

MARIETTA UNIVERSITY ENHANCEMENT DISTRICT



LIVABLE CENTERS INITIATIVE STUDY 5-YEAR UPDATE

SEPTEMBER 2018

Marietta University Enhancement District MU² Livable Centers Initiative Study 5-Year LCI Update (2019-2024)

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Marietta University Enhancement District MU² Livable Centers Initiative Study 5-Year LCI Update (2019-2024)

EVALUATION AND APPRAISAL REPORT

Introduction

The Marietta University Enhancement District Livable Centers Initiative study, referred to as the MU2 LCI, was completed in 2013 to develop an implementation plan that would serve as the blueprint for addressing transportation, land use, economic development and community design issues for the area surrounding Life University and the former Southern Polytechnic State University (SPSU), now Kennesaw State University – Marietta Campus. The original planning effort was led by consultants from Jacobs and Bleakly Advisory Group, in partnership with the City of Marietta, the Atlanta Regional Commission, and local residents, business owners, civic organizations, institutions such as SPSU and Life University, and other stakeholders.

The MU2 LCI plan assessed existing conditions within the study area, conducted an extensive public engagement process, created a vision for the area, and developed an implementation program to make the vision a reality. The plan created a baseline assessment through evaluating existing conditions that focused on socioeconomic and market conditions, land use, community character and transportation at the time the plan was developed. The baseline assessment is being used to compare growth, understand trends and measure success within the LCI area.

This 5-year update provides a detailed assessment of the original plan's work program and implementation for the period of 2013-2018, as well as provides an updated work program for the next five years. The document provides this information through an evaluation and appraisal report and an implementation plan with updated 5-year action plan for 2019-2024.

MU2 LCI Study Area

The MU2 study area is located in the southeast corner of the City of Marietta, centered around the growing campuses of KSU-Marietta and Life University. The LCI area consists of 403 parcels totaling 774 acres. The boundary extends just east of Cobb Parkway/US 41 and just north of South Marietta Parkway/SR 120 with the southern boundary abutting the City's southern limits. The study area includes the CobbLinc (formerly known as Cobb County Transit, or CCT) bus terminal and park and ride lot, as well as the two university campuses.

The study area is an ideal location for a dynamic livable center due to the two universities and transit access, but conditions such as suburban land use patterns, poor transportation connectivity and an aging housing and commercial real estate stock have often discouraged new investment. The study area has a relatively small residential population of approximately 2,500, but a large daytime population of over

30,000. The area has a lower than average income and a higher renter percentage than the city of Marietta as a whole.

The existing land use is predominately commercial or institutional with the majority of the commercial retail serving auto-related uses. However, the study area is one of the more well-served areas in Cobb County for transit service due to the presence of the CobbLinc Transfer Station on South Marietta Parkway. These routes serve regional activity centers such as the Town Center and Cumberland areas, as well as two MARTA stations, Arts Center and H.E. Holmes. Locally, the plan addresses the need for improvement to connect the roadway and bicycle and pedestrian networks both for access and safety.

MU2 LCI Study Accomplishments

In its first five years, the MU2 LCI area experienced several substantial changes. One of the most significant changes to the area was the merger of Southern Polytechnic State University (SPSU) with Kennesaw State University (KSU) in 2015. The former SPSU campus is now Kennesaw State's Marietta campus, but retained many of the technical programs SPSU offered such as architecture, engineering, construction management, and computer science.

The LCI study has been beneficial in initiating the enhancement of the university area. Many of the study's work program items have been started, underway, or have been completed over the last five (5) years. Whereas, other work program items have been placed on hold or were not initiated due to various reasons such as lack of funding, the merger of SPSU with KSU and coordination with other plans for projects along Cobb Parkways. These barriers will be further discussed in a later section.

Activities that have been initiated include the creation of redevelopment tools, park and recreational enhancements, new housing developments, and transportation improvement projects that have brought public investment to the university area of Marietta. All these initiatives come together and work toward redeveloping and revitalizing the study area, which will result in a live, work, play and study community with an enhanced quality of life.

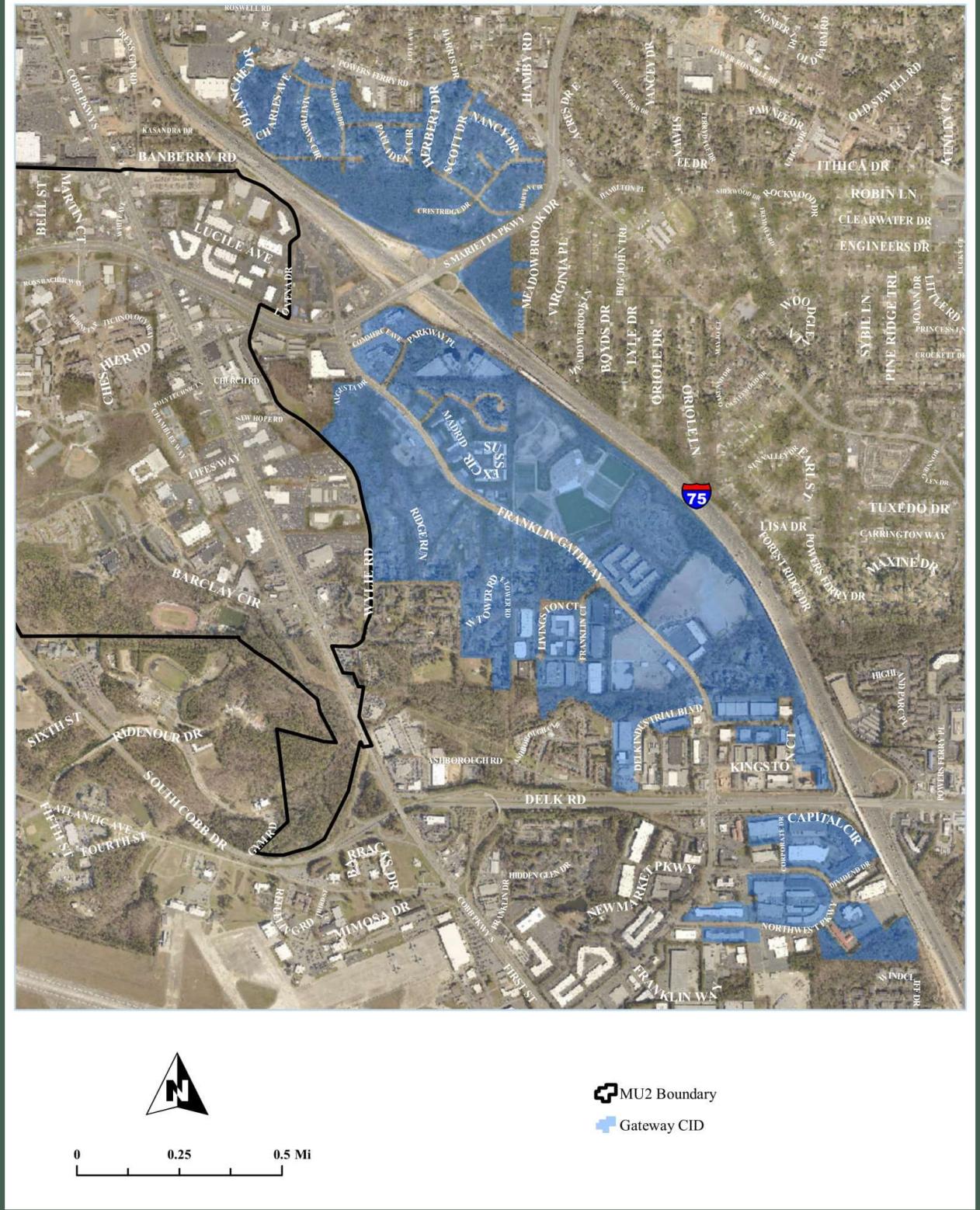
Projects/Initiatives Completed or Underway from the 2014-2019 Work Program

Creation of the Gateway Marietta CID

The Gateway Marietta Community Improvement District (CID) is a self-taxing district created in 2014 by property owners along the Franklin Gateway Corridor to improve infrastructure and public safety in the area. The CID works in conjunction with the City of Marietta to support redevelopment efforts along Franklin Gateway, making the area an important regional business center for Metro Atlanta. The CID is currently undertaking projects to improve the area through public safety, landscaping and infrastructure. Recent projects include landscaping the I-75 interchanges at South Marietta Parkway and Delk Road and partnering with the Marietta Police Department to link businesses' security cameras with the police's software for real-time monitoring. The CID is also working towards expanding their boundaries north along Franklin Gateway to Roswell Road and also west to Cobb Parkway, linking up with the MU2 LCI's boundaries.

Figure 1: Gateway CID Boundaries

MU2 LCI Plan: Gateway CID & MU2 Boundaries



Life Housing Initiative

Life University is nearing completion of a state-of-the-art housing development to house additional first-year students beginning the fall semester of 2018. The New Commons will house 362 students and include a 360-seat dining facility. The development will also feature Wi-Fi in all rooms, common areas and study areas. Half of the former Commons housing was torn down to accommodate the new construction.



Figure 2: Life University new housing development

Life University has been proactive in creating a livable and sustainable community for its students. In addition to the New Commons housing development, Life can accommodate 300 additional students at Life Village which was built in 2009 and was the first stick-built college dormitory to achieve LEED – gold level status. The University’s Socrates Café is one of the most sustainable college dining facilities in the country, supporting local, organic and sustainable farming practices, and operating recycling and composting programs.

Rottenwood Creek Trail – Project T2

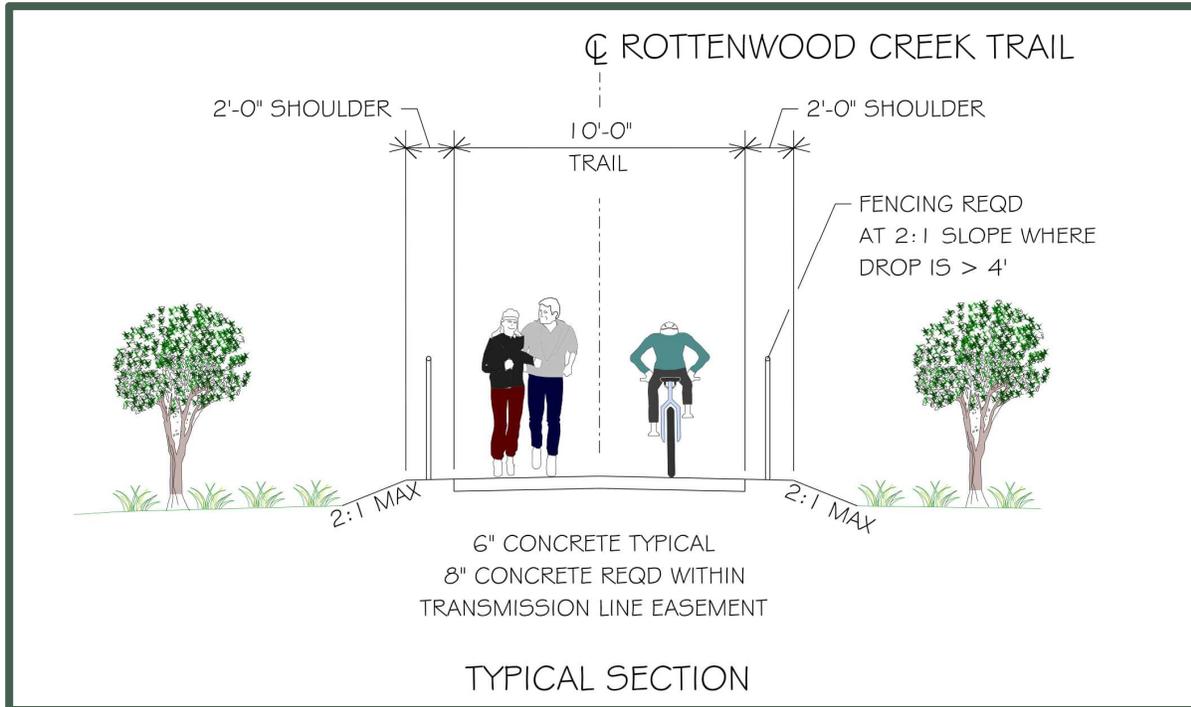
The Rottenwood Creek Trail is a planned multi-use trail that will begin at Alumni Drive on Kennesaw State’s Marietta Campus. Phase I will travel through both KSU and Life’s campuses, cross Cobb Parkway, and then follow the creek to Franklin Gateway. Phase II of the trail will pick up at Franklin Gateway, travel south to Delk Road, then east to I-75, cross the interstate via a pedestrian bridge and then follow the creek back to Delk Road and to Bentley Road, to link up with the Bob Callan Trail at Terrell Mill Road. This trail is an important segment in connecting a regional network that upon completion will allow users to travel from Downtown Woodstock to the Chattahoochee River.

