

BOARD MEMBERS

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STAFF

Peter A. Frisina, Director of Community Services
Chanelle Blaine, Zoning Administrator
Howard Johnson, Planning & Zoning Coordinator

AGENDA
FAYETTE COUNTY PLANNING COMMISSION MEETING
140 STONEWALL AVENUE WEST
December 2, 2021
7:00 pm

***Please turn off or turn to mute all electronic devices during the
Planning Commission Meetings**

NEW BUSINESS

1. Consideration of the Minutes of the meeting held on November 18, 2021.

PUBLIC HEARING

2. Consideration of Petition No. 1313-21 A, Phillip & Thomas Real Estate Holdings, LLC, Owner, and William T. James, Agent, request to rezone 2.09 acres from R-70 R-45 to develop a residential subdivision. This property is located Land Lot 21 of the 7th District and fronts on Eastin Road and Sandy Creek Road.
3. Consideration of Petition No. 1313-21 B, Phillip & Thomas Real Estate Holdings, LLC, Owner, and William T. James, Agent, request to rezone 2.09 acres from R-70 R-45 to develop a residential subdivision. This property is located Land Lot 21 of the 7th District and fronts on Eastin Road and Sandy Creek Road.
4. Consideration of Petition No. 1314-21, Wright Chancey Ebenezer Bypass, LLC, Owner, request to rezone 84.746 acres from A-R to C-S to develop a residential subdivision. This property is located Land Lot 36 of the 7th District and fronts on Ebenezer Road, Ebenezer Church Road and Ebenezer Bypass.

OLD BUSINESS

5. Discussion of the Fayette County Comprehensive Plan Update

PETITION NO: 1313-21 A&B

REQUESTED ACTION: R-70 to R-45

PROPOSED USE: Residential

EXISTING USE: Residential

LOCATION: Eastin Road and Sandy Creek Road

DISTRICT/LAND LOT(S): 7th District, Land Lot 21

OWNER: Phillip & Thomas Real Estate Holdings, LLC

AGENT: William T. James

PLANNING COMMISSION PUBLIC HEARING: December 2, 2021

BOARD OF COMMISSIONERS PUBLIC HEARING: January 13, 2022

APPLICANT'S INTENT

Applicant proposes to develop a Residential Subdivision consisting of 4 lots on 4.18 acres.

STAFF RECOMMENDATION

DENIAL

1.

1313-21 A&B

INVESTIGATION

A. PROPERTY SITE

The subject property 4.18 acre tract fronting on Eastin Road and Sandy Creek Road in Land Lot 21 of the 7th District. The subject property consists of two lots, a 2.09 acre lot (A) and a 2.09 acre lot (B). Eastin Road is classified as a Collector and Sandy Creek Road is classified as Minor Arterial on the Fayette County Thoroughfare Plan. The subject property is undeveloped.

History

The subject properties consists of lots 1 and 2 of the Final Plat for San Eastin Corner (see attached). The Final Plat was recorded on April 5, 1990.

B. SURROUNDING ZONING AND USES

The general situation is a 4.18 acre tract that is zoned R-70. In the vicinity of the subject property is land which is zoned R-70, R-45 and C-S. See the following table and also the attached Zoning Location Map.

The subject property is bound by the following adjacent zoning districts and uses:

Direction	Acreage	Zoning	Use	Comprehensive Plan
North (across Eastin Road)	3.0	R-70	Single-family Residential	Rural Residential – 2 (1 Unit/2 Acres)
	1.0	R-70	Single-family Residential	
	2.0	R-70	Single-family Residential	
South	1.3	R-45	Single-family Residential	Rural Residential – 2 (1 Unit/2 Acres)
	2.0	R-70	Single-family Residential	
East	10.6	C-S	Conservation Subdivision Conservation Area	Rural Residential – 2 (1 Unit/2 Acres)
West	2.0	R-70	Single-family Residential	Rural Residential – 2 (1 Unit/2 Acres)

C. COMPREHENSIVE PLAN

The subject property lies within an area designated for Rural Residential -2 (1 Unit/2 Acres) (see attached Land Use Plan map). This request does not conform to the Fayette County Comprehensive Plan as the density requested is one (1) unit per one (1) acre.

D. ZONING/REGULATORY REVIEW

The applicant seeks to rezone from R-70 to R-45 for the purpose of developing a Residential Subdivision.

Platting

Should this request be approved, the applicant is reminded that before any lots can be sold or building permits issued for the proposed subdivision, the subject property must be platted per the Fayette County Subdivision Regulations, as applicable.

E. REVIEW OF CONCEPT PLAN

The applicant is advised that the Concept Plan is for illustration purposes only. Any deficiencies must be addressed at the time of submittal of the Preliminary Plat, Final Plat, and/or Site Plan, as applicable.

F. DEPARTMENTAL COMMENTS

Water System

FCWS has no objection to the following rezoning. Water availability is along the north side of Eastin Rd. provided by a 8" PVC water main. There also a 16" Ductile Iron water main along southwest side of Sandy Creek Rd.

Public Works/Environmental Management

Recommended Conditions of Rezoning:

1. That no lot shall have direct driveway access onto Sandy Creek Road and any existing driveway culverts will be removed on Sandy Creek Road. (This condition will be enforced by the Engineering/Public Works Department.)
2. The driveway access for lot 1 shall be a minimum of 150 feet from the right of way for Sandy Creek Road. (This condition will be enforced by the Engineering/Public Works Department.)

General Recommendations

Public Works is not in favor of this rezoning based on the additional driveway cuts along Eastin Road, it would be preferred to have an internal local road to provide access to all lots.

County Road Frontage Right of Way Dedication

Sandy Creek Road is a **Minor Arterial**. For Final Plat approval Fayette County will require a ROW dedication along Sandy Creek Road frontage to provide a **50 feet of ROW** as measured from the existing road centerline. Provide a deed after the final plat is filed for said right of way dedication. Corner lot will require a 20ft fillet or chamfer at street intersection and this area should be included in the right of way dedication as well.

