities.
- (7) Restaurants.
- (8) Microbrewery and brewpub
- (9) Bar or lounge when accessory to principal uses
- (10) Daycare facility
- (11)Museum and cultural facilities
- (12)<u>Outdoor recreational experience center for testing or experiencing the functionality of vehicles</u> when associated with a single onsite office use of at least 200,000 square feet, which may be located in another jurisdiction if it is immediately adjacent to the zone.
- (13)Research and development facilities
- (14)Hotels and motels
- (15)<u>Accessory buildings and uses customarily associated with and incidental to the above principal uses.</u>

Sec. 93-18-3. - Off-street parking and loading requirements.

- (a) Commercial and office uses shall have a minimum of four off-street parking spaces per 1,000 square feet of gross floor area.
- (b) Restaurants, grills, cafes, taverns and similar eating and drinking establishments shall have three parking spaces for every 1,000 square feet of enclosed or unenclosed floor area.
- (c) Accessory indoor or outdoor dining when limited to 25 percent of the total gross floor area of the building or business shall have no minimum parking requirement.
- (d) Computer processing and data processing facilities shall have a minimum of two off-street parking spaces per 800 square feet of gross floor area.
- (e) Hotels and motels. 0.8 spaces per lodging unit
- (f) Auditoriums, assembly areas and similar facilities shall have a minimum of one parking space for each three seats in such facility.
- (g) Loading spaces for buildings:
 - 1. Up to 10,000 square feet of floor area none required
 - 2. <u>10,001 sq.ft. to 40,000 sq.ft. one required</u>
 - 3. 40,001 sq.ft. or greater two required

(h) Parking for an outdoor recreational experience center shall have a minimum of four off-street parking spaces per 1,000 square feet of gross heated floor area within a building or structure.

(i) Auto service and repair facilities shall have a minimum of three off-street parking spaces per 1,000 square feet of gross floor area. Auto service and repair facilities that include major mechanical or body repair shall have one off-street parking space per 1,000 square feet of gross floor area.

(j) Shared parking is allowed within the B-P zoning district provided that aggregate minimum parking is accommodated within adjacent parcels in the district or in another jurisdiction if it is immediately adjacent to the B-P district. Parking garages are permitted when used to satisfy the parking requirements.

Sec. 93-18-4. - Height restrictions.

No structure shall exceed 105 feet or eight stories in height, unless additional height is approved by the Planning Commission, the Federal Aviation Administration, the city building official and the fire chief to ensure that fire safety design standards are met. The Federal Aviation Administration must approve all building heights.

Sec. 93-18-5. - Site development and improvement standards.

In order to establish and maintain the B-P business park district as a quality area which will preserve the investments of all landowners and developers, as well as the tax base of the city, all construction and development within the B-P district shall comply with the following standards:

- (1) Minimum lot area. The minimum lot area for any building site shall be 10,000 square feet.
- (2) Setbacks for front, rear and side yards.
 - a. none.
 - d. Only driveways, interior vehicular circulation drives, permitted signs, and landscaped areas shall be allowed between a building and the front property line.
- (3) Buildings.
 - a. Exterior wall materials shall be one or more of the following:
 - 1. Hard-coat stucco
 - 2. Stone with either a weathered face or a polished, fluted or broken face. No quarry-faced stone shall be used except in retaining walls.
 - 3. Fiber-cement siding
 - 4. Glass
 - 5. Metal and metal panel
 - 6. Concrete masonry. Units shall be those generally described by the National Concrete Masonry
 Association as "Customized Architectural Concrete Masonry Units" or shall be broken faced
 brick-type units with marble aggregate. There shall be no exposed concrete block on the
 exterior of any building visible from any public right-of-way. Any concrete masonry units
 that have gray cement color visible from any public right-of-way shall be coated with a
 coating approved by the Design Review Committee.
 - i. Concrete may be poured in-place, tilt-up or precast. Poured in-place and tilt-up walls may be exposed or have a finish of stone, a texture, metal panels or screening or a coating. Textured finishes shall be coated. Coating shall be an approved cementitious of any epoxy type with a life expectancy of at least ten years.
 - b. Other exterior wall materials may be used only with the prior approval of the Design
 Review Committee. Approval or disapproval will be judged on the appropriateness of the materials when considered in context with other buildings in the same business park.
 - c. Outside storage of materials is prohibited.

- d. Roof-mounted equipment shall be located and/or screened to minimize visibility from streets or surrounding buildings.
- (4) Landscaping design standards shall be established during Design Review. Approval or disapproval will be judged on the appropriateness of the materials when considered in context of the location of the landscaping, the visibility of the landscaping to the general public on the nearest public right-of-way and in context with other buildings in the same business park.
- (5) Exterior lighting. All exterior lighting shall comply with FAA requirements related to aircraft safety, and all exterior lighting shall be maintained in accordance with plans and specifications submitted to and approved by the building official.

Sec. 93-18-6. - Protective covenants and/or deed restrictions.

In conjunction with the review and approval of site development plans, the city may require the preparation and submission for approval of protective covenants or deed restrictions, or both, which would be made applicable to all development within the project for the purpose of regulating such features as architectural style of structures, types of materials used in building construction, restrictions and design features for signs; limitations on, or identification of, permitted uses, and other requirements which have as their purpose guaranteeing a high-quality, compatible total development, in order to thereby protect the tax base of the city.

Sec. 93-18-7. - Residences in business districts.

It shall be unlawful to construct any residence building, either single-family or multifamily, in the B-P district. However, any residence building existing in this district at the date of adoption of this section shall be permitted to continue. Any such residence maintained after the date of adoption of this section shall be considered a nonconforming use subject to the provisions of article 3 this chapter (provided, however, that these uses shall be allowed to continue in this district regardless of the extent of future damage.) A personal care home shall be considered as a residence building for purposes of this section. For the purposes of this section, "personal care home" retains the definition provided in section 93-1-2. For purposes of this section, hotels, motor courts, and motels shall not be considered residence buildings.

RECOMMENDATION

Staff recommends approval of the proposed text amendments as written.

STATE OF GEORGIA CITY OF HAPEVILLE

ORDINANCE NO.

AN ORDINANCE TO AMEND CHAPTER 93 ("ZONING"), ARTICLE 11.1 ("V ZONE (VILLAGE)"), SECTION 93-11.1-3 ("NONPERMITTED USES"); CHAPTER 93 ("ZONING"), ARTICLE 11.2 ("U-V ZONE (URBAN VILLAGE)"), SECTION 93-11.2-3 ("PERMITTED USES") AND SECTION 93-11.2-4 ("NONPERMITTED USES"); CHAPTER 93 ("ZONING"), ARTICLE 11.5 ("RMU ZONE (RESIDENTIAL MIXED USE)"), SECTION 93-11.5-3 ("PERMITTED USES") AND SECTION 93-11.5-4 ("NONPERMITTED USES"); CHAPTER 93 ("ZONING"), ARTICLE 13 ("C-1 ZONE (RETAIL COMMERCIAL)"), SECTION 93-13-3 ("PERMITTED USES"); AND CHAPTER 93 ("ZONING"), ARTICLE 14 ("C-2 ZONE (GENERAL COMMERCIAL)"), SECTION 93-14-3 ("PERMITTED USES") OF THE CODE OF ORDINANCES, CITY OF HAPEVILLE, GEORGIA; TO PROVIDE FOR SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE AN EFFECTIVE DATE; AND TO PROVIDE FOR OTHER LAWFUL PURPOSES.

WHEREAS, the mayor and council shall have full power and authority to provide for the execution of all powers, functions, rights, privileges, duties and immunities of the city, its officers, agencies, or employees granted by the City of Hapeville's Charter or by state law; and,

WHEREAS, the municipal government of the City of Hapeville (hereinafter "City") and all powers of the City shall be vested in the Mayor and Council. The Mayor and Council shall be the legislative body of the City; and,

WHEREAS, amendments to any of the provisions of the City's Code may be made by amending such provisions by specific reference to the section number of the City's Code; and,

WHEREAS, existing ordinances, resolutions, rules and regulations of the City and its agencies now lawfully in effect not inconsistent with the provisions of the City's charter shall remain effective until they have been repealed, modified or amended; and,

WHEREAS, every official act of the Mayor and Council which is to become law shall be by ordinance.

BE IT, AND IT IS HEREBY ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF HAPEVILLE, GEORGIA THAT:

<u>Section One</u>. Chapter 93 (Zoning), Article 11.1 (V Zone (Village)), Section 93-11.1-3 (Nonpermitted uses) of the City Code of Ordinances is hereby amended by adding the following nonpermitted use to Section 93-11.1-3:

(26) Kennels.

47 48 49	<u>Section Two</u> . Chapter 93 (Zoning), Article 11.2 (U-V Zone (Urban Village)), Section 93-11.2-3 (Permitted uses) of the City Code of Ordinances is hereby amended by adding the following permitted use to Section 93-11.2-3:
50 51	(20) Veterinarians and animal hospitals.
52 53 54 55	<u>Section Three.</u> Chapter 93 (Zoning), Article 11.2 (U-V Zone (Urban Village)), Section 93-11.2-4 (Nonpermitted uses) of the City Code of Ordinances is hereby amended by adding the following nonpermitted use to Section 93-11.2-4:
56 57 58	(27) Kennels.
59 60 61 62	<u>Section Four.</u> Chapter 93 (Zoning), Article 11.5 (RMU Zone (Residential Mixed Use)), Section 93-11.5-3 (Permitted uses) of the City Code of Ordinances is hereby amended by adding the following permitted use to Section 93-11.5-3:
63 64	(21) Veterinarians and animal hospitals.
65 66 67	Section Five. Chapter 93 (Zoning), Article 11.5 (RMU Zone (Residential Mixed Use)), Section 93-11.5-4 (Nonpermitted uses) of the City Code of Ordinances is hereby amended by replacing subsection (1) with the following nonpermitted use to Section 93-11.5-4(1):
68 69 70	(1) Kennels.
71 72 73	Section Six. Chapter 93 (Zoning), Article 13 (C-1 Zone (Retail Commercial)), Section 93-13-3 (Permitted uses) of the City Code of Ordinances is hereby amended by replacing subsection (19) with the following permitted use to Section 93-13-3(19):
74 75 76	(19) Veterinarians, animal hospitals and kennels.
77 78 79 80	Section Seven. Chapter 93 (Zoning), Article 14 (C-2 Zone (General Commercial)), Section 93-14-3 (Permitted uses) of the City Code of Ordinances is hereby amended by adding the following permitted use to Section 93-14-3:
81 82	(42) Veterinarians, animal hospitals and kennels.
83 84 85	<u>Section Eight.</u> Codification and Certify. This Ordinance adopted hereby shall be codified and certified in a manner consistent with the laws of the State of Georgia and the City.
86	Section Nine. Severability.
87 88 89 90 91	(a) It is hereby declared to be the intention of the Mayor and Council that all sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment, believed by the Mayor and Council to be fully valid, enforceable and constitutional.

(b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. It is hereby further declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, no section, paragraph, sentence, clause or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Ordinance.
(c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the Ordinance and that, to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and effect.
<u>Section Ten.</u> <u>Repeal of Conflicting Ordinances.</u> All ordinances and parts of ordinances in conflict herewith are hereby expressly repealed.
<u>Section Eleven.</u> <u>Effective Date.</u> The effective date of this Ordinance shall be the date of adoption unless otherwise stated herein.
ORDAINED this day of, 2019.
CITY OF HAPEVILLE, GEORGIA
Alan Hallman, Mayor
ATTEST:
Crystal Griggs-Epps, City Clerk
APPROVED BY:

139 City Attorney



Department of Planning and Zoning Planner's Report

DATE: April 1, 2019
TO: Adrienne Senter

FROM: Lynn Patterson, Consulting Planner for City of Hapeville

RE: Veterinarians, Animal Hospitals and Kennels

BACKGROUND

Following are proposed text amendments to allow for veterinarians and animal hospitals in all commercial districts. Kennels, where animals are boarded for an extended period of time, will be allowable in I-1 and C-1, where they are already allowed, and will be added to C-2 districts.

No text amendments are proposed for districts R-AD, R-SF, R-O, R-1, R-2, R-3, R-4, R-5, P-D, or I-1.

CODE

ARTICLE 11.1. – V ZONE (VILLAGE)

Sec. 93-11.1-3. - Nonpermitted uses.

Add "Kennels"

ARTICLE 93-11.2 – U-V ZONE (URBAN VILLAGE)

Sec. 93-11.2-3. - Permitted uses.

Add "Veterinarians and animal hospitals"

Sec. 93-11.2-4. - Nonpermitted uses.

Add "Kennels"

ARTICLE 11.5. - RMU ZONE (RESIDENTIAL MIXED USE)

Sec. 93-11.5-3. - Permitted uses.

Add "Veterinarians and animal hospitals"

Sec. 93-11.5-4. - Nonpermitted uses.

Add "Kennels"

ARTICLE 13. - C-1 ZONE (RETAIL COMMERCIAL)

Sec. 93-13-3. - Permitted uses.

Change "Kennels" to "Veterinarians, animal hospitals and kennels"

ARTICLE 14. - C-2 (GENERAL COMMERCIAL)

Sec. 93-14-3. - Permitted uses.

Add "Veterinarians, animal hospitals and kennels"

STATE OF GEORGIA CITY OF HAPEVILLE

ORDINANCE NO.	

AN ORDINANCE TO AMEND CHAPTER 93 ("ZONING"), ARTICLE 2 ("GENERAL PROVISIONS"), SECTION 93-2-5 ("ACCESSORY USES, ACCESSORY BUILDINGS, YARD REQUIREMENTS OF ACCESSORY BUILDINGS, OUTBUILDINGS AND FENCES") OF THE CODE OF ORDINANCES, CITY OF HAPEVILLE, GEORGIA; TO CREATE CHAPTER 93 ("ZONING"), ARTICLE 2 ("GENERAL PROVISIONS"), SECTION 93-2-26 ("ACESSORY DWELLING UNITS (ADU)") OF THE CODE OF ORDINANCES, CITY OF HAPEVILLE, GEORGIA; TO PROVIDE FOR SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE AN EFFECTIVE DATE; AND TO PROVIDE FOR OTHER LAWFUL PURPOSES.

WHEREAS, the Mayor and Council shall have full power and authority to provide for the execution of all powers, functions, rights, privileges, duties and immunities of the city, its officers, agencies, or employees granted by the City of Hapeville's Charter or by state law; and,

WHEREAS, the municipal government of the City of Hapeville (hereinafter "City") and all powers of the City shall be vested in the Mayor and Council. The Mayor and Council shall be the legislative body of the City; and,

WHEREAS, amendments to any of the provisions of the City's Code may be made by amending such provisions by specific reference to the section number of the City's Code; and,

WHEREAS, existing ordinances, resolutions, rules and regulations of the City and its agencies now lawfully in effect not inconsistent with the provisions of the City's charter shall remain effective until they have been repealed, modified or amended; and,

WHEREAS, every official act of the Mayor and Council which is to become law shall be by ordinance; and,

WHEREAS, the procedures required for amending the City's zoning ordinance have been satisfied, including, but not limited to, notice and public hearings; and,

WHEREAS, the governing authority of the City finds it desirable to amend and update the ordinances regarding accessory buildings and dwelling units.

BE IT, AND IT IS HEREBY ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF HAPEVILLE, GEORGIA THAT:

Section One. Chapter 93 (Zoning), Article 2 (General Provisions), Section 93-2-5 (Accessory uses, accessory buildings, yard requirements of accessory buildings, outbuildings and fences) of the City Code of Ordinances is hereby amended by striking the subsection (1) in its entirety and inserting in lieu thereof the following language:

(1) An accessory building or structure is a building detached from the principal dwelling on a lot of record, the use of which is incidental and subordinate to the primary use of the property. Accessory buildings shall comply with the following standards and all other applicable regulations of this zoning ordinance and the architectural design standards. Where a conflict exists, the standards of this section shall control.

Accessory uses and structures on a residential lot shall comply with the following standards and all other applicable regulations of this zoning ordinance:

- (a) The accessory use or structure shall be subordinate in area, extent and purpose to the primary use or structure served. No accessory structure shall have a ground floor area greater than that of the principal dwelling. The floor area of an accessory structure shall include all floor area, that is, each floor of a one and one-half or two story accessory building shall be counted toward the maximum floor area. When more than one accessory building is erected, the "maximum accessory building size" controls the sum of the floor areas of those buildings.
- (b) The accessory use or structure shall contribute to the comfort, convenience or necessity of the occupants of the principal use or structure served.
- (c) The accessory use or structure shall not be injurious to the use and enjoyment of surrounding properties.
- (d) No accessory building shall be erected or placed on a lot that does not contain a principal dwelling. Building permits may be issued for the principal dwelling and an accessory structure; however, a certificate of occupancy must be issued for the principal dwelling prior to issuance of a certificate of occupancy for an accessory structure.

Special requirements for accessory buildings are as follows:

- (a) A building permit shall be required for the construction, erection or set-up of any accessory building in excess of 144 square feet. A separate certificate of occupancy shall be required for the construction, erection or set up of any accessory building in excess of 200 square feet. Accessory structures less than 200 square feet, without HVAC, shall be exempt from obtaining a separate certificate of occupancy, but shall not be exempt from all necessary inspections during the construction process.
- (b) Accessory building or outbuilding shall be permitted at the owner's option according to the schedule presented in Table A—Accessory building allowance based on dwelling unit size, or Table B—Accessory building allowance based on lot size.
- (c) Outdoor cooking facilities, gazebos, arbors, pool equipment shelters, arbors, fireplaces, and waste receptacle enclosures shall be exempt in calculating the maximum number of accessory structures on a lot. However, such structures shall be subject to the accessory building setback standards and shall not exceed 144 square feet in area.
- (d) Exterior materials, roof pitches, and other design elements must comply with the city architectural design standards.
- (e) Except as herein provided, the minimum yard requirements of section 93-22.1-1 of this chapter also apply to accessory buildings. However, accessory buildings may be located in rear yards within five feet of a rear or side lot line. In addition to these yard

requirements, the horizontal separation of accessory buildings from the dwelling on the same lot and the horizontal separation of accessory buildings from dwelling on adjacent lots shall comply with standards in Table C—Distance from Dwelling for Very Large Accessory Buildings. All distances shall be measured from outside wall to outside wall.

- (f) The number of accessory building may vary depending on the size of the lot. Table D—Maximum Number of Accessory Buildings establishes the schedule for number of accessory buildings allowed on a building lot.
- (g) Accessory buildings, including detached garages, shall be permitted in an R-0, R-AD, R-1, R-2, R-3, R-4, R-5, R-I, R-SF, V, U-V, RMU or C-R Zone, subject to the following limitations:

Placement.

- (a) Located on a lot with a principal dwelling. An accessory building shall be located on the same lot as the principal dwelling to which it is accessory.
- (b) Setback dependent on distance from dwelling. Accessory buildings shall be allowed in rear yards only, provided that garages may be allowed in front and side yards. An accessory building located within 20 feet of the principal dwelling shall comply with the setback requirements of the principal dwelling to which it is accessory. Accessory buildings located more than 20 feet from the principal dwelling may be placed five feet from a side or rear lot line. Garages may be located in the front or side yard subject to the setback standards for the principal dwelling.
- (c) Setback on corner lot. Accessory buildings on a corner lot shall comply with the setback for the principal dwelling. No accessory building on a corner lot that adjoins a residentially used or zoned lot to the rear shall be located within 25 feet of the rear property line. This 25-foot setback will not be required when the adjoining yard is a rear yard.
- (d) Distance from dwelling and other accessory buildings. All accessory buildings must be located a minimum of ten feet from the principal dwelling and all other accessory buildings on the lot or on neighboring lots. This distance shall be measured from outside wall to outside wall.
- (e) Ordinance setbacks otherwise remain in effect. Except as herein provided, the minimum setback requirements of section 93-22.1-1 of this chapter also apply to accessory buildings.
- (f) Non-complying accessory buildings. Notwithstanding standards of this chapter to the contrary, nothing shall prohibit the re-construction of accessory buildings that are legal, nonconforming structures that have been in existence for a minimum of 20 years along that established building line. That building line shall be the minimum setback for re-building of the accessory building on the lot. All other standards of the chapter shall remain in effect.

Height.

(a) Scale of accessory buildings. The height of an accessory building shall not exceed 25 feet or the height of the principal dwelling measured from the average adjacent grade to the peak or ridgeline of the roof, whichever is less.

Architectural style and exterior finish.

- (a) Compatibility with principal dwelling. Accessory buildings shall be architecturally compatible with the principal dwelling on the lot. The exterior finish of all accessory buildings shall be identical to the exterior finish of the principal dwelling on the lot. In the case of brick dwellings, the exterior finish of the accessory building may be similar to the trim work or other siding materials of the dwelling. Exterior materials, roof pitches and other design elements shall comply with the architectural design standards.
- (b) *Roof design*. Flat or shed roofs shall be prohibited on accessory buildings. Accessory buildings shall have a gable or hip roof design.

Utility services.

(a) Water supply. Running water is permitted to all accessory buildings. Only accessory buildings classified as Accessory Dwelling Units shall have drainage into any sewer or septic system.

Use.

- (a) See Section 93-2-26 (Accessory Dwelling Units (ADU)).
- (b) Evidence of separate dwelling unit. The presence of such facilities or equipment as utility services, utility meters, mailboxes or kitchen equipment such as a sink, stove, oven or cabinets in an accessory building or a portion of a principal dwelling shall be considered prima facie evidence that such accessory building or such portion of a principal dwelling is a separate and distinct dwelling unit and is subject to the regulations of the zoning district in which it is located.
- (c) *Temporary buildings*. Temporary buildings may only be used in conjunction with permitted construction work in any zoning district and shall be removed immediately upon the completion of construction.

Permitting schedule.

(a) Construction or occupancy of an accessory building to follow principal dwelling. No permit for an accessory building shall be issued until a permit for construction of the principal dwelling has been issued and construction of such dwelling commenced. No certificate of occupancy for an accessory building shall be issued prior to issuance of a certificate of occupancy for the principal dwelling.

Construction standards.

(a) *Building anchoring*. Any accessory building having a floor area greater than 144 square feet shall be secured to the ground with a full perimeter foundation to prevent the structure from being moved or damaged by high winds.

- (b) *Life safety codes apply*. Accessory buildings must comply with adopted fire safety and building code regulations.
- (c) Standards for "attached" accessory building. When an accessory building is attached to the principal dwelling by a breezeway, passageway or similar means, the accessory building shall comply with the setback requirements of the principal dwelling to which it is accessory. In order to qualify as an attached garage or accessory building, therefore eliminating the need for compliance with these accessory building standards, the attached accessory building must share a common wall with the principal dwelling that is a minimum of 80 percent of the wall length of the accessory building or 20 feet, whichever is greater. Such common wall must be an integral part of the principal dwelling. An attached garage or accessory building shall comply in all respects with the standards applicable to the principal dwelling.
- (d) Second story access. Where applicable, access to the second story of an accessory building must be located within the interior of the ground floor space.
- (e) Prohibited accessory and temporary buildings or structures. Manufactured homes, mobile homes, shipping containers, freight trailers, box cars, trailers or any other structure or vehicle that was not originally fabricated for use as an accessory building shall be prohibited."

Table A—Accessory Building Allowance based on Dwelling Unit Size

Dwelling Unit Ground Floor Area in Square Feet	Accessory Building Size based on 40 Percent of Dwelling Unit Ground Floor Area
800	320
1,000	400
1,200	480
1,400	560
1,600	640
2,000	800
2,400	960
3,000	1,200
3,600	1,440

4,000	1,600

Table B—Accessory Building Allowance based on Lot Size

Lot Size in Square Feet	Accessory Building Size based on Variable Percentage of Lot Size
2,400	240
4,000	360
6,750	540
7,000	560
8,500	595
10,000	650
21,780	1,089
32,670	1,307
43,560	1,525
54,450	1,634

Table C—Distance from Dwelling for Very Large Accessory Buildings

Percent of Dwelling Unit Ground Floor Area	Distance from Dwelling
40 Percent	10 feet
50 Percent	30 feet
60 Percent	50 feet

70 Percent	70 feet
80 Percent	80 feet
90 Percent	90 feet
100 Percent	100 feet

Table D—Maximum Number of Accessory Buildings

Lot Size	Maximum Number of Accessory Buildings
Up to one-half acre	
Up to one acre	2
Over one acre	3

<u>Section Two.</u> Chapter 93 (Zoning), Article 2 (General Provisions of the City Code of Ordinances is hereby amended by creating Section 93-2-26 (Accessory Dwelling Units (ADU)), which states as follows:

An Accessory Dwelling Unit is an accessory building occupied as a residence. Accessory buildings may be occupied as an ADU by another party so long as one of the dwelling units on the property is owner-occupied. The ADU may be occupied by the property owner or rented. The unit must be aesthetically similar to the primary structure. The primary use of the lot must remain single-family, and the lot may not be subdivided nor may the accessory unit be sold separately. In addition to all requirements for accessory structures, the following criteria apply to ADUs:

- a. All ADUs require a building permit and certificate of occupancy. The application for this permit must be made to the Planning and Zoning department and must include a sworn, notarized statement from the property owner stating that the owner will occupy one of the dwelling units on the premises as their primary residence. Any transfer of ownership of the property will require a new sworn, notarized statement to be submitted by the new owners.
- b. ADUs are allowed in districts R-0, R-1, R-2, R-3, R-4, R-5, R-AD, and R-SF. Additionally, they are allowed in districts U-V, V, and RMU granted the primary use of the lot is residential.
- c. Plumbing including running water and sanitary sewer is required in an ADU.

- d. A full kitchen is permitted. However, an ADU is only allowed to have one kitchen.
- e. The lot must be a minimum of 4,000 square feet
- f. The structure must be at least 300 square feet.
- g. The property must have an additional parking space beyond the given minimum parking requirements
- h. Only one accessory dwelling unit may be created per lot.

<u>Section Three.</u> <u>Codification and Certify.</u> This Ordinance adopted hereby shall be codified and certified in a manner consistent with the laws of the State of Georgia and the City.

Section Four. Severability.

- (a) It is hereby declared to be the intention of the Mayor and Council that all sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment, believed by the Mayor and Council to be fully valid, enforceable and constitutional.
- (b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. It is hereby further declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, no section, paragraph, sentence, clause or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Ordinance.
- (c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the Ordinance and that, to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and effect.

<u>Section Five.</u> <u>Repeal of Conflicting Ordinances.</u> All ordinances and parts of ordinances in conflict herewith are hereby expressly repealed.

<u>Section Six. Effective Date.</u> The effective date of this Ordinance shall be the date of adoption unless otherwise stated herein.

ORDAINED this day of, 201	5)	
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CITY OF HAPEVILLE, GEORGIA

	Alan Hallman, Mayor
ATTEST:	
Crystal Griggs-Epps, City Clerk	
APPROVED BY:	
City Attorney	
only resourcy	



Planning Commission Meeting 700 Doug Davis Drive Hapeville, Georgia 30354

April 9, 2019 6:00PM MINUTES

1. Welcome and Introduction

Chairman Brian Wismer called the meeting to order at 6:00 p.m. in the City of Hapeville Municipal Annex located at 700 Doug Davis Drive, Hapeville, Georgia 30354. Members in attendance included Vice Chairman Jeanne Rast, Lucy Dolan, Larry Martin and Charlotte Rentz. Secretary Adrienne Senter and City Planners Lynn Patterson and Michael Smith were also present.

Commissioners Kaity Ferrero and Mark Farah were unable to attend the meeting.

2. Minutes of February 12, 2019

MOTION: Lucy Dolan made a motion; Charlotte Rentz seconded to approve the minutes of February 12, 2019 as amended. Motion Carried: 4-0.

3. New Business

a. 325 Sunset Avenue

Conditional Use Permit

Phil Ellen on behalf of Georgia Communities, Inc. requested approval of a conditional use permit to operate a senior living facility at 325 Sunset Avenue, Parcel Identification Number 14 009600060133. The property is zoned U-V, Urban Village.