Since the original MU2 LCI was developed, the City of Marietta has completed a scoping study and is finalizing the engineering and design of Phase I. The preliminary plans have been approved by GDOT, and the City’s engineering consultants, Health and Lineback Engineers, are now preparing the final plans. Right of Way acquisition will begin at the beginning of 2019 in order to obtain access to construct the trail. Pending additional funding, construction for Phase I is scheduled for 2020.

Phase II of the trail is currently in the scoping phase. The City’s engineering consultants, Stantec, recently completed an Alternatives Analysis which assisted in determining the route of the trail. Interstate 75 serves as a huge physical barrier and a number of options were analyzed to understand feasibility and cost. These included following the trail along Rottenwood Creek under I-75 via a culvert, taking the trail at grade at the Delk Road interchange overpass or constructing a pedestrian bridge to traverse over I-75 to the east side of the interstate and link back up with the creek. After much deliberation and input from the Georgia Department of Transportation and City staff, it was decided that building a pedestrian bridge

over the interstate was the best option. Now that the route has been determined, Stantec is conducting further environmental analysis, engineering and design for the trail.

Figure 3: Typical Section of Rottenwood Creek Trail



Other Projects/Initiatives Completed or Underway in the MU2 LCI Area

Redevelopment Bond

In 2013, a redevelopment bond was approved by Marietta voters for \$68 million, with \$4 million dedicated for Whitlock Avenue sidewalks and an additional \$4 million to study a connector road from Cobb Parkway to Franklin Road (TI4 and TI5). This



Figure 4: Atlanta United FC Headquarters and Training Facility

project was listed in the 2014-2019 MU2 LCI work program, but upon analysis was determined to not be feasible. The remaining \$60 million was dedicated for acquisition and demolition of underutilized property along Franklin Road, an area with low quality development and higher than average crime rates.

Since the redevelopment bond was passed, the City has marketed and assembled properties along Franklin Gateway to attract large-scale development, with recent successes including the headquarters and practice facility of Atlanta United FC (opened in 2017), IKEA (to open in 2020), Drive Shack (to open in 2020) and the City of Marietta's Franklin Gateway Sports Complex (completed in 2017). Franklin Road

was also renamed Franklin Gateway in early 2016. In addition to the large-scale development, Franklin Gateway has seen a 39% reduction in crime since 2013, as well as improved vacancy rates and market value for both office and residential located along the Corridor.

Although not directly located in the MU2 LCI study area, the Franklin Gateway corridor abuts the boundary, making redevelopment efforts along the corridor significant to the LCI area. Additionally, the improvement of the existing multi-family housing stock will positively impact the universities' students and staff, many of which have historically found residence along Franklin Gateway due to its close proximity to the schools.

Merger of Southern Polytechnic State University with Kennesaw State University

In 2015, Southern Polytechnic State University (SPSU) merged with Kennesaw State University (KSU) and became the third largest university in the state of Georgia. The former SPSU campus then became known as KSU's Marietta campus, and retained many of the technical programs SPSU



Figure 5: KSU-Marietta Entrance at South Marietta Parkway

offered such as architecture, engineering, construction management, and computer science. Approximately 8,300 of KSU's 36,000 total student population attend classes at the Marietta campus. The Marietta campus can provide residential housing to 1,700 of those students on its campus.

The merger, along with rapid growth, forced KSU to not only examine how to best integrate the two schools academically, but also physically, leading to the development of a campus master plan in 2016. The campus master plan examines how each campus functions individually, but also together as one homogenous university. The campus master plans called for a concentration of investment in the historic core/quad area, an enhanced arrival experience, improved lighting and road realignment for safety, and the preservation of Rottenwood Creek as a natural asset.

Because the Marietta campus is mostly built out, KSU must be creative and innovative in growing the campus. The campus master plan calls for several renovations and additions to the existing buildings, labs, housing and recreation centers, as well as new construction. The plan also makes note of a potential redevelopment opportunity at the northwest corner near South Marietta Parkway and Cobb Parkway that could potentially serve a better and greater use. This includes possibly relocating a recreation facility to the south side of campus and opening up a very visible parcel. The plan explored ideas of partnerships with private developers to potentially develop the parcel as an industry partnership, housing, or a complementary commercial use. The university would also like to become more visible on Cobb Parkway but the difficulty of having 20 different parcel owners makes potentially acquiring this frontage cost and time prohibitive.

Public Transit and Other Alternative Modes

With the merger of SPSU and KSU, the Marietta campus is now serviced by KSU's transportation system known as the Big Owl Bus, or B.O.B. The bus system's Grey Route takes students between the Kennesaw and Marietta campuses, making several stops around each campus. The system also operates a shopping route on the weekend to take students to and from the Marietta Campus to the nearby Walmart. Life University also operates a shuttle system that runs Monday through Friday, 7:00AM to 7:30PM, and on weekends provides service to Walmart, Cumberland Mall and other off-campus shopping destinations.



Figure 6: KSU BOB Bus Stop

In 2016, the Cobb County Transit system rebranded itself as CobbLinc. As mentioned previously, the MU2 study area is one of the more well-served areas in Cobb County for transit service due to the presence of the CobbLinc Transfer Station on South Marietta Parkway. These routes serve regional activity centers such as the Town Center and Cumberland areas, as well as two MARTA stations, Arts Center and H.E. Holmes. However, there is no bus route from the Transfer Station to KSU or Life University, with the KSU campus being less than half a mile from the station on South Marietta Parkway.

The Cobb County Department of Transportation is currently developing a short-term plan for CobbLinc, in an effort to address future transit needs. This document will be completed at the end of 2018 and will address potential connections to the KSU-Marietta campus and Life University. A bus route serving the two university campuses would make a significant impact by providing greater access to jobs, housing, retail and to MARTA, allowing students to take transit to many areas around Metro Atlanta, including Hartsfield-Jackson Atlanta International Airport.

In the spring of 2018, Kennesaw State introduced the bike-sharing program, Zagster, on their Marietta campus. Currently, there are seven bike-share stations across campus including the Joe Mack Wilson Student Center, the University Columns, and the Recreation and Wellness Center. The Zagster program is currently limited to the KSU-Marietta campus. Although a rider can take the bike anywhere they would like, they must pick up and return on the KSU-Marietta campus. A team of staff from Cobb's municipalities, the County, and the CIDs are working with Zagster to investigate a new county-wide program called Pace



Figure 7: Zagster Bike Station on KSU Campus

which will allow for greater connectivity for the bike-share program within Cobb County. Pace is scheduled to launch in April 2019 and a rider from a participating program will then be able to return their bike to any other participating program and is no longer bound to a particular jurisdiction. For example, a student from KSU will be able to pick up a bike on the Marietta campus and drop off in Smyrna, another participating program.

New Development

Residential

Highpointe North Development – Townhome development by Lennar. Townhomes are 3-story brick front homes from the low \$200,000's. Each unit contains 3 or 4 bedrooms, with a 2-car garage. The community contains a homeowner's association, sidewalks, dog park and underground utilities.

Location: On Williamson Street off Lake Drive near South Marietta Parkway (SR 120) and Cobb Parkway (US 41). Near Kennesaw State's Marietta campus, and located behind Walmart.

Development Status: Completed in 2017

Number of Units: 66 townhomes



Figure 8: Highpointe North Development

Commercial

The original MU2 LCI study identified nine (9) undeveloped parcels totaling eleven (11) acres within the study area. In November 2014, the undeveloped parcel at the northeast corner of South Marietta Parkway and Fairground Street became a Zaxby's restaurant. The parcel had long been a gas station and was torn down in 2007. The parcel remained vacant and undeveloped for 7 years, as the highly visible parcel was cleaned up to market as a different use.



Figure 9: New Zaxby's in former vacant lot

Park and Recreational Improvements

Multiuse Trail Map

The City has developed a multiuse trail map (See Appendix 3) that shows existing, funded/under construction, and proposed multi-use trails. The objective of the map is to show the existing and planned trail network that will make the City of Marietta a more walking and bicycling friendly community. The multiuse trail map shows a city-wide trail network that links to larger trail networks in Cobb County and Atlanta.

Mountain to River Trail

In 2017, the City of Marietta's 5-mile portion of the Mountain to River Trail (formerly KCMR) opened connecting Kennesaw Mountain to the Marietta Square and south to the city of Smyrna. Traveling north on the M2R Trail, the trail connects to the Noonday Creek trail which travels through the Town Center area of Kennesaw and northeast to Woodstock. Once completed, a user will be able to leave Woodstock and travel



Figure 10: Mountain to River Trail

south to the Chattahoochee River. The City of Marietta's portion of the trail contains two (2) pedestrian bridges, one over North Marietta Parkway and the other over South Marietta Parkway, connecting the neighborhoods to downtown Marietta. Previously, the 4-lane arterials served as barriers for pedestrians and cyclists to access the Square and central business district.

Rottenwood Creek Trail – University Connector

Formerly known as the Kennesaw Mountain to Chattahoochee River (KCMR) University Connector, the Rottenwood Creek Trail – University Connector is a multiuse trail completed in 2015 that connects the CobbLinc Transfer Station to KSU-Marietta's campus. The project included the construction of a 10-foot-wide concrete multi-use trail from the entrance of Aviation Park at the CobbLinc Transfer Station on South Marietta Parkway, through the park, and ending at Alumni Drive on the KSU-Marietta campus. The Rottenwood Creek Trail Connector will link up with the M2R Trail and travel east, connecting with the Rottenwood Creek Trail that will eventually, once constructed, connect to the Bob Callan Trail in the Cumberland area which also terminates at the Chattahoochee River.

Wildwood Park Improvements

Wildwood Park is a 28-acre park located next to Life University on South Cobb Drive. The park contains 2.5 miles of hiking trails and a 1-mile jogging track. The park also contains picnic pavilions, a playground and an off-leash area for dogs. The City of Marietta passed a \$25 million parks bond in 2009 with \$300,000 of the bond dedicated for improvements to Wildwood Park. Improvements included the replacement of a 130 ft. wooden bridge located within the park which was completed in 2018.

Lake Park Improvements

Lake Park is a half-acre neighborhood park located along Lake Drive within the MU2 study area. The park contains a picnic area and swing set. The parks bond included dedicated funding to construct an access walkway leading into the park from the sidewalks along Lake Drive, as well as a soft surface trail throughout the park. These improvements were completed in 2014.

Comprehensive Plan Update

The State of Georgia Planning Act of 1989 requires all local governments to complete a certified Comprehensive Plan to maintain status as a Qualified Local Government. The plan was adopted by the City of Marietta on October 22, 2017 and was developed in accordance with the Standards and Procedures for Local Comprehensive Planning.

The 2017 plan is an update from the 2006-2030 plan and provides the community with a strategic long-term vision that includes goals, objectives, and recommendations that are used to guide future growth and development. The plan update was guided by a steering committee comprised of citizens, civic leaders, local business owners, and City staff. The Steering Committee met on multiple occasions, providing direction and feedback at key points in the process. There were additional opportunities for public participation at advertised public hearings to solicit input on community needs, issues, future land use, and the Short-Term Work Program.

The plan update consisted of three sections. The *Data & Demographics* section examined current demographic and economic data to understand trends that may have planning implications for the future. The *Current Conditions* section focused on the public participation process, understanding current assets of the city and opportunities for improvement. This analysis was then used to help guide the new work program and to update the future land use map. The last section of the Plan, *Implementation Measures* examined Character Areas, outlined a Report of Accomplishments from the previous short-term work program, and developed a new 2017-2021 work program to prioritize initiatives to be accomplished over the next five years.

Marietta's vision statement and goals were also updated during this process. The original vision statement and goals were developed in 2002 and updated with input from the public, city staff, and elected officials. The vision guides the long-term goals and desired future the community wishes to see and provides a framework for the MU2 LCI 2019-2024 work program activities. The vision statements are outlined below.

Vision Statements

1. Marietta is a livable city in a great metropolitan area. We are dedicated to being a clean city, with trees, green spaces and parks.
2. We are a dynamic business center that has retail, offices, and environmentally friendly industry in appropriate places. We honor our past, preserve our history, and welcome the future, by embracing technology.
3. We are a city that cherishes culture and arts, and we are a tourist destination and a sports and entertainment center for the region.
4. We are a city of mixed-uses (live, learn, work, play) and diverse urban design that will become known as the "Marietta Look." We have a well-defined, vibrant downtown, and neighborhoods that mix residences, parks and greenspaces, and businesses.
5. We offer housing for people of all ages, incomes, and ethnic backgrounds, so that generations of families can live within our city. We recognize the importance of homeownership, and our vision is that a majority of our residences will be owner-occupied.
6. We are a hub of activity, where traffic, transit, and pedestrians move about easily and safely. In designing our transportation system, we place a high premium on the quality of life of our citizens.
7. We are a place where citizens are positively involved in decision-making, through boards, community organizations, and community meetings. We will actively seek partnerships with other governments, businesses, philanthropic institutions, non-profit organizations, and educational institutions in building a high quality of life.
8. We are a city committed to ethical behavior.
9. We are a city that provides a high-quality, healthy and safe environment for our citizens and businesses.