Traffic Data

According to the GDOT on-line traffic data, the annual average daily traffic for the Sandy Creek Road is 5,440 vehicles per day. The project with 4 lots would add 37 trips per day. This would be a negligible amount of traffic increase to Sandy Creek Road & Eastin Roads.

Site Distance

Prior to Minor Final Plat approval, the Engineer or Surveyor shall provide a Sight Distance Assessment form (available from Fayette County EMD) to the Fayette County Environmental Management Department for each proposed lot fronting an existing road. Fayette County will deny the creation of a new lot that can't meet minimum intersection sight distance requirements.

Floodplain Management

The request for rezoning **DOES NOT** contain floodplain per FEMA FIRM panel 13113C0082E dated September 26, 2008.

Wetlands

The property **DOES NOT** contain wetlands per the U.S. Department of the Interior, Fish and Wildlife Service 1994 National Wetland Inventory Map.

Watershed Protection

There are **NO** state waters located on the subject property and **WILL NOT** be subject to the Fayette County Watershed Protection Ordinance.

Groundwater

Approximately (1) acre of the site **IS** located within a groundwater recharge area.

Post Construction Stormwater Management

This development **WILL NOT** be subject to the Post-Development Stormwater Management Ordinance if re-zoned and developed with more than 5,000 square feet of impervious surfaces.

Environmental Health Department

This department has no issues with the proposed rezoning of Parcel 070 6051 to 4 residential lots. In order to be considered for an on-site sewage disposal system, each lot must submit an application, pay applicable fees, submit a properly scaled Level 3 soil report that bears the original soil scientist's stamp and signature, a copy of the soil scientist's certificate of liability insurance, a floor plan of the structure, sketch of the site plan, and plat of the property. Submission of all requirements does not guarantee approval.

Fire

No comment

STAFF ANALYSIS

This request is based on the petitioner's intent to rezone said property from **R-70 to R-45** for the purpose of developing a Residential Subdivision. Per Section 110-300 of the Fayette County Zoning Ordinance, Staff makes the following evaluations:

1. The subject property lies within an area designated for Rural Residential -2 (1 Unit/2 Acres) (see attached Land Use Plan map). This request does not conform to the Fayette County Comprehensive Plan as the density requested is one (1) unit per one (1) acre.
2. The proposed rezoning will not adversely affect the existing use or usability of adjacent or nearby property. However, approval of this rezoning request could provide encouragement and legal leverage for the rezoning of other properties in the Rural Residential -2 (1 Unit/2 Acres) land use area to zoning districts that require less than a two (2) acre density and/or lot size.
3. The proposed rezoning will not result in a burdensome use of roads, utilities, or schools.
4. Existing conditions and the area's continuing development as a single-family residential district with a density of one (1) unit per two (2) acres do not support this petition.

Based on the foregoing Investigation and Staff Analysis, Staff recommends **DENIAL**.

RECOMMENDED CONDITIONS

If this petition is approved by the Board of Commissioners, it should be approved **R-45 CONDITIONAL** subject to the following enumerated conditions. Where these conditions conflict with the provisions of the Zoning Ordinance, these conditions shall supersede unless otherwise specifically stipulated by the Board of Commissioners.

1. That no lot shall have direct driveway access onto Sandy Creek Road and any existing driveway culverts will be removed on Sandy Creek Road. (This condition will be enforced by the Engineering/Public Works Department.)
2. The driveway access for lot 1 shall be a minimum of 150 feet from the right of way for Sandy Creek Road. (This condition will be enforced by the Engineering/Public Works Department.)

