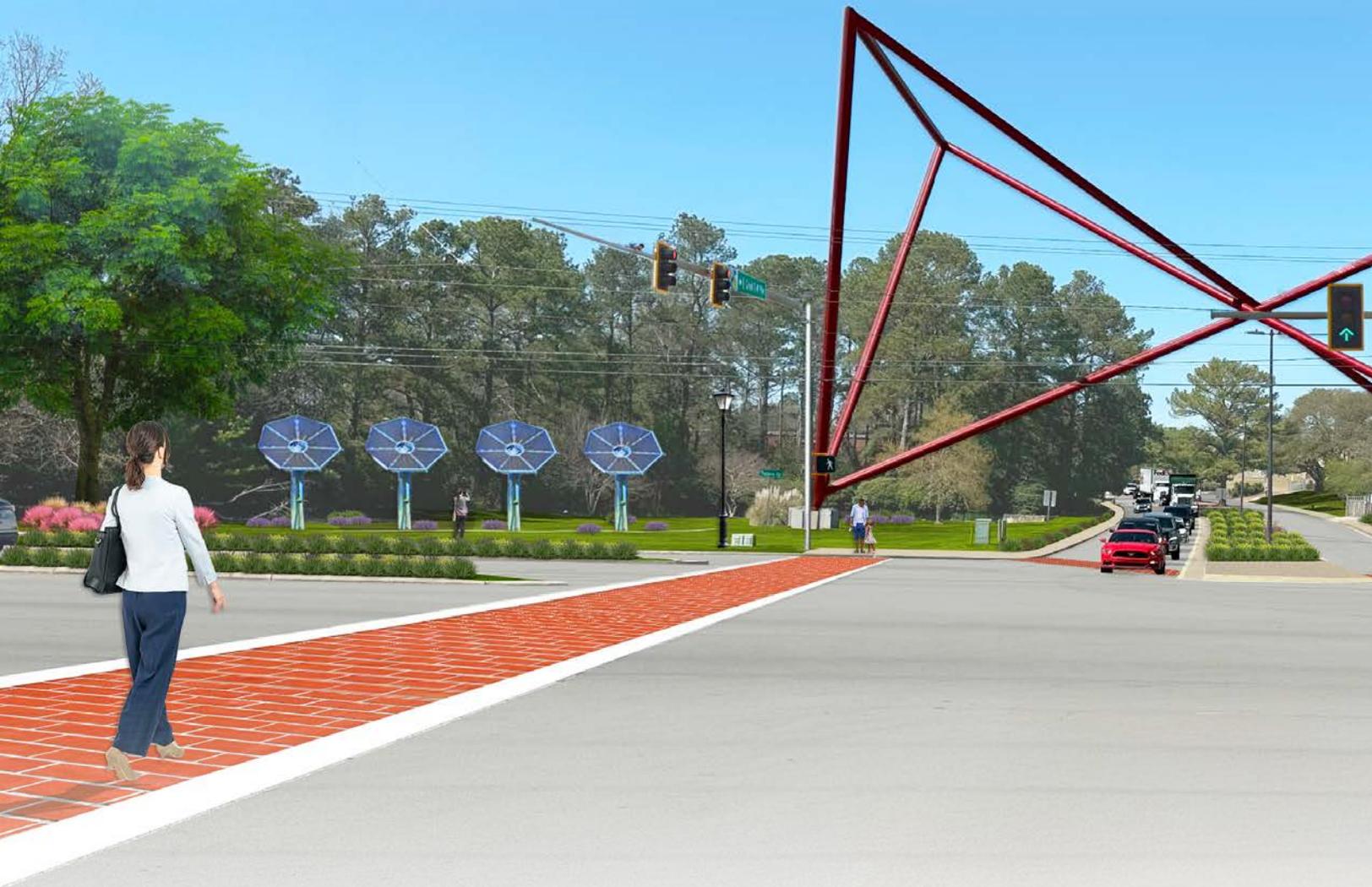




# Fulton Industrial Boulevard Sustainability Framework



Prepared for

FULTON  
INDUSTRIAL



BOULEVARD  
IMPROVEMENT  
DISTRICT

Prepared by

Kimley»Horn

July 2025

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# Acknowledgments

**Fulton Industrial Boulevard CID**

**Georgia Department of Transportation (GDOT)**

**Atlanta Regional Commission (ARC)**

**Fulton County**

**City of Atlanta**

**City of South Fulton**

# Introduction

As the largest industrial district in the Eastern United States, the Fulton Industrial Boulevard District plays a critical role in the movement of goods throughout Metro Atlanta and beyond. Today, the District contains 52 million square feet of industrial space and an estimated 28,000 jobs. It conveniently is located near I-20 and I-285, Hartsfield-Jackson Atlanta International Airport, intermodal rail facilities, and Downtown Atlanta. The Fulton Industrial Clean Energy & Logistics Plan focuses on strategies for electric vehicle (EV) charging and renewable fuel options, truck parking, streetscape improvements, trail and sidewalk connections, placemaking, and public art. The study area for the plan follows the boundaries of the Fulton Industrial Boulevard Community Improvement District (CID). This area is at an inflection point and poised to take advantage of new opportunities, including Georgia Department of Transportation’s (GDOT’s) Major Mobility Improvement Project (MMIP) I-20 interchange project, Fulton County’s effort on the removal of blighted buildings, and proximity as the front door to the new annexation of the City of South Fulton. As one of the first major industrial corridors in the Southeast, this is an opportunity for the District to reinvent itself as one of the country’s industry leading corridors. The recommendations in this plan consider and build on the District’s Freight Cluster Plan (completed in 2022).

## Purpose of the Plan

The purpose of this plan is to evaluate and develop strategies for clean energy infrastructure for the freight and logistics industry, including determine publicly accessible options; identify potential solutions or improvements related to truck parking and transit access; and develop concepts and implementation steps for streetscape and placemaking improvements to enhance the character, sustainability, and safety of the corridor. The study was conducted in three phases:

- **Phase 1:** This phase included existing conditions, needs assessment, and initial ideas and concepts for EV charging and alternative fueling, and truck parking and staging. This was summarized in an existing conditions memorandum. The results were used to provide guidance for Phase 2 of the plan.
- **Phase 2:** This phase focused on further exploring the initial ideas from phase 1 while refining concepts and providing a strategic vision for the corridor. This phase also included the exploration of bicycle, pedestrian, and last-mile connectivity for transit as well as streetscape, gateway, and other placemaking improvements. The results of this analysis were used to develop design concepts and recommendations related to safety, multimodal transportation options, and placemaking.
- **Phase 3:** This phase focused on development specific concepts and projects, developing a detailed action plan, project costing, and exploration of funding and grant opportunities using the concepts and recommendation.

## Summary of Key Elements and Projects

This plan is organized according to key elements or focus areas that include a summary of relevant analysis, priority projects, and next steps for implementation. Some projects identified in this plan can be led or advanced by the Fulton Industrial Boulevard CID with appropriate approvals from agencies or local governments. Other projects will require partnership with state or regional agencies, local governments, private sector partners, or others in order to advance. Priority projects are a mix of large, complex projects as well as smaller, shorter-term projects. While some projects may be listed as “secondary,” they may be able to advance sooner if funding is identified or a partner organization is able to implement it.

## Streetscape, Sidewalks, and Landscaping

Fulton Industrial Boulevard is a major thoroughfare for vehicular and freight traffic that passes through the entire District with regional connectivity provided by I-20, I-285, Camp Creek Parkway, Campbellton Road, Donald Lee Hollowell Parkway NW, and Martin Luther King Jr. Drive SW, among other roads. It is a predominantly four-lane, median divided highway, with center and outside turn lanes at major intersections or industrial park locations with some segments including six travel lanes and multiple center turn lanes. After assessing potential gaps in the current sidewalk network, including the presence of desire paths, higher ridership bus stops without sidewalk access, and considering the potential impacts of the planned Chattahoochee RiverLands project, several priority and secondary projects were identified. Prioritization of these projects considered existing or funded projects, potential right-of-way or property impacts, and coordination with relevant agency or local government projects.

Priority streetscape projects are bigger impact projects that can include larger, branded gateway monuments, public art, and more prominent streetscape elements. The landscaping for these projects will build off existing landscaping similar to what is already completed at Shirley Drive.

The secondary streetscape projects include "lighter" landscaping and streetscape elements with opportunities for smaller gateway treatments. Together, the projects will create a cohesive corridor character or brand while focusing on improving access and experience for employees, bicyclists, and pedestrians. The listing of priority and secondary projects does not necessarily indicate order of completing projects. For example, secondary projects can be revisited as additional funding and/or partnership opportunities become available.

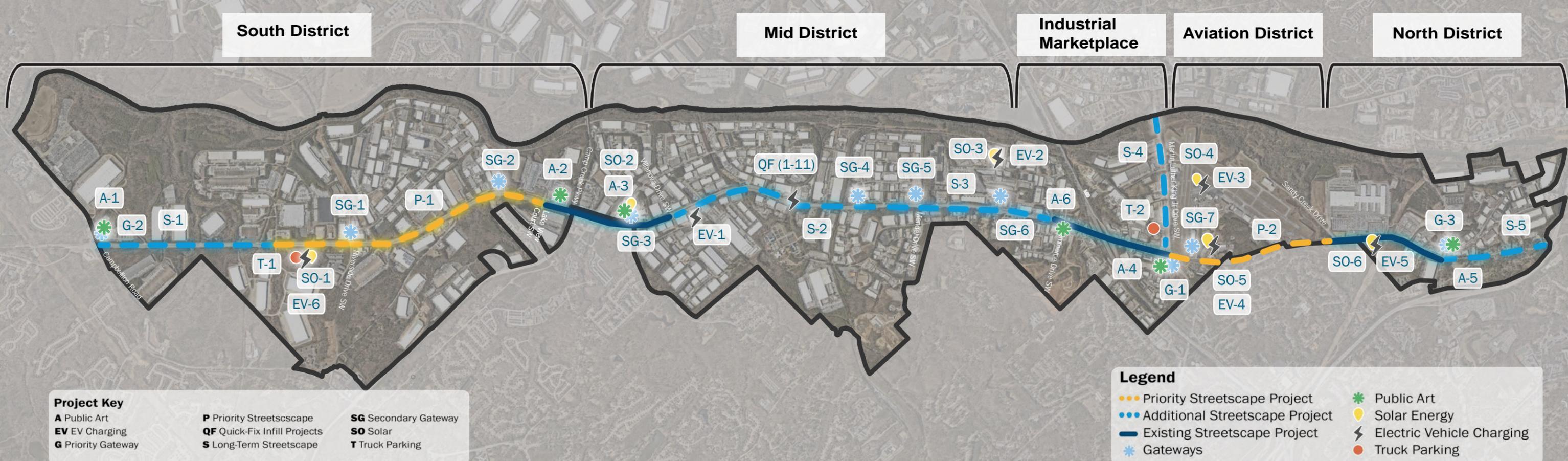
## Chattahoochee RiverLands

The Chattahoochee RiverLands encompasses a 100-mile long corridor across seven counties and seeks to preserve 18,000+ acres of land and 80 miles of riverfront for the public to use. From Lake Lanier to Chattahoochee Bend State Park, the Chattahoochee RiverLands will provide connections across 19 cities with opportunities for safe, multimodal transportation along trails and greenways, including along Fulton Industrial Boulevard within the District.

The RiverLands has a preferred alignment, which is based on collective input and may provide a more enjoyable experience, and a practical alignment might, which might offer an easier path towards implementation. The alignments were taken into consideration and are included within the proposed streetscape project descriptions as 8-foot multiuse path connections (noted with an asterisk). The study area contains a critical segment of the RiverLands trail. This plan has identified improvements to assist in completing the trail within the District.

## Gateways and Public Art

Gateways, placemaking, and public art can be important elements of transforming a corridor into a safe and vibrant place, introducing those traveling to and through the corridor to the District, and enhancing the character and perception of the area as innovative and preferred location to locate a business or facility. Proposed gateway enhancements within the District are located at key, high visibility areas and secondary gateways are proposed at the intersections of local, public roads. Some of these projects are standalone improvements, and others can be included as part of larger streetscape projects. Public art has long been a key element within the district. Some of the earliest industrial parks included public art as they were constructed. Recently, Fulton County opened the Emma Darnell Aviation Museum & Conference Center which includes space for rotating art exhibits, community programming, and meetings, as well as public art located on the grounds of the facility. This plan includes locations for additional art installations as well as ideas for other art and placemaking opportunities within the District.



## Redevelopment Concepts

Two redevelopment or repositioning concepts were developed during this process: Aviation Innovation District and Industrial Marketplace District. The recommendations developed within these concepts create an opportunity for public-private partnership within the District to achieve a cohesive vision for the corridor's future. The concepts include the priority and secondary project elements along with incorporating opportunities that support and encourage private investment. While aspirational in nature, the recommendations in the concepts are intended to be realistic and provide a foundation for additional discussion and partnership among Fulton Industrial Boulevard CID and area partners.

## Clean Energy

A key component of the study is to find clean energy strategies, freight and logistics companies, and public-facing infrastructure. After an investigation of existing and potential EV charging within the District, the preference for new chargers within the District was for public charging locations for local residents, employees of nearby businesses, and/or to serve the traveling public on the nearby interstate highways. Coordination with Georgia Power to confirm capacity to the local grid to support large-scale EV charging infrastructure also was completed at different locations within the District.

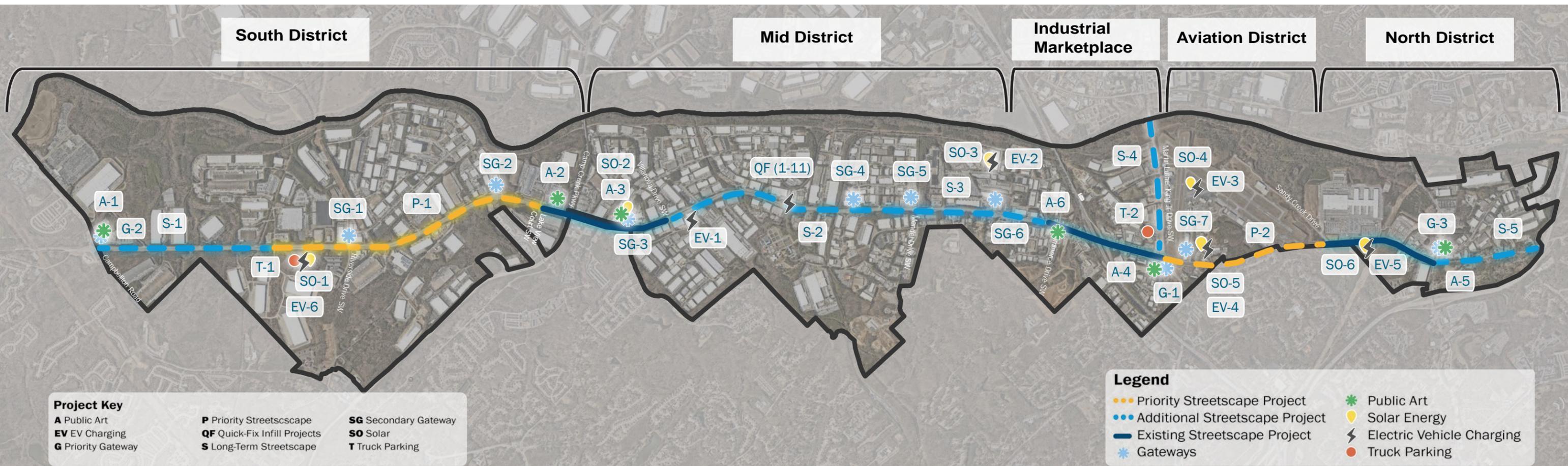
Solar opportunities were found to be preferred on publicly owned lands and coordination with Georgia Power and Fulton County will be the next steps in the process. Finally, a clean energy toolkit was developed as a resource for local businesses and organizations within the District.

