

Mayor and Council Session
Join in-person at 700 Doug Davis Drive, Hapeville, GA 30354
Or, visit the City's Website for live stream at
<https://ga-hapeville3.civicplus.com/562/Agendas-and-Minutes>

February 2, 2021 6:00 PM

Agenda

1. Call to Order
2. Roll Call
Alan Hallman
Mike Rast
Travis Horsley
Mark Adams
Chloe Alexander
3. Welcome
4. Pledge of Allegiance
5. Invocation
6. Presentations
 - 6.I. Proclamation Recognizing March as Red Cross Month
Background:
Attached is the proclamation outlining the accomplishments of the Red Cross in Fulton County in 2020 and reflecting on the services and support contributed to the community.

Documents:
 1. Proclamation Recognizing March as Red Cross Month
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
 1. Mayor and Council Session 01052021
 2. Mayor and Council Work Session 01192021
 - 8.II. Approval of Executive Session Minutes
Background:
A copy of the January 19, 2021 Executive Session minutes will be provided to Mayor and Council prior to the start of the meeting.

8.III. Consideration and Action on Rescheduled Park Rental Date for MOM Foundation, Inc. Walk-A-Thon Event

Background:

The MOM Foundation, Inc. requests to move their event date to August 7, 2021. At the February 4, 2020 Council meeting, Council voted to approve the use of Jess Lucas Y-Teen Park to hold the 3rd Annual Mothers' Walk-A-Thon on August 1, 2020 and the hanging of a banner to promote the event; however, due to the COVID-19 pandemic, the organization requests to reschedule to August 7, 2021 and hang banner from July 10 - August 7.

The organization expects approximately 75 people and will have medical assistance on site as well as music. All participants will sign a waiver and release of liability form.

Documents:

1. Hapeville Event Request Form 2021 p1_Redacted

9. Old Business

9.I. Consideration and Action on 2020-2021 Budget – Qtr. 2 Budget Amendment - 2nd Reading

Background:

The FY2021 budget was approved on June 23, 2020. The original budget called for \$15.3M in general fund expenditures with an initial revenue listed at \$12.9M. An initial funding shortfall to be covered by City reserves was \$2.4M. In October 2020, Mayor and Council approved a Q1 budget amendment. Finance has revisited the original revenue forecasts and has analyzed the first six months of City activities. As advised, this is second budget amendment submitted for fiscal year 2020-2021.

Through December 2020, Finance has a clearer estimate for the rest of the year. All City department accounts have been reviewed. Department budgets were realigned, increased, or decreased based upon the second half of the year's anticipated/forecasted expenditures and the first half of the year's actual performance. As a result of the analysis, the City's anticipated reliance on the City's cash reserves has decreased by an additional \$363,485 bringing the shortfall to be covered by the Fund Balance to \$1.7M versus the anticipated initial need of \$2.4M. After the first quarter budget amendment reliance on the Fund Balance decreased to \$2.1M.

The highlights of the attached budget amendment include:

1. Year-to-date tax collection

2020 Real Property	Billed- \$4,916,145	Projected collection \$4,719,499
2020 Personal Property	Billed- \$1,386,395	Projected collection- \$1,330,939

2. 1% Cost of Living Increase for City Employees
3. Proceeds from land sale- Chick- fil-A Expansion
4. Increase in Alcohol License fees
5. Net increase of City expenditures from the original budget amount of \$15.3M to \$15.5M net of the employee salary increases

Another review of City expenditures and budget realignment will occur on the Q3 budget

amendment before year-end closeout.

Finance requests the Mayor and Council review and approve the updated budget in an official amendment.

The updated 2020-2021 budget summary will be uploaded to the City's website after Mayor and Council approval.

Documents:

1. Ordinance to Amend Budget for Fiscal Year 2020-2021-(2)
2. FY2020-2021 Proposed Budget Amendment Report - General Fund Only - As of January 2021

9.II. Consideration and Action on Acceptance of the AeroATL Greenway Model Mile Project
Feasibility Study

Background:

As an outgrowth of the AeroATL Greenway Plan, seven communities were selected to complete a model mile feasibility study. These feasibility studies help advance each community's model mile toward design and construction. The Hapeville Model Mile will provide a more equitable means of travel for those not in cars, trucks, or buses and will broaden the way users move through this rapidly redeveloping area.

The study and recommendations were completed in December 2020 and are now being presented to Council. Staff recommendation is for Council to accept delivery of the study. Staff requests the Council review the study and direct Staff at a later date for any desired action.

Documents:

1. 2021.01.26.AEROATL_HAPEVILLE_FEASIBILITYSTUDY_pt1_reduced.pdf
2. 2021.01.26.AEROATL_HAPEVILLE_FEASIBILITYSTUDY_pt.2_reduced.pdf

10. New Business

10.I. Consideration and Action on Amendment to Film Ordinance - 1st Reading

Background:

At the January 19 Work Session, Council suggested staff update the film ordinance - Chapter 11 (Business Licensing and Regulation), Article 14 (Medical Productions and Permits), Section 11-14-6 (Filming Regulations) for the purpose of amending and creating subsection (h), which shall state as follows:

(h) *Discretion of Mayor and Council.* The Mayor and City Council shall have the power and authority to grant exceptions to any of the regulations listed above in this Section. Such exceptions may be granted at the sole discretion of Mayor and Council. The Mayor and Council may request additional documents from Permittee before consideration of exceptions. The decision made by Mayor and Council regarding exceptions is final and may not be appealed to any city board.

Staff recommends waiving first reading.

Documents:

1. Ordinance - Text Amendment Filming Regulations
- 10.II. Discussion on Black History Month Event for this Year and Action on Agreements to Provide a Temporary Facade Improvement at a storefront in downtown Hapeville.

Background:

At the January 19 Council meeting, Councilmember Alexander requested to have a discussion on sponsoring a Black History event this year; possibly getting the businesses involved.

In addition to the discussion, attached for consideration and action are three agreements providing temporary façade improvements to participating downtown Hapeville storefronts. The artwork will celebrate artists and images from the Diaspora.

Documents:

1. Temp Facade Agreement with Tokie Taylor-Hapeville
2. Temp Facade Agreement with EuGene Byrd III-Hapeville
3. Temp Banner Agreement with Sachi Rome
- 10.III. Discussion on TSPLOST options for recommendation to Fulton County

Background:

In December 2020, the Georgia Department of Revenue sent correspondence to the Fulton County Board of Commissioners (Commissioners) regarding the 1% Transportation Special Purpose Local Option Sales Tax (TSPLOST) and its upcoming termination date of March 31, 2022 or before.

The Commissioners have asked for input from its municipalities as to interest in renewing TSPLOST, and if so, whether the prevailing interest is to

- maintain TSPLOST at its current collection rate, and purposed solely for local transportation projects,
- maintain TSPLOST at its current collection rate, with a portion of funds going toward Mass Transit and remainder for local transportation projects, or
- increase the TSPLOST collection rate, retaining the relative collection amount for local transportation projects and also fund Mass Transit. This option would require a state legislative amendment.

The packet includes the letter from the Department of Revenue, and copies of December presentations to the Fulton County Mayors, both north county and south county. This is a discussion for general direction from the City to the County for the February 5, 2021 Mayors meeting. No formal resolution is required at this time.

Documents:

1. TSPLOST Letter
2. North Fulton Presentation
3. South Fulton Presentation

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.



PROCLAMATION RECOGNIZING AMERICAN RED CROSS MONTH, 2021

WHEREAS: March is American Red Cross Month, a special time to honor the kindness of our neighbors who aid families in need every day in Fulton County, across the United States and around the world. Their dedication touches millions of lives each year as they carry out the organization's 140-year mission of preventing and alleviating suffering.

WHEREAS: During the trying times of the coronavirus pandemic, people have stepped up to help others in need, whether it was responding to this year's record-breaking disasters across the country or rolling up their sleeves to give blood when our country faced a severe blood shortage.

WHEREAS: In Fulton County, local families have relied on Greater Atlanta Red Cross volunteers for comfort and hope while coping with home fires, the critical need for blood donations and other emergency needs. Last year, in Fulton County alone, Greater Atlanta volunteers, assisted 1,294 residents after home fires with urgent needs like food, lodging and recovery support – more than any other county in Georgia. They also deployed to disasters such as the tornados in Georgia in the spring of 2020 and other disasters across our nation.

WHEREAS: The American Red Cross, with 676 volunteers in Fulton County, has supported local families in other ways too. Last year in Fulton County, the Red Cross performed 1,740 acts of assistance to our members of the military and their families, and conducted 6,260 training sessions in First Aid, CPR and other life-giving skills. All hospitals in Fulton County administer blood collected by the Red Cross, and Fulton County residents made 52,938 blood donations through the Red Cross.

WHEREAS: This lifesaving work is vital to strengthening our community's resilience. Nearly 200 years since the birth of American Red Cross founder Clara Barton, we dedicate the month of March to all those who continue to advance her noble legacy, and we ask others to join in their commitment to care for people in need.

NOW, THEREFORE, I, Alan Hallman, Mayor of Hapeville, by virtue of the authority vested in me by the laws of the City of Hapeville, the county of Fulton and the state of Georgia, do hereby proclaim March 2021 as Red Cross Month. I encourage all Americans to reach out and support its humanitarian mission.

By:

Alan Hallman, Mayor

Attest:

Crystal Griggs-Epps, City Clerk

Mayor and Council Session
700 Doug Davis Drive
Hapeville, GA 30354

January 5, 2021
6:00PM

MINUTES

1. Call to Order: Mayor Hallman called the Council Session to order at 6:07pm at the Municipal Courtroom located at 700 Doug Davis Drive, Hapeville, GA.
2. Roll Call:
Mayor Alan Hallman
Alderman Mike Rast
Councilman at Large Travis Horsley
Councilman Ward I Mark Adams - absent
Councilman Ward II Chloe Alexander
3. Welcome
4. Pledge of Allegiance
5. Invocation was given by City Manager, Tim Young
6. PUBLIC HEARING
 - 6.I Consideration on an Amendment to the Code of Ordinances, City of Hapeville, Georgia, Chapter 93 (Zoning), Article 2 (General Provisions), Section 93-2-23 (Extended-stay hotels) - 1st Reading
City Planner, Dr. Patterson stated that this is simply housekeeping. There were no public comments made for this item. The item stood as a first reading.
 - 6.II Consideration and Action on Alcohol Beverage License Request for Otta at Virginia LLC at 971 Virginia Avenue
Mr. Young said this is a change in ownership. There were no comments from the applicant or the public concerning this item.

MOTION: Councilman Horsley made a motion to approve the request, Alderman Rast seconded.
Discussion: Alderman Rast asked was the city still using this for our fuel fleet? Mr. Sudduth said no.
7. QUESTIONS ON AGENDA ITEMS – none
8. CONSENT AGENDA
 - 8.I Approval of Minutes - 12/8/2020 and 12/21/2020
 - 8.II Consideration and Action to Amend November 17, 2020 Council Meeting Minutes to Correct Language in Public Hearing Item

MOTION: Alderman Rast made a motion to approve the consent agenda, Councilman Alexander seconded. Discussion: Councilman Horsley said on the December 8, 2020 minutes there is a typo, should be puppy tracks instead of thumbtacks.

9. OLD BUSINESS – none

10. New Business –

10.I Consideration and Action on Organizational Appointments

MOTION: Alderman Rast made a motion to defer board appointments to the first meeting in March, Councilman Horsley seconded. Discussion: Councilman Horsley asked does that allow members to still participate. Councilman Alexander asked what can we do to get more applicants. Mayor Hallman said they used to do an open house and invite prospective members. The roles were explained. Councilman Alexander suggested creating an info sheet. Motion carried 3-0.

MOTION: Councilman Horsley made a motion to approve the organizational appointments, Alderman Rast seconded. Motion carried 3-0.

10.II Consideration and Action on Amendment to Code of Ordinances, City of Hapeville, Georgia Chapter 17 (Finance and Taxation), Article 5 (Occupational Taxes), Section 17-5-6 (Each line of business identified on business registration).

MOTION: Alderman Rast made a motion to waive first reading, Councilman Horsley seconded. Motion carried 3-0. Alderman Rast made a motion to approve the amended ordinance, Councilman Alexander seconded. Motion carried 3-0.

10.III Consideration and Action on Use of Hoyt Smith Center on February 27, 2021 for Home-Brew Special Event

MOTION: Councilman Horsley made a motion to approve, Alderman Rast seconded. Discussion: Richard Force of the Covert Hops Society organization explained how the event will work. Motion carried 3-0.

10.IV Discussion on Potential uses for Old Hapeville Clinic

Consensus to delay the discussion on the old Hapeville clinic to next meeting.

11. City Manager Report – City Manager, Tim Young talked about the old space and costing out what the building is. He suggested charrettes for community input. This will come back up in several meetings. We're prepping for 2021. At the next Council meeting, we will have budget amendments and the cost estimates for 748 Virginia Avenue. Also, he mentioned the security cameras outside Corner Tavern. Lastly, he said the hospitals are essentially maxed out; and to continue to be masked and not laxed.

12. Public Comments

Lorenne Fey
Nadeem Ali

13. Mayor and Council Comments – Councilman Horsley asked for an update on the silent crossing. Mayor Hallman said Happy New Year to everyone and advised all to take COVID 19 seriously. He said America is resilient and will bounce back. Thank you all for coming.

14. Executives Session – none

15. Adjourn –

MOTION: Councilman Alexander made a motion at 6:39PM to adjourn, Alderman Rast seconded. Motion carried 3-0.

Respectfully submitted,

Alan Hallman, Mayor

Crystal Griggs-Epps, City Clerk

Mayor and Council Work Session
700 Doug Davis Drive
Hapeville, GA 30354

January 19, 2021 6:00 PM

Minutes

1. Call to Order: Mayor Hallman called the Council Work Session to order at 6:03pm.

2. Roll Call:

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

3. Welcome

4. PRESENTATION:

Presentation – Proclamation recognizing First Responders' Appreciation Day

Mayor Hallman read the proclamation and all in attendance gave first responders a standing ovation.

5. PUBLIC HEARING

5.I Consideration and Action on an Amendment to the Code of Ordinances, City of Hapeville, Georgia, Chapter 93 (Zoning), Article 2 (General Provisions), Section 93-2-23 (Extended-stay hotels) - 2nd Reading

Dr. Patterson said this is a housekeeping item and there's nothing to add. There were no public comments for the item.

MOTION: Councilman Horsley made a motion to approve the amendment, Alderman Rast seconded. Motion carried 3-0.

6. **Questions on Agenda Items** – none

7. CONSENT AGENDA

7.I Consideration and Action on Resolution Setting Qualifying Fees for The November 2, 2021 General Election

7.II Consideration and Action to approve an agreement with Source Urbanism, LLC to complete final design and construction documents for the renovation and construction of an addition at 748 Virginia Avenue and to approve a budget for use of TPD funds for the renovations and addition.

7.III Consideration and Action on Renewal of Government Tax Services, LLC for assistance in collections of delinquent real property taxes

7.IV Consideration and Action on Police Motorcycle Purchase from the City of Morrow

MOTION: Alderman Rast made a motion to approve the consent agenda, Councilman Alexander seconded. Motion carried 3-0.

8. OLD BUSINESS – none

9. NEW BUSINESS

9.I Consideration on 2020-2021 Budget – Qtr. 2 Budget Amendment - 1st Reading

City Manager, Tim Young said some items we knew would happen in Fiscal Year 2020 but weren't able to put in the original budget. He said staff had reminded him that when the Ford plant essentially started to wind down in 2006/2008, the City ceased giving COLAs as the City was in a cash crunch. A one percent COLA was done around the holiday. He would like to start doing this annually and bring before Mayor and Council for approval. We can decide on 1% or 2%. He suggested leaving this one at 1% and next January if running better than we thought, can budget some value in. Alderman Rast said he would like to see us go up above 1% if not this fiscal year, next. The reading stood as a first read.

9.II Consideration and Action on Resolution for Hapeville K-8

Councilman Horsley said the resolution is similar to the one passed last year; however, the only difference is the inclusion of #1. He said two plans were showed at the January 11 meeting that he thought were unacceptable in his opinion. Mayor Hallman said he agrees 100%. Alderman Rast said he thought it was pretty disingenuous for the officials to present in December in such a positive, rosy outlook without any hint that they would be pulling neighborhoods out. There had to be some inkling at that time. Mayor Hallman said they brought this to us at the 11th hour. Councilman Alexander said she wouldn't be opposed to inviting them back to ask additional questions. Mayor Hallman said he urge business owners and residents to continue to voice their opinions.

MOTION: Councilman Horsley made a motion to approve the resolution, Councilman Alexander seconded. Motion carried 3-0.

9.III Consideration and Action on Film Permit at 3107 Grove Circle and Request extension of Noise Ordinance

William P. Mallard clarified that they're requesting a 2am extension for the noise ordinance for 2/5/21-2/6/21 and road closures do not include Moreland Way as it is a state route. The full road closure would only be on the 5th. There will be a single day of filming and approximately 49 addresses will be directly impacted. They have gotten 38 signatures approving a 2am extension. Mr. Mallard said there will be a driving scene where someone is hit causing the tires to screech. City Attorney, Priya Patel said City Code does not allow Mayor and Council to allow for an extension.

MOTION: Councilman Horsley made a motion to move item to 9.VI, Alderman Rast seconded. Motion carried 3-0.

9.IV Discussion and Action on Location of Time Capsule

Chief Glavosek stated the agenda background has a typo on the company that manages the time capsules and then gave the correct company name. He said so far, they've gotten items from Jeff Foxworthy, GBI, FBI, the new DA, and Channel 46. Chief Glavosek asked for thoughts on a location for the capsule. Councilman Alexander recommends the Depot. Alderman Rast recommended the Depot

or either Christ Church. Councilman Horsley recommended Warrior Rock (by Depot). Mayor Hallman said to shoot for that area. Chief Glavosek said once they receive the marker, they will put it on display at a Council meeting.

9.V Discussion on Potential uses for Old Hapeville Clinic

Mr. Young suggested putting it out there for charettes to start getting the discussion out there. Councilman Alexander suggested having a bicycle rental there. It would be like having a Beltline around that field continuing to say if there was a place to take your kid to ride a bike. Alderman Rast agreed that a safe place to do that is needed. Alderman Rast and Mayor Hallman both said they do not have any thoughts; however, taking a holistic approach was suggested. Alderman Rast said years ago the idea was to go up at the Police/Court building one to three more floors. Councilman Horsley mentioned the partnership between the Atlanta Food Bank and another municipality that has a grocery store with free food. He said he's trying to think of how we can continue our partnership with the Atlanta Food Bank. Councilman Alexander asked about subleasing.

Mayor Hallman said if it is Council's desire, can kick around some ideas at an offsite maybe the first quarter or first six months to have a planning session.

9.III Consideration and Action on Film Permit at 3107 Grove Circle and Request extension of Noise Ordinance

MOTION: Councilman Horsley made a motion to conditionally approve this application with an exception to noise regulations extending the time from 10PM to 2AM for Friday, February 5th. Staff will bring forth an amendment to the filming ordinance at the first February Council meeting, Councilman Alexander seconded. Discussion: Councilman Alexander asked so that means that we're approving with the expectation that we're changing the language. Councilman Horsley made a motion to amend his motion to include up to 2AM on February 6th, Councilman Alexander seconded. Motion carried 3-0.

10. City Manager Report – Fire Chief, David Bloodworth gave an update on the COVID vaccine distributions. City Manager, Tim Young said the Finance Director had provided Mayor and Council the audit. He said that we are on path to be regular at this time frame. It's a good clean audit.

11. Public Comments – none

12. Mayor and Council Comments – Councilman Horsley said thanks again for the audit. He also said he's received requests for some type of street calming on certain streets. He has reached out to Councilmember Joyce Shepard concerning Mt. Zion as it would have to be a collaboration. He said he is prayerful for the next four years. Alderman Rast announced that First Baptist Church posted another testing site; drive through on College Street. Councilman Alexander asked could a link to where people can schedule testing be added on the City's website. She also said last year we had a Black History Month celebration and if the City could sponsor something small this year. She requested to have this on the agenda for the next Council meeting.

13. Executives Session –

MOTION: Alderman Rast made a motion at 7:02PM to go into executive session for Real Estate, Councilman Alexander seconded. Motion carried 3-0. Alderman Rast made a motion to go into recess, Councilman Horsley seconded. Motion carried 3-0. Councilman Horsley made a motion to go into executive session, Councilman Alexander seconded. Motion carried 3-0.

No action taken.

MOTION: Councilman Alexander made a motion to adjourn executive session, Alderman Rast seconded. Motion carried 3-0

14. Adjourn

MOTION: Alderman Rast made a motion to adjourn, Councilman Alexander seconded. Motion carried 3-0.

Respectfully submitted,

Alan Hallman, Mayor

Crystal Griggs-Epps, City Clerk



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: June 30, 2020

CONTACT INFORMATION

Contact Person: Deborah Copeland

Name of Organization: MOM Foundation Inc.

Mailing Address: P.O. Box 50003 Atlanta, Georgia 30302
(City) (State) (Zip)

Telephone #: [REDACTED] Cell #: _____ Fax #: _____

E-mail address: dcopeland@momfoundationinc.org

EVENT INFORMATION

Name of the Event: Keep Momma Moving walk-a-thon Date of the Event: August 7, 2021

Start time: 7am End time: 2pm

Location of the Event: Jess Lucas Y Teen Park

How many attendees: 75

Banner: ☒ Yes ☐ No If yes, where is the banner to be placed: on gate at front of park off S. Central Ave.

If placing a banner on City property, provide a description of the banner (measurements, color, etc.): _____

includes foundation name and logo, event date | white banner with pink + black font

Specify dates the banner will hang in the requested location: July 10 - Aug 7

* 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. → the organization is aware of this requirement

* Attach a sample copy of the banner to this application.

Will there be alcohol at this event? ☐ Yes ☒ No Will there be a DJ/Music at this event? ☒ Yes ☐ No

Additional information about this event: _____

CITY SERVICES: (check all that apply)

☒ Garbage Service ☒ Water ☒ Electricity ☐ Tables/Chairs How many: _____
☐ Staff please specify: _____ ☐ Road Closures

If requesting road closures, please specify which roads: NA

* An application for temporary road closure will need to be filled out at the Hapeville Police Department located at 700 Doug Davis Drive, Hapeville.

OFFICE USE ONLY

Date Heard By Mayor and Council: _____ ☐ Approved ☐ Denied ☐ Tabled
Notice Sent to Applicant on: _____

1 **STATE OF GEORGIA**
2 **CITY OF HAPEVILLE**

3
4 **ORDINANCE NO. _____**

5
6 **AN ORDINANCE TO AMEND THE ANNUAL BUDGET FOR THE 2020 - 2021**
7 **FISCAL YEAR TO REFLECT THE ADJUSTMENT OF REVENUE AND**
8 **EXPENDITURES PURSUANT TO SECTION 17-2-3 OF THE CODE OF ORDINANCES,**
9 **CITY OF HAPEVILLE, GEORGIA; TO PROVIDE FOR SEVERABILITY; TO REPEAL**
10 **CONFLICTING ORDINANCES; TO PROVIDE AN EFFECTIVE DATE; AND TO**
11 **PROVIDE FOR OTHER LAWFUL PURPOSES.**

12
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
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
21 **WHEREAS,** the mayor and council approved the annual budget for the 2020 - 2021
22 fiscal year on 06/23/2020; and

23
24 **WHEREAS,** accounting standards require the use of year-end adjustments for accrual
25 accounting, and amendments to the Fiscal Year 2020 - 2021 budget are needed to apply the
26 adjustments to budgeted revenues and expenditures in compliance with State law; and

27
28 **WHEREAS,** every official act of the mayor and council which is to become law shall be
29 by ordinance;

30
31 **WHEREAS,** the governing authority of the City finds it desirable to amend the 2020 -
32 2021 fiscal year annual budget.

33
34 **BE IT, AND IT IS HEREBY ORDAINED BY THE MAYOR AND COUNCIL OF**
35 **THE CITY OF HAPEVILLE, GEORGIA THAT:**

36
37 **Section One.** That the Fiscal Year 2020 - 2021 Annual Budget be amended to reflect
38 the adjustment of revenues and expenditures as follows:

39
40 See Attachment labeled as "**Exhibit A**". Exhibit A shall be incorporated fully herein by
41 reference.

42
43 **Section Two. Codification and Certify.** This Ordinance adopted hereby shall be codified
44 and certified in a manner consistent with the laws of the State of Georgia and the City.

47 **Section Three. Severability.**

48
49 (a) It is hereby declared to be the intention of the Mayor and Council that all sections,
50 paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment,
51 believed by the Mayor and Council to be fully valid, enforceable and constitutional.
52

53 (b) It is hereby declared to be the intention of the Mayor and Council that, to the greatest
54 extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this
55 Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this
56 Ordinance. It is hereby further declared to be the intention of the Mayor and Council that, to the
57 greatest extent allowed by law, no section, paragraph, sentence, clause or phrase of this Ordinance
58 is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this
59 Ordinance.
60

61 (c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance
62 shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable
63 by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of
64 the Mayor and Council that such invalidity, unconstitutionality or unenforceability shall, to the
65 greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any
66 of the remaining phrases, clauses, sentences, paragraphs or sections of the Ordinance and that, to
67 the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and
68 sections of the Ordinance shall remain valid, constitutional, enforceable, and of full force and
69 effect.
70

71 **Section Four. Repeal of Conflicting Ordinances.** All ordinances and parts of ordinances
72 in conflict herewith are hereby expressly repealed.
73

74 **Section Five. Effective Date.** The effective date of this Ordinance shall be the date of
75 adoption unless otherwise stated herein.
76

77 **ORDAINED** this _____ day of _____, 2021.

78 **CITY OF HAPEVILLE, GEORGIA**

79
80
81
82
83 _____
84 **Alan Hallman, Mayor**
85

86 **ATTEST:**

87
88
89
90 _____
91 **Crystal Griggs-Epps, City Clerk**

92

93

94 **APPROVED BY:**

95

96

97

98

99 _____
City Attorney

CITY OF HAPEVILLE
FISCAL YEAR 2020-2021 PROPOSED BUDGET AMENDMENT - GENERAL FUND ONLY

As of January 12, 2021 Report Date

	Original Budget	Current Approved Budget	Requested Budget Adjustments	Adjusted Budget	Year-To-Date Actual	Requested Budget Amendments	Proposed Amended Budget	Comments
100 GENERAL FUND - REVENUE SUMMARY								
DESCRIPTION								
TAXES	10,523,500	10,573,938	0	10,573,938	7,441,662	40,000	10,613,938	
LICENSES AND PERMITS	410,060	410,060	0	410,060	301,800	40,000	450,060	
INTERGOVERNMENTAL REV	5,000	5,000	0	5,000	0	0	5,000	
CHARGES FOR SERVICES	345,700	345,700	0	345,700	131,676	(69,000)	276,700	
FINES AND FORFEITURES	301,500	301,500	0	301,500	163,369	0	301,500	
INVESTMENT INCOME	6,000	6,000	0	6,000	9	0	6,000	
CONTRIBUTIONS	4,500	4,500	0	4,500	148	(4,000)	500	
MISC REVENUE	87,500	359,500	0	359,500	332,424	43,500	403,000	
OTHER FINANCING SOURCES	3,679,551	3,504,427	0	3,504,427	1,303,677	(30,935)	3,473,492	
TOTAL REVENUES	15,363,311	15,510,625	0	15,510,625	9,674,767	19,565	15,530,190	
100 GENERAL FUND - EXPENDITURE SUMMARY								
DEPT NUMBER - DESCRIPTION								
1110 - CITY COUNCIL	44,186	44,186	0	44,186	18,243	(4,999)	39,187	
1310 - MAYOR	27,243	27,243	0	27,243	4,743	(11,900)	15,343	
1320 - CITY MANAGER	930,413	930,413	0	930,413	474,518	(4,005)	926,408	
1330 - CITY CLERK	186,664	186,664	0	186,664	73,950	(4,608)	182,056	
1400 - ELECTIONS	5,000	5,000	0	5,000	0	(3,500)	1,500	
1510 - FINANCE & ADMINISTRATION	755,842	755,842	0	755,842	380,048	112,413	868,255	
1530 - LEGAL SERVICES	320,000	320,000	0	320,000	179,362	(120,000)	200,000	
1510 - HUMAN RESOURCES	375,888	375,888	0	375,888	214,492	32,681	408,569	
1565 - INFORMATION TECHNOLOGY	446,834	446,834	0	446,834	265,868	0	446,834	
2650 - MUNICIPAL COURT	282,619	282,619	0	282,619	106,439	(11,120)	271,499	
3210 - POLICE ADMINISTRATION	3,656,462	3,803,776	0	3,803,776	1,783,820	10,192	3,813,968	
3510 - FIRE ADMINISTRATION	3,743,476	3,743,476	0	3,743,476	1,981,329	35,829	3,779,305	
4210 - HIGHWAY AND STREETS	1,464,525	1,464,525	0	1,464,525	646,524	1,508	1,466,033	
6120 - PARTICIPANT RECREATION	737,436	737,436	0	737,436	256,805	(31,775)	705,661	
6220 - PARK AREAS & GROUNDS	1,292,114	1,292,114	0	1,292,114	487,662	2,043	1,294,157	
7400 - PLANNING & ZONING	113,950	113,950	0	113,950	24,907	0	113,950	
7450 - CODE ENFORCEMENT	170,056	170,056	0	170,056	54,523	6,237	176,293	
7520 - ECONOMIC DEVELOPMENT	526,468	526,468	0	526,468	182,743	10,568	537,036	
7550 - MAIN STREET	39,600	39,600	0	39,600	18,525	0	39,600	
9100 - OTHER FINANCING USES/TRANSFERS	244,535	244,535	0	244,535	353,674	0	244,535	
TOTAL EXPENDITURES:	15,363,311	15,510,625	0	15,510,625	7,508,174	19,565	15,530,190	
REVENUE OVER/(UNDER) EXPENDITURES	0	0	0	0	2,166,592	(0)	(0)	

CITY OF HAPEVILLE
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100 GENERAL FUND - REVENUE DETAIL								
TAXES								
100-0-0000-311100 Real Property-Current	4,750,000	4,719,499	0	4,719,499	4,592,440	0	4,719,499	95% Collection Rate
100-0-0000-311110 Special Tax Distr-Real	102,000	102,000	0	102,000	101,076	0	102,000	
100-0-0000-311150 Public Utilities - CY	625,000	625,000	0	625,000	350	0	625,000	
100-0-0000-311160 Public Utilities - Pri	0	0	0	0	1,237	0	0	
100-0-0000-311200 Real Property -Prior Y	100,000	100,000	0	100,000	21,779	0	100,000	
100-0-0000-311300 Personal Property-Curr	1,425,000	1,330,939	0	1,330,939	951,754	0	1,330,939	72% Collection Rate
100-0-0000-311310 Motor Vehicle	150,000	150,000	0	150,000	54,052	0	150,000	
100-0-0000-311400 Personal Property-Prio	5,000	5,000	0	5,000	987	0	5,000	
100-0-0000-311600 Real Estate Intangible	60,000	60,000	0	60,000	24,723	0	60,000	
100-0-0000-311710 Franchise Tax-Georgia	540,000	540,000	0	540,000	0	0	540,000	
100-0-0000-311730 Franchise Tax-Atlanta	30,000	30,000	0	30,000	31,442	0	30,000	
100-0-0000-311750 Franchise Tax-Televisi	50,000	50,000	0	50,000	0	0	50,000	
100-0-0000-311760 Franchise Tax-Bell Sou	25,000	25,000	0	25,000	14,047	0	25,000	
100-0-0000-311790 Franchise Tax-Other	20,000	20,000	0	20,000	11,166	0	20,000	
100-0-0000-313100 Local Option Sales & U	1,575,000	1,750,000	0	1,750,000	935,784	0	1,750,000	
100-0-0000-313910 Real Estate Transfer T	50,000	50,000	0	50,000	13,099	0	50,000	
100-0-0000-313920 Railroad Tax	2,500	2,500	0	2,500	0	0	2,500	
100-0-0000-314200 Alcoholic Beverage Exc	125,000	125,000	0	125,000	99,029	0	125,000	
100-0-0000-314300 Local Option Mixed Dri	40,000	40,000	0	40,000	27,580	0	40,000	
100-0-0000-316100 Occupational Tax Fee	350,000	350,000	0	350,000	39,496	0	350,000	
100-0-0000-316200 Insurance Premium Taxe	470,000	470,000	0	470,000	512,775	40,000	510,000	
100-0-0000-319100 Property Tax Penalties	25,000	25,000	0	25,000	12,052	0	25,000	
100-0-0000-319500 Fi Fe	2,000	2,000	0	2,000	1,028	0	2,000	
100-0-0000-319600 GTS Fees	2,000	2,000	0	2,000	(4,235)	0	2,000	
TOTAL TAXES	10,523,500	10,573,938	0	10,573,938	7,441,662	40,000	10,613,938	
LICENSES AND PERMITS								
100-0-0000-321100 Alcoholic Beverage Lic	100,000	100,000	0	100,000	120,403	40,000	140,000	
100-0-0000-321140 Alcohol Server ID Card	10,000	10,000	0	10,000	8,495	0	10,000	
100-0-0000-322400 Film Permit Fees	0	0	0	0	350	0	0	
100-0-0000-322900 Building Permits	300,000	300,000	0	300,000	172,552	0	300,000	
100-0-0000-323200 Notary Fees	60	60	0	60	0	0	60	
TOTAL LICENSES AND PERMITS	410,060	410,060	0	410,060	301,800	40,000	450,060	
INTERGOVERNMENTAL REV								
100-0-0000-331105 Fire Grant/Safety Equi	5,000	5,000	0	5,000	0	0	5,000	
TOTAL INTERGOVERNMENTAL REV	5,000	5,000	0	5,000	0	0	5,000	

CITY OF HAPEVILLE
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CHARGES FOR SERVICES								
100-0-0000-341100 Court Costs	200	200	0	200	10	0	200	
100-0-0000-341110 Technology Fee - Court	35,000	35,000	0	35,000	14,350	0	35,000	
100-0-0000-341120 Probation Fees/Fines	120,000	120,000	0	120,000	22,438	(60,000)	60,000	
100-0-0000-341190 Other Charges for Serv	1,500	1,500	0	1,500	0	0	1,500	
100-0-0000-341191 Return Check Fees	100	100	0	100	0	0	100	
100-0-0000-341300 Planning & Dev Fees &	15,000	15,000	0	15,000	7,379	0	15,000	
100-0-0000-341920 Convenience Fees	13,000	13,000	0	13,000	6,730	0	13,000	
100-0-0000-341930 Wrecker Fees	5,000	5,000	0	5,000	3,350	0	5,000	
100-0-0000-341935 Boating Permits	300	300	0	300	60	0	300	
100-0-0000-342120 Accident Reports	2,500	2,500	0	2,500	1,025	0	2,500	
100-0-0000-342125 VIN Check Fees	600	600	0	600	480	0	600	
100-0-0000-342310 Fingerprinting Fee	4,000	4,000	0	4,000	0	0	4,000	
100-0-0000-342330 Prisoner Housing Fee	0	0	0	0	156	0	0	
100-0-0000-342600 Ambulance Fees	110,000	110,000	0	110,000	70,714	0	110,000	
100-0-0000-342660 Fire Department Report	0	0	0	0	10	0	0	
100-0-0000-342670 Fire Dept Fees	800	800	0	800	235	0	800	
100-0-0000-342675 Plan Review	0	0	0	0	120	0	0	
100-0-0000-342680 Fire Dept Permits	200	200	0	200	55	0	200	
100-0-0000-342900 Criminal History	4,000	4,000	0	4,000	3,765	3,000	7,000	
100-0-0000-347200 Rec Activity Fee	250	250	0	250	0	0	250	
100-0-0000-347500 Rec Rental & Miscellan	2,500	2,500	0	2,500	0	0	2,500	
100-0-0000-347502 Rec Cheerleading/Dance	1,500	1,500	0	1,500	0	0	1,500	
100-0-0000-347503 Rec Football	8,000	8,000	0	8,000	800	(7,000)	1,000	
100-0-0000-347504 Rec Basketball	4,500	4,500	0	4,500	0	0	4,500	
100-0-0000-347505 Rec Tournaments	750	750	0	750	0	0	750	
100-0-0000-347506 Rec Baseball/Girl's So	7,500	7,500	0	7,500	0	(5,000)	2,500	
100-0-0000-347507 Rec. Adult Softball	1,000	1,000	0	1,000	0	0	1,000	
100-0-0000-347508 Rec Children's Program	7,500	7,500	0	7,500	0	0	7,500	
TOTAL CHARGES FOR SERVICES	345,700	345,700	0	345,700	131,676	(69,000)	276,700	
100-0-0000-351100 Court Fines	300,000	300,000	0	300,000	162,769	0	300,000	
100-0-0000-351150 Code Enforcement Liens	1,500	1,500	0	1,500	600	0	1,500	
TOTAL FINES AND FORFEITURES	301,500	301,500	0	301,500	163,369	0	301,500	
INVESTMENT INCOME								
100-0-0000-361100 Interest Revenues	6,000	6,000	0	6,000	9	0	6,000	
TOTAL INVESTMENT INCOME	6,000	6,000	0	6,000	9	0	6,000	
CONTRIBUTIONS								

CITY OF HAPEVILLE
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100-0-0000-371400 Contributions & Donati	500	500	0	500	0	0	500	
100-0-0000-373210 Contributions/Donation	0	0	0	0	148	0	0	
100-0-0000-375000 Festival Contributions	4,000	4,000	0	4,000	0	(4,000)	0	
TOTAL CONTRIBUTIONS	4,500	4,500	0	4,500	148	(4,000)	500	
MISC REVENUE								
100-0-0000-381001 Facilities Rental Fees	3,500	3,500	0	3,500	18,240	16,500	20,000	
100-0-0000-381100 Cell Phone Tower Lease	55,000	55,000	0	55,000	0	0	55,000	
100-0-0000-381110 Misc Revenue	8,000	8,000	0	8,000	28,676	27,000	35,000	
100-0-0000-381150 Insurance Reimbursemen	10,000	10,000	0	10,000	1,303	0	10,000	
100-0-0000-381160 CARES Act Funding	0	272,000	0	272,000	272,604	0	272,000	
100-0-0000-381200 Other Reimbursements	10,000	10,000	0	10,000	11,601	0	10,000	
100-0-0000-381300 Gas South Fees	1,000	1,000	0	1,000	0	0	1,000	
TOTAL MISC REVENUE	87,500	359,500	0	359,500	332,424	43,500	403,000	
100-0-0000-392200 Proceeds from Property	0	0	0	0	332,550	332,550	332,550	Property Sale for Chick-fil-A Expansion
100-0-0000-393200 Proceeds from Loans	620,000	771,454	0	771,454	732,241	0	771,454	
100-0-0000-395250 PY Fund Balance Alloc	2,482,490	2,155,912	0	2,155,912	0	(363,485)	1,792,427	Net Rev/Exp Req-reduce Fund Bal Alloc.
100-0-0000-395300 Transfer from Hotel/M	577,061	577,061	0	577,061	238,886	0	577,061	
TOTAL OTHER FINANCING SOURCES	3,679,551	3,504,427	0	3,504,427	1,303,677	(30,935)	3,473,492	
TOTAL REVENUE	15,363,311	15,510,625	0	15,510,625	9,674,767	19,565	15,530,190	

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100 GENERAL FUND - DEPARTMENTAL EXPENDITURES								
DEPARTMENT - COUNCIL								
PERSONNEL SERVICES								
100-5-1110-511200 Part-time Employees	31,200	31,200	0	31,200	15,600	0	31,200	
100-5-1110-512200 Social Security FICA C	1,934	1,934	0	1,934	967	0	1,934	
100-5-1110-512300 Medicare	452	452	0	452	226	0	452	
TOTAL PERSONNEL SERVICES	33,586	33,586	0	33,586	16,793	1	33,587	
100-5-1110-522050 Meeting expenses	2,000	2,000	0	2,000	1,449	0	2,000	
100-5-1110-523500 Travel	3,500	3,500	0	3,500	0	(2,000)	1,500	
100-5-1110-523700 Education & Training	4,500	4,500	0	4,500	0	(3,000)	1,500	
TOTAL CONTRACTED SERVICES	10,000	10,000	0	10,000	1,449	(5,000)	5,000	
100-5-1110-531100 Supplies	600	600	0	600	0	0	600	
TOTAL SUPPLIES & MINOR EQPT	600	600	0	600	0	0	600	
TOTAL COUNCIL	44,186	44,186	0	44,186	18,243	(4,999)	39,187	