The proposed 74-unit development will serve seniors ages 55 and above and include 1 & 2-bedroom units. In an effort to promote quality of life, the development will include several amenities such as an exercise facility, computer lab, and an event room for birthday parties and bingo to name a few.

Prior to submission of the site plan and required approvals, the property will be replatted such that the parking will be added to the developed parking.

Commissioner Martin expressed concern regarding the use of undeveloped land within the city.

• Public Comment – none.

MOTION ITEM: Lucy Dolan made a motion; Larry Martin seconded to recommend the Mayor and Council grant the conditional use permit to operate a senior living facility at 325 Sunset Avenue. Motion Carried: 4-0.



b. 525 King Arnold Street

Site Plan Review

Will Bryant of behalf of Fulton County Library System requested site plan approval for the construction of a 5,975-sf library at 525 King Arnold Street, Parcel Identification Number 14 0095 LL0701 and 14 0095 LL0131. The properties are zoned V, Village.

The current property is occupied by an existing 5,675-sf library. The applicant intends to demolish the existing structure and build a new 5,975-sf library on the site. The development is shown being within a 15-foot setback line on all sides. However, the building canopy is shown as encroaching on the south side setback facing the street. The applicant received a variance on March 28, 2019 to allow the canopy to overhang the front setback by 12'-2".

The site will have 42 parking spaces shared with the nearby park, with 31 exclusive to the library including 19 in a new lot and 12 in an existing lot which will be restriped.

The landscape plan includes the location and types of trees currently on the site within the planned construction area. The applicant proposes removing six trees, including one 42" landmark hardwood tree.

The building is a LEED Certified structure (Leadership in Energy Efficient Design) which means healthier, more productive places, reduced stress on the environment by encouraging energy and resource-efficient buildings, and savings from increased building value with higher lease rates and decreased utility costs. As part of the LEED Certified no irrigation system is planned. However, xeriscaping is planned to include native species drought tolerance plants that will be maintained.

Commissioner Martin expressed concerns regarding the building location and pedestrian safety. In addition, Mr. Martin stated that allowing the parking lot to remain in the front of the site would preserve trees.

Chairman Wismer asked if they City would consider on-street parallel parking along King Arnold Street to create a natural buffer.

Public Comment – None.

MOTION ITEM: Larry Martin made a motion to reconsider the location of the building from the street. Motion died for lack of second.

MOTION ITEM: Jeanne Rast made motion; Lucy Dolan seconded to approve the site plan subject to the following conditions:

1. The LEED Certification and xeriscaping does not require irrigation, but the plants must be maintained.



- 2. Must submit calculations for impervious surface or lot coverage must be less than 70 percent.
- 3. Must meet the deficiencies outlined by the City Engineer, City Planner and Fire Marshal.

Discussion: Larry Martin made a motion to amend the motion to revise the site plan to remove the three parking spaces on west side of the property in order to preserve the trees and ask the developer to apply for a parking variance from the Board of Appeals. Motion died for lack of second.

Motion Carried: 3-1; Larry Martin opposed.

c. Veterinarians, animal hospitals and kennels Consideration to amend the code for veterinarians, animal hospitals and kennels, of the Code of Ordinances for the City of Hapeville.

Staff is requesting a text amendment to allow for veterinarians and animal hospitals in all commercial districts. Kennels, where animals are boarded for an extended period of time, will be allowable in I-1 and C-1, where they are already allowed, and will be added to C-2 districts.

Public Comment - None.

MOTION ITEM: Larry Martin made a motion; Charlotte Rentz seconded to recommend the Mayor and Council approve the text amendment as requested. Motion Carried: 4-0.

4. Old Business

a. Accessory Uses/Buildings

Text Amendment

Consideration and Action of an Ordinance to amend Section 93-2-5, Accessory uses, accessory buildings, yard requirements of accessory buildings, outbuildings and fences, of the Code of Ordinances for the City of Hapeville, Georgia. This item was tabled at the February 12, 2019 meeting pending recommended changes.

The Commission requested staff clarify the language in Section 93-2-5(a) regarding water supply and item (g) under definitions regarding additional parking spaces.

Public Comment: None.

After further discussion the following action was taken:

MOTION ITEM: Jeanne Rast made a motion; Charlotte Rentz seconded to recommend the Mayor and Council approve the Accessory Uses/Buildings Text Amendment with proposed changes. Motion Carried: 4-0.



b. Chart of Dimensional Requirements

Residential Building Height

Discussion regarding the height requirements for new residential development. *This item was discussed at the February 12, 2019 meeting.*

Staff discussed this issue with members of the Design Review Committee and several architects, and it was determined that there is no standard verifiable reason to restrict residential building height.

Due to time constraints, the following action was taken:

MOTION ITEM: Larry Martin made a motion, Lucy Dolan seconded to table this item until the May 14, 2019 meeting. Motion Carried: 4-0.

c. Proposed Zoning Code Amendments

Open discussion regarding proposed zoning code amendments.

No action taken.

- **5. Next Meeting Date** May 14, 2019 at 6:00PM
- 6. Adjourn

MOTION ITEM: Lucy Dolan made a motion; Charlotte Rentz seconded to adjourn the meeting at 8:00 p.m. Motion Carried: 4-0.

Respectfully submitted,		
 Chairman, Brian Wismer		
Secretary, Adrienne Senter		



Planning & Zoning Planner's Report

TO: Adrienne Senter

FROM: Lynn M. Patterson, Consulting Planner for City of Hapeville RE: Accessory Dwelling Unit Code Sections for Neighborhood

DATE: February 8, 2019

BACKGROUND

The Planning Commission requested staff research relevant neighboring community codes as they relate to accessory dwelling structures for a discussion on running water/use of accessory structure as accessory dwelling units.

ADU SUMMARIES

Atlanta

- Allows ADUs in R-5 two-family residential, only.
- Allows guest houses, which are defined as dwellings without kitchens, in districts R-1 through R-5 (and assumedly all corresponding SPIs).
- ADUs are restricted to 750 sq. ft. or less, 25% of the yard or less, and count towards maximum FAR. They have further specific yard setback requirements laid out in the code.
- The city's zoning review board recently passed ordinance 18-O-1581 which expands allowable zones to include the high density R-4 and R-4A - single-family residential zones. It is pending city council review.

East Point

- Allow non-habitable accessory structures, defined as not having a 220 volt power supply, ventilation hood, or gas line, in most residential districts.
- With a special use permit, residential parcels may have habitable accessory structures.

- To gain a permit, the property must be owner-occupied, the unit must be aesthetically similar to the main building, an extra parking space must be provided, the structure must take up less than half of the rear yard lot and be less than half the size of the primary structure.
- A use permit and building permit are both required to build a habitable accessory structure, and
 the use permit must be renewed every three years. The use permit requires Planning and Zoning
 committee recommendation, Planning and Community Development department
 recommendation, and a public meeting with City Council approval.
- The accessory structure cannot be built or moved in to while the main house is under construction.

College Park

- Does not allow ADUs.
- In addition to banning any overnight habitation in any accessory structure, the city also bans the construction of any accessory units with functioning plumbing.

Decatur

- Allows ADUs in nearly all residential districts, save RS-17, a high density residential district. It also allows ADUs in the PO professional office district.
- ADUs must be between 300 and 800 sq. ft., no more than 40% of the floor area of the main building, and take up no more than 30% of the rear yard.
- ADUs are limited to 2 beds and 2 baths, or 2 occupants.
- A permit is required to build an ADU, where the applicant must deliver a sworn, notarized statement stating the owner will occupy one of the dwelling units for 8 months out of each year, and will receive no rent for such unit.

Sandy Springs

- Allows guest houses in RE residential estate and RD residential detached districts.
- A guest house is defined as a dwelling unit accessory to the principal dwelling on a single unit detached lot. It may have a kitchen.
- Must be less than 50% of the principal dwelling unit's first floor area or 1,200 sq. ft.
- Explicitly allowed to be above a garage.

CODE

Atlanta

- Sec. 16-29.001(10) Dwellings, lodgings and related terms
 - "(a) Dwelling unit (apartment): A room or rooms connected together, constituting a
 separate, independent housekeeping establishment for a family, for owner occupancy
 or rental or lease on weekly or longer terms, physically separate from any other rooms
 or dwelling units which may be in the same structure, and containing independent
 kitchen and sleeping facilities."
 - "(c) Guest house: a lodging unit for temporary guests in an accessory building. No such lodging unit shall contain independent kitchen facilities."
- Sec. 16-29.001(12) Dwellings and lodgings: uses and structural types
 - "(a)(7) Dwelling: Accessory A detached dwelling unit meeting the height requirement of section 16-28.004 and having a floor area of 750 square feet or less on the same lot as a primary dwelling. Accessory dwelling units are distinct dwelling units as defined in section 16-29.001(10)(a) with independent kitchen facilities."
- "Sec. 16-28.004. Accessory Uses and Structures

The following regulations and requirements apply to accessory uses and structures:

- i.Except as otherwise specifically provided in this part, use of accessory buildings as dwellings or lodgings is prohibited.
- ii. Accessory buildings shall be constructed concurrent with or after construction of principal buildings.
- iii.Accessory buildings in R-1 through R-5 districts shall not exceed 20 feet in height, shall not cover more than 25 percent of the area of the rear yard, and shall not contain a total floor area greater than 30 percent of the main structure. For purposes of calculating the total floor area of the main structure, the definition of residential floor area set forth in the first sentence of section 16-29.001(13)(a) shall apply, except where modified by the provisions of 16-24.008. For purposes of calculating the total floor area of the accessory building, all gross floor area of the accessory building shall be included whether or not it is conditioned or habitable."
 - 16-29.001(37) states ADUs count towards maximum FAR.
- iv."'Amenity areas' as defined in section 15-06.001(c) that lie within subdivisions reviewed and approved pursuant to part 15, shall be authorized as accessory uses and structures in the R-1 through R-5 districts, and in single and two-family subdivisions in the RG and MR districts, and may be used and platted as an irregular lot within such subdivisions provided said lot continues to be used exclusively for an amenity area pursuant to part 15. Should such lot cease to be used as an amenity area, it shall be used only for the purposes of "open space" within the meaning of section 15-06.001(z)."

- R-1 through R-5 allow guest houses. Only zone R-5 Two Family residential allows ADUs. Per Section 16-07:
 - Only one per lot, which may not be used so long as the primary structure is under construction and is not in use.
 - Requires minimum 4 foot side yards, must be behind the primary structure relative to the road, cannot exceed 50% of the net lot area.
 - The distance between an accessory structure and the primary dwelling on adjacent properties may be no less than the distance between the accessory dwelling unit and the primary structure on its lot (this is likely to be repealed)
- However, the city's Zoning Review Board passed ordinance 18-O-1581 to allow ADUs in R-4 and R-4A, both Single-Family Residential districts
 - R-4 protects single-family communities and encourages growth on lots of medium size and at a density of not more than one dwelling unit per 9,000 sq. ft.
 - R-4A provides the same atmosphere, but denser at 7,500 sq. ft. per housing unit.

East Point

- Sec 10-2027.7. Non-habitable accessory structure
 - May not be rented to another party
 - Require building permits if greater than 200 sq. ft.
 - "(9) The accessory structure may not contain a 220 volt power supply, ventilation hood or gas line."
- Sec. 10-2027.10. states accessory buildings and structures may be used for the home occupation, which is limited to members of the resident family only
- Sec. 10-2130. Habitable accessory structure. (Under Special Use Permits)

"Habitable accessory structures may be rented to another party so long as one of the dwelling units on the property is owner-occupied. The units must be aesthetically compatible with the principal structure, include one additional on-site parking space, and be limited to half the size of the primary structure. The habitable accessory structure may not take up more than half the rear yard of the lot. The use must remain single-family and the lot may not be subdivided nor may the unit be sold separately. A use permit is required for all habitable accessory structures. In the event a use permit application is approved, a building permit will also be required.

Criteria:

- (1) Full kitchen permitted.
- (2) An accessory structure must be aesthetically compatible with principal structure.
- (3) The accessory structure cannot be built or moved onto any lot before construction of the main house unless a building permit has been issued for the construction of the main house.
- (4) The owner of the property must reside either in the principal structure or the accessory structure on premises.
- (5) The lot must be a minimum of 5,000 square feet.
- (6) The property must have a minimum of three unobstructed parking spaces.
- (7) The accessory unit can only have one kitchen and may have a 220 volt power supply, a ventilation hood or gas line.
- (8) The height must not exceed the height of the main house or 35 feet, whichever is less.
- (9) The total floor area cannot exceed 50 percent of the floor area of the principal structure or exceed 50 percent of the rear lot coverage. All utilities for the structure must be fed from the primary structure.
- (10) The structure must be at least 6 feet away from the principal structure.

- (11) The structure must be at least three feet from all property lines and at least 15 feet from any structure on adjoining property.
- (12) If the property is adjacent to an alley, it can be located on the property line."
 - The Special Use Permit process necessitates a public meeting in front of the Planning and Zoning committee and City Council, plus a recommendation from the Planning and Community Development Department. SUPs expire every three years. (Sec 10-2085, 2086, and 2087).
 - The legislation enabling ADUs dates to September 2016

College Park

- R-1 through R-5 make no mention of accessory *dwellings* but do allow accessory structures.
- AG-1 Agricultural District explicitly prohibits the habitation of accessory buildings
- Article XX, Sec. 3(a) Yard Regulations, Accessory Buildings
 - Buildings may only be 20 ft. high, and all accessory buildings must be collectively smaller than 864 sq. ft.
 - (7) "No accessory building shall have any plumbing of any kind, including but not limited to running water or drainage into any sewer or septic system."
 - (9) "No accessory building shall be used for human habitation, including but not limited to overnight accommodations for any person."

Decatur

6.8.1. - In General

- A. Accessory uses are permitted in conjunction with an allowed principal use. Allowed accessory uses include those listed in this Section and additional accessory uses as interpreted by the Zoning Administrator.
- B. Accessory buildings must share utility services and meters with the main building.
- C. Accessory buildings may have a ½ bath or a kitchen, but cannot contain both a full bathroom and a kitchen. Habitation is not permitted in an accessory building unless it is identified as an accessory dwelling unit (see Sec. 6.8.3.A.).
- D. Dimensional standards for accessory buildings and structures are included with the principal structure standards for each district (Article 3. Residential Districts and Article 4. Mixed Use and Commercial Districts). No more than two accessory buildings are allowed per lot, excluding structures less than 100 square feet.
- E. Accessory buildings shall not exceed 1,000 square feet of total floor area, including garages and other enclosed storage areas. Such buildings shall not exceed 25 feet in height and two stories.
- F. Allowed accessory uses and structures include the following:
- Accessory dwellings units (ADU).
- 2. Accessory uses administered by a place of worship that are related directly to the place of worship.
- 3. Accessory uses administered by an institution that are related directly to the campus or institution, including parks, athletic fields, stadiums, playgrounds, bookstores, soda shops, art galleries, restaurants, cafeterias, card and souvenir shops, clinics, medical and dental offices, boarding and rooming houses, clubs, sororities, fraternities, and temporary lodging facilities.
- 4. Garden sheds.
- 5. Greenhouses.
- 6. Home occupations.
- 7. Home offices and studios.
- 8. Multilevel parking facilities.
- 9. Parking facilities, structured or hard-surfaced as accessory to a building.
- 10. Private garages.
- 11. Swimming pools and tennis courts.

6.8.3. - Standards for Specific Accessory Uses

A. Accessory Dwelling Unit (ADU)

- 1. The design and size of the ADU shall conform to all codes which are required for any new construction.
- 2. Only one ADU may be created per principal dwelling unit.
- 3. The property owner must occupy either the principal dwelling unit or the ADU as their permanent residence for at least 8 months out of each year, and at no time receive rent for the owner-occupied unit.
- 4. An ADU may be developed in or adjacent to either an existing or new principal dwelling.
- 5. In no case can an ADU be more than 800 square feet of floor area, or less than 300 square feet, excluding any related garage area or other ancillary storage, or shall it exceed 40% of the floor area of the principal dwelling; nor have more than 2 bedrooms or 2 occupants.
- 6. ADUs are subject to the parking requirements of Sec. 7.1.
- 7. Application for a building permit for an ADU must be made to the Zoning Administrator and must include a sworn, notarized statement from the property owner stating that the owner will occupy one of the dwelling units on the premises, except for bona fide temporary absences, for 8 months out of each year and shall receive no rent on such unit.
- 8. The equipment of an accessory building or equipment of part of a principal building with one or more of the following or similar items, systems or equipment shall be considered prima facie evidence that such accessory building or such part of the principal building is a separate and distinct dwelling unit and is subject to the regulations of the zoning district in which it is located: utility services; utility meters; mailboxes; kitchen equipment such as sink, stove, oven, and/or cabinets.
 - 6.2 shows ADUs are allowed in all residential areas other than RS-17, high density single-family residential, and are allowed in PO, Professional Office.
 - 2.1.5.D Rear Yard Standard states accessory buildings shall not occupy more than 30% of the required rear yard.
 - ADUs were introduced in 2016.

Sandy Springs

Sec. 7.8.6 - Guest House

- A. Defined and Basic Use Standards Defined: a dwelling unit accessory to the principal dwelling on a single unit detached lot.
- i.No more than one guest house per lot allowed.
- ii. A separate kitchen facility is allowed.
- iii. Heated floor area must be less than 50% of the principal dwelling unit first-floor heated floor area, or must be less than 1,200 square feet, whichever is less.
- iv. Principal building setbacks apply.
- v. Height may be no greater than 2 stories and 24 feet
- vi. The location is limited to the rear yard and must meet all district setbacks.
- vii. A guest house may be located over a garage, provided its location and size meet the requirements of the use standards above.

The above ordinance was adopted in April 2018.

Sec. 7.2. states Guest Houses are allowed in zones RE, Residential Estate, and RD, Residential Detached.

DRAFT

1	STATE OF GEORGIA
2	CITY OF HAPEVILLE
3	ODDIVANCE NO
4	ORDINANCE NO
5 6	AN ORDINANCE TO AMEND CHAPTER 93 ("ZONING"), ARTICLE 11.2 ("U-V ZONE
7	(URBAN VILLAGE")), SECTION 93-11.2-3 ("PERMITTED USES") OF THE CODE OF
8	ORDINANCES, CITY OF HAPEVILLE, GEORGIA; TO UPDATE THE CITY OF
9	HAPEVILLE U-V ZONE (URBAN VILLAGE) PERMITTED USES; TO PROVIDE FOR
10	SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE AN
11	EFFECTIVE DATE; AND TO PROVIDE FOR OTHER LAWFUL PURPOSES.
12	ETTECTIVE DATE, AND TO TROVIDE FOR OTHER EAWYOR TORK OSES.
13	WHEREAS, the Mayor and Council shall have full power and authority to provide for the
14	execution of all powers, functions, rights, privileges, duties and immunities of the city, its officers
15	agencies, or employees granted by the City of Hapeville's Charter or by state law; and,
16	agencies, of employees granted by the City of Hapevine's Charter of by state law, and,
17	WHEREAS, the municipal government of the City of Hapeville (hereinafter "City") and
18	all powers of the City shall be vested in the Mayor and Council. The Mayor and Council shall be
19	the legislative body of the City; and,
20	the registative body of the City, and,
21	WHEREAS, existing ordinances, resolutions, rules and regulations of the City and its
22	agencies now lawfully in effect not inconsistent with the provisions of the City's charter shall
23	remain effective until they have been repealed, modified or amended; and,
24	remain entertive until they have even repetited, incumed of unfolded, until,
25	WHEREAS, amendments to any of the provisions of the City's Code may be made by
26	amending such provisions by specific reference to the section number of the City's Code; and,
27	
28	WHEREAS, every official act of the Mayor and Council which is to become law shall be
29	by ordinance; and,
30	
31	WHEREAS, the procedures required for amending the City's zoning ordinance have been
32	satisfied, including, but not limited to, notice and public hearings; and,
33	
34	WHEREAS, the governing authority of the City finds it desirable to amend and update the
35	permitted uses in the U-V Zone.
36	
37	BE IT, AND IT IS HEREBY ORDAINED BY THE MAYOR AND COUNCIL OF
38	THE CITY OF HAPEVILLE, GEORGIA THAT:
39	
40	Section One. Section 93-11.2-3 (Permitted uses) in Chapter 93 (Zoning), Article 11.2 (U-
41	V Zone (Urban Village)) of the City Code of Ordinances is hereby amended by the addition of the
42	following permitted use:
43	
44	(20) Research and Development facilities.
45	

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46	Section Two. Codification and Certify. This Ordinance adopted hereby shall be codified
47	and certified in a manner consistent with the laws of the State of Georgia and the City.
48	
49	Section Three. Severability.
50	
51	(a) It is hereby declared to be the intention of the Mayor and Council that all sections,
52	paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment,
53	believed by the Mayor and Council to be fully valid, enforceable and constitutional.
54	
55	(b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest
56	extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this
57	Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this
58	Ordinance. It is hereby further declared to be the intention of the Mayor and Council that, to the
59	greatest extent allowed by law, no section, paragraph, sentence, clause or phrase of this Ordinance
60	is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this
61	Ordinance.
62	
63	(c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance
64	shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable
65	by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of
66	the Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the
67	greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any
68	of the remaining phrases, clauses, sentences, paragraphs or sections of the Ordinance and that, to
69	the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and
70	sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and
71	effect.
72	
73	Section Four. Repeal of Conflicting Ordinances. All ordinances and parts of ordinances
74	in conflict herewith are hereby expressly repealed.
75	
76	Section Five. Effective Date. The effective date of this Ordinance shall be the date of
77	adoption unless otherwise stated herein.
78	
79	ORDAINED this day of, 2019.
80	CITY OF HAPEVILLE, GEORGIA
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82	
83	
84	
85	Alan Hallman, Mayor
86	
87	
88	ATTEST:
89	

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City Clerk	
APPROVED BY:	

{Doc: 02236381.DOCX}



Planning & Zoning Planner's Report

TO: Adrienne Senter

FROM: Lynn M. Patterson, Planning Consultant for City of Hapeville

RE: Text Amendment for U-V Zoning District

DATE: June 6, 2019

BACKGROUND

City Council has directed staff to present a text amendment to U-V, Urban Village zoning to allow for research and development facilities as a permitted use. The City of Hapeville Code (93-15-3) permits laboratories for industrial testing and research in the Light Industrial (I-1) zoning district. The Code does not address research and development laboratories in the U-V district. In the U-V district, the Code does exclude industrial uses such as manufacturing, processing and warehousing. Businesses and professional offices are allowed in the U-V District.

In addition to our Code, we researched metro Atlanta zoning codes and found that research and development laboratories are typically categorized as an industrial use. The zoning districts where they are allowed are typically light industrial, business park, or general commercial/heavy commercial. There are some instances, such as Decatur and Sandy Springs where the use is allowed in Mixed Use Zoning districts. These districts are located along major commercial corridors.

PROPOSED TEXT AMENDMENT

Section One. Section 93-11.2-3 (Permitted uses):

(20) Research and Development facilities.

RECOMMENDATION

Research and development facilities is a broad category. Given the mixed-use nature of the U-V district and desire to create commercial and residential activities at the pedestrian scale, staff recommends that the research and development facilities be allowed in U-V as a conditional use and/or with the caveat prohibiting uses that produce hazardous waste and noise levels incompatible with the intent of the zoning district.



Called Planning Commission Meeting 3468 North Fulton Avenue Hapeville, Georgia 30354

June 13, 2019 6:00PM

SUMMARY MINUTES

1. Welcome and Introduction

Brian Wismer, Chairman - absent Jeanne Rast, Vice Chairman Charlotte Rentz Larry Martin Lucy Dolan Mark Farah, absent

- 2. Minutes of May 14, 2019 Approved as submitted
- 3. New Business

a. 510 Lake Drive

Subdivision Plat Review

Peter Rumsey is requesting subdivision final plat approval to subdivide an existing lot located at 510 Lake Drive, Parcel Identification Number 14 009400030153 into two tracts of land. The property is zoned R-SF, Residential Single-Family. **Approved with conditions**

• Public Comment

b. 3365 Northside Drive

Site Plan Review

Paula Smith is requesting site plan approval to construct a single-story single-family dwelling with an attached garage at 3365 Northside Drive, Parcel Identification Number 14 009500100229. The property is zoned R-O, One-Family Residential. **Approved with conditions**

Public Comment

c. 105 Lilly Street

Site Plan Review

Jimmy Joyner is requesting site plan approval to construct a two-story single-family dwelling at 105 Lilly Street. The property is zoned R-1, One-Family Residential.

Approved with conditions

• Public Comment

d. B-P, Business Park Zone

Text Amendment

Consideration and action to amend Chapter 93 (Zoning), Article 18 (B-P Zone, Business Park), Section 93-18-1 (Intent), Section 93-18-2 (Permitted Uses), Section 93-18-3 (Offstreet parking and loading requirements), Section 93-18-4 (Height restrictions), Section 93-18-5 (Site development and improvement standards) to update the City of Hapeville B-P Zone regulations. **Recommended approval**

• Public Comment



e. U-V, Urban Village Zone

Text Amendment

Consideration and action to amend Chapter 93 (Zoning), Article 11.2 (U-V Zone, Urban Village) to update the City of Hapeville U-V Zone permitted uses. **Recommended approval**

• Public Comment

4. Old Business

a. Proposed Zoning Code Amendments

Open discussion regarding proposed zoning code amendments.

- Residential Building Height Requirements
- Proposed Zoning Amendments

Tabled until the July 9, 2019 meeting

- 5. Next Meeting Date July 9, 2019 at 6:00PM
- 6. Adjourn Meeting adjourned at 8:20 p.m.

STATE OF GEORGIA CITY OF HAPEVILLE

ORDINANCE NO.	
ORDINANCE NO.	

AN ORDINANCE TO AMEND CHAPTER 93 ("ZONING"), ARTICLE 25 ("AMENDMENTS"), SECTION 93-25-8 (AMENDMENT TO CONDITIONS) OF THE CODE OF ORDINANCES, CITY OF HAPEVILLE, GEORGIA; TO PROVIDE SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE AN EFFECTIVE DATE; AND TO PROVIDE FOR OTHER LAWFUL PURPOSES.

WHEREAS, the City of Hapeville, Georgia (the "City") is a municipal corporation created under the laws of the State of Georgia; and

WHEREAS, the municipal government of the City of Hapeville (hereinafter "City") and all powers of the City shall be vested in the Mayor and Council. The Mayor and Council shall be the legislative body of the City; and

WHEREAS, the Mayor and Council shall have full power and authority to provide for the execution of all powers, functions, rights, privileges, duties and immunities of the City, its officers, agencies, or employees granted by the City of Hapeville's Charter or by state law; and,

WHEREAS, existing ordinances, resolutions, rules and regulations of the City and its agencies now lawfully in effect not inconsistent with the provisions of the City's charter shall remain effective until they have been repealed, modified or amended; and,

WHEREAS, amendments to any of the provisions of the City's Code may be made by amending such provisions by specific reference to the section number of the City's Code; and,

WHEREAS, every official act of the Mayor and Council which is to become law shall be by ordinance;

WHEREAS, the procedures required for amending the City's zoning ordinance have been satisfied, including, but not limited to, notice and public hearings; and,

WHEREAS, the City's current Zoning Ordinance is contained in Chapter 93 of the City Code; and

WHEREAS, the City's current hearing procedures of the Mayor and Council, with respect to the City Zoning Ordinance, is contained in Article 25 of Chapter 93 of the City Code; and

WHEREAS, the Mayor and Council find it necessary to revise a certain provision of the Zoning Ordinance for the efficient and expedient exercise of the City's zoning powers.

{Doc: 02232401.DOCX}

NOW THEREFORE, BE IT, AND IT IS HEREBY ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF HAPEVILLE THAT:

Section One. The Code of Ordinances, City of Hapeville, Georgia is hereby amended by revising Chapter 93 (Zoning), Article 25 (Amendments), Section 93-25-8 (Amendment to conditions) and to be read and codified as follows:

ARTICLE 25. – AMENDMENTS

Sec. 93-25-8. - Amendment to conditions.