## Bus Stop Enhancements

Several employees along the corridor rely on MARTA bus service to reach their place of employment. However, numerous bus stops do not include a shelter, seating, or other amenities. Additionally, many bus stops are not connected by sidewalk to nearby businesses or destinations. After analyzing the corridor to identify high ridership MARTA bus stops, a list of bus stop locations to prioritize for enhancements, landscaping, public art, or solar power were identified.

## Truck Parking and Staging

The lack of truck parking is both a regional and national issue that will require multiple solutions to solve. Within the District, this challenge can be seen in the form of unauthorized truck parking along shoulders of roadways and within travel lanes of side streets. The CID's Freight Cluster Study identified truck parking as a key issue that should be addressed and highlighted several areas with observed unauthorized truck parking. Building on this study, this plan analyzed potential truck parking locations and solutions while considering national best practices and safety standards. After assessing the current truck parking supply and observed demand, two locations were identified for possible truck parking additions.



# Streetscape and Gateway Overview

The corridor is organized by existing projects (in progress or built on the corridor), priority projects, and secondary projects. These projects are streetscape and/or gateway projects and contain a series of improvements for placemaking and/or mobility investments within the corridor. This approach helps to establish a sense of place and safety along the corridor while focusing improvements in key locations to maximize impact. The listing of priority and secondary project does not necessarily indicate order of completing projects. Secondary projects can be implemented as funding and/or partnership opportunities become available. Each streetscape project has potential to connect to the Chattahoochee RiverLands trail with an 8-foot multiuse path. These opportunities are marked with an asterisk.

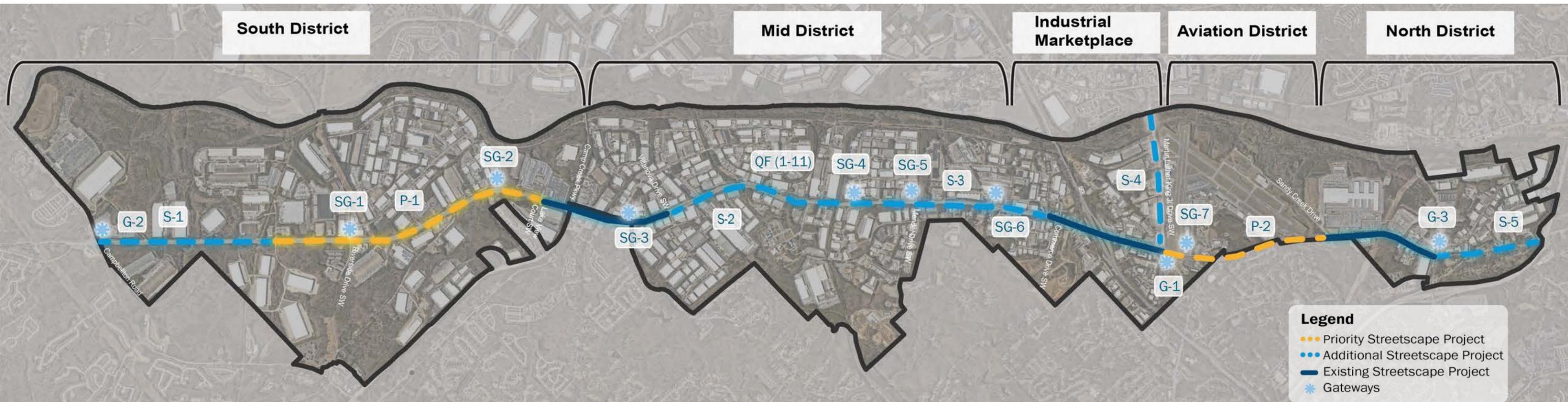
## SOUTH DISTRICT (CAMPBELLTON ROAD TO CAMP CREEK PARKWAY)

- **South District Campbellton Gateway (G-2)** will be located at the intersection at Campbellton Road SW
  - Gateway monument with landscaping at intersection on the north side of Fulton Industrial Boulevard
  - Public art installation at intersection
- **South District Streetscape (S-1)** will extend from Campbellton Road SW to Westgate Parkway
  - 8-foot multiuse path on the north side of Fulton Industrial Boulevard (additional analysis required)\*
  - 5-foot sidewalk connection (additional analysis required)
  - New median landscaping at regular intervals along the corridor
  - Secondary gateway landscaping at intersections of public streets and Fulton Industrial Boulevard
- **Small Gateway (SG-1)** with enhanced landscaping, small gateway signage, and minor pedestrian intersection improvements at Riverside Drive SW
- **South District Streetscape (P-1)** will extend the planned streetscape improvements from Westgate Parkway/Oak Lawn Avenue to Lakeview Court SW
  - 8-foot multiuse path on the north side of Fulton Industrial Boulevard\*

- 5-foot sidewalk on the south side of Fulton Industrial Boulevard
- Continuous median landscaping
- Stamped pavement medians near intersections
- Street trees and pedestrian lighting on the outside of the roadway
- Two secondary gateway enhancements at Riverside Drive and Boat Rock Boulevard
- Operational and intersection improvements and signalization at Oak Lawn Avenue
- **Small Gateway (SG-2)** with enhanced landscaping, small gateway signage, and minor pedestrian intersection improvements, including a pedestrian crossing at Boat Rock Boulevard.

## MID DISTRICT (CAMP CREEK PARKWAY TO PATTON DRIVE SW)

- **Existing Projects:** Streetscape and sidewalk improvements from Villanova Drive SW to Tulane Drive SW. ARC Transportation Improvement Program (TIP) project on Camp Creek Parkway/Cascade Road
- **Small Gateway (SG-3)** with enhanced landscaping at Great Southwest Parkway SW
- **Mid District Streetscape (S-2)** will extend from Villanova Drive SW/Westpark Place to Wharton Drive SW/Mendel Drive SW
  - 8-foot path on the north side of Fulton Industrial Boulevard\*
  - 5-foot on the south side of Fulton Industrial Boulevard
  - Light median landscaping at regular intervals from Mendel Drive SW south to Westgate Drive
  - Maintain existing landscaping from Villanova Drive to Westgate Drive
  - Streetscape trees on the outside to match the median
- **Quick Fix Infill Projects (QF-1-11)** infill projects to address sidewalk gaps from Villanova Drive to I-20. These
- **Small Gateway (SG-4)** with enhanced landscaping, small gateway signage and public art, and minor pedestrian intersection improvements at Bakers Ferry Road SW
- **Small Gateway Project (SG-5)** as a secondary gateway with enhanced landscaping at Wharton Drive SW/Mendel Drive SW



**Legend**

- Priority Streetscape Project
- Additional Streetscape Project
- Existing Streetscape Project
- ★ Gateways

- **Mid District Streetscape (S-3)** will extend from Mendel Drive SW, continuing to Fulton Industrial Circle SW
  - 8-foot path on the north side of Fulton Industrial Boulevard or at Patton Drive SW or Frederick Drive SW in conjunction with the Chattahoochee RiverLands Parkway project (if funding is available)
  - 5-foot sidewalk on the south side
  - Continuous median landscaping
  - Streetscape trees on the outside to match the median landscaping
  - Maintain existing median landscaping near I-20
  - Secondary gateway and crosswalk improvements at Patton Drive SW
  - Small gateway option at either Patton Drive or Frederick Drive to match potential RiverLands project Chattahoochee
  - Small gateway and wayfinding at Wharton Drive SW/Mendel Drive SW
- **Small Gateway Project (SG-6)** as a secondary gateway with enhanced landscaping, smaller gateway sign and public art, minor intersection improvements, and pedestrian crossings

**INDUSTRIAL MARKETPLACE DISTRICT (PATTON DRIVE SW TO MARTIN LUTHER KING JR DRIVE SW)**

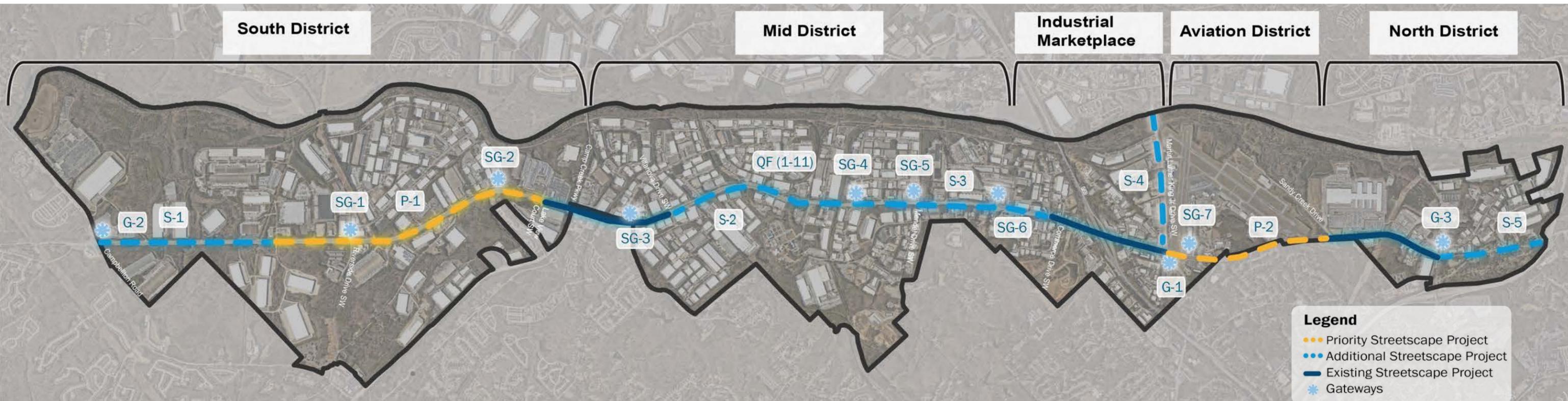
- **Existing Project:** GDOT I-20 MMIP from Commerce Drive SW to Martin Luther King Jr Drive SW
- **Aviation District/RiverLands Connection (S-4)** will provide a direct connection to the proposed Chattahoochee RiverLands project by utilizing Martin Luther King Jr. Drive SW.
  - Maintain or update existing landscaping along Fulton Industrial Boulevard near I-20
  - 8-foot multiuse path along Martin Luther King Jr. Drive SW south to Fulton Industrial Boulevard\*
  - 5-foot sidewalks along opposing side of Martin Luther King Jr. Drive SW
  - For path segments along Martin Luther King Jr. Drive SW, limited streetscape, amenities, lighting, and signage where right-of-way and space allows\*
- **Small Gateway Project (SG-6)** as a secondary gateway with enhanced landscaping either Patton Drive or Frederick Drive to match potential Chattahoochee RiverLands project

**AVIATION DISTRICT (MARTIN LUTHER KING JR DRIVE SW TO SANDY CREEK DRIVE)**

- **Priority Gateway Project (G-1)** at Martin Luther King Jr. Drive SW intersection
  - Gateway monument on the south side of Fulton Industrial Boulevard SW
  - Gateway landscaping at intersection
  - Public art on the south side of Fulton Industrial Boulevard SW
- **Secondary Gateway Project (SG-7)** at Aviation Circle with enhanced landscaping, smaller gateway sign, and minor intersection improvements
- **Aviation District Streetscape (P-2)** will extend planned streetscape between Donald Lee Hollowell Parkway NW and Sandy Creek Road, south to Martin Luther King Jr. Drive
  - 8-foot path on the north side of Fulton Industrial Boulevard\*
  - 5-foot sidewalk on the south side of Fulton Industrial Boulevard
  - Continuous median landscaping matching existing Fulton Industrial CID landscaping
  - Streetscape trees and lighting matching existing Fulton Industrial CID landscaping

**NORTH DISTRICT (SANDY CREEK DRIVE TO I-285)**

- **Existing Streetscape Project:** The CID's streetscape project is underway between Donald Lee Hollowell Parkway NW and Sandy Creek Drive, and operational Improvements are being addressed by GDOT
- **Secondary Gateway Project (G-3)** at Donald Lee Hollowell Parkway NW intersection
  - Gateway landscaping at intersection
  - Smaller gateway signs on Fulton Industrial Boulevard SW and Donald Lee Hollowell Parkway NW
- **North District Streetscape (S-5)** will extend from Martin Luther King Jr. Drive SW to Sandy Creek Road
  - Streetscape trees on the outside
  - 5-foot sidewalk connection



**Legend**

- Priority Streetscape Project
- Additional Streetscape Project
- Existing Streetscape Project
- ★ Gateways

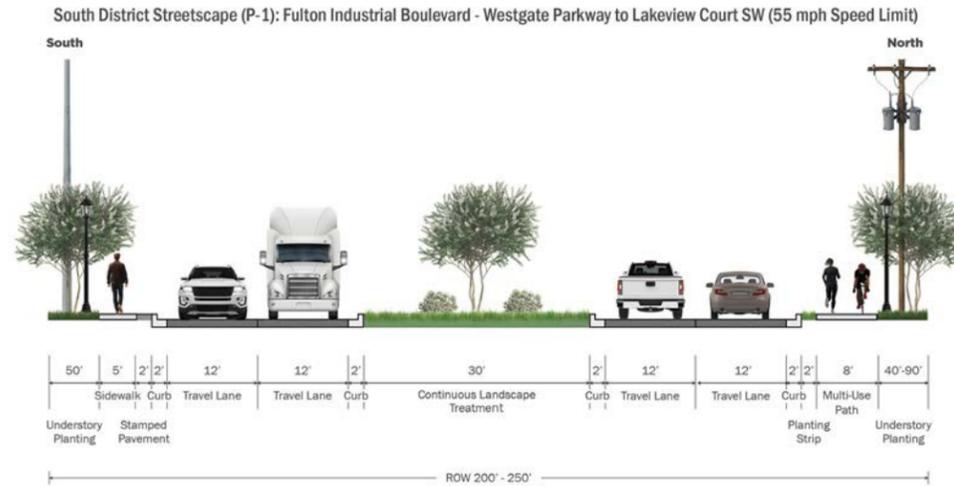
# Priority Streetscape and Gateway Projects

## South District Streetscape (P-1)

This project will extend the planned streetscape improvements near Camp Creek Parkway and Cascade Road south from Westgate Parkway SW/Oak Lawn Avenue to Lakeview Drive. A multiuse path will provide connections to the Chattahoochee RiverLands project. This project addresses gaps in access to jobs within a major employment center, as well as a lack of last mile connectivity between transit and jobs by introducing new streetscape, pedestrian lighting, and bicycle and pedestrian facilities.

### Recommended improvements include:

- 8-foot multiuse path on the north side of Fulton Industrial Boulevard\*
- 5-foot sidewalk on the south side of Fulton Industrial Boulevard
- Continuous median landscaping
- Stamped pavement medians near intersections
- Improved pedestrian crossings at existing signalized intersections
- Street trees and pedestrian lighting on the outside of the roadway
- Two secondary gateway enhancements at Riverside Drive and Boat Rock Boulevard
- Safety/operational improvements



Additional analysis is required due to challenging conditions. Final design will depend on specific site, topography, and right-of-way conditions.

Understory planting and median landscaping treatment at regular intervals at approximately 300-400 feet.

## Westgate Parkway SW to Lakeview Court SW



This project also includes Westgate Parkway SW/Oak Lawn Avenue to Riverside Drive/Tradewater Parkway SW, which was first identified in the District's Freight Cluster Plan. If a two phase process is preferred, the below provides project extents and information for Westgate Parkway/Oak Lawn Avenue to Riverside Drive/Tradewater Parkway SW. Recommendations for this intersection include:

- 8-foot multiuse path on the north side of Fulton Industrial Boulevard
- 5-foot sidewalk on the south side of Fulton Industrial Boulevard
- Operational improvements with pedestrian crossings and signal(s)

**Next Steps:** Apply for TIP project. If awarded, preliminary engineering begins a year later and construction begins end of year four.