**1313-21 A & B
Zoning**

R-70

S-Z

R-70

Eastin Road

**SUBJECT
PROPERTIES**

R-70

1313-21 A

1313-21 B

C-S

Sandy Creek Road

R-45

R-70

**1313-21 A & B
Land Use Plan**

Eastin Road

RURAL
RESIDENTIAL
-2

**SUBJECT
PROPERTIES**

1313-21 A

1313-21 B

Sandy Creek Road

**1313-21 A & B
Aerials**

Eastin Road

**SUBJECT
PROPERTIES**

1313-21 A

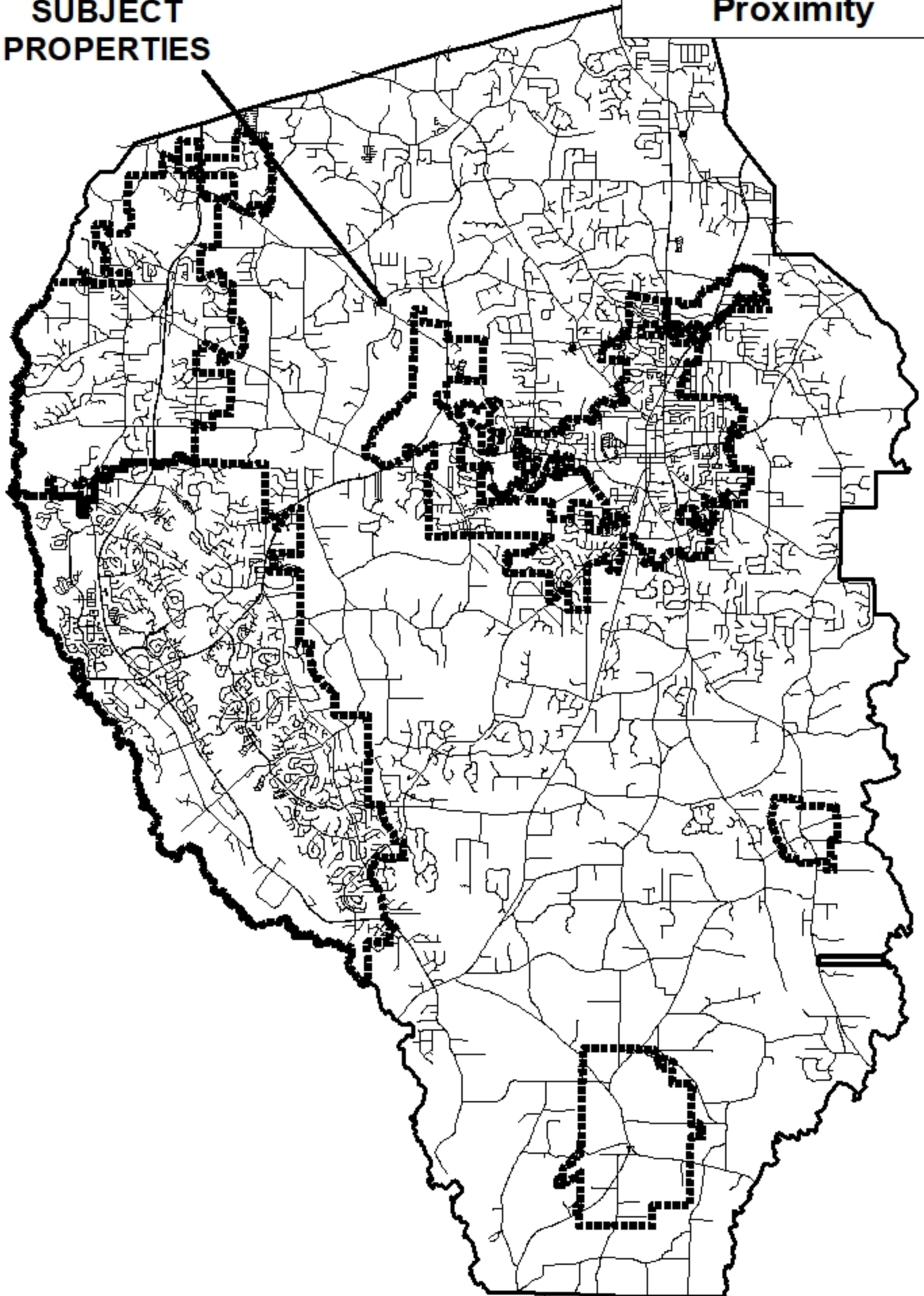
1313-21 B

Sandy Creek Road



1313-21 A & B
Proximity

**SUBJECT
PROPERTIES**



REQUESTED ACTION: A-R to C-S

PROPOSED USE: Residential

EXISTING USE: Undeveloped

LOCATION: Ebenezer Road, Ebenezer Bypass & Ebenezer Church Road

DISTRICT/LAND LOT(S): 7th District, Land Lot 36

OWNER: Wright Chancey Ebenezer Bypass, LLC

AGENT: Wright Chancey Ebeenzer Bypass, LLC

PLANNING COMMISSION PUBLIC HEARING: December 2, 2021

BOARD OF COMMISSIONERS PUBLIC HEARING: January 13, 2022

APPLICANT'S INTENT

Applicant proposes to develop a Residential Subdivision consisting of 25 lots on 84.746 acres.

STAFF RECOMMENDATION

APPROVAL WITH TWO (2) CONDITIONS

1.

1314-21

INVESTIGATION

A. PROPERTY SITE

The subject property is an 84.746 acre tract fronting on Ebenezer Road, Ebenezer Church Road and Ebenezer Bypass in Land Lot 36 of the 7th District. Ebenezer Road is classified as an Arterial road, Ebenezer Church Road is classified as a Collector road and Ebenezer Bypass is classified as a County Local road on the Fayette County Thoroughfare Plan. The subject property is undeveloped.

B. SURROUNDING ZONING AND USES

The general situation is an 84.746 acre tract that is zoned A-R. In the vicinity of the subject property is land which is zoned A-R and R-40. See the following table and also the attached Zoning Location Map.

The subject property is bound by the following adjacent zoning districts and uses:

Direction	Acreage	Zoning	Use	Comprehensive Plan
North	18.6	A-R	Undeveloped	Rural Residential – 3 (1 Unit/3 Acres)
	6.32	A-R	Single-family Residential	
	6.32	A-R	Single-family Residential	
	12.89	A-R	Undeveloped	
	10.1	A-R	Single-family Residential	
	9.8	A-R	Undeveloped	
South (across Ebenezer Bypass)	5.0	A-R	Single-family Residential	Rural Residential – 3 (1 Unit/3 Acres)
	3.0	A-R	Single-family Residential	
South (across Ebenezer Church Road)	1.95	A-R	Church	Rural Residential – 3 (1 Unit/3 Acres)
	1.95	A-R	Cemetery	
	2.0	A-R	Single-family Residential	
	7.08	A-R	Church	
East (across Ebenezer Road)	8.7	R-40	Single-family Residential	Rural Residential – 3 (1 Unit/3 Acres)
	2.7	A-R	Single-family Residential	
West	28.8	A-R	Agriculture	Rural Residential – 3 (1 Unit/3 Acres)
	11.26	A-R	Undeveloped	
	5.0	A-R	Single-family Residential	
	3.72	A-R	Single-family Residential	

C. COMPREHENSIVE PLAN

The subject property lies within an area designated for Rural Residential – 3 (1 Unit/3 Acres) and Environmentally Sensitive Areas (floodplain). This request conforms to the Fayette County Comprehensive Plan.

D. ZONING/REGULATORY REVIEW

The applicant seeks to rezone from A-R to C-S for the purpose of developing a Conservation Subdivision. Each C-S Conservation Subdivision shall consist of two areas: a Residential Area and a Conservation Area. The C-S zoning district requires a minimum of 40 percent of the subject property to be placed into the Conservation Area. The Conservation Area will contain the environmentally sensitive areas including waterways, water bodies, watershed protection areas, floodplains, wetlands, riparian buffers and woodlands, as well as agricultural areas, existing agricultural structures and historical structures. The Conservation Area will remain in a natural and undisturbed state with minimal improvements.

Yield Plan

Staff reviewed and approved a yield plan which shows 25 lots on 84.746 acres and found it to comply with the regulations of the R-80 zoning district as required by the C-S zoning district in the Rural Residential – 3 (1 Unit/3 Acres) area. The minimum lot size required for R-80 is three (3) acres.