Procedures for removing or modifying any conditional requirement of an approved rezoning matter, a non-text amendment, Special Use Permit, or special exception shall follow a streamlined process but must meet the minimum standards in accordance with the requirements of the State Zoning Procedures Law (Ga. Laws 1985, page 1139; O.C.G.A. Sections 36-66-1 through 36-66-5). These applications shall be submitted to the Planning commission for analysis per Section 93-25-3 of the City Code. The public shall be notified in accordance with Section 93-25-4 of the City Code. The requisite public hearing will be held by the City, wherein the final decision will be made by the City. However, the City will not be required to hold two (2) hearings for these approved rezoning matters, non-text amendments, Special Use Permit(s), or special exception matters after completion of the one (1) requisite public hearing.

Section Two. Codification and Certify. This Ordinance adopted hereby shall be codified and certified in a manner consistent with the laws of the State of Georgia and the City.

Section Three. Severability.

- (a) It is hereby declared to be the intention of the Mayor and Council that all sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment, believed by the Mayor and Council to be fully valid, enforceable and constitutional.
- (b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. It is hereby further declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, no section, paragraph, sentence, clause or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Ordinance.
- (c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of this

{Doc: 02232401.DOCX}

Ordinance and that, to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and sections of this Ordinance shall remain valid, constitutional, enforceable, and of full force and effect.

Section Four. Repeal of Conflicting Ordinances. All ordinances and parts of ordinances in conflict herewith are hereby expressly repealed.

Section Five. Effective Date. The effective date of this Ordinance shall be the date of its adoption by the Mayor and Council unless otherwise stated herein.

ORDAINED this	_day of	, 2019.
		CITY OF HAPEVILLE, GEORGIA
		Alan Hallman, Mayor
ATTEST:		
Crystal Griggs-Epps, City Clerk		
APPROVED BY:		

{Doc: 02232401.DOCX}

City Attorney



Administrative Services Department 3468 North Fulton Avenue Hapeville, Georgia 30354 Phone: (404) 669-2100

Fax: (404) 669-3302

Event Request Form

All requests for the use of City staff, services, utilities or the placement of a banner on City property must be approved by the Mayor and Council, prior to the use of the same. Please submit this Request to the City Clerk's Office two weeks prior to the meeting of the Mayor and Council; being placed on the agenda does not ensure approval of request. The Mayor and Council may assess fees for the use of City staff, services, utilities, and property. The Mayor and Council meet the first and third Tuesdays of each month.

Date: 6 10 19
CONTACT INFORMATION Contact Person: Michael Bakman
Name of Organization: East Post Track Clab
Mailing Address 3156 AP+ 4 Desert Dr Epil Poul 6A 30344
Mailing Address 3156 AP+ 4 Desert Dr Cal Poul 6A 30344 Telephone #: Cell #: Successful State Fax #: Successful State
E-mail address:
EVENT INFORMATION .
Name of the Event: The Hapeville Containe Date of the Event: Any 16th 2019
Start time: 6gm End time: 10gm
Start time: 6pm End time: 10pm Location of the Event: 612 College St Hapeville, 614
How many attendees: 300
Banner: Yes No If yes, where is the banner to be placed:
If placing a banner on City property, provide a description of the banner (measurements, color, etc.):
Specify dates the banner will hang in the requested location:

- * Banners placed on the Jess Lucas Park fence facing S. Central Avenue must be placed to the left of the telephone pole of Christ Church.
- * Attach a sample copy of the banner to this application.

		No Will there be a DJ/Music at this event? ∀ Yes □ No
	sce Announcer with beck	eer Girl hendles the beer sales.
CIT	Y SERVICES: (check all that apply)	
0	Garbage Service Water	□ Electricity □ Tables/Chairs How many
а	Staff please specify:	Road Closures
		h roads: College St, Union, Forred, Onk, Gasia, Temp Closure we can stilled everyone inad of led out at the Hapeville Police Department located at 700 Doug Davis Drive. Hapeville
	,	
accessors.	nte Heard By Mayor and Council:	OFFICE USE ONLY Approved Denied Tabled Tabled

Hello Hapeville resident,

We are working with the city of Hapeville to organize a bicycle race on Friday Aug 16th in the evening. The streets will be Closed to through traffic and there will be no street parking on the day of the event. We will be able to get vehicles outside the

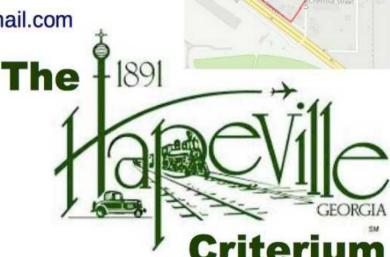
race course with a little bit of patience.

Contact:

Mike Barman
East Point Track Club:
Team Manager
678.575.4684
barmancoach2013@gmail.com







Friday, August 16th 2019

The Hapeville Criterium			Pre reg	Day-Of	Second	
Category	Purse/Places	Time	Fee	Fee	Race Fee	Dist.
The Hapeville Fastest Mile (running)p/b Ethic Inc	\$100/3	6:00 PM	\$10	\$15	-	1 Mile
Kids Race p/b Service Course Auto Works	medals/3	6:15 PM	free	free		.5 lap
Mens Category 4/5 p/b Orasi	Prizes/3	6:30 PM	\$25	\$35	•	30 min
Womens 3/4/5 p/b Sorella Cycling	Prizes/3	7:10 PM	\$25	\$35		30 min
Mens Category 3/4 p/b Ronnie Bratcher	\$100/3	7:40 PM	\$25	\$35	\$15	30 min
Womens Pro/1/2/3 p/b Sorella Cycling	\$500/7	8:20 PM	\$25	\$35	\$15	40 min
Mens Pro1/2/3 p/b The Roth Firm	\$500/7	9:10 PM	\$25	\$35	\$15	50 min

QUOTATION

	ARTIN-ROBBINS FENCE CO., INC		Date:	June 4, 2019		
	WESTSIDE COURT					
SNE	LLVILLE, GA 30078					
Ph:	770-972-8141					
Fax:	770-985-6838					
T.	CITY OF HADEVILLE	DE:	DOO DADK			
То	CITY OF HAPEVILLE	RE:	DOG PARK HAPEVILLE,	GΔ		
	ATTENTION: LEE SUDDUTH		TIMI EVILLE,	<u>OA</u>		
	E-MAIL: lsudduth@hapeville.org					
Ph:	404-557-7277					
ITEM	Description	Unit	Quantity	Unit Price		Total
	FURNISH AND INSTALL					
	SMALL DOG PARK					
	INSTALL 275' OF 5' H X 9GA FINISH (13GA CORE)					
	BLACK VINYL CHAIN LINK FENCE WITH BOTTOM					
	TENSION WIRE. 1 5/8" TOP RAIL, 2" LINES, AND					
	2.5" TERMINAL POST ALL PP20 WITH BLACK FINISH.			SMAI	L D	OG PARK
	(2) 8' W DOUBLE SWING GATES WITH BLACK FINISH.			LUMP SUM	\$	6,025.00
	LARGE DOG PARK					
	INSTALL 515' OF 5' H X 9GA FINISH (13GA CORE)					
	BLACK VINYL CHAIN LINK FENCE WITH BOTTOM					
	TENSION WIRE. 1 5/8" TOP RAIL, 2" LINES, AND					
	2.5" TERMINAL POST ALL PP20 WITH BLACK FINISH.			LAR	GE D	OG PARK
	(2) 8' W DOUBLE SWING GATES WITH BLACK FINISH.			LUMP SUM	\$	8,908.00
QUOT	E IS GOOD FOR 30 DAYS! CLEARING, GRADING, & STAKING	OF FENC	CE LINES BY	TAX		
OTHERS.				Shipping		
				TOTAL	\$	14,933.00
	ate authorized by					
Vame	: CHAD WHITE	Date:		June 4, 201	9	
Title:	ESTIMATOR					
		Signat	ure			

RESOLUTION 2019-_____ A RESOLUTION ACCEPTING THE AEROTROPOLIS TRANSIT FEASIBILITY STUDY

WHEREAS, the Airport West Community Improvement District and the Airport South Community Improvement District (Aerotropolis CIDs) organized a study team and undertook preparation of an Aerotropolis Transit Feasibility Study; and

WHEREAS, the Aerotropolis Transit Feasibility Study was developed in collaboration with the City of Hapeville, Fulton County, Clayton County, other cities in the project study area, the Georgia DOT, Atlanta Regional Commission, MARTA, The Atlanta Transit Link Authority, Hartsfield Jackson Atlanta International Airport; and

WHEREAS, the Aerotropolis Transit Feasibility Study was developed with input from citizens living within and businesses located within the study area that includes portions of the City of Hapeville; and

WHEREAS, the adoption of the Aerotropolis Transit Feasibility Study makes the study's transit recommendations eligible for submission to The Atlanta Transit Link Authority for inclusion in the regional transit plan; and

WHEREAS, the adoption of the Aerotropolis Transit Feasibility Study makes the study's transit recommendations eligible for transportation funds; and

WHEREAS, the City continues to promote mobility and quality of life initiatives to connect residents, employees, and visitors to jobs, retail, transit and hospitality establishments; and

WHEREAS, the Mayor and Council support the overall recommendations identified in the Aerotropolis Transit Feasibility Study, which is attached as Appendix A hereto; and

NOW THEREFORE, THE MAYOR AND COUNCIL OF THE CITY OF HAPEVILLE HEREBY RESOLVES that the Aerotropolis Transit Feasibility Study be recognized and accepted as the guiding plan for expansion and improvement of transit facilities and services within the City.

IN WITNESS WHEREC	OF, this Resolution	n has been du	ly adopted by the	e Mayor and C	Council of
the City of Hapeville, Ge	eorgia this da	ıy of	2019.		

	CITY OF HAPEVILLE, GEORGIA
ATTEST:	Mayor Alan Hallman

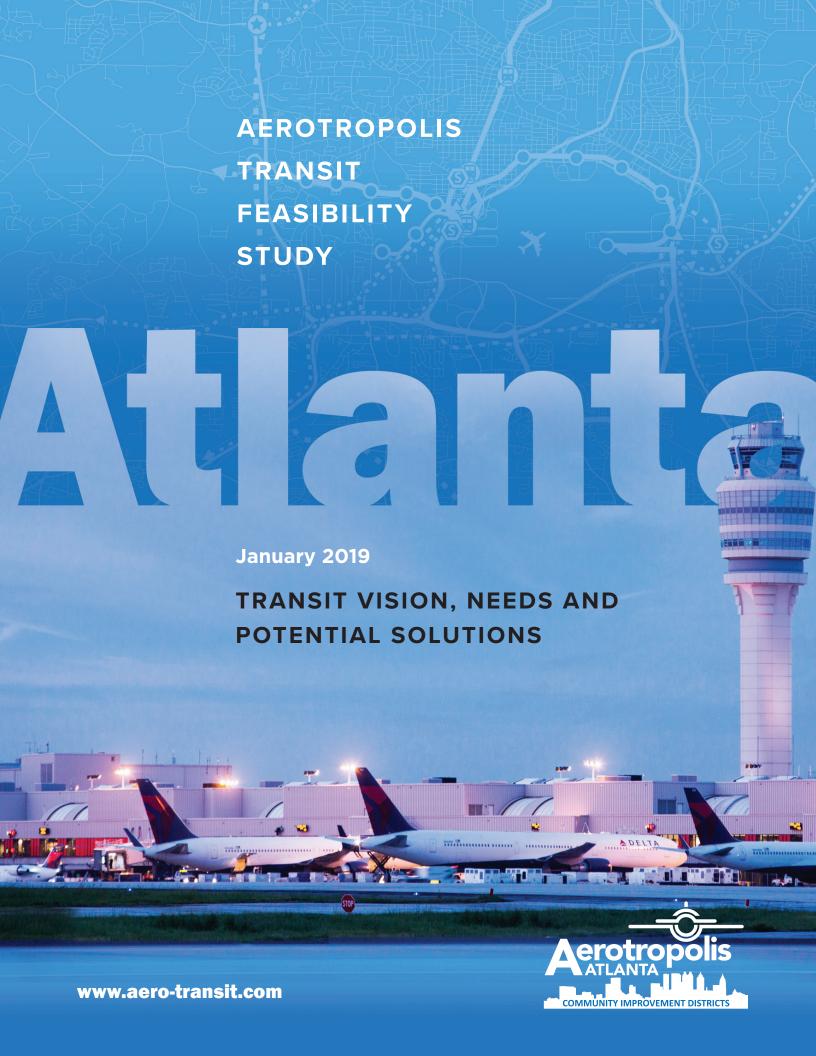






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INTRODUCTION

The Aerotropolis Transit Feasibility Study identifies transit needs and recommended transit solutions to better serve the area near Hartsfield-Jackson Atlanta International Airport (HJAIA).

This study was initiated by the Aerotropolis Community Improvement Districts, working collaboratively with its members, key stakeholders, the surrounding community, and local, regional and state agencies. This project seeks to build on the current conditions and success of the district to further improve mobility and make it easier to live, work and play in the area.

This document builds on the Task 2 Technical Memorandum on Existing Conditions and presents the identified transit vision in the Aerotropolis area, describes the transit needs, and recommends transit solutions which match the needs and opportunities.

This analysis builds on prior studies, available data, stakeholder and public input, and unique analyses by the consultant team. Public and stakeholder input has been solicited through multiple methods, including an online survey, stakeholder interviews, and public meetings. These are documented in detail in public outreach summary documents.



TRANSIT VISION

Transit in Aerotropolis Atlanta should provide easy and efficient movement of people to live, work, play and travel without relying on the automobile. Where do you want to go? Transit will take you there.

In a modern world where being connected is crucially important to both success and quality of life, the Aerotropolis provides a unique opportunity to be physically connected to the rest of the world. Dr. John Kasarda describes airports as part of a "physical internet", and indeed they are. The vision for connectivity in the Aerotropolis area is to build on that global connectiveness by better connecting the Hartsfield Jackson Atlanta International Airport (HJAIA) to all the people and destinations near the airport. And, transit is a key component of that connectedness.

HJAIA itself is already well served by MARTA rail connecting directly to downtown Atlanta. However, movement within the Aerotropolis district via transit is currently neither fast nor efficient. Transfers between

different transit services are not well organized, and the range of transit services and options is not well communicated to the traveling public. Transit is also not a 24/7 service in this 24/7 district. Transit in the larger Aerotropolis area should extend the connectivity to more efficiently connect all the destinations in the district. Those transit connections should be convenient, reliable, clean, sustainable, efficient, smart, modern, seamlessly intermodal, connected to the region, and supportive of robust economic development.

The Aerotropolis vision for transit sets the expectation for the following analysis of transit needs, opportunities and potential solutions.

TRANSIT NEEDS

EXISTING NEEDS

The Atlanta Region has been motivated to improve transit in recent years as voters in Atlanta and Clayton County approved local tax measures to expand services. Cobb and Fulton Counties are contemplating increased taxation to fund improvements as well.

In early 2018 through adoption of HB 930, the Georgia Legislature created The Atlanta Transit Link Authority (The ATL), a regional transit governance structure with the goal of integrating and improving transit across traditional jurisdictional boundaries.

These happenings are evidence that the need to improve existing transit services is both local and regional. This section highlights the transit needs specific to the Aerotropolis area. And, the sections that follow describe the opportunities to meet these identified needs.

While the momentum is on the side of expanding regional transit solutions, transit riders and planners are also very aware of the significant amount of work that needs to be done at the local level. In particular, there is a recognized need for improved **first/last mile access** to transit within the study area and beyond. First/last mile connectivity refers to the very beginning and ending of a trip which uses transit. The walking, biking or shuttle connections are at either end of a transit trip are equally important to providing the necessary infrastructure and services which support the regional transit investments. In the *Task 2 Technical Memorandum–Existing Conditions*, the existing inadequacy of sidewalks and bus shelters in particular is highlighted in the study area.

While there are some walking and bicycling facilities within the downtowns of the study area, infrastructure to enable safe, equitable, and quality first/last mile access to transit is generally lacking elsewhere. Along some transit corridors, such as Riverdale Road, even basic facilities like sidewalks and shelters at bus stops are missing.

In order to fully leverage the benefits of improved transit service in the Aerotropolis, enhancement of active modal infrastructure such as adequate sidewalks, transit stops, and bicycle facilities are needed.



Bus stops are sometimes on major roads with no sidewalks, such as this example on Riverdale Road.



The Aerotropolis is a 24/7 district, with both travelers and workers needing to travel throughout the day, night and weekend.

However, the existing transit services do not operate 24/7. Currently, MARTA rail does not operate between 1:00 and 5:30 a.m., while most MARTA bus routes do not operate between 12:30 and 4:30 a.m. There is a need to provide 24/7 mobility options to match the characteristics of the Aerotropolis economy.

Most bus routes operate at headways of 20-30 minutes with only seven of 24 routes in the study area operating at peak period headways of 10-15 minutes. While local MARTA bus routes serve the study area, they intentionally do not (due to space constraints) serve the Domestic Terminal where most airport passengers arrive or depart. In line with local demand, the existing College Park MARTA Station operates more like a terminus and transfer node for transit than Airport Station, the actual end of the line. This presents unique challenges for improving access to the airport while improving service for the region as a whole.

An Aerotropolis relies on providing a high level of mobility. And, as compared to the Atlanta metro region as a whole, is more multimodal–providing the full range of travel options. However, those multiple modes are not as well interconnected as they should and could be. The existing travel modes and operating conditions were described in detail in the *Task 2 Technical Memorandum*. Connections

between those various modes; however, could be much improved. Currently, some intermodal connections (transfer from one mode of travel to another) happen at the airport's domestic or international terminals. Other intermodal connections happen at the nearby College Park MARTA station. And, some intermodal trips require visiting two or even all three of those locations. The need here is to construct a true Intermodal Transportation Center. This facility should provide a traveler with one location to transfer between bus, rail, shuttles and taxis, transportation network companies (like Uber and Lyft), and walking and biking options. It needs to be well located and well connected to each of these travel modes.

Lastly, there currently exists the need to better **connect key destinations** in the Aerotropolis via direct, accessible, efficient transit. Some of those key destinations include the airport, College Park, Hapeville, the Mountain View area, the Camp Creek Marketplace area, and residential communities south of the airport. Transit investment should be focused on key corridors which connect these important destinations, and at the nodes where those key corridor intersect, such as the aforementioned Intermodal Transportation Center(s). The section that follows identifies some of the key opportunity corridors to accomplish these connections.

OPPORTUNITIES

TRANSIT MARKET

A transit market is the population of potential transit users. These are the users for whom we are designing efficient and effective transit services. So, it is very useful to assess the needs of these different user groups to capitalize on opportunities to best match the design of the transit system and services to those needs. The Aerotropolis serves a wide range of potential transit markets with varying needs, travel preferences, and origins/destinations. The project team explored the range of potential transit markets through data analyses as well as public and stakeholder input. Outreach efforts such as stakeholder interviews, a Community Conversation dinner, and meetings with community and business groups provided important input and understanding of these key transit markets. Key markets for Aerotropolis transit are summarized in **Figure 1**.

Figure 1-Potential Transit Markets



Aerotropolis Residents

Key Destinations

Town Centers and Shopping Centers

Needs/Values

Price, Convenience, Predictability



Aerotropolis Employees

Key Destinations

Corporate Crescent, Town Centers, Airport

Needs/Values

Speed, Convenience, Comfort, Predictability



Aerotropolis Visitors

Key Destinations

Georgia International Convention Center, Hotels, Airport, Restaurants, Retail

Needs/Values

Comfort, Wayfinding, Culture



Airport Employees

(Origin)

Key Destinations

Entire Atlanta Region

Needs/Values

Price, Speed, Convenience, Comfort, Predictability, 24/7 Service



Airport Business Passengers

(Origin)

Key Destinations

Entire Atlanta Region

Needs/Values

Speed, Comfort, Predictability



Airport Business Passengers

(Destination)

Key Destinations

Downtown, Midtown, Buckhead, Perimeter, Cumberland, Gwinnett

Needs/Values

Speed, Convenience, Wayfinding



Airport Visiting Friend and Relatives (VFR)

Passengers (Origin)

Key Destinations

Entire Atlanta Region

Needs/Values

Price, Convenience, Comfort, Parking, 24/7 Service



Airport VFR Passengers

(Destination)

Key Destinations

Entire Atlanta Region

Needs/Values

Price, Convenience, Wayfinding, Culture

PARTNERS

The Aerotropolis study area and vicinity is host to several major corporate campuses and other large business enterprises which should be considered both as destinations for future transit investments and potential partners for support and for funding. Some of these key potential partners are shown in **Figure 2**. Adoption and implementation of the resulting transit vision should include engagement of these local entities in addition to our regional and state transportation entities.

Figure 2-Potential Partners

Partners	Corporate/Partners
City of Atlanta	Chick-fil-A HQ, EUE Screen Gems Studios, Fort McPherson (redevelopment)
City of College Park	Georgia International Convention Center, Hotels, Federal Aviation Administration
City of East Point	Atlanta Medical Center–South Campus, Camp Creek and South Meadow Business Parks
City of Fairburn	Georgia Military College
City of Forest Park	Fort Gillem (redevelopment)
City of Hapeville	Delta HQ, Porsche North America HQ, Wells Fargo Operations Center
Lake City	The National Archives at Atlanta and the Morrow/ Lake City Recreation Complex
City of South Fulton	Fulton Industrial Blvd. District
City of Morrow	Southlake Mall and Clayton State University
City of Union City	Foreign Trade Zone and Metro Studio

CULTURAL AMENITIES

The Aerotropolis and environs are not just about business. The wider area hosts a number of cultural amenities which are themselves destinations, generating significant travel demand and another source of ridership and support for improved transit services. An understanding of these amenities also provides opportunities for transit infrastructure design to enhance the local culture. Some of these key cultural amenities include those listed in Figure 3.

Figure 3-Aerotropolis Cultural Amenities

Location	Attractions
City of Atlanta	BeltLine, all downtown attractions (via MARTA rail)
City of College Park	Downtown/Main Street Historic District, Woodward Academy, Chick-fil-A experience (future¹)
City of South Fulton	Wolf Creek Amphitheater
City of East Point	Camp Creek Marketplace, Dick Lane Velodrome
City of Fairburn	Georgia Renaissance Festival
City of Forest Park	Georgia State Farmers Market
City of Hapeville	Historic District, Delta Flight Museum, Porsche Experience Center, Chick-fil-A Dwarf House, Arches Brewing
City of Morrow	Southlake Mall
City of Riverdale	New town center, a number of religious institutions including the Hindu Temple of Atlanta
City of Union City	Metro Studio

¹Chick-fil-A is considering developing a Coca-Cola Experience style attraction that would attract many visitors at the location of the current Coca-Cola bottling plant south of Naturally Fresh along Buffington Road.

Aerotropolis Transit Feasibility Study

FUTURE DEVELOPMENT

The Airport is far and away the dominant economic force in the Aerotropolis study area. It plays a leading role in commercial decision making as its location contributes to 63,000 local jobs and \$70 billion in economic value². Regional developers are beginning to respond to the economic opportunities in the Aerotropolis. To fully maximize the Aerotropolis' potential, we must consider not only the proximity to the airport but also the ways in which the millions of people move through and to both Aerotropolis and the Airport. The developments below are planned and will have a significant impact on area.

The Aerotropolis location contributes to:

210,000 jobs

\$70 billion in economic value both now and the future

Airport City

The City of College Park has entered into an agreement to master develop 320 acres of underutilized land directly north of Camp Creek Parkway and in the heart of the study area. Currently known as Airport City, the development will feature residential, office, and retail uses. The project is scheduled to break ground in 2019 and eventually add more than 5,000 jobs and possibly 10 million square feet of new development. The site would be partitioned into several districts connected by boulevards and multi-use paths. Preliminary access alternatives proposed by the City include a pedestrian bridge over Camp Creek Parkway to the Georgia International Convention Center (GICC). Ultimately, Airport City hopes to make create seamless connections to both MARTA and the SkyTrain, providing residents, employees, and visitors excellent transit connections increasing economic value without increasing traffic congestion to unacceptable levels.

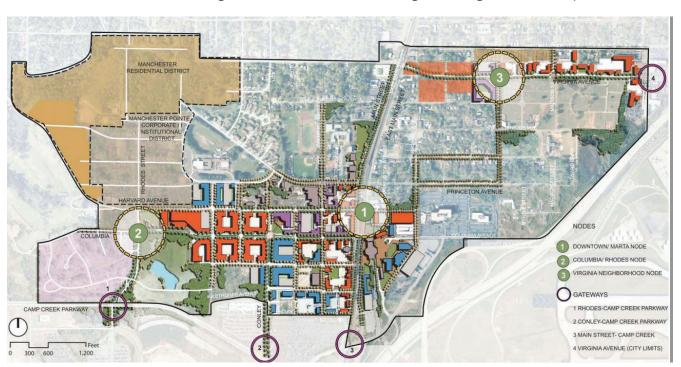


Image source: Livable City Centers Initiative 5 Year Update—College Park Activity Center (2008–2012)

320 acres

of underutilized land will be developed More than
5,000 jobs
will eventually be added

Up to

10 million sq ft
of new development

Fort McPherson

Fort McPherson, located directly north of East Point and the Airport in the City of Atlanta, closed in 2005 as a military installation and is slated for redevelopment. Although the 2007 and 2010 Master Plans to redevelop the site were not realized due to the real estate downturn of the Great Recession, the recent economic uptick has brought new life to plans for the 145 acre site. The City of Atlanta is currently reviewing plans for mixed-use transit-oriented development including housing, office, retail, medical, and open space. An additional 330 acres are being redeveloped by Tyler Perry Studios for film and television production uses that will serve as a further catalyst for economic development in the greater Aerotropolis area.

Figure 5-Fort McPherson Redevelopment Design



Image source: Fort Mac LRA

145 acres

planned for transit, office, retail, medical and open space

Cargo City

With the relocation of the Airport's north cargo area and expansion of the southern cargo area, Cargo City (the area south of the airport along Forest Parkway) presents a catalytic opportunity for true Aerotropolis-style development which takes advantage of the Airport's access to international freight. Future development opportunities include uses that facilitate the "value-add" and "just-in-time" functions of the global logistics economy including cold-chain facilities, E-commerce fulfillment, and bio-medical industries.

International Gateway

The International Gateway is directly east of the International Terminal and bound by I-75 and I-285. It contains underdeveloped airport-owned land in addition to active shipping and distribution centers. The site holds great potential for land use intensification including office space, destination outlet retail, E-commerce fulfillment centers, bio-medical industries, and hotels that would benefit from proximity to the airport.

The International Gateway site is also located along MARTA's recently proposed commuter rail expansion into Clayton County.

10

Greenbriar Transit Center

The Greenbriar Transit Center is a planned transit hub directly northwest of the study area at the site of the existing Greenbriar Mall near the junction of Campbellton Road, Langford Parkway, and I-285. Already one of the highest transit ridership neighborhoods in the City of Atlanta (Route 83 currently has the second highest daily ridership in the MARTA bus system²). Substantial transit improvements are planned. In addition to upgrading local bus service, Route 83 has already been upgraded to Arterial Rapid Transit (ART) with signal prioritization and improved service levels, which were completed in February 2017. Phase 2, using funds from the More MARTA sales tax, will convert the ART service into five miles of light rail along Campbellton Road from Greenbriar to Oakland City MARTA Station.³

CONNA PINE KNOLI GRASS VALLE HAYDEN T-15 (a) HEADLAND T-09 CAMPBELLTON T-03 FERN VALLEY -11(B) HEATHER TANGLEWOOD MELLWOOD ASBURL PINE NEEDLE BUNKER HILI PAKRIDGE PINEY WOOD ARROWOOD TELL VANCE BRANCHWOOD INDIAN ROCK LARGO T-22 T-08 Source: Atlanta Regional Commission

Figure 6 - Reimagine Greenbriar Transportation Concepts



Enhancements to the street, especially for streetscape improvements and multimodal facilities to accommodate all users. Projects that can repurpose an existing street's travel lanes to accomplish this are shown with a yellow line (left). Cambellton Road is depicted uniquely, (green line) as this project would involve a more extensive street design to accommodate expected transit service.