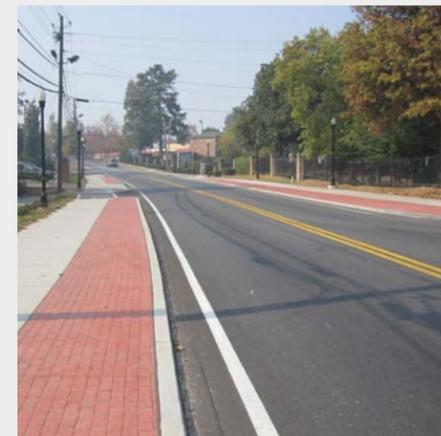
The plan view graphic below illustrates potential improvements for a segment of the P-1 project. This is located at the Fulton Industrial Boulevard and Plummer Road SE intersection.



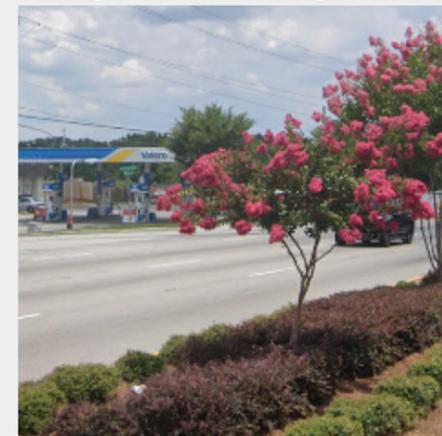
Detailed plan view of P-1 streetscape and sidewalk improvements

### Examples of P-1 Proposed Streetscape Elements

Red Brick Stamped Pavement



Existing Median Landscaping



Street Trees



## Aviation District Streetscape (P-2)

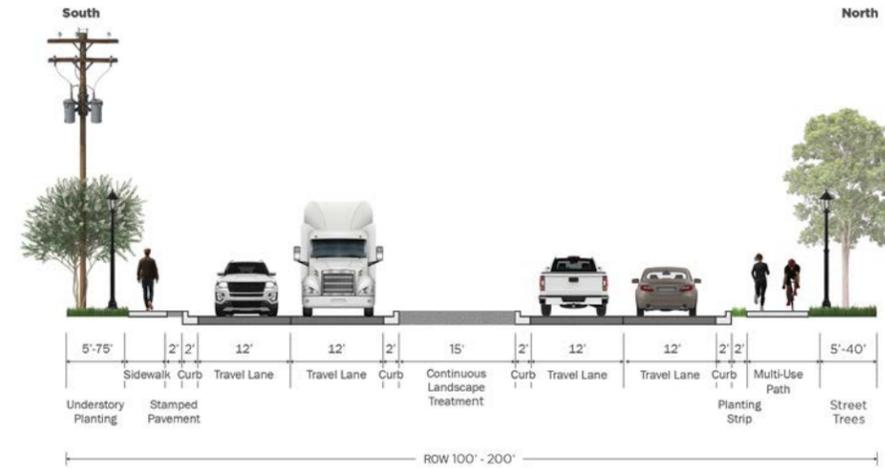
This project will extend the planned streetscape improvements between Martin Luther King Jr. Drive SW and Sandy Creek Road, south to Martin Luther King Jr. Drive.

Recommended improvements include:

- 8-foot multiuse path on the north side of Fulton Industrial Boulevard SW
- 5-foot sidewalk on the south side of Fulton Industrial Boulevard SW
- Continuous median landscaping consistent with landscaping within the planned project to the north
- Streetscape, lighting, and trees consistent with the planned project to the north
- Priority Gateway at Martin Luther King Jr. Drive SW (see **Page 22** for details)
- Secondary gateway at Aviation Circle and Fulton Industrial Boulevard (see **Page 40** for details)

**Next Steps:** Within an estimated 15 month timeline, a consultant would be under contract in the first month and GDOT and Fulton County would be engaged by month three. Six to eight months into the timeline, permit documents would be sent to GDOT with permit approval an estimated three months later.

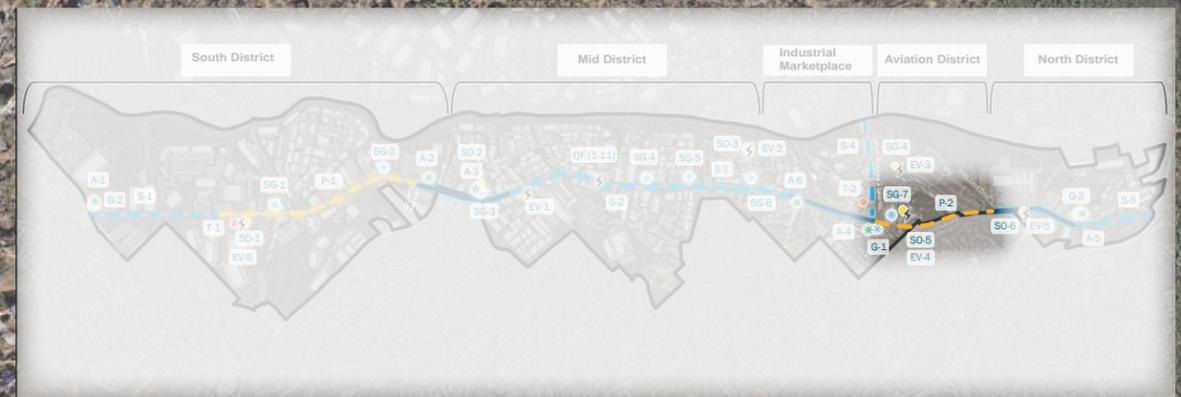
Aviation District (P-2): Fulton Industrial Boulevard - Martin Luther King Jr Drive to Sandy Creek Road (45 mph Speed Limit)



Additional analysis is required due to challenging conditions. Final design will depend on specific site, topography, and right-of-way conditions.

Understory planting and median landscaping treatment at regular intervals at approximately 300-400 feet.

MLK Jr. Drive SW to Sandy Creek Road



The plan view graphic below illustrates potential improvements for the P-2 streetscape project at the Fulton Industrial Boulevard and Aviation Circle NW.



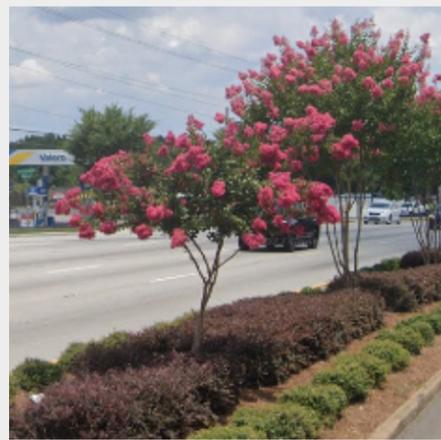
Detailed plan view of P-2 streetscape and sidewalk improvements

**Examples of P-2 Proposed Streetscape Elements**

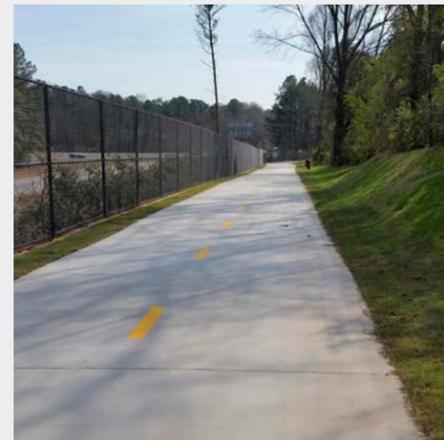
Red Brick Stamped Pavement



Existing Median Landscaping



Multiuse Trail



Examples of P-2 proposed streetscape



Rendering showcasing the proposed improvements along Fulton Industrial Boulevard SW at the Emma Darnell Aviation Museum & Conference Center, including elements from the proposed Aviation District Streetscape (P-2) project.

## Martin Luther King Jr. Drive Gateway (G-1)

This priority gateway project will enhance the intersection of Martin Luther King Jr. Drive SW and Fulton Industrial Boulevard near the Fulton County Executive Airport. Recommended improvements include:

- Boulevard CID Gateway Monument
- Enhanced landscaping at intersection corners
- Ground cover landscaping within larger concrete islands
- Enhanced crosswalks with CID signature brick stamping
- Wayfinding signage or additional district branding
- Public art
- Upgraded signal light mast arms with pedestrian signals
- Pedestrian Improvements across Fulton Industrial Boulevard

**Next Steps:** Within an estimated seven month timeline, have a consultant under contract in the first month and engage GDOT and Fulton County by the second month. By mid-month of month four, permit documents sent to GDOT and permit approval by month six. Planting complete by CID landscaper and hire contractor for other gateway elements by the seventh month of the timeline.



Rendering of proposed gateway project at intersection of Martin Luther King Jr. Drive SW



Overview of proposed enhancements at intersection



FIBCID branded gateway monument



Example of existing public art (Stella Nova Sculpture)

## Additional Primary Gateway Projects

Along with Martin Luther King Jr. Drive Primary Gateway project, additional primary gateway projects are listed below. These gateways are the next priority after Martin Luther King Jr. Drive SW as they are in key, high visibility areas, providing an opportunity for beautification and branding for the CID.

### **SOUTH DISTRICT CAMPBELLTON GATEWAY (G-2)**

- Monument sign on the north side corner as an entry to the District
- Public art on the opposite corner of monument is public art (additional analysis required for topographic considerations)
- Two wayfinding signs on either side of Fulton Industrial Boulevard to introduce the District
- Enhanced landscaping

**Next Steps:** Secure a consultant under contract and engage with GDOT and Fulton County by 2026. Complete permit documents to GDOT by mid December 2026 with the permit approved February 2027. Complete landscaping with the CID's landscaper and hire a contractor for other elements by March 2027.

### **DONALD LEE HOLLOWELL PARKWAY NW (G-3)**

- Enhanced landscaping
- Wayfinding signs at intersections
- Minor pedestrian intersection improvements
- Public art

**Next Steps:** Secure a consultant under contract and engage with GDOT and Fulton County by 2031. Complete permit documents to GDOT in early 2031. Complete landscaping with the CID's landscaper and hire a contractor for other elements by March 2031.

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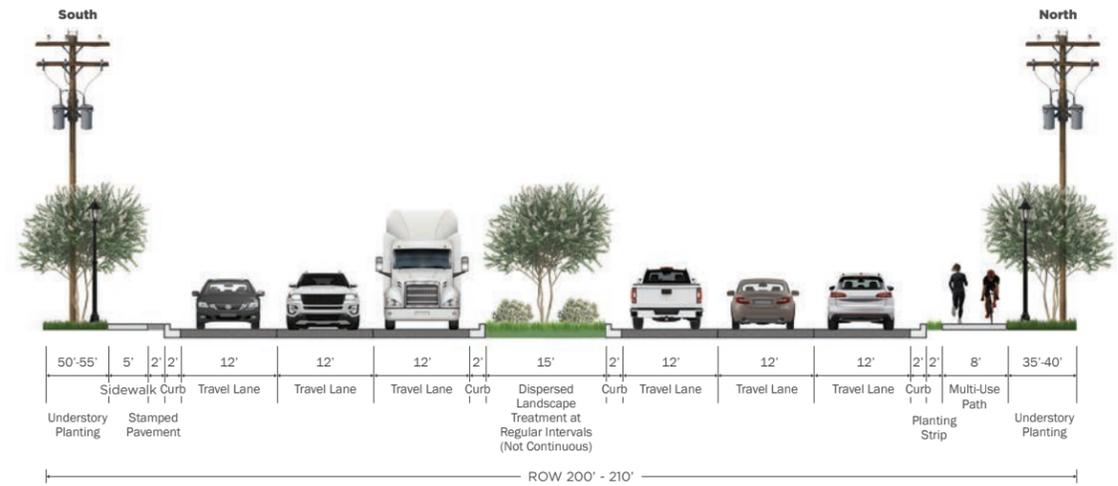
# Secondary Streetscape and Gateway Projects

## Industrial Marketplace Streetscape (S-3)

Beginning at Mendel Drive SW and continuing to Fulton Industrial Circle SW. This project can be completed in conjunction with the quick fix infill projects found on Page 38. The recommendations include:

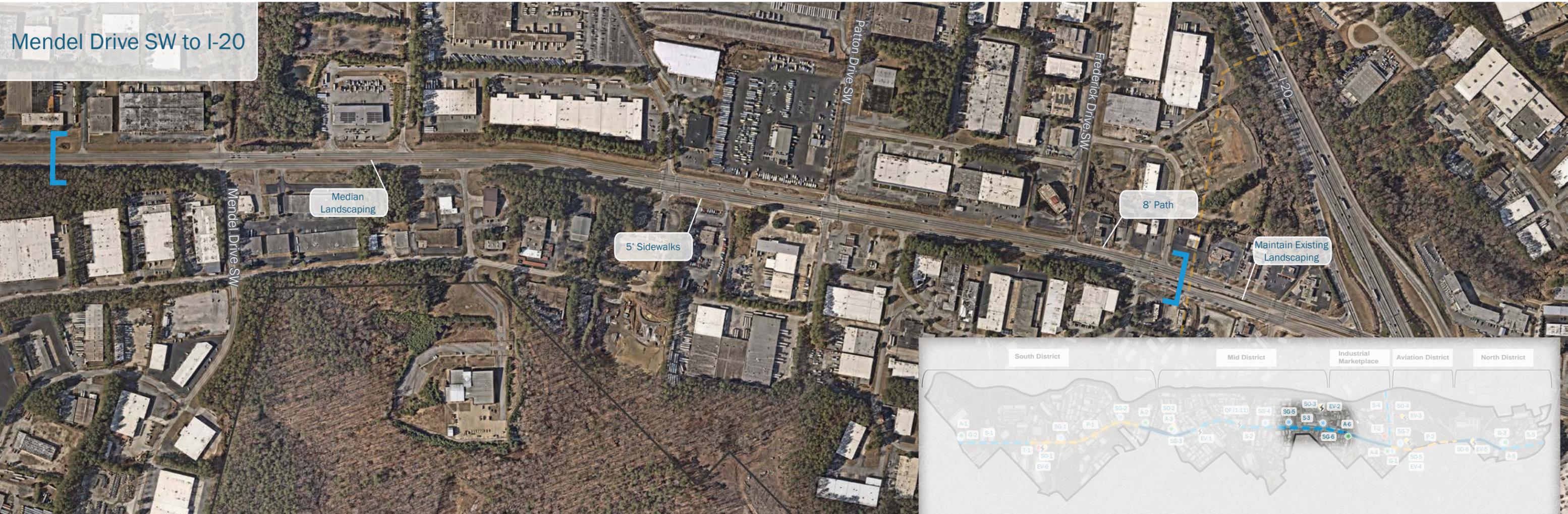
- 8-foot path on north side of Fulton Industrial Boulevard or at Patton Drive SW or Frederick Drive SW in conjunction with the Chattahoochee RiverLands Parkway project (if funding available)
- 5-foot sidewalk on the south side
- Continuous median landscaping and maintain existing median landscaping near I-20
- Streetscape trees on the outside to match the median landscaping
- Small gateway option at either Patton Drive or Frederick Drive to match potential Chattahoochee RiverLands project
- Small gateway and wayfinding at Wharton Drive SW/Mendel Drive SW (See **Page 41** for details)

Industrial Marketplace District (S-3): Fulton Industrial Boulevard - Mendel Drive SW to Fulton Industrial Circle SW (45 mph Speed Limit)



Additional analysis is required due to challenging conditions. Final design will depend on specific site, topography, and right-of-way conditions.

Understory planting and median landscaping treatment at regular intervals at approximately 300-400 feet.