CITY OF HAPEVILLE
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DEPARTMENT - MAYOR								
PERSONNEL SERVICES								
100-5-1310-511200 Part-time Employees	8,400	8,400	0	8,400	4,200	0	8,400	
100-5-1310-512200 Social Security FICA C	521	521	0	521	260	(0)	521	
100-5-1310-512300 Medicare	122	122	0	122	61	(0)	122	
TOTAL PERSONNEL SERVICES	9,043	9,043	0	9,043	4,521	(0)	9,043	
CONTRACTED SERVICES								
100-5-1310-523500 Travel	1,500	1,500	0	1,500	0	(700)	800	
100-5-1310-523700 Education & Training	6,000	6,000	0	6,000	0	(4,500)	1,500	
TOTAL CONTRACTED SERVICES	7,500	7,500	0	7,500	0	(5,200)	2,300	
SUPPLIES & MINOR EQPT								
100-5-1310-531100 Supplies	10,700	10,700	0	10,700	221	(6,700)	4,000	
TOTAL SUPPLIES & MINOR EQPT	10,700	10,700	0	10,700	221	(6,700)	4,000	
TOTAL MAYOR	27,243	27,243	0	27,243	4,743	(11,900)	15,343	

CITY OF HAPEVILLE
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DEPARTMENT - CITY MANAGER								
PERSONNEL SERVICES								
100-5-1320-511100 Regular Employees	100,006	100,006	0	100,006	50,028	0	100,006	
100-5-1320-512100 Group Insurance	9,792	9,792	0	9,792	6,193	0	9,792	
100-5-1320-512200 Social Security - FICA	6,200	6,200	0	6,200	3,062	0	6,200	
100-5-1320-512300 Medicare	1,450	1,450	0	1,450	720	0	1,450	
100-5-1320-512500 Money Purchase Pension	12,501	12,501	0	12,501	6,550	(0)	12,501	
100-5-1320-512700 Worker's Compensation	1,355	1,355	0	1,355	0	(6)	1,349	
100-5-1320-512740 Auto Allowance	4,800	4,800	0	4,800	2,400	0	4,800	
TOTAL PERSONNEL SERVICES	136,104	136,104	0	136,104	68,953	(5)	136,099	
CONTRACTED SERVICES								
100-5-1320-523110 Insurance - Liability	285,000	285,000	0	285,000	288,519	0	285,000	
100-5-1320-523115 Insurance - Worker's C	125,000	125,000	0	125,000	112,979	0	125,000	
100-5-1320-523200 Communications	750	750	0	750	662	0	750	
100-5-1320-523210 Information Technology	0	0	0	0	883	0	0	
100-5-1320-523300 Advertising	2,000	2,000	0	2,000	0	(1,000)	1,000	
100-5-1320-523500 Travel	2,000	2,000	0	2,000	0	(1,500)	500	
100-5-1320-523600 Dues & Fees	1,500	1,500	0	1,500	468	(500)	1,000	
100-5-1320-523700 Education & Training	3,000	3,000	0	3,000	873	(1,000)	2,000	
TOTAL CONTRACTED SERVICES	419,250	419,250	0	419,250	404,383	(4,000)	415,250	
SUPPLIES & MINOR EQPT								
100-5-1320-531100 Supplies	600	600	0	600	647	0	600	
100-5-1320-531300 Operating Lease	1,500	1,500	0	1,500	535	0	1,500	
TOTAL SUPPLIES & MINOR EQPT	2,100	2,100	0	2,100	1,183	0	2,100	
DEBT SERVICE								
100-5-1320-580008 Trf to Dev Auth - 2019	372,959	372,959	0	372,959	0	0	372,959	
TOTAL DEBT SERVICE	372,959	372,959	0	372,959	0	0	372,959	
TOTAL CITY MANAGER	930,413	930,413	0	930,413	474,518	(4,005)	926,408	

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DEPARTMENT - CITY CLERK								
PERSONNEL SERVICES								
100-5-1330-511100 Regular Employees	104,395	104,395	1,170	105,565	52,447	442	106,007	Includes Staff 1% Pay Increase
100-5-1330-511300 Overtime	0	0	0	0	41	0	0	
100-5-1330-512100 Group Insurance	19,585	19,585	0	19,585	282	(0)	19,585	
100-5-1330-512200 Social Security FICA C	6,602	6,602	0	6,602	3,226	(30)	6,572	
100-5-1330-512300 Medicare	1,544	1,544	0	1,544	754	(7)	1,537	
100-5-1330-512400 Retirement Contributio	12,024	12,024	0	12,024	0	(13)	12,011	
100-5-1330-512700 Worker's Compensation	1,414	1,414	0	1,414	0	0	1,414	
TOTAL PERSONNEL SERVICES	145,564	145,564	1,170	146,734	56,750	392	147,126	
CONTRACTED SERVICES								
100-5-1330-521200 Professional	1,000	1,000	0	1,000	62	0	1,000	
100-5-1330-523200 Communications	850	850	0	850	244	0	850	
100-5-1330-523300 Advertising	1,500	1,500	0	1,500	1,171	0	1,500	
100-5-1330-523400 Printing & Binding	14,000	14,000	0	14,000	4,158	(4,000)	10,000	
100-5-1330-523500 Travel	1,500	1,500	(800)	700	0	0	700	
100-5-1330-523600 Dues & Fees	250	250	0	250	0	0	250	
100-5-1330-523700 Education & Training	1,500	1,500	0	1,500	150	(1,000)	500	
TOTAL CONTRACTED SERVICES	20,600	20,600	(800)	19,800	5,785	(5,000)	14,800	
SUPPLIES & MINOR EQPT								
100-5-1330-531100 Supplies	2,500	2,500	(370)	2,130	1,646	0	2,130	
100-5-1330-531300 Operating Lease	2,500	2,500	0	2,500	535	0	2,500	
TOTAL SUPPLIES & MINOR EQPT	5,000	5,000	(370)	4,630	2,182	0	4,630	
CAPITAL OUTLAYS > \$5000								
100-5-1330-542410 Technology	15,500	15,500	0	15,500	9,233	0	15,500	Civice Plus/Website and Agenda Management
TOTAL CAPITAL OUTLAYS > \$5000	15,500	15,500	0	15,500	9,233	0	15,500	
TOTAL CITY CLERK	186,664	186,664	0	186,664	73,950	(4,608)	182,056	

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DEPARTMENT - ELECTIONS								
100-5-1400-523300 Advertising	2,500	2,500	0	2,500	0	(1,500)	1,000	
100-5-1400-523850 Contract Labor	2,500	2,500	0	2,500	0	(2,000)	500	
TOTAL CONTRACTED SERVICES	5,000	5,000	0	5,000	0	(3,500)	1,500	
TOTAL ELECTIONS	5,000	5,000	0	5,000	0	(3,500)	1,500	

CITY OF HAPEVILLE
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DEPARTMENT - FINANCIAL ADMINISTRATION								
PERSONNEL SERVICES								
100-5-1510-511100 Regular Employees	339,917	339,917	3,600	343,517	175,394	749	344,266	Includes Staff 1% Pay Increase
100-5-1510-511300 Overtime	10,000	10,000	0	10,000	2,959	0	10,000	
100-5-1510-512100 Group Insurance	58,754	58,754	0	58,754	17,427	(0)	58,754	
100-5-1510-512200 Social Security FICA C	22,116	22,116	0	22,116	10,547	(152)	21,964	
100-5-1510-512300 Medicare	5,172	5,172	0	5,172	2,467	(35)	5,137	
100-5-1510-512400 Retirement Contributio	40,279	40,279	0	40,279	0	(140)	40,139	
100-5-1510-512700 Worker's Compensation	4,604	4,604	0	4,604	0	(9)	4,595	
TOTAL PERSONNEL SERVICES	480,842	480,842	3,600	484,442	208,794	413	484,855	
CONTRACTED SERVICES								
100-5-1510-521100 Contract Services	10,000	10,000	0	10,000	275	(8,000)	2,000	
100-5-1510-521200 Professional Services	115,000	115,000	0	115,000	100,268	120,000	235,000	Moved from Law Department
100-5-1510-521203 W/C - Professional Sv	6,000	6,000	0	6,000	0	0	6,000	
100-5-1510-521205 Bank Charges	45,000	45,000	0	45,000	27,972	0	45,000	
100-5-1510-522200 Repairs & Maintenance	500	500	0	500	0	0	500	
100-5-1510-523115 Insurance - Worker's C	0	0	0	0	1,060	0	0	
100-5-1510-523200 Communications	10,000	10,000	0	10,000	5,496	0	10,000	
100-5-1510-523300 Advertising	5,000	5,000	(2,400)	2,600	0	0	2,600	
100-5-1510-523500 Travel	1,200	1,200	(1,200)	0	(38)	0	0	
100-5-1510-523600 Dues & Fees	20,000	20,000	0	20,000	16,882	0	20,000	
100-5-1510-523700 Education & Training	6,500	6,500	0	6,500	299	0	6,500	
100-5-1510-523900 Other	0	0	0	0	5	0	0	
TOTAL CONTRACTED SERVICES	219,200	219,200	(3,600)	215,600	152,220	112,000	327,600	
SUPPLIES & MINOR EQPT								
100-5-1510-531100 Supplies	15,000	15,000	0	15,000	4,796	0	15,000	
100-5-1510-531220 Natural Gas	2,000	2,000	0	2,000	723	0	2,000	
100-5-1510-531230 Electricity	15,000	15,000	0	15,000	4,941	0	15,000	
100-5-1510-531300 Operating Lease	10,000	10,000	0	10,000	2,979	0	10,000	
100-5-1510-531400 Books & Periodicals	1,000	1,000	0	1,000	595	0	1,000	
100-5-1510-531600 Small Equipment<5000	2,000	2,000	0	2,000	0	0	2,000	
TOTAL SUPPLIES & MINOR EQPT	45,000	45,000	0	45,000	14,034	0	45,000	
CAPITAL OUTLAYS > \$5000								
100-5-1510-542410 Technology	0	0	0	0	15	0	0	
100-5-1510-542525 Equipment lease	10,800	10,800	0	10,800	4,985	0	10,800	
TOTAL CAPITAL OUTLAYS > \$5000	10,800	10,800	0	10,800	5,000	0	10,800	

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TOTAL FINANCIAL ADMINISTRATION	755,842	755,842	0	755,842	380,048	112,413	868,255	
DEPARTMENT - LAW								
CONTRACTED SERVICES								
100-5-1530-521200 Professional - City At	200,000	200,000	0	200,000	124,920	0	200,000	
100-5-1530-521500 Other Professional Svc	120,000	120,000	0	120,000	54,247	(120,000)	0	Moved to Finance Department
100-5-1530-523900 Other	0	0	0	0	196	0	0	
TOTAL CONTRACTED SERVICES	320,000	320,000	0	320,000	179,362	(120,000)	200,000	
TOTAL LAW	320,000	320,000	0	320,000	179,362	(120,000)	200,000	

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DEPARTMENT - HUMAN RESOURCES								
PERSONNEL SERVICES								
100-5-1540-511100 Regular Employees	66,997	66,997	670	67,667	31,980	293	67,960	Includes Staff 1% Pay Increase
100-5-1540-512100 Group Insurance	9,792	9,792	0	9,792	1,648	0	9,792	
100-5-1540-512150 Group Insurance - Reti	160,000	160,000	0	160,000	89,209	0	160,000	
100-5-1540-512160 Medicare Reim/Stipends	105,000	105,000	0	105,000	57,240	0	105,000	
100-5-1540-512200 Social Security FICA C	4,423	4,423	0	4,423	1,983	(209)	4,214	
100-5-1540-512300 Medicare	1,034	1,034	0	1,034	464	(49)	985	
100-5-1540-512400 Retirement Contributio	8,055	8,055	0	8,055	0	(355)	7,700	
100-5-1540-512700 Worker's Compensation	907	907	0	907	0	1	908	
TOTAL PERSONNEL SERVICES	356,208	356,208	670	356,878	182,524	(319)	356,559	
CONTRACTED SERVICES								
100-5-1540-521200 Professional	2,000	2,000	0	2,000	27,910	33,000	35,000	
100-5-1540-522200 Repairs & Maintenance	1,000	1,000	0	1,000	0	0	1,000	
100-5-1540-523200 Communications	850	850	0	850	244	0	850	
100-5-1540-523210 Information Technology	500	500	0	500	0	0	500	
100-5-1540-523300 Advertising	200	200	0	200	0	0	200	
100-5-1540-523400 Printing & Binding	500	500	0	500	0	0	500	
100-5-1540-523500 Travel	1,000	1,000	0	1,000	0	0	1,000	
100-5-1540-523600 Dues & Fees	900	900	0	900	180	0	900	
100-5-1540-523700 Education & Training	1,000	1,000	0	1,000	0	0	1,000	
TOTAL CONTRACTED SERVICES	7,950	7,950	0	7,950	28,334	33,000	40,950	
SUPPLIES & MINOR EQPT								
100-5-1540-531100 Supplies	3,000	3,000	(670)	2,330	1,280	0	2,330	
100-5-1540-531300 Operating Lease	2,530	2,530	0	2,530	535	0	2,530	
100-5-1540-531400 Books & Periodicals	200	200	0	200	0	0	200	
100-5-1540-531600 Small Equipment<5000	1,000	1,000	0	1,000	0	0	1,000	
TOTAL SUPPLIES & MINOR EQPT	6,730	6,730	(670)	6,060	1,815	0	6,060	
CAPITAL OUTLAYS > \$5000								
100-5-1540-542400 Computers	0	0	2,000	2,000	1,819	0	2,000	
100-5-1540-542410 Technology	5,000	5,000	(2,000)	3,000	0	0	3,000	
TOTAL CAPITAL OUTLAYS > \$5000	5,000	5,000	0	5,000	1,819	0	5,000	
TOTAL HUMAN RESOURCES	375,888	375,888	0	375,888	214,492	32,681	408,569	

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DEPARTMENT - INFORMATION TECHNOLOGY								
CONTRACTED SERVICES								
100-5-1565-521100 Contract Services	169,000	169,000	0	169,000	118,112	0	169,000	Includes Tyler Technogies & Liberty Tech
100-5-1565-523200 Communications	100,000	100,000	0	100,000	62,620	0	100,000	
100-5-1565-523210 Information Technology	6,000	6,000	0	6,000	0	0	6,000	
TOTAL CONTRACTED SERVICES	275,000	275,000	0	275,000	180,732	0	275,000	
CAPITAL OUTLAYS > \$5000								
100-5-1565-542400 Computers	30,000	30,000	0	30,000	1,686	0	30,000	
100-5-1565-542410 Technology	15,000	15,000	0	15,000	0	0	15,000	
100-5-1565-543200 Equipment lease	126,834	126,834	0	126,834	83,450	0	126,834	
TOTAL CAPITAL OUTLAYS > \$5000	171,834	171,834	0	171,834	85,136	0	171,834	
TOTAL INFORMATION TECHNOLOGY	446,834	446,834	0	446,834	265,868	0	446,834	

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DEPARTMENT - MUNICIPAL COURT								
PERSONNEL SERVICES								
100-5-2650-511100 Regular Employees	74,360	74,360	1,000	75,360	40,366	315	75,675	Includes Staff 1% Pay Increase
100-5-2650-511300 Overtime	3,000	3,000	0	3,000	1,870	0	3,000	
100-5-2650-511325 Incentive Wages	2,000	2,000	0	2,000	0	0	2,000	
100-5-2650-512100 Group Insurance	19,585	19,585	0	19,585	4,164	(0)	19,585	
100-5-2650-512200 Social Security FICA C	4,703	4,703	0	4,703	2,479	175	4,878	
100-5-2650-512300 Medicare	1,100	1,100	0	1,100	580	41	1,141	
100-5-2650-512400 Retirement Contributio	8,564	8,564	0	8,564	0	350	8,914	
100-5-2650-512700 Worker's Compensation	1,007	1,007	0	1,007	0	0	1,007	
TOTAL PERSONNEL SERVICES	114,319	114,319	1,000	115,319	49,459	880	116,199	
CONTRACTED SERVICES								
100-5-2650-521200 Professional	62,000	62,000	0	62,000	16,750	(12,000)	50,000	
100-5-2650-523210 Information Technology	15,000	15,000	0	15,000	1,051	0	15,000	
100-5-2650-523400 Printing & Binding	500	500	0	500	624	0	500	
100-5-2650-523500 Travel	1,200	1,200	(1,000)	200	0	0	200	
100-5-2650-523600 Dues & Fees	800	800	0	800	94	0	800	
100-5-2650-523700 Education & Training	500	500	0	500	225	0	500	
TOTAL CONTRACTED SERVICES	80,000	80,000	(1,000)	79,000	18,744	(12,000)	67,000	
SUPPLIES & MINOR EQPT								
100-5-2650-531100 Supplies	500	500	0	500	0	0	500	
100-5-2650-531600 Small Equipment<5000	800	800	0	800	0	0	800	
TOTAL SUPPLIES & MINOR EQPT	1,300	1,300	0	1,300	0	0	1,300	
OTHER COSTS (NOC)								
100-5-2650-572800 Other Costs (NOC)	87,000	87,000	0	87,000	38,236	0	87,000	
TOTAL OTHER COSTS (NOC)	87,000	87,000	0	87,000	38,236	0	87,000	
TOTAL MUNICIPAL COURT	282,619	282,619	0	282,619	106,439	(11,120)	271,499	

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DEPARTMENT - POLICE ADMINISTRATION								
PERSONNEL SERVICES								
100-5-3210-511100 Regular Employees	2,164,250	2,164,250	22,000	2,186,250	961,604	9,106	2,195,356	Includes Staff 1% Pay Increase
100-5-3210-511110 Dispatch Salaries	(244,535)	(244,535)	0	(244,535)	0	0	(244,535)	
100-5-3210-511200 Part-time employees	161,200	161,200	0	161,200	68,036	682	161,882	
100-5-3210-511300 Overtime	60,000	60,000	0	60,000	49,820	0	60,000	
100-5-3210-511325 Incentive Wages	10,000	10,000	0	10,000	0	0	10,000	
100-5-3210-512100 Group Insurance	411,277	411,277	0	411,277	179,246	0	411,277	
100-5-3210-512200 Social Security FICA C	53,045	53,045	0	53,045	14,429	224	53,269	
100-5-3210-512300 Medicare	35,234	35,234	0	35,234	15,144	(184)	35,050	
100-5-3210-512400 Retirement Contributio	256,178	256,178	0	256,178	0	(642)	255,536	
100-5-3210-512700 Worker's Compensation	29,313	29,313	0	29,313	11,535	5	29,318	
TOTAL PERSONNEL SERVICES	2,935,962	2,935,962	22,000	2,957,962	1,299,813	9,192	2,967,154	
CONTRACTED SERVICES								
100-5-3210-521200 Professional	10,000	10,000	0	10,000	452	0	10,000	
100-5-3210-522200 Repairs & Maintenance	70,000	70,000	0	70,000	23,848	0	70,000	
100-5-3210-522310 Fingerprinting Expense	2,500	2,500	0	2,500	0	0	2,500	
100-5-3210-523200 Communications	60,000	60,000	0	60,000	21,451	0	60,000	
100-5-3210-523210 Information Technology	70,000	70,000	0	70,000	47,642	0	70,000	
100-5-3210-523300 Advertising	300	300	0	300	0	0	300	
100-5-3210-523400 Printing & Binding	1,200	1,200	0	1,200	846	0	1,200	
100-5-3210-523500 Travel	1,200	1,200	0	1,200	(21)	0	1,200	
100-5-3210-523600 Dues & Fees	2,000	2,000	0	2,000	734	0	2,000	
100-5-3210-523700 Education & Training	5,000	5,000	0	5,000	0	0	5,000	
100-5-3210-523900 Prisoner Housing	50,000	50,000	(22,000)	28,000	1,470	0	28,000	
TOTAL CONTRACTED SERVICES	272,200	272,200	(22,000)	250,200	96,423	0	250,200	
SUPPLIES & MINOR EQPT								
100-5-3210-531100 Supplies	18,000	18,000	0	18,000	6,418	0	18,000	
100-5-3210-531220 Natural Gas	2,500	2,500	0	2,500	455	0	2,500	
100-5-3210-531230 Electricity	12,000	12,000	0	12,000	10,351	0	12,000	
100-5-3210-531270 Gasoline/Diesel	80,000	80,000	0	80,000	37,137	0	80,000	
100-5-3210-531300 Operating Leases	13,000	13,000	0	13,000	5,884	0	13,000	
100-5-3210-531400 Books & Periodicals	800	800	0	800	0	0	800	
100-5-3210-531600 Small Equipment<5000	5,000	5,000	0	5,000	782	0	5,000	
100-5-3210-531700 Other Supplies-Uniform	20,000	20,000	0	20,000	11,386	0	20,000	
TOTAL SUPPLIES & MINOR EQPT	151,300	151,300	0	151,300	72,411	0	151,300	

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CAPITAL OUTLAYS > \$5000								
100-5-3210-542200 Vehicles	35,000	182,314	0	182,314	182,314	0	182,314	3 New Durangos Vehicles
100-5-3210-542500 Equipment	68,000	68,000	0	68,000	68,902	1,000	69,000	Radios
TOTAL CAPITAL OUTLAYS > \$5000	103,000	250,314	0	250,314	251,216	1,000	251,314	
DEBT SERVICE								
100-5-3210-580400 Transfers to Debt Serv	90,000	76,000	0	76,000	0	0	76,000	
100-5-3210-580402 Principal Phase 2 Leas	28,000	0	0	0	0	0	0	
100-5-3210-580404 Principal Phase 3 Lea	0	28,000	0	28,000	19,169	0	28,000	
100-5-3210-580419 P & I - Regions 2019	76,000	90,000	0	90,000	44,787	0	90,000	
TOTAL DEBT SERVICE	194,000	194,000	0	194,000	63,957	0	194,000	
TOTAL POLICE ADMINISTRATION	3,656,462	3,803,776	0	3,803,776	1,783,820	10,192	3,813,968	

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DEPARTMENT - FIRE ADMINISTRATION								
PERSONNEL SERVICES								
100-5-3510-511100 Regular Employees	1,985,242	1,985,242	20,000	2,005,242	990,068	8,449	2,013,691	Includes Staff 1% Pay Increase
100-5-3510-511300 Overtime	50,000	50,000	0	50,000	114,089	0	50,000	
100-5-3510-512100 Group Insurance	342,731	342,731	0	342,731	158,336	0	342,731	
100-5-3510-512200 Social Security FICA C	2,734	2,734	0	2,734	1,278	12	2,746	
100-5-3510-512300 Medicare	30,087	30,087	0	30,087	15,252	(163)	29,924	
100-5-3510-512400 Retirement Contributio	234,293	234,293	0	234,293	0	(473)	233,820	
100-5-3510-512700 Worker's Compensation	26,889	26,889	0	26,889	3,270	4	26,893	
TOTAL PERSONNEL SERVICES	2,671,976	2,671,976	20,000	2,691,976	1,282,293	7,829	2,699,805	
CONTRACTED SERVICES								
100-5-3510-521200 Professional Fees	0	0	0	0	240	0	0	
100-5-3510-521210 Licenses	32,000	32,000	0	32,000	7,256	0	32,000	
100-5-3510-522200 Repairs & Maintenance	60,000	60,000	0	60,000	34,606	0	60,000	
100-5-3510-523200 Communications	7,500	7,500	0	7,500	3,827	0	7,500	
100-5-3510-523500 Travel	3,000	3,000	0	3,000	255	0	3,000	
100-5-3510-523600 Dues & Fees	2,000	2,000	0	2,000	400	0	2,000	
100-5-3510-523700 Education & Training	20,000	20,000	(10,000)	10,000	307	0	10,000	
100-5-3510-523850 Community Risk Reducti	10,000	10,000	0	10,000	0	0	10,000	
TOTAL CONTRACTED SERVICES	134,500	134,500	(10,000)	124,500	46,891	0	124,500	
SUPPLIES & MINOR EQPT								
100-5-3510-531100 Supplies	8,000	8,000	0	8,000	3,565	0	8,000	
100-5-3510-531220 Natural Gas	7,000	7,000	0	7,000	1,566	0	7,000	
100-5-3510-531230 Electricity	20,000	20,000	0	20,000	7,424	0	20,000	
100-5-3510-531270 Gasoline/Diesel	15,000	15,000	0	15,000	6,555	0	15,000	
100-5-3510-531300 Operating Lease	8,000	8,000	0	8,000	1,326	0	8,000	
100-5-3510-531400 Books & Periodicals	2,000	2,000	0	2,000	0	0	2,000	
100-5-3510-531600 Small Equipment<5000	2,000	2,000	0	2,000	542	0	2,000	
100-5-3510-531700 Uniform Supplies	24,000	24,000	0	24,000	328	0	24,000	
100-5-3510-531710 EMS	60,000	60,000	0	60,000	17,525	0	60,000	
TOTAL SUPPLIES & MINOR EQPT	146,000	146,000	0	146,000	38,829	0	146,000	
CAPITAL OUTLAYS > \$5000								
100-5-3510-542200 Vehicles	590,000	590,000	0	590,000	549,927	0	590,000	New Fire Truck

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100-5-3510-542300 Furniture & Fixtures	5,000	5,000	0	5,000	738	0	5,000	
100-5-3510-542400 Computers	10,000	10,000	0	10,000	0	0	10,000	
100-5-3510-542500 Equipment	63,000	63,000	(10,000)	53,000	1,398	0	53,000	
TOTAL CAPITAL OUTLAYS > \$5000	668,000	668,000	(10,000)	658,000	552,063	0	658,000	
DEBT SERVICE								
100-5-3510-580401 Principal Phase 1 Leas	21,000	20,838	0	20,838	20,025	0	20,838	
100-5-3510-580402 P&I Phase 2 Lease	60,000	0	0	0	0	0	0	
100-5-3510-580403 Principal Fire Truck	42,000	102,000	0	102,000	41,075	28,000	130,000	
100-5-3510-582401 Interest Phase 1 Lease	0	162	0	162	153	0	162	
TOTAL DEBT SERVICE	123,000	123,000	0	123,000	61,253	28,000	151,000	
TOTAL FIRE ADMINISTRATION	3,743,476	3,743,476	0	3,743,476	1,981,329	35,829	3,779,305	

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DEPARTMENT - HIGHWAY AND STREETS ADMIN								
PERSONNEL SERVICES								
100-5-4210-511100 Regular Employees	397,802	397,802	5,000	402,802	217,987	1,603	404,405	Includes Staff 1% Pay Increase
100-5-4210-511300 Overtime	10,000	10,000	0	10,000	13,084	0	10,000	
100-5-4210-512100 Group Insurance	88,131	88,131	0	88,131	48,093	(0)	88,131	
100-5-4210-512200 Social Security FICA C	25,777	25,777	0	25,777	13,762	(84)	25,693	
100-5-4210-512300 Medicare	6,028	6,028	0	6,028	3,268	(19)	6,009	
100-5-4210-512400 Retirement Contribution	46,945	46,945	0	46,945	0	8	46,953	
100-5-4210-512700 Worker's Compensation	5,388	5,388	0	5,388	0	1	5,389	
TOTAL PERSONNEL SERVICES	580,071	580,071	5,000	585,071	296,195	1,508	586,579	
CONTRACTED SERVICES								
100-5-4210-521200 Professional	500	500	0	500	0	0	500	
100-5-4210-522200 Repairs & Maintenance	79,500	79,500	0	79,500	14,522	0	79,500	
100-5-4210-523700 Education & Training	350	350	0	350	0	0	350	
TOTAL CONTRACTED SERVICES	80,350	80,350	0	80,350	14,522	0	80,350	
SUPPLIES & MINOR EQPT								
100-5-4210-531100 Supplies	60,000	60,000	0	60,000	14,554	0	60,000	
100-5-4210-531230 Electricity	200,000	200,000	0	200,000	104,484	0	200,000	
100-5-4210-531270 Gasoline/Diesel	10,000	10,000	0	10,000	3,953	0	10,000	
TOTAL SUPPLIES & MINOR EQPT	270,000	270,000	0	270,000	122,991	0	270,000	
CAPITAL OUTLAYS > \$5000								
100-5-4210-541200 Site Improvements	30,000	30,000	(5,000)	25,000	0	0	25,000	
100-5-4210-542200 Vehicles	31,000	31,000	0	31,000	0	0	31,000	
TOTAL CAPITAL OUTLAYS > \$5000	61,000	61,000	(5,000)	56,000	0	0	56,000	
DEBT SERVICE								
100-5-4210-580009 Trf to Dev Auth - 2019	396,502	396,502	0	396,502	195,254	0	396,502	
100-5-4210-580405 Trf to Dev Auth - 2014	76,602	76,602	0	76,602	17,563	0	76,602	
TOTAL DEBT SERVICE	473,104	473,104	0	473,104	212,817	0	473,104	
TOTAL HIGHWAY AND STREETS ADMIN	1,464,525	1,464,525	0	1,464,525	646,524	1,508	1,466,033	

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DEPARTMENT - PARTICIPANT RECREATION								
PERSONNEL SERVICES								
100-5-6120-511100 Regular Employees	247,710	247,710	3,050	250,760	119,785	1,048	251,808	Includes Staff 1% Pay Increase
100-5-6120-511200 Part Time Employees	93,440	93,440	(3,050)	90,390	6,570	(29,892)	60,498	
100-5-6120-511300 Overtime	7,500	7,500	0	7,500	1,254	0	7,500	
100-5-6120-512100 Group Insurance	58,754	58,754	0	58,754	27,594	(0)	58,754	
100-5-6120-512200 Social Security FICA C	22,039	22,039	0	22,039	7,702	(2,211)	19,828	
100-5-6120-512300 Medicare	5,154	5,154	0	5,154	1,964	(517)	4,637	
100-5-6120-512400 Retirement Contributio	29,588	29,588	0	29,588	0	(208)	29,380	
100-5-6120-512700 Worker's Compensation	3,351	3,351	0	3,351	0	5	3,356	
TOTAL PERSONNEL SERVICES	467,536	467,536	0	467,536	164,869	(31,775)	435,761	
CONTRACTED SERVICES								
100-5-6120-521301 Technical - Baseball	7,500	7,500	0	7,500	(240)	0	7,500	
100-5-6120-521302 Technical - Basketball	7,000	7,000	0	7,000	1,830	0	7,000	
100-5-6120-521303 Technical - Football	8,000	8,000	0	8,000	229	0	8,000	
100-5-6120-521304 Technical -Girl's Soft	2,400	2,400	0	2,400	0	0	2,400	
100-5-6120-521305 Technical - Tournments	1,500	1,500	0	1,500	0	0	1,500	
100-5-6120-521306 Technical - Adult Soft	5,000	5,000	0	5,000	0	0	5,000	
100-5-6120-521307 Technical - Soccer	2,000	2,000	0	2,000	0	0	2,000	
100-5-6120-522000 Festivals/Events	50,000	50,000	0	50,000	47,479	0	50,000	
100-5-6120-522200 Repairs & Maintenance	2,000	2,000	0	2,000	2,236	0	2,000	
100-5-6120-523200 Communications	2,000	2,000	0	2,000	716	0	2,000	
100-5-6120-523300 Advertising	250	250	0	250	92	0	250	
100-5-6120-523400 Printing & Binding	200	200	0	200	0	0	200	
100-5-6120-523500 Travel	1,000	1,000	0	1,000	0	0	1,000	
100-5-6120-523600 Dues & Fees	3,000	3,000	0	3,000	785	0	3,000	
100-5-6120-523700 Education & Training	3,000	3,000	0	3,000	0	0	3,000	
100-5-6120-523850 Contract Labor	10,000	10,000	0	10,000	3,627	0	10,000	
100-5-6120-523900 Other - Seniors	5,000	5,000	0	5,000	2,544	0	5,000	
TOTAL CONTRACTED SERVICES	109,850	109,850	0	109,850	59,298	0	109,850	
SUPPLIES & MINOR EQPT								
100-5-6120-531100 Supplies	10,000	10,000	0	10,000	8,380	0	10,000	
100-5-6120-531101 Supplies-Baseball/Girl	9,000	9,000	0	9,000	240	0	9,000	
100-5-6120-531102 Supplies - Basketball	6,500	6,500	0	6,500	0	0	6,500	
100-5-6120-531103 Supplies - Football	13,000	13,000	0	13,000	390	0	13,000	
100-5-6120-531104 Supplies - Adult Softb	1,500	1,500	0	1,500	0	0	1,500	
100-5-6120-531105 Supplies - Tournaments	1,500	1,500	0	1,500	0	0	1,500	

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100-5-6120-531106 Supplies - Senior Citi	1,500	1,500	0	1,500	0	0	1,500	
100-5-6120-531107 Supplies - Soccer	2,000	2,000	0	2,000	0	0	2,000	
100-5-6120-531108 Supplies - Children's	7,500	7,500	0	7,500	571	0	7,500	
100-5-6120-531109 Supplies-Cheerleading/	2,500	2,500	0	2,500	365	0	2,500	
100-5-6120-531110 Equip Exp - Coach's Re	2,500	2,500	0	2,500	0	0	2,500	
100-5-6120-531111 Supplies-Special Progr	10,000	10,000	0	10,000	0	0	10,000	
100-5-6120-531220 Natural Gas	10,000	10,000	0	10,000	2,018	0	10,000	
100-5-6120-531230 Electricity	25,000	25,000	0	25,000	9,205	0	25,000	
100-5-6120-531270 Gasoline/Diesel	3,500	3,500	0	3,500	473	0	3,500	
100-5-6120-531300 Operating Lease	4,400	4,400	0	4,400	2,268	0	4,400	
100-5-6120-531590 Other	10,100	10,100	0	10,100	2,975	0	10,100	
100-5-6120-531600 Small Equipment<5000	16,000	16,000	0	16,000	1,646	0	16,000	
100-5-6120-531700 Other Supplies	8,550	8,550	0	8,550	0	0	8,550	
TOTAL SUPPLIES & MINOR EQPT	145,050	145,050	0	145,050	28,530	0	145,050	
CAPITAL OUTLAYS > \$5000								
100-5-6120-542300 Furniture & Fixtures	2,000	2,000	0	2,000	0	0	2,000	
100-5-6120-542400 Computers	3,000	3,000	0	3,000	0	0	3,000	
TOTAL CAPITAL OUTLAYS > \$5000	5,000	5,000	0	5,000	0	0	5,000	
DEBT SERVICE								
100-5-6120-580401 Vehicles - Principal	10,000	10,000	0	10,000	4,107	0	10,000	
TOTAL DEBT SERVICE	10,000	10,000	0	10,000	4,107	0	10,000	
TOTAL PARTICIPANT RECREATION	737,436	737,436	0	737,436	256,805	(31,775)	705,661	

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DEPARTMENT - PARK AREAS & GROUNDS								
PERSONNEL SERVICES								
100-5-6220-511100 Regular Employees	360,693	360,693	6,000	366,693	182,211	1,626	368,319	Includes Staff 1% Pay Increase
100-5-6220-511300 Overtime	16,000	16,000	0	16,000	12,004	0	16,000	
100-5-6220-512100 Group Insurance	117,508	117,508	0	117,508	54,924	(0)	117,508	
100-5-6220-512200 Social Security FICA C	23,740	23,740	0	23,740	11,021	88	23,828	
100-5-6220-512300 Medicare	5,552	5,552	0	5,552	2,613	21	5,573	
100-5-6220-512400 Retirement Contributio	43,236	43,236	0	43,236	0	308	43,544	
100-5-6220-512700 Worker's Compensation	4,885	4,885	0	4,885	0	1	4,886	
TOTAL PERSONNEL SERVICES	571,614	571,614	6,000	577,614	262,773	2,043	579,657	
CONTRACTED SERVICES								
100-5-6220-522200 Repairs & Maintenance	160,000	160,000	0	160,000	40,348	0	160,000	
100-5-6220-523600 Dues & Fees	2,500	2,500	0	2,500	80	0	2,500	
100-5-6220-523800 Technical Inspections	250,000	250,000	0	250,000	59,391	0	250,000	
100-5-6220-523850 Contract Labor	8,000	8,000	0	8,000	3,172	0	8,000	
TOTAL CONTRACTED SERVICES	420,500	420,500	0	420,500	102,991	0	420,500	
SUPPLIES & MINOR EQPT								
100-5-6220-531100 Supplies	80,000	80,000	0	80,000	53,667	0	80,000	
100-5-6220-531220 Natural Gas	5,000	5,000	0	5,000	3,294	0	5,000	
100-5-6220-531230 Electricity	14,000	14,000	0	14,000	5,867	0	14,000	
100-5-6220-531270 Gasoline/Diesel	14,000	14,000	0	14,000	4,938	0	14,000	
100-5-6220-531300 Operating Lease	7,000	7,000	0	7,000	3,638	0	7,000	
TOTAL SUPPLIES & MINOR EQPT	120,000	120,000	0	120,000	71,404	0	120,000	
CAPITAL OUTLAYS > \$5000								
100-5-6220-541200 Site Improvements	150,000	150,000	(6,000)	144,000	40,006	0	144,000	
100-5-6220-542400 Computers	0	0	0	0	1,189	0	0	
100-5-6220-542500 Equipment	30,000	30,000	0	30,000	9,300	0	30,000	
TOTAL CAPITAL OUTLAYS > \$5000	180,000	180,000	(6,000)	174,000	50,495	0	174,000	
TOTAL PARK AREAS & GROUNDS	1,292,114	1,292,114	0	1,292,114	487,662	2,043	1,294,157	

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DEPARTMENT - PLANNING & ZONING								
CONTRACTED SERVICES								
100-5-7400-521200 Professional	90,000	90,000	0	90,000	12,373	0	90,000	
100-5-7400-521201 Planning/Zoning Board	5,000	5,000	0	5,000	2,492	0	5,000	
100-5-7400-521202 Appeals Board	2,500	2,500	0	2,500	1,025	0	2,500	
100-5-7400-521300 Technical	10,000	10,000	0	10,000	7,515	0	10,000	
100-5-7400-523210 Information Technology	500	500	0	500	0	0	500	
100-5-7400-523300 Advertising	1,000	1,000	0	1,000	1,318	0	1,000	
100-5-7400-523600 Dues & Fees	250	250	0	250	0	0	250	
100-5-7400-523700 Education & Training	1,000	1,000	0	1,000	0	0	1,000	
100-5-7400-523900 OTHER	100	100	0	100	0	0	100	
TOTAL CONTRACTED SERVICES	110,350	110,350	0	110,350	24,722	0	110,350	
SUPPLIES & MINOR EQPT								
100-5-7400-531100 Supplies	500	500	0	500	185	0	500	
100-5-7400-531400 Books & Periodicals	100	100	0	100	0	0	100	
TOTAL SUPPLIES & MINOR EQPT	600	600	0	600	185	0	600	
CAPITAL OUTLAYS > \$5000								
100-5-7400-542410 Technology	3,000	3,000	0	3,000	0	0	3,000	
TOTAL CAPITAL OUTLAYS > \$5000	3,000	3,000	0	3,000	0	0	3,000	
TOTAL PLANNING & ZONING	113,950	113,950	0	113,950	24,907	0	113,950	

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DEPARTMENT - CODE ENFORCEMENT								
PERSONNEL SERVICES								
100-5-7450-511100 Regular Employees	84,032	84,032	500	84,532	26,905	356	84,888	Includes Staff 1% Pay Increase
100-5-7450-511200 Part-time Employees	0	0	0	0	0	6,025	6,025	
100-5-7450-511300 Overtime	1,500	1,500	0	1,500	491	0	1,500	
100-5-7450-511325 Incentive Wages	2,000	2,000	0	2,000	0	0	2,000	
100-5-7450-512100 Group Insurance	19,585	19,585	0	19,585	305	(0)	19,585	
100-5-7450-512200 Social Security FICA C	5,787	5,787	0	5,787	1,711	(57)	5,730	
100-5-7450-512300 Medicare	1,353	1,353	0	1,353	400	(13)	1,340	
100-5-7450-512400 Retirement Contributio	9,861	9,861	0	9,861	0	(73)	9,788	
100-5-7450-512700 Worker's Compensation	1,138	1,138	0	1,138	0	0	1,138	
TOTAL PERSONNEL SERVICES	125,256	125,256	500	125,756	29,811	6,237	131,993	
CONTRACTED SERVICES								
100-5-7450-521200 Professional	30,000	30,000	0	30,000	23,667	0	30,000	
100-5-7450-521300 Technical	3,000	3,000	0	3,000	0	0	3,000	
100-5-7450-522200 Repairs & Maintenance	3,000	3,000	0	3,000	0	0	3,000	
100-5-7450-523200 Communications	500	500	0	500	489	0	500	
100-5-7450-523210 Information Technology	1,000	1,000	0	1,000	0	0	1,000	
100-5-7450-523600 Dues & Fees	1,000	1,000	0	1,000	0	0	1,000	
100-5-7450-523700 Education & Training	500	500	0	500	0	0	500	
TOTAL CONTRACTED SERVICES	39,000	39,000	0	39,000	24,156	0	39,000	
100-5-7450-531100 Supplies	200	200	0	200	0	0	200	
100-5-7450-531270 Gasoline/Diesel	5,000	5,000	0	5,000	556	0	5,000	
100-5-7450-531700 Other Supplies	600	600	(500)	100	0	0	100	
TOTAL SUPPLIES & MINOR EQPT	5,800	5,800	(500)	5,300	556	0	5,300	
TOTAL CODE ENFORCEMENT	170,056	170,056	0	170,056	54,523	6,237	176,293	