New Street Network Projects

Framework of projects to begin adding public streets to areas and sites of potential redevelopment.

Pedestrian Enhancements

Projects to enhance pedestrian crossings specifically, either at intersections or mid-block locations.

Transit Hub Projects

Potential location for transit facility expected to be an end-of-line station or stop for a Campbellton Road transit corridor.

Freeway Transformation

Framework of projects to begin adding public streets to areas and sites of potential redevelopment. Project T-03 includes a project recommended as publicly-led (in solid line) as well as a framework to guide streets to be added with private development (dashed lines).

Multi-Use Trail Projects

Off-street trails for bicycles and pedestrians (no vehicles) that allow additional connections to parts of the district, to parks and open spaces, or within development nodes to increase walking routes.

 $https://itsmarta.com/uploadedFiles/MARTA_101/Why_MARTA/Recommended\%20Projects\%20List\%20with\%20Stations.pdf$

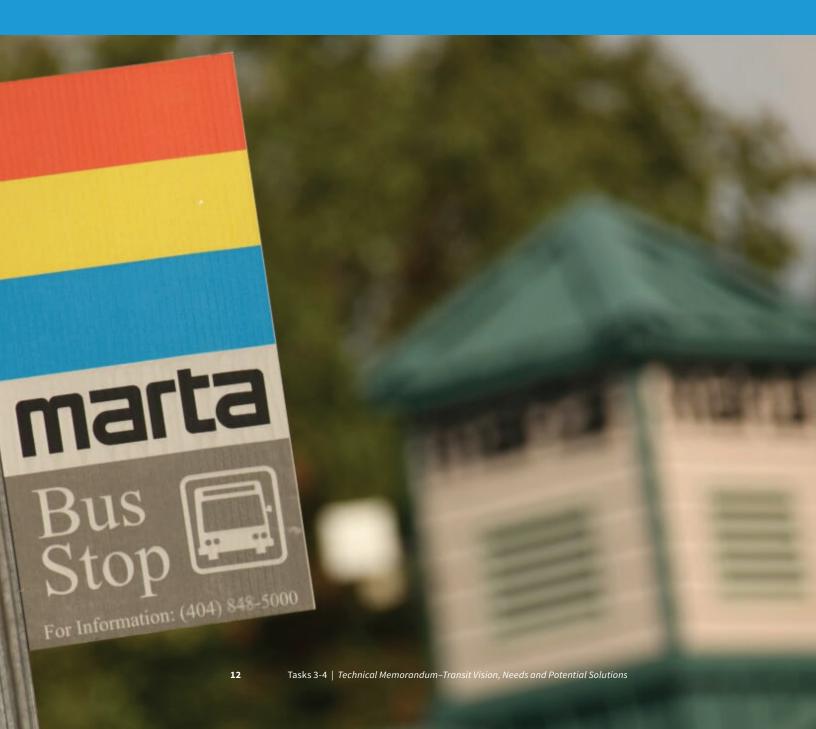
²MARTA Jurisdictional Briefing, City of Atlanta, April 2018.

³ More MARTA Final Recommendation Project List:

TRANSIT SOLUTIONS

TRANSIT CORRIDORS AND SERVICES

Discussed on the following pages are specific corridors for enhanced transit service within and to/from the Aerotropolis which draw upon existing needs and future growth. Also discussed are the types of service that would be deployed in these corridors. The strategies provided are at a conceptual level and are not presented in order of priority.



CORRIDOR DETAILS

CORPORATE CRESCENT

A broad arc that runs across the north side of the Airport from MARTA's Airport or College Park station to the International Terminal. It is named for the three large corporate employers—Delta, Porsche, and Wells Fargo as well as the clear opportunity for future offices and headquarters. From west to east the service would operate along N. Inner Loop Road, Perry J. Hudson Parkway, Atlanta Avenue, S. Central Avenue/Porsche Avenue, and Charles W. Grant Parkway/Maynard H. Jackson, Jr. Blvd. The proposed alignment would provide connectivity to existing MARTA Bus Routes 172, 192, and 193. Transit along this arc would accommodate airport users, Corporate Crescent employees, and Aerotropolis visitors and residents.

Figure 7-Corporate Crescent Corridor



Key Potential Stops

- Airport/College Park MARTA Station
- Delta World HQ
 (N. Inner Loop Rd./Delta Blvd.)
- Airport Logistics/Aerotropolis Housing (Perry J. Hudson Pkwy./ Atlanta Ave.)
- Wells Fargo Operations Center (Atlanta Ave./College St.)
- Hapeville Depot/Historic Center (S. Central Ave./Fulton Ave.)
- Dwarf House (Porsche Ave./South St.)
- Porsche (Porsche Ave./Porsche Dr.)
- International Gateway (future development)
- International Terminal

Service Hours

As the Airport and its supporting services operate 24 hours per day, transit should operate at near 24-hour levels of service with minimum frequencies of 10 to 12 minutes.



In order to prove the concept and to build market share, the service could be initiated with standard buses on existing rights-of-way with "BRT light" treatments including traffic signal preemption/priority and vehicular queue bypass at congested intersections, high quality shelters and wayfinding as well as recognizable/integrated branding.

Longer Term

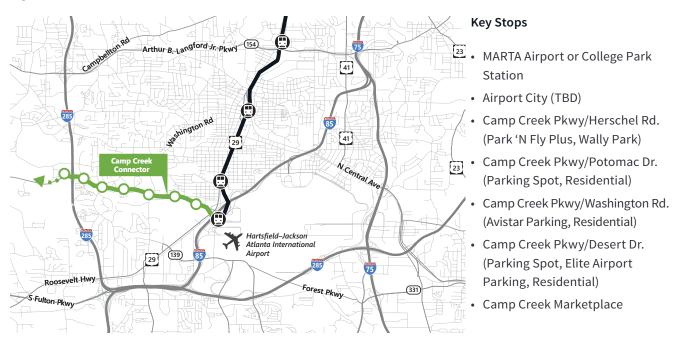
Once the concept has been proven and market share warrants the investment, upgrades should be considered. Full BRT, whether staffed or autonomous, offers more flexibility at lower cost than rail options.

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CAMP CREEK CONNECTOR

The Camp Creek Corridor is crucial link between the western suburbs and the Airport's domestic terminal. It is home to several large off-Airport parking operators and will one day be the southern border of the massive Airport City development. The Camp Creek Connector would be transit service from MARTA's Airport Station or College Park Station to Camp Creek Marketplace via Camp Creek Parkway.

Figure 8-Camp Creek Connector Corridor



Assuming the continued reliance on human operated automobiles, the primary market for the Camp Creek Connector would be the customers of the privately owned parking facilities who park their cars and take a bus to the Airport. To shift to one publicly operated service from multiple privately operated services, agreements with each parking facility operator would need to be reached. This would benefit the parking companies by reducing their operating costs and benefit the Airport by both reducing vehicle trips and by freeing up valuable terminal curbside space.

Service Hours

As the Airport and its supporting services operate 24 hours per day, transit should operate at near 24-hour levels of service with minimum frequencies of 10 to 12 minutes.

Near-Term

The service could initially be implemented as "BRT light" with priority treatments. The Camp Creek right-of-way has two travel lanes in each direction and a wide central median. In order to provide a premium level of service, designated cut-ins for pick up and drops-offs separated from travel lanes with high quality shelters should be considered. If stops are located on one side of the roadway where parking facilities exist, passenger crossing treatments should be implemented. Treatments

to consider include lead pedestrian interval signal timing, high visibility crosswalks, improved medians, and curb extensions to reduce vehicle turning speeds and lessen crossing distances.

Longer Term

Camp Creek connects the Airport to the western suburbs and is close to the proposed Greenbriar Transit Center and Campbellton Road light rail. Development around the Airport, particularly at Airport City will increase the demand for the Camp Creek Connector transit service. The wide central medians provide an excellent opportunity for full BRT with either staffed or autonomous vehicles. Other options include an extension of SkyTrain or other emerging transportation technologies.

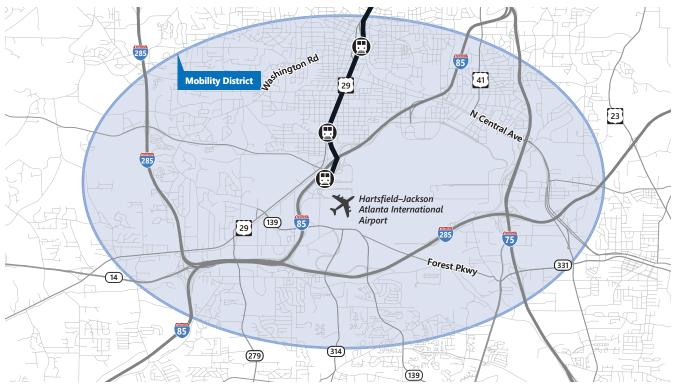
MOBILITY DISTRICT

As discussed earlier, the Aerotropolis district is a 24/7 district and needs 24/7 mobility solutions. Yet, transit options currently do not operate around the clock. A Mobility District should be established wherein mobility options are available 24/7. There are several alternatives for providing this mobility, including extending MARTA's hours of operation and/or providing on-demand transit service. A Mobility District can be defined around the Aerotropolis wherein travelers can call for transit rides during those hours when MARTA and GRTA services are not operating.

Several transit technology providers now offer these on-demand transit solutions by leveraging the smart phone and automated routing technology. This service can supplement existing transit services by providing a convenient transit option during those hours when traditional transit services are unavailable. The definition of the Mobility District can be specified based on the key desired destinations as well as the funding partners who wish to be involved in the service. And, this type of service can be provided with almost any type of transit vehicle–existing available vehicles, leased vehicle, etc.

Key partners in creating the Mobility District include MARTA, the Airport, and the Airport's Transportation Management Association (TMA). The Atlanta Regional Commission is also a key partner in this initiative, especially as this service may qualify for Congestion Mitigation and Air Quality Improvement funding (a special category of Federal transportation funds) to establish and begin the service. Public education and marketing of the new service will be critical to a successful launch, and both the CID and the TMA are uniquely equipped to spread the word.

Figure 9-Mobility District



Service Hours

As the airport and its supporting services operate 24 hours per day, so should the mobility options. The Mobility District should operate during those hours when MARTA and GRTA services are not operating.

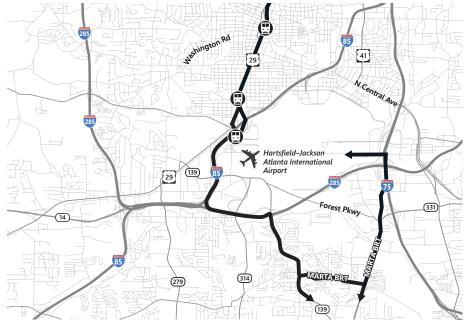


The establishment of a Mobility District and on-demand transit service can be implemented entirely in a relatively short time period.

RIVERDALE ROAD ART

MARTA Route 196 "Upper Riverdale" currently operates north/south from College Park Station to Southlake Mall via Riverdale Road. Weekday service operates from 4:43 a.m. to 12:35 a.m. northbound and from 5:45 a.m. to 1:37 a.m. southbound. The service operates at 30 minute headways off-peak and 15 minute headways on-peak (5:45 a.m. to 8:30 a.m. northbound, 3:00 p.m. to 7:15 a.m. southbound). The northbound AM peak and the southbound PM peak nature of the service indicates that the 196 is relied upon to access jobs within Aerotropolis.

Figure 10-Riverdale Road ART Corridor



Key Stops

- MARTA College Park Station
- Garden Walk Blvd/Riverdale Rd.
- SRTA Riverdale Park & Ride
- Southern Regional Medical Center
- Southlake Mall

Service Hours

As the Airport and its supporting services operate 24 hours per day, transit should operate at near 24-hour levels of service with minimum frequencies of 10 to 12 minutes.

🐧 Near-Term

Although the 196 has had recent upgrades, more should be done to improve the service.

Peak headways should be reduced to predictive levels that do not require a timetable (i.e. 10 minutes) with peak service extended throughout the day (from beginning of the AM peak to the end of the PM peak).

Quality bus shelters should be provided.

Completion of the sidewalk network along Riverdale Road so that all stops are safely accessible to users of all ages and abilities. There is a higher potential to attract ridership if the walking environment is safe and comfortable. At intersections, treatments such as lead pedestrian interval signal timing, high visibility crosswalks, improved medians with refuge islands, and curb extensions/bulb outs should be used to improve the visibility of pedestrians/transit riders and reduce crash likelihood and intensity.

Holistic branding should be considered for vehicles, shelters, and wayfinding to emphasize that the service provides frequent high quality access to Aerotropolis.



Given the density of potential transit riders and the need for equitable access to employment, health care, education, and socializing, Riverdale Road is currently being considered for full BRT upgrade from College Park Station to Georgia Highway 138 on the south side of the city of Riverdale.

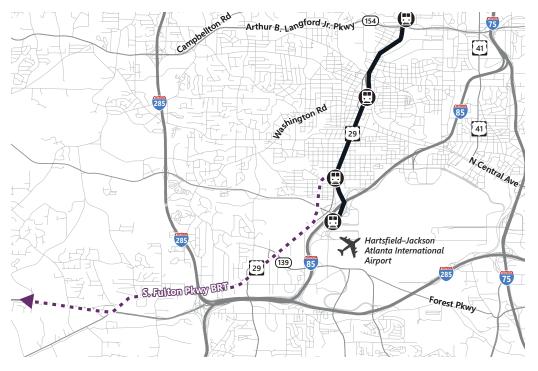
SOUTH FULTON BRT

The South Fulton BRT is a proposed alignment along South Fulton Parkway and the Roosevelt Highway (US29) from the College Park MARTA Stations to. The system would operate rubber tire articulated transit buses in dedicated lanes Preliminary capital cost estimates for the 12 mile alignment are \$164 M⁴.

The project is proposed in three phases:

- 1. Commuter Bus (partial alignment) with signal improvements
- 2. Enhanced Bus (full alignment) with queue jumpers and signal preemption
- 3. Fixed Guideway Transit with exclusive ROW on Parkway

Figure 11-South Fulton BRT Corridor



Key Stops

- College Park MARTA
- Old National Highway
- Stonewell Tell Road
- Derrick Road SW
- SR92/Campbellton
 Fairburn Road
- SR154/Cascade-Palmetto Highway

Given the suburban/rural nature of the alignment, consideration should be given so that transit station locations allow for easy and safe access to key destinations that are currently separated from the corridor through land use design and landscape, for example at Parkway Village where the destination is a shopping center separated by a large unshaded parking lot and a complete lack of pedestrian amenities.

Service Hours

As the Airport and its supporting services operate 24 hours per day, transit should operate at near 24-hour levels of service with minimum frequencies of 10 to 12 minutes.



Initiate Phase I with commuter bus vehicles with stops at Old National Hwy and Stonewall Tell utilizing signalization improvements. Follow up with Phase II implementation providing new stops at SR 92 and SR 154 utilizing queue jumpers and signal preemption.



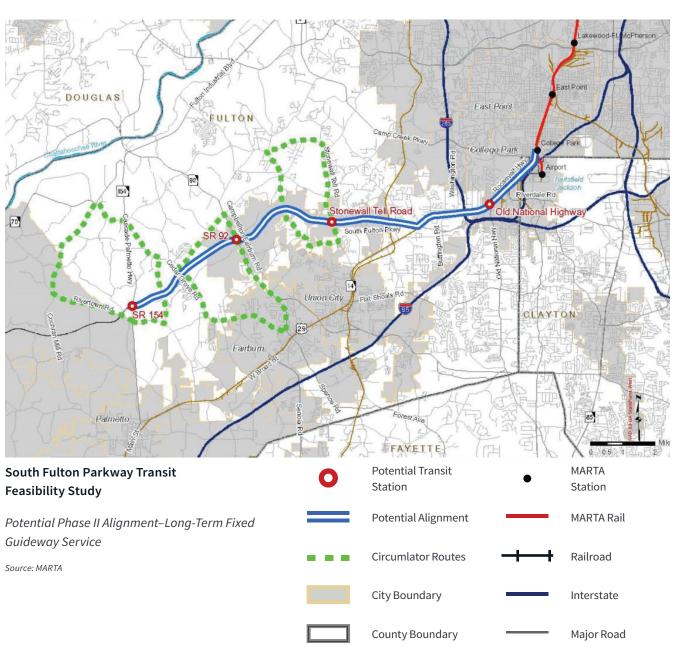
Implement Phase III fixed guideway with exclusive ROW. Long-term strategies should adhere to Tranist Oriented Development (TOD) principles such as compact and complimentary developments, mixed land use, and first/last mile connectivity. The location map from the previous feasibility study is shown on the following page.

⁴ Fulton County Transit Master Plan, Georgia 400 BRT Fact Sheet, 2018.





Figure 12-South Fulton BRT Phase III Proposed Alignment



CLAYTON COUNTY REGIONAL COMMUTER RAIL

In 2014, Clayton County voters overwhelmingly approved a onecent sales tax increase for the expansion of MARTA service to the county. Half of the funds are to be spent on bus service and half on high-capacity transit. Study has been conducted to assess corridors and technology options for high capacity transit between East Point/College Park in the north and Jonesboro and Lovejoy in the south. All six potential corridors traverse the Aerotropolis study area, with the preferred alternative being a 22-mile alignment running parallel to existing Norfolk Southern right-of-way that passes through downtown Hapeville and the International Gateway (see Figure 13). Diesel multiple unit (DMU) trainsets will likely be selected as the preferred technology and differ from the electrified trainsets currently utilized by MARTA requiring passengers commuting into Atlanta's employment corridor to change trains at East Point. Pending agreements with Norfolk Southern and environmental review, construction could begin as early as 2023 with an opening date as early as 2027. Planning for the Corporate Crescent service contemplated above as well as any secondary intermodal transportation center directly serving the international terminal would need to incorporate the station locations and station access points when considering final route and stop layouts.

Key Stops:

- · East Point MARTA
- · City of Hapeville
- · International Terminal Gateway
- Jonesboro
- Lovejoy



Peak to peak with mid-day service.

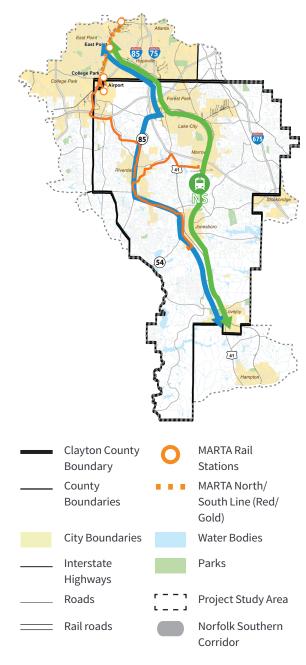


Near-term phases of implementation include environmental review (2019), engineering (2021) and anticipated construction in 2023.



Anticipated operation in 2027, with potential for future extension south to Macon.

Figure 13-Preferred Clayton County HCT Corridor (Existing Features)



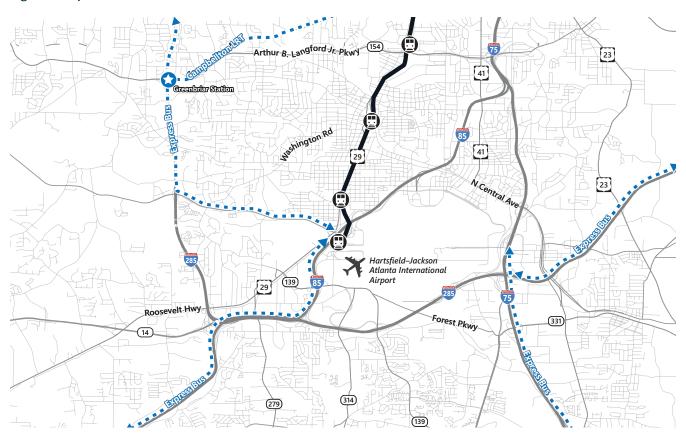
Source: Atlanta Regional Commission, VHB

GRTA XPRESS

Although existing Xpress Bus routes go through the study area they do not currently make pick-ups or drop-offs within the Aerotropolis or at either the domestic or international Airport terminals. Lack of sufficient curbside space at the Airport to serve as a station has prevented Xpress buses from making stops there. The State Road and Tollway Authority (SRTA) which oversees the Georgia Regional Transportation Authority (GRTA) is currently undertaking a study to explore the value and operational impacts of expanding Xpress regional commuter bus service to the College Park MARTA station from the northwest (Cobb County) and from the northeast (Gwinnett County). Xpress Bus is an important commuter service, especially for corporate and government employees and would provide an opportunity for car-free travel to the Aerotropolis from areas currently not served by MARTA like Henry County to the southeast and Coweta County to the southwest.



Figure 14-Xpress Bus Service









TRANSIT FACILITIES

INTERMODAL TRANSPORTATION CENTER

An Intermodal Transportation Center (ITC) within the Aerotropolis will enhance multimodal connectivity and accessibility. An ITC is a centralized transit hub station that provides connectivity between several travel modes while providing a high level of passenger amenities that would be expected within the terminals of an international airport. ITC's are typically multi-level facilities centered on a direct high capacity rail connection, such as MARTA, with designated bays for regional and local bus routes and curb side access for TNC, taxi, shuttle, and private pick-up and drop-offs. Atlanta travelers of the future will likely encounter ITC's in the northeast in Doraville, the northwest in Cumberland, and in the south at or near the Airport. Other major cities including Paris, London, and Tokyo have evolved to depend on multiple ITCs along an inner ring of the region.

As an initial gateway for airline travelers to the Atlanta region as well as entrants from all points south of Atlanta, the Airport ITC should feature a transit information center with maps, timetables, and real-time trip planning functionality for all services. To the extent feasible, the facility should also be designed to enable non-motorized access within the Aerotropolis including docking for bike and scooter share, secure long-term bike parking, and shower/changing facilities for bikers, walkers, and joggers. Additional amenities to consider include Atlanta-inspired shopping and dining, and cultural programming that emphasize the Atlanta region such as rotating installations from local artists.

Figure 15-Potential Intermodal Transportation Center Locations

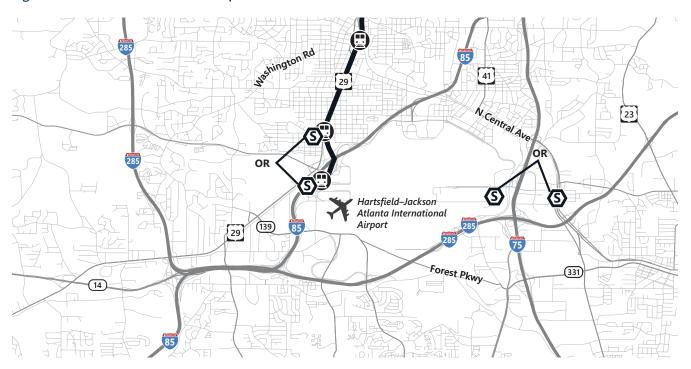


Figure 16-Recommended Design Elements of an Intermodal Transportation Center

Passenger Experience	Information	Services
Enclosed Waiting Areas	Holistic Branding	Enclosed Waiting Areas
Restrooms	Information and Schedules	Restrooms
 Changing/Shower Facilities 	System Map	Changing/Shower Facilities
• Retail	Real-Time Display	• Retail
• Dining	Information Kiosk	• Dining
Currency Exchange	Naming Rights	Currency Exchange
 Art and Cultural Installations 	(Potential funding source)	Art and Cultural Installations
Airline Check-ins		Airline Check-ins
Staffed Services		Staffed Services
• Security		• Security

BUS/SHUTTLE STOPS

The type of stop that should be installed in any given location is dependent on the type of service that will use the location, as well as the ridership (measured in typical daily boardings) at the location.

Design elements can vary considerably, but generally fall into the following categories:

Passenger Experience Elements

Intended to ensure comfort and security with the goal of creating an enjoyable experience using transit.

Informational Elements

Elements that allow passengers to quickly and easily understand the transportation options available to them, how they work, and when or how often vehicles will arrive at stops, including in real-time, when possible.

Operations Elements

Designed to emphasize efficiency and safety while minimizing bus delay.

The elements that should be present at any particular stop location are dependent upon the stop type.

However, there are some crucial elements that should always exist at stops no matter the typology, including:





Pedestrian connectivity





Lighting

Branding

Figure 15-Updated MARTA Bus Shelter with Solar Powered LCD Display-Freedom Parkway



Source: Curbed Atlanta

Sheltered Stops with Seating

Sheltered stops with seating should be sought as the minimum level of quality for facilities within the Aerotropolis (see **Figure 15**). Within a typical municipal bus system, thresholds for implementing such a stop include any of the following:

Ridership between 25-100 passengers per day

Known vulnerable users

Regular inclement weather

Rapid service

Figure 17–Recommended Design Elements of a Sheltered Stop

Passenger Experience	Information	Operations
• Lighting	Holistic Branding	Paved Boarding Area
• Seating	Information and Schedules	Bus Bay or Curb Extension
• Shelter	System Map	Pedestrian/Bike Connections

High-Volume Stops

Designed to accommodate large loads of passengers (100+ passengers per day) and multiple buses at the same time. A high-volume bus stop serves heavy ridership, is often located on a very active corridor, and may feature transfers among different transit services and routes. A high-volume stop is appropriate for local and rapid bus routes in addition to light rail.

Figure 18-Recommended Design Elements of a Sheltered Stop

Passenger Experience	Information	Operations
• Lighting	Holistic Branding	Paved Boarding Area
 Seating 	Information and Schedules	Bus Bay or Curb Extension
• Shelter	System Map	Raised Platform/Level Boarding
Waste Containers	Real-Time Display	Off-Board Fare Collection
		Pedestrian/Bike Connections
		Bikeshare/Micro-mobility

SIGNAGE AND WAYFINDING

Signage and wayfinding allows informed travel decisions, increases traveler confidence, and helps to develop a sense of place. Wayfinding could be introduced at three levelsfor auto drivers, for pedestrians and transit users, and for users of the planned trail system. Wayfinding is currently under study by the Aerotropolis CID. Proposed practices for wayfinding within the Aerotropolis are shown in **Figure 18**.



Figure 19-Recommended Signage and Wayfinding Practices

Mode	Goals	Design Considerations
Transit	 Holistic Branding Information and Schedules System Map Real-Time Display 	 Place at regular intervals, especially at confusing areas and at decision points, where potential riders choose a transit route and travel path to access transit. Names of stops, stations, and destinations should reinforce brand, be recognizable, and be brief. At locations with multiple lines or stops, names of a specific geographic element can be used. Distinctions among frequency are more useful to passengers than distinctions among modes. On maps, provide distinct thicker lines or bolder colors for frequent services. Include tactile or audible cues, providing directional guidance at decision points and signs confirming the route taken, especially in confusing or difficult-to-navigate areas.
Bicycles	 Ensure riders arrive via the most comfortable and direct routes and by using improved crossings of major roadways. Alert riders where to turn to continue on the designated facilities. Provide cues to key destinations, and alert riders of conflicts. 	 Place confirmation signs every ¼ to ½ mile on off-street facilities and every 2 to 3 blocks along bicycle facilities. Place turn signs at near-side of intersections where bike routes turn (e.g., where the street ceases to be a bicycle route or does not go through). Place decision signs near-side of intersections in advance of a junction with another bicycle route or along a route to indicate a nearby destination
Pedestrians	 Direct users to points of interest. Enhance placemaking. Facilitate access to other modes. 	 Indicate direction and travel times in easily understood units, such as blocks or approximate walking time. Should not interfere with pedestrian paths of travel.

TRANSIT TECHNOLOGIES

Automated People Movers

The existing SkyTrain is an automated people mover (APM) that operates from a platform adjacent to Airport MARTA Station and The ATL Car Rental Center via the Georgia International Convention Center (GICC) on a fixed overhead concrete guideway. An APM is essentially a self-driving train system, which operates without individual operators and is monitored from a central control station. The existing SkyTrain currently operates six two-car Mitsubishi Crystal Mover trains with an approximate capacity of 100 passengers with baggage. The service operates 24 hours a day with three-minute daytime peak headways and headways of no more than ten minutes at night. As an existing precedent



The SkyTrain is an elevated, automated people mover connecting the airport's main passenger terminal with the rental car facility as well as the Georgia International Convention Center.

technology, the SkyTrain should be considered as an alternative for the Camp Creek Connector or as an access option for the Airport City development using an existing wye-shaped configuration that feeds into the network at the GICC. It is useful to note that access between the Skytrain and the large and heavily used Delta employee parking facility at Convention Center Concourse and Airport Drive could be provided through the southern edge of the property.