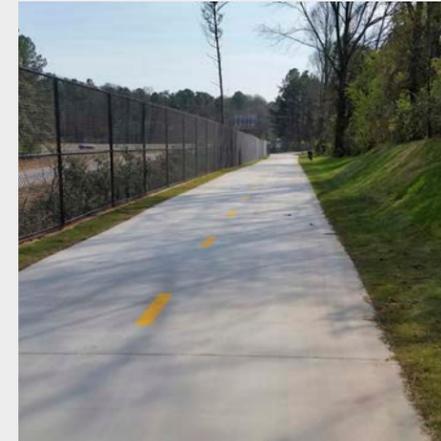




Rendering showcasing the proposed Chattahoochee RiverLands trail connection at Fulton Industrial Boulevard SW and Patton Drive SW

**Examples of S-3 Proposed Streetscape Elements**

*Multiuse Trail*



*Landscaping Option*



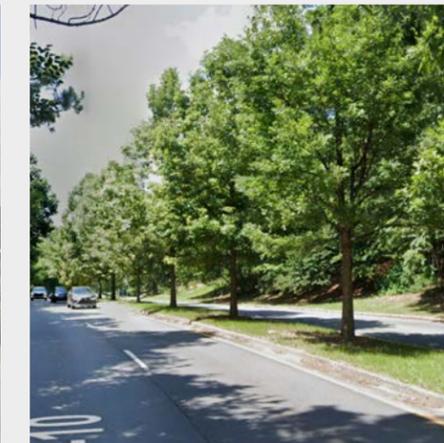
*Landscaping Option*



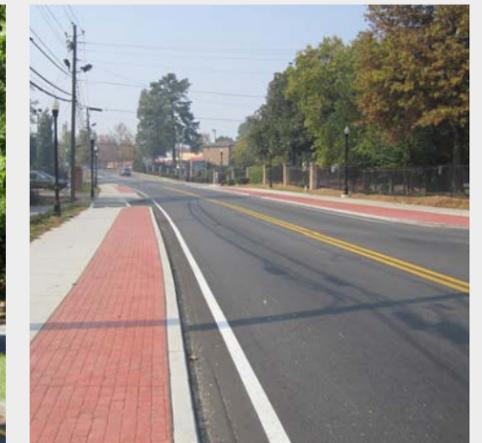
*Median Landscaping*



*Street Trees*



*Red Brick Stamped Pavement*



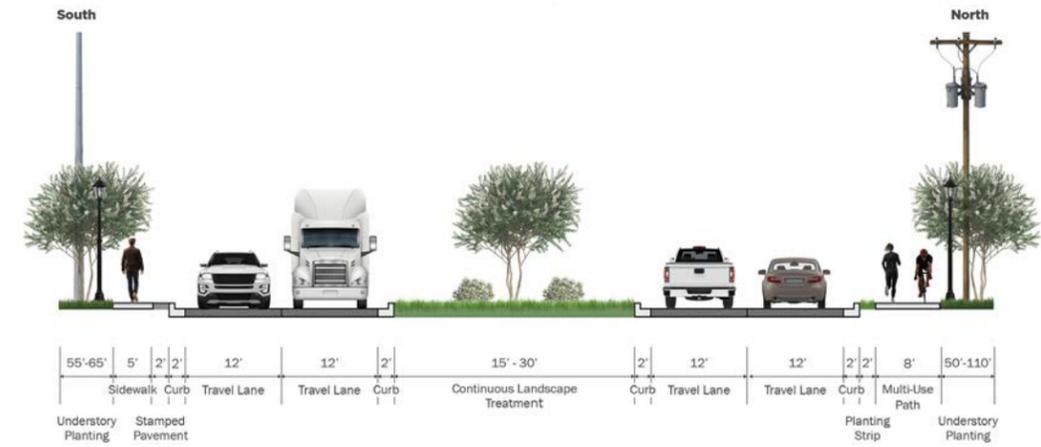
*Examples of proposed streetscape, multiuse trail, and landscaping*

## Mid District Streetscape (S-2)

The Mid District Streetscape project will extend from Villanova Drive to Mendel Drive SW/Wharton Drive SW. This project can be completed in conjunction with the quick fix infill projects found on Page 36. The recommendations include:

- 8-foot path on the north side of Fulton Industrial Boulevard
- 5-foot sidewalk on the south side for entire segment of corridor
- Light median landscaping at every other median from Mendel Drive SW south to Westgate Drive
- Maintain existing landscaping from Villanova Drive to Westgate Drive
- Streetscape trees on the outside to match the median landscaping locations
- Small gateways with enhanced landscaping at Bakers Ferry Road SW and Great Southwest Parkway SW (See Page 40 for details)

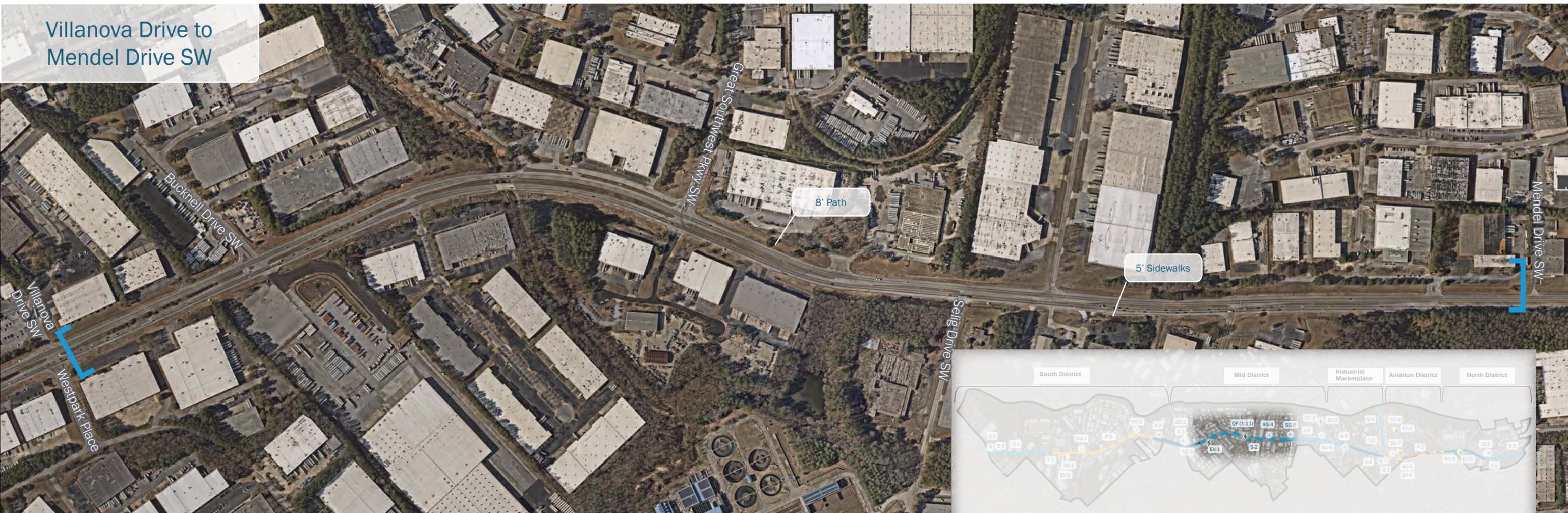
Mid District (S-2): Fulton Industrial Boulevard - Villanova Drive/Westpark Place to Wharton Drive/Mendel Drive (45 mph Speed Limit)



Additional analysis is required due to challenging conditions. Final design will depend on specific site, topography, and right-of-way conditions.

Understory planting and median landscaping treatment at regular intervals at approximately 300-400 feet.

### Villanova Drive to Mendel Drive SW



## Chattahoochee RiverLands Trail Connector (S-4)

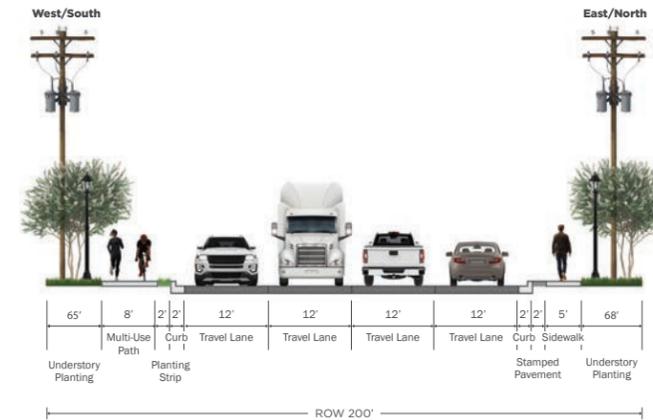
This project will extend north from Fulton Industrial Boulevard along Martin Luther King Jr. Drive SW. This project will provide a direct connection to the proposed Chattahoochee RiverLands project. This project requires further exploration with the Chattahoochee RiverLands, Fulton County, and GDOT.

Recommended improvements include:

- 8-foot multiuse path along Martin Luther King Jr. Drive SW south to Fulton Industrial Boulevard\*
- 5-foot sidewalks along opposing side of Martin Luther King Jr. Drive SW
- Limited Streetscape, amenities, lighting, and signage (where right-of-way and space allows)



Chattahoochee RiverLands Trail Connection (S-4): Martin Luther King Jr. Drive SW (45 mph Speed limit)

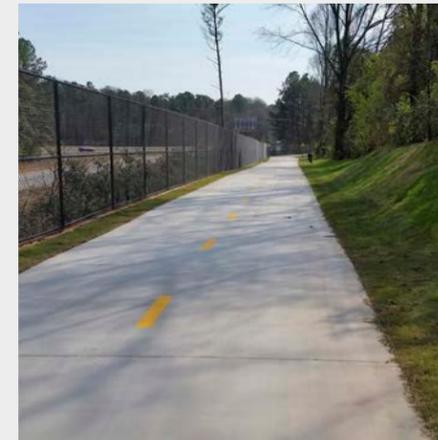


Additional analysis is required due to challenging conditions. Final design will depend on specific site, topography, and right-of-way conditions.

Understory planting at regular intervals at approximately 300-400 feet.

### Examples of S-4 Proposed Streetscape Elements

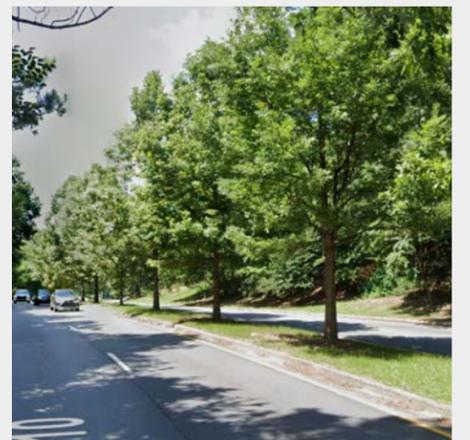
Multiuse Trail



Landscaping Option



Street Trees

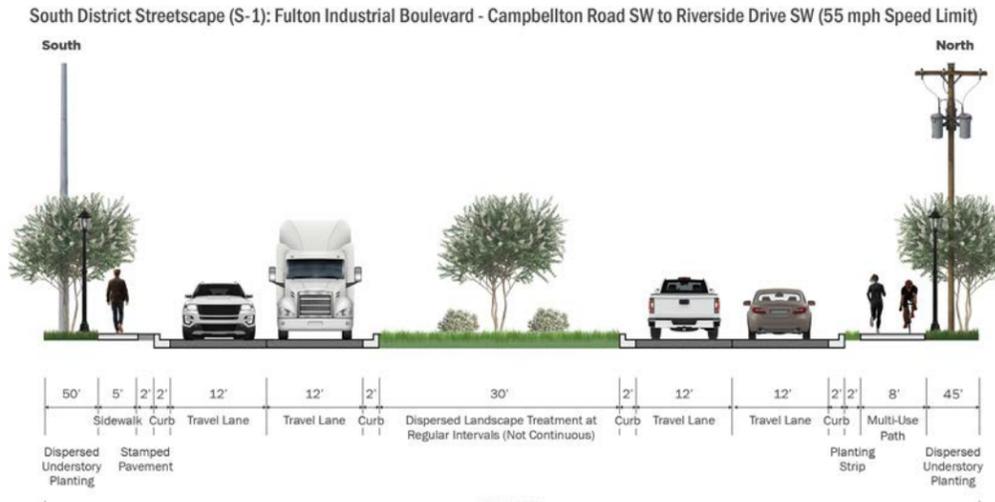


Examples of proposed streetscape, multiuse trail, and landscaping

## South District Streetscape (S-1)

The South District Streetscape project will extend from Campbellton Road SW to Westgate Parkway SW/Oak Lawn Avenue. Project recommendations include:

- Light median landscaping at interval spacing
- Streetscape trees on the outside to match locations of the median landscaping
- Desire to have an 8-foot path and 5-foot sidewalk connection; additional topography/analysis is required
- Gateway Project at Campbellton (see **Page 25** for details)



Additional analysis is required due to challenging conditions. Final design will depend on specific site, topography, and right-of-way conditions.

Understory planting and median landscaping treatment at regular intervals of approximately 300-400 feet.

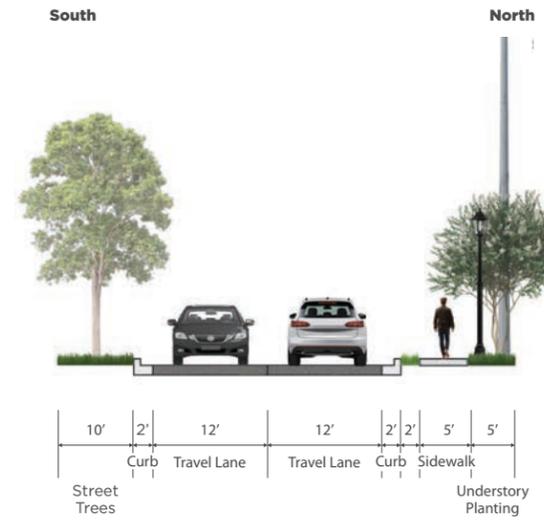


## North District Streetscape (S-5)

This project will extend from Donald Lee Hollowell Parkway NW and ending at I-285 (end of district). This project may be led or coordinated by City of Atlanta. Project recommendations include:

- 5-foot sidewalk (if Chattahoochee RiverLands follows Practical Alignment option)
- Streetscape trees

North District (S-5): Fulton Industrial Boulevard - Donald Lee Hollowell Parkway to I-285 (35 mph Speed Limit)



Additional analysis is required due to challenging conditions. Final design will depend on specific site, topography, and right-of-way conditions.

Understory planting and median landscaping treatment at regular intervals of approximately 300-400 feet.