Figure 11: MU2 Zoning Map

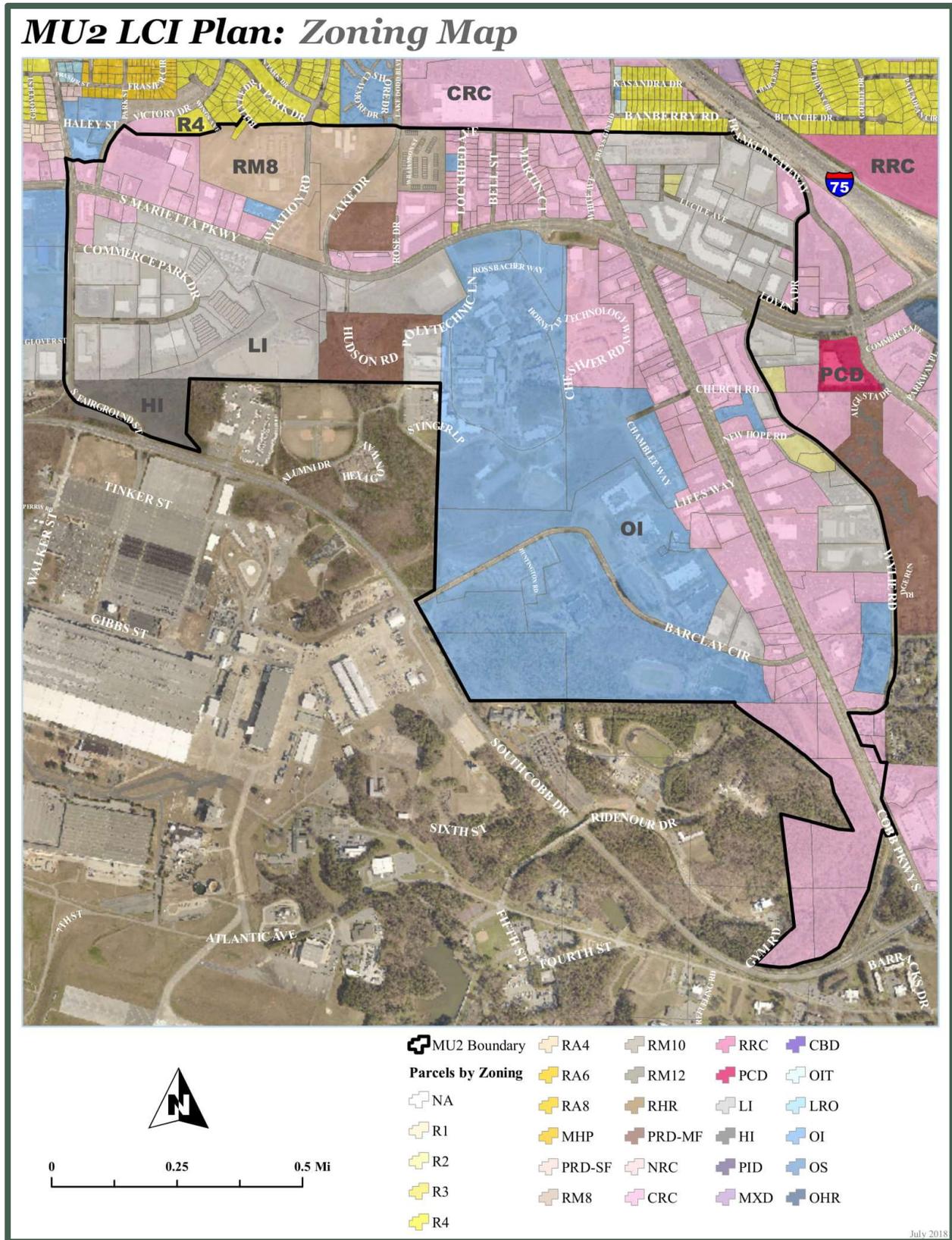
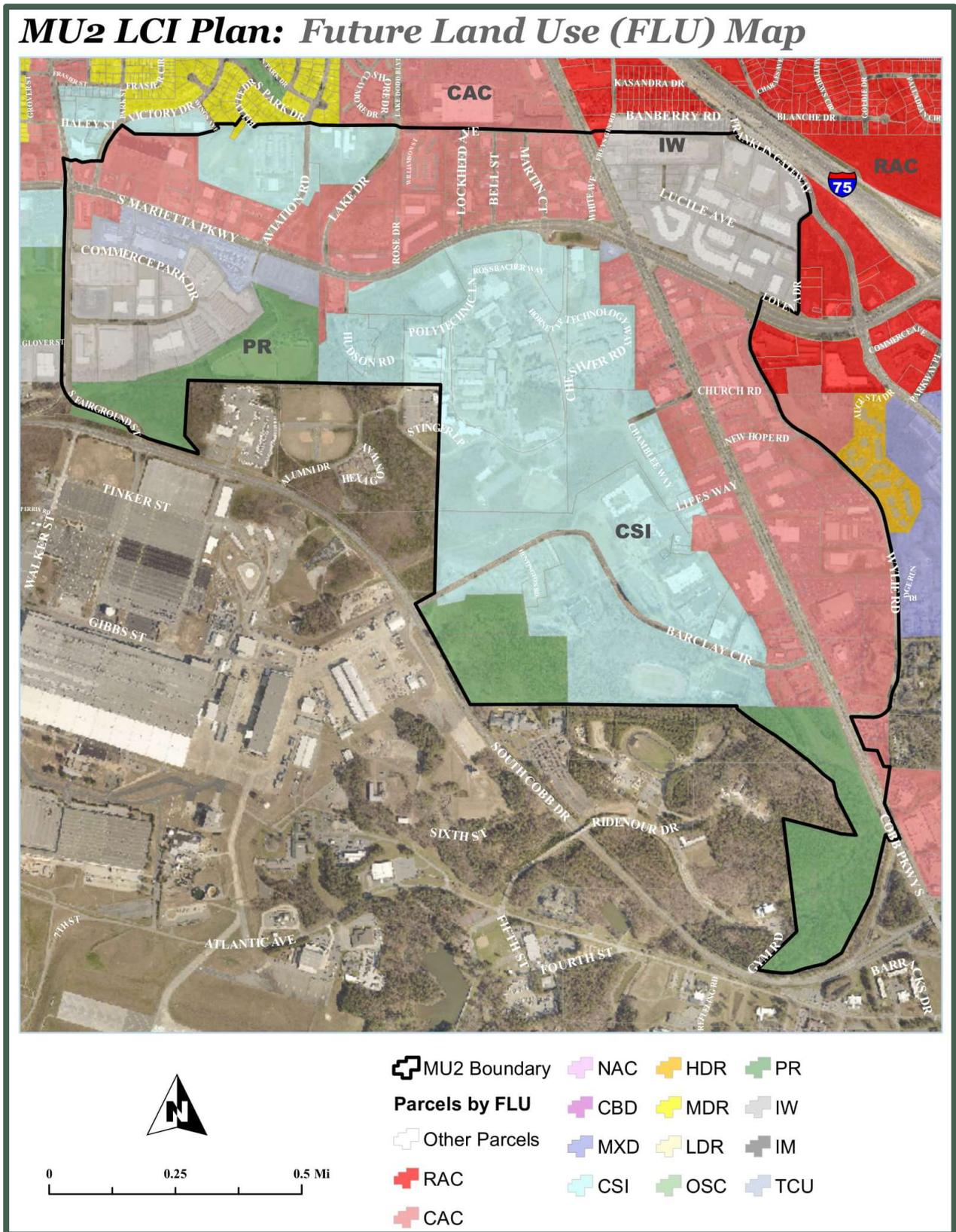


Figure 12: MU2 Future Land Use Map



Character Areas within the MU2 LCI

The Comprehensive Plan defines Character Areas as unique areas of the city which contain characteristics that separate them from the surrounding area. Character Areas exhibit a development pattern, urban design, special architectural elements, history, stability, blight, and a variety of other factors that assist in understanding various districts within the city. The MU2 LCI study area contains a mix of character areas, with the majority of the area located in the *University Character Area*. Other areas represented include *Parks/Open-Space/Conservation*, *Corridors*, *Office/Warehouse*, *South Marietta Parkway Activity Center*, and *Civic*.

University – The University District is an area of the city that is appropriate for the expansion of secondary education institutions and other uses that would work in association with these institutions. Currently, KSU-Marietta and Life are in this area, and as these universities continue to grow, it will need the space to expand and provide additional social, residential, administrative, research, and education space.

Parks/Open Space/Conservation – The purpose of the Parks/Open Space/Conservation area is to delineate areas for public gathering, recreation, and environmental protection at a regional, community and local scale. These areas include public parks, waterways, wetlands, floodplain, private recreation areas, plant and animal habitats, and other environmentally sensitive areas. In addition, land in this district should promote passive uses, tourism and recreation. City parks in the LCI area include Wildwood, Aviation, Lake, and A.L. Burruss, as well as the future Rottenwood Creek Trail. Life University has a unique 19th Century village on campus that recreates pioneer life and contains relocated log-built structures. This area is open to the public and special events are held at the village on occasion.

Corridors – The Corridor Districts are areas that exist along major arterial and collector roads. Currently, the areas are primarily commercial in nature with the majority of the uses being in strip centers and served almost exclusively by the automobile. These areas require a new vision that will help bring a more pleasing and inviting built environment. This can be accomplished by transitioning these roadways to boulevards that serve the automobile, while also incorporating pedestrian and bicycle infrastructure. Landscaped medians, multi-use facilities, sidewalks, streetscape enhancements and other amenities could be

used to help the transformation of these roads to boulevards while enhancing the individual’s experience in Marietta. It was noted in the original LCI study that some of these boulevards should transition to multi-modal facilities, whereas others should remain commercial in nature due to the heavy traffic volumes. It

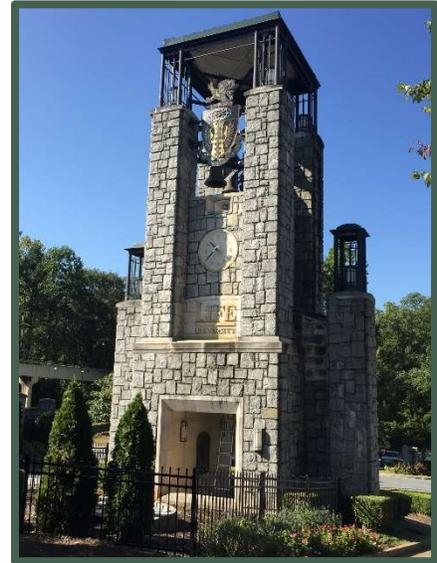


Figure 13: Life University Bell Tower



Figure 14: Typical Corridor along Cobb Parkway

is appropriate to add some residential uses to the commercial mix, especially in areas that are served by public transportation.

Office/Warehouse – Office/Warehouse Districts are areas of Marietta that are appropriate for office, warehousing, distribution, and research and development uses with operating characteristics that do not require highly visible locations or the type of vehicular access needed for retail and high-intensity office developments. Uses in this district generate relatively low levels of noise, odor, smoke, dust, or intense light that have minimal impacts on local residential communities.



Figure 15: Example of Commercial in study area

South Marietta Parkway Activity Center – The South Marietta Parkway Activity Center is the area at the intersection of South Marietta Parkway/SR 120 and Cobb Parkway/US 41. This area is an activity center because it can attract a mix of people and activities. This area is appropriate for a mixture of uses including housing, entertainment, retail, and other services. Redevelopment in this area should provide convenient access, pedestrian orientation, a compatible mixture of land uses, higher residential density, and public spaces. This is an area that can combine many of the aspects that are appealing to Marietta - the interest, diversity, and economic vitality of a city, with the charm of a smaller town center. This can be accomplished through new urban design principles that stress the functional relationship between people, buildings, and public spaces.

Civic – The Civic District is an area of Marietta, in close proximity to downtown, which is appropriate for special government and cultural activities. This is an area that is appropriate for schools, city and county government buildings, post offices, and museums. Public art should be encouraged throughout this district as a means of celebrating the history and culture of the area, enhance the pedestrian environment, and create a distinct identity.

Code Enforcement and Property Maintenance Initiatives

Code enforcement is an ongoing effort of the City to ensure a healthy, safe and attractive Marietta. The City has increased code enforcement within the study area in an attempt to minimize and slow disinvestment activity that has occurred. These efforts have helped stabilize property maintenance and serve as an initiative to attract redevelopment to the area.