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DEPARTMENT - ECONOMIC DEVELOPMENT								
PERSONNEL SERVICES								
100-5-7520-511100 Regular Employees	158,654	158,654	1,800	160,454	80,629	641	161,095	Includes Staff 1% Pay Increase
100-5-7520-511300 Overtime	6,000	6,000	0	6,000	1,355	0	6,000	
100-5-7520-512100 Group Insurance	29,377	29,377	0	29,377	16,054	(0)	29,377	
100-5-7520-512200 Social Security FICA C	10,405	10,405	0	10,405	2,482	(45)	10,360	
100-5-7520-512300 Medicare	2,433	2,433	0	2,433	62	(10)	2,423	
100-5-7520-512400 Retirement Contributio	18,950	18,950	0	18,950	0	(18)	18,932	
100-5-7520-512700 Worker's Compensation	2,149	2,149	0	2,149	0	0	2,149	
TOTAL PERSONNEL SERVICES	227,968	227,968	1,800	229,768	100,580	568	230,336	
CONTRACTED SERVICES								
100-5-7520-521200 Professional	90,000	90,000	0	90,000	21,202	0	90,000	
100-5-7520-521204 Consulting	60,000	60,000	0	60,000	1,738	0	60,000	
100-5-7520-521300 Technical	0	0	0	0	180	0	0	
100-5-7520-522000 Festivals & Events	7,000	7,000	0	7,000	4,552	0	7,000	
100-5-7520-522125 Special Exhibits - Sou	15,000	15,000	(1,800)	13,200	3,484	0	13,200	
100-5-7520-522145 Special Promotions	5,000	5,000	0	5,000	459	0	5,000	
100-5-7520-522160 Special Events - Counc	18,500	18,500	0	18,500	2,000	0	18,500	
100-5-7520-522200 Repairs & Maintenance	3,000	3,000	0	3,000	75	0	3,000	
100-5-7520-523200 Communications	2,500	2,500	0	2,500	733	0	2,500	
100-5-7520-523300 Advertising	15,000	15,000	0	15,000	22,735	10,000	25,000	
100-5-7520-523500 Travel	1,000	1,000	0	1,000	0	0	1,000	
100-5-7520-523600 Dues & Fees	1,000	1,000	0	1,000	250	0	1,000	
100-5-7520-523700 Education & Training	2,000	2,000	0	2,000	39	0	2,000	
100-5-7520-523850 Contract Labor	1,000	1,000	0	1,000	0	0	1,000	
TOTAL CONTRACTED SERVICES	221,000	221,000	(1,800)	219,200	57,446	10,000	229,200	
SUPPLIES & MINOR EQPT								
100-5-7520-531100 Supplies	2,500	2,500	0	2,500	1,631	0	2,500	
100-5-7520-531200 Supplies - Christ Chur	1,000	1,000	0	1,000	0	0	1,000	
100-5-7520-531220 Natural Gas	0	0	0	0	274	0	0	
100-5-7520-531230 Electricity	3,500	3,500	0	3,500	1,709	0	3,500	
100-5-7520-531270 Gasoline/Diesel	250	250	0	250	28	0	250	
100-5-7520-531300 Operating Lease	2,000	2,000	0	2,000	535	0	2,000	
100-5-7520-531600 Small Equipment<5000	2,500	2,500	0	2,500	0	0	2,500	
100-5-7520-531700 Other Supplies	500	500	0	500	0	0	500	
TOTAL SUPPLIES & MINOR EQPT	12,250	12,250	0	12,250	4,177	0	12,250	

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CAPITAL OUTLAYS > \$5000								
100-5-7520-541200 Site Improvements	50,000	50,000	0	50,000	20,539	0	50,000	
100-5-7520-542300 Furniture & Fixtures	250	250	0	250	0	0	250	
TOTAL CAPITAL OUTLAYS > \$5000	50,250	50,250	0	50,250	20,539	0	50,250	
OTHER COSTS (NOC)								
100-5-7520-575100 Hapeville Community Im	15,000	15,000	0	15,000	0	0	15,000	
TOTAL OTHER COSTS (NOC)	15,000	15,000	0	15,000	0	0	15,000	
TOTAL ECONOMIC DEVELOPMENT	526,468	526,468	0	526,468	182,743	10,568	537,036	

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DEPARTMENT - MAIN STREET								
CONTRACTED SERVICES								
100-5-7550-522000 Festivals	20,000	20,000	0	20,000	10,515	0	20,000	
100-5-7550-523300 Advertising	4,000	4,000	0	4,000	0	0	4,000	
100-5-7550-523400 Printing & Binding	1,000	1,000	0	1,000	753	0	1,000	
100-5-7550-523500 Travel	5,000	5,000	0	5,000	0	0	5,000	
100-5-7550-523600 Dues & Fees	600	600	0	600	0	0	600	
100-5-7550-523700 Education & Training	1,000	1,000	0	1,000	75	0	1,000	
100-5-7550-523850 Contract Labor	0	0	0	0	2,300	0	0	
TOTAL CONTRACTED SERVICES	31,600	31,600	0	31,600	13,643	0	31,600	
SUPPLIES & MINOR EQPT								
100-5-7550-531100 Supplies	200	200	0	200	132	0	200	
100-5-7550-531700 Other Supplies	300	300	0	300	0	0	300	
TOTAL SUPPLIES & MINOR EQPT	500	500	0	500	132	0	500	
CAPITAL OUTLAYS > \$5000								
100-5-7550-541200 Site Improvements	7,500	7,500	0	7,500	4,750	0	7,500	
TOTAL CAPITAL OUTLAYS > \$5000	7,500	7,500	0	7,500	4,750	0	7,500	
TOTAL MAIN STREET	39,600	39,600	0	39,600	18,525	0	39,600	

CITY OF HAPEVILLE
FISCAL YEAR 2020-2021 PROPOSED BUDGET AMENDMENT - GENERAL FUND ONLY

As of January 12, 2021 Report Date

	Original Budget	Current Approved Budget	Requested Budget Adjustments	Adjusted Budget	Year-To-Date Actual	Requested Budget Amendments	Proposed Amended Budget	Comments
DEPARTMENT - OTHER FINANCING USES								
INTERFUND TRANSACTIONS								
100-5-9100-590295 Transfer to Dev Auth	0	0	0	0	353,674	0	0	
TOTAL INTERFUND TRANSACTIONS	0	0	0	0	353,674	0	0	
OTHER FINANCING USES								
100-5-9100-611215 Transfer to E911	244,535	244,535	0	244,535	0	0	244,535	
TOTAL OTHER FINANCING USES	244,535	244,535	0	244,535	0	0	244,535	
TOTAL OTHER FINANCING USES	244,535	244,535	0	244,535	353,674	0	244,535	
TOTAL EXPENDITURES	15,363,311	15,510,625	0	15,510,625	7,508,174	19,565	15,530,190	
REVENUE OVER/(UNDER) EXPENDITURES	0	0	0	0	2,166,592	(0)	(0)	

AEROATL

GREENWAY MODEL MILE

THE CITY OF HAPEVILLE
PROJECT FEASIBILITY STUDY





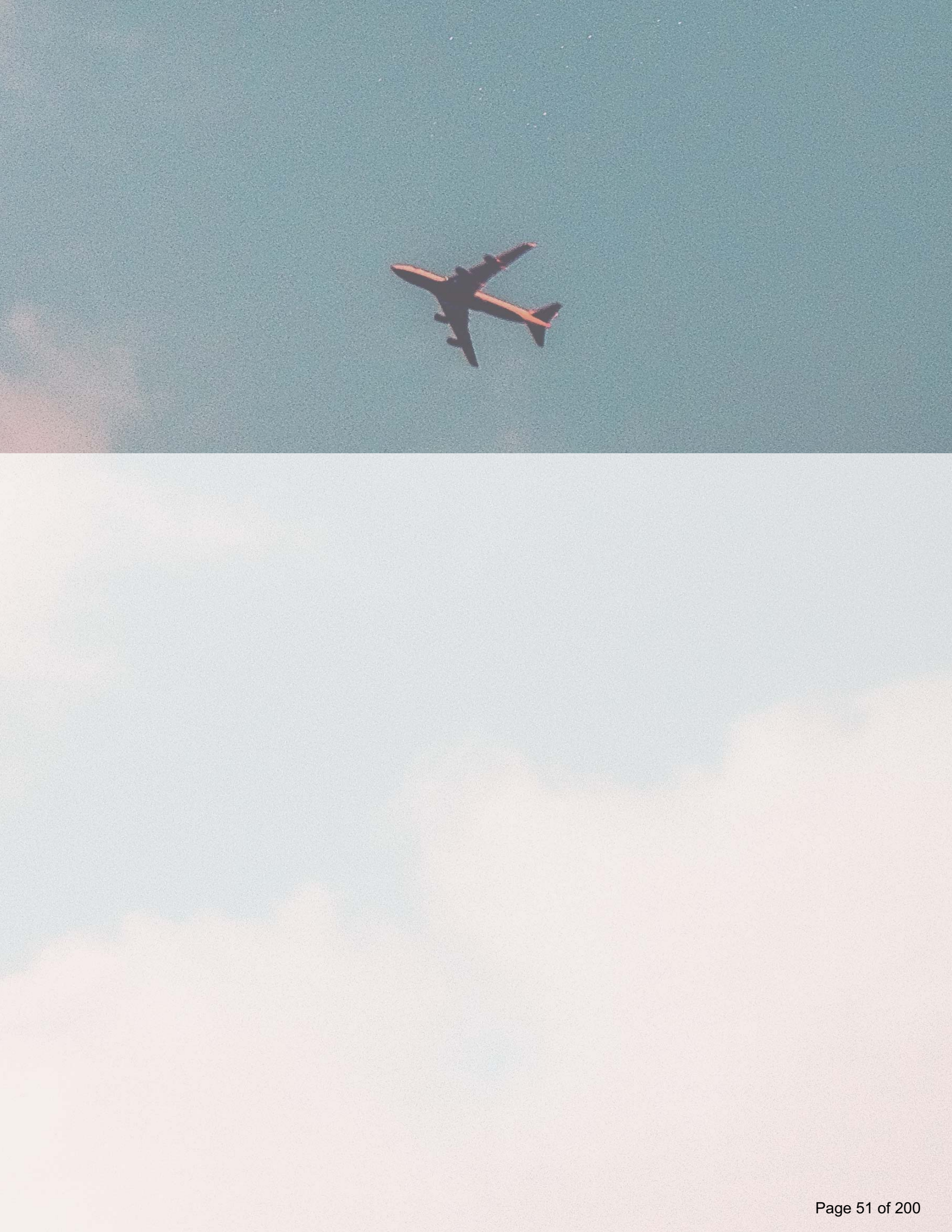


The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily of the Department of Transportation, State of Georgia or the Federal Highway Administration.

Prepared in cooperation with the Department of Transportation, Federal Highway Administration and the Atlanta Regional Commission.

RESOLUTION

IN PROGRESS



AEROTROPOLIS ATLANTA ALLIANCE

Dear Friends,

The document in your hands—the AeroATL Greenway Model Mile Feasibility Study—is a community-driven plan for implementing a network of trails, parks, and greenways in metro Atlanta’s airport region. It is the culmination of the partnership between the Aerotropolis Atlanta Alliance and Aerotropolis Atlanta Community Improvement Districts.

In 2012, the Aerotropolis Atlanta Alliance’s founders came together to bring balance to metro Atlanta’s growth, advancing quality-of-life improvements and meaningful development on the Southside. The Aerotropolis Atlanta Blueprint built upon this idea, proposing the AeroATL Greenway Concept, a master network of trails around the airport that connects to the Atlanta BeltLine and other regional trail networks. The concept gained traction with the community for its potential to connect neighborhoods to key businesses and institutions, provide safe alternatives to driving, and spark a new direction in the region’s growth.

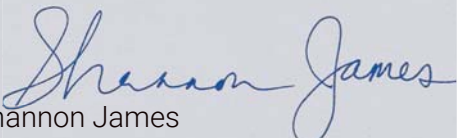
In 2020, we embarked on implementing the award-winning AeroATL Greenway Master Plan with seven local governments in the airport area. The AeroATL Greenway Model Mile Feasibility Study organizes seven of our local partners to engineer, fund, and build a “model mile” of the overall Master Plan network in their community—the first seven of many more to come that will one day better connect these communities to each other.



Throughout the plan's creation, we have taken to heart the African proverb, "If you want to go fast, go alone. If you want to go far, go together." It is in this spirit of collaboration and due to the dedicated community leaders, their staff, our board, the consultant team, and the many community stakeholders that we can say we have begun to bring balance to our growth.

The completion of this plan signifies a new day for Aerotropolis Atlanta. A literal path forward for us to connect our lives to the places we live and work. A network of communities dedicated to a better future for everyone. A way of moving forward together.

Onward and upward together,



Shannon James
President & CEO, Aerotropolis Atlanta Alliance

AeroATL Model Mile

PROJECT FEASIBILITY STUDY

ACKNOWLEDGMENTS:

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Aerotropolis Atlanta CIDs

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Krystal Harris, Program Director
Matt Risher, Project Manager

Atlanta Regional Commission

Jared Lombard, Senior Principal Planner
Rachel Will, Senior Planner

Finding the Flint

Hannah Palmer, Project Coordinator

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THANK YOU

This project was made possible by the hard work and dedication of many business owners, community members, stakeholders, government officials, and others that gave their time and efforts.



AeroATL Model Mile

PROJECT FEASIBILITY STUDY

ACKNOWLEDGMENTS:



CITY OF ATLANTA ELECTED OFFICIALS

Mayor

Mayor Keisha Lance Bottoms

City Council

Council President Felicia A. Moore

District 1: Carla Smith

District 2: Amir R. Farokhi

District 3: Antonio Brown

District 4: Cleta Winslow

District 5: Natalyn Mosby Archibong

District 6: Jennifer N. Ide

District 7: Howard Shook

District 8: J.P. Matzigkeit

District 9: Dustin R. Hillis

District 10: Andrea L. Boone

District 11: Marci Collier Overstreet

District 12: Joyce Sheperd

Post 1: Michael Julian Bond

Post 2: Matt Westmoreland

Post 3: Andre Dickens

CLAYTON COUNTY ELECTED OFFICIALS

Board Chairman

Chairman Jeffrey E. Turner

Board of Commissioners

District 1: Sonna Singleton Gregory

District 2: Gail Hambrick

District 3: Felicia Franklin Warner

District 4: Vice Chairman DeMont Davis



CITY OF EAST POINT ELECTED OFFICIALS

Mayor

Mayor Deana Holiday Ingraham

City Council

Ward A: Lance Robertson

Ward A - At Large: Sharon Shropshire

Ward B: Thomas Calloway

Ward B - At Large: Karen Rene

Ward C: Myron B. Cook

Ward C - At Large: Nanette Saucier

Ward D: Stephanie Gordon

Ward D - At Large: Joshua B. Butler, IV



CITY OF FOREST PARK ELECTED OFFICIALS

Mayor

Mayor Angelyne Butler

City Council

Ward 1: Kimberly James

Ward 2: Dabouze Antoine

Ward 3: Hector Gutierrez

Ward 4: Latresa Akins-Wells

Ward 5: Allan Mears

AeroATL Model Mile

PROJECT FEASIBILITY STUDY

ACKNOWLEDGMENTS:



CITY OF HAPEVILLE ELECTED OFFICIALS

Mayor

Mayor Alan Hallman

City Council

Councilman at Large Travis Horsley

Alderman at Large Mike Rast

1st Ward: Mark Adams

2nd Ward: Chloe Alexander



CITY OF SOUTH FULTON ELECTED OFFICIALS

Mayor

Mayor William "Bill" Edwards

City Council

District 1: Catherine Foster-Rowell

District 2: Carmalitha Gumbs

District 3: Helen Z. Willis

District 4: Naeema Gilyard

District 5: Corey A. Reeves

District 6: Khalid Kamau

District 7: Mark Baker



UNION CITY ELECTED OFFICIALS

Mayor

Mayor Vince Williams

City Council

Christina Hobbs

Brian K. Jones

Angelette Mealing

Mayor Pro Tem Shayla J. Nealy

The City of Hapeville AeroATL Model Mile

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EXECUTIVE SUMMARY





GREENWAY CATALYSTS

Seven Model Miles. Seven Communities. One Initiative. The seven model miles represent the first step toward building a more connected, equitable Aerotropolis community.

As an outgrowth of the AeroATL Greenway Plan, seven communities were selected to complete a model mile feasibility study. Each community embarked on a planning process that examined the feasibility of creating a model mile greenway/multi-use trail that will spark development of an interconnected network of trails throughout the Aerotropolis region.

These trail feasibility studies examined the proposed trail alignment at a detailed level, including analyzing the existing conditions, researching relevant existing plans and studies,

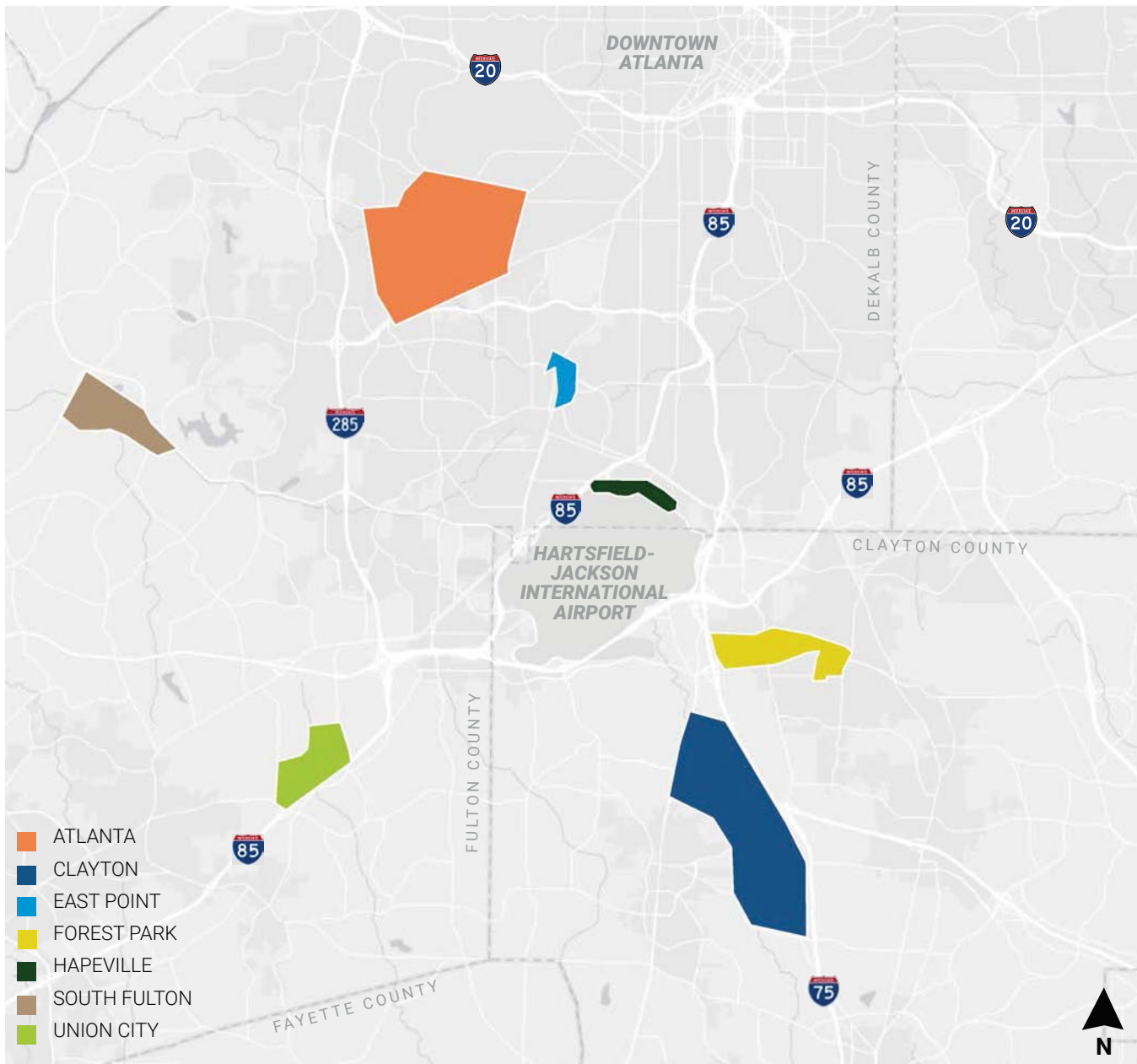
conducting a desktop screening of environmental and cultural resources, and identifying alignment options. This process was supported by a public engagement process that complemented the research in order to select and refine a preferred alignment.

This approach helped to educate each community about the level of effort needed to design and construct the trail, including the financial implications and the resulting benefits.



2018 AEROATL GREENWAY PLAN VISION

"A comprehensive and inviting trail network that contributes to the quality of life and economic vitality of Aerotropolis communities by giving residents, employees, and visitors safe, direct and enjoyable options for getting around the airport area."



WHAT IS THE GREENWAY MODEL MILE FEASIBILITY STUDY?

The Atlanta Regional Commission awarded the Aerotropolis Atlanta Community Improvement Districts (CIDs) a Livable Communities Initiative (LCI) grant in 2019 to complete the AeroATL Greenway Model Mile Feasibility Study. This feasibility study is the next phase of the AeroATL Greenway Plan completed in the fall of 2018.

There are nine key partners, including the Aerotropolis Atlanta Alliance (the Alliance) and the Aerotropolis Atlanta CIDs, and seven communities: the City of Atlanta, Clayton County, the City of East Point, the City of Forest Park, Hapeville, the City of South Fulton, and Union City. Together, the Alliance, the CIDs, and the municipalities identified a model mile multi-use path segment in each of their respective communities to further evaluate the potential for construction.

Throughout this feasibility study process, each of the model mile communities took an in-depth look at how the trail should be best configured to maximize economic growth, connectivity, physical and mental health, community pride and identity, and the environment, which are critical elements of the AeroATL Greenway Plan.

The model miles are the first step in connecting the Aerotropolis region and the communities within it, one of the most important factors expressed by community leaders and community members alike. Providing safe, alternative means of transportation and recreation is a game-changer for the south side of the Atlanta Metropolitan area, which surrounds the busiest airport in the world. Shifting focus and resources to this historically underfunded and under-resourced region will begin to close the equity gap and provide opportunities for the communities to improve quality of life and work toward achieving their highest potential with fewer obstacles.

THE PROCESS

These feasibility studies help advance each community's model mile toward design and construction. The project began in November 2019 and concluded in February 2021 with all seven communities adopting. Each municipality's feasibility report documents the process undertaken to achieve community consensus regarding the alignment of the model mile in the respective communities. These studies analyzed each proposed trail in detail. The work included researching and mapping existing conditions, reviewing previous plans, documenting and analyzing the alignments in situ, implementing a public involvement plan, developing and refining alternatives, estimating costs, selecting a preferred alternative, and conducting a feasibility assessment. The results of these tasks are documented and summarized in each community's model mile feasibility study.

PUBLIC OUTREACH IN A GLOBAL PANDEMIC

The global COVID-19 pandemic struck in early 2020 as the public engagement phase of the project was beginning. The Pond and Company project team worked with the Alliance, the CIDs, and each community to adapt to the changing world. The team worked collaboratively through bi-weekly project management team meetings, project advisory group meetings, and virtual public forums to facilitate an iterative public process with a focus on building consensus among community members and interest groups. Adaptations due

to COVID-19 meant shifting the planned in-person public open house meetings to online virtual meetings. Instead of conducting two in-person meetings, as originally planned, the team hosted seven separate virtual meetings in late February, one for each community, to present the findings of the existing conditions and technical analysis. In late August, the team again hosted seven virtual public meetings to review the alignment alternatives. Finally, in mid-December two virtual public meetings presented the preferred alignments for all communities.

Web-based tools augmented the virtual meetings to further enhance public engagement. Pigeonhole Live collected real-time feedback during the virtual meetings, and websites for each community created with Social Pinpoint gathered comments from residents. The community websites were also integrated with the Alliance Greenway Plan project website. The websites used a survey to collect feedback and a mapping tool, which allowed community members to add pins to a map along with comments and feedback. The project team updated all websites and project information throughout the project process. Each community's ability to adapt and be flexible amid the pandemic was critical to maintaining the project schedule and grant deadline. The Alliance and the CIDs promoted the project and public meetings on their websites and LinkedIn, and the communities promoted the events on their

respective websites and social media pages. Finally, in December 2020 through February 2021, the project team scheduled briefings with elected officials, and each community's council voted to adopt their feasibility report documents.

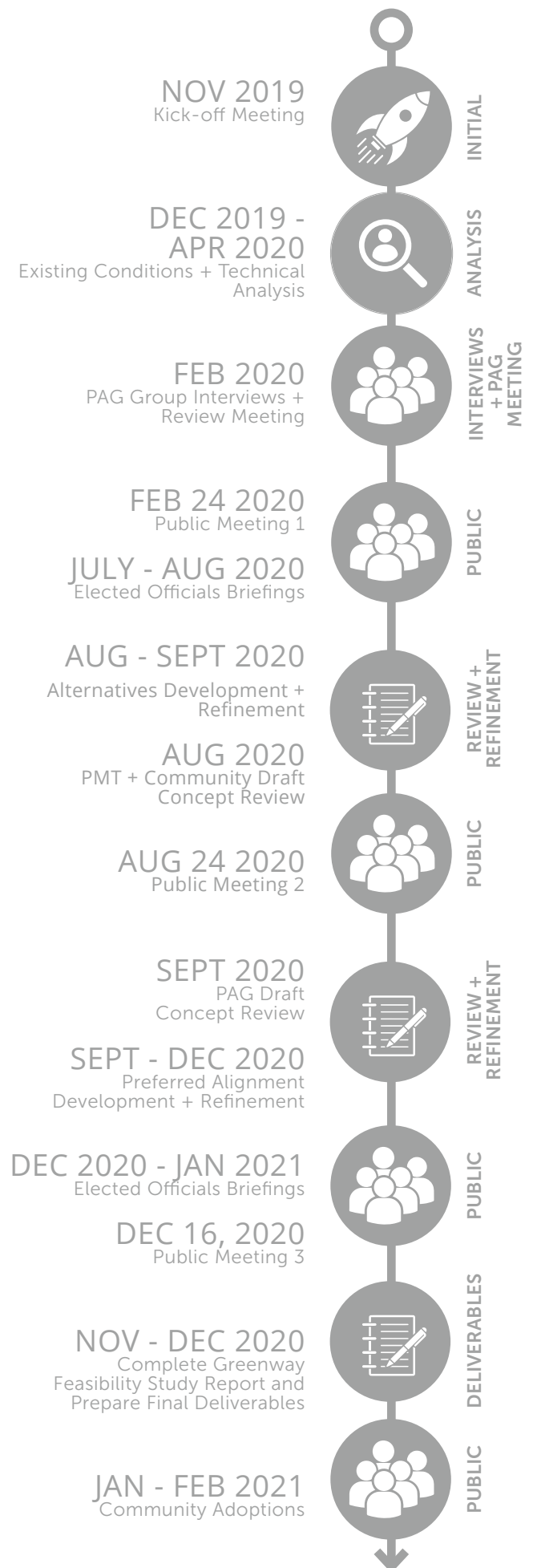
IMPLEMENTABLE RECOMMENDATIONS

The Greenway Plan Model Mile Feasibility study sets up each model mile for the next step of implementation, which includes producing detailed design and construction documents. The goal of this study was to develop feasible alignments with public input by working closely with each community, the Alliance, and the CIDs. Each model mile plan includes a chapter that clearly outlines recommendations for implementation, including key points of interest along the corridor, phasing and prioritization, potential funding sources, project costs, and a design and engineering sequence for final implementation tasks.

PROJECT TIMELINE

To meet the requirements of the LCI funding, it was critical to establish a project schedule, identify major milestones along a project timeline, conduct community outreach, and develop a report by the end of 2020. Four overarching cornerstones organized the process:

- Existing conditions and technical analysis
- Public involvement
- Alternatives development, refinement, and preferred alignment selection
- Final deliverables







THE SEVEN

This section contains a brief overview of each of the seven communities. The chart on the next two pages provides an at-a-glance summary of each community's preferred model mile trail and its major elements, features, and estimated costs. The chart is not meant as a comparison as each trail embodies specific assets and challenges unique to each community.

The overviews of the seven communities outline the major benefits of each model mile and provide a snapshot of each trail alignment and design. Each community is explored in greater detail within its own feasibility report.

AEROATL MODEL MILE SUMMARY CHART

	ATLANTA	CLAYTON COUNTY	EAST POINT
 LENGTH OF TRAIL	8,650 LINEAR FEET / 1.65 MILES	5220 LINEAR FEET / .99 MILE	4,380 LINEAR FEET / .83 MILES
 DIRECT CONNECTIONS	3 NEIGHBORHOODS 2 COMMERCIAL DISTRICTS 1 PARK 1 GREENSPACE 1 SCHOOL 1 EXISTING TRAIL 3 YOUTH & FAMILY CENTERS 5 MARTA STOPS	1 HOSPITAL 1 CIVIC 2 SCHOOLS 1 MARTA BUS ROUTE 1 MARTA BUS STOP	3 NEIGHBORHOODS 20+ BUSINESSES 2 COMMERCIAL DISTRICTS 1 PARK 3 GREENSPACES 2 EXISTING TRAILS 1 SCHOOL 1 MARTA TRANSIT STATION
 ENVIRONMENTAL	MODERATE STREET TREES IMPACTED INCLUDING SPECIMEN TREES	LESS THAN 1% IMPACT TO WETLANDS	LESS THAN 10 TREES IMPACTED NO WETLAND/FLOODPLAIN IMPACTS
 AMENITY OPPORTUNITIES	ADAMS PARK LIBRARY ADAMS PARK ALFRED 'TUP' HOLMES GOLF COURSE 2 NEW TRAILHEADS PUBLIC ART LOCATIONS CAMPBELLTON BRT/LRT CASCADE RD COMPLETE STREET	CONNECTION TO FLINT RIVER WILDLIFE SIGHTINGS SMAL TRAILHEAD PUBLIC ART LOCATIONS	HISTORIC DOWNTOWN NEW TRAILHEAD (MILLEDGE STREET) JEFFERSON RECREATION CENTER BRYAN PARK FUTURE WAREHOUSE DISTRICT REDEVELOPMENT
 ESTIMATED COST	SAFETY: \$850,000 MOBILITY: \$6,375,000 EQUITY: \$250,000 TOTAL: \$7,475,000	TOTAL: \$5,465,911.00	PHASE I: \$1,899,388 PHASE II: \$2,101,612 TOTAL: \$4,001,000

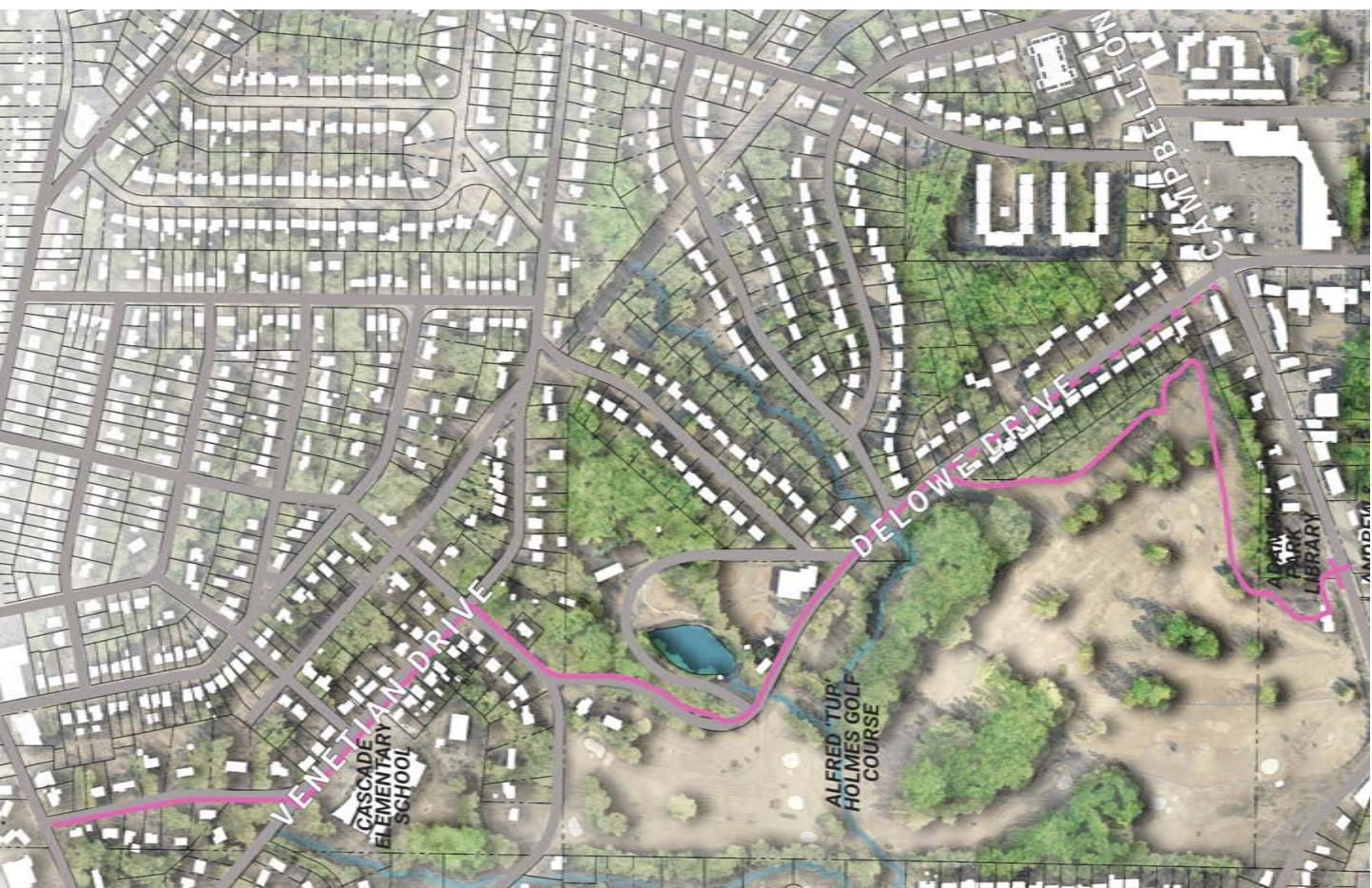
FOREST PARK	HAPEVILLE	SOUTH FULTON	UNION CITY
11,300 LINEAR FEET / 2.15 MILES	8000 LINEAR FEET / 1.5 MILES	11,868 LINEAR FEET / 2.24 MILES	12,200 LINEAR FEET/ 2.3 MILES
50+ BUSINESSES 1 MARKET 2 PARKS 2 YOUTH & FAMILY CENTERS 3 GOVERNMENT FACILITIES 7 MARTA BUS STOPS	1 NEIGHBORHOOD 20 BUSINESSES 1 MIXED-USE DEVELOPMENT 2 CIVIC 3 TRANSIT 2 MARTA BUS ROUTES	7 BUSINESSES 1 GREENSPACE 1 YOUTH & FAMILY CENTER 2 ENTERTAINMENT VENUES 1 EXISTING TRAIL	5 NEIGHBORHOODS 20 BUSINESSES 3 COMMERCIAL DISTRICTS 4 SCHOOLS 1 MARTA PARK AND RIDE
MINIMAL STREET TREES IMPACTED	MINIMAL ENVIRONMENTAL IMPACTS	MINIMAL WETLAND IMPACTS	35 TREES IMPACTED MINIMAL WETLAND IMPACTS
STARR PARK MAIN STREET DOWNTOWN BILL LEE PARK ATLANTA STATE FARMERS MARKET FOREST PARK CITY HALL NEW TRAILHEAD PUBLIC ART LOCATIONS	FINDING THE FLINT PROJECT SITE DELTA FIGHT MUSEUM PUBLIC ART LOCATIONS GREEN INFRASTRUCTURE	WOLF CREEK AMPHITHEATER WOLF CREEK LIBRARY WOLF CREEK MULTI-USE TRAIL CAMP CREEK 2 NEW TRAILHEADS PUBLIC ART LOCATIONS	GLADYS S. DENNARD LIBRARY AT SOUTH FULTON NEW TRAILHEAD AT MARTA PARK AND RIDE LOT PASSIVE RECREATION AT POND
PHASE I: \$5,775,000 LATER PHASE: \$2,100,000 TOTAL: \$7,875,000	TOTAL: \$2,706,648	PHASE I: \$11,000,000 PHASE II: \$3,300,000 TOTAL: \$14,300,000	PHASE I: \$2,120,088 PHASE II: \$1,829,258 TOTAL: \$3,949,346

ATLANTA

The Atlanta Model Mile is poised to drive community development by connecting community amenities and creating a social spine through the Adams Park Neighborhood. The trail connects people directly to businesses along Campbellton Road, the Adams Park Library, the Alfred 'Tup' Holmes Golf Course, Adams Park, the Adams Park Recreation Center, Cascade Elementary School, and the Cascade Business District (CBD). It also promotes transit-oriented development by linking the planned Campbellton Road Bus Rapid Transit (BRT) and future Light Rail Transit (LRT) to the CBD.

The goals the City of Atlanta community deemed important are:

- Safety: include pedestrian facilities and traffic-calming elements to improve safety along the corridors for all users.
- Mobility: establish a model mile greenway that connects Campbellton Road to the Cascade Heights Business District.
- Equity: incorporate public art, safe gathering spaces, and interpretive opportunities to tell the story of Adams Park.





Aerial view of the trail at Delowe Drive and Venetian Drive.



Looking east from the corner of Delowe Drive and Venetian Drive.



Looking northwest from the corner of Delowe Drive and Venetian Drive.

CLAYTON COUNTY

The Clayton County Model Mile will provide infrastructure for bicycles and pedestrian mobility near the Flint River; the two anchors at either end of the trail are Charles W. Drew High School to the north and Southern Regional Medical Center to the south. This trail segment supports education and healthy lifestyles for residents, students, the Southern Regional workforce, and patients of Southern Regional. It provides users access to exceptional natural habitats and is a useful recreational and mobility resource for anyone who lives and works in the area.

The goals Clayton County deemed important are:

- Safety: provide infrastructure for nonmotorized transportation to improve safety along the corridor for those travelling by means other than a personal vehicle or public transit.
- Mobility: establish a model mile greenway that provides access to important local destinations, namely schools and the medical center.
- Opportunity: the trail will open-up access to land that few know is there; this access will enhance mental and physical well-being and provide educational opportunities.





Proposed pedestrian trailhead entrance.

EAST POINT

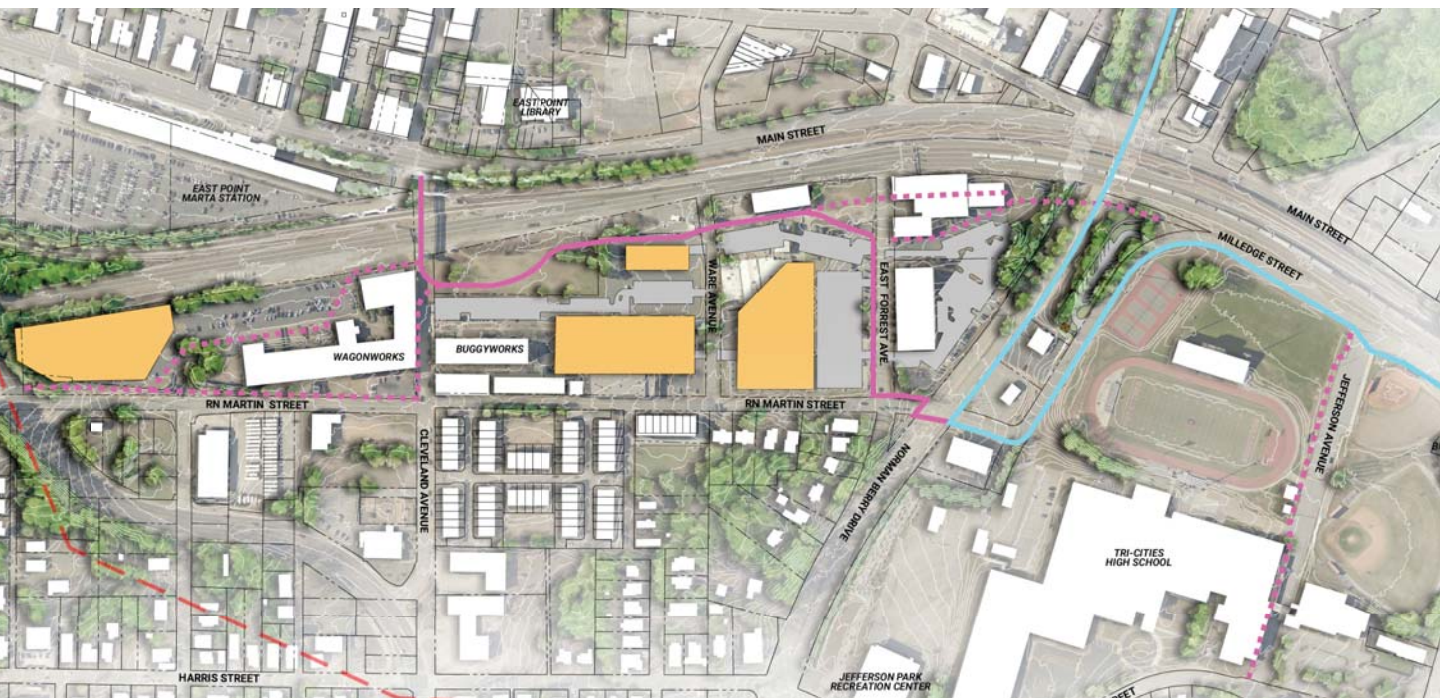
The East Point Model Mile will provide a trail experience embedded into the redevelopment of the historic collection of buildings along the north-south MARTA and CSX rail lines known as The East Point Warehouse District and renamed by the developer as East Point Exchange (EPX). It is rich with placemaking opportunities, mobility and transportation connectivity, and historic features.