Realignment of Ebenezer Church Road and Ebenezer Bypass

The County is proposing to realign Ebenezer Church Road northerly through the subject property, eliminating Ebenezer Bypass, to connect to Ebenezer Road. The proposed realignment is shown on the Development Plan.

Development Plan

A Development Plan is required for the C-S zoning district. The Development Plan, as approved with the rezoning, establishes the basic layout and uses planned for the development. The Preliminary Plat and Final Plat will establish the detailed layout of the subdivision.

The Development Plan indicates 25 total lots. The Residential Area is approximately 43.502 acres (51 percent) and the Conservation Area is approximately 41.224 acres (49 percent) which meets the requirements of the C-S zoning district. The aforementioned realignment of Ebenezer Church Road, containing 2.747 acres, is within the Conservation Area. With the taking of the road area, the Conservation Area is reduced to 38.497 acres which is 45 percent of the subject property still meeting the minimum requirements for the C-S zoning district.

Platting

Should this request be approved, the applicant is reminded that before any lots can be sold or building permits issued for the proposed subdivision, the subject property must be platted per the Fayette County Subdivision Regulations, as applicable.

Access

The Development Plan submitted indicates two (2) accesses from the new alignment of Ebenezer Church Road.

E. DEPARTMENTAL COMMENTS

Water System

FCWS has no objection to this rezoning. Water availability is provided by a 12" Ductile Iron water main along southside of Ebenezer Church Rd. and along by a 16" Ductile Iron water main along eastside of Ebenezer Rd.

Public Works/Environmental Management

Recommended Conditions of Rezoning:

1. That no lot shall have direct driveway access onto Ebenezer Road or Ebenezer Church Road. (This condition will be enforced by the Engineering/Public Works Department.)
2. That the owner/developer dedicate by deed, at no cost to the county, adequate right-of-way for the re-alignment of Ebenezer Church Road. (This condition will be administered by the Engineering/Public Works Department.)

County Road Frontage Right of Way Dedication

Ebenezer Road is a **minor arterial**. For Final Plat approval Fayette County will require a ROW dedication along the Ebenezer Road frontage to provide **50 feet of ROW** as measured from the existing road centerline. Provide a deed after the final plat is filed for said right of way dedication.

Ebenezer Church Road is a **collector**. For Final Plat approval Fayette County will require a ROW dedication along the Ebenezer Road frontage to provide **40 feet of ROW** as measured from the existing road centerline. Provide a deed after the final plat is filed for said right of way dedication.

Ebenezer Bypass is an unpaved **county local road**. For Final Plat approval Fayette County will require a ROW dedication along a proposed new layout for the Ebenezer Bypass road. The developer has generated a conservation subdivision titled “Sterling Ridge” by working with Fayette County EMD to realign Ebenezer Bypass to improve the existing intersection of Ebenezer Church Road and Ebenezer Road. The EMD is in favor of conservation subdivisions for multiple reason including protecting the streams and environmental features and the reduction of infrastructure that will need future maintenance Fayette County Engineering has been reviewing this intersection to increase safety and traffic flow for several years.

Traffic Data

According to the GDOT on-line traffic data, the annual average daily traffic for the Ebenezer Church Road is 2,860 vehicles per day. The project with 25 lots would add 234 trips per day. This would increase the existing traffic on Ebenezer Church Road by 8.2%

Site Distance/Intersection Location

Based on the proposed donation of right of way for the realignment of Ebenezer Road and the Ebenezer Bypass shown on the Sterling Ridge Subdivision the proposed project intersections spacing should be based on the Georgia DOT driveway and encroachment control. Minimum sight distances will have to be satisfied for the proposed new road intersections, Engineering was not field checked the proposed road intersections at this time.

Floodplain Management

The request for rezoning **DOES** contain floodplain per FEMA FIRM panel 13113C0091E and 13113C0092E dated September 26, 2008. The property **DOES** contain additional floodplain delineated in the FC 2013 Future Conditions Flood Study.

Wetlands

The property **DOES NOT** contain wetlands per the U.S. Department of the Interior, Fish and Wildlife Service 1994 National Wetland Inventory Map.

Watershed Protection

There **ARE** state waters located on the subject property and **WILL BE** subject to the Fayette County Watershed Protection Ordinance.

Groundwater

The property IS within a groundwater recharge area.

Post Construction Stormwater Management

This development **WILL BE** subject to the Post-Development Stormwater Management Ordinance if re-zoned and developed with more than 5,000 square feet of impervious surfaces.

Environmental Health Department

This department has no objection to the proposed rezoning of 84.75 acres to develop 25 residential lots. However, this department will need to complete a subdivision review prior to approval of final plat and construction. Our regulations state that any tract of land that is subdivided into 5 or more lots that result in any lot less than 3 acres is a subdivision. A subdivision review application must be submitted to this office along with applicable fees, a properly scaled Level 3 soil report that bears the original soil scientist's stamp and signature and a copy of the Soil Scientist's Certificate of Liability Insurance. The soil report must overlay the proposed final plat to indicate property lines and contain a two-foot contour interval topography map. The fee for the review is \$300 plus \$50 per lot.

Fire

No comment on rezoning only

STAFF ANALYSIS

This request is based on the petitioner's intent to rezone said property from **A-R to C-S** for the purpose of developing a Residential Subdivision. Per Section 110-300 of the Fayette County Zoning Ordinance, Staff makes the following evaluations:

1. The subject property lies within an area designated for Rural Residential – 3 (1 Unit/3 Acres) and Environmentally Sensitive Areas (floodplain). This request conforms to the Fayette County Comprehensive Plan.
2. The proposed rezoning will not adversely affect the existing use or usability of adjacent or nearby property.
3. The proposed rezoning will not result in a burdensome use of roads, utilities, or schools.
4. Existing conditions and the area's continuing development as a single-family residential district support this petition.