The City of Marietta is committed to improving the quality of life for its citizens through relevant and focused efforts of code enforcement and other property maintenance initiatives. In addition to strictly code enforcement, staff work to educate the public on the City's ordinances, as well as assisting property owners in finding solutions to their property maintenance needs.

Barriers to Overcome

Transportation Projects

Funding and project coordination are the two most significant barriers to overcome in the implementation of many of the transportation projects included in the 2014-2019 work program. In recent years, Marietta voters have passed a Special Purpose Local Option Sales Tax (SPLOST) to finance roadway enhancement projects throughout the city. Through a previous SPLOST and other funding vehicles such as federal funding, the City of Marietta has been able to fund the scoping, engineering and design, and right-of-way acquisition phases of the Rottenwood Creek Trail project (T2). Other transportation projects found in the MU2 work program are being considered for the next SPLOST. City staff is currently working to develop a project list to take before City Council and the voters who will determine the outcome of the SPLOST referendum.

The City issued a parks bond in 2009 which funded many park, trail and recreation projects throughout the city. The City was dedicated to those projects and their scope of work due to the bond being a referendum and voted upon by Marietta voters. Because of this, park bond projects took precedence over the trail projects located at A.L. Burruss and Wildwood Parks that were included in the MU2 work program. In 2019, the City plans to update its Parks and Recreation Master Plan to prioritize its next set of projects and funds. Trail projects included in the MU2 work program will be considered.

Coordination with other projects has also served as a barrier in implementing some of the transportation projects included in the MU2 work program. A number of projects in the work program call for pedestrian improvements on Cobb Parkway (PI1-4). These improvements are much needed, but the City is on hold due to two projects in discussion that must be coordinated. These include the widening of Cobb Parkway as well as Bus Rapid Transit (BRT) along the corridor.

GDOT is currently studying the possibility of widening Cobb Parkway from four to six lanes. This project is in the State's long-range plan and will include pedestrian improvements along Cobb Parkway. The other project, BRT, was included in the original MU2 LCI and addressed Cobb County's plans for BRT along Cobb Parkway and included a station in the MU2 study area. At the time of the LCI study was developed, the project was in the environmental phase and a specific concept had not been developed. The environmental assessment was completed and approved by FTA in 2015. A FONSI was issued by FTA in 2016, but the project is now on hold due to lack of funding. The City is participating on stakeholder committees for both projects to provide input and stay informed. The Cobb Parkway pedestrian improvement projects will also be on hold until a decision is made on which project is moving forward.

Another project on hold due to coordination efforts is Victory Trail along Aviation Road (T8). This trail was planned to pass through the Park Elementary School property which is about to undergo construction. The new elementary school is being built on the same property and once completed, this project will be revisited and brought back up with the Marietta City School System.

Other projects, such as the Polytechnic Lane Complete Street project (TI2) and the creation of parallel housing master plans by SPSU and Life University were put on hold due to the merger of SPSU with KSU.

As mentioned previously, KSU has developed a campus master plan for its Marietta campus that included further developing a housing analysis and making streetscape improvements to enhance safety.

Additional projects listed in the MU2 2014-2019 work program that saw significant barriers included the University Parkway North and South projects (TI4-6, FDR1-2). These projects would create new roads connecting Cobb Parkway to Franklin Gateway (formerly, Franklin Road). City Council considered a route extending Barclay Circle from Cobb Parkway to Franklin Gateway, but initial analysis revealed that this route was infeasible due to exorbitant right of way costs which make the project too expensive for present funding sources. Going forward, the City may reengage the investigation of the connector road at a point further north.

Other Local Initiatives

In addition to transportation projects, funding and project coordination also served as barriers to implementing other local initiatives. As mentioned in the section above, many projects involving KSU were put on hold during the merger so that KSU could develop their own vision and priorities for its Marietta campus. The creation of a parallel housing master plan with Life University, as well as joint ventures with local developers to develop student-oriented housing was placed on hold to allow KSU to conduct their own assessment of student housing.

Funding and project prioritization also placed the development of community gateways on hold. A high priority for the City is to enhance the aesthetics and safety of the various major intersections within the city limits. The City recently improved the intersection of Cobb Parkway and Roswell Street by enhancing the streetscape and constructing a gateway monument. Enhancing Roswell Street has long been a priority of the City and now that it is nearing completion, the focus can be moved to other portions of the city including the intersection at South Marietta Parkway and Cobb Parkway as recommended in this plan.

IMPLEMENTATION PLAN

Over the last five years, many activities, policies and initiatives have been put into place to allow for implementation of the projects found in the MU2 LCI work program. Activity has included the development of policy and regulations to better guide growth, long-range planning, creation of improvement districts, redevelopment projects, and transportation improvements. These initiatives have come together to set implementation in motion for the MU2 LCI study area, helping to target and meet the initial goals and objectives of the original study.

Updated and Recommended Transportation Initiatives

Included in this report are two tables, the 2014-2019 Action Plan Report of Accomplishments (see Appendix 1) and the new 2019-2024 Action Plan (see Appendix 2). The 2014-2019 Action Plan Status Report provides a status update of the listed initiatives and transportation projects from the original work program. The second table is an updated list of transportation improvement projects and other initiatives for the next 5-year work program. This table is a combination of projects that are underway and carried over from the 2014-2019 Action Plan and also includes future planned projects.

Work Program Project Details

Transportation Projects

Listed below are descriptions of the transportation projects recommended to implement the MU2 LCI plan along with a status update. **Figure 16: Transportation Project Map**, on page 24 identifies the location of these projects. Appendix 1 and 2 summarizes these projects. Project numbers correspond to map and table.

Proposed Trail Projects

T1) **A.L. Burruss Multi Use Trail** – This trail link will include a 10' wide hard surface trail with emergency call boxes every ¼ mile and directional signage. It will run from A.L. Burruss Park to the Life University Trail. It will also provide a link for people wanting to use the larger soft surface trail system to the existing parking lot in this park.

Update: Existing trail/maintenance drive (minimum 10' wide) extends from the parking lot, through the park over a bridge installed in 2013 connecting to the Life University campus on an unimproved soft surface trail (8' wide minimum). Some directional signage is in place. There are no current plans to upgrade to a hard surface trail or to install call boxes.

T2) **Rottenwood Creek Trail, Phase 1** – A proposed 10' wide concrete trail along the east side of Cobb Parkway to Barclay Circle will provide access to businesses and safe pedestrian and bicycle access to bus transit in this area. This proposed segment will have pedestrian lighting and directional signage. It will be separated from the road by 5'-8' planted tree landscape strip to improve safety and aesthetics. Pedestrian crossing signal improvements will be needed at the lighted intersection.

Update: Phase I is now known as the segment from Alumni Drive on KSU Marietta's campus to Franklin Gateway. Scoping is complete, preliminary engineering and design has been finalized, with final plan development underway and ROW acquisition beginning Jan. 2019. Funds for scoping, preliminary engineering and design and ROW acquisition have been acquired through the ARC's TIP program.

T3) **Cobb Parkway /BRT Station Multi Use Trail** – An additional 10' wide concrete trail along the west side of Cobb Parkway/US 41 from Barclay Circle north to the proposed BRT station location. This trail will provide a critical link between users of the proposed BRT line, local businesses and the universities and the overall trail system. This segment includes pedestrian lighting and directional signage, separation from the road by 5'-8' planted tree landscape strip to improve safety and aesthetics.

Update: This project is tied to the future BRT or Cobb Parkway widening project and will therefore remain dormant until a decision has been made to establish BRT or widen Cobb Parkway.

T4) **Wildwood Park Multi-Use Trail Connector** – A proposed 10' wide concrete trail along the west side of Wildwood Park utilizing existing soft surface trail routes. The trail will link to the dog park and parking area at Wildwood Park. Directional signage to be provided.

Update: Trail leading from Wildwood Park to the location where the Rottenwood Creek trail intersects Barclay Circle. Life University is currently building new student housing in this area to open Fall 2018 which

may help further facilitate this project. This project could possibly be included in a future Wildwood Park improvement project.

T5) South Fairground Street Multi-Use Trail – A new segment of 10' wide trail along Fairground Street on the east side of the roadway will connect with the recently completed trail on the west side of Fairground Street in front of Larry Bell Park/Perry Parham Park Ballfields. Project to include a 5' separation from the road, including landscaping and directional signage. Improvements for the pedestrian crossing signal will be needed and some ROW will be required along the roadway. This trail also includes approximately 1,700 linear feet of trail off the road along City property (Kudzu field) to connect to the recently constructed University Trail in Aviation Park.

Update: This segment has not been completed. Streetscape improvements have been made along Fairground Street north of the LCI study area. The City wishes to continue these improvements south along Fairground Street as funding becomes available. This project will also provide an additional connection to the Rottenwood Creek Trail via Fairground Street.

T6) SPSU South Marietta Parkway Multi Use Trail – Upgrade the existing sidewalk to a 10' wide concrete trail and include a 5' separation from the roadway. This will provide safe and improved access between transit, local businesses and KSU-Marietta as it will connect along the south side of the roadway from the CobbLinc Marietta Transfer Center to Cobb Parkway/US 41. Trail improvements to include call boxes every ¼ mile, pedestrian lighting, and directional signage. Additionally, streetscape improvements will include a 16' wide planted median in the roadway.

Update: Multi-use trail has not been completed. SPSU merged with Kennesaw State University and therefore the project name will be changed to KSU South Marietta Parkway Multi Use Trail. The existing sidewalks in this area have been improved, but not expanded into a multi-use trail. The project remains a priority.

T7) Rottenwood Creek Trail, Phase 2 – Life University Segment – A new section of trail that will follow along Rottenwood Creek, connecting University Segment at SPSU/ Alumni Drive to the north and the Life University Trail segment to the south. The proposed trail would be a 10' wide concrete trail with directional signage and call boxes every ¼ mile. This will be a scenic route for both recreational and transportation purposes Right of way (ROW) will be needed from Life University to construct this portion of the trail. A new and safe pedestrian/bicycle crossing at grade where the trail crosses Barclay Circle will be a part of this project.

Update: This project has been combined with T2 and is now known as Rottenwood Creek Trail Phase I, from Alumni Drive to Franklin Gateway.

T8) Victory Trail – From the north side of South Marietta Parkway, this project proposes an upgrade to the existing 6' wide sidewalk to a 10' wide concrete trail along the west side of Aviation Road. Where possible, the project will construct a 5' wide planted landscaping strip separation from the roadway. Right-of-way will be needed for this project.

Update: Trail was planned to pass through the Park Elementary School which is about to undergo construction. Project should be revisited and brought back up with Marietta City Schools once Park Elementary construction is complete.

T9) **Wildwood & A.L. Burruss Park Connector Trail** – A proposed trail segment located to the east of the Rottenwood Creek Trail. It will follow along the west side of Wildwood Park and head south to the A.L. Burruss Trail. This proposed trail will offer both recreation and transportation uses and will include directional signage and emergency call boxes.

Update: Connector trail not completed. This project remains a priority as it will connect two City parks and also provide connection to the Rottenwood Creek Trail, Life University and KSU-Marietta.

Complete Streets/Proposed Pedestrian Improvement Projects

PI1) **Cobb Parkway Pedestrian Improvements, Phase 1** –Proposed 5’ wide sidewalks with 5’-10’ separation from the roadway, pedestrian lighting and landscaping. To be constructed along the east and west sides of Cobb Parkway/US 41 from South Marietta Parkway/SR 120 to the northern boundary of the study area.

Update: On hold until a decision is made regarding whether to establish BRT or related infrastructure, or to widen Cobb Parkway.

PI2) **Cobb Parkway Pedestrian Improvements, Phase 2** – This project will improve conditions for pedestrians and transit users along the west side of Cobb Parkway/US 41 from Polytechnic Lane north to South Marietta Parkway/SR 120. This will include 5’ wide sidewalks with a 5’-10’ separation from the roadway, pedestrian lighting and landscaping in the 5’-8’ buffer.

Update: On hold until a decision is made regarding whether to establish BRT or related infrastructure, or to widen Cobb Parkway.

PI3) **Cobb Parkway Pedestrian Improvements, Phase 3** – Proposed 5’ wide sidewalks with 5’-10’ separation from the roadway, pedestrian lighting and landscaping. To be constructed along the east side of Cobb Parkway/US 41 from the Barclay Circle Intersection at the south end to South Marietta Parkway/SR 120 at the north end.

Update: On hold until a decision is made regarding whether to establish BRT, or related infrastructure, or to widen Cobb Parkway.

PI4) **Cobb Parkway Pedestrian Improvements, Phase 4** – This project will improve conditions for pedestrians and transit users along the west side of Cobb Parkway from Barclay Circle with a small sidewalk link at A.L. Burruss Park. This will include 5’ wide sidewalks with a 5’-10’ separation from the roadway, pedestrian lighting and landscaping in the 5’-10’ buffer.