The trail extends through downtown East Point and through private property, including the historic Buggyworks and Wagonworks buildings, connecting to Tri-Cities High School near the northern terminus of the segment and the newly completed East Point PATH Trail. The private property owner-developer of the East Point Exchange project intends to honor the historical significance of the existing structures and wants

to integrate the property into the trail to create a regional mixed-use destination. The trail connects to the MARTA pedestrian bridge, and a future phase will provide a pedestrian bridge over Norman Berry Drive.

The goals the East Point community deemed important are:

- Mobility: expand mobility options to access downtown East Point, Tri-Cities High School, residential areas, and employment centers.
- Revitalization: catalyze redevelopment of the Warehouse District.
- Safety: create safe connections to downtown East Point, the existing PATH Trails, and Tri-Cities High School.





View of "The Couch," a flexible outdoor space for community and private events.



View from the proposed "Beacon" platform.



Proposed view of "The Couch" flexible space adjacent to the East Point Model Mile multi-use trail.

FOREST PARK

The Forest Park Model Mile will provide infrastructure for bicycles and pedestrian mobility in an area where the City hopes to spur economic development and give those not in cars or buses a means to safely travel to their jobs. The model mile connects downtown Forest Park and commercial establishments on Main Street to the regionally significant State Farmers Market. The trail helps to improve the visual character of Forest Parkway and Main Street and connects multiple civic spaces. The trail design also includes the development of a flexible park space with the ability to accommodate food trucks.

The goals the Forest Park community deemed important are:

- Support workforce development: use the trail to connect people to jobs in the industrial/commercial corridor along Forest Parkway.
- Connect: link community spaces together as a cohesive network.
- Image: improve the image and visual character of Main Street and Forest Parkway.





Aerial view of the flexible park space and adjacent trail.



Proposed multi-use trail and adjacent park space.



Flexible park space.

HAPEVILLE

The Hapeville Model Mile will provide a more equitable means of travel for those not in cars, trucks, or buses, and will broaden the way users move through this rapidly redeveloping area by broadening the network of pedestrian and bicycle infrastructure. The trail connects the Delta Headquarters to downtown Hapeville and multiple airport employment centers, restaurants, and support services. This model mile has the distinction of intersecting the headwaters of the Flint River and will provide access to the future Flint River Park on the Delta campus. Finding the Flint is an important initiative, and this model mile has the opportunity to support the Flint River awareness campaign through design and destination.

The goals the Hapeville community deemed important are:

- Provide a safe route of passage: install sidewalks, crosswalks, and pedestrian safety measures in the sections of the corridor lacking this infrastructure.
- Expand mobility options: improve safety along the corridor by providing infrastructure for those traveling by means other than a personal vehicle or public transit.
- Placemaking: enhance the experience and quality of life along the corridor, including among the adjacent employers, downtown Hapeville, and the development happening along the corridor.





Aerial view of the Virginia Avenue streetscape.



Proposed streetscape looking east along Virginia Avenue.



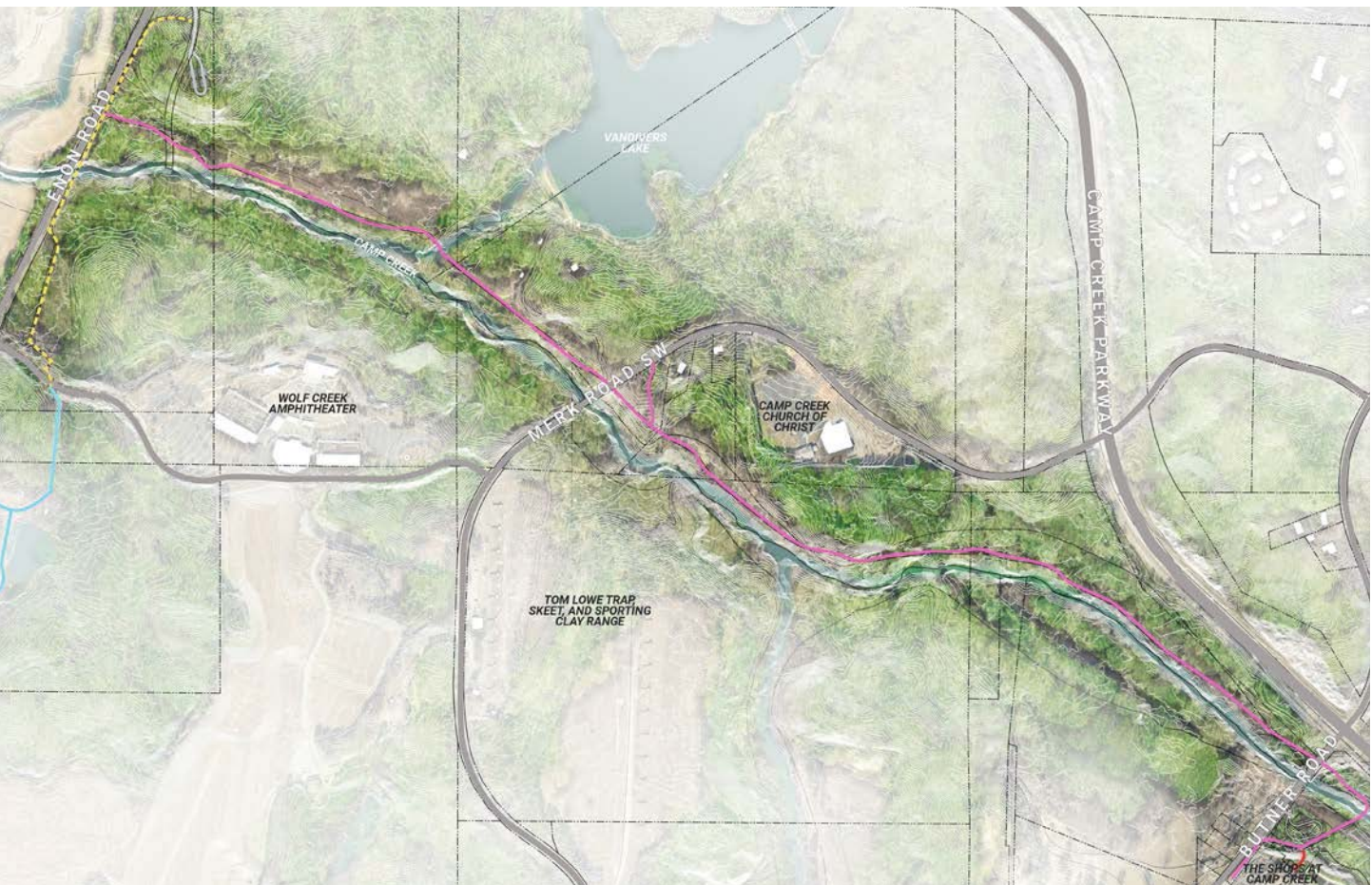
Proposed streetscape improvements and multi-use trail looking west down Virginia Avenue toward Delta Boulevard.

SOUTH FULTON

The South Fulton Model Mile will provide infrastructure for bicycles and pedestrian mobility in an area of the city that lacks nonmotorized transportation and recreational options. The South Fulton Model Mile will open a rich natural area to residents and visitors. The trail follows the north bank of Camp Creek between Butner Road and Enon Road and connects people directly to Camp Creek, the Wolf Creek Amphitheater, the Wolf Creek Multi-Use Trail, the Wolf Creek Library, the Wolf Creek Golf Course, and The Shops at Camp Creek Village. Two trailheads, located where the model mile intersects both Enon Road and Butner

Road, provide destination points and trail access. The goals in the South Fulton community deemed important are:

- **Connect:** connect the Wolf Creek Multi-Use Trail to Butner Road.
- **Utilize Open Space:** make the most of underutilized open space and connect people to nature.
- **Safety:** Promote and enhance safety along the trail by adding a pedestrian bridge along Enon Road and a tunnel under Butner Road.





Aerial view of the Butner Road trailhead.



Multi-use trail looking toward the bridge over Camp Creek.



The multi-use trail looking toward signage, sculpture, parking lot, and Butner Road.

UNION CITY

The Union City Model Mile is poised to drive community development by connecting to Morning Creek and serving as a cultural and social spine through the region.

The trail provides connectivity for the office and light industrial businesses along the corridor, Hapeville Charter School, Banneker High School, Fulton College and Career Academy, and the Gladys S. Dennard Library at South Fulton. The greenway connects people to the Morning Creek corridor off Royal South Parkway, providing opportunities for outdoor education and recreation. Plans for the second phase leverage the Morning Creek corridor as a nature trail and passive park space for residents and commuters.

The goals the Union City community deemed important are:

- Connect: expand mobility options for the surrounding residents to access employment, schools, and the MARTA Park and Ride Lot on the south end of Royal South Parkway near Feldwood Road.
- Preserve: create access to natural areas along the corridor and preserve them for enjoyment by residents and visitors.
- Safety: incorporate safe crossings to access the model mile from the trailhead at the MARTA Park and Ride Lot, along with other safety measures to ensure a level of comfort for all users of the trail.





Aerial view of the MARTA trailhead and road crossing.

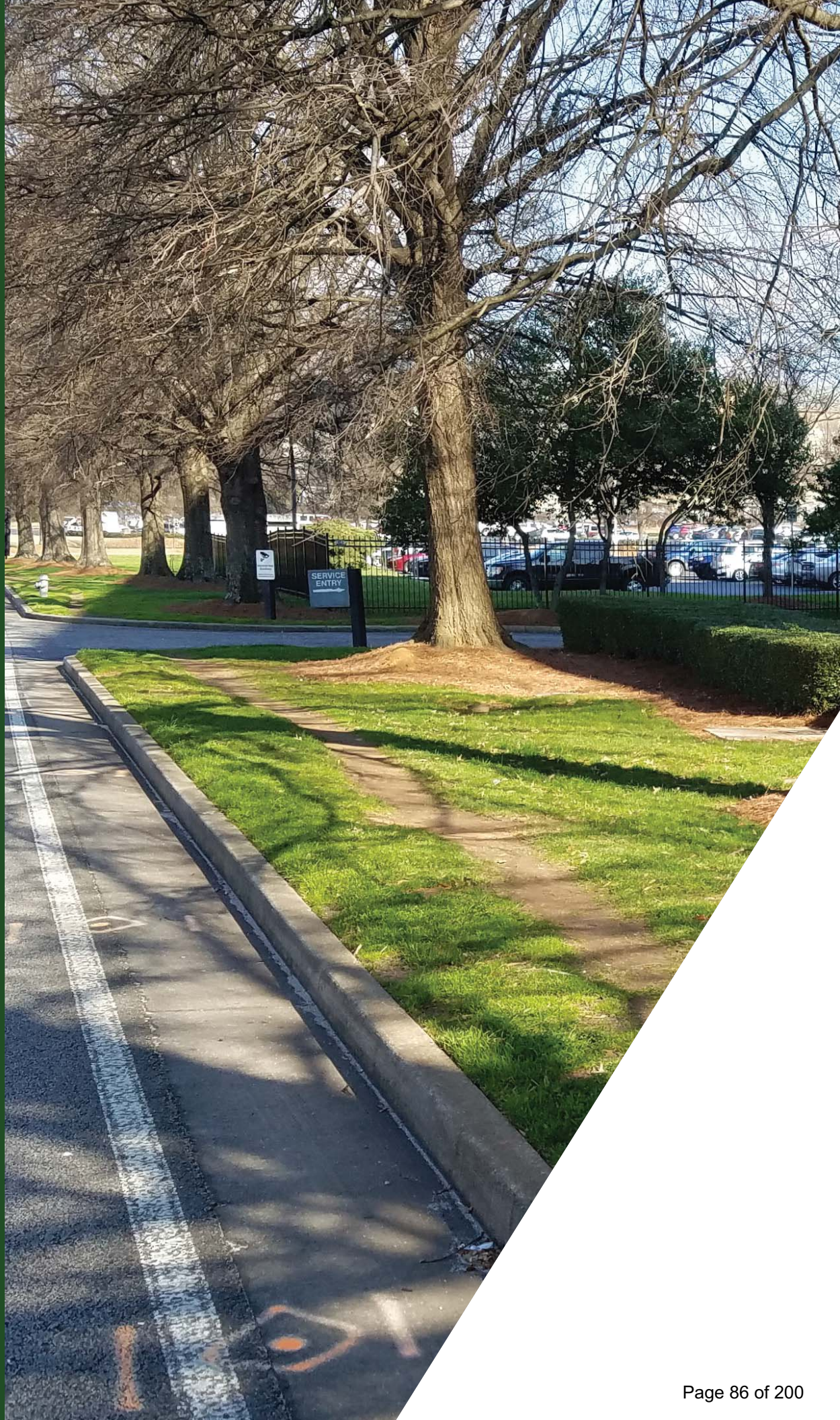


Looking south along the proposed multi-use trail.



View of the trailhead illustrating safe pedestrian connections, public art opportunities, wayfinding signage, and bioretention plantings.

EXISTING CONDITIONS





INTRODUCTION

This section of the report provides a summary of the study area through which the proposed model mile of trail will travel.

The Hapeville AeroATL Model Mile is an important project identified within the Hapeville 2016 Livable Centers Initiative (LCI) Plan Update and promotes transit-oriented development (TOD). It is an important multi-use trail through an area dense with businesses and high-speed roads that lacks pedestrian infrastructure. The trail will integrate the businesses along North Outer Loop Road and the surrounding area with the rest of the community and allow employees of those businesses, residents, and visitors to safely explore the city, including restaurants, public art installations, retail, and cultural amenities, on foot or bike.

Much of this model mile corridor lacks sidewalks. Pedestrians are frequently seen walking in the road, in the grass next to the road, and through landscape plantings to get to their destination. Providing a safe route and proper facilities for people on foot is one of the most important goals of this trail. The model mile can also connect to both a park proposed as part of the Finding the Flint initiative and a newly installed cycle track along Doug Davis Drive.

EXISTING PLANS + STUDIES REVIEW

This section provides a brief overview of multiple studies that have been conducted to guide the future of Hapeville's social, economic, and built environment. The process started in 2005 with the

Hapeville Main Street Town Center LCI Study and most currently includes the AeroATL model mile plan.



The existing cycle track along Doug Davis Drive offers a vital connection to the proposed model mile, providing further connectivity throughout the study area.

LIVABLE CENTERS INITIATIVES

Hapeville Mainstreet Town Center LCI Study (2005)

This study developed a long-term vision for Hapeville's historic downtown and adjacent neighborhoods. It identified several goals, including promoting diverse development and uses at the town center level, providing access to numerous travel modes, and maximizing land use through policies and regulations. The model mile trail will help the City reach its goals regarding travel modes and development diversity by improving pedestrian infrastructure in a corridor designed almost entirely for vehicles.

Hapeville Comprehensive Plan/LCI Update (2017)

This plan expands on both the 2005 LCI Study and a Comprehensive Plan done in 2005 by updating them to be more relevant to Hapeville's current development climate. Community goals from the update include providing access to trails for walking and biking and a potential connection to the Atlanta BeltLine. The model mile is a potential catalyst for some of these goals and creates pedestrian connectivity in an area that has none currently. It also has the potential to influence new development in that area to further enhance the city's urban character.

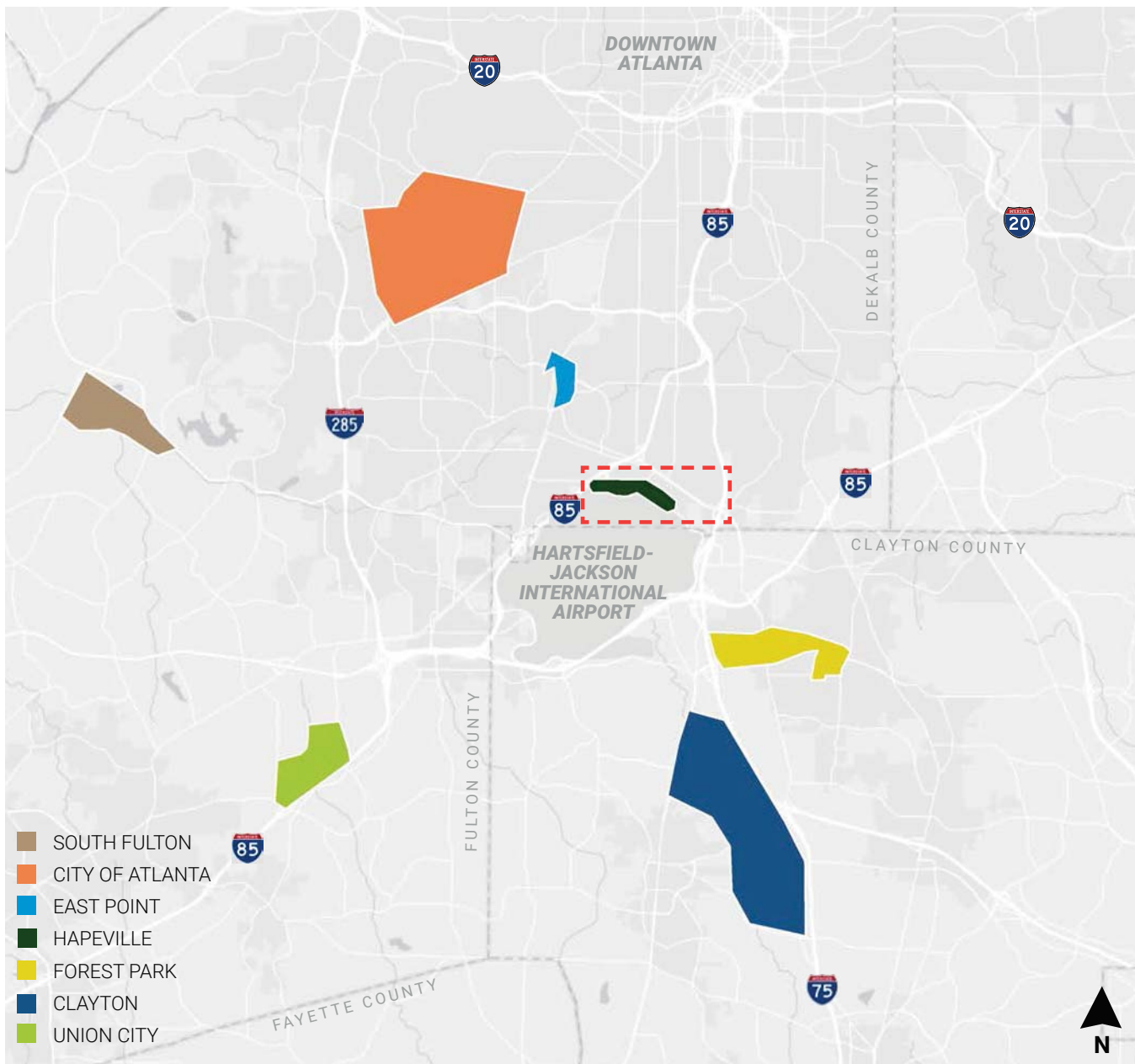
TRANSPORTATION-ORIENTED STUDIES

Commercial Parking Assessment (2019)

This assessment is used to provide guidance to key stakeholders to ensure that the city's parking supply meets the needs of its users while also advancing the city's broad goals of economic development and sustainability. The City of Hapeville recognizes that there is a balance between the movement away from designing around vehicular traffic while also acknowledging that they are situated next to one of the busiest airports in the world. The city can remain an attractive place to live and work by providing both new vehicular infrastructure, when needed, along with alternative modes of transportation like the model mile. The model mile and similar amenities will help Hapeville transform into a true urban center.

Bicycle & Pedestrian Plan (2012)

This plan recommends options ways to improve local connectivity, improve the safety of cyclists and pedestrians, and expand and improve nonvehicular access to city destinations. It proposes multiple pedestrian and bicycle improvements throughout the model mile study area, including additional sidewalks and share-the-road markings and signage. The goals of the model mile trail align with the goals of this plan: to improve safety and connectivity within the city by providing a plan for an independent multi-use trail along a busy vehicular corridor.



STUDY AREA

The City of Hapeville is located approximately 10 miles south of downtown Atlanta and is directly adjacent to Hartsfield-Jackson Atlanta International Airport. The proposed model mile corridor is along North Inner/Outer Loop Road between Toffie Terrace and Atlanta Avenue, with the potential to continue further east.

The City of Hapeville currently has limited pedestrian trails and multi-use paths, and is seeking to create connectivity for its more than 6,500 residents.



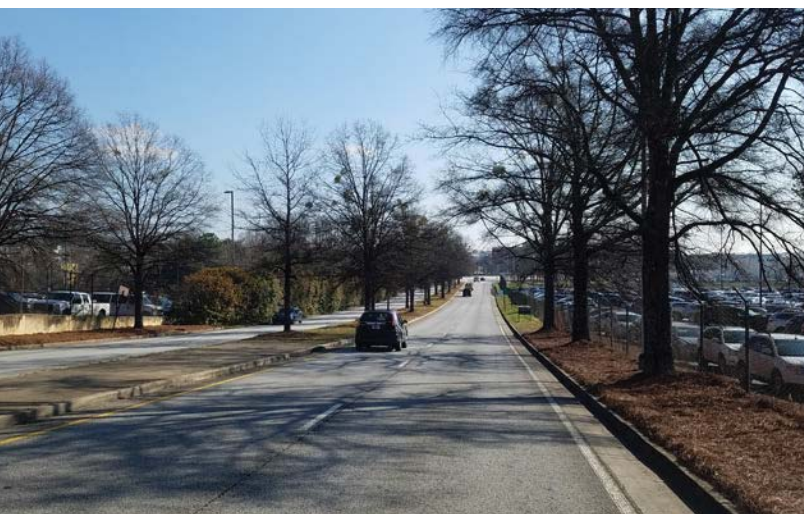
SITE PHOTOS



View of the cycle track along Doug Davis Drive. This is a potential connection opportunity for the model mile and would create a more expansive bike network within the study area.



The proposed model mile will provide pedestrian connectivity between the businesses along North Outer Loop Road, such as the Delta Headquarters pictured above.



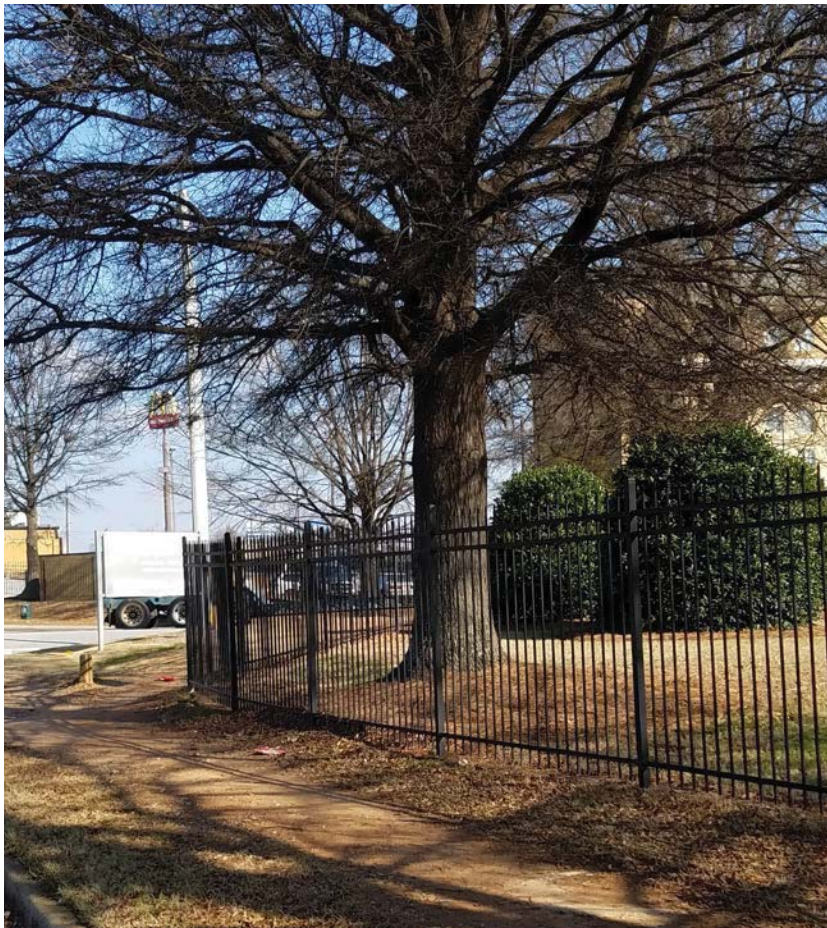
Large trees along North Outer Loop Road will be protected during construction of the model mile to preserve the existing shade.



Due to the lack of sidewalks, pedestrians walk in landscape beds to avoid walking on North Outer Loop Road.



Over time, constant pedestrian use has carved out a path in the grass in areas along Toffie Terrace lacking sidewalks.



Informal paths are present along roadways throughout the study area. The model mile will give pedestrians a safer place to walk.



The model mile offers the opportunity to connect to the proposed Finding the Flint park site, pictured above.

HISTORICAL + CULTURAL RESOURCES

The study area includes historic resources, cultural landmarks, and destinations. They will influence the model mile trail's alignment. In turn, the model mile will support the preservation of these resources and enhance connectivity to these locations. A desktop screening was conducted to identify archaeological and historical resources in the study area. This complemented on-site investigations of the corridor.

HISTORICAL RESOURCES

Trolley Line

Inspections of Georgia's Natural, Archaeological, and Historic Resources GIS database (GNAHRGIS) detected a former section of historic Georgia Power trolley tracks. The Hapeville Line, dating to 1902, lies north of the study area and follows Willingham Drive, Central Avenue, Atlanta Street, and College Street (Sullivan et al. 2012). It was converted to the first trackless trolley line in 1937.

Historic Districts

National Register of Historic Places (NRHP) identified two previously listed historic districts, Hapeville and College Park, and one individual historic property, College Street School, located within a one-mile radius from the study area. Of these NRHP-listed resources, only the Hapeville Historic District intersects with the study area. The Hapeville Historic District represents a large early-to-mid-20-century urban area containing a concentration of historic commercial and

residential areas located within the city limits of Hapeville. College Street School, located immediately north of the study area, falls within the Hapeville Historic District.

DESTINATIONS

Listed below are popular tourist attractions in or near the study area. The model mile can increase pedestrian connectivity between them.

Delta Flight Museum

The Delta Flight Museum allows visitors to get up close with aviation history, Delta's history, and the future of flight.

Hapeville Depot Museum and Visitors Center

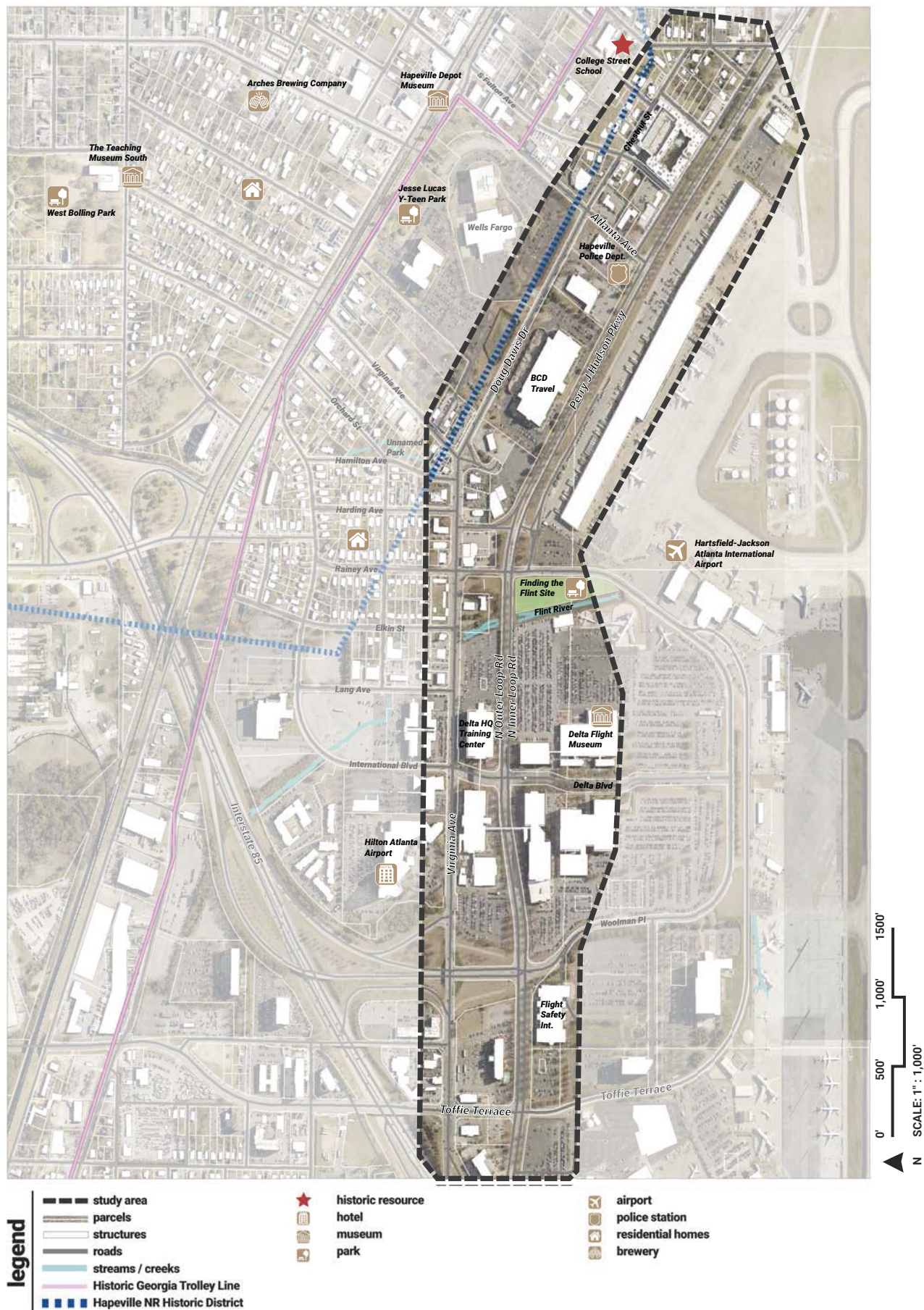
This museum hosts ever-changing exhibits that take visitors on a journey through Hapeville's history. Permanent exhibits focus on transportation, technology, and local history.

Porsche Experience Center ATL

About one mile east of the study area lies the Porsche Experience Center, where visitors can experience the thrill of one of the most famous cars in the world.

Arches Brewing Company

About three-quarters of a mile north of the study area is a local brewery called Arches Brewing. It was opened by five Atlanta residents who have home-brewed together in East Point for 10 years.



PARKS + OPEN SPACE

The proposed Hapeville Model Mile site is very urban. Within the study area, there is one area of open space: the proposed site for a park as part of the Finding the Flint initiative. There are three parks north of the study area: two just outside of the study area, Jesse Lucas Y-Teen Park and an unnamed playground, and a third, West Bolling Park, about a mile north in a more residential area.

PARKS

Finding the Flint Site

The Finding the Flint project was created through a partnership between American Rivers, The Conservation Fund, and the Atlanta Regional Commission. It is an effort to revitalize and restore the rivers of Metro Atlanta, specifically the Flint's headwaters near the airport. Finding the Flint is working with Delta to daylight the Flint River and establish a park along it behind the Delta Flight Museum. Currently, the Flint runs through a concrete swale. The concept includes restoring the stream to its natural free-flowing state and adding restorative native plantings along the streambanks, look-out decks, boardwalks, and a playground.

Jesse Lucas Y-Teen Park

Located across from the Hapeville Depot Museum, this is one of the city's most popular greenspaces. It is often the site of city events and is commonly used for family gatherings as well.

West Bolling Park

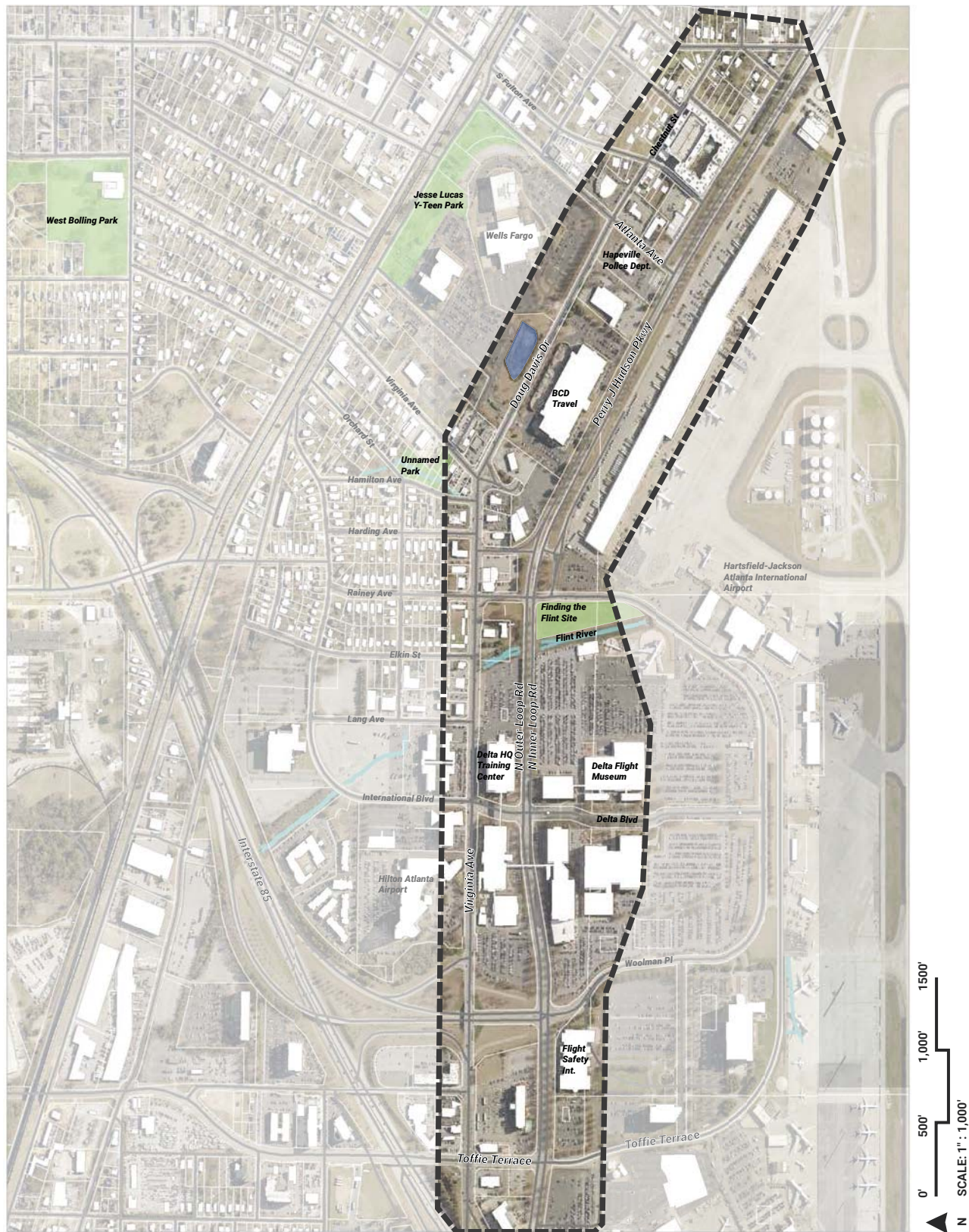
This activity field is often the site of pick-up and organized soccer games.



The model mile would create connections between parks and greenspaces, including the above site for the Finding the Flint project.



Jesse Lucas Y-Teen Park hosts many community events and is a popular hangout spot for community members. This is a valuable future connection point for the model mile. (Photo: Darnyl k. Katzinger - <https://hapeville.org/402/Christ-Church-Carriage-House>)



- legend**
- study area
 - ▬ parcels
 - ▬ structures
 - ▬ roads
 - ▬ streams / creeks
 - ▬ park/greenspace

ENVIRONMENTAL RESOURCES

A desktop environmental screening was conducted of the study area to identify ecological and hydrological resources. This was supported by a review of available GIS data and site visits to build a more complete picture of the area's ecology.

HYDROLOGY

Within the study area there are 1.2 acres of floodplain zone AE and 13.1 acres of floodplain zone A, both of which are 100-year floodplains.

Stream Buffers

Portions of the Flint River daylight within the study area. Streams in all watersheds within unincorporated North Fulton County are required to have a minimum 50-foot undisturbed buffer on each side as measured from the top of the bank. An additional 25-foot setback must be maintained adjacent to the undisturbed buffer in which all impervious surfaces shall be prohibited.



Daylighting and restoring the Flint River near the airport would offer educational opportunities to bring awareness to this fragile ecosystem within the community

Stormwater retention or detention facilities are prohibited within the stream channel.

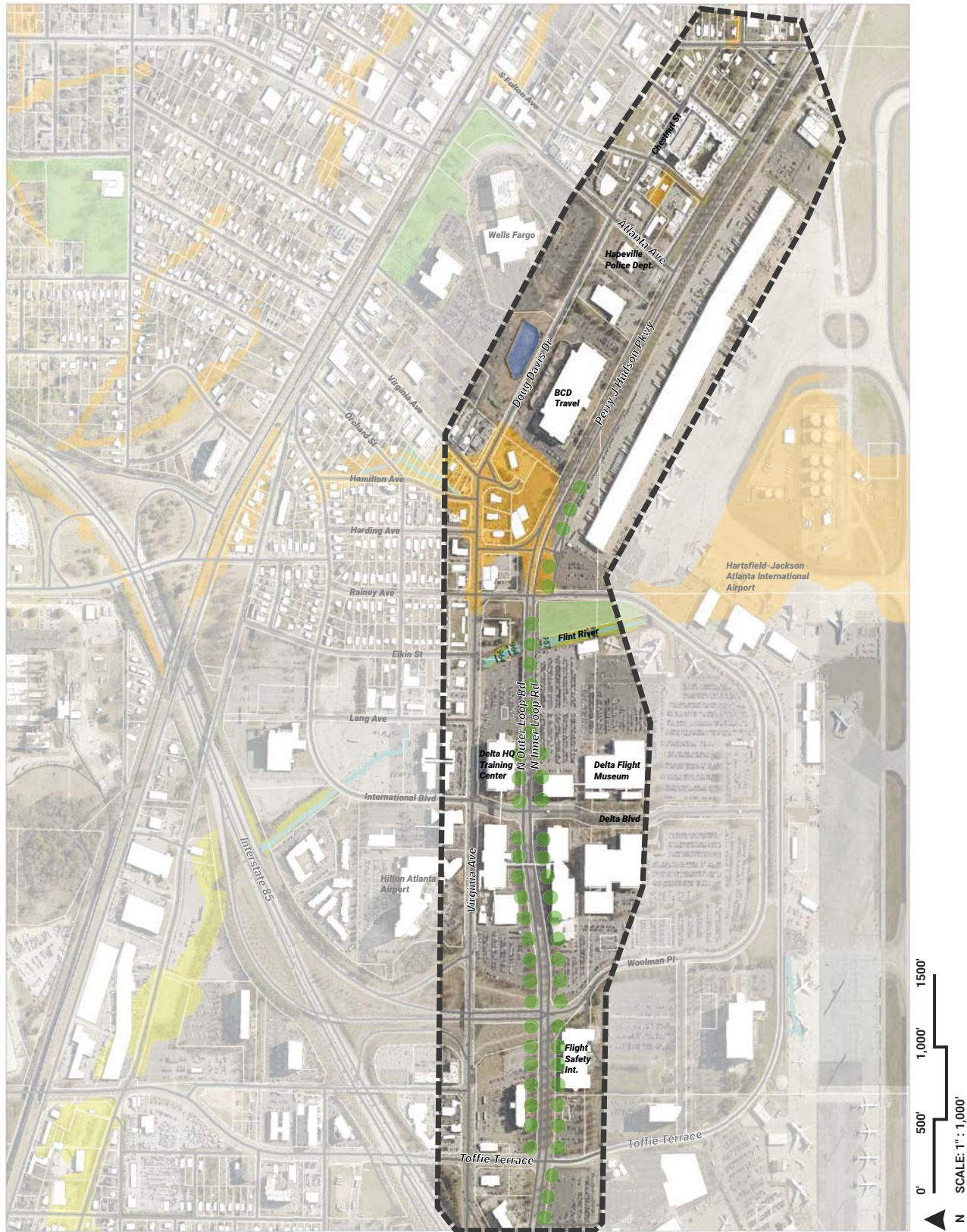
ECOLOGY

Protected Species

The environmental screening incorporated information regarding potential impacts to federally protected species related to implementation of the proposed project. The USFWS IPaC list identified five listed species within Fulton County. These include the northern long-eared bat (*Myotis septentrionalis*), Gulf moccasinshell (*Medionidus penicillatus*), oval pigtoe (*Pleurobema pyriforme*), shinrayed pocketbook (*Lampsilis subangulata*), and the Cherokee darter (*Etheostoma scotti*). However, only three of these species have a potential presence within the study area (Gulf moccasinshell, oval pigtoe, and shinrayed pocketbook). Additional on-site investigations may be needed during preliminary design.