Based on the foregoing Investigation and Staff Analysis, Staff recommends **APPROVAL WITH TWO (2) CONDITIONS**.

RECOMMENDED CONDITIONS

If this petition is approved by the Board of Commissioners, it should be approved **C-S CONDITIONAL** subject to the following enumerated conditions. Where these conditions conflict with the provisions of the Zoning Ordinance, these conditions shall supersede unless otherwise specifically stipulated by the Board of Commissioners.

1. That no lot shall have direct driveway access onto Ebenezer Road or Ebenezer Church Road. (This condition will be enforced by the Engineering/Public Works Department.)
2. That the owner/developer dedicate by deed, at no cost to the county, adequate right-of-way for the re-alignment of Ebenezer Church Road as depicted on the Development Plan submitted with this rezoning petition dated 10/19/2021. (This condition will be administered by the Engineering/Public Works Department.)

**1314-21
Zoning**

R-70

A-R

A-R

A-R

Davis Road

A-R

A-R

**SUBJECT
PROPERTY**

Ebenezer Road

Ebenezer Bypass

R-40

A-R

A-R

Spear Road

Ebenezer Church Road

A-R

A-R

Nelms Road

A-R

**1314-21
Land Use Plan**

RURAL
RESIDENTIAL
- 3

RURAL
RESIDENTIAL
- 3

RURAL
RESIDENTIAL
- 3

Davis Road

RURAL
RESIDENTIAL
- 3

**SUBJECT
PROPERTY**

ENVIRONMENTALLY
SENSITIVE AREAS

Ebenezer Road

Ebenezer Bypass

Spear Road

Ebenezer Church Road

Nelms Road

**1314-21
Aerials**

Davis Road

**SUBJECT
PROPERTY**

Ebenezer Road

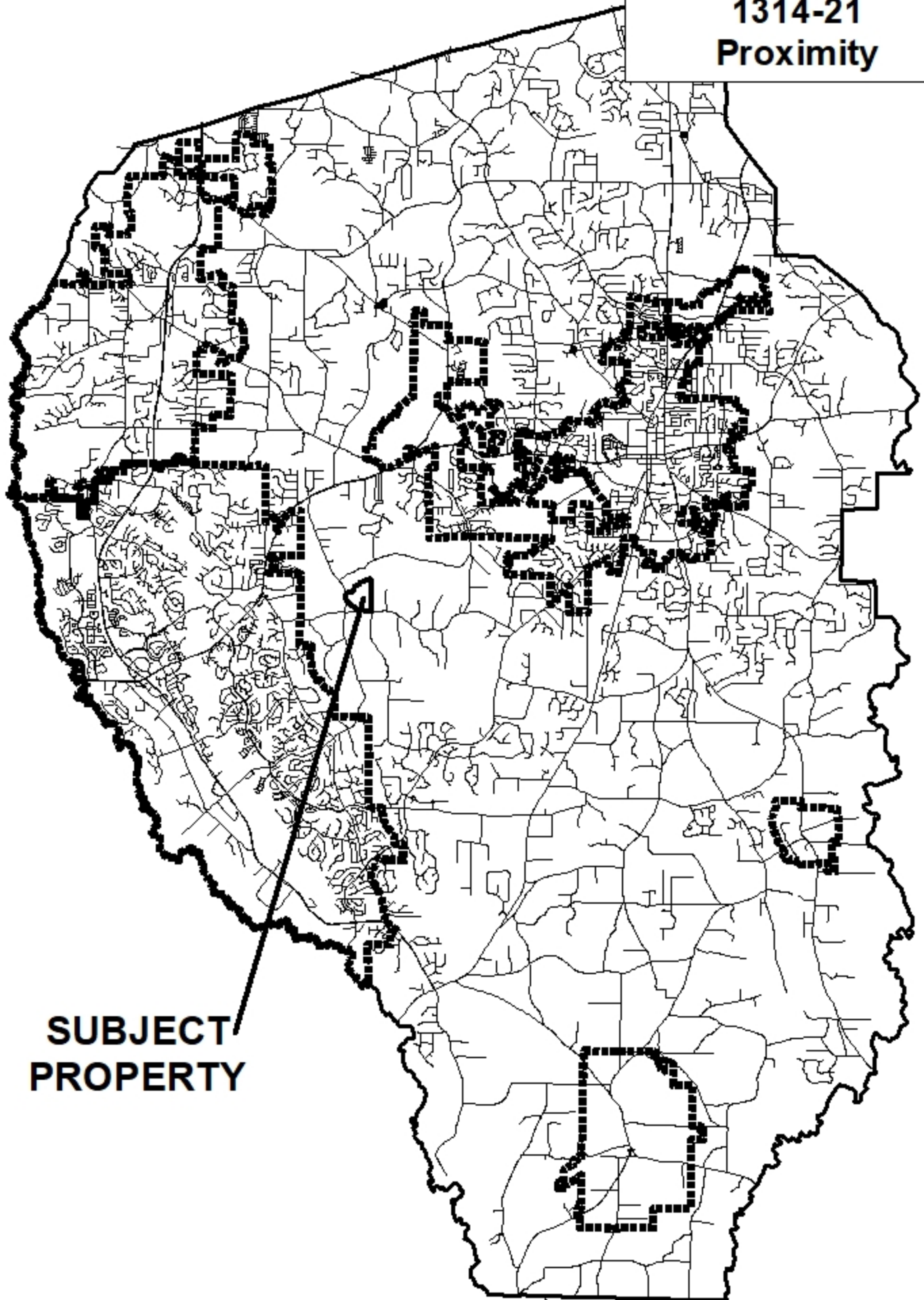
Ebenezer Bypass

Spear Road

Ebenezer Church Road

Nelms Road

1314-21
Proximity



**SUBJECT
PROPERTY**

TRANSPORTATION ELEMENT

Our future patterns of land use will be based on that of our growing highway system as surely as the human body is molded about its skeleton.