Update: On hold until a decision is made regarding whether to establish BRT, or related infrastructure, or to widen Cobb Parkway.

P15) **Barclay Road Sidewalk Improvements** – There are gaps in the existing sidewalks along this roadway. This project includes proposed sidewalks of 5’ adjacent to the roadway on the northern and eastern sides of the road. To include directional signage, lighting and landscaping. Right-of-way acquisition will be needed for this critical link for users from Life University and surrounding areas.

Update: Sidewalk improvements not completed. Will be included as part of the Rottenwood Creek Trail construction.

P16) **Life Service Pedestrian Improvements** – New single 5’ sidewalk route along the rear of businesses along Cobb Parkway and the Life University Campus. Will provide safe and comfortable access from Life University to businesses and proposed multi use buildings on Cobb Parkway/US 41. Right-of-way acquisition will be required.

Update: Not constructed but remains a priority of Life University.

P17) **Life Way Road Pedestrian Improvements** – New 5’ wide sidewalks on both sides of Life Way directly adjacent to the road with lighting and directional signage. Right-of-way acquisition will be required.

Update: Not constructed but remains a priority of Life University.

P18) **Lake Drive Pedestrian Improvements** – There are existing sidewalks on the west side of this roadway. These proposed improvements would fill in gaps on the west side and add 5’ wide sidewalks adjacent to the roadway on the east side of the road. Right-of-way acquisition may be required.

Update: These improvements tie into the Victory Drive Trail (T8) which will be revisited after Park Elementary has completed construction.

P19) **Rose Drive Pedestrian Improvements** – Proposed 5’ wide sidewalks adjacent to the road on the east side. Right-of-way acquisition will be required.

Update: Not constructed but remains a priority. Funding needs to be identified.

Roadway Transportation Improvements

T11) **South Marietta Parkway (SR 120) Signal Improvements**– This is an operational road project designed to improve the safety of the South Marietta Parkway/SR 120 and Cobb Parkway/US 41 Intersection. Project includes an additional left turn signal on eastbound South Marietta Pkwy/SR 120 at White Avenue, and signal timing at Cobb Pkwy (US 41 and Martin Court/ Technology Parkway (entrance to SPSU).

Update: Not constructed due to lack of funding. Project is on hold due to conflicting projects of Cobb Parkway widening and transit (BRT) along Cobb Parkway.

T12) **Polytechnic Lane Complete Street** – This project will upgrade the existing Polytechnic Lane to a complete street from Hornet Drive to Cobb Pkwy/US 41. Project will include 5-foot sidewalks, bike lanes and a median.

Update: Remains a priority of KSU-Marietta. Was on hold due to the SPSU-KSU merger.

T13) **Wylie Road Realignment** – This is a roadway operation improvement designed to improve pedestrian safety and to help facilitate and divert truck traffic off Cobb Parkway/US 41. The project would add 4’ of ROW on west side of the roadway and 5’ sidewalks on both sides.

Update: Part of the 2011 SPLOST Tier 2 project list. Project was carried over from the 2005 SPLOST due to lack of funds.

T14 and FDR1) **University North Parkway**– New complete street linking Cobb Parkway/US 41 with Franklin Gateway. A portion of the new road would be located within the boundaries of the Franklin-Delk Road LCI (FDR1) and so the pricing is split between the two portions. There would include a two-lane roadway, with 12’ travel lanes, a 8’ planted median, 4’ bike lanes in both directions, 5’ landscape strip and 5’ sidewalks on both sides with lighting.

Update: No longer a priority. Analysis revealed that ROW would be too expensive and timely.

T15 and FDR2) **University South Parkway** – This will be a parallel road to the University North Parkway, with the same design. Again, a portion of the new road is within the boundaries of the Franklin-Delk Road LCI (FDR2) and so the pricing is split between the two portions.

Update: No longer a priority. Analysis revealed that ROW would be too expensive and timely.

T16 **Barclay Road realignment** – Roadway realignment to the north to line up with University Parkway South (Project T15).

Update: No longer a priority as the proposed University Parkway is no longer being planned.

Transit Improvements

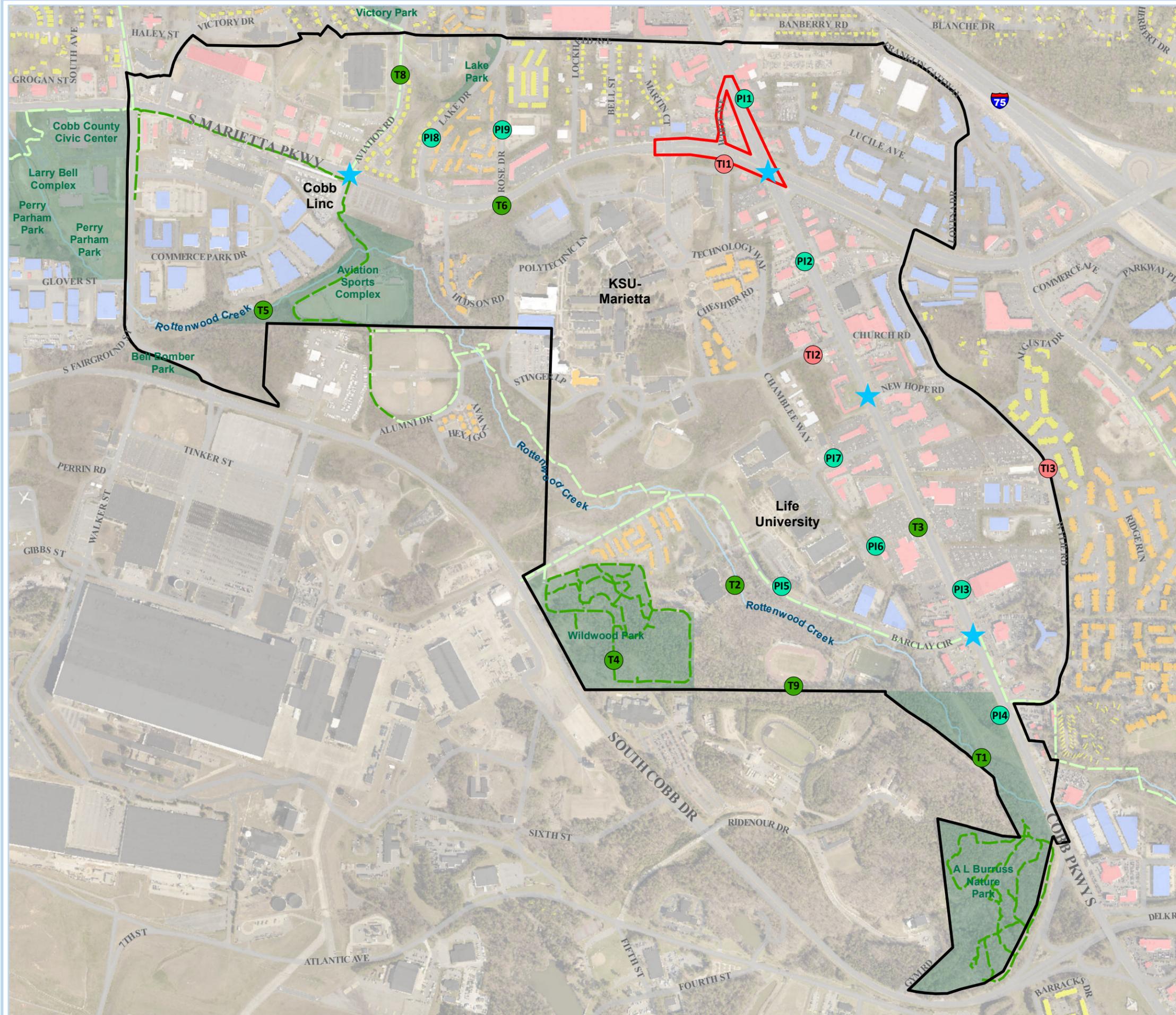
1. Creation of the **University oriented CCT route** that would be a modification of Route 10 serving local universities and local destinations.

Update: KSU's Big Owl Bus (BOB) system provides a route within the campus and between the two campuses. Life University also operates its own bus system within campus and to various shopping destinations on the weekend. CobbLinc is in the processing of developing a transit service plan which includes an analysis of routes to potentially better serve KSU and Life.

2. **BRT Station** at University Center. As described earlier this would be the creation of BRT station along or in the median of Cobb Parkway/US 41 at the proposed University Center. This will be a long-range project, greater than 10-years, but will have a major benefit to the redevelopment efforts in the MU2 study area

Update: Environmental Assessment was completed and approved by FTA in 2015. A FONSI was issued by FTA in 2016.

MU2 LCI Plan: Transportation Project Map



0 0.25 Miles

-  MU2 Boundary
-  Gateway
-  Retail/Commercial
-  Office/Industrial
-  Institutional
-  Mixed-Use
-  Multi-Family
-  Student Multi-Family
-  Single Family
-  Existing Trail
-  Proposed 10' Wide Trail
-  Streams
-  Proposed Operational Improvements

Updated and Recommended Local Initiatives

In addition to transportation projects, Appendix 1 contains a table of local initiatives that were identified in the 2014-2019 Action Plan. Many of the initiatives listed have been initiated, and the remaining initiatives will continue to be worked on through the upcoming years. Listed below is a compilation of those implemented initiatives.

Work Program Project Details

Besides land use strategies and transportation investment, the MU2 LCI study recommends a number of key strategies related to organizational, investment priorities, and housing. These strategies include the following:

1. Creation of parallel housing master plans by the two universities.

Update: With the merger of SPSU and KSU, KSU created a campus master plan in 2016 to address student housing. Life University has built new on campus student housing which will open to students in Fall 2018. No joint plan has been created.

2. Joint ventures with local developers and the universities to create the University Village and develop student-oriented housing.

Update: On hold due to SPSU and KSU merger. KSU-Marietta and Life will need to decide if this is still a priority of the two universities. If so, private developers can then be approached.

3. Pursue Low Income Housing Tax Credits (LIHTC) for Senior Housing

Update: Not completed. Conducted on as-needed basis and in partnership with the Marietta Housing Authority.

4. Creation an MU2 Consortium or Task Force to lead the implementation of the plan.

Update: Immediately after the MU2 LCI plan was created, representatives from the City of Marietta, Cobb County, SPSU and Life University met on a quarterly basis. However, after changes in staff and the SPSU-KSU merger, the group did not continue to regularly meet, but rather met on an as-needed basis. Items for discussion in these meetings included the Rottenwood Creek Trail, Franklin Gateway CID, and KSU master plan.

5. Consideration of expanding the boundaries of the current Franklin Road Tax Allocation District (TAD) or creating a new TAD for the MU² Area.

Update: The Franklin Road Tax Allocation District (TAD) was disbanded in late 2013 after property values in the area dropped significantly from the 2004 values of which the TAD was created. TADs are successful as property values increase, and because of the decline, the TAD was serving no benefit to the Franklin Road area. The City's Redevelopment Bond was passed by voters shortly after the TAD was disbanded, allowing for even greater investment into the Franklin Road, now Franklin Gateway, Corridor. At this time, there are no plans to create a new TAD for the MU2 area, but the City, along with KSU and Life, will be exploring the use of various redevelopment tools within the study area.

6. Develop community gateways.

Update: Not completed but remains a priority of the City. Gateway completed north of LCI study area at Cobb Parkway and Roswell Street. The City wishes to continue creating gateways at key entrances into Marietta.

7. Creation of a MU2 Overlay District.

Update: Drafted, but on hold due to discussion of overlay district in the hospital area.

8. Apply for ARC Implementation Funds.

Update: Completed. Received funding for Scoping, Engineering and Design, and ROW for Phase I. The City matched these federal funds with SPLOST funding, and plans to apply for additional implementation funds through the ARC, leveraging City resources.

9. Creation of a partnership and co-branding opportunity with the adjacent business parks.

Update: Not completed. Idea explored at initial consortium meetings but will need to discuss with universities and two adjacent business parks to see if still interested in co-branding project.

10. Establish a Community Improvement District (CID) that could overlap the MU² and Franklin/Delk Road LCI study area boundaries. This initiative will unify the business community and provide a vision and objective for the area.

Update: Completed in 2014 with the creation of the Gateway Marietta CID which is currently located in the Franklin/Delk LCI with plans to expand to the MU2 LCI area.

Implementation Tools

The City of Marietta has a number of tools and resources to aid in the implementation of the MU2 LCI Action Plan. This includes code enforcement measures that help maintain the aesthetics as well as the health and safety of the area, a commercial overlay district to encourage quality and compatible development, and state tax credit zones that serve as incentives for economic development within the area.

Code Enforcement

Code Enforcement is a continuous and ongoing initiative for city code compliance that will bring about improved property maintenance and enhancement in the MU2 area. The City desires to work in partnership with property owners in order to ensure a healthy, safe and attractive Marietta. In addition to code enforcement, the City will engage in outreach efforts as a tool to educate the public on the City's ordinances, as well as property maintenance.