Donald Lee Hollowell Parkway NW to I-285



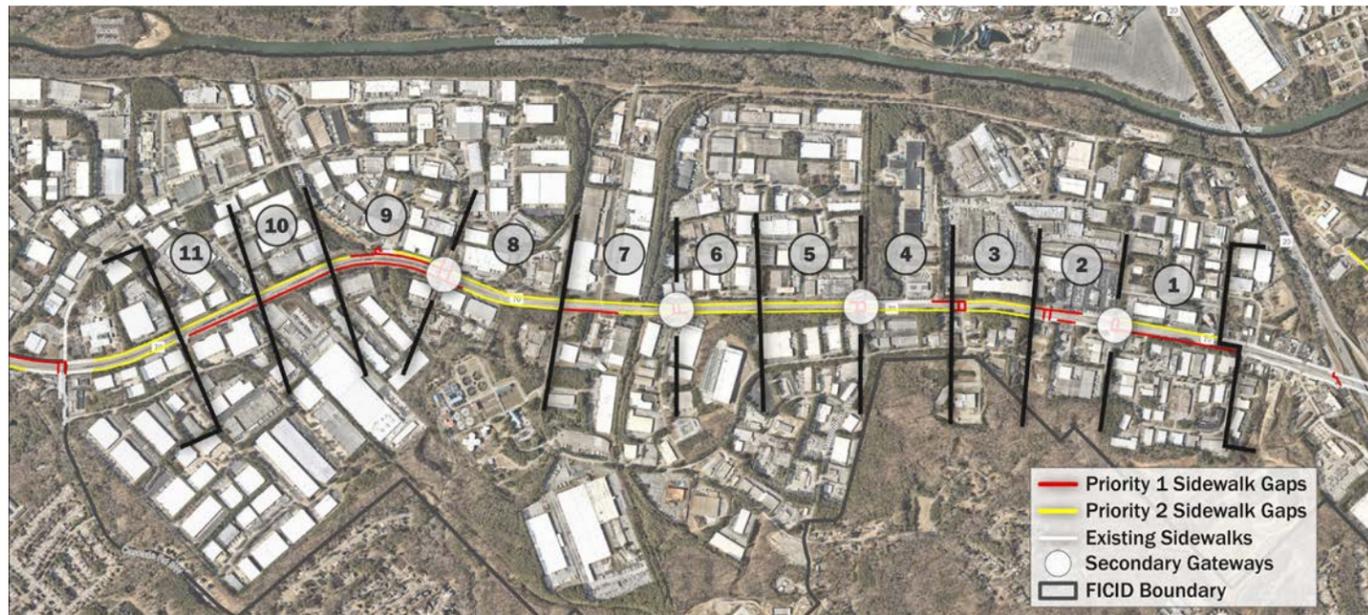
# Quick Fix Infill Projects

After site visits and analysis of the corridor, this segment of Fulton Industrial Boulevard identified a series of sidewalk gaps requiring attention. The sidewalks gap projects span from Villanova Drive to I-20 and are noted based on priority in the map with the recommended order included in the accompanying chart below. Projects include 8-foot path (North) and/or 5-foot sidewalk (South), including enhanced crosswalks at marked intersections.

It is recommended to start on the north side with projects QF 1-4 as the first phase over the next five years. After these projects are complete, it is recommended to continue on the south side with projects QF 11-9 and finish with projects QF 5-8. The cost tables (starting on **Page 66**) include the costs for completing the project with full streetscape design, matching other projects on the corridor, as well as the costs for completing only sidewalk or only path on one side of the street. The inclusion of both options provides the ability for quick infill that can be completed when funding and partnerships are made available.

**Next Steps:** Coordination and discussions with the City of South Fulton. Coordination with MARTA to discuss if funding for sidewalks near high volume bus stops is available. It is recommended to start based on the priority list below. However, project list can be completed based on funding and partnerships.

## Quick Fix Infill Projects Map and Priority Chart (Villanova Drive SW to I-20)



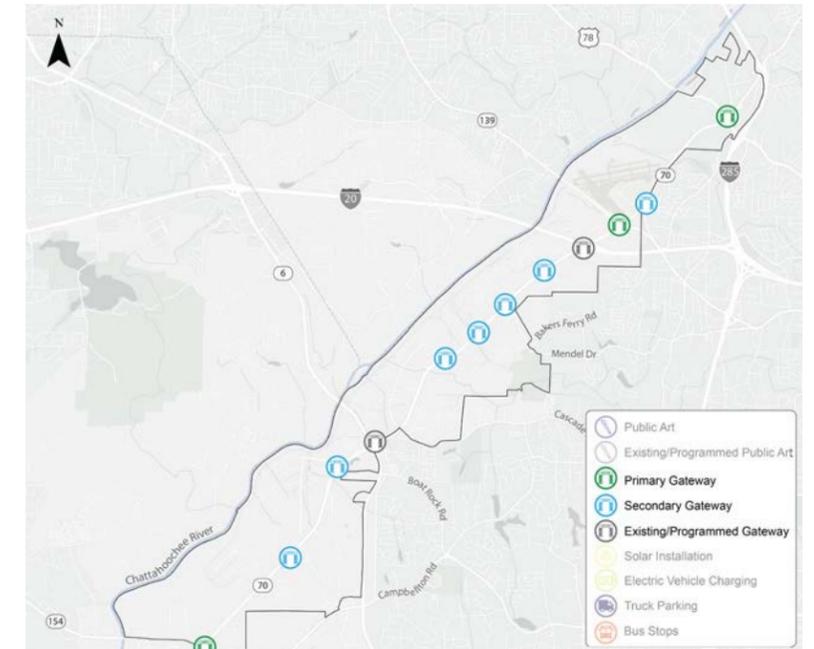
PRIORITY	ID/SEGMENT NUMBER	ROAD SEGMENT
1	QF-1	Frederick Drive SW to Commerce Drive SW
	QF-2	Commerce Drive SW to Marvin Miller Drive SW
	QF-3	Marvin Miller Drive SW to Robinson Drive SW
	QF-4	Robinson Drive SW to Mendel Drive SW/Wharton Drive SW
2	QF-11	Bucknell Drive SW to Villanova Drive SW
	QF-10	Tulane Drive SW to Bucknell Drive SW
	QF-9	Great Southwest Parkway SW to Tulane Drive SW
3	QF-8	Selig Drive SW to Great Southwest Parkway SW
	QF-7	Bakers Ferry Road SW to Selig Drive SW
	QF-6	James Aldredge Boulevard SW to Bakers Ferry Road SW
	QF-5	Mendel Drive SW/Wharton Drive SW to James Aldredge Boulevard SW

# Branding and Signage

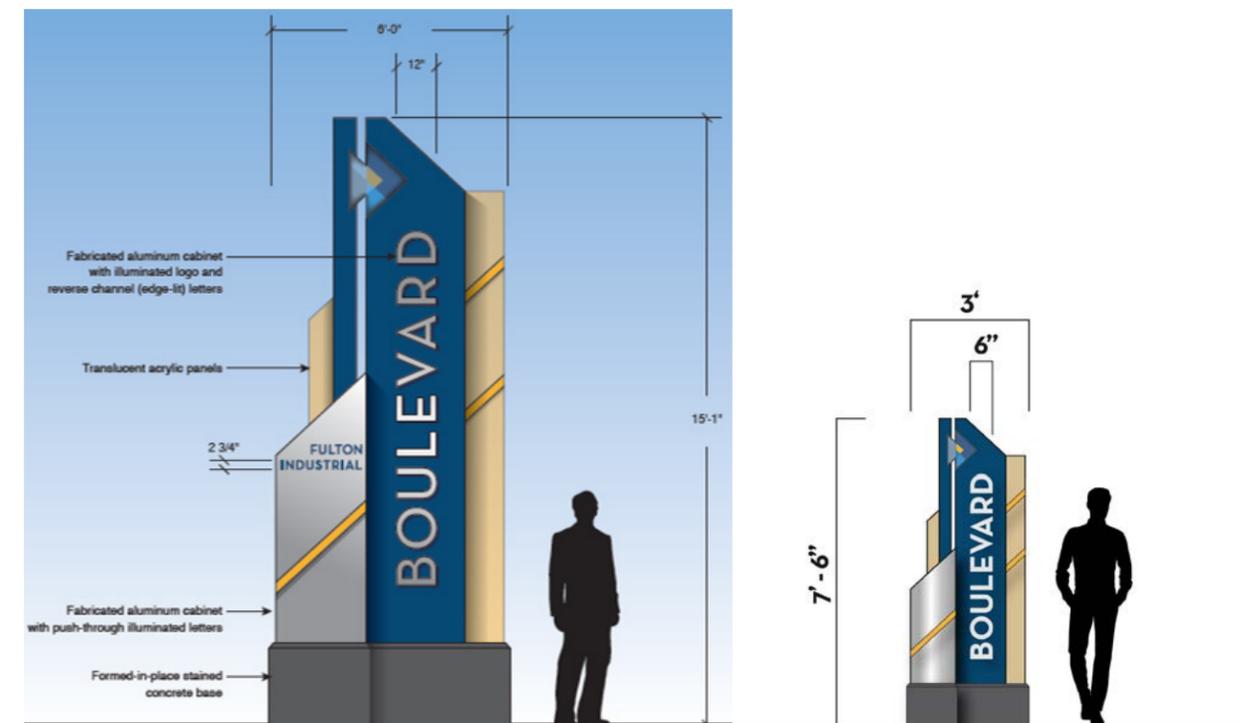
Placemaking is a key factor in establishing a sense of place, visually unifying the corridor, and providing a safer environment for pedestrians and other users of the corridor. Incorporating CID branding through signage establishes District's brand and presence along the corridor to pedestrian and vehicular users. The District has implemented larger monument signage within their boundary, including along I-20 as part of their effort to keep Fulton Industrial Boulevard clean, safe, and vibrant through their beautification effort.

In addition to the existing monument signage, this plan proposes a smaller, branded sign. These signs are a more cost-effective and/or size-appropriate option at secondary gateway project locations. These signs match the District's established branding while continuing the visual identity of the corridor. Both signage options are proposed at key locations along the corridor and noted with the project descriptions. Detailed descriptions of gateway projects can be found on starting on **Page 22 and 40**.

## Map of Gateway Projects

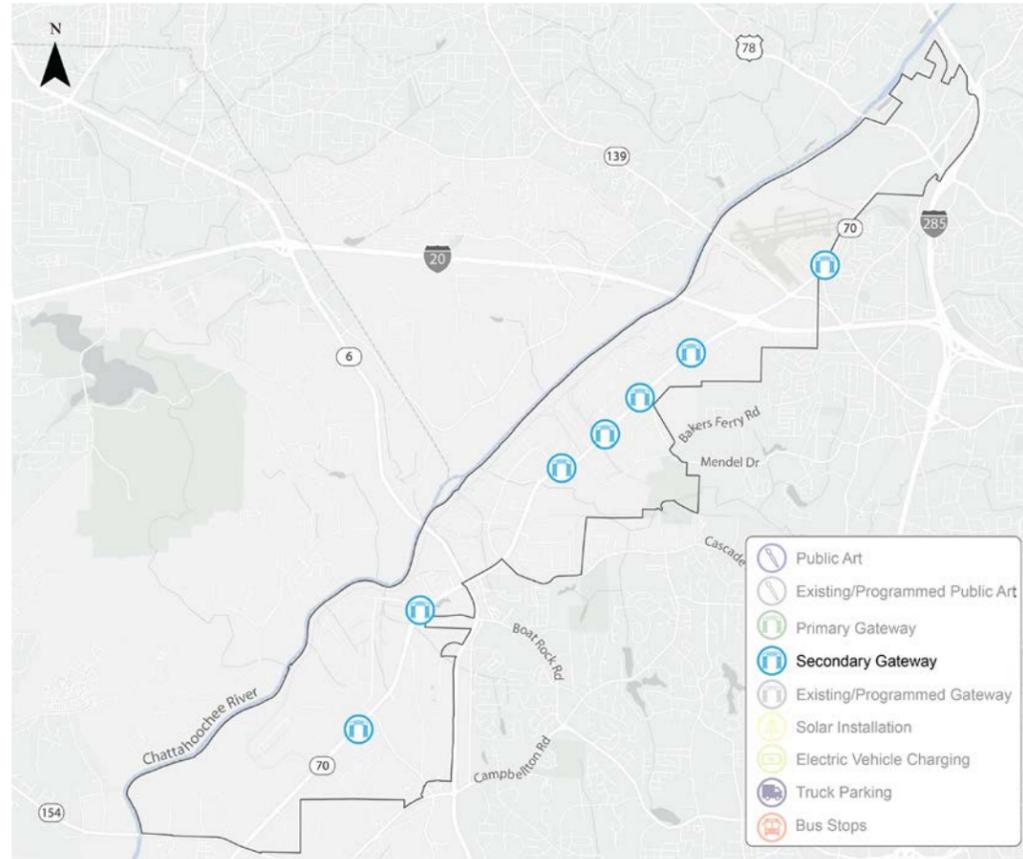


## Examples of Large and Small Gateway Signage



# Secondary Gateway Projects

Along with the Martin Luther King Jr. Drive Primary Gateway project, additional primary gateway projects are listed below. These gateways are the next priority after Martin Luther King Jr. Drive as they are in key, high visibility areas.



Map of Secondary Gateway Locations

## South District Gateways

### RIVERSIDE DRIVE GATEWAY (SG-1)

- Enhanced landscaping
- Small gateway signage
- Minor pedestrian intersection improvements

### BOAT ROCK BOULEVARD GATEWAY (SG-2)

- Enhanced landscaping
- Small gateway signage
- Minor pedestrian intersection improvements
- Pedestrian crossing across Fulton Industrial Boulevard

## Mid District Gateways

### BAKERS FERRY ROAD GATEWAY (SG-4)

- Enhanced landscaping
- Smaller gateway sign and public art on corners of the intersection
- Minor pedestrian intersection improvements

### GREAT SOUTHWEST PARKWAY GATEWAY (SG-3)

- Enhanced landscaping
- Smaller gateway sign and public art
- Minor pedestrian intersection improvements

## Industrial Marketplace

### WHARTON DRIVE SW/MENDEL DRIVE SW (SG-5)

- Enhanced landscaping
- Smaller gateway sign and public art on corners of the intersection
- Minor pedestrian intersection improvements

The Chattahoochee RiverLands Gateways along with the Donald Lee Hollowell Parkway NW intersection are gateways that will connect and provide branding opportunities with the future Chattahoochee RiverLands project. These are not as high of a priority as the other gateway projects; however, they can be completed as funding and/or partnerships opportunities become available.

## Chattahoochee RiverLands Gateway

### PATTON DRIVE SW OR FREDERICK DRIVE SW (SG-6)

- Enhanced landscaping
- Smaller gateway sign and public art on corners of the intersection
- Minor pedestrian intersection improvements
- Pedestrian crossings across Fulton Industrial Boulevard

## Aviation District Gateway

### AVIATION CIRCLE (SG-7)

- Enhanced landscaping
- Smaller gateway sign and public art on corners of the intersection
- Minor pedestrian intersection improvements



Rendering of proposed gateway project at Great Southwest Parkway SW intersection

# Bus Stop Enhancements

Fulton Industrial Boulevard is currently served by MARTA bus Route 73, along the majority of the corridor south of I-20, and Route 71 near the central area of the corridor via Cascade Road. The Camp Creek and Cascade Road area also is served by Connect Douglas, Douglas County’s transit service, via Route 40. While some bus stops include shelters and other amenities, the majority of stops include only a simple sign without sidewalk access. During this study, high ridership bus stops were identified as candidates for the addition of shelters where they do not currently exist as well as enhanced amenities such as additional lighting, solar power, public art, and landscaping. In addition, ridership was analyzed to inform the addition of sidewalks and tree canopy at shelters.

Enhancements to these existing bus stops not only improve the experience for transit patrons, but also for that of pedestrians, bicyclists, and drivers. These improvements provide a distinctive strategy to improve the look and feel of the District while positively impacting a key transportation mode.