Existing Vegetation

Along North Outer/Inner Loop Road there are sections of the streetscape where large trees are present. The goal would be to cause minimal impact to the trees in order to capitalize on their benefits, including providing shade and reducing the heat-island effect along the proposed model mile.



- legend**
- study area
 - ▬ parcels
 - ▬ structures
 - ▬ roads
 - ▬ streams / creeks
 - 100-year flood (A)
 - 100-year flood (AE)

- base flood elevation
- large trees along roadway
- topography

0' 500' 1,000' 1500'

N SCALE: 1" = 1,000'

TRANSPORTATION NETWORK

The proposed termini of the model mile corridor are the intersection of Toffie Terrace and North Outer/Inner Loop Road and the intersection of Perry J Hudson Parkway and Atlanta Avenue, with discussions of it continuing further east to connect to a new mixed-use development being undertaken by the City of Atlanta and the Hartsfield-Jackson Atlanta International Airport.

ROAD NETWORKS

The main road associated with the proposed model mile is North Outer/Inner Loop Road. The speed limit is 45 mph, and most of the vehicular traffic is associated with the airport. There is limited space within the right-of-way to fit a multi-use trail. Alternative options to explore include reducing the number of travel lanes or capturing the space currently occupied by the landscape medians. Due to the urban context of this proposed model mile, there are many streets intersecting North Outer Loop road that will need to be considered when analyzing pedestrian safety within this corridor.

PEDESTRIAN INFRASTRUCTURE

Sidewalks + Crosswalks

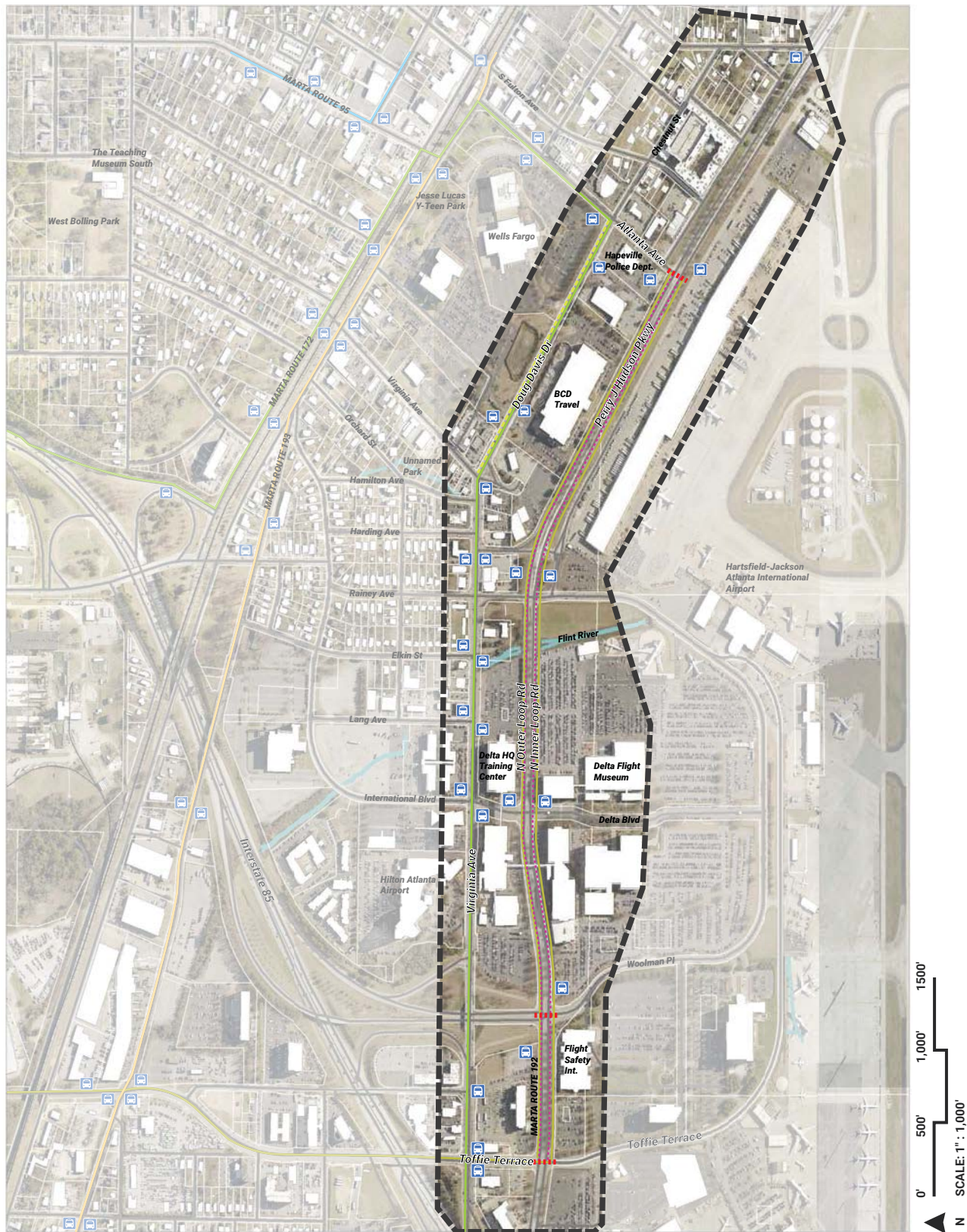
Sidewalks are nonexistent along the proposed model mile path. Nonetheless, pedestrians frequently travel through this corridor as seen by the network of dirt paths where foot traffic has worn down the vegetation. There is no other place for them to walk. People can also be commonly seen walking in the street, compromising their safety. Crosswalks are also rare inside the study area, and people frequently jaywalk because there are no safe options.

Doug Davis Drive Cycle Track

Originating from the 2012 Bicycle & Pedestrian Plan, the City of Hapeville installed a brand-new cycle track along Doug Davis Drive between Atlanta Avenue and Virginia Avenue. This existing pedestrian and bike corridor is one block north of the proposed model mile route and presents an opportunity to further improve connectivity around the study area.

PUBLIC TRANSPORTATION

Two MARTA bus routes are present within the study area. Route 192 follows North Outer/Inner Loop Road. Route 172 runs a block north parallel to the proposed model mile of trail.



UTILITIES

There are several utilities within the study area, including sanitary sewers, stormwater drainage systems, water distribution lines, streetlights, underground and overhead power lines, and underground telecommunication service lines. For this study, the project team conducted a desktop screening and site visits to identify the existing utility infrastructure from available data and visual confirmation. As the project moves forward, additional study and surveys will be necessary to further verify the presence of existing utilities, particularly those underground.

Along the model mile corridor, there is above-ground utility infrastructure that will impact the location and alignment of the model mile trail. On both sides of North Outer/Inner Loop Road streetlights will have to be moved or worked around. There are also large transmission line power poles on the north side of Perry J Hudson Parkway. Should the trail extend east of the proposed terminus point at Atlanta Avenue, these power poles would be cost prohibitive to move. There are also hydrants, manholes, transformers, and utility boxes that will potentially have to be relocated and adjusted to grade, depending on the final alignment of the model mile.

There is fiber optic cable running through the southern portion of the study area. It is most likely associated with Delta and requires protection. Underground power is running along both sides of North Outer/Inner Loop Road. Gas lines are most likely present, but definitive locations are unknown

based on the current data. There are water lines that connect to the above-ground hydrants, which may need to be relocated.



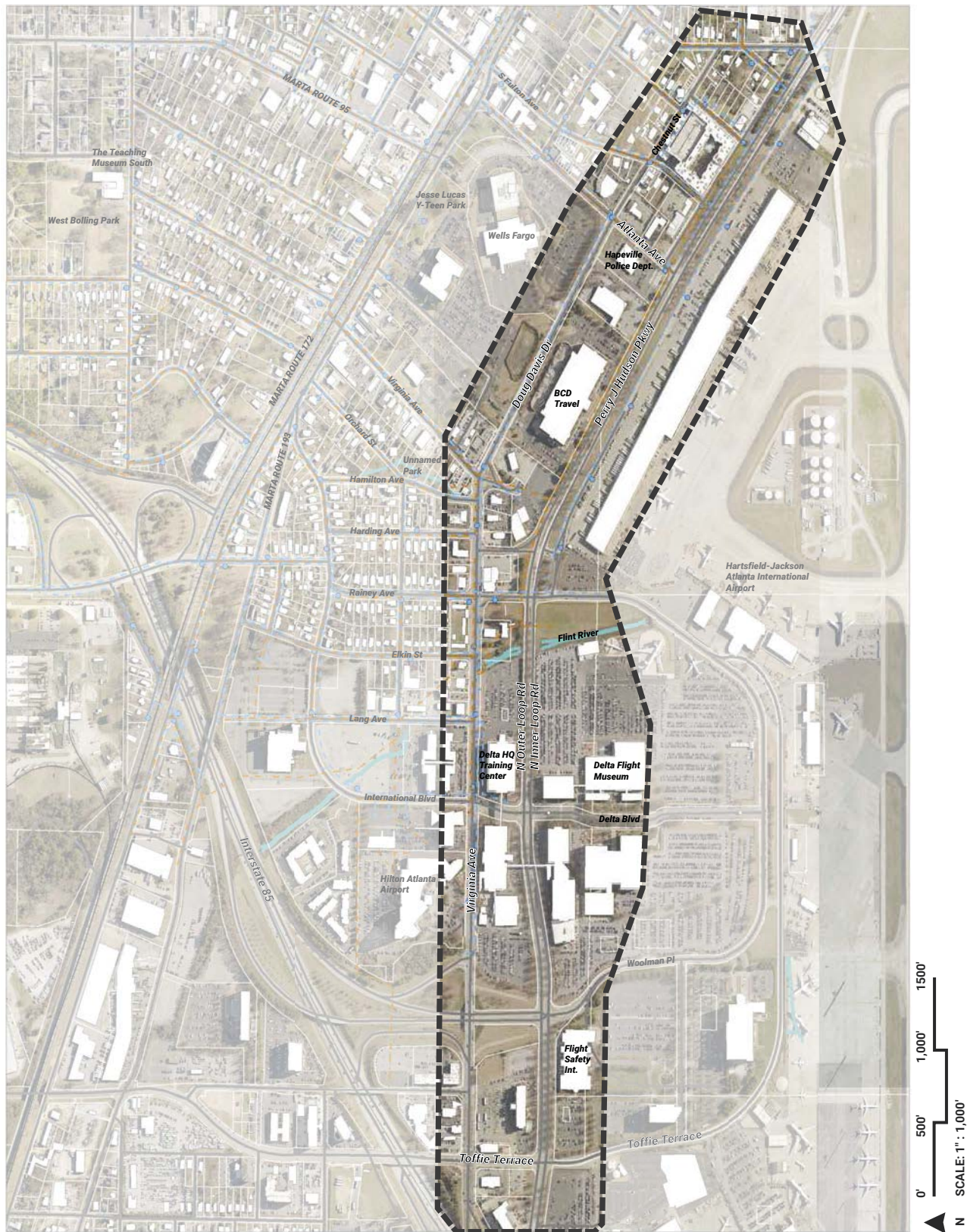
Existing transmission line power poles adjacent to Perry J Hudson Parkway are to be avoided if the model mile terminus extends further east past the site.



Existing above-ground utilities, such as transformers and signal boxes, will require protection or relocation, depending on the final alignment of the model mile.



The fiber optic cable running through a portion of the study area, indicated by this marker adjacent to North Inner Loop Road, will need to be protected during construction of the model mile.

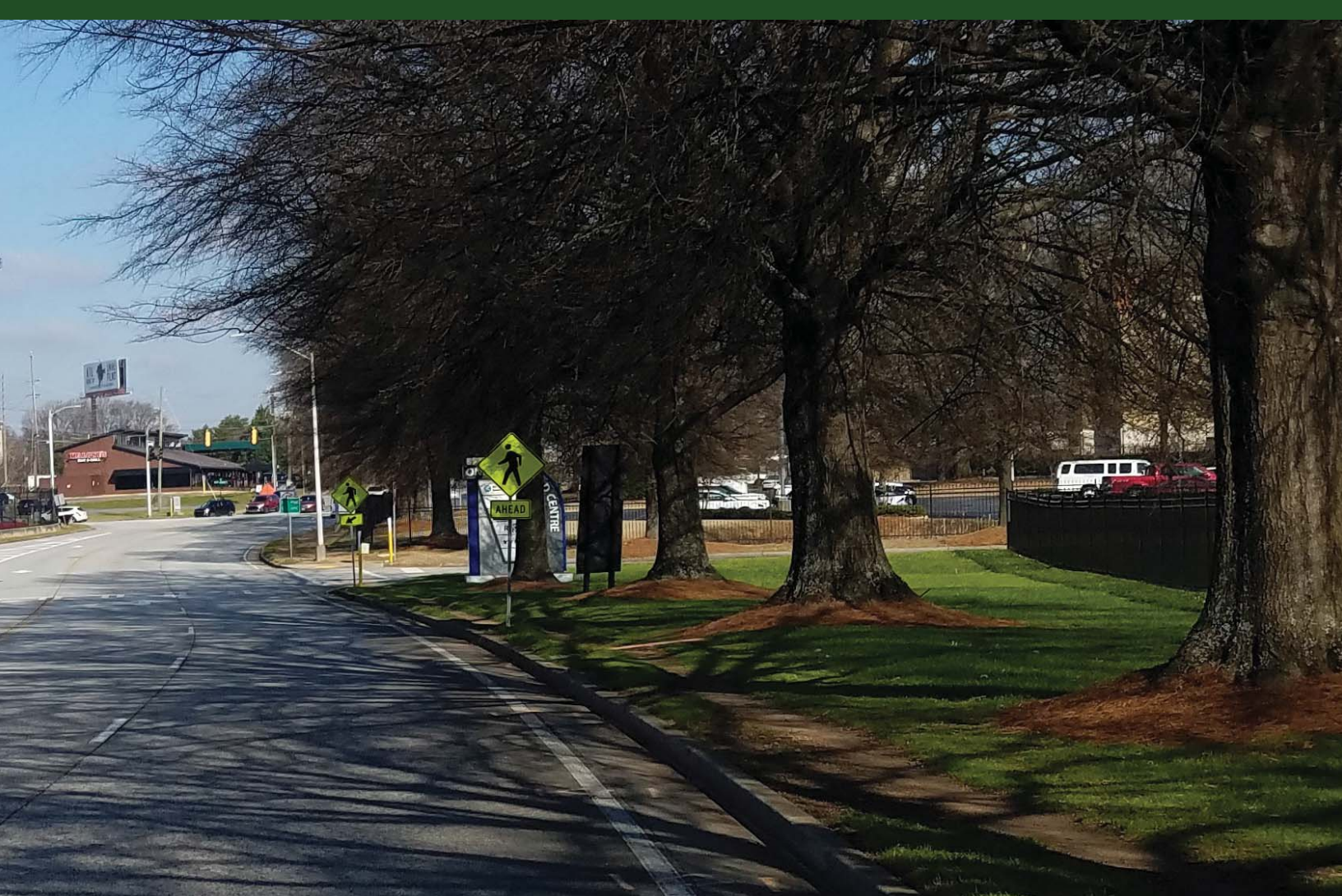




ANALYSIS SUMMARY

In summary, the City of Hapeville Model Mile trail will serve the study area and the broader community well. The following key issues will inform the design of the trail:

- The presence of paths the pedestrians have carved out in the vegetation along the roadside coupled with the lack of sidewalks acknowledges the need for pedestrian improvements, such as a model mile greenway.



- Rights-of-way are restricted along portions of the corridor, which will require early coordination with property owners.
- Large specimen trees are a great element throughout the corridor, but may impact the alignment of the final trail. Where possible, these trees should be preserved.
- Utility coordination is needed early in the design process to help manage costs and constructability.

ALTERNATIVES





OVERVIEW

This section of the report provides a summary of the process that was undertaken to determine the preferred alignment for the Hapeville AeroATL Model Mile Trail.

The following proposed alignments explore multiple alternatives routes within the study area. These routes were influenced by the existing conditions analysis, construction feasibility, and implementation practices. Vehicular lane closures, right-of-way acquisition, property access easements, and estimated construction costs also informed the development of the alignments. The alignments are focused on creating distinctive connections and how to best

navigate current roadways while maximizing the value and experience of the proposed routes. Once the alignments were determined, the impact of constructing each route was explored. Input gathered from the public, city staff, and stakeholders was combined with a matrix that compares each alignment route. This analysis led to the identification of the preferred model mile alignment.

NORTH OUTER LOOP ALIGNMENT

The North Outer Loop Alignment is the original model mile alignment proposed by Aerotropolis Atlanta. The alignment connects Atlanta Avenue to Toffie Terrace via North Outer Loop Road.

ALIGNMENT ROUTE

This alignment begins at the intersection of Perry J Hudson Parkway and Atlanta Avenue. Traveling west along Perry J Hudson Parkway, the trail uses the existing shoulder of pavement and a portion of the right-of-way between Atlanta Avenue to Rainey Avenue. As Perry J Hudson transitions to North Outer Loop Road, the trail takes the outer-most lane of traffic for the remainder of the corridor to preserve the existing large trees within the right-of-way and landscape median. An alternative option is to continue the model mile within the right-of-way along North Outer Loop Road and remove all the existing trees.

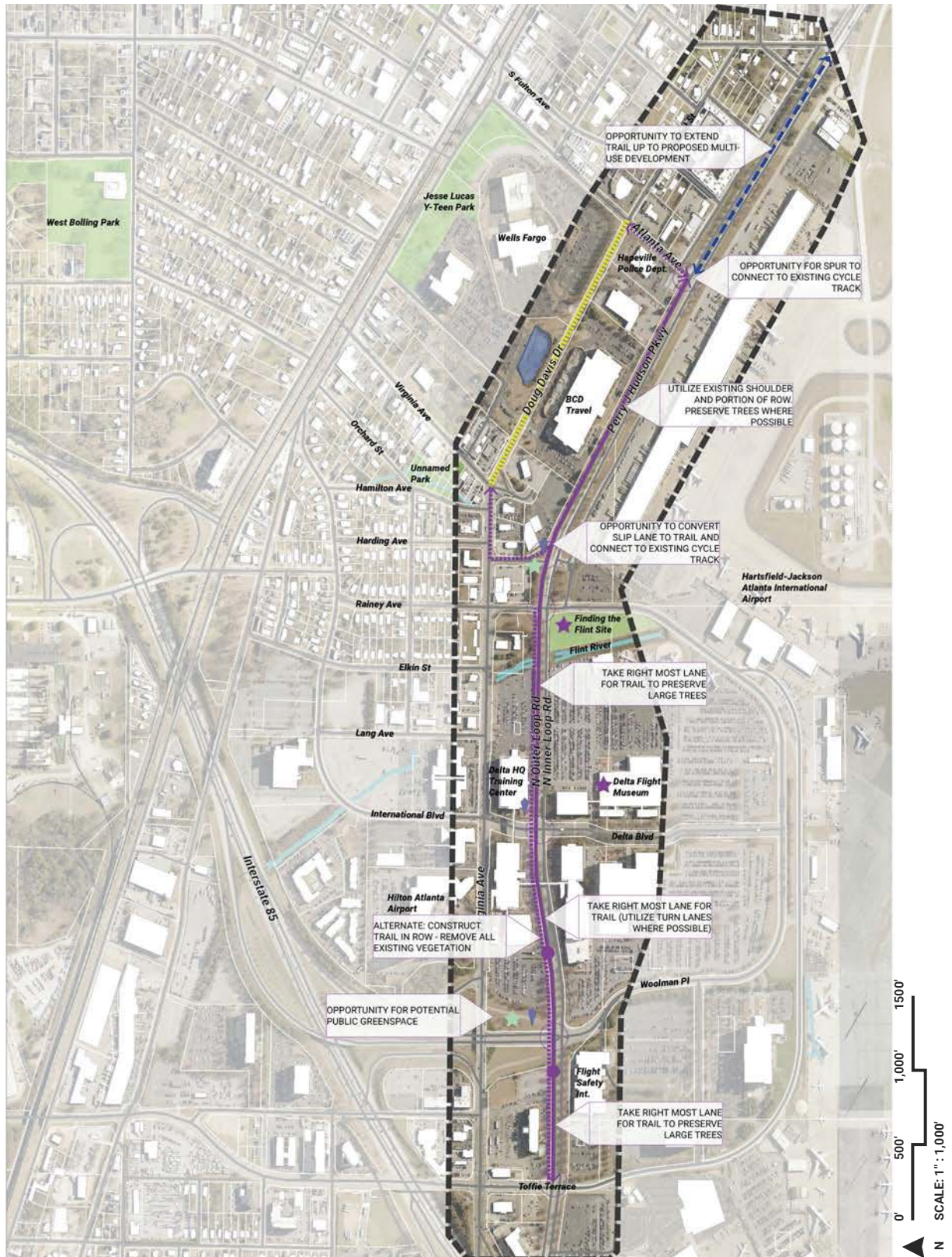
ANALYSIS

Pros

- Has the opportunity to connect to the existing cycle track on Doug Davis Drive.
- Offers the potential to extend the trail east toward the proposed airport-led mixed-use development.
- Offers connection points to Finding the Flint project site and the opportunity to create other public greenspaces.
- Will have minimal impact on utilities if constructed within the outer-most lane.

Cons

- Provides connections to few businesses and destinations, although many destinations are located nearby.
- Has the potential to destroy large trees, and offers minimal shade along corridor to begin with.
- The high vehicular speeds along the corridor can affect people's comfort on the trail.
- Will have a significant impact on the roadway infrastructure, including reducing the number of travel lanes, removing existing asphalt, and modifying curb lines.



legend

- study area
- parcels
- structures
- state roads
- roads
- streams / creeks
- waterbody

- existing cycle track
- main alignment
- start/end point
- potential future trail connection
- trail alignment alternate
- potential trail extension
- destination

- intersection
- driveway
- proposed artwork location
- potential public greenspace

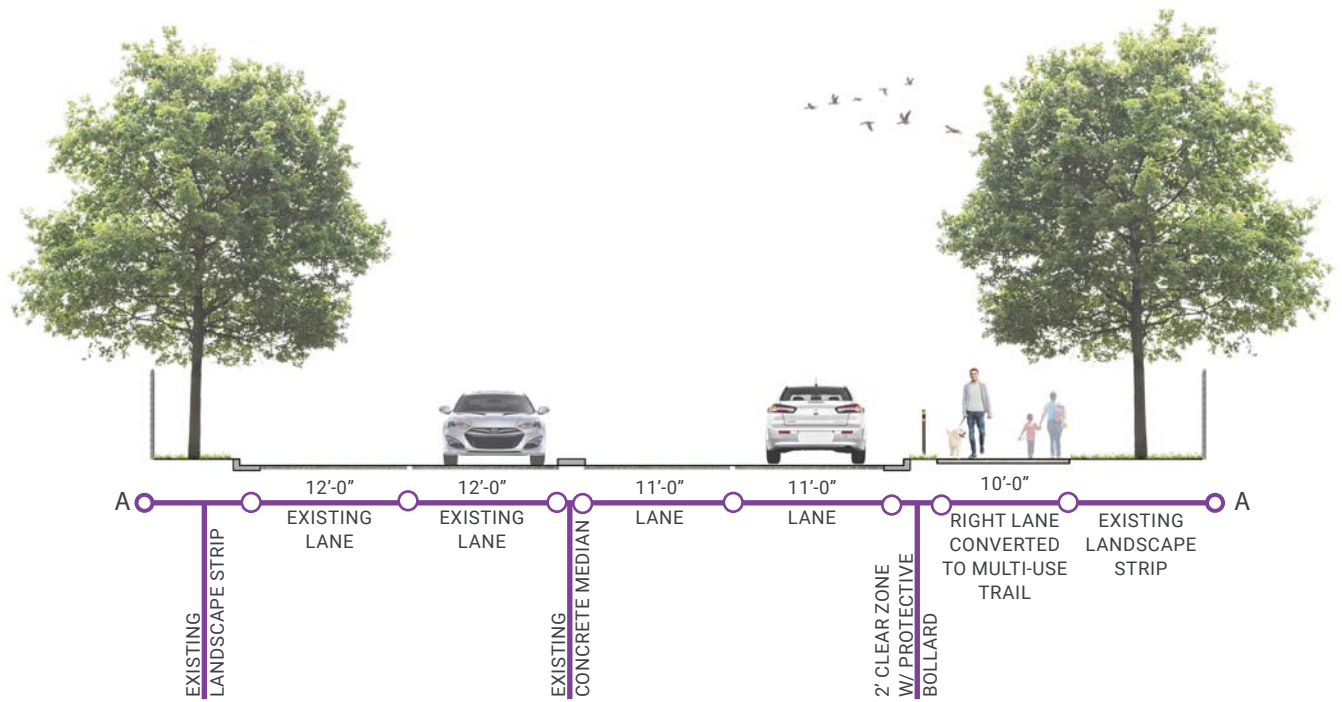
PRECEDENT IMAGES



Example of a landscape strip that provides separation between a pedestrian path and vehicular traffic on Georgia Tech's campus.



The North Outer Loop Alignment proposes separating the multi-use trail from vehicular traffic with a decorative metal safety railing. Pictured is an example located in Buckhead.



This cross-section depicts what converting the outer-most lane of North Outer Loop Road (looking west) to a multi-use trail with a small landscape strip buffer and guardrail could look like.



Existing conditions along North Outer Loop Road (looking west) near the Delta Headquarters.

SOUTH INNER LOOP ALIGNMENT

The South Inner Loop Alignment is similar to the North Outer Loop Alignment but on the opposite side of the road. It connects Atlanta Avenue to Toffie Terrace via North Inner Loop Road.

ALIGNMENT ROUTE

Beginning at Toffie Terrace, this alignment travels east along North Inner Loop Road. It takes the outer-most lane of traffic between Toffie Terrace and Rainey Avenue to preserve the existing large trees within the right-of-way and landscape median. Once past Rainey Avenue, where North Inner Loop Road transitions to Perry J Hudson Parkway, the trail transitions to the existing shoulder of pavement and a portion of the right-of-way until it reaches Atlanta Avenue. An alternative option is to construct the model mile trail within the right-of-way adjacent to the road between Toffie Terrace and Rainey Avenue and remove all existing trees.

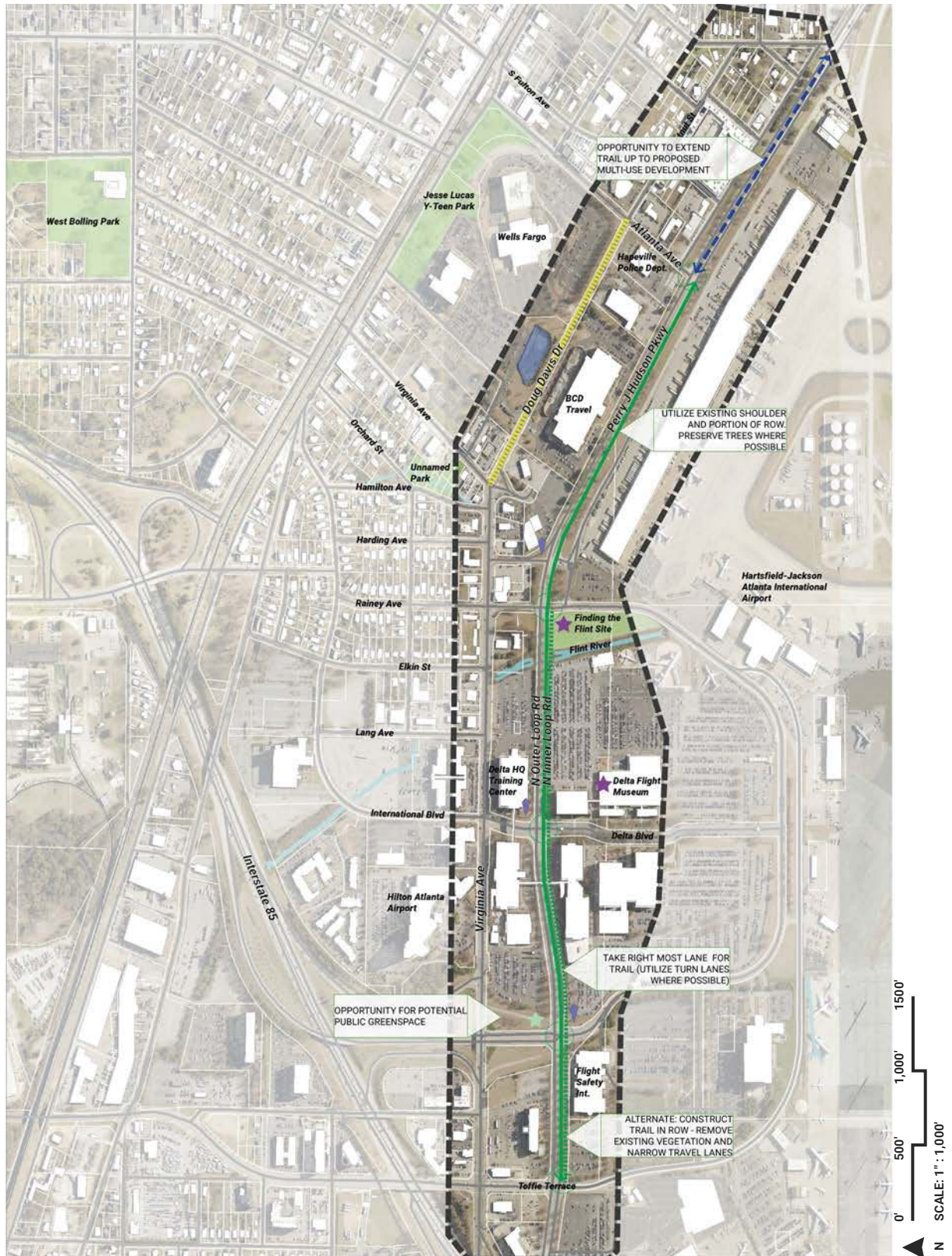
ANALYSIS

Pros

- Has the potential to extend the trail east toward the proposed airport-led mixed-use development.
- Creates a direct connection to the Finding the Flint project site.
- Will have minimal impact on utilities if constructed within the right-most lane.

Cons

- Provides connections to few businesses and destinations, although many destinations are located nearby.
- Has the potential to destroy large trees and offers minimal shade along corridor to begin with.
- Provides no space for a landscape buffer since the trail is located adjacent to airport parking lots along most of the corridor.
- The high vehicular speeds along the corridor can affect people's comfort on the trail.
- Will have a significant impact on the roadway infrastructure, including reducing the number of travel lanes, removing existing asphalt, and modifying curb lines.



legend

- study area
- parcels
- structures
- state roads
- roads
- streams / creeks
- waterbody

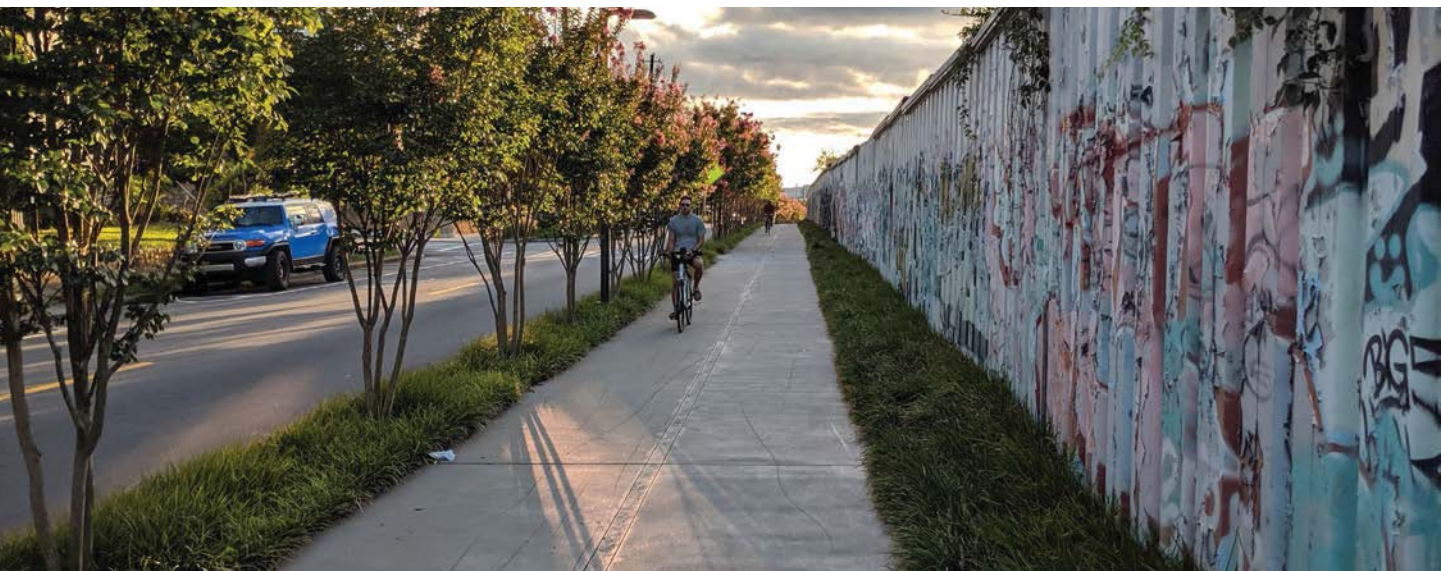
- existing cycle track
- main alignment
- start/end point
- potential future trail connection
- trail alignment alternate
- potential trail extension
- destination

- intersection
- driveway
- proposed artwork location
- potential public greenspace

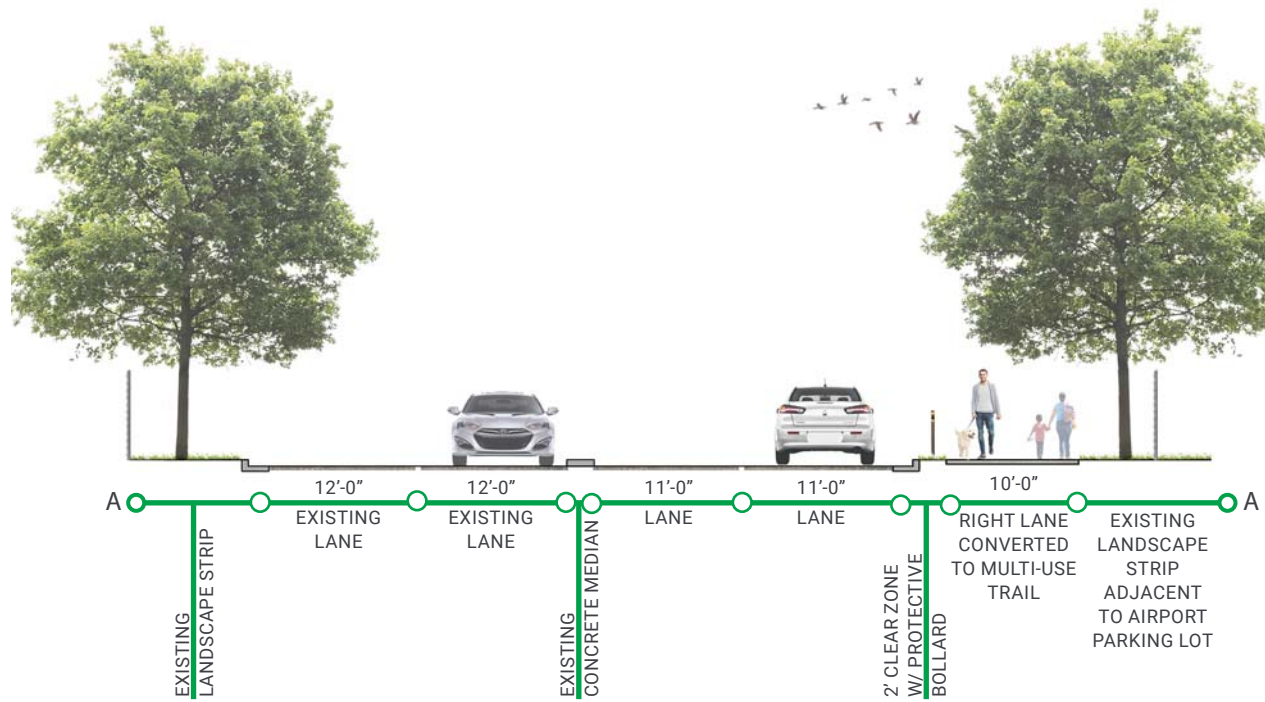
PRECEDENT IMAGES



Image of a section of the East Point PATH trail adjacent to a busy road.



An example of a tree-lined landscape strip adjacent to a multi-use trail. Pictured above: the Atlanta BeltLine Eastside Trail.



This cross-section depicts what converting the outer-most lane of North Inner Loop Road (looking east) to a multi-use trail with a small landscape buffer and guardrail could look like.



Existing conditions present on North Inner Loop Road (looking east) adjacent to an airport parking lot.

CYCLE-TRACK ONE ALIGNMENT

The Cycle-Track One Alignment connects Atlanta Avenue to Toffie Terrace via Doug Davis Drive, Virginia Avenue, and North Outer Loop Road. This alignment connects the proposed multi-use trail to the existing cycle track and extends bike and pedestrian facilities along Virginia Avenue.

ALIGNMENT ROUTE

Starting at the intersection of Atlanta Avenue and Perry J Hudson Parkway, this alignment travels north on Atlanta Avenue. It proposes reducing vehicular lane widths and constructing the multi-use trail within the right-of-way. Continuing west along Doug Davis Drive, the alignment uses the existing cycle track and implements a road diet on Virginia Avenue. The road diet calls for removing the landscape medians and reducing the number of travel lanes to one in each direction with a two-way left turn lane in the center. The existing sidewalk is widened to become the multi-use trail using bricks that match the existing brick banding, or another coordinated material if brick banding is absent. Additionally, a buffer between the multi-use trail and traffic is created by incorporating tree wells and parallel parking into the roadway. At Delta Boulevard, the trail heads south to the intersection with North Outer Loop Road and uses the outer-most lane of traffic for the remainder of the trail to preserve the existing large trees within the right-of-way and landscape median.

ANALYSIS

Pros

- Uses the existing bike and pedestrian infrastructure to reduce construction costs.
- Provides direct connections to a large number of businesses and destinations.
- Offer the opportunity to introduce shade into the corridor and reduce the heat-island effect.
- Has the potential to create connections to public greenspaces.