Commercial Overlay District

The Commercial Corridor Design Overlay District was completed and adopted by Mayor and City Council in December 2002. The purpose of the Overlay District is to enhance the quality and compatibility of development, to establish consistent architectural and design guidelines, to encourage the most appropriate use of land, and to promote safe and efficient movement of traffic. For the MU2 LCI area, the area around South Marietta Parkway and Fairground Street are included in the Tier B overlay district. The Overlay District is necessary to enhance the aesthetic and visual character of lands adjacent to main commercial corridors leading into downtown Marietta.

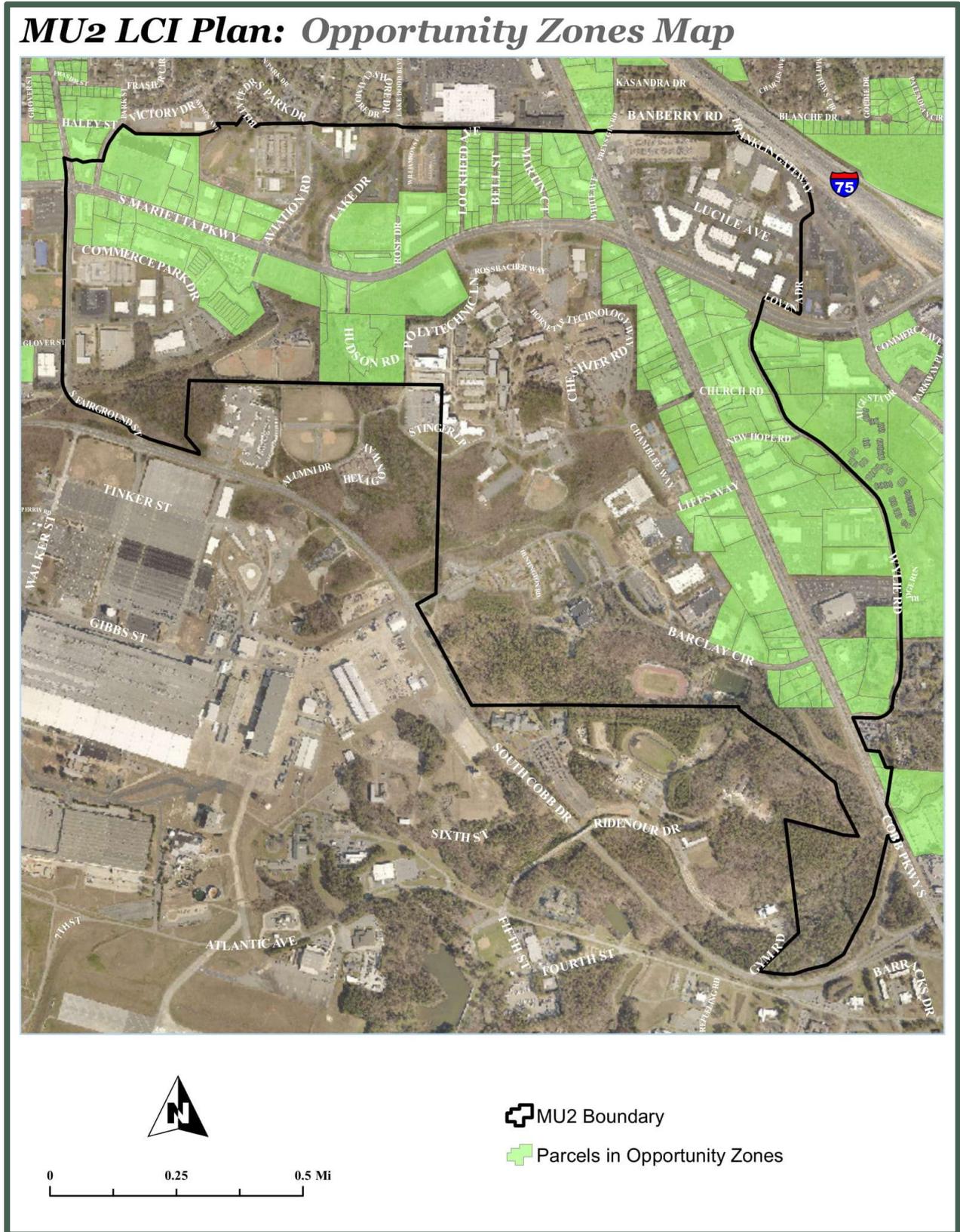
The City drafted, but did not complete, an overlay district specifically for the MU2 study area as outlined in the work program due to another overlay district introduced in the hospital district. The hospital overlay did not garner support from Council as a whole and was also met with resident and business owner resistance. The MU2 overlay district will be revisited in the future and therefore carried over to the next five-year work program.

Tax Credit Incentives

Opportunity Zones

In November 2009, the Georgia Department of Community Affairs (DCA) approved three (3) Opportunity Zones in Marietta. Two of the zones, Zones 1 and 3, encompass some areas of the MU2 study boundary. Business located in areas designated by DCA as an Opportunity Zone may qualify for a \$3,500 tax credit for 5 years when two (2) or more eligible net new jobs are created within a single tax year. The Opportunity Zone Tax Credit can be taken against a new or existing business' Georgia income tax liability. Employers may use excess credits against withholding taxes. The law allows for any lawful business to qualify for the credit, including retail, so it is not limited to specific industries like the state's regular job tax credit program. Businesses may claim the job tax credits for up to 5 years, if the jobs created are maintained. Marietta's Opportunity Zones Job Tax Credit Program will expire December 2019. Since the original designation, DCA has tighten eligibility requirements and it unknown whether the tax credit will continue to exist as a benefit to the area. City staff is working with DCA to better understand whether or not the area will receive the designation in the future and is currently weighing the options.

Figure 17: MU2 Opportunity Zone Map



Less Developed Census Tract

Under the Georgia Job Tax Credit (JTC) Program, businesses located in Less Developed Census Tracts (LDCTs) and engaged in manufacturing, warehousing and distribution, processing, telecommunications, tourism, or research and development industries may be eligible for the state's highest job tax credit benefit level. If other requirements are met. Businesses located in LDCTs that create 5 net new jobs within a single tax year may apply for the tax credit of \$3,500 per eligible net new job created. Businesses may claim the job tax credits for up to five years, as long as the jobs created are maintained.

Military Zone

The Military Zone Job Tax Credit Program provides additional benefits to business located in specified census tracts or additionally designated areas which are adjacent to a military base and considered to be less developed or have a higher rate of poverty. Within the MU2 study area, businesses located west of Cobb Parkway are included in the Military Zone. Businesses located in areas designated as Military Zones may qualify for a \$3,500 tax credit for 5 years when 2 or more eligible new jobs a created within a single tax year. The job tax credit can be taken against a new or existing businesses Georgia income tax liability and withholding taxes. The law allows for any lawful business to qualify for the credit, including retail, so it is not limited to specific industries like the state's regular job tax credit program. Businesses may claim the job tax credits for up to five years, as long as the jobs created are maintained.

New Market Tax Credits

In December 2008, the City of Marietta, Cobb County, Marietta Housing Authority, and the MRC established a new market tax credit corporation. The purpose of the designation is to serve and provide investment capital for low income communities and low-income persons.

New Local Initiatives

Many projects and initiatives from the 2014-2019 MU2 LCI Action Plan will be carried over to the updated 2019-2024 Action Plan. Several of the transportation projects were initiated and are underway, while others lacked funding yet remain priorities of the City. Those projects which are underway or have yet to be started will remain as action items in the updated five-year work plan, with the addition of a few new initiatives and projects. Those new initiatives are listed below.

Expansion of CID Boundaries

The Gateway Marietta CID has plans to extend their boundaries west to the MU2 LCI study area towards Cobb Parkway, north to Roswell Road along the Franklin Gateway Corridor and to fill in gaps south along Delk Road. The CID would like to accomplish this by the end of 2018.

Parks Master Plan Update

The City of Marietta desires to update its Parks and Recreation Master Plan in 2019. Park and recreation recommendations from the MU2 LCI study will be considered for inclusion in the master plan.

2019 SPLOST Referendum

The City desires to call for a SPLOST referendum to be place on the ballot in November 2019. The City must first develop a project list which will include many of the transportation project recommendations from the MU2 LCI study that are not currently funded.

Appendix

Appendix 1: Report of Accomplishments

Appendix 2: 2019-2024 Work Program

Appendix 3: City of Marietta Multi-Use Trail Map

Report of Accomplishments (2013-2018)

Transportation Initiatives

ID	Project	Description	PE Year	Construction Year	STATUS				Notes
					Complete	Underway	Not Started	Not Relevant	
T1	A.L. Burruss Park Multi-Use Trail	Existing soft surface trail should be upgraded to 10' wide hard surface trail with emergency call boxes periodically, and directional signage.	2015	2017			X		Existing trail/maintenance drive (minimum 10' wide) extends from the parking lot, through the park over a bridge installed in 2013 connecting to the Life University campus on an unimproved soft surface trail (8' wide minimum). Some directional signage is in place. There are no current plans to upgrade to a hardsurface trail or to install call boxes.
T2	Rottenwood Creek Trail Phase I	10' wide concrete trail with signage and separation from roadway. Pedestrian crossing signalization improvements at light. Portion within MU2 study area begins at Alumni Drive and ends at Cobb Parkway.	2016	2018		X			Phase I is now known as the segment from Alumni Drive on KSU Marietta's campus to Franklin Gateway. Scoping complete, PFPR expected for Engineering and Design July 26, 2018, with ROW beginning Jan. 2019 (funds have been secured through ARC)
T3	Cobb Parkway Multi-Use Trail	10' wide concrete trail with 10' separation from roadway, lighting, landscaping and directional signage.	2014	2016			X		Project is tied to the future BRT or Cobb Parkway widening project and will therefore remain dormant until a plan is in place to establish BRT or widen Cobb Parkway.
T4	Wildwood Park Multi-Use Trail Connector	10' wide concrete trail - upgrade from existing soft surface trail with directional signage	2016	2018			X		Trail leading from Wildwood Park to the location where the Rottenwood Creek trail intersects Barclay Circle. Life University is currently building new student housing to open fall 2018 which may help facilitate this. Possibly be included in a future Wildwood Park improvement project.
T5	S. Fairground Street Multi-Use Trail	10' wide concrete trail along Fairground on east side of road with 5' separation from roadway, landscaping and directional signage. 10' wide off road trail through City property. Periodic call boxes and directional signage along off road trail. Pedestrian crossing signal Fairground (R/W needed)	2015	2019			X		This segment has not been completed. Streetscape improvements have been made along Fairground Street north of the LCI study area. The City wishes to continue these improvements south along Fairground Street as funding becomes available. This project will also provide an additional connection to the Rottenwood Creek Trail via Fairground Street.
T6	S. Marietta Parkway Multi-Use Trail	Upgrade existing sidewalk to 10' wide concrete trail with call boxes, directional signage and lighting, along south side of South Marietta Parkway. 5' separation from roadway. Additional 16' wide planted medians to be added.	2014	2016			X		Multi-use trail has not been completed. SPSU merged with Kennesaw State University and therefore the project name will be changed to KSU South Marietta Parkway Multi Use Trail. The existing sidewalks in this area have been improved, but not expanded into a multi-use trail. The project remains a priority.
T7	Rottenwood Creek Trail Phase 2	Begin at University Trail at Alumni Dr. (SPSU) and meander southward along Rottenwood Creek crossing Barclay Circle, and continue along Rottenwood Creek and terminate at Project T1.	2014	2018		X			This project has been combined with T2 and is now known as Rottenwood Creek Trail Phase I, from Alumni Drive to Franklin Gateway. This project was not carried over to the 2019-2024 work program because it was combined with another project.
T8	Victory Trail (Along Aviation Rd.)	Upgrade existing 6' sidewalk to 10' wide concrete trail along west side of Aviation Road adjacent to road (R/W needed. Current R/W appears to be 50')	2014	2018			X		Trail was planned to pass through the Park Elementary School which is about to undergo construction. Project should be revisited and brought back up with Marietta City Schools once Park Elementary construction is complete.
T9	Wildwood & A.L. Burruss Park Connector Trail	10' wide off road concrete trail with directional signage and periodic call boxes.	2016	2018			X		Connector trail not completed. This project remains a priority as it will connect two City parks and also provide connection to the Rottenwood Creek Trail, Life University and KSU-Marietta.
PI1	Cobb Parkway Pedestrian Improvements Phase I	New 5' sidewalks with 10' separation from roadway, lighting and landscaping. Along east and west sides of Cobb Parkway.	2014	2016			X		On hold until a decision is made regarding whether to establish BRT or related infrastructure, or to widen Cobb Parkway.
PI2	Cobb Parkway Pedestrian Improvements Phase 2	New 5' sidewalks with 10' landscape strip separation from roadway, lighting and landscaping. Along west side of Cobb Parkway.	2014	2016			X		On hold until a decision is made regarding whether to establish BRT or related infrastructure, or to widen Cobb Parkway.