- Paul B. Sears

INTRODUCTION

Fayette County is experiencing increased traffic common to most growing suburban counties. In addition to the growth in Fayette County, growth in surrounding counties is adding to the traffic volume in Fayette County. This growth in traffic has increased congestion, particularly along major corridors and at major intersections during morning and afternoon traffic peaks. Factors, such as high automobile availability and two-worker households, also contribute to the increasing demand for transportation services and facilities. As Fayette County grows, its transportation facilities must be improved to accommodate the increasing demand.

One relatively unique aspect of transportation planning within Fayette County is the balancing of priorities and funding between path expansion (for use by golf carts, bicyclists and pedestrians) and traditional roadway projects. For example, a growing challenge are at-grade roadway crossings, which ~~have to~~ must address operational efficiency for automobiles and safety for path users.

INVENTORY

The following section provides an inventory of Fayette County's existing transportation system. It details the county's inventory of highways and roads, bicycle and pedestrian ways, current transportation options, and railroad and airports.

Highways and Roads

Six State Routes serve Fayette County.

State Route 85 runs south from I-75, through Clayton County, into Fayette County north of Fayetteville. This four-lane highway continues south through Fayetteville where it narrows to two lanes and continues south into Coweta County. State Route 85 carries a range of ~~10,300~~ 10,900 to ~~36,700~~ 32,100 vehicles a day per various GDOT traffic locations.

State Route 54 is the main east-west highway in the county. It extends from Coweta County on the west, through Peachtree City, eastward through Fayetteville, to Clayton County. ~~SR 54 is a four lane, divided highway from the Coweta County to McDonough Road, east of Fayetteville. The section east of McDonough Road remains two lanes. All of SR 54 within Fayette County is a four lane, divided highway (construction work for the~~

widening from two to four lanes east of McDonough Road will be completed in 2022). State Route 54 carries a range of ~~17,400~~ 14,200 to ~~45,400~~ 43,100 vehicles a day based on various GDOT traffic locations. ~~The existing two-lane section of SR 54 is scheduled for widening to four lanes, with construction work starting in the summer of 2017.~~

State Route 74 is a four lane highway running south from Interstate 85 south to its end at SR 85 in unincorporated Fayette County. This major access to Interstate 85 and the Atlanta Metropolitan Area carries a range of ~~8,700~~ 14,000 to ~~33,900~~ 34,600 vehicles a day per various GDOT traffic locations.

State Route 314 extends southward from Hartsfield International Airport to its end at SR 85 in Fayetteville. The southern portion of this highway (SR 279 to SR 85) is a four lane divided highway. This major commuting route for airport workers carries a range of ~~9,090~~ 12,500 to ~~20,100~~ 20,600 vehicles a day per various GDOT traffic locations.

State Route 279 runs south from I-285 in South Fulton County, entering Fayette County at SR 138. It proceeds southwest across SR 314 and ends at SR 85 north of the City of Fayetteville. SR 279 is a two-lane highway and carries a range of ~~9,090~~ 6,190 to ~~20,100~~ 18,200 vehicles a day per various GDOT traffic locations. ~~Fayette County has a project in the TIP to realign the southern portion of SR 279 with Corinth Road at SR 85.~~

State Route 92 extends southward from Fulton County, running northwest to southeast through Fayetteville and Woolsey, and continuing into Spalding County. It is two lanes throughout Fayette County, except for the section with passing lanes on SR 92 north and the section in the City of Fayetteville where State Routes 85 and 92 merge. This highway carries commuter traffic from Griffin and Spalding County north to the airport and the Atlanta Metropolitan Area. ~~Such traffic totals 13,800 vehicles a day. SR 92 is a two-lane highway and carries a range of 6,200 to 17,400 vehicles a day per various GDOT traffic locations.~~

The County's Thoroughfare Plan classifies streets by a hierarchical system based on street function. This classification system is based on the need to balance traffic movement and accessibility on different roadways. The classifications used by the Thoroughfare Plan include major arterial, minor arterial, collector, county local, and internal local. The five categories of street classification are discussed below:

Major Arterial. A Georgia State Route which provides traffic movement through the region, as well as traffic movement within and through the County.

Minor Arterial. A street which provides traffic movement within and through the County.

Collector. A street which collects traffic from local and other collector streets and provides a connection to arterial streets.

County Local. A street which provides access to adjoining properties and traffic circulation within a limited area.

Internal Local. A street which primarily serves an individual development and provides traffic circulation within that development.

The Fayette County Road Department maintains approximately 535 miles of roads of which 50 miles are unpaved. The county maintains all roads in the unincorporated area, Brooks and Woolsey (these are included in the total of 535 miles). The Town of Tyrone, the City of Fayetteville, and the City of Peachtree City perform maintenance on their roads, but the Fayette County Road Department often provides repaving services to these cities by contract.

The interstate system presently serving the Atlanta Metropolitan Area does not pass through Fayette County. The closest interstate highway, Interstate 85, is approximately 1.5 miles to the north. Local access to Interstate 85 is provided through SR 74 and Palmetto Road.

Bicycle and Pedestrian Ways

~~Fayette County has a county-wide bicycle plan, as part of the Regional Transportation Plan (RTP), on file with the Atlanta Regional Commission. This submittal allows the county to apply for any available state/federal funds, such as the Safe Routes to School Program. The bicycle plan generally provides bicycle path connections between county municipalities, recreational areas (Kiwaniis and McCurry Parks), historic areas (Starr's Mill) and adjacent counties (Fulton and Clayton).~~

~~A bike/pedestrian stakeholder group met and provided input on the state of bike/pedestrian programs and conditions. The stakeholder group submitted the following comments:~~

~~Bicycling, running and walking are highly popular activities at County parks, noted by the presence on the path systems and visitor traffic to the parks.~~

~~There has been a significant increase in organized bicycle activity in Fayette County since 2016, with active bicycle clubs rising from 3 to 7. These groups include the Ladies on Spokes Bicycle Club, Southside Cycling Club (SSCC), Southern Crescent Cycling Club (SCCC), Clayton County Cycling Club (C4), Tri Club Peachtree City (TRI PTC), MTB Atlanta, and the Southwest Atlanta Youth Mountain Bike Club (SWAY MTB).~~

~~Dedicated greenspace has an expanding proportional impact to maintaining our resident's quality of life and preservation of rural character. The next strategic opportunity for improving the Quality of Life with a recreation and conservation amenity in unincorporated Fayette County is participation in regional planning for the proposed Southern Crescent Rail-to-Trail linear greenbelt park. Transportation planners~~

in Coweta, Spalding and Henry Counties and municipalities are creating or updating their master path plans in 2022 to include a linear greenbelt park employing either rail-to-trail or rail-with-trail multi-use paths constructed in abandoned rail easements. The next step is a proposed regional planning effort to include Fayette County to coordinate rail bed easement acquisition with GDOT and the owning railroads.