**Next Steps:** Discuss and coordinate with MARTA on preferred locations and options.

## Potential Bus Stop Enhancements

MARTA BUS STOP	RIDERSHIP	EXISTING SHELTER?
Fulton Industrial Boulevard SW and Wendell Drive SW (NB)	91	Yes
Fulton Industrial Boulevard SW and Shirley Drive (NB)	81	Yes
Fulton Industrial Boulevard SW and Shirley Drive (SB)	70	Yes
Fulton Industrial Boulevard SW at Bakers Ferry Road (SB)*	68	Yes



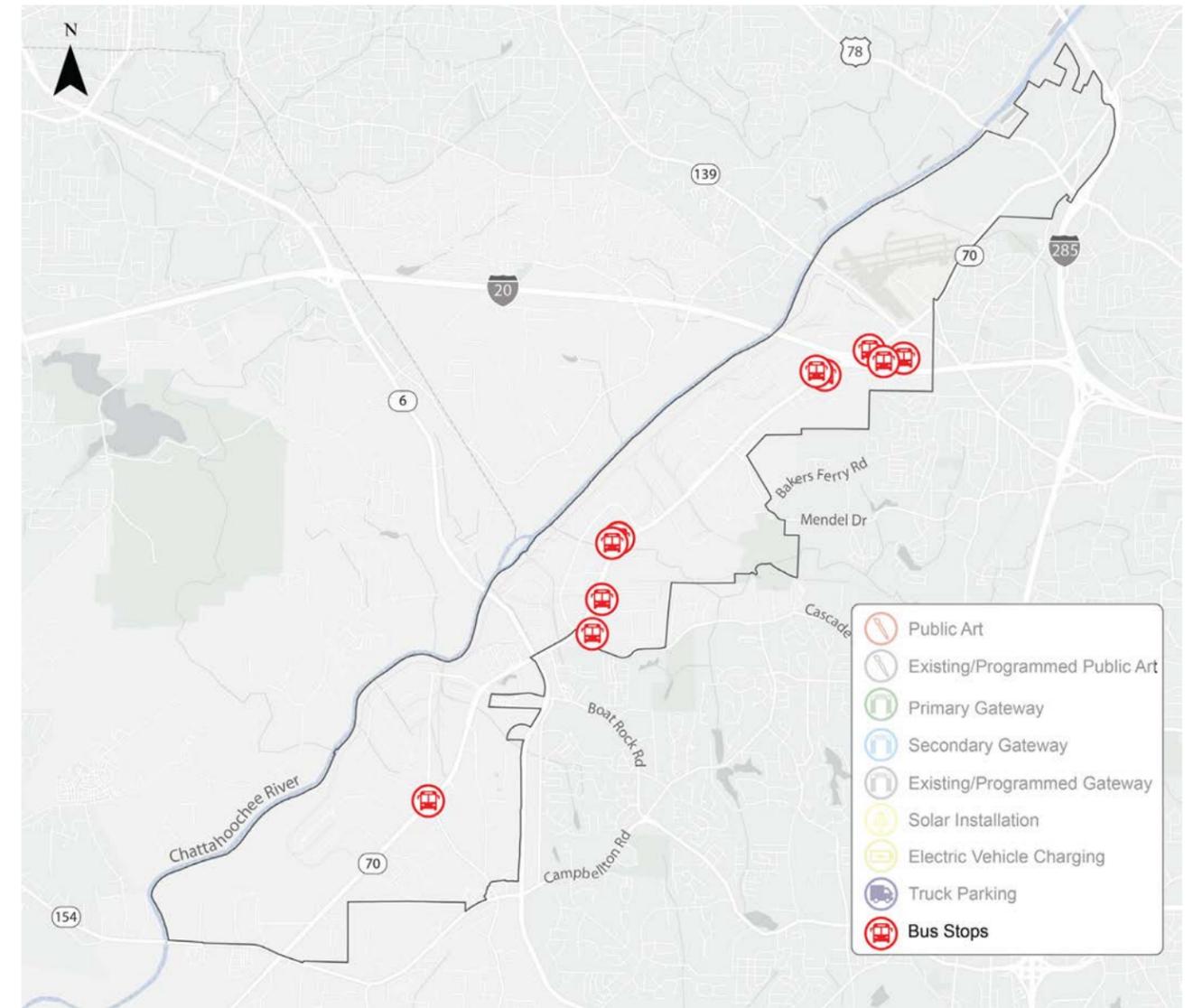
Existing bus stop with shelter at Patton Drive SW (Credit: Google Maps)



Examples of landscaping

## Potential Bus Stop Enhancements Continued

MARTA BUS STOP	RIDERSHIP	EXISTING SHELTER?
Fulton Industrial Boulevard SW at Great SW Parkway SW (SB)	60	No
Fulton Industrial Boulevard SW at Tradewater Parkway (SB)	57	No
Fulton Industrial Boulevard SW at Cascade Road (NB)*	42	No
Fulton Industrial Boulevard SW at Wendell Drive (NB)	40	No
Fulton Industrial Boulevard SW at Interchange Drive SW (NB)	38	Yes
Fulton Industrial Boulevard SW at Martin Luther King Jr. Drive (SB)	36	No
Fulton Industrial Boulevard SW at Great SW Parkway SW (NB)	33	Yes
Fulton Industrial Boulevard SW at Boat Rock Road SW (SB)	32	No
Fulton Industrial Boulevard SW at Bucknell Drive SW (NB)*	31	Yes
Fulton Industrial Boulevard SW at Selig Drive SW (NB)	14	Yes
Fulton Industrial Boulevard SW at Robinson Drive SW (SB)	5	No



Potential MARTA bus stop enhancements

# Public Art

For Fulton Industrial Boulevard CID, public art is an opportunity to prioritize a sense of place and safety in a predominately industrial zone. Public art is incorporated in the plan's proposed projects and provides an opportunity to enhance the day-to-day for visitors and commuters (pedestrian and vehicular), businesses along the corridor, and nearby residents traveling along Fulton Industrial Boulevard.

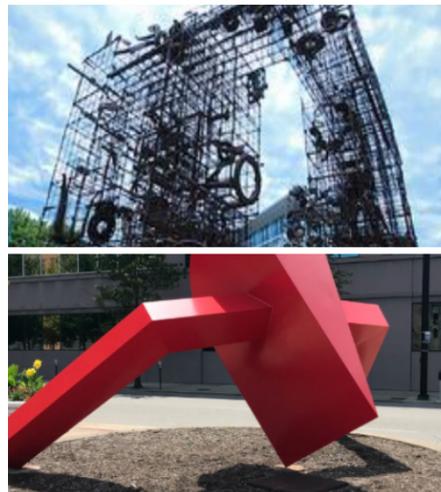
The District has existing pieces of public art both, including the 1960s Peter Forakis sculpture located at the Great Southwest intersection, and the more recently added Stella Nova sculpture. These sculptures provide a visual interest and commitment to the safety, well-being, and beautification of the District and corridor.

## Proposed Public Art Locations:

- **Fulton Industrial Boulevard SW and Campbellton Road SW (A-1)**
  - Large-scale artwork to signal entry into the District and soften the industrial edge
- **Fulton Industrial Boulevard SW and Camp Creek Parkway (A-2)**
  - Highly visible, vehicular-scale artworks due to heavy traffic flow
  - Opportunities for branded artwork elements, signal artworks, or roadside interventions that welcome travelers and reinforce district identity
- **Fulton Industrial Boulevard SW and Martin Luther King Jr. Drive SW (A-4)**
  - Potential for impactful art that addresses perception and safety while setting the corridor's tone
  - Durable, well-lit works that signal transformation and revitalization
- **Fulton Industrial Boulevard SW and Cascade Road (A-3)**
  - Highly visible, vehicular-scale artworks due to heavy traffic flow
  - Opportunities for branded artwork elements, signal artworks, or roadside interventions that welcome travelers and reinforce district identity
- **Fulton Industrial Boulevard SW and Donald Lee Hollowell Parkway NW (A-5)**
  - Strong opportunity for placemaking elements that connect newer facilities and surrounding community spaces
  - Potential to serve as a visual transition point from industrial to civic/recreational areas



Examples of similar public art for Campbellton and Camp Creek Locations



Examples of similar public art for Martin Luther King, Jr. Drive SW



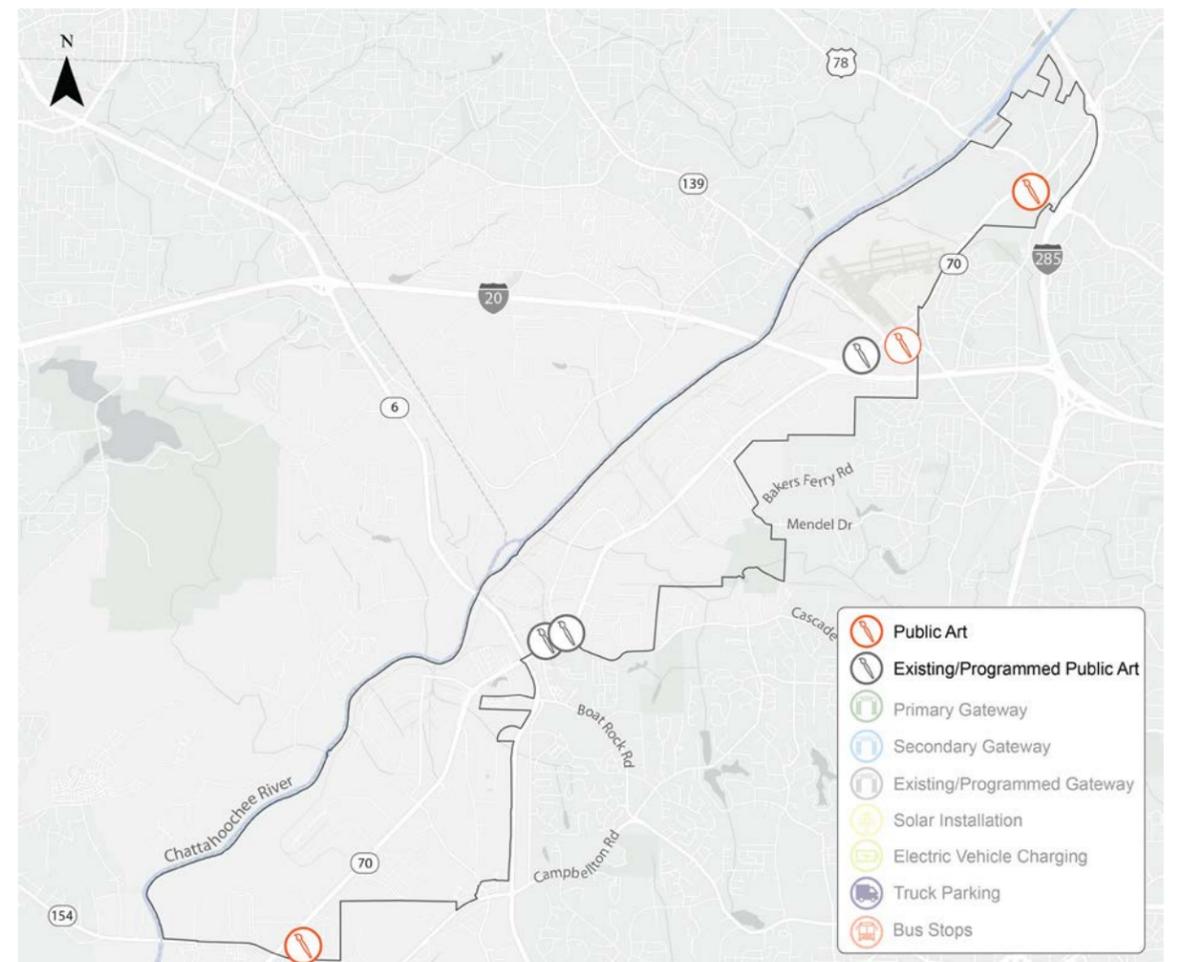
Examples of similar public art for Cascade Road and Donald Lee Hollowell Parkway NW

- **Fulton Industrial Boulevard SW and Commerce Road**
  - Long-term opportunity for arts-led revitalization through adaptive reuse of existing structures
  - Potential for gateway/placemaking artworks that complement future mixed-use development
- **Fulton Industrial Boulevard SW and Great Southwest Parkway SW**
  - Opportunity to build on the area's creative energy and sculptural presence
  - Consider playful or industrial themed works that align with the character of existing installations
  - A pedestal at the end of the street offers a potential anchor for a rotating sculpture/wayfinding element

**Timeline:** Depending on the method, purchasing existing art or engaging an artist to create new art can range from 1-6 months.

**Next Steps:** To proceed with public art along the corridor, the next steps include the following:

- Confirm priority sites for Phase I implementation
- Align budgets, permitting, and funding streams
- Launch artist engagement process
- Develop a phased project timeline
- Identify stewardship and maintenance partners



Proposed and existing public art locations along Fulton Industrial Boulevard

# Clean Energy

## Clean Energy Toolkit

Kimley-Horn developed a Clean Energy toolkit to provide a resource and to serve as inspiration for businesses and organizations in the Fulton Industrial Boulevard CID who are considering incorporating clean energy solutions into their operations. In development, consideration is given to the fact that reasons for incorporating clean energy may include environmental goals, financial goals, or others. In the toolkit, zero emission vehicles (ZEVs), solar energy, and battery energy storage systems (BESS) are discussed. This toolkit is a resource hosted on the District’s website.

The pros and cons of ZEVs, including electric and hydrogen cars, trucks, forklifts, bikes, and more, are discussed in the toolkit. Basic definitions for different types of EV chargers are provided, and a high-level calculation methodology is provided for property owners to quickly assess the number of chargers they can install on their existing electrical service. EV charger rebates and incentives are included in the toolkit for reference. Similar information is provided to explain rooftop solar installations and estimate the capacity of an electrical service to use the solar power within the constraints of Georgia Power requirements for onsite (behind-the-meter) electricity generation.



## Potential District EV Charging Locations

Kimley-Horn provided a thorough investigation of existing and potential EV charging locations within the District. Publicly available data from major EV charging service providers were reviewed to identify locations in the District where EV chargers already were installed. For new installations, preference for new chargers is given to public locations where the CID, as an organization, directly can implement charging for local residents, employees of local businesses, and/or interstate highway drivers. Properties owned by City of South Fulton, Fulton County, and GDOT were evaluated for effectiveness as a location based on accessibility by the public and property use. Consideration is given to charge rates, including Level 2 (3-6 hour charge time) and Level 3 (<1 hour charge time) charger options, with respect to expected dwell times. Kimley-Horn coordinated with Georgia Power to confirm there is sufficient capacity on the local utility grid to support large-scale EV charging infrastructure at many locations throughout the district.