Cons

- Creates significant pedestrian/vehicular interaction because of the number of driveways that intersect the route.
- Will have a significant impact on the roadway infrastructure, including reducing the number of travel lanes, removing existing asphalt, and modifying curb lines.



legend

- study area
- parcels
- structures
- state roads
- roads
- streams / creeks
- waterbody

- existing cycle track
- main alignment
- start/end point
- potential future trail connection
- trail alignment alternate
- potential trail extension
- destination

- intersection
- driveway
- proposed artwork location
- potential public greenspace

PRECEDENT IMAGES



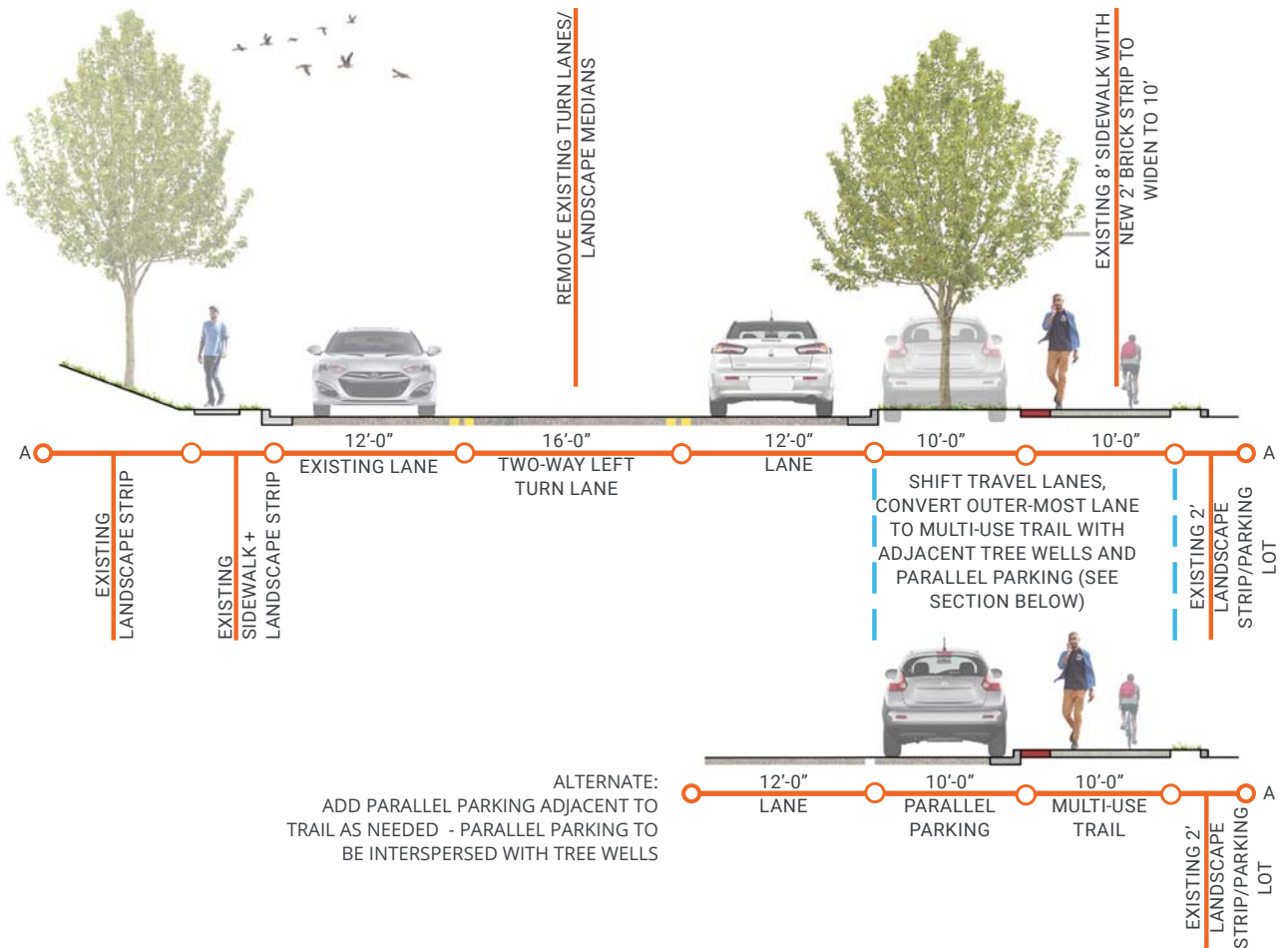
Incorporating trees along the trail is important for protecting pedestrians from vehicles and providing environmental benefits such as reducing the heat island affect. Pictured above: the Atlanta Beltline Eastside Trail.



The Cycle Track One Alternative proposes incorporating tree islands and parallel parking along Virginia Avenue, similar to the East Atlanta Village streetscape pictured above.



The route the Cycle Track One Alternative follows currently lacks adequate crosswalks at numerous major intersections. Upgrades should be made, such as adding high-visibility crosswalk striping and pedestrian-activated signals similar to those pictured above on North Avenue.



This cross-section shows two options for what Virginia Avenue could look after a road diet to make room for a multi-use trail. One option uses tree wells adjacent to the existing sidewalk, and the other uses parallel parking.



Existing conditions on Virginia Avenue looking west toward Delta Boulevard.

CYCLE-TRACK TWO ALIGNMENT

The Cycle-Track Two Alignment connects Atlanta Avenue to Toffie Terrace via Doug Davis Drive, Virginia Avenue, and North Outer Loop Road. This alignment extends the bike and pedestrian facilities west along Virginia Avenue and uses the old Interstate 85 access ramp as a public greenspace to connect to North Outer Loop Road.

ALIGNMENT ROUTE

Starting at the intersection of Atlanta Avenue and Perry J Hudson Parkway, this alignment uses the existing shoulder along Perry J Hudson Parkway. At the intersection of Perry J Hudson Parkway and Oakridge Avenue, the north-bound slip lane is converted to the multi-use trail, and a pocket park is created in the remaining roadway space and existing landscape median. A connection to the existing cycle track on Doug Davis Drive is suggested. As the trail continues west along Virginia Avenue, a road diet removes the landscape medians and reduces the number of travel lanes to one in each direction with a two-way left turn lane in the center. The existing sidewalk is widened to become the multi-use trail using bricks that match the existing brick banding, or another coordinated material if brick banding is absent. The alignment turns south onto the old Interstate 85 access ramp, which it uses for a multi-use trail and a public greenspace before connecting to North Outer Loop Road and the Delta campus.

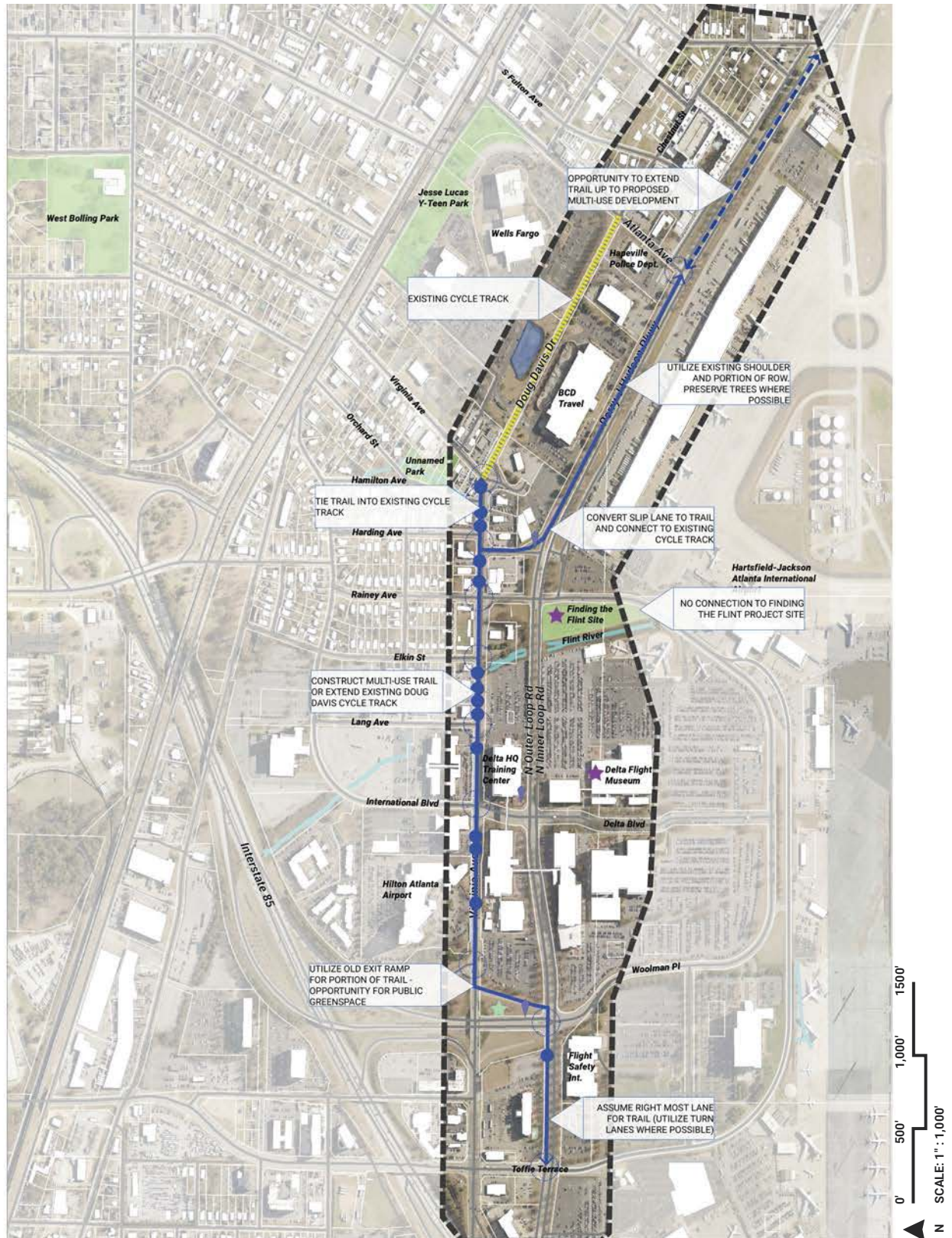
ANALYSIS

Pros

- Uses the existing bike and pedestrian infrastructure to reduce construction costs.
- Provides connections to a large number of businesses and destinations and maintains direct connections to the Delta campus as proposed by the original Aerotropolis alignment.
- Provides the opportunity to introduce shade into the corridor and reduce the heat-island effect.
- Offers the potential to create connections to multiple public greenspaces.
- Offers the opportunity to convert a seemingly unusable parcel (the Interstate 85 access ramp) into a public park.

Cons

- Creates significant pedestrian/vehicular interaction because of the number of driveways that intersect the route.
- Will have a significant impact on the roadway infrastructure, including reducing the number of travel lanes, removing existing asphalt and modifying curb lines.



legend

- study area
- parcels
- structures
- state roads
- roads
- streams / creeks
- waterbody

- existing cycle track
- main alignment
- start/end point
- potential future trail connection
- potential trail extension
- destination
- intersection

- driveway
- proposed artwork location
- potential public greenspace

PRECEDENT IMAGES



Group seating, like pictured above in Gordon White Park adjacent to the Atlanta BeltLine Westside Trail, is an important element of the public space in this model mile alternative.



The Cycle Track Two Alignment proposes a mid-block crossing. It is recommended that the crosswalk be designed with a HAWK signal and a refuge island, like the one pictured above located in downtown Alpharetta.



Public art is an important element in the Cycle Track Two Alignment and can be incorporated in numerous ways, including murals similar to the "Rise Hapeville" mural pictured above. (Photo from: <https://www.hapeville.org/256/Promotions>)

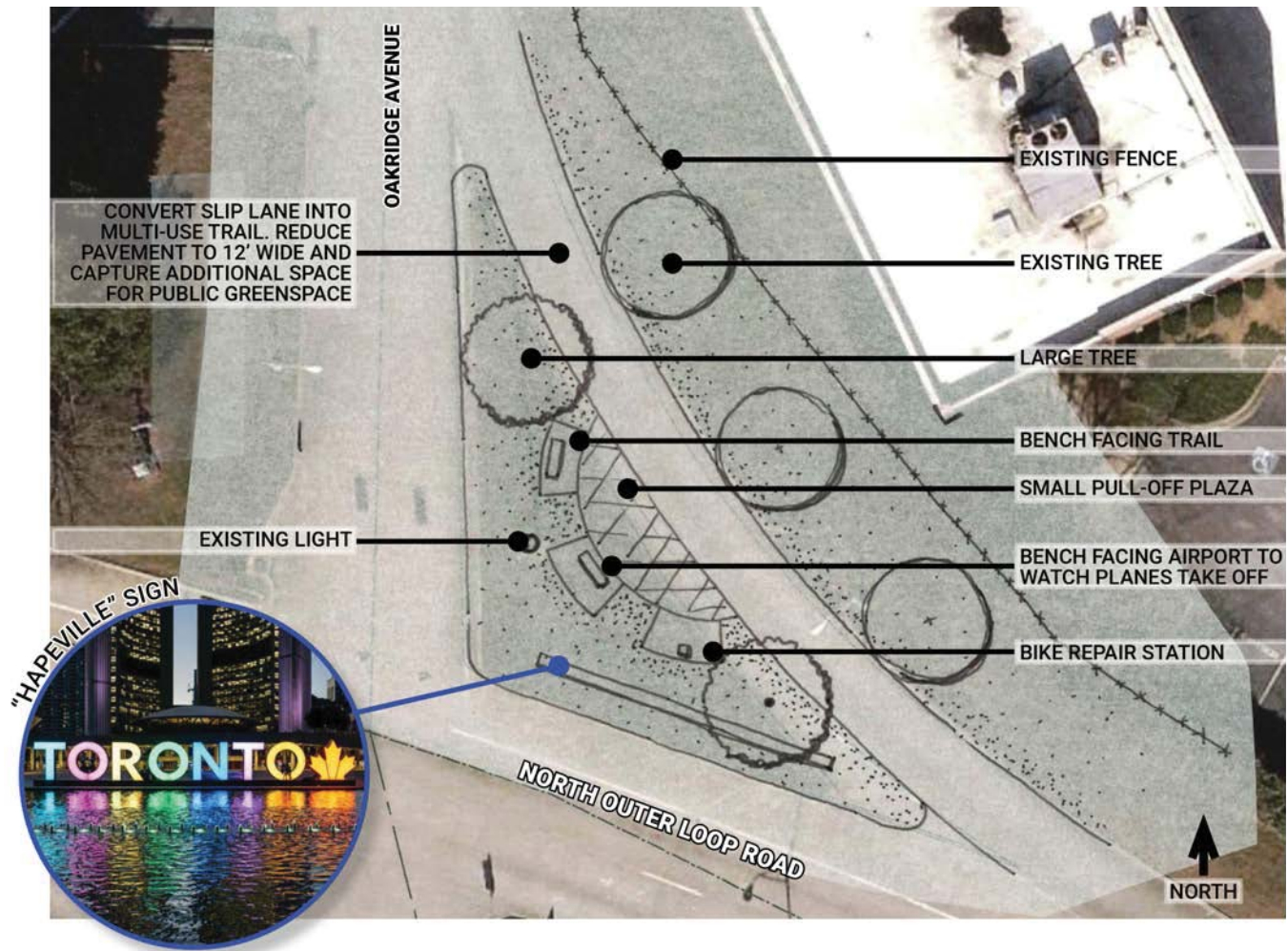


This cross-section depicts the conversion of the slip lane between North Outer Loop Road and Oakridge Avenue to a multi-use trail and an adjacent pocket park.

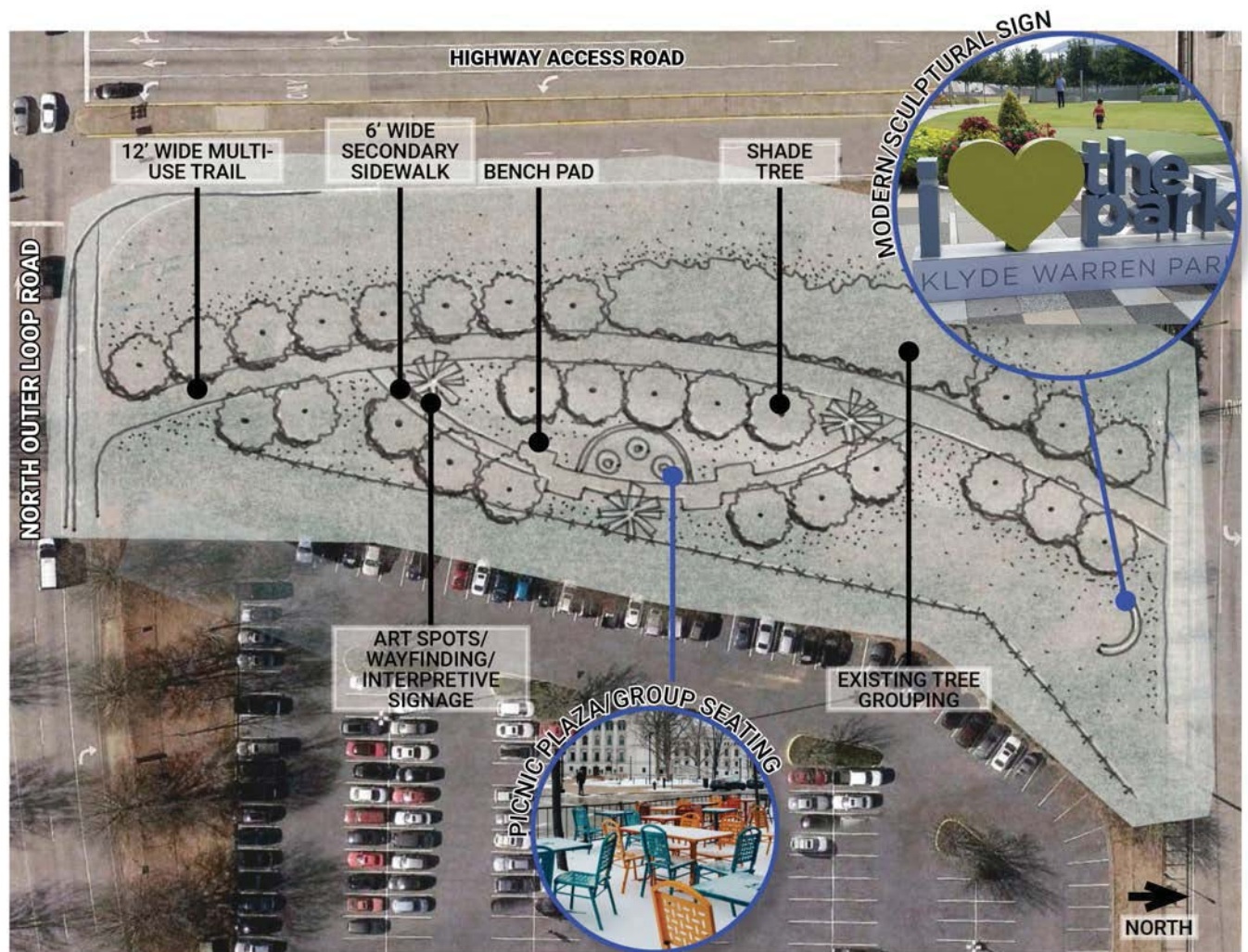


Existing conditions of the slip lane looking north to Oakridge Avenue.

SKETCHES



The sketch above depicts a quick concept design for the proposed multi-use trail and pocket park created utilizing the Oakridge Avenue slip lane and existing landscape median. (Photo by: Katie Wheeler - <https://bit.ly/3gzhXCC>)



The sketch above depicts a quick concept design for the proposed multi-use trail and public greenspace created utilizing the parcel that contains the old Interstate 85 access lane. (Photo by: Katie Wheeler - <https://bit.ly/2lwLU9E>)

COMPARISON MATRIX

The matrix on the next page provides a side-by-side comparison of each alignment to help determine the preferred alignment. The matrix identifies trade-offs by providing quantitative data for each alignment. The design team identified seven criteria for evaluating the opportunities and constraints along the alignments. These criteria are as follows:

- **Conflict Points:** This criterion is defined by the number of driveways and intersections the trail crosses. Fewer conflicts create a safer trail experience for users.
- **Length of Trail:** This is a simple quantitative criterion that compares the total length of each alignment. Typically, longer trails are preferred in order to create a larger trail network.
- **Connections:** Creating direct and easy connections to neighborhoods, commercial districts, and civic uses makes for a highly useful and desirable trail. The more connections the trail has, the more users it will draw.
- **Environmental Impact:** Environmental impacts are the effects the trail design has on trees, wetlands, and floodways/floodplains. The intent is to avoid large impacts in order to reduce costs and conserve the natural conditions of the trail. If the project were to utilize Federal Funding, the full NEPA process would be required to be followed to examine these impacts.
- **ROW Impacts:** Reducing the amount of property impacts and easement acquisition can reduce construction coordination and costs.
- **Off-Road vs On-Road Trail:** Off-road trails can create better experiences away from congestion, vehicles, and noise. On-road trails can create more direct and quicker connections.
- **Infrastructure Impacts:** Reducing the impact on the infrastructure, such as utilities, stormwater, and transportation systems, can reduce coordination and costs.

	CITY OF HAPEVILLE N OUTER LOOP RD TRAIL ALIGNMENT	CITY OF HAPEVILLE N INNER LOOP RD TRAIL ALIGNMENT	CITY OF HAPEVILLE CYCLE TRACK 1 TRAIL ALIGNMENT	CITY OF HAPEVILLE CYCLE TRACK 2 TRAIL ALIGNMENT
 CONFLICT POINTS	A: 2 DRIVEWAYS 6 INTERSECTIONS B: 2 DRIVEWAYS 6 INTERSECTIONS	A: 0 DRIVEWAYS 6 INTERSECTIONS B: 0 DRIVEWAYS 6 INTERSECTIONS	A: 13 DRIVEWAYS 12 INTERSECTIONS B: 16 DRIVEWAYS 13 INTERSECTIONS	A: 14 DRIVEWAYS 11 INTERSECTIONS
 LENGTH OF TRAIL	A: 5344 LINEAR FEET / 1 MILES B: 5344 LINEAR FEET / 1 MILES	A: 5344 LINEAR FEET / 1 MILES B: 5344 LINEAR FEET / 1 MILES	A: 6413 LINEAR FEET / 1.2 MILES B: 6681 LINEAR FEET / 1.26 MILES	6068 LINEAR FEET / 1.15 MILES
 CONNECTIONS	1 NEIGHBORHOOD 66 COMMERCIAL/BUSINESS 4 CIVIC 3 TRANSIT	1 NEIGHBORHOOD 66 COMMERCIAL/BUSINESS 4 CIVIC 3 TRANSIT	1 NEIGHBORHOOD 66 COMMERCIAL/BUSINESS 4 CIVIC 3 TRANSIT	1 NEIGHBORHOOD 66 COMMERCIAL/BUSINESS 4 CIVIC 3 TRANSIT
 ENVIRONMENTAL IMPACT	A: MINIMAL ENVIRONMENTAL IMPACT B: 35 LARGE TREES REMOVED	A: MINIMAL ENVIRONMENTAL IMPACT B: 38 LARGE TREES REMOVED	MINIMAL ENVIRONMENTAL IMPACT	MINIMAL ENVIRONMENTAL IMPACT
 ROW IMPACTS	MINIMAL	MINIMAL	MINIMAL	MINIMAL
 OFF-ROAD VS ON-ROAD TRAIL	A: 100% OF TRAIL ON ROAD B: 100% OF TRAIL ON ROAD	A: 100% OF TRAIL ON ROAD B: 100% OF TRAIL ON ROAD	A: 100% OF TRAIL ON ROAD B: 100% OF TRAIL ON ROAD	100% OF TRAIL ON ROAD
 INFRASTRUCTURE IMPACTS	A: LARGE ROADWAY INFRASTRUCTURE IMPACT. MINIMAL UTILITY IMPACT B: SIGNIFICANT UTILITY IMPACT	A: LARGE ROADWAY INFRASTRUCTURE IMPACT. MINIMAL UTILITY IMPACT B: SIGNIFICANT UTILITY IMPACT	SIGNIFICANT ROADWAY RECONFIGURATION - MINIMAL IMPACT TO EXISTING UTILITIES	SIGNIFICANT ROADWAY RECONFIGURATION - MINIMAL IMPACT TO EXISTING UTILITIES



ALIGNMENTS SUMMARY

The alternative routes were presented to the client, stakeholders, and public in order to gauge interest and obtain feedback. After assessing this information, considering the matrix, and further working with each of these groups, a preferred alignment for Hapeville was determined.

From these four alternatives, the following elements helped to define the final preferred alignment:



- Using and connecting to the existing pedestrian infrastructure is important to reduce construction costs.
- The preservation of existing large trees is a priority, and additional trees are to be introduced along the corridor for shade.
- Developing connections between business districts is imperative.

PREFERRED ALIGNMENT





OVERVIEW

Public outreach and feedback, field verification, contextual research, and analysis all contributed to the refinement of a preferred alignment that will serve as the City of Hapeville's Model Mile Trail Segment.

Review of the alternatives for the Hapeville model mile emphasized expanding upon existing pedestrian and bicycle infrastructure. The preferred alignment route capitalizes on the new streetscape improvements to Atlanta Avenue and the cycle-track installation on Doug Davis Drive. By utilizing the existing infrastructure, the city can

have a longer multi-use trail while simultaneously saving money on construction costs and increasing the value of the money it has already spent. The identified route connects Union Avenue to Toffie Terrace via Perry J Hudson Parkway, Atlanta Avenue, Doug Davis Drive, Virginia Avenue, and North Outer Loop Road.

PREFERRED ALIGNMENT

The AeroATL Hapeville Plan depicts the preferred alignment. The preferred alignment is a combination of the existing infrastructure and a new multi-use trail. Below is a concise description of the trail.

ROUTE

The AeroATL Hapeville Model Mile begins at the intersection of Union Avenue and Perry J Hudson Parkway. This is a logical terminus for the model mile due to the new airport-led mixed-use development that is currently under construction adjacent to this intersection. From there the trail travels northwest on Perry J Hudson Parkway and is constructed within the right-of-way and the shoulder pavement and may extend beyond the right-of-way into the adjacent grass areas. At Atlanta Avenue, the trail heads north toward Doug Davis Drive and ties into the existing cycle track. This section of the Hapeville model mile utilizes existing pedestrian infrastructure to

reduce costs and maximize the value of previous city investments. The existing cycle track travels along the north side of Doug Davis Drive between Atlanta Avenue and Virginia Avenue. The trail continues west along Virginia Avenue, keeping the existing sidewalk on the north side of the road but widening it and converting the outer lane to parallel parking and tree islands. These will both act as traffic-calming measures and introduce shade and vegetation in a corridor that is severely lacking those elements. The trail then turns south onto Delta Boulevard, occupying the west side of the road staying in the right-of-way. Where Delta Boulevard intersects with North Outer Loop Road, the multi-use trail turns west along North Outer Loop Road, occupying the outer lane to preserve the large existing trees. The Hapeville model mile ends at Toffie Terrace, a logical terminus due to its proximity to the city limits.

- Trail Termini/Public Spaces: The eastern terminus is at the airport-led mixed-use development currently under construction at the intersection of Union Avenue and Perry J Hudson Parkway. The western terminus is at the intersection of North Outer Loop Road and Toffie Terrace. Additionally, there is potential for a future connection to “Finding the Flint” project site.
- Trail Length: Approximately 3,800 linear feet of new concrete trail, 2,300 linear feet of existing pedestrian and bicycle infrastructure, and 1,900 linear feet of road diet and streetscape improvements for a total of 8,000 linear feet, or approximately 1.5 miles of total trail.
- Trail Types: 10-12-foot-wide concrete path adjacent to the roadway travel lanes with safety railings or landscape strips as buffers, existing six-foot wide sidewalks, existing Doug Davis cycle track, existing eight-foot-wide sidewalks widened to 10 feet with new tree islands and parallel parking.
- Challenges: The preferred alignment proposes converting a lane of traffic on multiple roads. Additional traffic studies and coordination will need to be explored in future design phases; however, preliminary study suggests that traffic volumes are low enough that the reduction in a traffic lane will have minimal to no impact on congestion.
- An alternative that may be considered on Virginia Avenue is to continue the Doug Davis cycle track west along the model mile route. Milling, paving, and restriping can create the desired nonmotorized route at a fraction of the cost. However, the overall experience of the trail and the incorporation of trees and other elements would not be the same nor is always feasible.

AEROATL HAPEVILLE PREFERRED ALIGNMENT PLAN VIEW



MATCH LINE



TRAIL ELEMENTS

Improving pedestrian circulation and connecting to numerous destinations are key techniques to creating a trail system that is usable, inviting, and embraced by the community. These elements help to give the trail a sense of place and enhance the trail users' experiences along the route.

SAFETY & SECURITY

User safety and security are two of the most important factors of a multi-use trail. Items such as sight lines, lighting, crosswalks, barriers, and traffic-calming elements greatly affect how visitors feel when moving along the trail. The Hapeville model mile features open sight lines, open access, and existing lighting throughout the corridor. This will create a safe environment and prevent situations where users become trapped or emergency response impeded.

Along the North Outer Loop and Perry J Hudson sections of the model mile, decorative metal railings and landscape strips are proposed to provide separation between the pedestrians and vehicular traffic. These not only provide physical barriers between the users and cars but also improve visitors' comfort while using the trail. Along Virginia Avenue, the model mile takes the outer lane of traffic and converts it to a multi-use trail combined with parallel parking and tree islands. This road diet compresses the number of vehicles into one lane and reduces their travel speed. This in combination with the added buffer

of the parking and landscape areas protects trail users while maintaining open sight lines.

High-visibility crosswalk designs are recommended to improve pedestrian safety when vehicular-pedestrian conflicts cannot be avoided. Improved pedestrian signaling at major intersections is also suggested. Placing emergency call boxes along the model mile is up to the discretion of Hapeville. Though potentially beneficial, they may not be needed due to the widespread prevalence of mobile phones.

EXISTING DETAIL

The Hapeville model mile preferred alignment incorporates existing pedestrian and bicycle infrastructure that the city has already invested in. By using this existing infrastructure, the model mile can extend it further and build upon the existing character of downtown Hapeville.

Along Virginia Avenue, the existing sidewalk has a brick banding detail that contributes to the overall character of the corridor. Rather than removing the sidewalk and replacing it with a basic concrete trail, the model mile proposes retaining the existing sidewalk, but widening it using brick pavers that match the current brick bands. This will both reduce construction costs and contribute to the corridor's aesthetic.

GREEN INFRASTRUCTURE

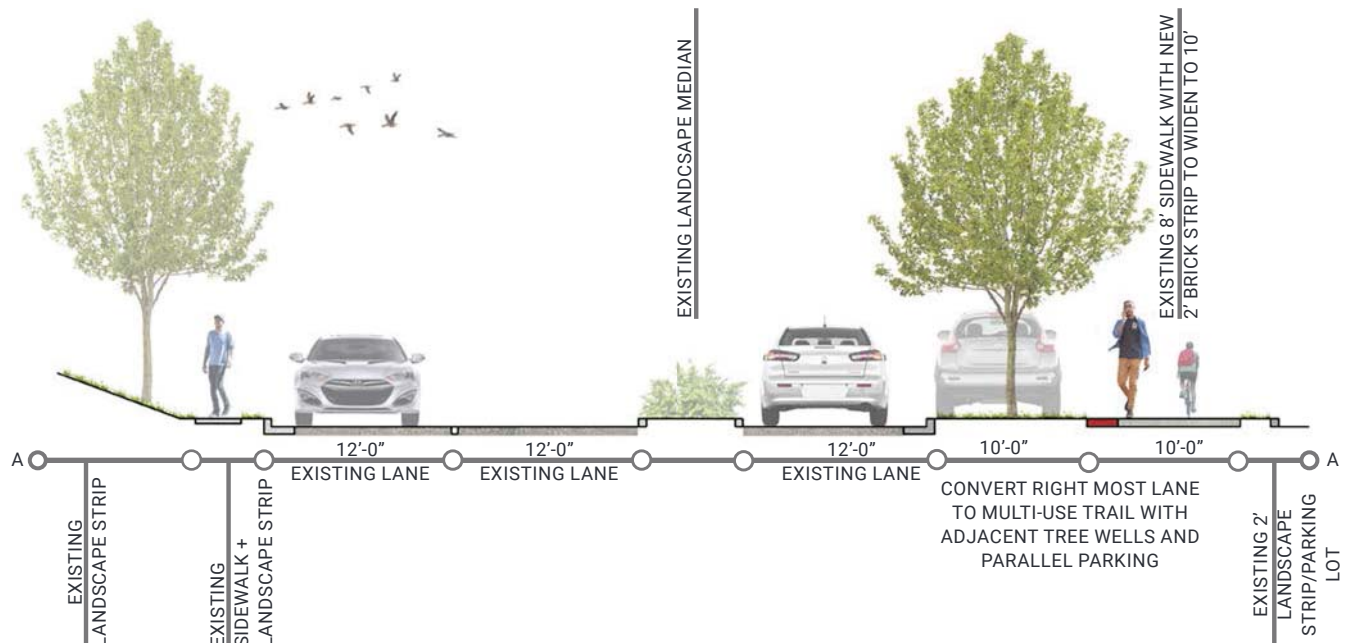
Due to the urban nature of Hapeville's model mile corridor, there is a significant amount of impervious surfaces present, and the Flint River is mainly piped and hidden from view except for a few daylighted sections. There are opportunities to add green infrastructure along the Hapeville model mile corridor, most notably the proposed tree islands on Virginia Avenue that flank the parallel parking. Key curb cuts combined with appropriate soil details and vibrant native plantings can act as both an environmental and aesthetic amenity. Green infrastructure elements will benefit the corridor by filtering pollutants from stormwater runoff and reducing stormwater discharge, which in turn helps improve water quality and may reduce the likelihood of storm sewer overflows. Green infrastructure also provides more impervious surfaces where water can soak into the soil, recharging groundwater in the area

and providing natural irrigation for plantings.

Opportunities for green infrastructure should be explored during future detailed design phases.



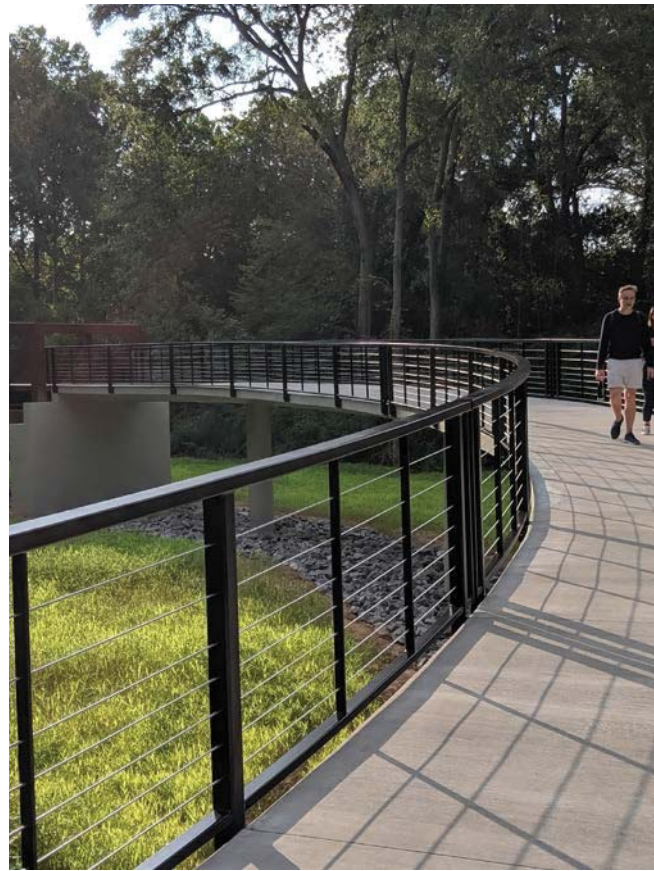
Example of green infrastructure incorporated into a streetscape located in Decatur, Georgia.



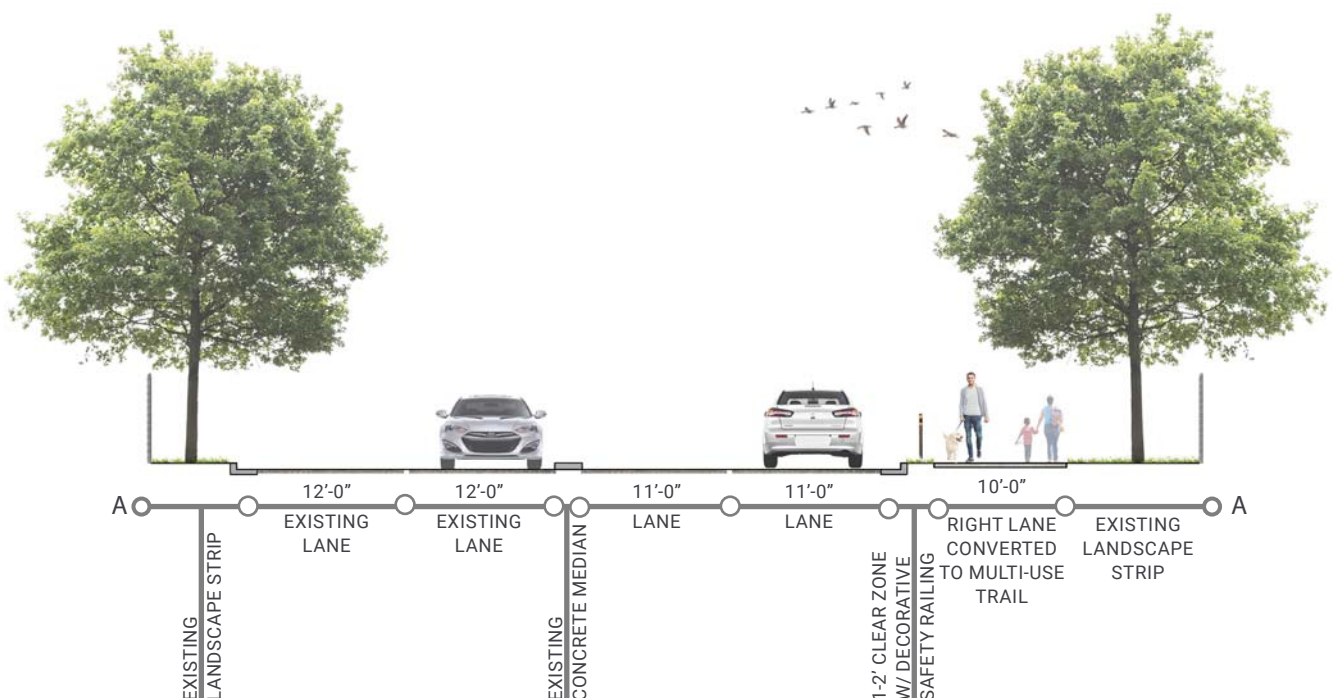
This cross-section depicts what the Virginia Avenue streetscape could look like.

SEPARATION SAFETY BARRIERS

Vehicular traffic moves quickly along North Outer Loop Road. Though the official speed limit is 45 mph, cars frequently travel at far greater speeds. Providing separation between vehicular traffic and pedestrians and cyclists is imperative to create a comfortable environment for the widest array of trail users. It is recommended that a safety railing be installed adjacent to the length of the model mile that runs along North Outer Loop Road. While removing a lane of traffic in this area will help reduce vehicular speeds, a physical barrier provides an added layer of safety while also contributing to the users' sense of being protected. Choosing a modern, visually appealing railing, rather than a solely utilitarian one, is a way to further enhance the aesthetics of the trail and contribute to the corridor's character. It is recommended that metal posts with stainless steel cable railing be considered for this separation barrier.



Example image of a modern decorative metal safety railing.



This cross-section depicts what converting the right-most lane of North Outer Loop Road (looking west) to a multi-use trail with a decorative safety railing could look like.

ART

There is a strong desire to incorporate art along the trail and expand upon the existing Hapeville Mural Project initiative, which is headed by the Hapeville Mainstreet Board and the Hapeville Arts Alliance. Ideas for and installations of art along the trail should be generated by the residents, businessowners, and workers in the community. Locations for art along the trail can include on building facades, within crosswalks, within the proposed parallel street parking, and at major intersections. Community officials, in partnership with trail designers, should set up community workshops to identify and develop art locations, develop community art projects, and select community artists to participate in and help lead the process. In addition to permanent physical art installations, community art events or pop-ups

could help boost trail usage and provide another way for community members to engage the model mile.



Example of an existing crosswalk mural located in Hapeville, Georgia.



Example of public art along the Atlanta BeltLine Westside Trail.



Example of a sculptural bike rack located in Atlanta, Georgia.

STREETSCAPE

The proposed streetscape improvements along Virginia Avenue will drastically change how pedestrians and vehicles move through the corridor. The infrastructure improvements include a 10-foot wide multi-use trail, tree islands, and

parallel parking. In addition to the constructed elements, the streetscape design also features benches, waste receptacles, and bike racks at key locations.

VIRGINIA AVENUE STREETSCAPE PLAN VIEW



- LEGEND
- 1

10'-0" Multi-use trail
- 2

Tree Island
- 3

Parallel Parking
- 4

Existing Landscape Median

 360 View (See Page Right)

VIRGINIA AVENUE STREETSCAPE 360 RENDERINGS



Multi-use trail looking east.



View of the proposed streetscape looking east along Virginia Avenue.



View of the proposed streetscape improvements and multi-use trail looking west down Virginia Avenue toward Delta Boulevard.