Autonomous Vehicles (AVs)

Autonomous or "self-driving" vehicles are defined by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) as "those in which operation of the vehicle occurs without direct driver input to control the steering, acceleration, and braking and are designed so that the driver is not expected to constantly monitor the roadway while operating in self-driving mode." An autonomous vehicle (AV) is one that takes full control of all aspects of the dynamic driving task for at least some of the time.

This rapidly advancing technology offers important likely benefits, including safer and easier travel, and lower transportation costs.

These benefits are important to future mobility within the Aerotropolis as we consider the likely application of AV to transit, shuttle and Transportation Network Companies (such as Uber and Lyft) operations.

The Society of Automotive Engineers International (SAE) has defined six levels of automation shown in **Figure 20**. The NHTSA adopted these definitions in 2016. As levels of automation increase, the role of the driver shifts from one of active control of the vehicle, to monitoring, to limited or no involvement in driving tasks. When discussing Level IV and Level V automation, which do not require human operations in most conditions, vehicles are generally considered "autonomous," while "automated" vehicles can possess any level of automated functions, from Levels I through V.

Many original equipment manufacturers (OEM), such as Ford and General Motors (GM), have made ambitious claims as to their timeframe for making Level 4 AV technology available in new models as early as 2021⁶. The timeframe for bringing Level 5/full automation technology to market is hard to forecast; however, several studies estimate that Level V cars will be available on public roads in the late 2020s, following earlier adoption by shared fleet users such as TNCs and large shuttle operators like airports and campuses.⁷

Low-Speed Electric Vehicles (LSEV)

Figure 20-Levels of Automation



No Automation



Automated systems can sometimes assist the human in some parts of the driving task.



Partially automated systems conduct some driving tasks while human monitors and performs other driving tasks.



Conditionally automated systems can conduct some driving tasks in some conditions, but the human driver must be ready to take control.



Highly automated systems can conduct all driving tasks in some conditions without human control.



Fully automated systems can perform all driving tasks under all driving tasks, under all conditions in which humans could drive

Source: Nelson\Nygaard

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 $^{^{5} \, \}underline{https://www.transportation.gov/briefing-room/us-department-transportation-releases-policy-automated-vehicle-development}$

⁶ Belvedere, Matthew J. 2017. "Ford Aims for Self-Driving Car with No Gas Pedal, No Steering Wheel in 5 Years, CEO Says." January 9, 2017. https://www.cnbc.com/2017/01/09/ford-aims-for-self-driving-car-with-no-gas-pedal-no-steering-wheel-in-5-years-ceo-says.html

⁷ NCHRP Research Report 845, Advancing Automated and Connected Vehicles: Policy and Planning Strategies for State and Local Transportation Agencies, 2018.

Level 4 AVs

Because LSEVs lack steering wheels and brake pads, they require waivers from the Federal Motor Vehicle Safety Standards to operate on public roads.

Typically deployed as shuttles within campuses and other controlled operating environments, they can carry 8 to 15 passengers at speeds of 15 to 25 mph.

France-based EasyMile's EZ10 driverless shuttle became the first such bus approved to run on public roads in the United States with its deployment in March 2018 at the Bishop Ranch Office Park in San Ramon, CA. LSEV speeds are compatible with complete streets and bicycle boulevards, where the speeds of vehicles are reduced to support a small differential between vehicle and bicycle speeds. On lower-speed streets and on appropriately wide multi-purpose paths, LSEV and bicycle networks may be compatible for parallel operations. LSEVs are currently being manufactured by firms such as:







Personal Rapid Transit (PRT)

PRT is a system of on-demand point-to-point travel that combines the advantages of private automobiles (on-demand point-to-point service) with the advantages of public transit (higher carrying capacity with reduced vehicle miles traveled and parking demand generation). Prevailing PRT designs operate with pods carrying two to six passengers with varying levels of autonomy within fixed guideways.

PRT is best implemented as a form of internal circulation within a campus or facility setting (i.e. airport) or as first/last-mile connection to high-capacity transit.

PRT stations are typically located off line of the network meaning that they can accommodate non-stop point-to-point service without disrupting network wide flows. PRT can also be integrated at the platform level of other modes (like MARTA) which is less feasible with other modes. Stations are typically closely spaced, where comfort and negligible wait times make

Theoretically, PRT has a much higher passenger-perhour-per-direction line capacity than traditional transit modes; however, there are no existing large scale PRT systems that have been implemented with which to compare with traditional high capacity options such as BRT or heavy rail.8

8 Sarkar, Pradip Kumar, and Udit Jain. "Benchmarking of Personal Rapid Transit System (Dynamic Model)." Transportation Research Procedia, Vol. 25, July 2016



In early October 2018, members of the project team traveled to Europe to meet with two PRT firms described on the next page to discuss products and view proofs of concept. One of those systems was designed and build by Dutch-based 2getthere, who currently develops two vehicle systems: PRT (four to six passenger) and Group Rapid Transit (GRT) that accommodate 16 to 24 passengers.

GRT systems accommodating 24 passengers per vehicle can accommodate more than 5,000 passengers per hour per direction (pphpd) with speeds of more than 35 mph

Two projects are currently active—one in the Netherlands which has been operational since 2010; the second in Abu Dhabi. 2getthere was recently selected by the Brussels Airport to develop a self-driving GRT shuttle system that operates in mixed traffic and at-grade crossings within a controlled setting. The project is currently undergoing development and testing with full vehicle operational testing to commence in fall 2019 with full deployment at the airport by 2021. Another project under contract links Blue Waters Island in Dubai with a mainland station

approximately 1.6 miles away. This will be the largest project to date for the firm with initial capacities of 3,750 pphpd and maximum capacities of 5,000 pphpd.

UK-based **Ultra Global** develops fixed guideway PRT systems based on a fleet of rubber-tired battery powered vehicles capable of carrying four to six passengers with luggage at speeds of up to 25 miles per hour. Pods are recharged automatically at points within the system with zero vehicular emissions. Vehicles navigate with a combination of sensors and component systems that relay performance data to a central control center. Wireless communication systems allow for exchange between passengers and central control. Interior LCD screen and audio systems allow for dissemination of travel information and can be used for advertising. Ultra Global's primary proof of concept is at London's Heathrow Airport where a system of 21 pods serve approximately 800 passengers a day between Terminal 5 and a long-term parking facility.

The project study team visited London Heathrow and received a tour of the facilities and learned of the advantages and disadvantages of such a system.



Figure 21-UltraGlobal PRT at London Heathrow Airport

Image source: Ultra Global

⁹ 2getthere B.V., 2018.

Maglev

Georgia-based American Maglev (AMT) is currently proving concepts at a full-scale test track in Powder Springs, GA with a full-sized passenger vehicle and approximately 2,000 feet of elevated guideway. The system is the only full-scale Maglev train in the United States and has demonstrated safe operation, levitation, propulsion, stability, loading, and speeds in excess of 35 mph. AMT's design present a revised concept based on lighter vehicles and simplified tracking compared to systems previously developed in Asia and Europe, offering lower construction and operation costs. In 2013, the Atlanta Braves evaluated concepts from the firm to connect Turner Field to the Georgia State MARTA Station by AMT Maglev technology.

AMT's technology is based on optimized magnetic levitation and electric powered linear induction propulsion. Computer-controlled electromagnets are attached to an arm beneath the vehicle providing lift, guidance, and vertical stability. When the vehicle is levitated each magnet attracts to a steel guiderail, creating a one centimeter air gap between the vehicle and the guiderail. Guideways are elevated an average of 33 ft. above ground and are supported by columns that require a five foot footprint. A potential alignment and system specifications for Maglev implementation within the study are shown in **Figure 22**.

Figure 22-Potential ATL Maglev Alignment and Specifications provided by AMT



Image source: American Maglev Technology

Capital Cost	Number of Passenger Stations	Revenue Days	Trip Time One-Way
\$187 Million	5 Stations	360 Days	10 Minutes
O&M	Number of Cars	Peak Hourly Capacity-	Top Speed
\$3.2 Million	4 Cars	2,640 People	50 Mph
Construction Period	Hours of Operation	Maximum Headways	
18 Months	20 Hours	5 Minutes	
Miles of Guideway	Days of Operation (costs)	Daily Capacity	
(double track)	365 Days	26,400 People	
5.2 Miles			





FIRST/LAST-MILE CONNECTIVITY

Completing the Trip

Bus and rail services frame the core of transit trips, but users must complete the first and last segment of the trip on their own. First/last-mile refers to this segment of a user's trip between their origin/destination and primary mode of travel. Additionally, the quality of infrastructure for active transportation (i.e. sidewalks and bike lanes) and availability of first/last-mile options provide a strong indication of potential transit use and rider experience.

Active Transportation

Provisions for walking and biking in the Aerotropolis area are available but are not continuous with large gaps preventing safe and comfortable active travel. Sidewalks generally exist in town centers such as Hapeville, East Point and College Park, but are lacking on many study area travel corridors such as Riverdale Road and Camp Creek Parkway. Aerotropolis Atlanta CIDs recently completed a greenway plan to identify priority areas for bike/ped access.

Residents prefer a multiuse trail over streetadjacent sidewalks for access to businesses, entertainment, exercise, and leisure.

The most requested connections are among the Tri-Cities (College Park, East Point, and Hapeville), between the Airport Loop and Forest Park, between Forest Park and College Park MARTA, to the Camp Creek Marketplace from various points, and to the airplane take-off and landing viewing areas.

Standards recommended by Nelson\Nygaard for active transportation facilities within the Aerotropolis are provided below:

Increase average speed of active transportation users

Decrease wait times at intersections and increase speed and capacity along key walking/biking routes to transit. Improvements near transit stations should include: pedestrian prioritized signal timing, reduced crossing distances through curb extensions, and sidewalk widths that cater to a growing range of mobility demands such as wheel chairs, scooters, as well as pedestrians. Sidewalks providing access to transit should have an absolute minimum through-width of 6' and of 8' if directly adjacent to moving traffic.

Provide a clear path of travel

Minimum pedestrian through-widths should be maintained separate from amenities that require additional width. For example, if the sidewalk is adjacent to a ticket vending machine or transit information kiosk, the minimum clear path of travel should be maintained outside of the area containing transit stop amenities to ensure station activity areas do not impede pedestrian travel.

Enhance pathway safety

Active transportation routes serving transit stops should be well-lit to accommodate riders traveling at all hours. Pedestrian-oriented lighting should be placed approximately every 30 feet focused on the center of the pathway.

Ensure pathway quality

Broken sidewalks or missing curb ramps present a significant barrier to pedestrians and users that require a wheeled mobility device. Pedestrian facilities serving transit should be kept in good maintenance and provide adequate provisions for users with mobility impairments, such as ADA ramps with truncated domes.

Provide clear and intuitive navigation

Pathways to transit should provide directional markers with walking and biking times to the station(s). Where applicable, signage to key stations can be enhanced with real-time transit arrivals information.

Provide cut-throughs and shortcuts

Where applicable, such as public parks or parking lots, provide cut-throughs that provide a shortcut over the standard street network with improved paving, lighting, shade, and directional signage.

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Bike Share

Bike share systems provide the public access to a shared fleet of bicycles that can be ridden between a set of docking stations or parked at existing bike parking and designated drop zones with dockless locking technology. The flexibility of bike share–pick up a bike in one location and leave it at another, makes it one of the most powerful tools for improving first/last-mile access. Relay Bike Share operates a "smart hybrid" system throughout the City of Atlanta that has docking stations but allows for parking at any public bike rack. There are more than 70 Relay stations across the city, although the service does not currently operate within the Aerotropolis.

Figure 23-Relay Bike Share Station in Piedmont Park



Image source: Nelson\Nygaard

While the bicycle inventory of bike share systems is about evenly split between station-based and dockless bike share systems, station-based systems account for the overwhelming majority (96%) of bike share trips.¹⁰

Dockless smart bike share systems emerged in 2014 and now account for 44% of all bike share bikes in circulation.

The vast majority of new bike share systems deployed since 2016 rely on dockless technology. By eliminating dock installation and maintenance, the costs of bike share programs are significantly reduced. Dockless bike share can add convenience for users who need not worry about empty bike share stations at the start of the trip or full stations upon arrival.

In addition to dockless bikes, the bike share industry is moving to bikes with built-in electric motors to make pedaling easier. These "e-bikes" require less physical effort than unassisted bikes typical of today. Electric bikes generally top out at 20 mph, and are expected to attract customers because they do not have to worry about breaking a sweat, struggling to climb a hill or keeping up with traffic. In fact, e-bikes can deliver more competitive travel times in congested locations than automobile travel.

¹⁰ NACTO. 2017. Bike Share in the U.S.: 2017. https://nacto.org/bike-share-statistics-2017/

Electric Scooter Share

Similar to dockless bike share is the more recent roll out of electric scooter-share services, with startup firms Bird, Lime, and Lyft currently operating in the Atlanta region. The scooters, which weigh between 30 and 40 pounds and reach speeds of about 16 mph, are picked up every night to charge, and repositioned each morning for users. Users find and unlock scooters with a smartphone app, and ride for low costs of, for example, one dollar to start and then 15 cents for each minute of riding.

Electric scooters provide a powerful tool for bridging first-last mile gaps, albeit they require new regulations for proper management.

When contemplating regulating the devices the Aerotropolis and its partners should work with operators to imbed geo-fencing within their mobile applications to encourage proper parking behavior which would require users to park and lock the devices in designated drop zones that do not interfere with pedestrian paths of travel or transit operations.



Image source: Nelson\Nygaard



Image source: Lyft.com



Image source: Uber.com

TNC Partnerships

Transit agencies across the country are increasingly partnering with Transit Network Companies (TNC) such as Lyft and Uber to provide subsidized first-last mile rides to transit stops within specific geographic areas. Contracted micro-transit program that provide an on-demand shuttle service to transit stations via a mobile application may be cheaper to operate than dedicated service on some routes. The Aerotropolis should evaluate appropriate partnerships, particularly to provide alternative options for user that would seek to park-and-ride in order to utilize MARTA rail due to distance or lack of reliable bus transit.

CASE EXAMPLES

LONDON HEATHROW, UNITED KINGDOM

STUDY RELEVANCE:

Technology-ULTra (Urban Light Transit) Personal Rapid Transit 11 12 13



Image Source: ULTra Global PRT

PRT pods can travel up to 25 mph

Each pod can seat up to 4 passengers

Pods are estimated to use up to 50% less energy than a standard bus

Journeys typically take
4–6 minutes from end to end

London's Heathrow Airport (LHR) unveiled its Personal Rapid Transit (PRT) service in May 2011. The service currently consists of 22 on-demand pods that operate on a mostly elevated 2.4 mile track that runs between Heathrow's Terminal 5 and the Terminal 5 long-term parking facility. Powered by batteries, the pods are estimated to use up to 50% less energy than a standard transit bus.

The service operates 22 hours per day from 3am–1am from Monday to Friday, from 3am–11pm on Saturdays, and from 4am–1am on Sundays, and is free to ride for customers who have paid for parking in Terminal 5. Customers use a simple touchscreen interface to call a pod and select their destination. Pods are air conditioned, have powered doors with emergency egress at the front. Upon boarding their pod, passengers need only press a button to activate the automatic doors, and then press a second button to initiate their journey. The PRT pods can travel up to 25 mph and can seat up to four passengers. Journeys typically take 4–6 minutes from end to end.

In its first year of operation, the Heathrow PRT system carried about 24,000 passengers with 99% reliability. On average, customers waited only 11 seconds for their vehicle to arrive once called, and 83% of passengers had zero wait time. Once the system was fully established, the bus service that had previously provided connections between the car park and Terminal 5 was discontinued.

 $^{^{11}\,\}underline{\text{https://www.heathrow.com/transport-and-directions/heathrow-parking/heathrow-pod-parking-terminal-5}}$

 $^{^{12}\,\}underline{https://www.thistle.com/en/hotels/london/heathrow-terminal-5/heathrow-pods.html}$

http://www.irse.org/knowledge/publicdocuments/4%20Fraser%20Brown.pdf

Aerotropolis Transit Feasibility Study

SEOUL INCHEON (ICN), SOUTH KOREA

STUDY RELEVANCE:

Technology-Ecobee Maglev 14 15 16

Incheon Island, an island west of Seoul that houses the region's major international airport and serves as a functioning Aerotropolis, features a 6.1 km magnet levitation (maglev) train route that connects Incheon International Airport to Yongyu Station near the island's southern tip. Unlike many airport transit services, this maglev service was designed specifically to serve planned large-scale Aerotropolis development projects in the area surrounding the airport, and not to carry travelers to the center of the nearest major city, though users can make connections to Seoul via the subway or the AREX train at Yongyu station. Currently, the maglev operates every day of the week from 9am–6pm with trains running every 15 minutes. The train serves six stations with an end-to-end travel time of 15 minutes. Passengers ride free of charge.

The existing stretch of the maglev system is the first of a three-phase plan that could eventually see the maglev encircle and provide coverage to the entire island. The existing 6.1 km section of the maglev is represented by the blue line in the image to the right. Three of the six stations along the route (Incheon Airport, Long-Term Parking, and Yongyu) are already developed, while the other three (Combined Government Office, International Business Complex, and Waterpark) remain in various levels of development and construction. The second and third phases of the maglev plan are represented with the orange line and the green lines, respectively. Planning considerations for the second and third phase of system expansions would begin when Aerotropolis development activity on the island reaches levels that would require the added service.

Phase 1 of the Incheon maglev line cost around one-third of the cost of a regular light rail line to construct, about \$35 million USD per km. Further, the maglev costs between 60%–70% less to operate than a regular light rail line, despite the cost of supplying electricity to a maglev being about 30% higher than regular light rail.



Image Source: Minseong Kim

Existing (blue) and planned (orange and green) Incheon development and maglev service



Source: Global AirRail Alliance

Maglev operates **7 days a week**

Average trip time

15 minutes

¹⁴ http://english.chosun.com/site/data/html_dir/2016/02/03/2016020301374.html

¹⁵ http://english.hani.co.kr/arti/english_edition/e_national/729163.html

¹⁶ https://www.globalairrail.com/news/entry/incheon-international-airport-opens-new-maglev-train-connection



JFK Air Irain Image source: Jim Henderson

NEW YORK JOHN F. KENNEDY, NEW YORK

STUDY RELEVANCE:

Effective People Mover with Fare System

The New York John F. Kennedy (JFK) AirTrain is a people mover system that has been in operation for 15 years, and is the primary transit connection to and from JFK airport providing a direct connection to the MTA's NYC subway system and the Long Island Railroad (LIRR) commuter rail system.

The AirTrain system comprises two branches that access each of the two major external hubs at JFK, the Howard Beach branch and the Jamaica branch. Outside of the airport, each branch makes one stop at Federal Circle, which provides access to car rentals, shuttle buses, and some parking, before traveling on to their final respective stops at Howard Beach Station and Jamaica Station. The Howard Beach branch allows passengers to make connections to the A line of the subway or depart the system into the Howard Beach neighborhood. The Jamaica branch provides connections to the LIRR, the E and J subway lines, and numerous local and regional buses.

The JFK AirTrain runs 24 hours per day, seven days per week, and costs a flat \$5 fare each way, charged only for off-airport trips. The fare system is integrated into the MTA's MetroCard system, so riders can use the same card to use the AirTrain and all of the MTA subway and bus systems in the city. LIRR monthly pass holders can also use their pass as a MetroCard and load money onto it that can be used for the AirTrain.



SL1 BRT stop at Boston's South Station Image source: Nelson/Nygaard

BOSTON LOGAN AIRPORT, MASSACHUSETTS

STUDY RELEVANCE:

High Standard Bus Rapid Transit

Boston Logan Airport (BOS) is served by two lines (SL1 and SL3) of the Metropolitan Boston Transit Authority's (MBTA's) Silver Line Bus Rapid Transit (BRT) system. The SL1 route connects the airport to South Station (a major regional transit hub) and the South Boston Waterfront to the south. The SL3 route makes similar connections to the south, but also connects to the East Boston and Chelsea areas to the immediate west and northwest of the airport. The BRT service uses articulated buses that operate in a mixture of reserved lanes and mixed traffic at street level and in dedicated tunnels with electrification for dual-mode operation. The SL1 operates 19 hours every day from 5:30am-12:30am, with frequencies of ten minutes or less weekdays, and about 10-12 minutes on weekends. The SL3 also operates 20 hours every day from 5am-1am with frequencies of 10-15 minutes.

Massport, which operates the airport, provides free rides for passengers using the SL1 route boarding at the airport and provides free outbound Silver Line transfers to other Silver Line routes and Red Line heavy rail at South Station. Passengers can enter through all three doors which speeds up the boarding process. Airport specific signage is provided at SL1 stops, however the vehicles are not branded differently than the Silver Line Routes which do not serve the airport. SL3 users are required to pay the regular fare.



MIA Intermodal Center Design Image source: MICDOT

MIAMI INTERNATIONAL AIRPORT, FLORIDA

STUDY RELEVANCE:

Good Connections to Local and Regional Transit Services

Unlike many major airports, Miami International Airport (MIA) does not sit outside of the region's more developed areas, and in fact is surrounded on all sides by development. As such, MIA and its surrounding area are well integrated into many of the greater metro area's local and regional bus and rail services at the Miami Airport's Intermodal Center. This includes connections to nine local bus routes operated by Miami-Dade Transit (which include four east-west routes, three north south routes, one limited route and one express route), the Orange line of Miami-Dade Transit's Metrorail (with transfers to the Green line), and the Tri-Rail commuter rail system. In combination, the transit service options available at MIA allow users to reach most areas within a 5-mile radius or the airport without needing to transfer.



Zagster Bikeshare Image source: zagster.com

BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT, BALTIMORE, MD

STUDY RELEVANCE:

Trail Access and Bikeshare

The Baltimore/Washington International Airport (BWI) Hiker-Biker Trail is a 12.5-mile trail providing direct bicycle and pedestrian connections to BWI Airport from surrounding neighborhoods and developed areas. BWI users and employees have access to bikeshare which can be used to travel to and from surrounding areas via the BWI trail. This is made possible through a partnership between BWI and Zagster Bikeshare. Currently, there are ten bikes available to rent outside the airport's international terminal, near the BWI Marshall Airport Light Rail stop. Zagster bikes can be rented for \$2 per hour, and users can access them by downloading the Zagster mobile app.







Strategy Evaluation

Figure 24 on the next page details some of the specific opportunities, considerations and transit service characteristics of each of the key recommendations. These specifics should serve as guidance for design and implementation, to ensure that consistency with the overall Aerotropolis transit vision. Where new transit corridors are recommended (such as Corporate Crescent and Camp Creek Parkway), it is important to match the selected transit mode with the specific corridor characteristics (passenger demands, desires speeds and frequencies, etc.). While this information is widely known for traditional transit modes, Figure 24 provides some technical guidance for non-traditional transit modes.

Figure 24-Strategy Evaluation-Projects

Recommended Project	Aerotropolis Users	Aerotropolis Connections	Considerations	Service Span	Candidate Transit Technologies*	Capital Cost	Operating Cost	Potential Partnerships	Potential Federal Funding
Crescent Phase 1	Employees going to Airport, Delta, Porsche, etc. Int'l to Domestic Terminal travelers Int'l Terminal Parking	Local access via stops along North Side of Airport Regional links at College Park ITC	Major trip generators Existing transit market Improves access to jobs ROW acquisition	~24h	Bus, BRT, LRT, Autonomous PRT	\$\$ to \$\$\$\$\$	\$ to \$\$	Businesses, Cities of College Park, East Point and Hapeville, MARTA and/or The ATL	Yes
Corporate Crescent Phase 2	Future land uses south/east of Airport; residents of North Clayton	Local access via stops along Forest Pkwy and Riverdale Rd	Future land use opportunity ROW acquisition Unproven demand	~24h	Bus, BRT, LRT, Autonomous PRT	\$\$ to \$\$\$\$	\$ to \$\$	Future office or other land uses south of the Airport	Yes
Connector	Employees and travelers who could transfer at College Park; Off-Airport parking users	Airport City (west) Retail on Camp Creek Access to Greenbriar ITC (future)	Consolidates parking shuttle demand Unproven demand ROW Acquisition	~24h	Bus, BRT, Skytrain, Autonomous PRT	\$\$ to \$\$\$\$\$	\$ to \$\$	Private parking operators, Airport City, Businesses	Yes
Riverdale Road ART	Employees and travelers from North Clayton	Connect to South Fulton BRT; access to College Park ITC	 Existing transit market Improves access to jobs Mixed traffic impacts travel time consistency 	20h	Bus	\$\$ to \$\$\$	\$ to \$\$	MARTA	Yes
South Fulton BRT	Employees and travelers from South Fulton	Connect to Riverdale ART Access to College Park ITC	Flexible implementation – Unproven demand	20h	Bus, BRT, LRT	\$\$\$\$ to \$\$\$\$		MARTA, Fulton County, GDOT	Yes

Recommended Project	Aerotropolis Users	Aerotropolis Connections	Considerations	Service Span	Candidate Transit Technologies*	Capital Cost	Operating Cost	Potential Partnerships	Potential Federal Funding
Metropolitan Pkwy ART (Dogwood Dr)	Employees and travelers from south and west Atlanta to Airport, Hapeville, Clayton	Connect to Clayton Commuter Rail and Corporate Crescent at Hapeville	More MARTA planning underway Challenging crossing at Hapeville Central Ave	20h	Bus	\$\$ to \$\$\$		MARTA, City of Atlanta	Yes
Commuter Rail	Employees and travelers from Clayton going to Airport, Porsche, Delta, etc.	Connections to MARTA at Hapeville, East Point, Mt. View; connect to Int'l Terminal	Connecting Clayton planning underway Provides access to International Gateway Complicated federal process Traditional commuter-focused service model	Peak	DMU (1,000 pax at 35-45 mph average)	\$\$ \$\$ \$\$ \$\$	\$\$ to \$\$\$	MARTA, Norfolk Southern, Clayton County	Yes
GRTA Xpress Expansion	Employees and travelers from Cobb and Gwinnett Counties; potentially reverse links for Clayton employees to those counties	Connections to MARTA at College Park or Airport Station and other ITC links	Existing network Existing ROW Improves regional access - Commuter-focused service model	Peak hours	Coach	w	\$\$	GRTA	Yes

Recommended Aerotropolis Project Users	Aerotropolis Users	Aerotropolis Connections	Considerations	Service Span	Candidate Transit Technologies*	Capital Cost	Operating Potential Cost Partnersh	Potential Partnerships	Potential Federal Funding
Airport/College Park Intermodal Transportation Center	All users of the Provide seamless Airport, and visitors, transfers between employees, and all Aerotropolis Aerotropolis	Provide seamless transfers between all Aerotropolis mobility services	Enhances transit services Facilitates last-mile connections Monetizable Significant interagency coordination required Engineering challenges	24h	A/A	\$\$\$\$ to \$\$\$\$\$	\$\$ to \$\$\$\$	MARTA, The ATL, GDOT, City of College Park, Atlanta Airport, FAA	Yes
Mountain View Intermodal Transportation Center	All users of the Provide s Airport, and visitors, transfers employees, and residents of the Aerotropolis Crescent, local bus shuttle se	Provide seamless transfers between Clayton Commuter Rail, Corporate Crescent, and local bus and shuttle services	Enhances transit services Facilitates last-mile connections Monetizable Significant interagency coordination required	24h	N/A	\$\$\$\$ to \$\$\$\$\$	\$\$ to \$\$\$\$	MARTA, The ATL, Clayton County, Atlanta Airport, FAA	Yes

^{*-} Candidate transit technologies

LRT = Light Rail Transit

BRT = Bus Rapid Transit

DMU = Diesel Multi Unit (a specific type of commuter train)

pr = Personal Rapid Transit (covers a broad range of vehicles or pods which are summoned on demand by the user and routed to the users' desired destination)

Autonomous PRT-A PRT-like system which uses autonomous vehicles rather than a train or guideway.