Credit: Cobb County

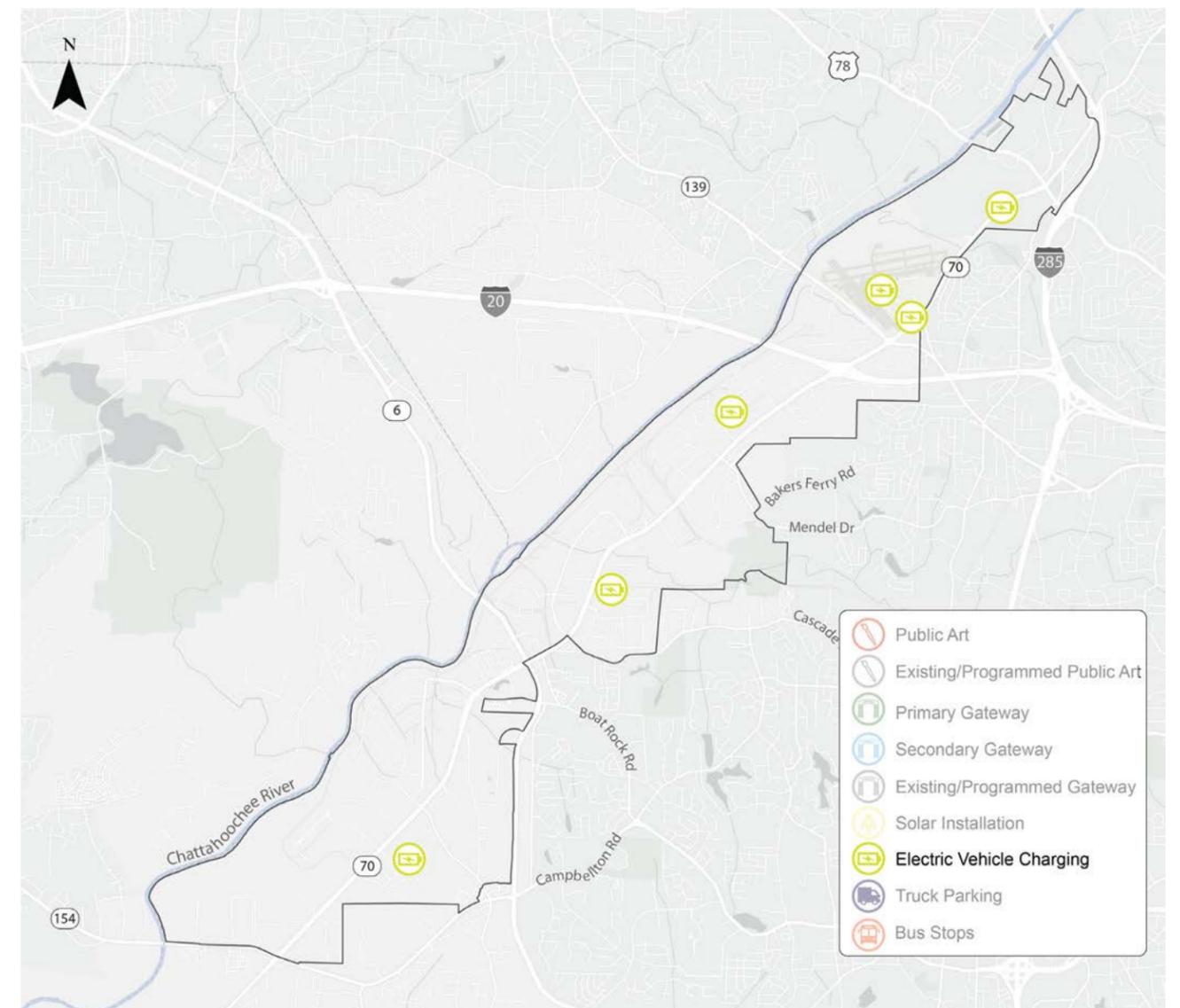
An example of an EV charging project in Metro Atlanta include the Tesla Charging Hub at Riverside Epicenter in Austell and the Cobb EMC Headquarters Solar Flower Garden in Marietta (pictured). Through discussions with the CID, a clean energy demonstration project at Aviation Center is deemed to be the best option to provide an EV charging solution in tandem with solar power and leave the potential for an amenity space such as a playground or picnic area.

Two specific options were provided for the implementation of the EV charging project:

- **Option A:** Level 2 EV chargers can be powered from the Aviation Center building/meter. Solar landscape features or a solar canopy can be implemented in tandem with the chargers.
- **Option B:** A Level 3 (DC Fast Charger) EV charger in the parking lot can be powered from a separate utility connection under the Georgia Power Make Ready Program to offset infrastructure costs.

**Next Steps:** Continue discussions with Fulton County and Georgia Power on the feasibility of the project. These discussion currently are ongoing.

ID	PUBLIC EV CHARGING LOCATION	ADDRESS
EV-1	City of South Fulton City Hall	5440 Fulton Industrial Boulevard SW, Atlanta, GA 30336
EV-2	City of South Fulton Administration Offices	4751 Frederick Drive SW, Atlanta, GA 30336
EV-3	Fulton County Airport—Brown Field (FTY)	3977 Aviation Circle NW, Atlanta, GA 30336
EV-4	Fulton County Aviation Museum	3900 Aviation Circle NW, Atlanta, GA 30336
EV-5	Fulton County Animal Services	1251 Fulton Industrial Boulevard NW, Atlanta, GA 30336
EV-6	Fulton County Owned Land	Between Oak Lawn Avenue and Riverside Drive SW



Potential EV charging locations map

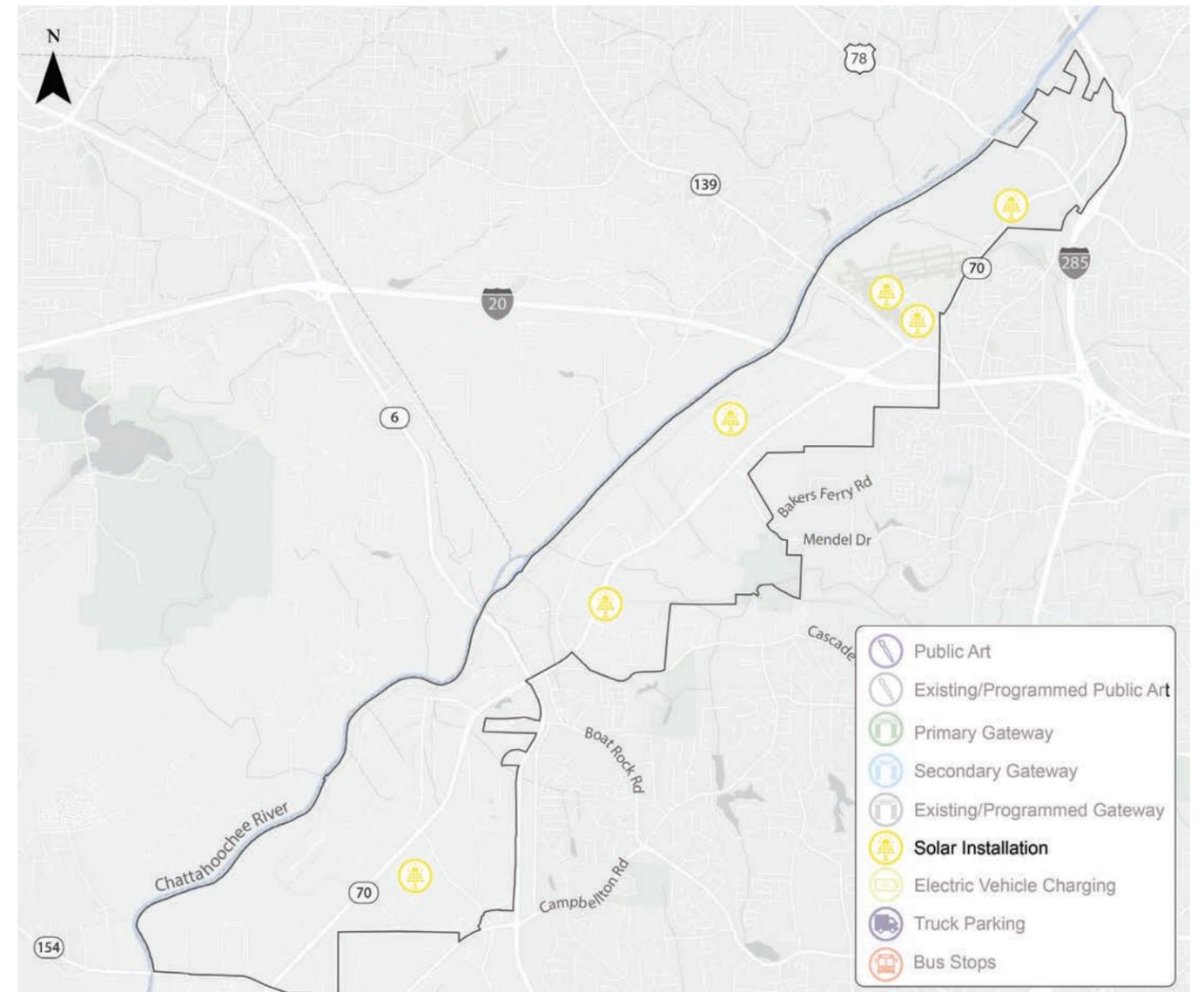
## Potential District Solar Energy Locations

Kimley-Horn provided a thorough investigation of existing and potential solar locations within the District. Similar to the EV charging locations, preference for solar was given to public locations where the CID, as an organization, can directly implement solar panels through partnership. Properties owned by City of South Fulton, Fulton County, and GDOT were evaluated for effectiveness as a location based on accessibility by the public and property use. While six potential locations were identified as options (listed below), the following three preferred locations were selected:

- **Option A — Aviation Museum/Fulton County Executive Airport:** The first option will include parking lot canopy, solar flowers, and an educational component connecting to the Aviation District and Aviation Museum.
- **Option B — City of South Fulton Administration Building/City of South Fulton City Hall:** This option will include either a solar rooftop or parking lot canopy and an educational component.
- **Option C — Great Southwest Parkway SW:** This option will include solar flowers or potential for solar canopy with the proposed gateway project.

**Next Steps:** Begin discussions with the Cities of South Fulton and Atlanta, Fulton County, and Georgia Power on the feasibility.

ID	PUBLIC SOLAR LOCATION	ADDRESS
SO-1	Fulton County Owned Land	Between Oak Lawn Avenue and Riverside Drive SW
SO-2	City of South Fulton City Hall	5440 Fulton Industrial Boulevard SW, Atlanta, GA 30336
SO-3	City of South Fulton Administration Offices	4751 Frederick Drive SW, Atlanta, GA 30336
SO-4	Fulton County Airport—Brown Field (FTY)	3977 Aviation Circle NW, Atlanta, GA 30336
SO-5	Fulton County Aviation Museum	3900 Aviation Circle NW, Atlanta, GA 30336
SO-6	Fulton County Animal Services	1251 Fulton Industrial Boulevard NW, Atlanta, GA 30336



Potential solar locations map

# Truck Parking

The lack of truck parking is not a unique challenge to the area. It is an issue that all communities are dealing with but especially along interstates, major truck routes, and in areas with a higher proportion of freight and logistics uses. The District completed a Freight Cluster Study that highlighted truck parking as an issue and identified hot spots for unauthorized truck parking and potential on-street truck parking. Fulton Industrial Boulevard lacks supply of all types of truck parking and truck operator amenities. During stakeholder meetings, it was noted that there are three distinct types of parking needs in the corridor, including overnight truck parking, truck staging, and long-term parking. While there are two overnight truck parking facilities within or near the District, there are no formal areas for truck staging and the only long-term truck parking in the area is provided by and reserved for freight companies and their vehicles. As can be seen along several roadways within the District (pictured), unauthorized truck staging creates problems as trucks park along shoulders or double-park along existing roadways. In addition, existing service centers are over capacity and are often full.

Using the Freight Cluster Plan as a base, hot spots for unauthorized truck parking were analyzed to identify locations of greatest need and potential improvements. Three truck staging or parking solutions were explored during this study, including on-street truck staging, the addition of overnight parking locations, and long-term truck parking. The criteria used to explore and identify potential locations for improvements included:

**Criteria for on-street truck staging streets includes (but is not limited to):**

- City-owned
- Divided by median
- Four lanes or more
- Observed excess capacity
- Observed unauthorized parking

**Criteria for overnight or long-term truck parking includes (but is not limited to):**

- Owned by local government
- Currently undeveloped or underdeveloped
- Located near industrial, freight, or logistics uses

**On-Street Truck Staging.** Several secondary streets exist within the District and many have excess capacity or host unauthorized truck parking today. By restriping the streets, one to two travel lanes can be converted to formal truck parking. This will create a safer and more organized truck staging environment within the area.

While on-street truck staging was explored, it was determined that additional analysis and coordination with local government partners and property owners was needed to identify implementable solutions. After exploring this option, it was discovered that the engineering site distances required to create the solutions will be difficult, making it an unlikely solution within the District.

**Overnight Truck Parking.** Located roughly halfway between two existing overnight truck parking facilities, the I-20 interchange area



Analysis of truck staging on LaGrange Avenue



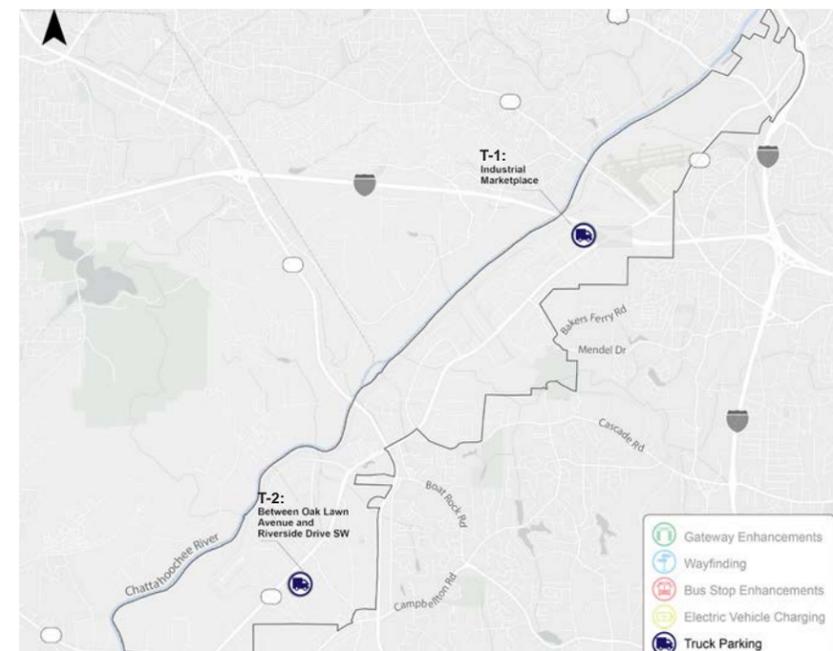
Examples of existing truck parking and staging along the corridor

is identified as a potential location for a new facility. Using national best practices in fuel centers, the study identified amenities that will best serve as a travel plaza for both truck drivers and the general public, creating an additional service for truck operators within the District as well as additional retail and service amenities for the broader community and traveling public. The travel plaza will have truck parking that primarily will serve overnight and limited truck staging space on-site; fueling for truck and cars; provide alternative fueling (public EV chargers and other clean fueling); have clean power generation with solar on-site; and amenities for truck drivers, which may include restaurants, retail, and showers. This travel plaza will also serve as a catalyst for additional highway and community serving retail and commercial development with an area identified in previous studies as the Industrial Marketplace District (a concept of the can be found on **Page 54**).

**Long-term Truck Parking.** Near the southern end of the corridor, a potential location was identified for long-term truck parking. This will not be an active site with retail or amenities, but instead will provide space for operators to park their truck and/or trailer for longer than 24 hours. This site currently is publicly owned and is not slated for another use or development. A public-private partnership with Fulton County can be explored.

The ARC Freight Mobility Plan Update includes a model ordinance for truck parking and design guidelines for freight areas. These can be explored for potential policy changes within the District.

**Next Steps:** Begin discussions and coordination with Fulton County about preferred locations and options. Explore revising policies based on the ARC Freight Mobility Plan Update.