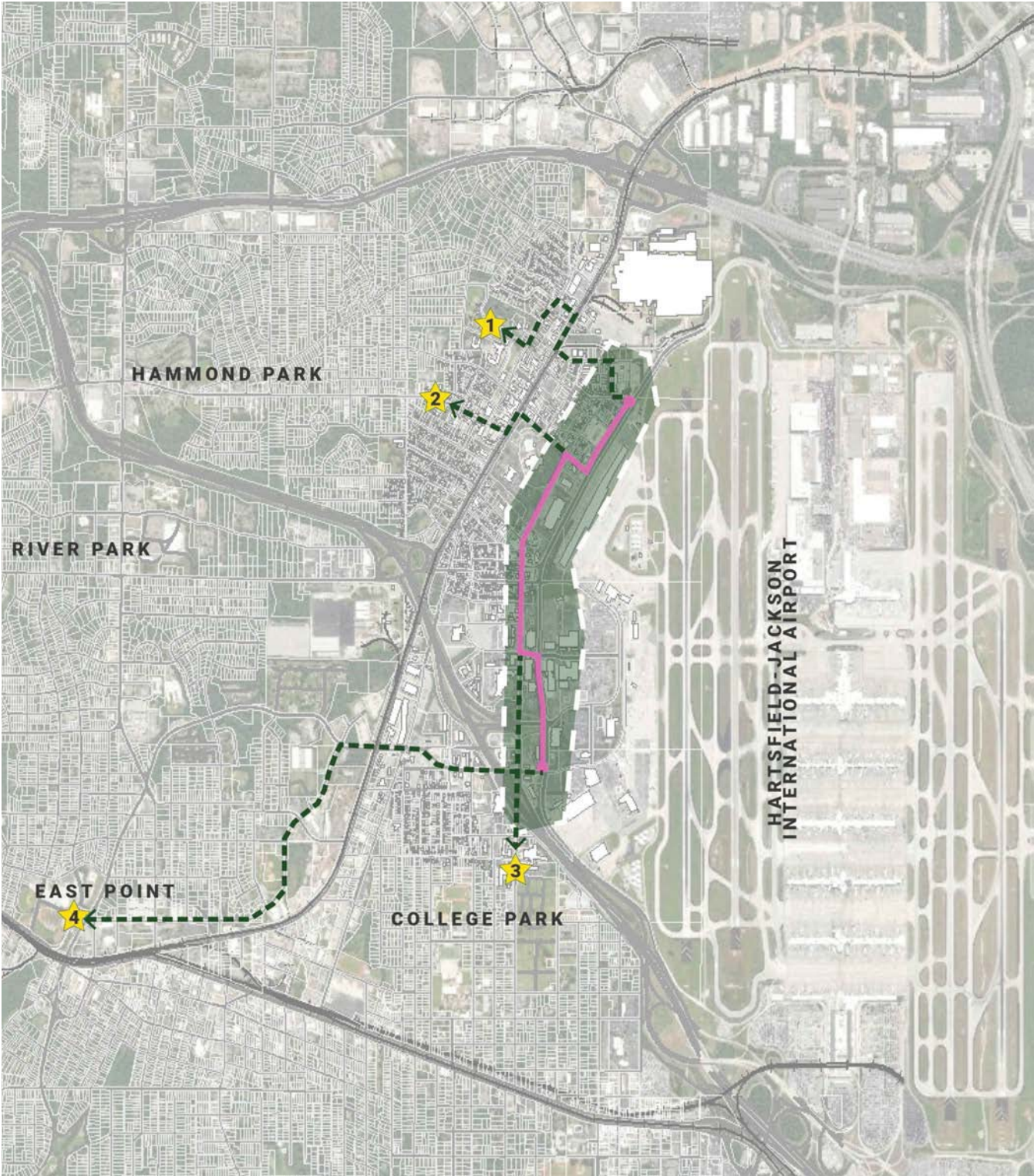
FUTURE CONNECTIONS & AMENITIES

As the Hapeville model mile develops, it is important to keep in mind potential future connections and amenities that are integral to creating an effective trail system. Due to the urban nature of the Hapeville model mile, there are many opportunities to connect residential areas to commercial areas that currently can only reasonably be accessed by car.

The Tom E. Morris Sports Complex lies one mile north of the Union Avenue termini. Extending the model mile to this destination will give the surrounding residential areas pedestrian connections to other parts of the city. About half a mile north of the Doug Davis cycle track is Arches Brewing. Connecting this local brewery and its adjacent businesses to the string of

shops and restaurants along the core model mile route will drastically impact how pedestrians and cyclists move through the commercial district in downtown Hapeville. Extending the model mile west would allow for connections into residential areas of College Park and would give those communities access to the goods and services in Hapeville without the need for motor vehicles. Slightly over two miles north of the Toffie Terrace model mile terminus is one terminus of the AeroATL East Point model mile. Connecting the two model miles together would be a huge step toward creating a comprehensive regional trail system and ultimately completing the AeroATL greenway loop.

HAPEVILLE FUTURE CONNECTIONS & AMENITIES MAP



LEGEND

Phase I Alignment

Future Connections

1 Tom E. Morris Sports Complex

2 Arches Brewing Company

3 The City of College Park

4 AeroATL East Point Model Mile Terminus

SCALE: NTS N

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IMPLEMENTATION





FEASIBILITY & BENEFITS

The Hapeville model mile has the potential to become a community driver by creating a pedestrian and bicycle network in a rapidly developing area.

Implementing a multi-use trail network in the City of Hapeville will serve as a catalyst for quality development and needed pedestrian infrastructure in a rapidly changing community. Downtown Hapeville lacks a critical mass of connected, safe, nonmotorized mobility options. The proposed model mile provides an alternative means of travel and will broaden the way users move through the area on a day-to-day basis, especially those who do not have access to vehicles or are

traveling short distances and do not want to use their vehicle. The trail will also provide visitors with direct connections to multiple business districts in downtown Hapeville. A key element to realizing this vision is understanding the multiple components of implementation, including prioritization, project communication, potential funding sources, and projected costs for design and construction.

KEY STAKEHOLDERS

Though this model mile does not require permanent right-of-way acquisition, there are a large number of businesses and restaurants in the area that are impacted by the proposed alignment. Key stakeholders include:

- **Delta Air Lines:** Delta's corporate campus is located directly along the preferred alignment route, and the company has multiple additional buildings in the trail's vicinity. It is important to continually engage Delta because their employees are likely to be frequent users of the trail and the company could be a good partner and source of private funding.
- **Wells Fargo:** Wells Fargo has a corporate office located directly adjacent to the existing cycle track along Doug Davis Drive. The proposed alignment provides improved pedestrian connections between the office and the numerous nearby restaurants and businesses. Their employees are likely to be frequent users of the trail, and the company may be a good partner and source of private funding.
- **New Airport-led, Mixed-use Development:** The mixed-use development currently being planned adjacent to the trail terminus at Union Avenue and Perry J Hudson Parkway can benefit tremendously from an adjacent multi-use trail network. The proposed trail alignment provides connections from the development to a large number of additional businesses in the area. Engaging the property owner and businesses located in the new development during the design phase will help to maximize the benefit of the trail and ensure the surrounding community stays engaged and invested in its progress.
- **Virginia Avenue Shops and Businesses:** The portion of the proposed model mile alignment that runs along Virginia Avenue connects to numerous restaurants and businesses. It links multiple large office complexes to this stretch of road and promotes more pedestrian traffic to the businesses. These stores and restaurants could be a good source of funding and should be engaged throughout the design process.
- **Utility Companies:** Close coordination with local utility companies is needed to verify the exact location of the utilities. It is likely that some utilities will need to be relocated during trail construction.
- **Department of Public Works:** The Department of Public Works will likely manage the design and construction of the trail. Multiple city departments will need to work together to ensure this project is on a capital improvements list and is funded.

PRIORITIZATION

The preferred alignment for this model mile is comprised of both existing pedestrian infrastructure and new construction with the goal that funding can be secured for the entire project at one time. A number of steps need to be taken in order to initiate the design of the model mile. Obtaining a survey as soon as possible is imperative to starting the design process. The survey will validate the actual location of the trail and help identify the impacts to the right-of-way, utilities, and other infrastructure.

Coordination between the model mile project and the Virginia Avenue Smart Corridor Project should occur early in the design process. Due to the potential overlap in scope, there is opportunity to combine portions of both projects to create a seamless and integrated design, both aesthetically and functionally. Grouping the two projects would also reduce construction costs and coordination efforts. While the section of the model mile trail that overlaps with the Virginia Avenue Smart Corridor Project is being coordinated, the remaining portions of the model mile trail could be designed and constructed concurrently.

The HJAIA Planning Group has also studied the possibility of improving the pedestrian facilities between Toffie Terrace and Delta Boulevard. Preliminary concepts include adding a sidewalk in the right-of-way and converting the outer lane of North Loop Road to a buffered sidewalk. Concepts also include adding pedestrian signals, crosswalks, and other pedestrian safety amenities. These concepts almost fully align with the recommendations of this model mile and should be closely coordinated for implementation.

Because the alignment proposes converting a lane of motor vehicle traffic on both North Outer Loop Road and Virginia Avenue, it is important that traffic studies are conducted very early in the process to ensure the proposed design improves, rather than hinders, the flow of both pedestrian and vehicular traffic. Because this is a busy area, a comprehensive traffic control plan must be developed before construction begins.

POTENTIAL FUNDING SOURCES

Identifying public investment opportunities and further vetting potential funding sources is a first step the City of Hapeville can take to bring the model mile vision to fruition. The Aerotropolis Alliance will assist the model mile communities in the process moving forward to identify funding, a critical resource for opportunities and assistance.

Using local funding sources is the best approach to help realize the construction of the trail within the next three to five years. Specifically, the city can take the following actions:

- Partner with Delta and prioritize the portions of the preferred alignment that have direct connections to its corporate campus on Delta Boulevard and North Outer Loop Road.
- Design the trail in conjunction with the Virginia Avenue Smart Corridor project to reduce construction and mobilizations costs for both projects.

- Include the model mile in the City's capital improvement initiatives and offset additional funding needs with TSPLOST funds (this assumes TSPLOST will be approved again for Hapeville by 2022).
- Alternatively, the City can bond the project through its Development Authority to support redevelopment.

If TSPLOST funds are not an option, or additional funds are needed, another reasonable option is the Georgia Transportation Infrastructure Bank (GTIB) for construction funds. To be eligible, plans for the trail would need to be complete.

Federal funding is highly competitive and requires lengthier project timelines due to federal regulations. Federal funding through the Atlanta Regional Commission (LCI, CMAQ, TAP, etc.) should only be pursued when local funding sources are not available for the model mile. Federal dollars can support future scoping and feasibility studies of later phases of the Hapeville trail network.

PROJECT COSTS

The project team developed a preliminary opinion of probable costs for the preferred alignment. The following costs are line items for key elements of the project. The costs

represent standard calculations for 2020. Costs may vary based on several factors, including final design, funding source, and the date construction begins.

OVERALL PROJECT COST

CONSTRUCTION	\$1,816,559
UTILITIES	\$181,656
ROW ACQUISITION	\$36,036
ENGINEERING & INSPECTION (5%)	\$90,828
DESIGN FEE (12%)	\$217,987
CONTINGENCY (20%)	\$363,312
ESTIMATED SUBTOTAL	\$2,706,648

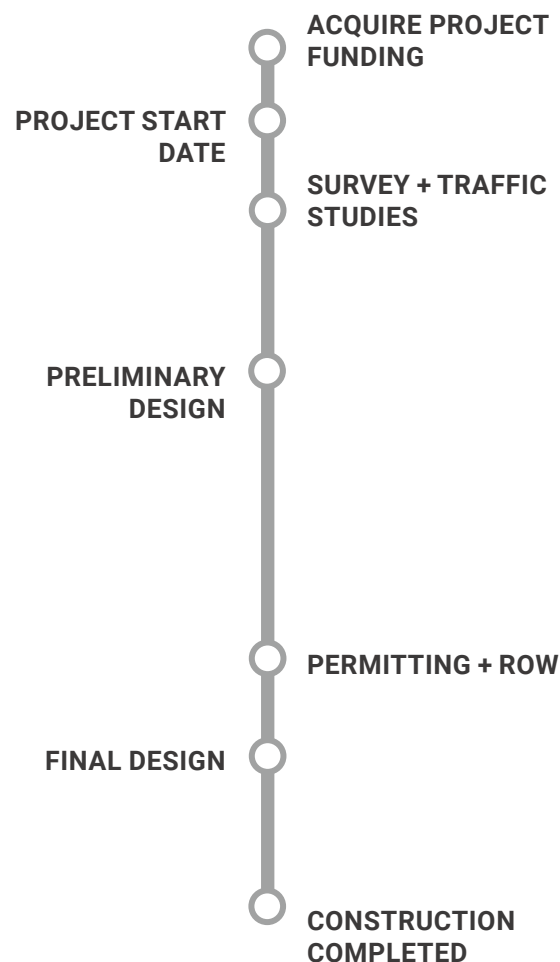
ESIMATED INFLATION COSTS: 3.5% INCREASE PER YEAR

2021	\$2,801,381
2022	\$2,899,429
2023	\$3,000,909
2024	\$3,105,941
2025	\$3,214,649

DESIGN & ENGINEERING SEQUENCE

The timeline assumes the project will obtain approval and acquire project funding. Critical tasks in the timeline include a topographic and boundary survey of the project as well as traffic studies. Permitting is unknown at this time, but due to project complexities, it can be assumed that permitting will take a minimum of six months. Once funding is identified, trail construction can be completed within three years of initiating the design.

This model mile study identifies a preferred alignment and its vision. At the completion of the planning process, the City will move the project forward to seek funding opportunities; ultimately, the model mile will be constructed based on funding. Progression from the planning stages to construction and groundbreaking will introduce a new set of variables. Those variables could include changes to the built environment, demographic shifts, transportation expansion, and changes in property ownership. Managing change and preserving the culture and aesthetics of the model mile corridor in Hapeville requires a collective effort between stakeholders and neighborhood advocates. It is important for the community to remain involved and active in this process to ensure the core components of the community's vision for the Hapeville Model Mile are implemented.



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APPENDIX

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VIRTUAL FORUM TWO: 8/26/2020	C
VIRTUAL FORUM THREE: 12/16/2020	D

APPENDIX - A



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www.pondco.com

Environmental Screening Survey

Project Name: Aerotropolis Trails, City of Hapeville

County: Fulton

Consultant Firm: Pond and Company

Date: February 12, 2020

Project Description:

The project consists of defining the alignment and long-term vision of the model mile Aerotropolis trail within the screening boundary. The desktop screening study identifies the environmental and cultural resource constraints at the concept level.

General Land Use Description:

The proposed Aerotropolis Trails (City of Hapeville) project area totals approximately 220 acres and is located immediately north of the Hartsfield Jackson Atlanta International Airport in Fulton County, Georgia (Figure 1). The screening area consists of commercial, institutional, and industrial land use.

Ecology:

Author: Sara Duquette

Ecological Resources Identified: Yes

Resource Type Evaluated: Streams, Wetlands, Open Waters, Floodplains, T&E/Habitat

State Buffered Waters: No

Jurisdictional Waters: No

FEMA floodplain: Yes

Streams/Wetlands/Floodplains:

A desktop screening was conducted January 2019 to identify environmental resources located within the screening area. These resources were not delineated and are approximated on the attached *Environmental Screening Map* (Figure 2). This information is for planning purposes only and a full delineation of the regulated resources and buffers should be performed prior to project permitting and construction.

Table 1. Aquatic Resource Summary

Resource Type	Amount Present	Linear footage (lf)/acreage (a) within the study area
Streams	0	0
Wetlands	0	0
Open Water	0	0
Floodplain Zone (AE)	-	1.2 ac
Floodplain Zone (A)	-	13.1 ac

Protected Species:

As a part of the environmental screening, the US Fish and Wildlife Service's (USFWS) Information, Planning, and Conservation System (IPaC) was consulted for information regarding potential impacts to federally protected species related to implementation of the proposed project. The USFWS IPaC list identified five (5) listed species within Fulton County. Refer to the following table for federally protected species.

Table 2. Federal Threatened and Endangered Species Summary

Common Name	Scientific Name	Federal Status	Habitat Requirements	Potential Presence within Project Area
Fauna				
northern long-eared bat	<i>Myotis septentrionalis</i>	T	Will roost in tree cavities and under exfoliating bark during Summer; Winter hibernation takes place in tight crevices in caves and mines	No, the project area is not within the range of this species.
gulf moccasinshell	<i>Medionidus penicillatus</i>	E	small streams to large rivers in sandy, cobble, or gravel substrates with moderate flow	TBD
oval pigtoe	<i>Pleurobema pyriforme</i>	E	small streams to large rivers in sand or gravel substrates with moderate flow	TBD
shinyrayed pocketbook	<i>Lampsilis subangulata</i>	E	medium sized streams to large rivers in sandy to muddy substrates with slight to moderate current	TBD
Cherokee darter	<i>Etheostoma scotti</i>	T	small to medium-sized streams in association with gravel and cobble substrates, moderate to swift stream flow	No, species is endemic to Etowah River Basin; the project is in the Chattahoochee River Basin.

E = Endangered, T = Threatened, TBD = To Be Determined

Archaeology:

Author: Kenny Pearce

Resources Identified: yes

A literature and document search were conducted in order to gather pertinent background information regarding the subject property and its surroundings. This research included inspections of the Georgia Archaeological Site File (GASF), Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS) database (GNAHRGIS 2020), and the National Register of Historic Places (NRHP) (National Park Service 2020).

Research of the GASF identified 20 previous archaeological surveys and one previously recorded archaeological site within a 1-mile radius of the proposed project area (Figure 3). Of the previous 20 archaeological surveys identified, eight (GASF Reports 2823, 3210, 3806, 4298, 8125, 8903, 10052, and 11821) lie within or cross portions of the project area. These eight surveys were conducted for various road improvement projects and a cell tower project. Archaeological site (9FU768) lies outside of the project boundary to the southeast. It is described as a destroyed twentieth century house site situated within a developed urban landscape. As such, it is recommended as ineligible for NRHP inclusion. For additional information on the previous archaeological surveys and previously recorded archaeological sites identified, refer to Tables 3 and 4.

Table 3. Previous Archaeological Surveys Conducted within a 1-Mile Radius of the Project Area.

GASF Report Number	Report Title	Reference
45	Archaeological Survey of Atlanta Airport Land Acquisition Area, Mountain View, Clayton County, Georgia	Smith 1977
2234	Phase I Archaeological Survey of the Macon-Atlanta Rail Corridor	Hamby 2001
2823	GDOT Archaeological Report Short Form for Negative Findings: Phase I Archaeological Survey of Virginia Avenue Streetscape Improvements Project Area, Fulton County, Georgia	Pietak 2004
3210	GDOT Archaeological Report Short Form for Negative Findings: Addendum to Phase I Archaeological Survey of Virginia Avenue Streetscape Improvements Project Area, Fulton County, Georgia	Pietak 2005
3806	GDOT Archaeological Report Short Form for Negative Findings: Second Addendum to Phase I Archaeological Survey of Virginia Avenue Streetscape Improvements Project Area, Fulton County, Georgia	Pietak 2006
4298	Department of Transportation State of Georgia Interdepartmental Correspondence: Archeological Survey of Surplus Property along Airport Connector/Hartsfield Drive, Fulton County	Gale 2008
6052	GDOT Archaeological Report Short Form: Archaeological Survey for the Hapeville Main Street Town Center LCI	Owens and Battle 2009
6356	Archaeological Survey Report Environmental Analysis Bureau Georgia Department of Transportation: I-75-2(51) & (58), Fulton-Clayton Counties and I-85-1(65), Fulton County	Anderson 1977
8125	GDOT Archaeological Short Form for Negative Findings: Archaeological Phase I Survey for the Hapeville Loop LCI Project, Fulton County, Georgia	Owens and Battle 2013a
8154	GDOT Archaeological Short Form for Negative Findings: Archaeological Phase I Survey for the Dogwood Pedestrian Improvements from South Central Avenue to North Avenue, Hapeville, Fulton County, Georgia	Owens and Battle 2011
8169	GDOT Archaeological Short Form for Negative Findings: Archaeological Phase I Survey for the Hapeville Rail Facilities and Corridor, Fulton County, Georgia	Owens and Battle 2013b
8536	Archaeological Survey for Proposed High Occupancy Vehicle Lanes on I-75 from Mount Zion Boulevard Clayton County to Crown Road Fulton County, Georgia (14.6 KM/8.9 Miles)	Koch and Norwood 2007
8694	Archaeological Survey Report Environmental Analysis Bureau Georgia Department of Transportation: M-9095(1), Fulton County	Anderson and McMichael 1977
8903	GDOT Archaeological Short Form for Negative Findings: Phase I Archaeological Survey of the East Point Resurfacing Project, Fulton County, Georgia	Green 2015
9205	Department of Transportation State of Georgia Interdepartmental Correspondence: Archeological Assessment of PM# 1356, Fulton County	Lotti 2009

GASF Report Number	Report Title	Reference
9472	I-75-(2) 240 Preliminary Engineering, Fulton County	Larson 1973
10052	Archaeological Assessment TCNS ID#152736 Proposed 175-foot Monopole Telecommunications Structure (179-Foot Overall Height with Appurtenances) Within 1,563 Square-Foot (145 Square-Meters) Lease Area Big Log 700 Doug Davis Dr Hapeville, Fulton County, Georgia	Lindo and DuBois 2017
10066	Geophysical Survey Report: Phase I Archaeological Survey of East Point Resurfacing Project, Fulton County, Georgia	Green and Moss 2016
11821	Department of Transportation State of Georgia Interdepartmental Correspondence: Archeological Assessment of Project STP-0003-00(897), Fulton County, Georgia	Erickson 2002
13608	GDOT Project CSNHS-0006-00(401) Fulton, Clayton, and Henry Counties P.I. No. 0006401	Brown 2006

Table 4. Previous Archaeological Sites Recorded within a 1-Mile Radius of the Project Area.

Site Number	Site Name	Components	NRHP Eligibility	Recording Entity/Date
9FU768	Until You Come Back to Me	Mid to late 20th century house site	Ineligible	Katherine Lane with ECA/2019

History:

Author: Kenny Pearce

Structures 50+ years Identified: yes

Inspections of the GNAHRGIS database (GNAHRGIS 2020) failed to identify any previously recorded historic resources within 1-mile of the project area; however, the search did detect a former section of historic Georgia Power trolley tracks (Figure 3; Table 5). The Hapeville Line, dating to 1907, lies north of the project area and follows Willingham Drive, Central Avenue, Atlanta Street, and College Street (Sullivan et al. 2012). Under a programmatic agreement among the Federal Highway Administration, the Georgia Department of Transportation, and the Georgia SHPO, Georgia Power trolley (or streetcar) archaeological sites within Atlanta are considered ineligible for NRHP listing.

Table 5. Previously Recorded Historic Trolley Resources Within a 1-Mile Radius of the Project Area

Route ID Number	Name	Location	Description
1213600707	Hapeville Line	The Hapeville Line branches off of the College Park Line as it follows Willingham Drive, Central Avenue, Atlanta Street, and College Street into Hapeville.	Historic streetcar line formed in 1902 by Georgia Railway and Power (Sullivan et al. 2012). Converted to the first trackless trolley line in 1937 (Southeastern Railway Museum 2020).

Research of the NRHP (National Park Service 2020) identified two previously listed historic districts (Hapeville and College Park) and one individual historic property (College Street School) within the 1-mile search radius (see Figure 3; Table 6). Of these NRHP listed resources, only Hapeville Historic District (NRHP ID No. 9000824) intersects with the project area, specifically in the northeast portion of the area.

Hapeville Historic District represents a large early to mid-twentieth century urban area encompassing a concentration of historic commercial and residential areas within the incorporated city limits of Hapeville. This district was listed as eligible under Criteria A and C. College Street School, located immediately north of the project area, is encompassed within the Hapeville Historic District.

Table 6. Previously Listed NRHP Resources Within a 1-Mile Radius of the Project Area

NRHP ID Number	Name	Address and/or Location	Description	NRHP Eligibility Status
9000824	Hapeville Historic District	Within Hapeville: Roughly bounded by I-75 east, Mt. Zion Road north, I-85 west, and Airport Loop Road south; Sylvan and Springdale roads west of I-85	Early to Mid-20th Century Historic District	Listed 2009
93208134	College Park Historic District	Within the College Park city limits, either side of Main Street: Vesta Ave. on the north, Yale Ave. on the south, Madison Street on the east, Harris St. and Washington Road on the west	Late 19th to Mid-20th Century Historic District	Listed 1996
95000902	College Street School	580 College Street, Hapeville	The College Street School is a brick Craftsman style building that was constructed in 1915 and closed in 1970. It served as the city's only white elementary school for nearly 20 years. The school is part of the Hapeville Historic District and it lies immediately outside of the project boundary.	Listed 1995

If you have any questions or require any additional information, please contact me at 470.387.8936 or Duquettes@pondco.com.

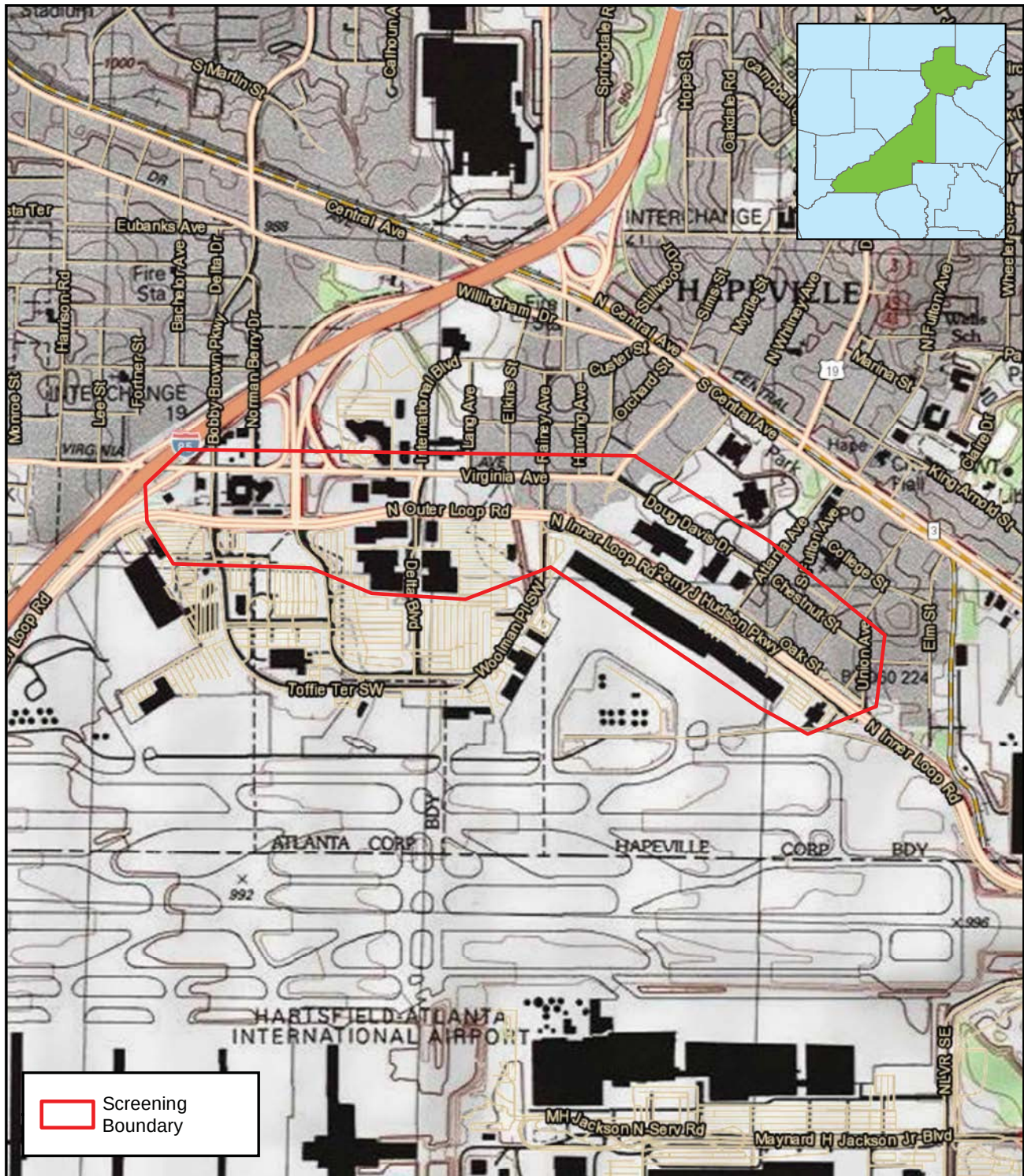
Sincerely,



Sara Duquette
Scientist III

Enclosures:
Attachments: Figures

Architects
Engineers
Planners
Constructors



Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors

Figure 1
Site Location Map



0 500 1,000 2,000 Feet

Aerotropolis Trails
City of Hapeville
Fulton County
February 2020

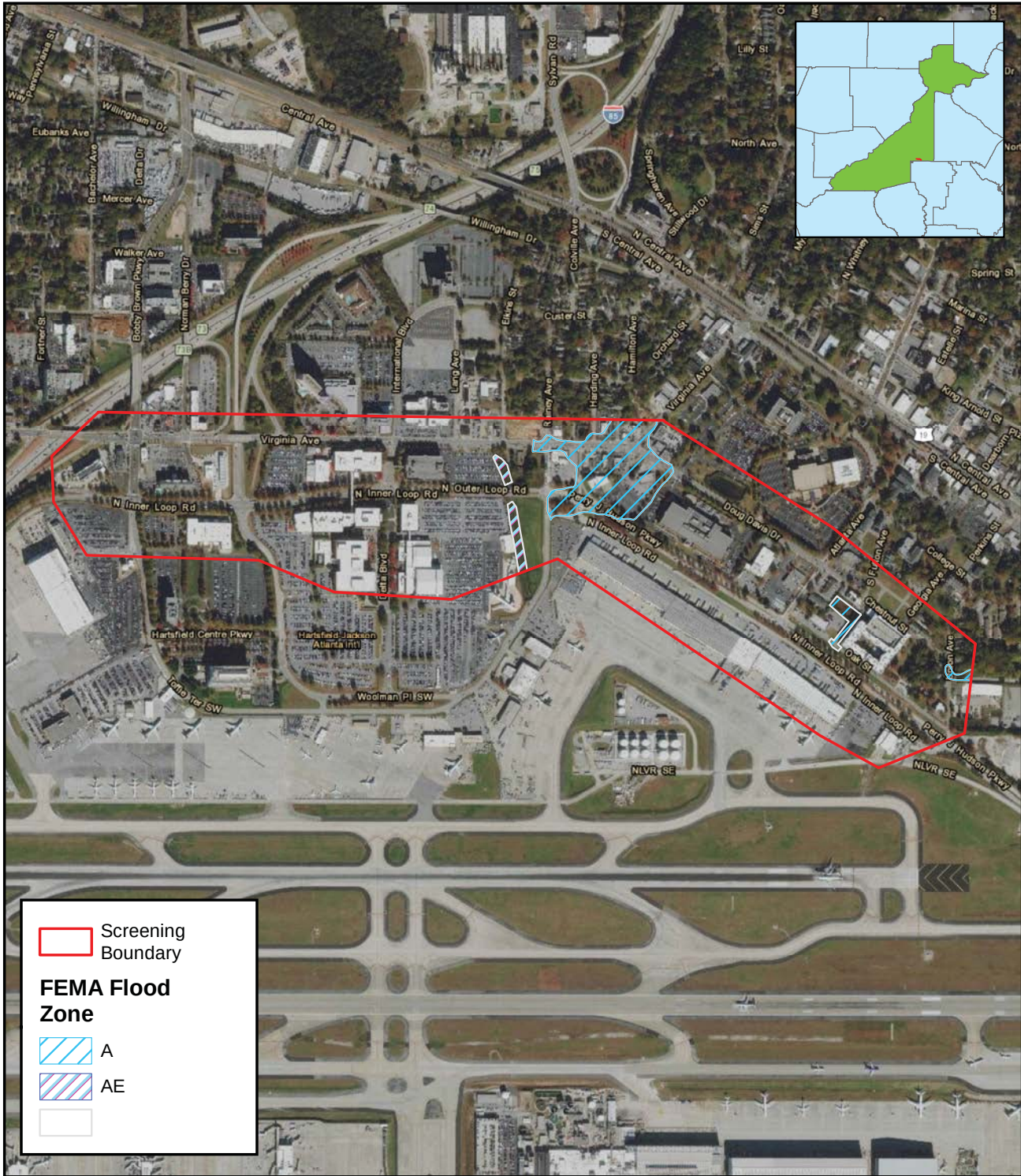


Figure 2
Environmental Screening Map



0 500 1,000 2,000 Feet

Aerotropolis Trails
City of Hapeville
Fulton County
February 2020

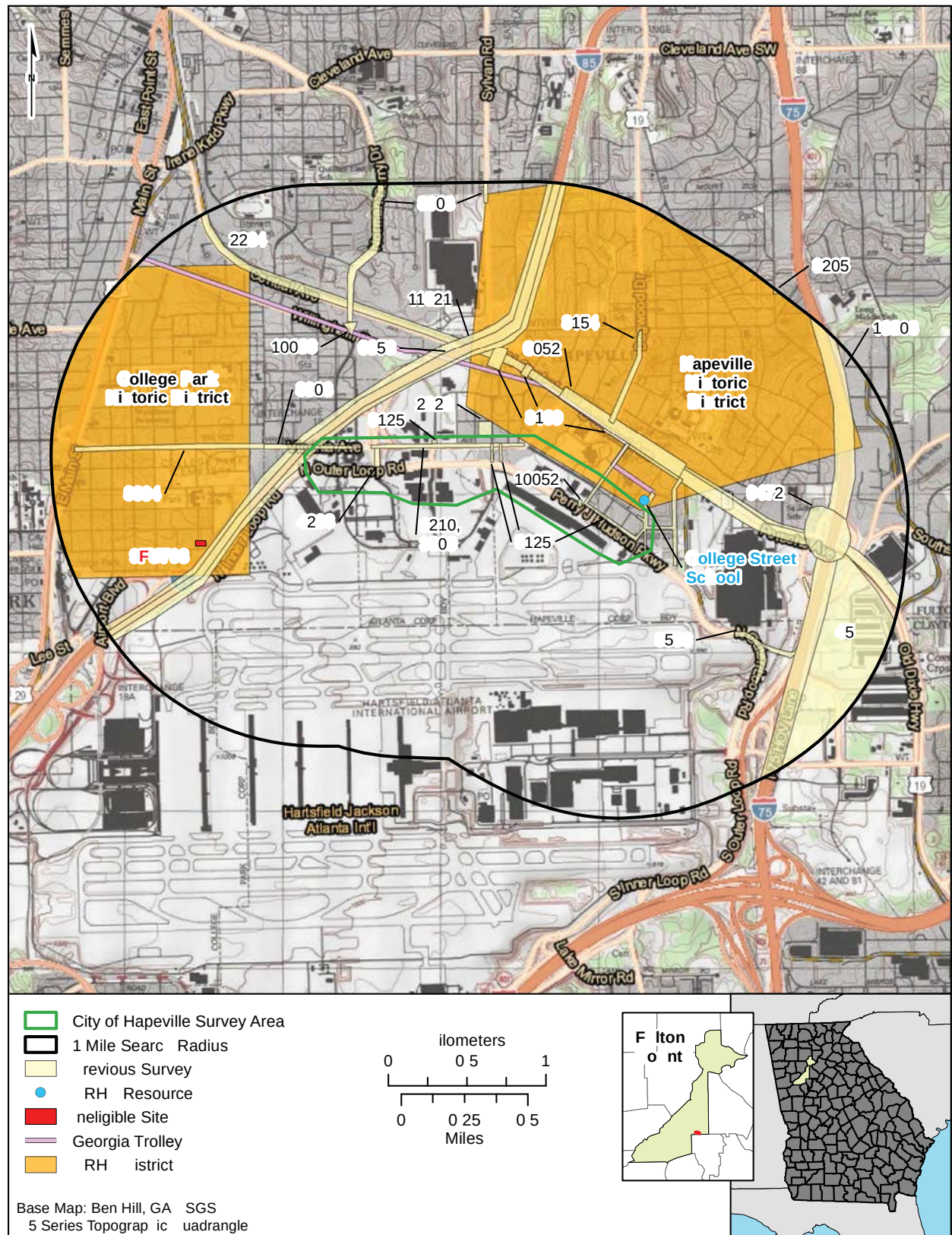


Figure 3. Topographic map showing a previously recorded archaeological site, previously conducted cultural resources surveys, a previously listed NRHP resource, previously listed NRHP districts, and a historic Georgia Trolley line located within a 1-mile radius of the project area.

APPENDIX - B

AeroATL Model Mile Feasibility Study Virtual Public Forums

Schedule & Attendance

Municipality	Date	Time	# Attendees
City of South Fulton	4/21/2020	2:00 - 3:00 PM	24
City of East Point	4/21/2020	4:00 - 5:00 PM	35
City of Atlanta	4/22/2020	3:00 - 4:00 PM	28
City of Hapeville	4/23/2020	2:00 - 3:00 PM	22
City of Union City	4/23/2020	4:00 - 5:00 PM	15
Clayton County	4/28/2020	2:00 - 3:00 PM	23
City of Forest Park	4/28/2020	3:00 - 4:00 PM	15
			162

Summary

This first round of public meetings was initially scheduled as two in-person meetings. Due to the COVID-19 pandemic, these meetings were moved to a virtual/dial in format. All meetings were facilitated by a Consultant Team project manager and followed the same agenda:

- Introduction
- Pigeonhole: How To & Poll
- Overview of Goals & Criteria
- Progress to Date
- Existing Conditions
- Virtual Site Tour
- Interactive Poll
- Interactive Q & A
- Next Steps

Each meeting was recorded and can be found at <https://aeroatl.org/special-projects>. A summary of the interactive poll results and questions/answers recorded at each meeting is included below.

City of Hapeville

City of Hapeville Model Mile Poll Session

Question: What is your current association with the City of Hapeville?		Total votes (13)	
No	Answer options	Votes	% of Total
1	Resident	4	30.8%
2	Business Owner	1	7.7%
3	Government Employee	1	7.7%
4	Elected Official	0	0.0%
5	Just interest in the Trail System	7	53.8%

Question: Do you actively use trails/greenways in Hapeville or other surrounding communities?		Total votes (13)	
No	Answer options	Votes	% of Total
1	Yes	11	84.6%
2	No	2	15.4%
3	I don't know	0	0.0%

Question: Please rate the level of comfort/ease you have as a pedestrian or bicyclist along this corridor, with 1 being very uncomfortable/very uneasy and 5 being very comfortable/easy.		Total votes (11)	
No	Answer options	Votes	% of Total
1	1 - extremely uncomfortable	2	18.2%
2	2	2	18.2%
3	3	3	27.2%
4	4	2	18.2%
5	5 - extremely comfortable	2	18.2%

Question: What amenities would make a proposed greenway along N. Outer/Inner Loop Rd comfortable for you?		Total votes (22)	
No	Answer options	Votes	% of Total
1	Lighting	7	31.8%
2	Emergency Phone Station	1	4.5%
3	Signage	2	9.1%
4	Landscape strip adjacent to trail	6	27.3%
5	Physical barrier adjacent to trail	6	27.3%

Question: What traffic/operational improvements along Outer Loop Road would increase your sense of safety and encourage your use as a pedestrian or bicyclist?		Total votes (22)	
No	Answer options	Votes	% of Total
1	Protected pedestrian facilities along Outer Loop Rd.	8	36.4%
2	crosswalks at intersection of Toffie Terrace and Outer Loop Rd.	7	31.8%
3	Signalized pedestrian/bike crossings at selected locations	2	9.1%
4	Reduced vehicular speed limits along Outer Loop Rd.	2	9.1%
5	Reduced number of vehicular lanes along Outer Loop Rd.	3	13.6%

Question: Which of the following destinations would you like to see the trail connect to?		Total votes (22)	
No	Answer options	Votes	% of Total
1	The Delta Flight Museum/Delta HQ	5	22.7%
2	The Porsche Experience Center	9	41.0%
3	The Existing cycletrack along Doug Davis Dr.	1	4.5%
4	Jesse Lucas Y-Teen Park/Hapeville Depot Museum	1	4.5%
5	Arches Brewery	6	27.3%

City of Hapeville Model Mile & A Session

How can the Hapeville business Community collectively contribute to this project

A: At this stage, we encourage anyone with connections to the business community to spread the word about the model mile feasibility study and these virtual meetings. We would like for business owners to share information with their customers about the project to help get more people engaged. We encourage feedback even after these virtual meetings conclude. The business community can also assist in identifying funding and enlisting political support amongst leadership.

What is the targeted timeframe for starting to build out the trail and timeframe for completion

A: We do not yet have a timeframe for the construction phase of the project. The model mile feasibility study should be complete by September/October 2020. After the study is complete, the municipalities will need to identify and hire a firm to complete the detailed design and engineering plans which could take from 6 to 18 months depending on the funding source and the complexity of the project. Next, the project can be bid out for construction which could take another 12 to 18 months.

How will this project predominately be funded

A: There are several opportunities for funding including local municipal funds, state matching funds, state grants, donations, and the Georgia Department of Transportation. The purpose of this study is to identify a preferred route and potential costs associated with that route.

Q: How much do you expect it to cost? What are the sources of funding?

A: A basic, simple greenway without complicated crossings can cost between 1 and 1.5 Million per mile on the lower end. Once we have the actual preferred route and physical conditions that may impact the route, we will be able to estimate the cost more accurately. There are several opportunities for funding including local municipal funds, state matching funds, state grants, donations and the Georgia Department of Transportation. The purpose of this study is to identify a preferred route and potential costs associated with that route.

Q: Will there be opportunities for art along the trail?

A: Yes, there will be opportunities to incorporate art along the trail system.

Q: What is the ultimate goal for connectivity to other existing/in-process trails? Is the goal to be able to safely travel on foot/bike within the Tri-Cities area, or into Atlanta (PATH, Beltline, etc.)?