The 2019 Fayette County Transportation Plan (CTP) Update Master Path Plan and four completed corridor studies have significantly enhanced awareness of public engagement and expectations for continued improvements of alternative mode transportation infrastructure.

The Master Path Plan provided a number of multi-use side-path and greenway path project proposals that could assist in the development of alternative transportation options to safely connect rural neighborhoods with nearby schools, parks, community centers, shopping and for recreation.

The 2019 CTP provided recommendations of designated Bike Routes for commuters and recreation, the marking of which could be funded by the 2017 SPLOST. GDOT is presently reviewing the current designated Georgia State Bicycle Routes. Fayette County may comment on this review, with possible alignment of local routes to benefit with State funding for future bicycle and pedestrian infrastructure improvements.

There has been a significant increase of thru trucks over 12,000 lb. using County roads instead of the Georgia State Highway system. These roads were not designed for the weight and width of larger trucks, increases risk of crash with local resident automobiles and bicycles.

There has been a decrease in posted bicycle safety warning signs over time on County roads. The messaging should change from "Share the Road" to "3 FEET PASSING."

Installation of rumble strips on roads to decrease auto speed at intersections increases significantly bicycle crashes. Road shoulders at these installations should be widened to accommodate bicycles.

To address a growing demand for bicycle, pedestrian and Personal Transportation Vehicles (i.e., golf carts) infrastructure, Fayette County and its municipalities ~~will prepare~~ prepared a Master Path Plan in ~~2017/2018~~ 2019. This ~~planning study~~ document, along with the Comprehensive Transportation Plan, ~~will identify~~ identifies path, sidewalk and bike lane needs; prioritizes projects; and helps establish consistency in operations, permitting and maintenance among the local governments.

Transportation Options

Fayette County's residents are dependent on the automobile as the major mode of transportation. Public transportation does not exist in Fayette County. While carpool and vanpool use is encouraged, its use is minimal at this time. Based on Census data for ~~2014~~ 2019 (American Community Survey - Means of Transportation to Work) ~~80.9~~ 79.2 percent drove alone to work, ~~7.9~~ 9.6 percent carpooled and ~~1.4~~ 2.1 percent used public transportation.

As addressed in the Community Facilities Element, Fayette Senior Services provides transportation service to seniors in Fayette County. These trips are primarily for medical visits and includes trips to medical facilities outside of the County through a Federal Voucher program. Fayette Senior Services also provides senior group trips for shopping purposes. As the County ages, there is a need to expand Fayette Senior Services' resources to provide this service to a greater number of seniors.

Fayette County will continue to depend on the automobile as the major mode of transportation within the scope of this plan. Therefore, maintaining and improving the efficiency of the existing road system is of paramount importance.

Although unconventional, a real and growing option to automobile travel is the use of the path system for short trips. This is especially prevalent in Peachtree City, which has over 90 miles of paths that connect parks, schools, businesses, homes, places of worship, etc. In some local schools, golf cart trips are more common by parents and students than car trips. This trend is expanding outside Peachtree City and impacting transportation planning decisions in Fayetteville, Tyrone and the unincorporated County.

Railroads and Airports

Railroads: There are two rail lines running through Fayette County: Seaboard System and Norfolk Southern. The Seaboard System line runs north/south from Fulton County through Peachtree City to Senoia. Rail service to industrial areas in Peachtree City is provided by CSX Railroad on this line. The Norfolk Southern line runs east/west from Griffin through Brooks to Senoia. The Norfolk Southern line is no longer in use although the tracks are still in place.

Airports: Falcon Field in Peachtree City, within the confines of the Peachtree City industrial area, is the county's only general aviation airport. This airport is experiencing an increase in the amount of corporate usage. A 5,768 foot all-weather-lighted runway allows this airport to accommodate corporate jets and smaller commercial airplanes. There are also a number of small private landing fields located in the county.

Fayette County Comprehensive Transportation Plans

In an effort to address transportation needs in Fayette County, the Fayette County Board of Commissioners contracted with ~~the AECOM~~ Jacobs Engineering Group to develop the ~~2010~~

2019 Fayette County Comprehensive Transportation Plan. ~~The plan was adopted in November of 2010.~~ The municipalities within the county participated in the planning process. As stated, the three principal reasons for developing this transportation plan were:

- 1) To consider land use and other community planning concerns in making transportation decisions,
- 2) To integrate the overall transportation goals and policies of the unincorporated County and its five municipalities, and
- 3) To allow the County to continue qualifying for federal and state assistance in project funding.

The plan recommends transportation improvements in both the unincorporated county and the municipalities. Projects recommended in the Fayette County ~~2010~~ 2019 Comprehensive Transportation Plan include bridge projects, intersection improvements, and roadway projects which will maintain and improve the traffic flow.

~~Fayette County is preparing to develop a new Comprehensive Transportation Plan. The completion of this plan is scheduled for the Summer of 2018. Fayette County expects to update the Comprehensive Transportation Plan again in 2023 or 2024.~~

New Technology

ASSESSMENT

Fayette County will continue to depend on the automobile as the major mode of transportation within the scope of this plan. Therefore, maintaining and improving the efficiency of the existing road system is of paramount importance.