Figure 25-Future Transit Technologies



Skytrain Connection (APM)

Considerations

Existing system, Automated (Can only be extended at a midpoint connection)

Capacity

52 per car

Speed:

40 mph

Capital Estimate:

\$\$\$\$ to \$\$\$\$\$

O&M Cost

\$\$\$ to \$\$\$\$

Example Vendors

Mitsubishi and Lea+Elliot

Federal Funding

Potential



Personal Rapid Transit (PRT)

Considerations

On-demand service (Automated, Limited proofs of concept)

Capacity

4-24 per vehicle

Speed

35 mph

Capital Estimate

\$\$\$ to \$\$\$\$

O&M Cost

\$\$ to \$\$\$

Example Vendors

2getthere, UltraGlobal

Federal Funding

Potential



Maglev

Considerations

Automated (Limited proofs of concept)

Capacity

2,640 per hour

Speed

50 mph

Capital Estimate

\$\$\$\$ to \$\$\$\$\$

O&M Cost

\$\$\$ to \$\$\$\$

Example Vendor

American Maglev

Federal Funding

Potential

IMPLEMENTATION

Certain recommendations can proceed immediately to implementation. Certain other initiatives will first require further design of the transit concept and development of partnerships. The partnerships and funding opportunities are a function of the transit concept designs, so those must be advanced in tandem. Specific recommended actions and opportunities for advancement are described in the following sections.

POTENTIAL IMMEDIATE ACTIONS



IMPLEMENT 24/7 MOBILITY DISTRICT



Develop and implement an immediate 24-hour hour mobility service for the Aerotropolis as a near-term transit solution.

The service should provide access to the following priority locations:

Airport-Domestic Terminal

Airport-International Terminal

College Park MARTA

Delta HQ

Camp Creek Marketplace

In order to implement the service one or a combination of the following provider options will need to be selected:

MARTA-EXTEND SERVICE SPAN ON EXISTING ROUTES

ON-DEMAND TRANSIT

- The Aerotropolis CID and/or MARTA can collaborate on the institutional framework for implementing on-demand transit service (a.k.a. micro transit).
 There will need to be one entity who designs and contracts with a provider of this service.
- Explore private companies, such as Via, who provide on-demand transit. Several
 of these companies provide these services through a mobile-based application
 that allows passengers to request rides and be allocated to a shared transit
 vehicle that best matches their route. (Via also licenses its technologies to transit
 agencies looking to provide services that bridge first/last-mile gaps. Los Angeles
 Metro and Sound Transit in Seattle are currently piloting on-demand first/lastmile access services to transit stations with Via. Destination selection could be
 geo-fenced to pre-determined stop locations only.)

PROVIDE HIGH QUALITY BUS STOPS AND SHELTERS



Existing MARTA local bus routes already provide a transit service which is clean, safe and reliable. However, the passenger experience is diminished by the conditions of the sidewalks, stops and shelters. Recommended design guidelines are included in Appendix B to this report. The CIDs should collaborate with MARTA and the local jurisdictions to upgrade these features throughout the district. Consideration should also be given to how these can be tied in to the signage and wayfinding program. For instance, including system maps showing transit maps and schedules at each bus shelter would greatly benefit riders.

3 COLLABORATE WITH LOCAL AND REGIONAL AGENCIES TO ADVANCE SIDEWALK AND FIRST/LAST-MILE UPGRADES.



Provision of a complete sidewalk network and best practice enhancements to existing pedestrian infrastructure serving transit should be implemented with a focus on the following priority locations:

North Loop Road	
Riverdale Road	
Camp Creek Pkwy	
College Park MARTA Station	

These improvements are relatively low cost and can have a big impact on the ease of those first/last-mile trips. For reference, typical costs for first/last-mile enhancements are provided in **Figure 29** below.

Figure 29-First/last- Mile Infrastructure Upgrade Estimates

Infrastructure	Estimated Cost
Bicycle Locker	\$1,200-\$2,000
Bicycle Rack	\$500-\$700
Concrete Sidewalk	\$25–\$100/linear ft
Curb Extension	\$5,000-\$40,000
Curb Ramp	\$700-\$3,600
High Visibility Crosswallk	\$2,000-\$6,000
Median Refuge Island	\$10-\$26/square ft.
Raised Crosswalk	\$7,000-\$30,000
Rectangular Rapid Flashing Beacon (RRFB)	\$10,000-\$50,000
Streetlight	\$3,000-\$14,000/unit
Truncated Dome/Warning Strips	\$30-\$250/square ft

Source:

Costs for Pedestrian and Bicyclists Infrastructure Improvements, UNC Highway Safety Research Center, October 2013.

POTENTIAL SHORT-TERM ACTIONS

CLAYTON COUNTY REGIONAL COMMUTER RAIL

Collaborate with MARTA to facilitate station
placement and integration with Aerotropolis
transportation network in Hapeville and Mountain
View. In particular, collaborate with regard to
integration with Intermodal Transportation Center
and proposed Corporate Crescent Circulator.

CORPORATE CRESCENT CIRCULATOR

- Initiate route with standard bus equipment and low-cost BRT treatments such as unique branding of service, high-quality sheltered stops, rapid boarding, and priority treatments at signalized intersections.
- Reach out to MARTA about jointly exploring next steps for this corridor. Collaborate with MARTA and HJAIA about potential mutual benefits, performance objectives, and potential for coordinated design effort. Evaluate higher speed vehicle and infrastructure enhancement options such as automated guideway transit or PRT.

GRTA XPRESS

 Collaborate with GRTA to identify an interim stop location to expand service into the Aerotropolis.

CAMP CREEK CONNECTOR

- Conduct working group with Airport and private parking operators to evaluate cooperation and consolidation of private shuttles. Evaluate ridership potential based on their feedback.
- Collaborate with local governments regarding completing sidewalk network and making pedestrian safety improvements at intersections serving transit users.

RIVERDALE ROAD ARTERIAL RAPID TRANSIT (ART)

 Collaborate with MARTA about phased implementation of BRT characteristics such as high-quality sheltered stops, improved service frequency, signal priority and dedicated bus lanes.

POTENTIAL MID/ LONG-TERM ACTIONS

CAMP CREEK CONNECTOR

 Collaborate with MARTA, The ATL, local governments and ARC about potential grant funding opportunities through ARC, GDOT or other.

CORPORATE CRESCENT CIRCULATOR

 Design and construct automated guideway transit or PRT-like system to service this corridor.

GRTA XPRESS

 Collaborate with GRTA to bring service to a future ITC.

SOUTH FULTON BRT

 Collaborate with MARTA and jurisdictional partners to develop route and ensure integration with wider Aerotropolis transit enhancements.







TRANSIT PROJECT DELIVERY CONSIDERATIONS

There are many important considerations which factor into the selection of the most suitable transit mode for new transit services. And, these elements are inter-related. The Aerotropolis Transit Feasibility Study has begun this investigation of transit modes at the systemwide planning level. As each recommendation is further advanced, it will be helpful to understand these inter-related considerations to fine-tune the Transit Vision recommendations and construct individual component projects. This section provides some context and direction specific to the corridors identified in the recommended Aerotropolis transit system.



TRANSIT MODE TECHNICAL CHARACTERISTICS AND CAPABILITIES.

Screening of transit modes and technologies first consists of creating design recommendations based on the identified transit needs, potential ridership demand (volume), transit system interoperability and desirable operational parameters. This report identifies five potential transit technologies in addition to application of conventional transit modes. For each of the corridors identified, the assumed technology (where already identified) compare favorably to the technical characteristics of that specific corridor.

The key issues in the consideration of the technical characteristics and capabilities are:

Is the capital/operating cost appropriate to the market size, peak loads and service provided?

Is the implementation horizon appropriate to the needs of Aerotropolis?

Is the speed and comfort level appropriate to the distance travelled?

Is the proximity (distance of access points from travel generators) appropriate to Aerotropolis context?

Is the technology proven in the intended context?

Is the performance delivered better, or more cost effective than conventional technologies?

Can enhanced conventional technologies be tested to provide a proof of market?

Are seamless connections provided by this technology?



OWNERSHIP AND OPERATIONS MODELS (I.E. WHO OWNS AND OPERATES).

Once a likely transit technology is established, the ownership model would be recommended based on the technology, funding and levels of interest. In considering the ownership models, we must also consider whether an entity has the institutional capability to own, operate and maintain a transit technology.

The primary ownership models are:

Existing or new public transit agency

Assets privately built/procured via Request For Proposals, assets owned by agency, operated by agency employees.

Existing or new public transit agency

Assets and service procured via RFP via designbuild-operate-maintain.

Existing or new public transit agency assets privately built/procured via RFP, assets owned by agency, operated by separate contractor.

Airport ownership

As an extension of airport grounds, assets and operations are procured by the airport authority, usually as design-build (airport operates), or privatized, design-build-operatemaintain.

District ownership

The Aerotropolis CID's would contract for capital and service, with a similar operating contract (with district or contractor owned assets) or a similar design-build-operatemaintain.

3 POTENTIAL PARTNERSHIPS (AIRPORT; LOCAL, REGIONAL AND STATE ENTITIES; FTA).

The ownership and operations models will imply the key partnership. The most likely partnerships are with transit agencies, who have experience and existing structures for procuring facilities and services and incentive to extend their catchment networks and capacity through the partnership. The Airport has incentive to partner based on their desire to better manage and price their facilities, improve their access to workforce, increase their logistics industry flights, and improve business for their tenants. The Airport also has access to Passenger Facility Charge revenue, however, there are strict limits to where these funds can be spent, and they may be fully committed. Local government jurisdictions have reason to partner based on their own economic development and tax base growth.

4 GOVERNANCE AND FUNDING.

The CIDs', the Airport and existing transit agencies provide existing governance structures that can provide a Board of Directors for the transit operation. They may also form a Board committee to provide policy guidance specific to Aerotropolis transit to their larger Board. The Board providing governance should be the point where funding is received (for example FTA funds move from the MPO to MARTA), and where contracting for facilities and operations would occur. If funding flows through multiple entities, a "Joint Powers Board" can be established through specific legislative action, transcending multiple authorities and having a Board representing these multiple funding sources.



5 TIMELINES.

Timelines for implementation are the cumulative result of funding approvals, design, outreach, contracting, construction and commissioning. Generally, the more dedicated right-of-way, the more land acquisition, the more complex the design, and the introduction of new vehicles, maintenance workforce and organization, all drive longer timelines. The use of existing vehicle fleets and technologies on existing rights-of-way will tend to reduce implementation timelines. A logical approach to addressing the longer timelines for emerging technologies is to establish the route with existing technologies in order to quickly prove the market and adjust to better serve the market, then to phase in a higher performance technology while the market is growing.

Note: The proposed approach to the Corporate Crescent Circulator provides an excellent example of managing timelines—where a rubber-tired circulator can be implemented relatively quickly, while a higher design system will likely take several years to design and several years to construct.

SUMMARY OF RECOMMENDATIONS

DEVELOPING THE PLAN

This document identifies potential transit corridors, viable technologies, and best practices for improving access to, from, and within the Aerotropolis study area that should be evaluated further for implementation.

OVERALL TRANSIT SYSTEM PLAN

This system plan complements other planned transit projects already being developed by MARTA and GRTA. The specific next steps for implementation in detail on the following pages.

KEY TRANSIT ELEMENTS

Camp Creek Connector

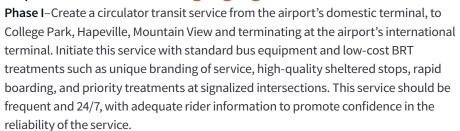


Create a transit corridor along Camp Creek Parkway from the proposed multi-modal transit center at the airport west to the Camp Creek Marketplace area to serve area residents, travelers, employees, visitors and users of private shuttles. Improved amenities for walking and biking should be constructed along the corridor to compliment the envisioned transit services, and development guidelines should be revised to encourage transit-supportive design.

MARTA Clayton County Regional Commuter Rail

MARTA is developing a Commuter Rail project planned from East Point, through Hapeville and Mountain View to Lovejoy. Collaborate with MARTA and local jurisdictions to encourage stations in Hapeville and Mountain View which are compatible with the overall Aerotropolis transit vision, including the proposed intermodal transportation center in Mountain View. Connect the Commuter Rail project to the airport and Aerotropolis district via the Corporate Crescent Circulator.

Corporate Crescent Circulator



Phase II–Expand the circulator system to extend around the southern side of the airport property, completing a full loop of the Aerotropolis area.

GRTA Xpress

Provide accommodations for GRTA Xpress bus services throughout the metro Atlanta area to serve the Aerotropolis. This service can initially operate to/from the airport terminal, but should be designed to operate to/from the proposed Intermodal Transportation Center when complete.

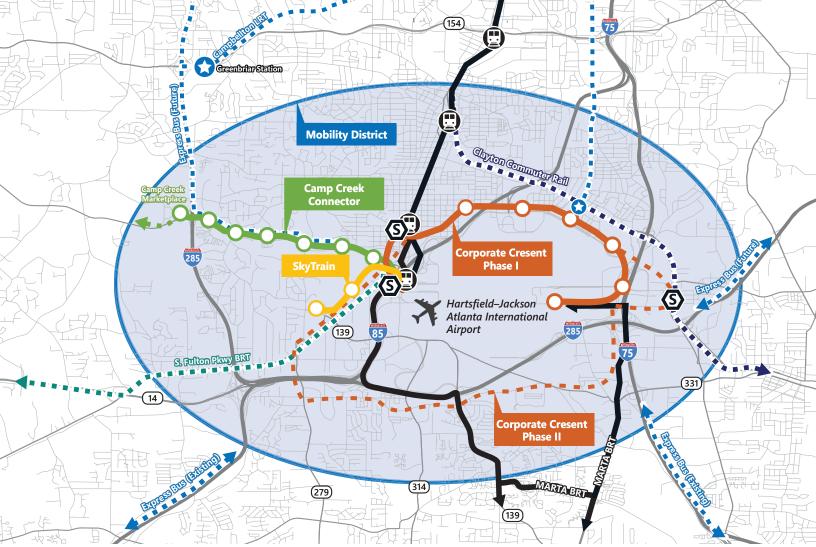


Figure 27-Recommendations

Intermodal Transportation Centers (ITC)



Construct two Intermodal Transit Centers-one west of the airport (either near the domestic terminal or adjacent to the College Park MARTA station) and one east of the airport in the Mountain View area. These intermodal centers will serve as the primary connection and transfer points between MARTA rail, local bus, BRT, Corporate Crescent, Commuter Rail, Xpress, bicycle, pedestrian and other travel modes.

Mobility District



Upgrade bus infrastructure and services from the College Park MARTA station to Clayton County along SR 139 and SR 85 to create a Bus Rapid Transit (BRT)corridor. Corridor design and operation should accommodate phased implementation of BRT characteristics such as high-quality sheltered stops, improved service frequency, signal priority and dedicated bus lanes.

MARTA Clayton BRT



Create a mobility-on-demand service which supplements existing and future MARTA service hours. The service will

leverage smart phone and automated routing technology to provide on-demand transit service during the hours when MARTA is not operating service in the district.

MARTA South Fulton BRT



The Fulton County Transit Plan (completed in 2017) identified a planned BRT line from College Park MARTA south along Roosevelt Highway (US 29) and west along South Fulton Parkway. As US 29 will be a shared section for the South Fulton BRT, MARTA Clayton BRT and local bus routes, consider dedicated transit lanes along this common section-US 29 from College Park to Old National Highway.

SUPPORTING ELEMENTS

Install bus and shuttle shelters, prioritizing existing stops with high boardings.

Focus on providing first and last mile connectivity such as sidewalks to key bus stops with high boardings.

Provide wayfinding signage to key transit amenities

APPENDIX A

RIDERSHIP DEMAND FORECASTS

Study Area Inputs

Baseline	Inputs	Calculated Factor	Fixed Route Weight
Existing System Daily Passengers	205,215	N/A	100%
Existing System Daily Local Miles	897,626	0.23	35%
Existing Fare	\$2.50	0.00	5%
Population within ½ Mile of Routes	1,967,468	0.10	15%
Employment within ½ Mile of Routes	1,388,412	0.15	20%
Service Employment within ½ Mile of Routes	571,813	0.36	25%

Data Sources: Existing passengers, miles, and fares based on MARTA 2016 data. Population and Employment data is based on the 2015 socio-economic data in the ARC's ABM travel model.

Study of Outputs

Proposed Transit Improvement	Population Within 1/2 Mile of Transit	Employment Within ½ Mile of Transit	Service Employment Within ½ Mile of Transit	Estimated Daily Base Ridership¹
Camp Creek Connector ²	18,864	67,521	9,081	2,800-3,500
Corporate Crescent ³	11,365	88,367	12,861	3,700-4,500
Total	30,229	155,888	21,942	6,500-7,900

Notes:

Ridership Worksheet

				Wee	ekday					Service Employment Within ½ Mile of Route	
Route		Speed	Vehicles		Frequency (Minutes)		Daily Vehicle Miles	Population Within 1/2 Mile of Route	Service Employment Within ½ Mile of Route		
Camp Creek Connector	5.2	25	1	12.48	15	24	499	18,864	67,521	9,081	
Corporate Crescent	11.6	25	3	9.28	10	24	1,670	11,365 88,367		12,861	
Total					•		2,170	30,229	155,888	21,942	

	Vehicle Miles		Fare		Population		Total Employment		Service Employment	
	Factor		Factor		Factor		Factor		Factor	%
Camp Creek Connector	0.23	35%	0.000012	5%	0.10430411	15%	0.14780555	20%	0.35888481	25%
Corporate Crescent	0.23	35%	0.000012	5%	0.10430411	15%	0.14780555	20%		25%

	Ridership Estimates							
Proposed Transit Improvement		Total Calculated Ridership	Low Estimate	High Estimate	Daily Ridership			
Camp Creek Connector ²	3,146	3,146	2,800	3,500	2,800-3,500			
Corporate Crescent ³	4,078	4,078	3,700	4,500	3,700-4,500			
Total	7,224	7,224	6,500	7,900	6,500-7,900			

 $¹⁻Base\ Ridership\ includes\ just\ potential\ background\ transit\ trips\ based\ on\ existing\ population\ and\ employment.$

²⁻Camp Creek Connector: Estimated daily base ridership does not include potential capture of park & ride patrons currently on private shuttles, estimated at an additional 2,000–5,000 per day.

^{3 -} Corporate Crescent: Estimated daily base ridership does not include potential capture of airport shuttle trips (between the domestic terminal and the international terminal, estimated at 2,000 per day) and are based on existing employment only, excluding potential employment growth along corridor.

APPENDIX B

TRANSIT STOP DESIGN RECOMMENDATIONS

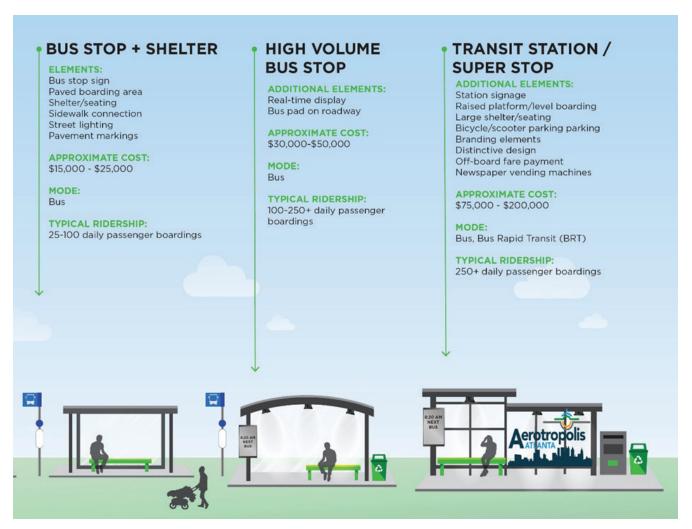
TRANSIT STOP DESIGN ELEMENTS

Best practice transit stop design should be implemented with a focus on the following priority locations:

North Loop Road near Delta HQ–192
Riverdale Road–196
Camp Creek Parkway–82

Estimated costs for varying levels of bus stop implementation are shown in the figure below.

Bus Stop Provision Alternatives







TRANSIT FEASIBILITY STUDY

TRANSIT VISION, NEEDS AND POTENTIAL SOLUTIONS



RESOLUTION TO CONSIDER THE TRANSFER OF ASSETS AND ADMINISTRATION OF THE CITY OF HAPEVILLE DEFINED BENEFIT PENSION PLAN TO THE GEORGIA MUNICIPAL EMPLOYEES BENEFIT SYSTEM PLAN AND TRUST

WHEREAS, the City of Hapeville, Georgia ("City") sponsors the City of Hapeville Defined Benefit Plan ") and has made participation in the Hapeville Defined Benefit Plan available to its employees;

WHEREAS, the assets of the Hapeville Defined Benefit Plan trust fund are currently invested by Mass Mutual Life Insurance Company and is not a part of a pooled retirement fund;

WHEREAS, the Hapeville Defined Benefit Plan is currently administered by Mass Mutual;

WHEREAS, the Board of Trustees of the Georgia Municipal Employees Benefit System ("GMEBS") Defined Benefit Retirement Plan, a public corporation of the State of Georgia, established by and governed in accordance with O.C.G.A. §47-5-1, et. seq., provides defined benefit retirement plans to approximately 280 municipalities and similar organizations throughout Georgia, making such participation in such plans available to municipal employees throughout the state;

WHEREAS, the Board of Trustees of GMEBS administers the Defined Benefit Retirement Plan for participating employers, including but not limited to processing and payment of retirement and death benefits, consulting with counsel concerning federal and state laws and regulations related to compliance matters, conducting annual valuations for each participating employer and recommending annual contribution amounts to achieve and maintain a reasonable and responsible funded status, providing for accounting and actuarial services, determining investment strategy, and overseeing the \$2.1 billion GMEBS Retirement Trust Fund;

WHEREAS the GMEBS Retirement Trust fund is a pooled fund in which trust funds of individual employers are pooled for investment purposes in order to maximize returns and minimize fees;

WHEREAS GMEBS has entered into an administrative contract with the Georgia Municipal Association, Inc. ("GMA") for the day to day administration of the GMEBS Defined Benefit Retirement Plan;

WHEREAS, the City is considering the transfer of the administration of the Hapeville Defined Benefit Plan to the Board of Trustees of the Georgia Municipal Employees Benefit System ("GMEBS") and transfer all assets of the Hapeville Defined Benefit Plan to the GMEBS Retirement Trust Fund;

NOW, THEREFORE, BE IT RESOLVED, that the City authorizes its staff to work with GMEBS and GMA staff to arrange for and facilitate the collection of information necessary to consider the future transfer of assets and administration of the City's Defined Benefit Plan to GMEBS, including but not limited to providing GMEBS and GMA staff with all documents and information relating to the Hapeville Defined Benefit Plan and participants thereof necessary for

GMEBS' possible future administration of the Plan, including but not limited to the following: information relating to employee equity balances; participation dates; salary information; beneficiary information; participation dates of birth and Social Security Numbers; and plan documents and documentation demonstrating the City's Defined Benefit Plan is a qualified plan in good standing under Section 401(a) of the Internal Revenue Code.

RESOLVED FURTHER, that the City hereby instructs Mass Mutual to provide any and all documents and other information requested by GMEBS or GMA staff necessary to consider the transfer of assets and administration, including but not limited to documents and information listed in this Resolution.

RESOLVED FURTHER, that the City authorizes the City Attorney to communicate with and share documents and information with attorneys for GMA related to the Hapeville Defined Benefit Plan, including but not limited to documents and information relating to plan documents, opinion letters, IRS filings, plan interpretation and participant information, and to coordinate and collaborate with such attorneys as necessary to facilitate the transfer of assets and administration of the City's Defined Benefit Plan to GMEBS

RESOLVED FURTHER, that the designated agents of the City, acting for and on behalf of the City, are hereby authorized and directed to take any and all actions that they, in their judgment, deem necessary or appropriate to effectuate the foregoing resolutions to consider the transfer the assets and administration of the Hapeville Defined Benefit Plan to the Board of Trustees of GMEBS and the GMEBS Retirement Trust Fund, and all actions previously taken by the designated agents of the City with respect to the Hapeville Defined Benefit Plan in anticipation of the foregoing resolutions are hereby confirmed and ratified in all respects.

Adopted			Council ace with ap				of	Hapeville,	Georgia	on
			Ву:	Sig	natur	·e				
				Na	me aı	nd Titl	le	,	Mayor	
Attest:										
Date:										

[Governing Authority should assure that applicable law is followed in the adoption and execution of this resolution.]

Crystal Griggs-Epps

From: noreply@civicplus.com

Sent: Wednesday, January 30, 2019 1:55 PM **To:** Crystal Griggs-Epps; Maria Rodriguez

Subject: Online Form Submittal: Board Application Form

The following form was submitted via your website: Board Application Form

Select the Board, Commission, or Committee applying for:: Development Authority of the City of Hapeville ,Main Street Board,TPD Committee

Name:: Cecilia Reme'

Home Address:: 3208 North Fulton Ave

Home Phone Number::

Business Phone Number::

Occupation:: Corporate Trainer

Email Address::

Why do you want to serve on a Board or Commission?: I would like to serve on a Board or Committee to contribute my knowledge, time and efforts towards the further advancement, development, beautification and progression of the city of Hapeville and it's residents. As a resident of the community, I want to see our city continue to grow and move in a creative, professional and inclusive direction.

Are you available in the evenings? : Yes

If yes, which evenings are best for you?: Monday, Tuesday, Wednesday, Thursday, Friday

Length of Residency in League City:: 1yr

High School:: Palisades High School, Pacific Palisades, CA

College:: Georgia State University

Trade or Business School::

Hobbies:: Cooking, Traveling

Are you currently serving on other Boards, Commissions, or Committees?: Yes

If yes, which:: 3 work related committees overseeing the development and maintenance of course curriculum

Have you served on a Board, Commission, or Committee before?: No

If yes, which::

Please list organization memberships and positions held::

Please List Areas of Special Interest: Planning, development, oversight

Please Enter Basic Resume Information Below: Cecilia Reme'

3208 North Fulton Ave, Atlanta, GA. 30354

Mobile:

SUMMARY

I'm a results-oriented team-player eager to bring strong training, designing and leadership skills to an established yet growing company seeking a top-level professional. I'm dedicated and focused, excelling in prioritizing, multi-tasking and following through to achieve goals.

EDUCATION

Georgia State University Atlanta, Georgia

Bachelor of Arts, English

EXPERIENCE

FASTENAL SCHOOL OF BUSINESS, Atlanta, GA.

Corporate Trainer 02/15 - Present

- ? Conduct Instructor lead classroom and Virtual training sessions
- ? Design and develop occupational related courses for company employees
- ? Employing business metrics to assess various course training's
- ? Assess students based on training performance for career growth and development
- ? Identify and provide coaching opportunities for employees and students
- ? Develop and maintain company wide departmental and emergency procedures directories
- Course committee member instrumental in maintaining, updating and revising course curriculum ?
- Contributing to course auditing

PRECIOUS TOTS DAYCARE, Duluth, GA.

Owner/Manager

05/08 - 02/15

- ? Supervised and trained staff on daily operations
- ? Directed daily operations and administrative functions for the early learning facility
- ? Evaluated staff performance and provided job-specific feedback and coaching to increase productivity
- ? Ensured compliance with applicable federal, state, and local regulations
- ? Approved payroll and managed confidential personnel records
- ? Developed and administered the annual budget
- ? Maintained accounts payable/receivable documentation
- ? Analyzed, approved, and reconciled facility expenditures

ASHLEY FURNITURE, Duluth, GA.