PI3	Cobb Parkway Pedestrian Improvements Phase 3	New 5' sidewalks with 10' separation from roadway, lighting and landscaping. Along east side of Cobb Parkway.	2015	2017				X		On hold until a decision is made regarding whether to establish BRT or related infrastructure, or to widen Cobb Parkway.
PI4	Cobb Parkway Pedestrian Improvements Phase 4	New 5' sidewalks with 10' separation from roadway, lighting and landscaping. Along west side of Cobb Parkway.	2015	2017				X		On hold until a decision is made regarding whether to establish BRT or related infrastructure, or to widen Cobb Parkway.
PI5	Barclay Circle Sidewalk Improvements	Expand existing sidewalks and fill in new 5' sidewalks adjacent to roadway on north and eastern side of the road. Directional signage, lighting and landscaping along new areas. (R/W needed)	2016	2020				X		Sidewalk improvements not completed. Will be included as part of the Rottenwood Creek Trail construction. This project was not carried over to the 2019-2024 work program because it was combined with Project T2.
PI6	Life Service Pedestrian Improvements	Single 5' wide sidewalk along proposed access road behind Life University campus and Cobb Parkway proposed mixed use developments (R/W needed)	2016	2020				X		Not constructed, but remains a priority of Life University.
PI7	Life Way Road Pedestrian Improvements	Both sides of road adjacent to road with lighting and directional signage (R/W needed; existing R/W is 30')	2016	2020				X		Not constructed, but remains a priority of Life University.
PI8	Lake Drive Pedestrian Improvements	There are already sidewalks on west side of the road, this would provide 5' sidewalks on both sides and fill in any gaps	2017	2019				X		These improvements tie into the Victory Drive Trail (T8) which will be revisited after Park Elementary has completed its construction.
PI9	Rose Drive Pedestrian Improvements	5' sidewalk added to east side of road adjacent to road. Current right of way is 30' (R/W needed)	2017	2021				X		Not constructed, but remains a priority. Fundings needs to be identified.
TI1	S. Marietta Parkway (SR 120) Signal Improvements	Addition of left turn signal on EB S. Marietta Pkwy at White Avenue, signal timing at Cobb Pkwy and Martin Court/Technology Parkway (entrance to SPSU)	2014	2014				X		Not constructed due to lack of funding. Project is on hold due to conflicting projects of Cobb Parkway widening and transit (BRT) along Cobb Parkway.
TI2	Polytechnic Lane Complete Street	Improve existing street to complete street with 5 foot sidewalks, bike lanes and median	2017	2018				X		Remains a priority of KSU-Marietta. Project was on-hold due to the SPSU-KSU merger.
TI3	Wylie Road Realignment	Adding 4 foot of ROW on west side of the roadway and adding 5' sidewalks on both sides. This operation improvement is intended to improve pedestrian safety and to help facilitate and divert truck traffic off of Cobb Parkway	2017	2018				X		Part of the 2011 SPLOST Tier 2 project list. Projected was carried over from the 2005 SPLOST due to lack of funds.
TI4	University Parkway North, Phase 1	Two lane roadway, with 12 ft. travel lanes, a 8 ft. planted median, 4ft bike lanes in both directions, 5ft landscape strip and 5ft sidewalks on both sides with lighting	2017	2018					X	No longer a priority and not carried over to 2019-2024 work program. Analysis revealed that ROW would be too expensive and timely.
FD R1	University Parkway North, Phase 2	New two lane roadway, with 12 ft. travel lanes, a 8 ft. planted median, 4 ft. bike lanes in both directions, 5 ft. landscape strip and 5 ft. sidewalks on both sides with lighting	2017	2018					X	No longer a priority and not carried over to 2019-2024 work program. Analysis revealed that ROW would be too expensive and timely.
TI5	University Parkway South, Phase 1	Two lane roadway, with 12 ft. travel lanes, a 8 ft. planted median, 4ft bike lanes in both directions, 5ft landscape strip and 5ft sidewalks on both sides with lighting	2017	2018					X	No longer a priority and not carried over to 2019-2024 work program. Analysis revealed that ROW would be too expensive and timely.
FD R2	University Parkway South, Phase 2	New two lane roadway, with 12 ft. travel lanes, a 8 ft. planted median, 4 ft. bike lanes in both directions, 5 ft. landscape strip and 5 ft. sidewalks on both sides with lighting	2017	2018					X	No longer a priority and not carried over to 2019-2024 work program. Analysis revealed that ROW would be too expensive and timely.
TI6	Barclay Road realignment	Roadway realignment to the north to line up with University Parkway South (Project TI5)	2017	2018					X	No longer a priority as the proposed University Parkway is no longer being planned. Not carried over to 2019-2024 work program.

Transportation Planning Initiatives

Project	Description	Study / Implementation Year	STATUS				Notes
			Complete	Underway	Not Started	Not Relevant	
Create CCT Route to serve local universities	Modification of Route 10 serving local universities and local destinations.	Ongoing			X		With SPSU-KSU merger, KSU's Big Owl Bus (BOB) system provides a route within the campus and between the two campuses. CCT is now Cobblinc and is in the processing of developing a transit service plan which includes an analysis of routes to potentially service KSU and Life
BRT planning for Cobb Parkway/US 41	BRT station near South Marietta Parkway and Cobb Parkway. City representatives serve on stakeholder committee and stay up to date on progress.	Ongoing		X			Environmental Assessment was completed and approved by FTA in 2015. A FONSI was issued by FTA in 2016.

Housing Initiatives

Project	Description	Study / Implementation Year	STATUS				Notes
			Complete	Underway	Not Started	Not Relevant	
Creation of parallel housing master plans by the two universities	Create parallel housing master plan to conduct assessment of current housing and determine what type of additional student housing should be provided within LCI area.	2014			X		With the merger of SPSU and KSU, KSU created a campus master plan in 2016 to address student housing. Life University has built new on campus student housing which will open to students in Fall 2018. No joint plan has been created.
Joint ventures with local developers and the universities to develop student oriented housing	Partner with local developers to create off-campus student housing.	Ongoing			X		On hold due to SPSU and KSU merger. KSU-Marietta and Life will need to decide if this is still a priority of the two universities. If so, private developers can then be approached.
Pursue Low Income Housing Tax Credits (LIHTC) for Senior Housing	Partner with the Marietta Housing Authority to pursue LIHTC for senior housing within the MU2 LCI area.	Ongoing/TBD based on development timeline			X		Not completed. Conducted on as-needed basis.

Other Local Initiatives

Project	Description	Study / Implementation Year	STATUS				Notes
			Complete	Underway	Not Started	Not Relevant	
Create MU2 Consortium	Consortium of city staff, elected officials, and university representatives to meet on a regular basis to review the status on implementing the LCI activities and discuss any issues that have impacted the area.	2013-2014		X			Immediately after the MU2 LCI plan was created, representatives from the City of Marietta, Cobb County, SPSU and Life University met on a quarterly basis. However, after changes in staff and the SPSU-KSU merger, the group did not continue to regularly meet, but rather met on as as-needed basis. For example, to discuss the Rottenwood Creek Trail.
Undertake TAD Redevelopment Plan to include the MU2 area	Develop a TAD Redevelopment Plan to extend the Franklin Road TAD, or examine additional areas with the LCI area that both qualifies and would benefit from a TAD.	2014				X	The Franklin Road TAD was disbanded in late 2013 after property values in the area dropped significantly from the 2004 values of which the TAD was created, and therefore serving no benefit. At this time, there are no plans to create a new TAD for the MU2 area, but the City, along with KSU and Life, will be exploring the use of various redevelopment tools within the study area.
Development of community gateways	Develop a community gateway at South Marietta and Cobb Parkway as an entrance into the City and the two universities.	2014-2019			X		Not completed but remains a priority of the City. Gateway completed north of LCI study area at Cobb Parkway and Roswell Street. The City wishes to continue gateways at key entrances into Marietta.
Creation of a MU2 Overlay District as outlined in the LCI Report	Create an overlay district to further regulate use and aesthetics of new development within the MU2 LCI area.	2014		X			Drafted, but on hold due to discussion of overlay district in the hospital area
Apply for ARC Implementation Funds	Apply for ARC implementation funds for priority projects within the LCI work program as funding becomes available.	2013	X				Completed. Received funding for Scoping, Engineering, Design, and ROW for Phase I. Included in 2019-2024 work program as the City plans to apply for ARC implementation funds again in the future.
Creation of a partnership and co-branding opportunity with the adjacent business parks and local universities	Co-branding effort between the universities and two adjacent business parks - American Business Center and Commerce Park given a science and technology focus of both schools.	TBD - based on development timeline			X		Not completed. Idea explored at initial consortium meetings but will need to discuss with universities and two adjacent business parks to see if still interested in co-branding project.
Develop a Community Improvement District	Develop a CID that could overlap the MU2 and Franklin/Delk LCI studies.	2014-2015	X				Completed in 2014 with the creation of the Gateway Marietta CID which is currently located in the Franklin/Delk LCI with plans to expand to the MU2 LCI area.

Short-Term Transportation Projects (2019-2024)

ID	Project Name	To/From	Type of Improvement	Description	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source
Trail Projects													
T1	A.L. Burruss Park Multi-Use Trail	From A.L. Burruss Park to Life University Trail	Multi-Use Trail	Existing soft surface trail should be upgraded to 10' wide hard surface trail with emergency call boxes periodically, and directional signage.	2021	\$ 83,283			2023	\$ 900,791	\$ 984,074	City of Marietta	ARC LCI; Local Capital Funds
T2	Rottenwood Creek Trail Phase I	Multi-use trail from Alumni Drive to Franklin Gateway	Multi-Use Trail	10' wide concrete trail with signage and separation from roadway. Pedestrian crossing signalization improvements at light. Portion within MU2 study area begins at Alumni Drive and ends at Cobb Parkway.	2017	\$ 480,669	2019	\$ 3,709,000	2022	\$ 11,157,420	\$ 15,347,089	City of Marietta	ARC LCI; Local Capital Funds
T3	Cobb Parkway Multi-Use Trail	Multi-use trail on west side of Cobb Parkway from future BRT station/Polytechnic Lane to Barclay Circle	Multi-Use Trail	10' wide concrete trail with 10' separation from roadway, lighting, landscaping and directional signage.	2021	\$ 81,640			2024	\$ 883,018	\$ 964,658	City of Marietta	ARC LCI; Local Capital Funds
T4	Wildwood Park Multi-Use Trail Connector	Rottenwood Creek to University Segment Phase 2	Multi-Use Trail	10' wide concrete trail - upgrade from existing soft surface trail with directional signage	2020	\$ 23,622			2022	\$ 255,497	\$ 279,119	City of Marietta	ARC LCI; Local Capital Funds
T5	S. Fairground Street Multi-Use Trail	Along the west side of S. Fairground Street from existing multi-use trail at Larry Bell Park southern driveway to Glover St along the east side of S. Fairground Street, cut through Kudzu field to connect to the University Trail in Aviation Baseball Complex Park	Multi-Use Trail	10' wide concrete trail along Fairground on east side of road with 5' separation from roadway, landscaping and directional signage. 10' wide off road trail through City property. Periodic call boxes and directional signage along off road trail. Pedestrian crossing signal Fairground (R/W needed)	2022	\$ 47,590	2024	\$ 558,023	2026	\$ 556,740	\$ 1,162,353	City of Marietta	ARC LCI; Local Capital Funds