A: The model miles are a part of a larger trail system being planned called the AeroATL Greenway Plan. The goal is to interconnect all of the individual model mile trails as well as tie into other trail systems where possible.

Q: Will Delta be utilized as a partner since a majority of the area is in/around Delta Headquarters?

A: Our hope is to engage Delta and create a partnership in this effort. There should be several partners interested in being a part of this effort.

Q: Will the portion of bike lanes on Doug Davis be tied into this project?

A: This project is intended to be its own multi-use trail project. It will absolutely need to be connected to Doug Davis, but at this point we are not sure if this will be a part of the finished project. The ultimate goal is for this to be an independent project, ideally and primarily along Loop Road. However, alternate routes can also be assessed. As we go forward, you will see more alternatives and can help us decide the final route of the trail.

Q: What materials will be used for the trail?

A: Trail materials can vary but more than likely, either asphalt or concrete will be used. The ideal surface is durable and smooth. Concrete is the more durable surface and lasts longer than asphalt. Pavers could also be used as well as recycled materials. It will not be a soft surface trail.

Q: Is there a way to connect to the west near the new airport hotel and through College Park?

A: Yes, there have been some high level discussions about the best way to make that connection. Since this is a part of a larger network, there are plans for greater connections throughout the area.

Q: Where are the proposed routes in College Park and East Point? We are the Tri-Cities.

A: You can review the overall AeroATL Greenway Plan at www.aeroatl.org to see all of the proposed routes that are a part of the larger greenway system. East Point has their own trails master plan. While our focus is on the model miles at this time, we ensure that this is a part of a larger overall plan for connectivity.

APPENDIX - C

AeroATL Model Mile Feasibility Study Virtual Public Forums

Virtual Forum Schedule

Municipality	Date	Time
Clayton County	8/26/2020	2:00 - 3:00 PM
City of Hapeville	8/26/2020	4:00 - 5:00 PM
City of Forest Park	8/27/2020	1:00 - 2:00 PM
City of Union City	8/27/2020	3:00 - 4:00 PM
City of South Fulton	8/28/2020	1:00 - 2:00 PM
City of Atlanta	9/9/2020	6:00 - 7:00 PM
City of East Point	9/16/2020	6:00 - 7:00 PM

Summary

In response to the continuing COVID-19 pandemic, the second round of public meetings were held in a virtual/dial in format. The purpose of this round of meetings was to give an overview of the alignment(s) being considered and to get some preliminary feedback. All meetings were facilitated by a Consultant Team project manager and followed the same agenda:

- Introduction
- Overview of Goals & Criteria
- Alignment Overview
- Alignment Q&A
- Next Steps

Each meeting was recorded and can be found at <https://aeroatl.org/special-projects>. A summary of the questions/answers recorded at each meeting is included below.

Clayton County

Clayton County Model Mile Q & A Session

Q: Is the elevated concept in the purple alignment expensive to construct?

A: As compared to a concrete trail on the ground, the elevated design is more expensive. You can spend less money in materials up front, but there will be the need for maintenance 10 – 15 years from construction date. However, spending the money up front on quality materials will reduce the need for long

City of Hapeville Model Mile Q & A Session

Q: If the purple alignment utilizes Virginia Ave as the primary corridor, how will it conflict with or tie into other plans under review with AeroATL including Elevated BRT + autonomous vehicle lanes (smart corridor)?

A: We'll show another alternative that utilizes the corridor more than the purple alternative but either way, we will be reviewing other plans and will be coordinating with the City and the client to ensure that we are taking all of those efforts into account in all of our decision making.

C: The new trail will not get a lot less use if there is no tree cover, particularly with the next door heat island that is the airport.

R: I agree, it will have to be a pleasant place to be appealing and to attract the public to use the trail.

Q: Regarding the green alignment, how is it working in other jurisdictions where lanes were removed for bike and foot traffic? Several in downtown/midtown Atlanta. Any data available?

A: We do not have that data readily available but there are two sides of that coin. First you consider the street and whether or not it is over built – is there excess capacity and into the future, will there still be capacity? When there is not a need for these excess lanes, they can be taken for trail use. On the other hand, you can look at an area and see that, while there is a lot of vehicular traffic, taking a lane still may not impact the level of service of that street that badly. If we're trying to encourage a different behavior, then the level of service for vehicles may be allowed to suffer in order to give more opportunities for other means of travel like bike/ped.

C: I love the design of PATH Parkway at Tech.

4

R: I agree, that is a good example where a road was way over capacity and a lane was turned into a multi-use corridor.

APPENDIX – D

AeroATL Model Mile Feasibility Study Virtual Public Forums

Virtual Forum Schedule

December 16, 2020

Session #1: 11:00 AM – 12:00 PM

Session #2: 6:00 PM – 7:00 PM

Summary

In response to the continuing COVID-19 pandemic, the third and final round of public meetings were held in a virtual/dial in format. The purpose of this round of meetings was to present draft alignment concepts and to get public feedback before the study is finalized. Both sessions were facilitated by the Consultant Team and followed the same agenda for each Model Mile:

- Project Goals
- Existing Conditions
- Preferred Alignment
- Plan Views
- Typical Sections
- Trail Streetscapes
- Cost Summary
- Q & A Session

Each session was recorded and can be found at <https://aeroatl.org/special-projects>. A summary of the questions, answers, and comments recorded at both sessions is included below.

Session #1: Questions & Comments

Q: To be well used, trails need destinations...How can the Hapeville trail connect to downtown?

A: This Model Mile is a part of a larger network that, when built, will connect to downtown Hapeville and will provide connectivity for people at the Delta campus and some of the more isolated areas. It will go a long way to improve connections to downtown. A specific spur connection to downtown Hapeville is outside of the scope of this study but is an idea that should be built upon.

Q: For Forest Park, do you see the path continuing in the future over the interstate? or would it turn down Frontage Rd?

A: We looked at several different ways to cross the interstate. Crossing at the intersection at Forest Parkway is less desirable because of the potential conflicts (slip lanes, on ramps/off ramps, heavy traffic). A grade separated crossing further north would be a better and safer option. There is also a potential opportunity to cross near Mud Creek, but there are grade elevation changes on the west side of the highway that would also need to be resolved.

Q: When is this project projected to become a reality?

A: Each community will have its own timeline for implementation. This study emphasizes the use of local funding wherever possible versus federal funding because federal funding lengthens the timeline and can be more competitive. Each municipality is different but are all actively working to build the trails. The CIDs will continue to push these projects to maintain momentum so that they are implemented.

Q: I like the schoolwalk best for Clayton. Connecting to the homes behind the school. Would like to see thoughts on how this could connect to the potential Flint River projects.

A: The boardwalk alignment is located within the floodplain of the Flint River. Earlier in the study process, we looked into alternatives closer to the river, but it is not the safest or most cost-effective opportunity at this time. There is an alternative with a spur overlook to the Flint River that could give users a closer view of the river. Eventually, the system will connect to the Flint River sites near the airport.

Q: What are the plans & ongoing costs related for upkeep and maintenance? This includes regular trash pickup & upkeep of vegetation as well as paint refresh, pressure wash, etc.--avoid looking run down.

A: Upkeep and maintenance costs will be the responsibility of each community, as well as safety and monitoring. We encourage each community to think about such operational costs on the back end. Each community is well aware that these infrastructure costs are important.

Q: Isn't there already bike lanes on Delowe through the park?

A: Yes, there are existing bike lanes but they are substandard width and are rarely used. They are only 2 ft in some places, very narrow and there is no buffer between the bicyclists and the automobile drivers. Speeds are also very high on Delowe, and over time the unused bike lanes have become de facto sidewalks since sidewalks do not exist in the area. This trail would make this area safer for pedestrians and cyclists and will be a better use of public right of way.

Q: what are the future plans for Union City? Would this continue on Buffington? Where would it continue on the north side? Flat Shoals is a crazy busy road.

A: There are some intersection improvements and sidewalks planned for the Buffington Road and Royal South Parkway intersection. The scope of this plan is to focus on Royal South Parkway. Where the trail ties into in the future could be addressed in a future study, but there is a real interest by the City to build a larger network.

Q: I love the EP plans. I'm not sure the pedestrian bridge over the tracks will be used as much as we hope. Elevators are slow and stinky and no ramp for bikes. How can we make it more accessible?

A: We are aware of the inoperable elevators and the issues with people using them for reasons other than accessing the bridge. We've had conversations with the City and there are plans to make the bridge more appealing. The hope is that adding art investments, activity to the area with the trail, and through redevelopment that would reduce the incidences of people misusing the bridge and other public spaces.

C: For EP, I agree with moving the trail to the east side of Marta to get the PATH off of Main and not causing congestion with MARTA commuters.

Q: What are your plans for continued community engagement? How will you ensure residents do not get displaced?

A: We're at the end of this project but each community's desire as they move forward with the engineering plans will be to implement their own community engagement strategy. There will be continued engagement with each individual community as they move these Model Mile projects forward. The CIDs are also going to continue to advocate for this project to keep it in the forefront and will continue to engage the public.

Regarding displacement, in a physical sense, these trails won't impact property directly but as redevelopment occurs, we do want to maintain equity and ensure that long term residents do not get displaced. Each community is very sensitive to this and will be an ongoing part of our discussion.

Session #2: Questions & Comments

Q: Are the trail rights-of-way on public property, or do some of the plans have the trails on private land? Are the private landowners onboard with the plans you're proposing? (Like to grant an easement?)

A: Each Model Mile is different. Where possible, we work within the public right of way, whether it's on Forest Parkway where we could reclaim the shoulder or in Hapeville on Virginia Avenue where we are working within the public right of way. We have a mixture of land owners, some public and some private.

So, a part of the strategy in each community working forward will be to work directly with private property owners as needed.

Q: In these design proposals, to what extent did you consider keeping the trail grades relatively level? I believe that having the trails' grades be too challenging will discourage casual use.

A: Yes. All of the trails that you are seeing are less than 2 – 5 % slope. We try to avoid following corridors where possible and we factor in ADA accessibility into the trail design. There are places where the trails follow roads that are adjacent to curbs where we have limited ability to address these challenges, because you are working with the grade of the road. We've attempted to minimize these instances and have tried to make the trail accessible to a diversity of people.

DRAFT

1 **STATE OF GEORGIA**
2 **CITY OF HAPEVILLE**

3
4 **ORDINANCE NO. _____**

5
6 **AN ORDINANCE TO AMEND CHAPTER 11 (“BUSINESS LICENSING AND**
7 **REGULATION”), ARTICLE 14 (“MEDIA PRODUCTIONS AND PERMITS”), SECTION**
8 **11-14-6 (“FILMING REGULATIONS”) OF THE CODE OF ORDINANCES, CITY OF**
9 **HAPEVILLE, GEORGIA; TO PROVIDE FOR SEVERABILITY; TO REPEAL**
10 **CONFLICTING ORDINANCES; TO PROVIDE AN EFFECTIVE DATE; AND TO**
11 **PROVIDE FOR OTHER LAWFUL PURPOSES.**

12
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
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
21 **WHEREAS**, amendments to any of the provisions of the City’s Code may be made by
22 amending such provisions by specific reference to the section number of the City’s Code; and,

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

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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 governing authority of the City finds it desirable to amend and update
32 filming regulations for the City.

33
34 **BE IT, AND IT IS HEREBY ORDAINED BY THE MAYOR AND COUNCIL OF**
35 **THE CITY OF HAPEVILLE, GEORGIA THAT:**

36
37 **Section One.** Chapter 11 (Business Licensing and Regulations), Article 14 (Media
38 Productions and Permits), Section 11-14-6 (Filming Regulations) of the City Code of Ordinances
39 is hereby amended by creating subsection (h), which shall state as follows:

40
41 (h) *Discretion of Mayor and Council.* The Mayor and City Council shall have the power and
42 authority to grant exceptions to any of the regulations listed above in this Section. Such exceptions
43 may be granted at the sole discretion of Mayor and Council. The Mayor and Council may request
44 additional documents from Permittee before consideration of exceptions. The decision made by
45 Mayor and Council regarding exceptions is final and may not be appealed to any city board.

DRAFT

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 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 _____, 2021.

CITY OF HAPEVILLE, GEORGIA

Alan Hallman, Mayor

ATTEST:

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Crystal Griggs-Epps, City Clerk

APPROVED BY:

City Attorney

DRAFT

**AGREEMENT BETWEEN ___Tokie Taylor (Artist's Name)
AND THE CITY OF HAPEVILLE, GEORGIA
FOR TEMPORARY STOREFRONT INSTALLATIONS**

This Agreement is made this 2nd day of February 2021, by and between the **City of Hapeville, Georgia** and _____Tokie Taylor_____ ("**Contractor**") for Contractor to perform the following Façade Improvements:

Contractor will contribute images that will be used to create a fabric banner, not to exceed three (3) square feet, to be installed in the store front of _____ (address/location), Hapeville, GA 30354, in accordance with the specifications and designs specified in the Scope of Services attached hereto as Exhibit A and incorporated herein.

With the exception of any items noted in the next paragraph, Contractor agrees to furnish a high-resolution image or photograph to be displayed . In return, the City of Hapeville will pay Contractor the sum of \$250 per image for the right to temporarily display the artwork in recognition of Black History Month 2021.

Contractor will provide all labor and materials required for completion of this project

Contractor shall commence and complete the work to be performed in compliance with the schedule required by Exhibit A and any amendments or deliverables extensions approved by the City of Hapeville.

Contractor is acting in the capacity of an independent contractor with respect to the work performed under this Agreement. Nothing contained herein shall be deemed to create any relationship other than that of independent contractor between the City of Hapeville and Contractor. This Agreement shall not constitute, create, or otherwise imply an employment, joint venture, partnership, agency or similar arrangement between the City of Hapeville and Contractor. It is expressly agreed that Company is acting as an independent contractor and not as an employee in providing the Services under this Agreement

1. Indemnification

Contractor agrees to defend, indemnify, and hold the City of Hapeville harmless against any and all liability, claims, damages, fines, penalties, costs, and expenditures (including reasonable attorneys' fees and costs of litigation defense and/or settlement) arising from Contractor's performance of its work performed under this Agreement.

Contractor further agrees to indemnify, defend, and hold the City of Hapeville harmless from all damages caused by Contractor's failure to comply with the terms set forth in this Agreement.

Contractor further agrees to indemnify, defend, and hold the City of Hapeville harmless from any claims by laborers, subcontractors, or materialmen in connection with the work performed under this Agreement.

2. Assignment of Contract

Contractor agrees not to assign this Agreement without the written consent of the City of Hapeville.

3. Performance of Work

Contractor agrees to undertake all work performed under this Agreement diligently and in a good and workmanlike manner.

Contractor agrees to comply with all laws, ordinances, rules, regulations, codes, and orders in performing its work under this Agreement.

Contractor shall promptly remedy, at its own expense, any defect due to its faulty material or workmanship and pay for any damages resulting therefrom.

Contractor shall promptly replace and put in good condition, at its own expense, any existing conditions damaged in performing its work under this Agreement.

Contractor shall take all precautions to protect persons from injury and unnecessary interference or inconvenience in performing its work under this Agreement.

Contractor shall conduct its activities in a businesslike manner and adhere to the reasonable wishes of the City of Hapeville in relation to its working schedule.

Contractor agrees to keep the premises clean and orderly and to remove all debris as needed during the hours of work in order to maintain work conditions which do not cause health or safety hazards.

At the completion of the project, Contractor shall clean the property and leave it fit for use. All equipment, materials, rubbish, and similar material incidental to the project shall be removed by the Contractor.

Contractor represents that, in performing the services hereunder, Contractor will not have an apparent or actual conflict of interest with any other work it is currently performing. Contractor is not subject to any statute, regulation, ordinance or rule that will limit its ability to perform its obligations under this Agreement. The parties agree that Contractor shall be free to accept other work during the term hereof; provided,

however, that such other work shall not interfere with the provision of Services hereunder.

4. Inspection

The City of Hapeville shall have the right to inspect all work performed by Contractor under this Agreement prior to acceptance of the final product.

5. Entire Agreement

This Agreement, including all exhibits, appendixes, and other documents appended hereto constitutes the entire agreement between the City of Hapeville and Contractor.

Any subsequent modifications to this Agreement shall not be binding unless made in writing and signed by authorized representatives of both the City of Hapeville and Contractor.

Contractor further agrees that no changes in the schedule, design, or specifications of the work hereunder may be made without written authorization from the City of Hapeville.

6. Right to Stop Work

If Contractor fails to correct defective work, the City of Hapeville may order Contractor to stop the work or any portion thereof, until the cause for such order has been eliminated.

8. Severability

If any provision of this Agreement is held invalid or unenforceable the remaining provisions shall be valid and binding upon the parties. One or more waivers by either party of any provision, term or condition shall not be construed by the other party as waiver of any subsequent breach of the same provision, term or condition.

9. Controlling Law

This Agreement is to be governed by the laws of the State of Georgia, and this Agreement and the rights and obligations of the parties hereto shall be governed by and construed according to the laws of the State of Georgia without giving effect to the principles of conflicts of laws. The jurisdiction for resolution of any disputes arising from this Agreement shall be in the State Courts of Fulton County, Georgia.

THE CITY OF HAPEVILLE

CONTRACTOR

Alan Hallman, Mayor

_____*Tokie Taylor*_____
Sign Name, Contractor

_____*Tokie Taylor*_____
Print Name, Contractor

Attest:

Crystal Griggs-Epps, City Clerk

Approved as to Form:

City Attorney



**AGREEMENT BETWEEN __EuGene V Byrd III____ (Artist's Name)
AND THE CITY OF HAPEVILLE, GEORGIA
FOR TEMPORARY STOREFRONT INSTALLATIONS**

This Agreement is made this 2nd day of February 2021, by and between the **City of Hapeville, Georgia** and __EuGene Byrd__ ("**Contractor**") for Contractor to perform the following Façade Improvements:

Contractor will contribute images that will be used to create a fabric banner, not to exceed three (3) square feet, to be installed in the store front of _____ (address/location), Hapeville, GA 30354, in accordance with the specifications and designs specified in the Scope of Services attached hereto as Exhibit A and incorporated herein.

With the exception of any items noted in the next paragraph, Contractor agrees to furnish a high-resolution image or photograph to be displayed . In return, the City of Hapeville will pay Contractor the sum of \$250 per image for the right to temporarily display the artwork in recognition of Black History Month 2021.

Contractor will provide all labor and materials required for completion of this project

Contractor shall commence and complete the work to be performed in compliance with the schedule required by Exhibit A and any amendments or deliverables extensions approved by the City of Hapeville.

Contractor is acting in the capacity of an independent contractor with respect to the work performed under this Agreement. Nothing contained herein shall be deemed to create any relationship other than that of independent contractor between the City of Hapeville and Contractor. This Agreement shall not constitute, create, or otherwise imply an employment, joint venture, partnership, agency or similar arrangement between the City of Hapeville and Contractor. It is expressly agreed that Company is acting as an independent contractor and not as an employee in providing the Services under this Agreement

1. Indemnification

Contractor agrees to defend, indemnify, and hold the City of Hapeville harmless against any and all liability, claims, damages, fines, penalties, costs, and expenditures (including reasonable attorneys' fees and costs of litigation defense and/or settlement) arising from Contractor's performance of its work performed under this Agreement.

Contractor further agrees to indemnify, defend, and hold the City of Hapeville harmless from all damages caused by Contractor's failure to comply with the terms set forth in this Agreement.

Contractor further agrees to indemnify, defend, and hold the City of Hapeville harmless from any claims by laborers, subcontractors, or materialmen in connection with the work performed under this Agreement.

2. Assignment of Contract

Contractor agrees not to assign this Agreement without the written consent of the City of Hapeville.

3. Performance of Work

Contractor agrees to undertake all work performed under this Agreement diligently and in a good and workmanlike manner.

Contractor agrees to comply with all laws, ordinances, rules, regulations, codes, and orders in performing its work under this Agreement.

Contractor shall promptly remedy, at its own expense, any defect due to its faulty material or workmanship and pay for any damages resulting therefrom.

Contractor shall promptly replace and put in good condition, at its own expense, any existing conditions damaged in performing its work under this Agreement.

Contractor shall take all precautions to protect persons from injury and unnecessary interference or inconvenience in performing its work under this Agreement.

Contractor shall conduct its activities in a businesslike manner and adhere to the reasonable wishes of the City of Hapeville in relation to its working schedule.

Contractor agrees to keep the premises clean and orderly and to remove all debris as needed during the hours of work in order to maintain work conditions which do not cause health or safety hazards.

At the completion of the project, Contractor shall clean the property and leave it fit for use. All equipment, materials, rubbish, and similar material incidental to the project shall be removed by the Contractor.

Contractor represents that, in performing the services hereunder, Contractor will not have an apparent or actual conflict of interest with any other work it is currently performing. Contractor is not subject to any statute, regulation, ordinance or rule that will

limit its ability to perform its obligations under this Agreement. The parties agree that Contractor shall be free to accept other work during the term hereof; provided, however, that such other work shall not interfere with the provision of Services hereunder.

4. Inspection

The City of Hapeville shall have the right to inspect all work performed by Contractor under this Agreement prior to acceptance of the final product.

5. Entire Agreement

This Agreement, including all exhibits, appendixes, and other documents appended hereto constitutes the entire agreement between the City of Hapeville and Contractor.

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THE CITY OF HAPEVILLE

CONTRACTOR

Alan Hallman, Mayor



Sign Name, Contractor

EuGene V Byrd III
Print Name, Contractor

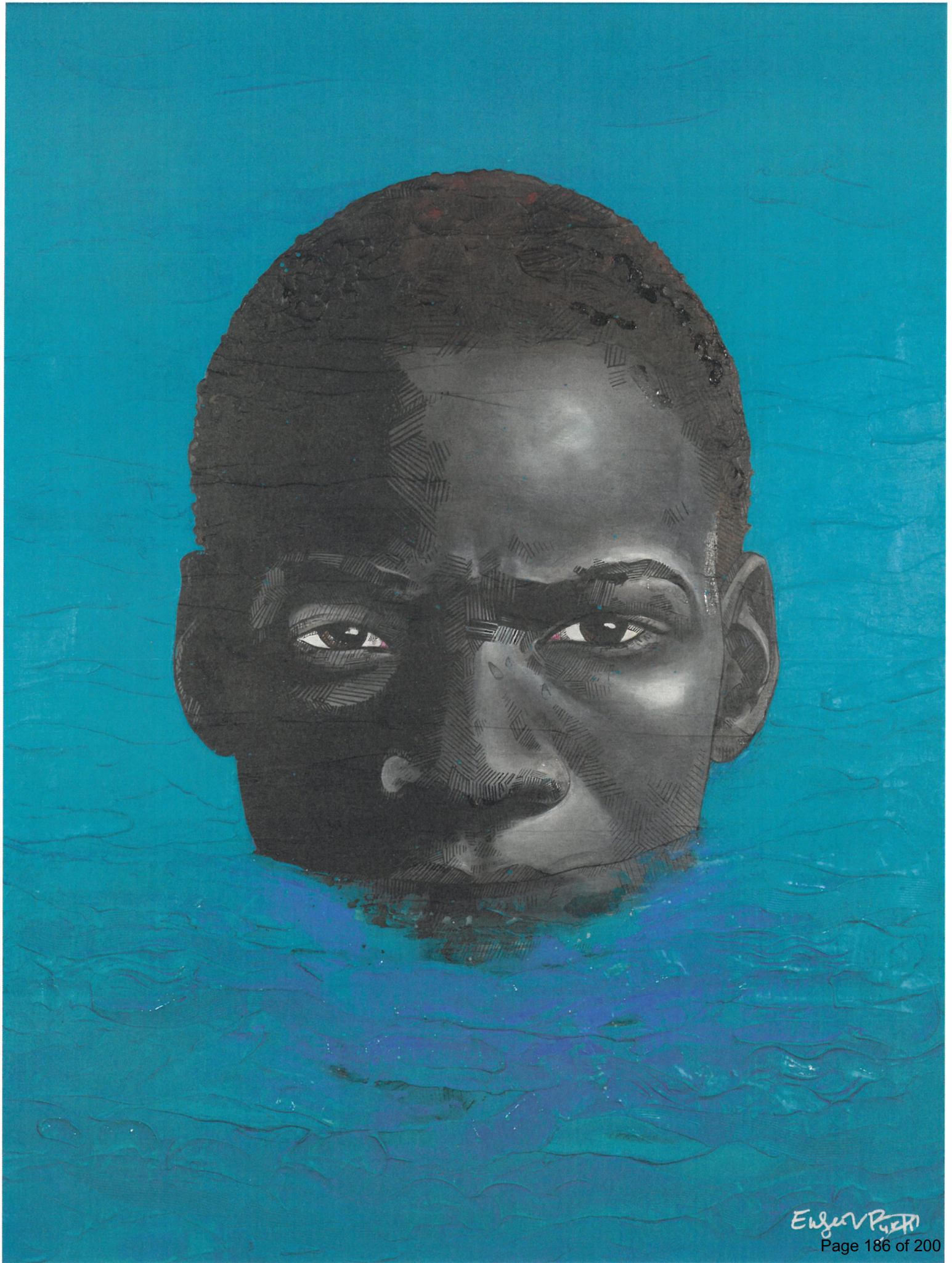
Attest:

Crystal Griggs-Epps, City Clerk

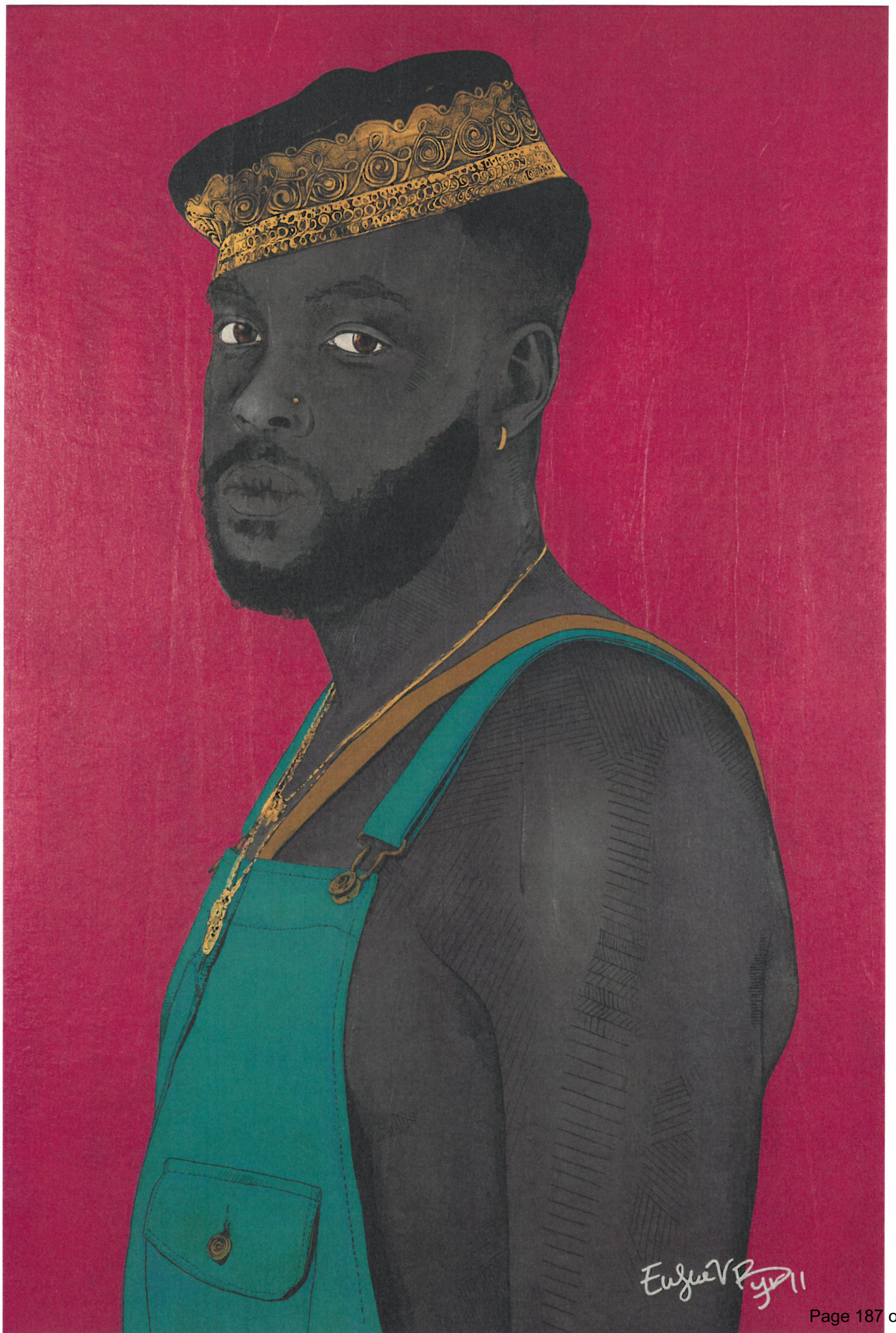
Approved as to Form:

City Attorney





Eugen P. P. P.



**AGREEMENT BETWEEN _____Sachi Rome_____ (Artist's Name)
AND THE CITY OF HAPEVILLE, GEORGIA
FOR TEMPORARY STOREFRONT INSTALLATIONS**

This Agreement is made this 2nd day of February 2021, by and between the **City of Hapeville, Georgia** and Sachi Rome ("**Contractor**") for Contractor to perform the following Façade Improvements:

Contractor will contribute images that will be used to create a fabric banner, not to exceed three (3) square feet, to be installed in the store front of _____ (address/location), Hapeville, GA 30354, in accordance with the specifications and designs specified in the Scope of Services attached hereto as Exhibit A and incorporated herein.

With the exception of any items noted in the next paragraph, Contractor agrees to furnish a high-resolution image or photograph to be displayed . In return, the City of Hapeville will pay Contractor the sum of \$250 per image for the right to temporarily display the artwork in recognition of Black History Month 2021.

Contractor will provide all labor and materials required for completion of this project

Contractor shall commence and complete the work to be performed in compliance with the schedule required by Exhibit A and any amendments or deliverables extensions approved by the City of Hapeville.

Contractor is acting in the capacity of an independent contractor with respect to the work performed under this Agreement. Nothing contained herein shall be deemed to create any relationship other than that of independent contractor between the City of Hapeville and Contractor. This Agreement shall not constitute, create, or otherwise imply an employment, joint venture, partnership, agency or similar arrangement between the City of Hapeville and Contractor. It is expressly agreed that Company is acting as an independent contractor and not as an employee in providing the Services under this Agreement

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THE CITY OF HAPEVILLE

CONTRACTOR

Alan Hallman, Mayor

Sachi Rome_____
Sign Name, Contractor

Rome_____
Print Name, Contractor

____Sachi

Print Name, Contractor

Attest:

Crystal Griggs-Epps, City Clerk

Approved as to Form:

City Attorney

January 25, 2021

Artist's Name Sachi Rome

Address 8719 Homewood DR Riverdale Ga

Billed To:

City of Hapeville

3468 North Fulton Avenue

Hapeville, GA 30354

Invoice Number: BHM2021-1

Description: Compensation for temporary license to use artist image for temporary display.

Total payment is: 500.00

Due now:

Send payment to:

Artist's Name Sachi Rome

Address 8719 Homewood Drive Riverdale Ga 30274





David M. Curry
Revenue Commissioner

State of Georgia
Department of Revenue
Local Government Services Division
4125 Welcome All Road Ste 701
Atlanta, Georgia 30349
Telephone (404) 724-7004
Fax (404) 724-7011

Charles Nazerian
Director

FULTON COUNTY BOARD OF COMMISSIONERS
(TSPLOST2)
141 PRYOR ST SW
ATLANTA GA 30303

December 4, 2020

RE: 1% Transportation Special Purpose Local Option Sales Tax (TSPLOST)

Dear Commissioners:

This is to advise you that the current **1% Transportation Special Purpose Local Option Sales Tax (TSPLOST)** is projected to cease effective **March 31, 2022**. This date may be earlier if it is determined that sufficient revenues have been raised to meet the goal amount specified in the ballot.

This is in accordance with O.C.G.A. § 48-8-112, the tax shall cease to be imposed "on the final day of the maximum period of time specified for the imposition of the tax; or as of the end of the calendar quarter during which the commissioner determines that the tax will have raised revenues sufficient to provide to the county...net proceeds equal to or greater than the amount specified as the estimated amount of net proceeds to be raised by the tax"; whichever occurs first.

Any new tax that is passed by the voters will be "imposed on the first day of the next succeeding calendar quarter which begins more than 80 days after the date of the election" (O.C.G.A. § 48-8-112). If you have not done so, please forward a copy of the ballot, referendum and election results to our office for any new election held to impose the tax. Failure to do so may result in a delay in the start of the tax.

If we can be of further help to you, please do not hesitate to call.

Sincerely,

Cindy Dunlap
Distributions Supervisor

jku

An Equal Opportunity Employer

INTRODUCTION

In January 2018, the Fulton County BOC in coordination with the Mayors of the County's 14 municipalities outside of the City of Atlanta adopted the Fulton County Transit Master Plan. In May 2019, the BOC in coordination with the cities, amended the County's short-term plan and reaffirmed South Fulton Parkway and GA 400 as the priority transit corridors.

Through previous discussions, MARTA has agreed to fund the maintenance and operations for transit along South Fulton Parkway and GA 400 as part of the existing 1-cent sales tax. To move these projects toward implementation a local commitment is required to help fund the necessary capital improvements. Renewal of the County's TSPLOST (Transportation Special Purpose Local Option Sales Tax) provides an avenue for the County and Cities to provide up to 50% of the capital funds needed to advance transit in South and North Fulton County.

PROJECT FUNDING

NORTH FULTON COUNTY

POPULATION (2018) <i>BASIS FOR TSPLOST DISTRIBUTION</i>	+/- 394K
% OF FULTON COUNTY POPULATION OUTSIDE ATLANTA	66.3%
ESTIMATED TSPLOST II REVENUE <i>BASED ON POPULATION</i>	\$358M
ESTIMATED BRT CAPITAL COST	\$350M
% OF TSPLOST II FUNDS NEEDED TO FUND 50% BRT CAPITAL COST	42%

1-CENT TSPLOST OPTION

In lieu of renewing the current 0.75-cent TSPLOST, the County could pursue a legislative change to allow a full 1-cent sales tax (as allowed in other Georgia counties). A full 1% sales tax would yield approximately \$700 Million over five years and would allow the cities to maintain a similar level of funding to the current TSPLOST for local projects as well as the necessary transit funding.

POTENTIAL REFERENDUM TIMELINE

On May 24, 2016, Fulton County voters reauthorized the education sales tax, ESPLOST, to raise up to \$976 million for new school construction, building additions and renovations, technology innovations, transportation upgrades and safety improvements throughout the Fulton County School System. The tax began collections on July 1, 2017, and will expire on June 30, 2022, unless voters approve another five-year extension. While timing of a Fulton County ESPLOST renewal is unknown at this point, the TSPLOST would need to be on the November 2021 ballot.

TIMELINE TABLE

POTENTIAL REFERENDUM DATE

NOV 2021

JURISDICTIONS DEVELOP PROJECT LIST

FEBRUARY - MAY

JURISDICTIONS ADOPT PROJECT LIST

INCLUDING TRANSIT

JUNE

**OFFICIAL MEETING TO DISCUSS PROJECT LIST *AND*
INTERGOVERNMENTAL AGREEMENT EXECUTED**

JULY

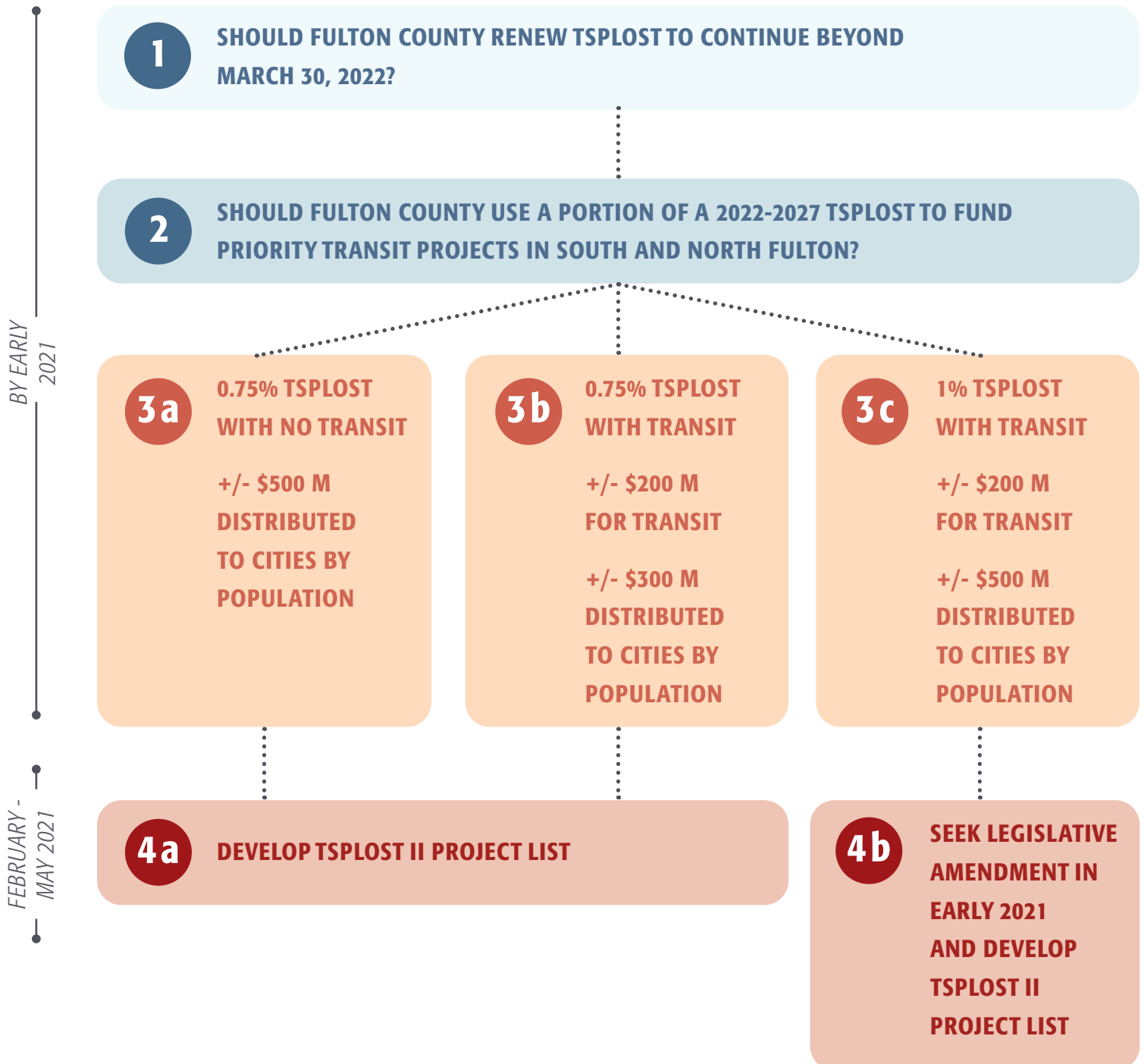
**RESOLUTION SIGNED BY COUNTY AND
FORWARDED TO ELECTION SUPERINTENDENT**

BY AUGUST 2

NEXT STEPS

DECISIONS TO BE MADE

DECISION
TIMELINE



INTRODUCTION

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PROJECT FUNDING

SOUTH FULTON COUNTY

POPULATION (2018) <i>BASIS FOR TSPLOST DISTRIBUTION</i>	+/- 200K
% OF FULTON COUNTY POPULATION OUTSIDE ATLANTA	33.7%
ESTIMATED TSPLOST II REVENUE <i>BASED ON POPULATION</i>	\$182M
ESTIMATED BRT CAPITAL COST	\$145M
% OF TSPLOST II FUNDS NEEDED TO FUND 50% BRT CAPITAL COST ON SOUTH FULTON PARKWAY	40%
ESTIMATED LIGHT RAIL CAPITAL COST*	\$1.1 — \$1.6B

**This assumes incorporation of light rail into the ATL Regional Transit Plan, would require significant federal or state funding, and a significant local match.*

1-CENT TSPLOST OPTION

In lieu of renewing the current 0.75-cent TSPLOST, the County could pursue a legislative change to allow a full 1-cent sales tax (as allowed in other Georgia counties). A full 1% sales tax would yield approximately \$700 Million over five years and would allow the cities to maintain a similar level of funding to the current TSPLOST for local projects as well as the necessary transit funding.

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TIMELINE TABLE POTENTIAL REFERENDUM DATE

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JURISDICTIONS ADOPT PROJECT LIST

INCLUDING TRANSIT

JUNE

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INTERGOVERNMENTAL AGREEMENT EXECUTED**

JULY

**RESOLUTION SIGNED BY COUNTY AND
FORWARDED TO ELECTION SUPERINTENDENT**

BY AUGUST 2

NEXT STEPS

DECISIONS TO BE MADE

DECISION
TIMELINE