Visual Merchandiser/Inventory Auditor

03/06 - 01/08

- ? Managed design, re-design and decoration of store showroom
- ? Managed on-hand supply of furniture, accessories, and artwork for showroom and for purchase
- ? Set pricing

- Consulted and advised customers on furniture and home design selections
- Conducted and documented quarterly inventories
- Managed inventory receivables

SKILLS

Facilitation Curriculum Design Customer Service Oriented Microsoft Office Proficient

Deadline Oriented Complex Problem Solver Excellent Organizational Skills

Project Management Coaching LMS and SMS proficient LEAN

Please provide three references:: Arnold Martin ; Wayman Anderson ; Maria Maxie-Whitfield

Electronic Signature (First, Last): Please be aware that an electronic signature is as legally binding as a handwritten signature.: Cecilia Reme'

Additional Information:

Form submitted on: 1/30/2019 1:54:31 PM

Submitted from IP Address: 205.243.112.225

Referrer Page: No Referrer - Direct Link

Form Address: http://www.hapeville.org/Forms.aspx?FID=118

STATE OF GEORGIA CITY OF HAPEVILLE

ORDINANCE NO.	

AN ORDINANCE TO REVISE CHAPTER 11 ("BUSINESS LICENSING AND REGULATION"), ARTICLE 11 ("COMMERCIAL SOLICITATIONS AND TRANSIENT MERCHANTS") SECTION 11-11-4 ("TRANSIENT MERCHANTS") OF THE CODE OF ORDINANCES, CITY OF HAPEVILLE, GEORGIA TO PROVIDE FOR THE REGULATION OF TRANSIENT MERCHANT S; TO PROVIDE FOR SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE AN EFFECTIVE DATE; AND TO PROVIDE FOR OTHER LAWFUL PURPOSES.

WHEREAS, the mayor and council shall have full power and authority to provide for the execution of all powers, functions, rights, privileges, duties and immunities of the city, its officers, agencies, or employees granted by the City of Hapeville's Charter or by state law; and,

WHEREAS, the municipal government of the City of Hapeville (hereinafter "City") and all powers of the City shall be vested in the mayor and council. The mayor and council shall be the legislative body of the City; and,

WHEREAS, existing ordinances, resolutions, rules and regulations of the City and its agencies now lawfully in effect not inconsistent with the provisions of the City's charter shall remain effective until they have been repealed, modified or amended; and,

WHEREAS, amendments to any of the provisions of the City's Code may be made by amending such provisions by specific reference to the section number of the City's Code; and,

WHEREAS, every official act of the mayor and council which is to become law shall be by ordinance; and,

WHEREAS, the governing authority of the City finds it desirable to provide for the licensing, operation and regulation of transient merchants.

BE IT, AND IT IS HEREBY ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF HAPEVILLE, GEORGIA THAT:

Section One. Chapter 11 (Business Licensing and Regulation), Article 11 (Commercial Solicitations and Transient Merchants), Section 11-11-4 (Transient Merchants" of the City Code of Ordinances is hereby amended and renamed to "Section 11-11-4 (Regulation and Licensing of Transient Merchants)" and said section is stricken in its entirety and replaced as follows:

Section 11-11-4 - Regulation and Licensing of Transient Merchants.

- (a) It shall be unlawful for any person to sell, or offer for sale, goods or food of any type from without a license first having been granted under this section.
- (b) An application for a permit hereunder shall be submitted to the City Clerk or his or her designee setting forth all information required hereunder and in compliance with this ordinance. The City Clerk or his or her designee shall develop a form of application for the purpose of compliance with this article. The application shall be accompanied by an executed indemnity agreement indemnifying and releasing the City, its agents, employees and elected officials from any and all liability against any and all claims, actions and suits of any type whatsoever arising in connection with the activities of the Transient Merchant pursuant to the permit issued hereunder. Transient Merchant permits shall be active for ninety (90) days commencing on the day of issuance. Three-day transient merchant permits shall expressly state the days of validity on the permit.
- (c) The following information shall be provided with each application for a Transient Merchant permit, along with an application fee of \$100.00 for a 90-day permit or \$50.00 for a three consecutive day permit, and an executed Release and Indemnification Agreement provided by the City:
 - (1) Name of the Transient Merchant;
 - (2) Type and description of the vending unit or display cart/stand;
 - (3) Owner's contact information;
 - (4) Operator's contact information;
 - (5) Copy of approved permit from the Fulton County Health Department (if applicable);
 - (6) List of operating locations and times including map detailing the position of the Transient Merchant, and current zoning in said locations;
 - (7) Proof of current liability insurance of at least one million dollars (\$1,000,000.00), issued by a an insurance company licensed to do business in Georgia, protecting the Transient Merchant, the public and the City from all claims for damage to property and bodily injury, including death, which may arise from operation under or in connection with the permit, shall be provided to the City as part of its permit application;
 - (7) Signatures from property owners indicating consent for the use of their property; and
 - (8) Signature of applicant indicating agreement to the listed requirements.
- (d) Transient Merchants may conduct business or operate in the public right-of-way, only if parking in the right-of-way is legally allowed and it does not impede the flow of traffic. A determination of traffic impediment shall be made by the City of Hapeville Police Department.

Transient Merchants must be located in a lot that can safely be accessible by patrons. Selling goods on public, city-owned grass areas is permissible with prior approval from the City Manager at the time of application.

- (e) A Transient Merchant shall not operate on any private property without the prior written consent of the owner. Transient Merchants are not allowed to leave up displays, carts or stands overnight.
- (f) A Transient Merchant may operate on City owned property, if: (1) the Transient Merchant has received permission to do so from the City Manager; and (2) has indicated the appropriate City owned location, date, and times of use on the application. At no time shall a Transient Merchant be allowed to park overnight on any City owned property. Designated City lots, dates and times are attached hereto and incorporated herein as Exhibit "A".
- (g) A Transient Merchant shall not make sounds or announcements to call attention to the station either while traveling on the public rights-of-way or when stationary. At all times said Transient Merchant shall be in compliance with the City's noise ordinance.
- (h) The license under which a Transient Merchant is operating must be firmly attached and visible on the Transient Merchant stand, display or cart at all times.
- (i) Transient Merchant shall not sale any goods out of a motorized vehicle or a cart, stand or display being towed by a motorized vehicle.
- (j) Transient Merchants shall not be located within fifteen (15) feet of any street intersection or pedestrian crosswalk or ten (10) feet of any driveway.
- (k) A Transient Merchant shall not sell or offer to sell any goods, foods, products, or services between the hours of 10:00 p.m. to 9:00 a.m., unless otherwise approved and extended by the City Manager.
- (l) Vending structures shall not be left unattended or stored at any time on the open vending site when vending is not taking place or during restricted hours of operation.
- (m) No sale or offer for sale of ice cream, frozen milk, frozen dairy or ice confection products shall be made from a Transient Merchant unless each side of the cart, stand or display is marked, in letters and numbers at least three (3) inches in height, with the name and address of the Transient Merchant licensee.
- (n) Transient Merchants shall comply with all state, federal and local health and safety regulations and requirements and shall obtain and maintain any and all licenses required by any other health organization or governmental organization having jurisdiction over this subject matter, if applicable.

Section Three. Preamble Incorporated. The preamble of this Ordinance shall be considered to be and is hereby incorporated by reference as if fully set out herein.

Section Four. Codification. This Ordinance shall be codified in a manner consistent with the laws of the State of Georgia and the City.

Section Five. Severability.

- (a) It is hereby declared to be the intention of the Mayor and Council that all sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment, believed by the Mayor and Council to be fully valid, enforceable and constitutional.
- (b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. It is hereby further declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, no section, paragraph, sentence, clause or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Ordinance.
- (c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the Ordinance and that, to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and effect.

<u>Section Seven.</u> Repeal of Conflicting Ordinances. All ordinances and parts of ordinances in conflict herewith are hereby expressly repealed.

Section Eight. Effective Date.	The effective	date of this	Ordinance s	shall be the	date of
adoption unless otherwise stated herein.					

ORDAINED t	th1s	day of	_, 2019.
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	Alan Hallman, Mayor
ATTEST:	
City Clerk	
APPROVED BY:	
City Attorney	

STATE OF GEORGIA CITY OF HAPEVILLE

ORDINANCE NO.	
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AN ORDINANCE TO REVISE CHAPTER 2 ("ADMINISTRATION"), ARTICLE 2 ("MAYOR AND COUNCIL") SECTION 2-2-5 ("RULES AND PROCEDURES OF MAYOR AND COUNCIL") OF THE CODE OF ORDINANCES, CITY OF HAPEVILLE, GEORGIA TO PROVIDE FOR THE REGULATION OF CITY COUNCIL MEETINGS; TO PROVIDE FOR SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE AN EFFECTIVE DATE; AND TO PROVIDE FOR OTHER LAWFUL PURPOSES.

WHEREAS, the duly elected governing authority of the City of Hapeville, Georgia (hereinafter the "City") is the Mayor and Council thereof; and

WHEREAS, the City's Administration code provides for the rules and regulation of City Council Meetings; and

WHEREAS, the governing authority of the City finds it desirable to provide appropriate rules and procedures for the Mayor and Council Members.

BE IT, AND IT IS HEREBY ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF HAPEVILLE, GEORGIA THAT:

Section One. Section 2-2-5 (Rules and Procedures of Mayor and Council) in Chapter 2 (Administration), Article 2 (Mayor and Council) Subsection (f) (Zoning Hearing) of the City Code of Ordinances is hereby amended and revised as follows:

Sec. 2-2-5. Rules and procedures of mayor and council.

(6) At the conclusion of the hearing, the Council may make a decision at its next regular public meeting, unless the decision is regarding a conditional requirement of an approved rezoning matter, a non-text amendment, Special Use Permit, or special exception, in which case the Council may make a decision at the current meeting. The director of the community development department shall notify the applicant in writing of the Council's decision. The written notification shall immediately be entered on the minutes and made a part of the record on the date that written notification is given to the applicant.

{Doc: 02205308.DOCX}

Section Two. Preamble Incorporated. The preamble of this Ordinance shall be considered to be and is hereby incorporated by reference as if fully set out herein.

<u>Section Three</u>. <u>Codification</u>. This Ordinance shall be codified in a manner consistent with the laws of the State of Georgia and the City.

Section Four. Severability.

- (a) It is hereby declared to be the intention of the Mayor and Council that all sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment, believed by the Mayor and Council to be fully valid, enforceable and constitutional.
- (b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. It is hereby further declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, no section, paragraph, sentence, clause or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Ordinance.
- (c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the Ordinance and that, to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and effect.

<u>Section Five.</u> <u>Repeal of Conflicting Ordinances.</u> All ordinances and parts of ordinances in conflict herewith are hereby expressly repealed.

Section Six. Effective Date. The effective date of this Ordinance shall be the date of adoption unless otherwise stated herein.

ORDAINED this	day of	. 2018.
UKDAINED IIIS	uav oi	. 2016.

CITY OF HAPEVILLE, GEORGIA

Alan H. Hallman, Mayor

ATTEST:	
City Clerk	
APPROVED BY:	
City Attorney	
City Attorney	

{Doc: 02205308.DOCX}

DRAFT

STATE OF GEORGIA CITY OF HAPEVILLE

ORDINANCE NO.	

AN ORDINANCE TO AMEND CHAPTER 17 ("FINANCE AND TAXATION"), ARTICLE 7 ("HOTEL OCCUPANCY TAX"), SECTION 17-7-1 ("DEFINITIONS") OF THE CODE OF ORDINANCES, CITY OF HAPEVILLE, GEORGIA; TO PROVIDE FOR SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE AN EFFECTIVE DATE; AND TO PROVIDE FOR OTHER LAWFUL PURPOSES.

WHEREAS, the Mayor and Council shall have full power and authority to provide for the execution of all powers, functions, rights, privileges, duties and immunities of the city, its officers, agencies, or employees granted by the City of Hapeville's Charter or by state law; and,

WHEREAS, the municipal government of the City of Hapeville (hereinafter "City") and all powers of the City shall be vested in the Mayor and Council. The Mayor and Council shall be the legislative body of the City; and,

WHEREAS, amendments to any of the provisions of the City's Code may be made by amending such provisions by specific reference to the section number of the City's Code; and,

WHEREAS, existing ordinances, resolutions, rules and regulations of the City and its agencies now lawfully in effect not inconsistent with the provisions of the City's charter shall remain effective until they have been repealed, modified or amended; and,

WHEREAS, every official act of the Mayor and Council which is to become law shall be by ordinance; and

WHEREAS, the governing authority of the City finds it necessary to amend the signing authority for the City Manager in regards to purchases.

BE IT, AND IT IS HEREBY ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF HAPEVILLE, GEORGIA THAT:

Section One. Chapter 17 (Finance and Taxation), Article 7 (Hotel Occupancy Tax), Section 17-7-1 (Definitions) of the City Code of Ordinances is hereby amended by modifying the definition of "Tax" to read as follows:

Tax. The tax on occupants imposed by this article, as provided for by O.C.G.A. § 48-13-50, et seq., specifically O.C.G.A. § 48-13-51(b).

<u>Section Two.</u> <u>Codification and Certify.</u> This Ordinance adopted hereby shall be codified and certified in a manner consistent with the laws of the State of Georgia and the City.

DRAFT

Section Three. Severability.

- (a) It is hereby declared to be the intention of the Mayor and Council that all sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment, believed by the Mayor and Council to be fully valid, enforceable and constitutional.
- (b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. It is hereby further declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, no section, paragraph, sentence, clause or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Ordinance.
- (c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the Ordinance and that, to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and effect.

Section Four. Repeal of Conflicting Ordinances. All ordinances and parts of ordinances in conflict herewith are hereby expressly repealed.

Section Five. Effective Date. The effective date of this Ordinance shall be the date of adoption unless otherwise stated herein.

ORDAINED this day of	, 2019.
	CITY OF HAPEVILLE, GEORGIA
	Alan Hallman, Mayor
ATTEST:	
Crystal Griggs-Epps, City Clerk	

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City Attorney



ORDINANCE NO.

AN ORDINANCE TO AMEND CHAPTER 17 ("FINANCE AND TAXATION"), ARTICLE 3 ("PURCHASING AND CONTRACTING"), DIVISION 2 ("SUPPLIES AND CONTRACTS"), SECTION 17-3-25 ("SMALL PURCHASES") OF THE CODE OF ORDINANCES, CITY OF HAPEVILLE, GEORGIA; TO PROVIDE FOR SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE AN EFFECTIVE DATE; AND TO PROVIDE FOR OTHER LAWFUL PURPOSES.

WHEREAS, the mayor and council shall have full power and authority to provide for the execution of all powers, functions, rights, privileges, duties and immunities of the city, its officers, agencies, or employees granted by the City of Hapeville's Charter or by state law; and,

WHEREAS, the municipal government of the City of Hapeville (hereinafter "City") and all powers of the City shall be vested in the Mayor and Council. The Mayor and Council shall be the legislative body of the City; and,

WHEREAS, amendments to any of the provisions of the City's Code may be made by amending such provisions by specific reference to the section number of the City's Code; and,

WHEREAS, existing ordinances, resolutions, rules and regulations of the City and its agencies now lawfully in effect not inconsistent with the provisions of the City's charter shall remain effective until they have been repealed, modified or amended; and,

WHEREAS, every official act of the Mayor and Council which is to become law shall be by ordinance; and

WHEREAS, the governing authority of the City finds it necessary to amend the signing authority for the City Manager in regards to purchases.

BE IT, AND IT IS HEREBY ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF HAPEVILLE, GEORGIA THAT:

Section One. Chapter 17 (Finance and Taxation), Article 3 (Purchasing and Contracting), Division 2 (Supplies and Contracts), Section 17-3-25 (Small Purchases) of the City Code of Ordinances is hereby amended by adding the following subsection to Section 17-3-25:

(d) Budgeted purchases of supplies and services amounting to the estimated value up to \$10,000.00 may be made by the City Manager without prior approval of Council.

<u>Section Two.</u> <u>Codification and Certify.</u> This Ordinance adopted hereby shall be codified and certified in a manner consistent with the laws of the State of Georgia and the City.

Section Three. Severability. (a) It is hereby declared to be the intention of the Mayor and Council that all sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment, believed by the Mayor and Council to be fully valid, enforceable and constitutional. (b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. It is hereby further declared to be the intention of the Mayor and Council that, to the greatest extent allowed by law, no section, paragraph, sentence, clause or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Ordinance. (c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the Ordinance and that, to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and effect. Section Four. Repeal of Conflicting Ordinances. All ordinances and parts of ordinances in conflict herewith are hereby expressly repealed. **Section Five. Effective Date.** The effective date of this Ordinance shall be the date of adoption unless otherwise stated herein. **ORDAINED** this ______ day of _______, 2019. CITY OF HAPEVILLE, GEORGIA Alan Hallman, Mayor **ATTEST:**

Crystal Griggs-Epps, City Clerk

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95	APPROVED BY:
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100	City Attorney
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STATE OF GEORGIA CITY OF HAPEVILLE

DINANCE NO.	
DINANCE, NU.	

AN ORDINANCE ALLOWING THE CALL OF A SPECIAL ELECTION FOR SUBMITTING TO THE VOTERS OF THE CITY THE QUESTION OF AUTHORIZING AN INCREASE IN THE CITY'S CURRENT HOMESTEAD EXEMPTION FOR RESIDENTS OF THE CITY; TO AUTHORIZE THE MAYOR TO SIGN ANY AND ALL DOCUMENTS NECESSARY TO EFFECTUATE THIS ORDINANCE; TO AUTHORIZE THE CITY CLERK TO ATTEST SIGNATURES AND AFFIX THE OFFICIAL SEAL OF THE CITY, AS NECESSARY; TO AUTHORIZE THE CITY CLERK TO PUBLISH NOTICE OF THE SPECIAL CALL ELECTION IN THE LEGAL ORGAN FOR FULTON COUNTY, GEORGIA; TO REPEAL INCONSISTENT ORDINANCES; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES

WHEREAS, the City of Hapeville ("City") is a municipal corporation duly organized and existing under the laws of the State of Georgia; and

WHEREAS, the City wishes to call a special election in the City of Hapeville and allowing the voters of the City to decide the questions of allowing for an increase of Homestead Exemptions as indicated below; and

WHEREAS, the City wishes to authorize and direct the City Clerk/Election Superintendent to publish notice of the referendum in the legal organ and/or newspaper of appropriate general circulation for Fulton County Georgia; and

WHEREAS, the City wishes to authorize the Fulton County Department of Registration and Elections to conduct the special election and general election pursuant to the intergovernmental agreement between the City of Hapeville and Fulton County, Georgia; and

WHEREAS, the Mayor and Council of the City of Hapeville, in the exercise of their sound judgment and discretion, after giving thorough consideration to all the implications involved, and keeping in mind the public interest and welfare of the citizens of the City, have determined that providing Homestead Exemptions would benefit the citizens of the City.

BE IT, AND IT IS HEREBY ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF HAPEVILLE, GEORGIA THAT:

- 1. **Incorporation of Pre-Amble**. The pre-amble is incorporated herein as fully set forth above.
- 2. **Homestead Exemption for City Residents.** The Hapeville City Council wishes to add a referendum to the ballot for the election held on November 5, 2019 allowing for an increase in the City's current homestead exemption for all City residents from \$10,000.00 to \$15,000.00.
- 3. **Homestead Exemption for Elderly Residents, Veterans, and Disabled Residents.** The Hapeville City Council wishes to add a referendum to the ballot for the election held on November 5, 2019 allowing for an increase of homestead exemption for residents 65 years of age or over and residents of the City who are veterans, and residents of the City who are totally disabled from \$10,000.00 to \$20,000.00.
- 4. **Authorization for Mayor.** That the Hapeville City Council hereby authorizes the Mayor to execute any and all documents necessary to provide for homestead exemptions. A copy of said documents shall be filed with the City Clerk.
- 5. **Attestation.** That the Hapeville City Council hereby authorizes the City Clerk or Assistant City Clerk to attest the signature of the Mayor appearing on the documents, to affix the official seal of the City thereto as necessary to effectuate this Resolution and to place this Resolution and an executed copy of all documents regarding this conveyance among the minutes or official records of the City for future reference.
- 6. **Publication by City Clerk/Election Superintendent.** The Hapeville City Council hereby authorizes and directs the City Clerk/Election Superintendent to cause the date and purpose of the referendum and questions related to homestead exemption as they will be appear on the ballot during the election held November 5, 2019 to be published in the official organ of Fulton County and to complete all actions required by state law.
- 7. **Fulton County Department of Registration and Election.** The Hapeville City Council hereby authorizes the Fulton County Department of Registration and Elections to

conduct the special election and general election pursuant to the intergovernmental agreement between the City of Hapeville and Fulton County, Georgia.

	at any portion of this Ordinance is declared to be at shall not affect the remaining portions of this
9 Repeal of Conflicting Prov the extent they are inconsistent with this Ord	isions. All City ordinances are hereby repealed to linance.
10. Effective Date. This Ordinar	nce shall take effect immediately.
ORDAINED this day of	, 2019.
	CITY OF HAPEVILLE, GEORGIA
	ALAN H. HALLMAN, MAYOR
ATTEST:	
CRYSTAL EPPS-GRIGGS, CITY CLERK (seal)	
APPROVED BY:	
CITY ATTORNEY	

INTERGOVERNMENTAL AGREEMENT FOR THE PROVISION OF ELECTION SERVICES BETWEEN FULTON COUNTY, GEORGIA and CITY OF HAPEVILLE, GEORGIA

THIS INTERGOVERNMENTAL AGREEMENT is entered into this ____ day of _____, 2019, between Fulton County, Georgia ("County"), a political subdivision of the State of Georgia, and the City of Hapeville, Georgia ("City"), a municipal corporation lying wholly or partially within the County.

WHEREAS, the parties to this Agreement are both governmental units; and

WHEREAS, the County and the City desire to maintain a mutually beneficial, efficient and cooperative relationship that will promote the interests of the citizens of both jurisdictions; and

WHEREAS, the City desires to contract with the County to conduct this election for the citizens of the City pursuant to the applicable laws of the State of Georgia; and

WHEREAS, the City and the County are authorized by Art. IX, Sec. III, Par. I of the Constitution of the State of Georgia to contract for any period not exceeding fifty (50) years for the provision of facilities or services which they are authorized by law to provide, including an agreement for the conduct of the City elections; and

WHEREAS, O.C.G.A. § 21-2-45(c) authorizes the governing authority of any municipality to contract with the county within which that municipality wholly or partially lies to conduct any or all elections; and

WHEREAS, pursuant to O.C.G.A. § 21-2-45(c), a municipality may by ordinance authorize a county to conduct such election(s), and the City has adopted such an ordinance; and

WHEREAS, the Fulton County Board of Registration and Elections ("BRE") has jurisdiction over the conduct of primaries and elections and the registration of electors in the County; and

WHEREAS, the BRE, among other things, is responsible for the selection and appointment of the elections Superintendent, who selects, appoints, and trains poll workers for elections;

NOW THEREFORE, in consideration of the following mutual obligations, the County and City agree as follows:

ARTICLE 1 CONDUCT OF ELECTIONS

- 1.1 This Agreement will govern the conduct of any and all elections which the City requests the County to conduct, including any and all runoffs which may be necessary. It is the intent of the parties that City elections be conducted in compliance with all applicable federal, state and local legal requirements.
- 1.2 For each City election, City, at its sole option, shall submit to County a request in the form attached hereto as Exhibit A. Requests must be made in conformance with O.C.G.A § 21-2-540, now and as it may be amended hereafter, to the address specified in the Notice Section below. If a timely request is not made, the County shall have no obligation to conduct the City election which was the subject of the request.
- 1.3 In the event any special City election becomes necessary, the City and the County shall confer and determine a mutually convenient date as allowed by law to conduct any such election.

ARTICLE 2 TERM OF AGREEMENT

This Agreement shall commence on the date that it is executed by or on behalf of the governing authority of Fulton County, Georgia and will terminate on December 31, 2019, unless otherwise terminated as set forth herein.

ARTICLE 3 DUTIES AND RESPONSIBILITIES

Pursuant to this Agreement, each party shall provide the following enumerated services for the election to be held November 5, 2019:

- 3.1 Upon receipt of request to perform a City election, and the agreement to conduct a City election, the County through the Superintendent or their designee(s) shall be responsible for:
 - a) Designating early and advance voting sites and hours;
 - b) Placing the City's candidate(s) on the electronic and printed ballots for City elections after qualifying;
 - c) Placing the City's referendum question(s) on the ballot for a City election after timely written notice from the City is received by the County (which such notice shall include all necessary details and information);
 - d) Hiring, training, supervising and paying poll officers and absentee ballot clerks;
 - e) Preparing and submitting to the City Clerk, as required by state law O.C.G.A. § 21-2-224(e), now and as it may be amended hereafter, a list of electors.

- f) Performing duties of elections Superintendent, and absentee ballot clerk for the November 5, 2019 City election;
- g) Performing logic and accuracy testing as required by Sections 183-1-12-.02 and .07 of the Official Compilation of Rules and Regulations of the State of Georgia, now and as they may be hereafter amended;
- h) Providing staff, equipment and supplies for conducting the November 5, 2019 City election at City polling places on City election days and for conducting recounts as may be required;
- i) Certifying City election returns as required by state law O.C.G.A. § 21-2-493, now and as it may be amended hereafter, and submitting certified City election returns to the Georgia Secretary of State and City Clerk or as otherwise directed;
- j) Upon a change in City precincts or voter districts, notifying City residents of any change in voting districts and/or municipal precincts; and
- 3.2 The City shall be responsible for:
 - a) Recommending early voting sites and hours of operation to the County.
 - b) Adopting Election resolutions pursuant to O.C.G.A. § 21-2-45(c), now and as it may be amended hereafter, and calls for special City elections as required by O.C.G.A. § 21-2-540, now and as it may be amended hereafter;
 - c) Preparing qualifying materials for potential candidates and performing qualifying of candidates, including any write-in candidates, for City elections as required by state law, specifically O.C.G.A. § 21-2-130 *et seq.*, now and as it may be amended hereafter;
 - d) Placing advertisements in the City's legal organ regarding calls for City elections, as required by state law O.C.G.A. § 21-2-540, now and as it may be amended hereafter;
 - e) Fixing and publishing the qualifying fee as required by state law under O.C.G.A. § 21-2-131, now and as it may be amended hereafter;
 - f) Collecting and retaining the qualifying fee as required by state law O.C.G.A. § 21-2-131, now and as it may be amended hereafter;
 - g) Performing filing officer duties as required by the Georgia Government Transparency and Campaign Finance Commission for any and all state reports filed by the candidates or committees in conjunction with City elections to ensure compliance with Title 21, Chapter 5 of the Official Code of Georgia;

- h) If the City desires to review and verify the accuracy of the voter list(s) for City residents, it must do so not less than 30 days prior to Election Day;
- i) Providing the County with an electronic copy of referendums that must be placed on a ballot:
- j) Reviewing ballot proofs and notifying County of corrections or approval within twenty-four (24) hours of receiving proofs for candidate listings; and
- k) Otherwise cooperating with the County in the performance of this Agreement and providing the County such documentation and information as it may reasonably request to facilitate the performance of its duties under this Agreement.

ARTICLE 4 COMPENSATION AND CONSIDERATION

- 4.1 For City elections that are to be conducted contemporaneously with a countywide General election, pursuant to this Agreement and to action of the Board of Commissioners on August 3, 2016, the City will not be charged for the cost of said election.
- 4.2 For City elections that are to be conducted contemporaneously with a countywide Special election, the City will share in the costs of conducting the election, plus a 10% administrative fee of the actual election costs based on the municipality's pro-rata share of the number of electors in the municipality versus the total number of electors in the County. The City will pay the actual cost of such election based on a budget prepared in accordance with the form attached hereto as Exhibit B
- i) An estimate of the City's pro-rata share of the election costs based on the number of electors will be provided to the City and 75% of that amount is due to the County ninety (90) days prior to Election Day.
- ii) Following the election, the actual costs of the election will be determined, as well as the City's pro-rata share of the actual costs.
- iii) If based on the estimated election, costs a refund is due to the City, said refund will issue within ninety (90) days after the election.
- iv) If based on the estimated election costs the City owes the County an additional amount for the election, the County will issue an invoice for that amount which is due and payable within thirty (30) days of receipt.
- 4.3 For City elections that are not conducted contemporaneously with any countywide election, the City will pay the actual cost of such election based on a budget prepared in accordance with the form attached hereto as Exhibit B.
- i) The City will pay the County the sum determined in Exhibit B for the election to be maintained in a separate election account. Said amount is due ninety (90) days prior to Election Day.