T6	S. Marietta Parkway Multi-Use Trail	Along south side of S. Marietta Pkwy from Aviation Rd to Cobb Pkwy	Multi-Use Trail and Streetscape Improvements	Upgrade existing sidewalk to 10' wide concrete trail with call boxes, directional signage and lighting, along south side of South Marietta Parkway. 5' separation from roadway. Additional 16' wide planted medians to be added.	2021	\$ 176,800			2023	\$ 1,912,269	\$ 2,089,069	City of Marietta	ARC LCI; Local Capital Funds
T8	Victory Trail (Along Aviation Rd.)	Along Aviation Rd. from S. Marietta Pkwy to the northern boundary of the MU2 study border.	Multi-Use Trail	Upgrade existing 6' sidewalk to 10' wide concrete trail along west side of Aviation Road adjacent to road (R/W needed. Current R/W appears to be 50')	2020	\$ 6,240	2017	\$ 508,888	2022	\$ 72,999	\$ 588,127	City of Marietta	ARC LCI; Local Capital Funds
T9	Wildwood & A.L. Burruss Park Connector Trail	Barclay Circle (at Project T8) to A.L. Burruss Trail (Project T1).	Multi-Use Trail	10' wide off road concrete trail with directional signage and periodic call boxes.	2020	\$ 73,116			2022	\$ 790,824	\$ 863,940	City of Marietta	ARC LCI; Local Capital Funds
Complete Streets/Pedestrian Improvements													
PI1	Cobb Parkway Pedestrian Improvements Phase 1	South Marietta Parkway to northern boundary of study area.	Pedestrian	New 5' sidewalks with 10' separation from roadway, lighting and landscaping. Along east and west sides of Cobb Parkway.	2022	\$ 66,560			2024	\$ 719,913	\$ 786,473	City of Marietta	ARC LCI; Local Capital Funds
PI2	Cobb Parkway Pedestrian Improvements Phase 2	West side of Cobb Pkwy from S. Marietta Pkwy to Polytechnic Lane	Pedestrian	New 5' sidewalks with 10' landscape strip separation from roadway, lighting and landscaping. Along west side of Cobb Parkway.	2022	\$ 44,720			2024	\$ 483,692	\$ 528,412	City of Marietta	ARC LCI; Local Capital Funds
PI3	Cobb Parkway Pedestrian Improvements Phase 3	East side of Cobb Pkwy from S. Marietta Parkway to Barclay Circle	Pedestrian	New 5' sidewalks with 10' separation from roadway, lighting and landscaping. Along east side of Cobb Parkway.	2023	\$ 129,792			2025	\$ 1,403,830	\$ 1,533,622	City of Marietta	ARC LCI; Local Capital Funds
PI4	Cobb Parkway Pedestrian Improvements Phase 4	West side of Cobb Pkwy from Barclay Circle to A.L. Burruss Park	Pedestrian	New 5' sidewalks with 10' separation from roadway, lighting and landscaping. Along west side of Cobb Parkway.	2023	\$ 62,733			2025	\$ 678,518	\$ 741,251	City of Marietta	ARC LCI; Local Capital Funds
PI6	Life Service Pedestrian Improvements	From Polytechnic Lane to Barclay Circle	Pedestrian	Single 5' wide sidewalk along proposed access road behind Life University campus and Cobb Parkway proposed mixed use developments (R/W needed)	2023	\$ 13,498	2018	\$ 862,303	2025	\$ 157,912	\$ 1,033,713	City of Marietta	ARC LCI; Local Capital Funds

PI7	Life Way Road Pedestrian Improvements	Along Life Way from Cobb Parkway to Life Campus	Pedestrian	Both sides of road adjacent to road with lighting and directional signage (R/W needed; existing R/W is 30')	2023	\$ 33,746	2018	\$ 562,094	2025	\$ 394,780	\$ 990,620	City of Marietta	ARC LCI; Local Capital Funds
PI8	Lake Drive Pedestrian Improvements	Along Lake Drive from northern boundary of MU2 LCI border to S. Marietta Parkway	Pedestrian	There are already sidewalks on west side of the road, this would provide 5' sidewalks on both sides and fill in any gaps	2020	\$ 11,699			2022		\$ 11,699	City of Marietta	ARC LCI; Local Capital Funds
PI9	Rose Drive Pedestrian Improvements	From South Marietta Parkway to existing northern terminus of road	Pedestrian	5' sidewalk added to east side of road adjacent to road. Current right of way is 30' (R/W needed)	2021	\$ 2,925	2023	\$ 155,160	2025	\$ 34,214	\$ 192,299	City of Marietta	ARC LCI; Local Capital Funds

Roadway Improvements

TI1	S. Marietta Parkway (SR 120) Signal Improvements	At S. Marietta Pkwy (SR 120) and White Avenue	Roadway Operational Improvement	Addition of left turn signal on EB S. Marietta Pkwy at White Avenue, signal timing at Cobb Pkwy and Martin Court/Technology Parkway (entrance to SPSU)	2023	\$ 38,480			2023	\$ 124,800	\$ 163,280	City of Marietta	ARC LCI; Local Capital Funds
TI2	Polytechnic Lane Complete Street	Hornet Drive to Cobb Parkway (US 41)	Complete Street	Improve existing street to complete street with 5 foot sidewalks, bike lanes and median	2023	\$ 31,118	2024	\$ 1,250,813	2025	\$ 355,993	\$ 1,637,924	City of Marietta	ARC LCI; Local Capital Funds
TI3	Wylie Road Realignment	S. Marietta Pkwy to Cobb Pkwy	Roadway Operational Improvement	Adding 4 foot of ROW on west side of the roadway and adding 5' sidewalks on both sides. This operation improvement is intended to improve pedestrian safety and to help facilitate and divert truck traffic off of Cobb Parkway	2021	\$ 42,700	2022	\$ 1,375,871	2023	\$ 488,851	\$ 1,907,422	City of Marietta	ARC LCI; Local Capital Funds

Transportation Planning Efforts

Description/Action	Cost	Year	Responsible Party	Funding Source
Create CobbLinc Route to serve local universities	Staff Time	On-Going	City, CobbLinc, KSU, Life University, Cobb DOT	NA
BRT planning for Cobb Parkway/US 41	Staff Time	On-Going	City, Cobb DOT	NA

Housing Projects/Initiatives

Description/Action	Cost	Year	Responsible Party	Funding Source
Creation of parallel housing master plans by the two universities	NA	2020	KSU, Life University	NA
Joint ventures with local developers and the universities to develop student oriented housing	Staff Time	Ongoing	KSU, Life University	NA
Pursue Low Income Housing Tax Credits (LIHTC) for Senior Housing	Staff Time	Ongoing/TBD based on development timeline	City of Marietta, Marietta Housing Authority	NA

Other Local Initiatives

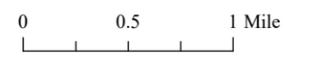
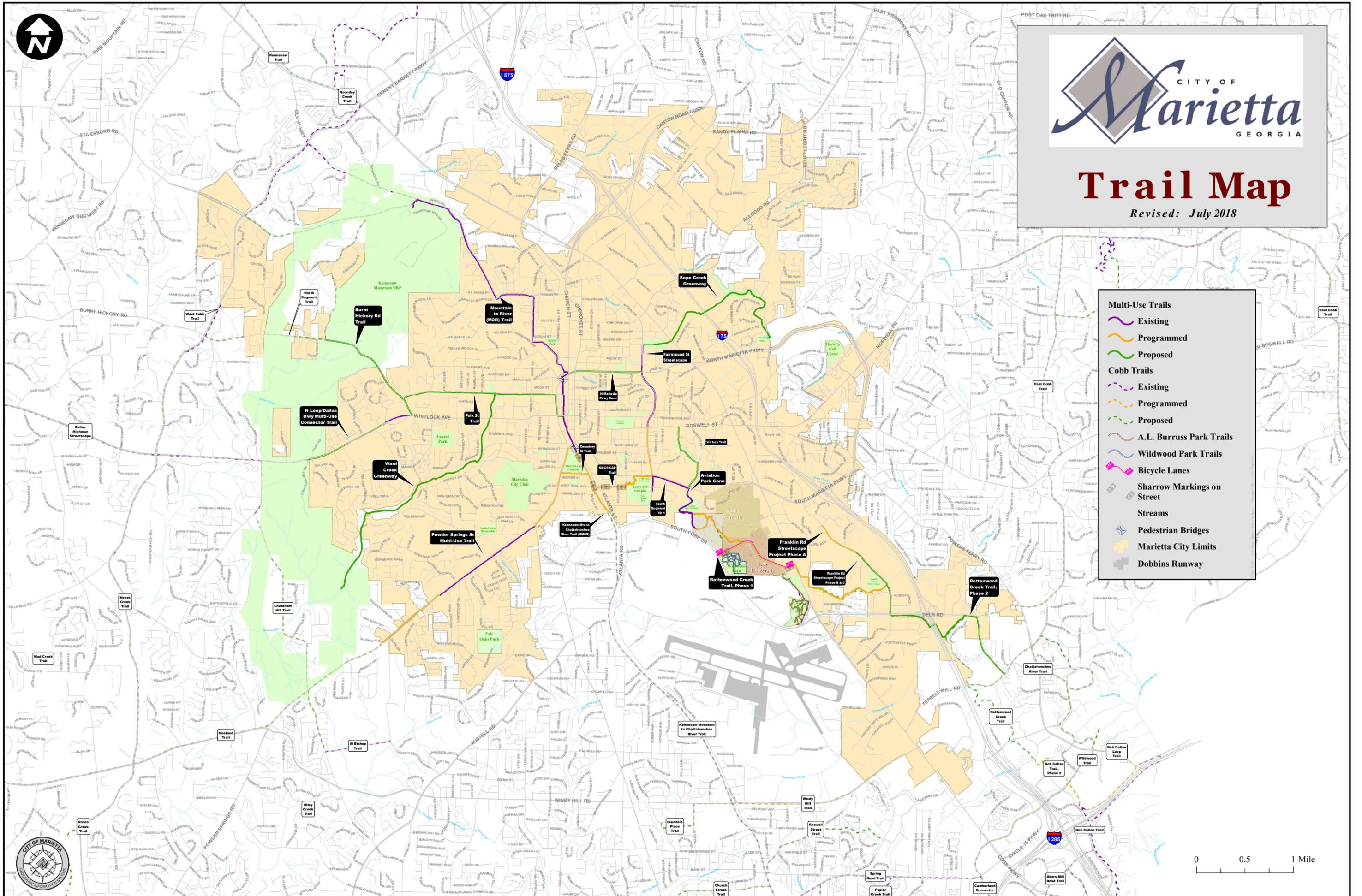
Description/Action	Cost	Year	Responsible Party	Funding Source
Create MU2 Consortium	Staff Time	2019	City of Marietta, KSU, Life University	NA
Undertake TAD Redevelopment Plan to include the MU2 area	\$25,000 - \$45,000	2019	City of Marietta	General Fund
Development of community gateways	TBD - based on location	2020	City of Marietta	TAD, General Fund
Creation of a MU2 Overlay District as outlined in the LCI Report	Staff Time	2019	City of Marietta	NA
Apply for ARC Implementation Funds	Staff Time	2019	City of Marietta	NA
Creation of a partnership and co-branding opportunity with the adjacent business parks and local universities	Staff Time	TBD - based on development timeline	KSU, Life University	NA



Trail Map

Revised: July 2018

- Multi-Use Trails**
 - Existing
 - Programmed
 - Proposed
- Cobb Trails**
 - Existing
 - Programmed
 - Proposed
- A.L. Burruss Park Trails**
- Wildwood Park Trails**
- Bicycle Lanes**
- Sharrow Markings on Street**
- Streams**
- Pedestrian Bridges**
- Marietta City Limits**
- Dobbins Runway**





City of Marietta

205 Lawrence Street
Post Office Box 609
Marietta, Georgia 30061

Motion Signature

File Number: 20180921

Marietta University Enhancement District (MU2) LCI 5-Year Update

Motion to adopt the Marietta University Enhancement District (MU2) LCI 5 Year Update.

Date September 12, 2018

A handwritten signature in blue ink that reads "R. Steve Tumlin, Jr." written over a horizontal line.

R. Steve Tumlin, Jr., Mayor

A handwritten signature in blue ink that reads "Stephanie Guy" written over a horizontal line.

Stephanie Guy, City Clerk

RESOLUTION TO ADOPT THE 5-YEAR UPDATE OF RECORDS
THE MARIETTA UNIVERSITY ENHANCEMENT DISTRICT (MU²) LCI

WHEREAS, the Atlanta Regional Commission (ARC) created the Livable Centers Initiative (LCI) program in 1999 to encourage local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies through the development of focused area studies;

WHEREAS, the City of Marietta adopted the Marietta University Enhancement District (MU²) LCI on July 10, 2013;

WHEREAS, the Atlanta Regional Commission requires that a 5-Year Update (2019-2024) be completed for each LCI study area in order for the study to remain active in the LCI program and eligible for future grant funding.

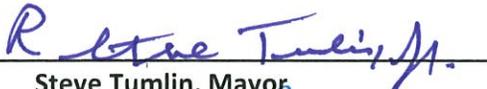
NOW, THEREFORE BE IT HEREBY RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF MARIETTA, GEORGIA, THAT:

Section 1: The City of Marietta, through the Mayor and City Council, does hereby adopt the 5-Year Update of the Marietta University Enhancement District (MU²) LCI.

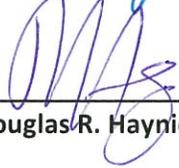
Section 2: The City of Marietta submits the 5-Year Update of the MU² LCI to the Atlanta Regional Commission.

Section 3: This Resolution shall be effective upon signature or without the signature of the Mayor, subject to Georgia laws 1983, page 4119.

DATE: September 12, 2018

Approved: 
Steve Tumlin, Mayor

ATTEST: 
Stephanie Guy, City Clerk

Approved as to form: 
Douglas R. Haynie, City Attorney