Needed improvements are expensive and cannot be fully funded from the general fund. In addition, Fayette County is in competition with other metro counties for a finite amount of federal and state funds. ~~The county should seek alternative funding sources such as a Special Purpose Local Option Sales Tax (SPLOST), bonds for local road improvements and/or State and Federal matching funds.~~ In 2017, County citizens approved a Special Purpose Local Option Sales Tax (SPLOST) referendum that allocated approximately \$19 million for transportation projects. This money funds 100% local projects and is used as local match for federal and state-aid grants.

POLICIES AND OBJECTIVES,

The following policies and objectives presented in this section emphasize the need to maximize the efficiency of the existing and future Fayette County transportation network. Following the

policies is a listing of objectives which address specific issues and recommended courses of action for addressing these issues.

Overall Policy for Transportation: Growth should be balanced with the supporting transportation infrastructure. Fayette County will continue to develop a transportation system to move people and goods efficiently. Further, the county should establish a framework to ensure the improvement and further development of the transportation system. Multi-use paths, sidewalks and bicycle facilities should be developed as alternative transportation facilities.

Policy:	Fayette County should provide a road system that provides adequate carrying capacity.
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- Objective a. Ensure that the street network is planned and designed in adherence to the Functional Classification System depicted on the Thoroughfare Plan.
- Objective b. Pursue advanced acquisition of land for future roadway rights-of-way in order to minimize project costs.
- Objective c. Consider funding intersection improvements when highway funding is insufficient to permit the improvement of full segments, or if the level of service is low, or if there is a high accident occurrence rate.
- Objective d. Provide for the synchronization of traffic signals where appropriate to improve traffic flow.

Policy:	A comprehensive network of multi-use paths, sidewalks and bicycle facilities should be provided as an integral element of the overall transportation network.
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- Objective a. Consider the provision of matching funds for state and/or federal grants to develop multi-use paths, sidewalks and bicycle facilities. In addition, establish multi-use paths, sidewalks and bicycle facilities in conjunction with road improvements.
- Objective b. Provide non-motorized facility improvements in accordance with standards delineated by the GDOT and the American Association of State Highway and Transportation Officials (AASHTO).

- Objective c. Consider the provision of bicycle and pedestrian facilities, including clearly marked cycling facilities including bike lanes, bike boxes on pavement at intersections and signage, and pedestrian crosswalks, in the construction and reconstruction of roads and bridges.

Policy: The programming of improvements to the transportation system should be sensitive to the county's identified land use goals and objectives.

- Objective a. Recognize anticipated future levels of demand based on the land use plan and operating conditions, as well as existing conditions, when making programming decisions.

Policy: Fayette County should work to ensure adequate financing for maintaining its transportation system and for its transportation system's improvements.

- Objective a. Develop and implement a responsible financial plan that identifies existing and new funding mechanisms to achieve the County's transportation system objectives.
- Objective b. Pursue increased state and federal support for road improvement projects.
- Objective c. Supplement state and federal funding of secondary roadways and other high priority projects, and continue local funding initiatives.
- Objective d. Increase funding for pedestrian, bicycle and hiking trails, including state and federal sources with the realization that state and federal funding will require a County match ranging from 20 to 40 percent.
- Objective e. Seek multi-jurisdictional funding sources for transportation facilities and services.

Policy: Ensure public safety for the users of transportation facilities and services and for the general public

- Objective a. Provide medians and separate turning lanes in the design of roadways having four or more travel lanes.
- Objective b. Upgrade existing roadways to correct unsafe conditions along segments which have substandard geometries such as horizontal and vertical alignments with inferior sight distances. Upgrades could include side clearances, shoulder widenings, and guardrail installations. Incorporate safety features into new transportation facilities both for the users and for the general public.
- Objective c. Reduce conflicts among pedestrians, cyclists, and motorists and correct unsafe conditions for walking and cycling, where feasible. This could be accomplished by providing marked crosswalks, bike lanes, bike boxes at intersections, proper signage and signalization.

Policy:	Fayette County should, to the extent consistent with other county policies and objectives, maximize the efficiency with which each facility within the transportation system fulfills its assigned function.
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- Objective a. Maximize the efficiency of existing roads through low-cost strategies to increase capacity such as channelization, turning lanes, signalization, and signage.
- Objective b. Preserve and enhance the efficiency of the arterial network by reducing and consolidating private entrances, median crossovers, and similar disruptions to traffic flow. Also improve intersection efficiency by providing appropriate turning lanes and signalization.
- Objective c. Increase neighborhood safety on subdivision streets. Work with local law enforcement agencies, county departments, and neighborhoods to implement Traffic Calming and other measures where needed or practical. Examples of Traffic Calming techniques include deflecting the vehicle path by adding curves and/or traffic circles; changing the pavement surface, which demands driver attention and reduces the comfortable driving speed; installing traffic tables; and adding standard traffic control devices such as STOP signs, turn-movement prohibitions, traffic signals, and reducing the posted speed limit.

Policy:	Preserve land needed to accommodate planned transportation facilities.
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Objective a. Establish right-of-way requirements and preserve the land for future roadway improvements.

Objective b. Prepare engineering plans for future transportation improvements as soon as feasible in order to clarify and secure right-of-way requirements and to develop improved cost estimates.

Policy:**Periodically review and update the transportation plan.**

Objective a. Monitor changes in travel patterns, traffic, and the provision of transportation facilities and services. Evaluate the transportation plan's ability to address future travel needs as part of the periodic review process.

Objective b. Conduct major corridor level and community-wide transportation planning studies in an effort to refine the plan and comprehensively address system-wide transportation needs within the County.

Objective c. Consider regional travel patterns when formulating and implementing the County's transportation plan with consideration of ARC and Georgia Regional Transportation Authority (GRTA) transportation policies. Fayette County should address the transportation challenges associated with continuing trends in intra-county commuting patterns.

Objective d. Address multi-use paths, sidewalks and bicycle facilities.