- ii) Following the election, the actual costs of the election will be determined.
- iii) If based on the payment made in compliance with Exhibit B a refund is due to the City said refund will issue within ninety (90) days after the election.
- 4.4 Failure to timely remit the funds owed will result in a 10% per month penalty.

ARTICLE 5 LEGAL RESPONSIBILITIES

- 5.1 The City shall be solely responsible for any liability resulting from any claims or litigation arising from or pertaining to any City election, except claims or litigation regarding the acts of agents or employees of the County, the County Board of Registration and Elections, and the County Election Superintendent in connection with any City Election held pursuant to this Agreement. The City agrees to reimburse the County for all costs, including, but not limited to, court costs and attorney fees for the County Attorney or outside counsel, incurred by the County as a result of any such claim or litigation. The City shall make payment of such reimbursements to the County within thirty (30) days of receipt of any invoice for reimbursement from the County.
- 5.2 In the event that a City election is contested, the City shall be solely responsible for any liability resulting from any claims or litigation arising from or pertaining to any contested City election, except claims or litigation regarding the acts of agents or employees of the County, the County Board of Registrations and Elections, and the County Election Superintendent in connection with any City Election held pursuant to this Agreement. The City agrees to reimburse the County for all costs incurred in responding to the election challenge, including, but not limited to, attorney's fees for the County Attorney or outside counsel and all expenses associated with the election challenge and any appeals thereafter. The City shall make payment of such reimbursements to the County within thirty (30) days of receipt of any invoice for reimbursement from the County. If a second election is required, such election will constitute a City Election under this Agreement and shall be conducted in accordance with the terms of this Agreement.
- 5.3 To the extent allowed by law, the City agrees to defend and hold harmless the County with respect to any claim, demand, action, damages, judgment, cost and/or expenses (including, without limitation, reasonable attorney's fees and legal expenses) to which the County may be subjected as a consequence of or as a result of any error, omission, tort, intentional tort, willful misconduct, or any other negligence on the part of the City and/or its employees.
- 5.4 To the extent allowed by law, the County agrees to defend and hold harmless the City with respect to any claim, demand, action, damages, judgment, cost and/or expenses (including, without limitation, reasonable attorney's fees and legal expenses) to which the City may be subjected as a consequence of or as a result of any error, omission, tort, intentional tort, willful misconduct, or any other negligence on the part of the County and/or its employees.
- 5.5 It is the intent of the parties to be covered under the auspices of any applicable immunity granted by law.

- 5.6 Should it be necessary to comply with legal requirements that any of the County's personnel shall be sworn in as a temporary officer or employee of the City, such formality shall be observed without limitation.
- 5.7 In the event that a city law, ordinance, or code pertaining to the administration of the election directly contradicts or makes more/less strict a portion of the State of Georgia's Election Code (O.C.G.A. § 21), then the County shall only be responsible for enforcing the requirements set forth in O.C.G.A. § 21.

ARTICLE 6 EMPLOYMENT STATUS

- 6.1 All County personnel assigned under this Agreement are and will continue to be employees of the County for all purposes, including, but not limited to: duties and responsibilities, employee benefits, grievance, payroll, pension, promotion, annual or sick leave, standards of performance, training, workers compensation and disciplinary functions.
- 6.2 All County personnel assigned under this Agreement are and will continue to be part of the Fulton County Department of Registration and Elections and under the supervision of the Superintendent.
- 6.3 All City personnel assigned under this Agreement are and will continue to be employees of the City.

ARTICLE 7 RECORDKEEPING AND REPORTING

- 7.1 The County Registration and Elections Department is the central repository for all departmental records and makes available public records as defined and required by the Georgia Open Records Act, O.C.G.A. § 50-18-70, *et seq.*, O.C.G.A. § 21-2-51 and O.C.G.A. § 21-2-72, now and as they may be amended hereafter. During the term of this Agreement, the County will continue to comply with the applicable provisions of the Georgia Open Records Act and the Georgia Election Code.
- 7.2 Except as limited by any provision of state or federal law, the City may request, review and access data and County records at a mutually agreed upon time to ensure compliance with this Agreement.

ARTICLE 8 E-VERIFY AND TITLE VI

Each party agrees that it will comply with all E-Verify and Title VI requirements and execute any documents reasonably required related to such compliance. Further, each party agrees that any contracts let for work completed pursuant to this Agreement shall contain all required E-verify and Title VI requirements under applicable law.

ARTICLE 9 AUTHORIZATION

Each of the individuals executing this Agreement on behalf of his or her respective party agrees and represents to the other party that he or she is authorized to do so and further agrees and represents that this Agreement has been duly passed upon by the required governmental agency or council in accordance with all applicable laws and spread upon the minutes thereof. The parties hereto agree that this Agreement is an intergovernmental contract and is entered into pursuant to Article IX, Section III, Paragraph I of the Constitution of the State of Georgia 1983.

Further, the Fulton County Board of Registration and Elections has reviewed and approved this Agreement and has authorized its Chairman and its Chief Administrative Officer to execute any ancillary documents required to complete the November 2019 General Election, including but not limited to the Notice of the Call of the General Election and the Notice of the General Election.

ARTICLE 10 TERMINATION AND REMEDIES

Either party may unilaterally terminate this Agreement, in whole or in part, for any reason whatsoever or no reason at all, by notice in writing to the other party delivered at least thirty (30) days prior to the effective date of the termination.

ARTICLE 11 NOTICES

All required notices shall be given by certified first class U.S. Mail, return receipt requested. The parties agree to give each other non binding duplicate facsimile notice. Future changes in address shall be effective upon written notice being given by the City to the County Elections Superintendent or by the County to the City Clerk via certified first class U.S. mail, return receipt requested. Notices shall be addressed to the parties at the following addresses:

If to the County:	Fulton County Board of Registration and Elections Attn: Director 130 Peachtree St SW, Suite 2186 Atlanta, Georgia 30303 Facsimile: 404.730.7024
With a copy to:	Fulton County Office of the County Attorney Attn: County Attorney 141 Pryor Street SW, Suite 4038 Atlanta, Georgia 30303 Facsimile: 404.730.6540
If to the City:	City Clerk
With a copy to:	City Attorney

ARTICLE 12 NON-ASSIGNABILITY

Neither party shall assign any of the obligations or benefits of this Agreement.

ARTICLE 13 ENTIRE AGREEMENT

The parties acknowledge, one to the other, that the terms of this Agreement constitute the entire understanding and Agreement of the parties regarding the subject matter of the Agreement. This Agreement constitutes the entire understanding and agreement between the Parties concerning the subject matter of this Agreement, and supersedes all prior oral or written agreements or understandings. No representation oral or written not incorporated in this Agreement shall be binding upon the City or the County. All parties must sign any subsequent changes in the Agreement.

ARTICLE 14 SEVERABILITY, VENUE AND ENFORCEABILITY

If a court of competent jurisdiction renders any provision of this Agreement (or portion of a provision) to be invalid or otherwise unenforceable, that provision or portion of the provision will be severed and the remainder of this Agreement will continue in full force and effect as if the invalid provision or portion of the provision were not part of this Agreement. No action taken pursuant to this Agreement should be deemed to constitute a waiver of compliance with any representation, warranty, covenant or agreement contained in this Agreement and will not operate or be construed as a waiver of any subsequent breach, whether of a similar or dissimilar nature. This Agreement is governed by the laws of the state of Georgia without regard to conflicts of law principles thereof. Should any party institute suit concerning this Agreement, venue shall be in the Superior Court of Fulton County, Georgia. Should any provision of this Agreement require judicial interpretation, it is agreed that the court interpreting or construing the same shall not apply a presumption that the terms hereof shall be more strictly construed against one party by reason of the rule of construction that a document is to be construed more strictly against the party who itself or through its agent prepared the same, it being agreed that the agents of all parties have participated in the preparation hereof.

ARTICLE 15 BINDING EFFECT

This Agreement shall inure to the benefit of, and be binding upon, the respective parties' successors.

ARTICLE 16 COUNTERPARTS

This Agreement may be executed in several counterparts, each of which shall be an original, and all of which shall constitute but one and the same instrument.

IN WITNESS WHEREOF, the City and County have executed this Agreement through their duly authorized officers on the day and year first above written.

FULTON COUNTY, GEORGIA APPROVED AS TO SUBSTANCE:

(Seal)	
	Chair, Board of Commissioners
	Attest: Clerk to Commission
	Date:
	ATTEST:
	APPROVED AS TO FORM:
	Fulton County Attorney's Office
	APPROVED AS TO SUBSTANCE:
	Richard Barron Director, Fulton County Department of Registration and Elections

SIGNATURES APPEAR ON THE FOLLOWING PAGE

CITY OF HAPEVILLE, GEORGIA

(SEAL	.)
Mayor	City Clerk (SEAL)
Date:	
APPROVED AS TO FORM:	APPROVED AS TO SUBSTANCE:
City Attorney	City Clerk

EXHIBIT A

As per the Agreement executed on requests that Fulton County conduct its Election on Nover Fulton County.	the City of Hapeville, hereby mber 5, 2019, within the boundary of
The last day to register to vote in this election is October 7,	2019.
The list of early voting locations will be forthcoming.	
This, 2019.	
City Clerk (SEAL)	
The Fulton County Board of Registrations and Elections ag Election on November 5, 2019, within the boundary of Fult	-
This, 2019.	
Elections Superintendent (SEAL)	
Fulton County Board of Registrations and	
Elections	

EXHIBIT B

PRORATION OF ELECTION FEES ESTIMATE CITY OF HAPEVILLE EXHIBIT B

	November 5, 2019	December 3, 2019
ELECTION	Municipal Election	Runoff
DISTRICT		
	All of Hapeville	NO RUNOFF
NUMBER OF ACTIVE REG VOTERS	3325	
(June 2019)		
DISTRIB%	1.0%	
OVERTIME - 1001	\$ 988	
TEMP SAL - 1160	\$ 5,273	
Early Voting - 1160	\$ 4,202	
SS-SALARIES - 1010	\$ 61	
SS - MEDICARE - 1011	\$ 14	
UNEMP INS - 1060	\$ 2	
RENTAL EQUIP - 1120	\$ 222	
RENTAL BLDGS - 1121	\$ -	
POLL WORKERS PERS - 1159	\$ 2,125	
STIPEND - 1169	\$ 13	
HOSP - 1307	\$ 38	
ADV- 1342	\$ 156	
MILEAGE - 1346	\$ 5	
VEH SUPPLIES - 1452	\$ 36	
POSTAGE - 1456	\$ 156	
PRINTING - 1459	\$ 364	, , , , , , , , , , , , , , , , , , , ,
PHOTO COPIES - 1461	\$ 57	
OFFICE SUPPLIES/BALLOTS - 1462	\$ 551	
STOCK PAPER - 1475	\$ 42	
INS (HEALTH) - 1501	\$ 107	
INS (LIFE) - 1505	\$ 6	
INS (DENTAL) - 1510	\$ 12	
INS (VISION) - 1512	\$ 2	
RETIRE MATCH - 1522	\$ 30	
SECURITY 1174	\$ 104	
DC-CNTR-EPLR - 1527	\$ 40	
DC-CNTR-2% - 1529	\$ 10	
SUBTOTAL	\$ 14,616	
10% ADMIN FEE	\$ 1,462	A CONTRACTOR OF THE CONTRACTOR
TOTAL	\$ 16,078	
GRAND TOTAL FOR BOTH	· · · · · · · · · · · · · · · · · · ·	46.07
ELECTIONS	\$	16,07



BAIL BONDSMAN APPLICATION ANNUAL BUSINESS LICENSE FEE - \$100

	New Application
Lieansino	Renewal Application
Licensing:	
No one shall be licensed as a bail	bondsman nor shall a bail bondsman's license be renewed, unless or
until a written application for such	license or renewal thereof has been filed with the City Clerk.
Name:	COLUN GRITFIN
Home Address: 570 K	idgement Dr. Fayetteville, Ca. 3025
Business Name: Address: 205 M	trhen Street Attasts 750 20203
Kind of Business to be carried on:	
If a partnership, provide names and	
Partner Name	Home Address
Provide names and home addresse	s of officers and directors:
OfficerNames	Home Address
CIKOLYN CHRITTIN	570Ridgement Dz, Fayetteville, Ca. 30215
Director Names	Home Address
	ority from Fulton County. New applicants must be approved by the
Fulton County Sherriff before subm	nitting an application with the City of Hapeville.

*Complete the attached form to consent to a criminal and financial background check performed by the Hapeville Police Department.

Applicant's Signature

6-26-19

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Employment Opportunity Community Outreach

Fulton County Sheriff's Office

"Proudly We Serve"

Click Below





"Pride, Dignity, & Loyalty For The People Of Fulton County."

Sheriff Jackson

Sheriff Theodore Jackson

Fulton County's MOST WANTED





Bonding Agencies:

Welcome to the bonding information page. Below is the list of agencies that can assist you and your family members

The following bonding agencies are approved to write bonds in Fulton County

1ST CHOICE BAIL BONDS

Owner: Charles Scott Echols

110 Mansell Cir. Suite 116

www.fultonsheriff.org/bonding-agencies.html

24/7 ONE CALL BONDING COMPANY

Owner: Tommy Ford
110 Mansell Circle #115

Bonding Agencies

6/28/2019

Tel#: 404-529-2663 & 404-523-2663 (Roswell)

Scottechols2002@yahoo.com

A 2ND CHANCE BAIL BONDS

Owner: Daniel Matalon

976 Jefferson St. N.W. Suite A Atlanta, GA 30318

1073 Alpharetta St. Roswell, GA 30075

Tel#: 404-224-5688 & 770-423-1432 (Roswell)

fta@2ndchancebailbonds.com

AA OK BONDING COMPANY

Owner: James Parks

2410 Old Milton Parkway, Alpharetta, GA 30009

Tel#:770-640-1895 or 404-827-9777

Fax#:770-888-9073

Aaokbailbonding1@gmail.com

A-SWIFT BAIL BONDING COMPANY

Owner: Carolyn Griffin

205 Mitchell Street Atlanta, GA 30303

Tel#: 404-521-1503 Fax#: 404-584-9829

swiftbonding@att.net

ANYTIME BONDING COMPANY

Owner: Christopher Bohrer

107 Peachtree St. S.W. Atlanta, GA 30303

Roswell, GA 30075

Tel#: 404-529-0020 & 770-641-1772 (Roswell)

info@24-7onecallbail.com

AAA ASSURED BONDING COMPANY

Owners: H. Greene, R. Walker, & K. Lewis

196 Peachtree St. Atl., GA 3030

Tel#: 404-525-2274 Fax#: 404-589-35983

rwalker@jetbonding.com

A-RAPID BONDING COMPANY

Owner: Janice Grimes

196 Peachtree St., Suite 112 Atlanta, GA 30303

Tel#: 404-659-4209 or 770-993-2870 (Alpharetta)

Fax#: 404-659-4201

mkeades@bellsouth.net

ALPHA BONDING COMPANY

Owner: Linda Cooper

200 Memorial Drive Atlanta, GA 30303

Tel#: 404-523-2352 Fax#: 404-523-2351

alphabonding@yahoo.com

ASTRO BONDING COMPANY

Owner: Frederick Sanders II

200 Memorial Drive, Suite 1 Atlanta, GA 30303

pauls@anytimebail.com

Bonding Agencies

Tel#: 404-521-2663 Fax#: 404-521-2612

astro@bellsouth.net

ATLANTIC BONDING COMPANY

Owner: Marva Griffin

236 Forsyth Street, S.W. Atlanta., GA. 30303

Tel#: 404-522-3201 Fax#: 404-688-3803

Express.atlantic236@gmail.com

FOSTER BONDING COMPANY

Owner: Karen Blackmon

1991 Donald Lee Hollowell Pkwy.N.W. Atlanta, GA 30318

Tel#: 404-881-6200 Fax#: 404-881-1740

Kb39750000@aol.com

Owner: Jennifer Dallam

FREEDOM RINGS BONDING COMPANY

233 Peachtree St. S.W. Atlanta, GA 30303

Tel#: 404-523-3279 Fax#: 770-214-9231

<u>jdallam@freeatlastbb.com</u>

FREE AT LAST BONDING COMPANY

Owner: Cathy Joyce

Tel#: 404-577-2245 Fax#: 770-214-9231

233 Peachtree St. SW Atl., GA 30303

jdallam@freeatlastbb.com

JET BONDING COMPANY

Owner: Herbert Greene

196 Peachtree St. S.W. Atlanta, GA 30303

Tel#:404-523-7507 or 404-873-3766

Fax#: 404-589-3598

ewright@jetbonding.com

KING BAIL BONDS, LLC

Owner: Don Floyd

107 Peachtree St. S.W. Atlanta, GA 30303

Tel#: 404-659-0211

Fax#: 404-659-0943

JIM PACE BONDING COMPANY

Owner: Danny Barrow

2731 Church Street East Point, GA 30344

Tel#: 404-766-5659 Fax#: 404-768-1062

RED EYE BAIL BONDS, LLC

Owner: Frank Tavarez

155 Forsyth St. S.W. Atlanta, GA 30303

Tel#: 404-872-7333

info@redeyebailbonds.com

donfloyd@kingbailbondsatlanta.net

6/28/2019

REGGIE CAGLE BONDING COMPANY	ROSWELL BONDING COMPANY
Owner: Chris Cagle	Owner: Phil Mathis
1142 Jefferson St. N.W. Atlanta, GA 30318	966 Myrtle St. Roswell, GA 30075
211 South Main St. Suite A Alpharetta, GA 30009	Tel#: 770-993-8920 or770-998-4632
Tel#: 404-875-9856 & 770-687-2556 (Alpharetta)	Fax#: 770-992-6724
R_caglebonding@msn.com	roswell_bonding@att.net

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Owner: Matthew Smalls 176 Trinity Ave S.W. Atlanta, GA 30303 Tel#: 404-577-8990 Fax#: 404-572-6459

smallsbailbonds@aol.com

TARA BONDING COMPANY

Owner: Tara Lee

229 Peachtree St. S.W. Atlanta. GA 30303

Tel#: 404-659-6016 Fax#: 404-659-2328

Tara lee@bellsouth.net

Pay Your Cash Bond online

**This service is temporary unavailable. We apologize for the inconvenience. **

Fulton County offers the capability to accept cash bond online with the use of a credit card. If you would like to pay a cash bond online, please go to and use EZ Bail Online.

Please contact our webmaster with questions or comments at info@fultonsheriff.org © Copyright Fulton County Sheriff's Office 2009. All rights reserved.

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Fulton County Sheriff's Office

185 Central Ave S.W., 9th Floor Atlanta, GA 30303

http://www.fultoncountyga.gov/fulcohome

404-612-5100 (Jail Administration) 404-613-2000 (Webmaster) info@fultonsheriff.net

STATE OF CERTIFICATE OF AUTHORITY GEORGIA-FULTON

CERTIFICATE #: FCSO-2019

A SWIFT BONDING COMPANY

requirements as set forth by the State of Georgia and the Sheriff of Fulton perform same within this County's jurisdiction. County to operate a Bail Bonding Agency and is therefore Approved to This is to certify that the bearer of this certificate has met all of the legal

Date of Issue: January 01, 2019

Expiration Date: January 31, 2020

Theodore Jackson, Sheriff





BAIL BONDSMAN APPLICATION ANNUAL BUSINESS LICENSE FEE - \$100

New Application
Renewal Application

Licensing:

Hapeville Police Department.

	ication for such license or renewal thereof h	ondsman's license be renewed, unless or as been filed with the City Clerk.
Name: Home Address:	MARVA Griff 1984 Cree Kstor	20 Way 30274/
Business Name: Address:	Atlantic Bonds	ng the Sw. Atlanta Gr. 3030=
Kind of Business to	be carried on:	
Rartner	ovide names and home address of partners: Name Ho	me Address
	home addresses of officers and directors:	me Address
The second district of the second of the sec	Marcelle 2117 Roxd	OND D. DECATUR, GA
MARVA	STIFFIN 1989 CH	Riverday, Ca 30
MARKA Directorif	Vames THO	Riceday, Ca 30 me/Address
MARVA Directorif	Names Prifficate of Authority from Fulton County. In the priff before submitting an application with the priffication with the prif	New applicants must be approved by the

Revised 6/25/2019

General Information

About Us

Fulton County Sheriff's Office

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Click Below





Sheriff Theodore Jackson



"Priole, Dignity, & Loyalty For The People Of Fution County."

Sheriff Jackson





Bonding Agencies:

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Owner: Charles Scott Echols 110 Mansell Cir. Suite 116

www.fultonsheriff.org/bonding-agencies.html

Owner: Tommy Ford

110 Mansell Circle #115

Tel#: 404-745-9925 Fax# 770-339-1932

pauls@anytimebail.com

ATLANTIC BONDING COMPANY

Owner: Marva Griffin

236 Forsyth Street, S.W. Atlanta., GA. 30303

Tel#: 404-522-3201 Fax#: 404-688-3803

Express.atlantic236@gmail.com

FREE AT LAST BONDING COMPANY

Owner: Cathy Joyce

233 Peachtree St. SW Atl., GA 30303

Tel#: 404-577-2245 Fax#: 770-214-9231

jdallam@freeatlastbb.com

JET BONDING COMPANY

Owner: Herbert Greene

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Tel#:404-523-7507 or 404-873-3766

Fax#: 404-589-3598

ewright@jetbonding.com

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Tel#: 404-659-0211

Fax#: 404-659-0943

astro@bellsouth.net

Tel#: 404-521-2663 Fax#: 404-521-2612

FOSTER BONDING COMPANY

Owner: Karen Blackmon

1991 Donald Lee Hollowell Pkwy.N.W. Atlanta, GA 30318

Tel#: 404-881-6200 Fax#: 404-881-1740

Kb39750000@aol.com

FREEDOM RINGS BONDING COMPANY

Owner: Jennifer Dallam

233 Peachtree St. S.W. Atlanta, GA 30303

Tel#: 404-523-3279 Fax#: 770-214-9231

dallam@freeatlastbb.com

JIM PACE BONDING COMPANY

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2731 Church Street East Point, GA 30344

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RED EYE BAIL BONDS, LLC

Owner: Frank Tavarez

155 Forsyth St. S.W. Atlanta, GA 30303

Tel#: 404-872-7333

info@redeyebailbonds.com

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Fulton County Sheriff's Office

185 Central Ave S.W., 9th Floor Atlanta, GA 30303

http://www.fultoncountyga.gov/fulcohome

(Webmaster) info@fultonsheriff.net 404-612-5100 (Jail Administration) 404-613-2000



CERTIFICATE #: FCSO-2019

ATLANTIC BONDING COMPANY

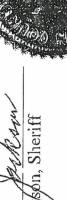
requirements as set forth by the State of Georgia and the Sheriff of Fulton This is to certify that the bearer of this certificate has met all of the legal County to operate a Bail Bonding Agency and is therefore Approved to perform same within this County's jurisdiction.

Date of Issue: January 01, 2019

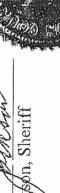
Expiration Date: January 31, 2020

Theodore Jackson, Sheriff













ARTICLE 3. - BAIL BONDSMAN

Sec. 11-3-1. - Licensing.

No one shall be licensed as a bail bondsman nor shall a bail bondsman's license be renewed, unless or until a written application for such license or renewal thereof has been filed with the city clerk.

(Code 1959, § 13-52; Code 1981, § 9-4-21)

Sec. 11-3-2. - Application.

The contents of an application for a bondsman license shall contain the following:

(1) Name and home address of the applicant if an individual;

(2) Place where the proposed business is to be located;

(3) Kind of business to be carried on;

(4) Names and home addresses of the partners, if a partnership;

(5) Names and home addresses of the officers and directors; and

(6) A complete record of all arrests and convictions against the applicant and every partner, officer or director for violations of any and all laws of the city, state or federal government.

(Code 1959, § 13-53; Code 1981, § 9-4-22)

Sec. 11-3-3. - Fee established.

The annual business license for each bondsman doing business in the city shall be \$100.00.

(Code 1959, § 13-54; Code 1981, § 9-4-23)

Sec. 11-3-4. - Police investigation of applicant.

Each bail bondsman must be approved by the sheriff of the county before the application is sent to the chief of police, except provided that any bail bondsman, licensed and doing business in the city for a period of at least one year prior to the adoption of this article, may, upon the approval of the chief of police, renew such license without approval of the sheriff of the county. The chief of police shall then require an investigation of each applicant for a bondsman license. Such investigation shall be made to

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determine the moral character and financial condition of the applicant. A report of such investigation and a copy of the traffic and police record of the applicant, if, any, shall be attached to the application and forwarded to the mayor and council. Applicants, by filing for license for bondsman, agree to furnish the data, information and records as called for herein and also agree to investigation by the police department and the city attorney. All information furnished or secured under this authority shall be kept in strict confidence and shall not be subject to public inspection, and shall be utilized solely by the officers of the city responsible for administering the provisions of the city regarding licensing businesses.

(Code 1959, § 13-57; Code 1981, § 9-4-24)

Sec. 11-3-5. - Posting of security by authority bondsmen.

All bondsmen and/or bonding companies shall be required to post security with the city prior to the authorization of such bondsmen and/or bonding companies to post bonds for the release of prisoners from the jails of the city, in one of the following manners:

- (1) The security may be in the form of cash deposits in a joint checking account between the bondsmen and/or bonding company and the treasurer of the city in an amount equal to 20 percent of the total face amount of all bonds that any bondsmen and/or bonding company shall be allowed to write in the city;
- (2) By execution of a deed of trust in favor of the city to certain real estate having a value as shall be substantiated by the report of an appraiser who shall be approved by the city prior to the submission of his report, the value to be at least the total amount of bonds upon which a bondsman and/or bonding company has pledged as security, and upon such terms and conditions as may be specified in the deed or trust, a copy of which is attached hereto and which may be from time to time amended. The bondsmen and/or bonding company posting the deed of trust shall accompany the deed of trust with a title certificate indicating that the parcel or parcels of land so deeded to the city are free and clear of all encumbrances and liens of any kind;
- (3) The bondsmen and/or bonding company shall file with the city clerk a surety bond running to the city in the amount of \$50.000, with surety acceptable to and approved by the mayor and council and the chief of police; or

(4)

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A liability insurance policy issued by an insurance company authorized to do business in the state with a face amount at least equal to the amount of bonds the bondsmen and/or bonding company is allowed to write may be permitted in lieu of bond, if approved by the mayor and council and the chief of police.

(Code 1959, § 13-56; Code 1981, § 9-4-25)

Sec. 11-3-6. - Procedure for issuance of bail bondsman license.

The city clerk shall forward all applications for bondsmen licenses to the chief of police within 48 hours of the time of receipt of the application and all necessary information. The police chief shall review the application and make his investigation. He shall make a recommendation thereon, favorable or otherwise, and shall return such recommendation to the city clerk within 30 days after receiving a copy of the application. The city clerk shall then forward the application and recommendation to the mayor and council for consideration and action at its next regularly scheduled public meeting.

(Code 1959, § 13-57; Code 1981, § 9-4-26)

Sec. 11-3-7. - Procedure for forfeiture of bail bond licenses.

- (a) If any person holding a license under the provisions of this article should:
 - (1) Violate any ordinance or regulation lawfully adopted by the city; or
 - (2) Allow a bond forfeiture to remain outstanding and unpaid for a period of 90 days or longer his license is subject to revocation.
- (b) Upon written notice by the city clerk that such licensee is in violation of any ordinance or regulation, his license shall be revoked 15 days thereafter unless the licensee shall indicate a desire for a hearing before the mayor and council concerning the revocation. The mayor and council may revoke, suspend or in anyway restrict the license of any person found in violation of any ordinance or regulation lawfully adopted by the city.

(Code 1981, § 9-4-27; Ord. No. 80-6, 7-10-1980)

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