Potential truck parking pilot locations



Examples of travel plazas

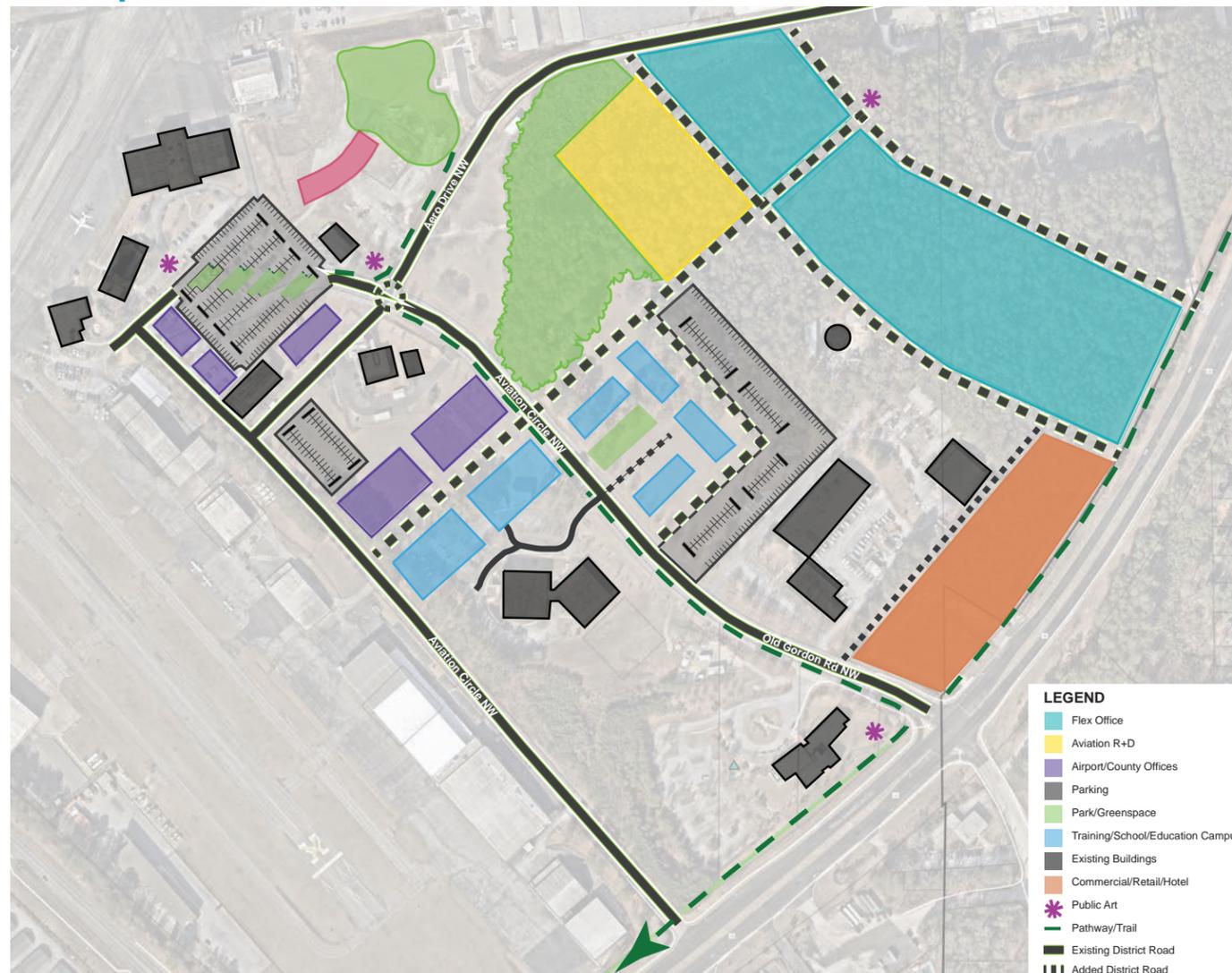
# Aviation Innovation District

The Aviation Innovation District is located at the Fulton County Executive Airport, which is the third-busiest airport in metro Atlanta. Near the priority gateway project at Fulton Industrial Boulevard NW and Martin Luther King Jr. Drive SW, this district primarily will serve as an educational campus, offering workforce development and functioning as a training center for aviation-related careers. It also can provide community amenities for nearby neighborhoods, including retail, a community pocket park and playground, and access to the Chattahoochee RiverLands with a path connection that will connect the District to the river. The concept highlights the following elements that will require partnership with Fulton County:

- Educational campus and training centers, including eVTOL collaboration
- Pedestrian connection to Emma Darnell Aviation Museum & Conference Center and Chattahoochee River
- Hotel for airport patrons and nearby community
- Parcels for light manufacturing and flex office
- Commercial and retail adjacent to Fulton Industrial Boulevard NW for nearby community

**Next Steps:** Continue discussions and partnership with Fulton County on feasibility of elements.

## Concept



Restaurant and retail (Credit: Marietta Daily Journal)



Food truck commissary (Credit: Atlanta Area Parks)



Aviation education campus, training center, and museums (Credit: Central Carolina Technical College and Google Maps)



Aviation businesses, research, and development (Credit: Canam Consultants)

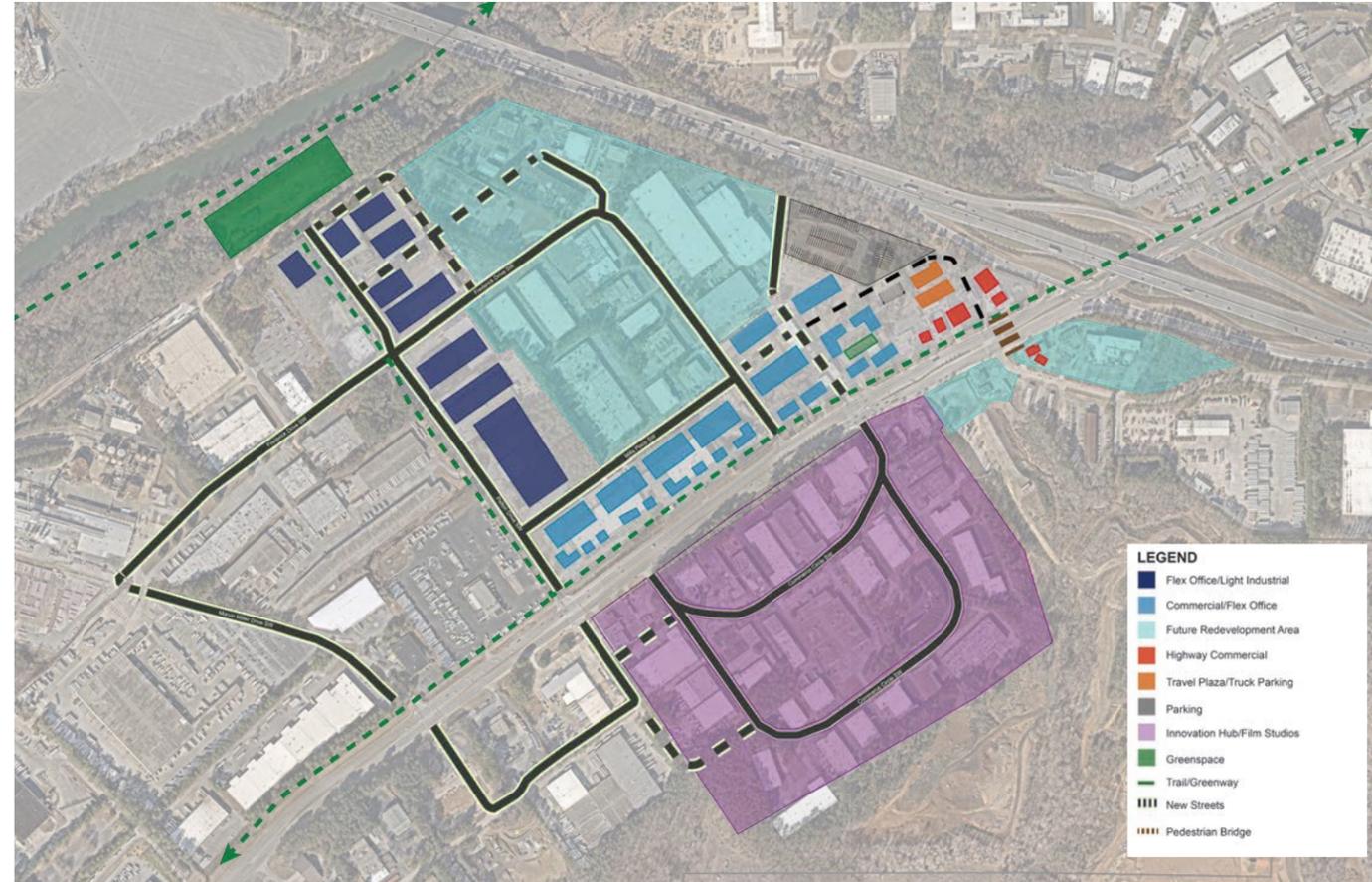
# Industrial Marketplace District

The Industrial Marketplace will provide an opportunity for much needed truck parking and amenities while also providing connections to the future Chattahoochee RiverLands and commercial and retail options for the nearby neighborhoods. A previous plan was completed for the area, but this study re-imagined the area as an industrial melting pot, embracing the character of the corridor while adding elements such as clean energy and innovative, community-facing business opportunities. The marketplace is close to I-20 which makes it an ideal location for truck parking, travel plaza, and amenities for truckers. In addition to the travel plaza, the Industrial Marketplace can provide opportunities for an innovation hub and/or incubator for businesses, including film studios, commercial kitchens, and/or flex office spaces. The concept below includes the following elements:

- A pedestrian bridge that will include a gateway with District branding and promotes a connection across Fulton Industrial Boulevard
- Connection to the Chattahoochee River and future Chattahoochee RiverLands project
- Innovation hub and film studio and/or set fabricator locations
- Truck Parking and Travel Plaza
- Food truck commissary and commercial kitchens
- Incubator and small business center
- Flex office space
- Hotel

**Next Steps:** Continue discussions and partnership with Fulton County on the feasibility of elements.

## Concept



Commercial kitchen (Credit: LoopNet)



Food truck commissary (Credit: The Prep Station)



Film studio/set fabricators (Credit: Pattillo Construction)



Restaurant and driver amenities (Credit: Northwood Offices)



Travel plaza/truck stop (Credit: Travel Iowa)



Flex office/incubator (Credit: Northwood Offices)

# Implementation Strategy

The Fulton Industrial Clean Energy & Logistics Plan outlines strategies that help support the enhancement of the corridor’s character, sustainability, and safety. The following section details the implementation efforts for clean energy infrastructure for the freight and logistics industry, including publicly accessible options, potential solutions or improvements to truck parking and transit access, and streetscape and placemaking improvements.

- **Priority Streetscape and Gateway Projects:** Larger impact projects that contain improvements to streetscape and gateways and continue current and/or existing mobility projects along the corridor. These projects provide continuity and a sense of place and safety along the corridor.
- **Secondary Streetscape and Gateway Projects:** These are lighter impact projects that contain improvements to streetscape and smaller gateways.
- **Quick-Fix Infill Projects:** These projects fill sidewalk gaps from Villanova Drive to I-20 and are intended to be able to be completed with local partners, providing greater flexibility to complete projects as funding and partnerships become available.

The focus with the recommended projects is to establish a sense of place and safety along the corridor while focusing on key locations to maximize impact. The listing of priority and secondary projects does not necessarily indicate order of completing projects. Secondary projects can be implemented as funding and/or partnership opportunities become available.

This plan has identified several projects that can be pursued over the next five years, as well as longer term projects or projects can be completed if additional funding is identified. Over the next five years, the plan recommends pursuing federal funding for two projects, five gateway projects with funding from the CID and/or in partnership with other organizations, and a series of quick fix projects that can be completed with local partners. The two federally funded projects are contingent with being selected by the ARC. If one or both projects are not selected, the CID can move ahead with additional secondary gateway or quick fix projects in their place. Overall, this plan provides the CID with the flexibility to continue moving forward with projects based on the funding and partnerships available.

The following pages include a timeline of priority projects, funding sources, and cost tables separated by types of projects. Within the table, projects are listed with descriptions, suggested funding source, project coordination, timeline, and total estimated cost.

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# Short-Term Implementation Timeline

The projects listed below are part of the short-term implementation timeline noted in the implementation strategy. They were identified to be pursued over the next five years, including the two projects that will seek federal funding, as well as a series of quick-fix and gateway projects that can be completed with local partners and/or CID funding.

Projects	Total Cost	City Funds (if applicable)	CID Funds (if applicable)	2025				2026				2027				2028				2029				2030				2031			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Martin Luther King Jr. Drive Gateway (G-1)	\$1,200,000	—	\$1,200,000																												
<i>Martin Luther King Jr. Drive SW (A-4)</i>	\$85,000	—	\$85,000																												
Martin Luther King, Jr. Drive and Sandy Creek Road (P-2)	\$2,000,000	—	2,000,000																												
Campbellton Road Gateway (G-2)	\$600,000	—	\$600,000																												
<i>Campbellton Road Public Art (A-1)</i>	\$85,000	—	\$85,000																												
Westgate Parkway SW/Oak Lawn Avenue to Lakeside Court SW (P-1) <i>Federally Funded</i>	\$13,250,000	—	\$2,650,000																												
Great Southwest Gateway (SG-3)	\$600,000	—	\$600,000																												
Donald Lee Hollowell Gateway (G-3)	\$250,000	—	\$250,000																												
<i>Donald Lee Hollowell Public Art (A-5)</i>	\$100,000	—	\$100,000																												
Quick-Fix Sidewalks, Segments 1 (QF-1)*	\$1,400,000	\$1,000,000	\$400,000																												
Quick-Fix Sidewalks, Segments 2 (QF-2)*	\$1,400,000	\$1,000,000	\$400,000																												
Quick-Fix Sidewalks, Segments 3 (QF-3)*	\$1,400,000	\$1,000,000	\$400,000																												
Quick-Fix Sidewalks, Segments 4 (QF-4)*	\$1,400,000	\$1,000,000	\$400,000																												
Camp Creek Parkway Public Art (A-2)	\$100,000	—	\$100,000																												
Cascade Road Public Art (A-3)	\$50,000	—	\$50,000																												
Donald Lee Hollowell to Sandy Creek Road (E-1)**	\$890,000	—	\$890,000																												
	<b>\$24,540,000</b>	<b>\$4,000,000</b>	<b>\$9,840,000</b>	<b>\$1,300,000</b>				<b>\$1,100,000</b>				<b>\$1,950,000</b>				<b>\$1,850,000</b>				<b>\$900,000</b>				<b>\$1,390,000</b>				<b>\$1,350,000</b>			
				P-2, G-1, G-2, QF 1-4, E-1				P-1, G-1, G-2, E-1				QF 1-4, G-1, P-2, A-2, A-3				P-2, E-1				P-1				P-1, E-1				P-1, SG-3, G-3			

**Legend**

- Streetscape
- Gateway
- Public Art

\* Quick fix segment projects can be implemented as funding is available over the next five years. *Italicized public art cost is included within the total cost or total CID funds of its associated gateway project.*

\*\* Donald Lee Hollowell Parkway NW and Sandy Creek Road is an existing project on the corridor.

# Funding Strategy

To bring the projects to fruition, it is necessary to identify mutually beneficial partnerships to be able to progress the full list of projects highlighted in this plan. The list below is separated by type of project with potential partnerships and funding sources for each area.

Funding or Partnership Option	Description	Who Can Apply/Sponsor?	Partnership Opportunity
<b>GATEWAYS, STREETSCAPES, SIDEWALKS, AND TRAILS</b>			
<b>Transportation Alternatives Program (TAP)</b>	Federal Highway Administration (FHWA) funding for smaller-scale transportation projects, such as pedestrian and bicycle facilities; recreational trails; safe routes to school; vulnerable road user (VRU) safety assessments; and environmental mitigation related to stormwater and habitat connectivity.	Local Governments, Regional Transportation Authorities, Transit Agencies, Natural Resources or Public Land Agencies, Nonprofit Organizations partnered with Government Sponsor, School Districts, Local Education Agencies, or Schools, Tribal Governments	Fulton County, City of South Fulton, City of Atlanta
<b>Georgia Transportation Infrastructure Bank (GTIB)</b>	GTIB is a grant and low-interest loan program administered by the State Road and Tollway Authority (SRTA) for transportation projects that enhance mobility in local communities throughout Georgia.	Local Governments and CIDs, including combination of two or more entities acting jointly	Fulton County, City of South Fulton, City of Atlanta
<b>Atlanta Regional Commission (ARC) Transportation Improvement Program (TIP)</b>	TIP allocates federal funds for the construction of the highest-priority projects in the Metropolitan Transportation Plan (MTP).	State Agencies, Local Governments, CIDs, Transit Agencies	Fulton County, City of South Fulton, City of Atlanta
<b>CID Funding</b>	—	—	Fulton County Arts Council, Local Non-Profits, City of South Fulton, City of Atlanta

➤ It is recommended to explore partnership opportunities include with the Trust for Public Land, City of South Fulton, and GDOT to secure funding and collaborate with projects along the corridor.

Funding or Partnership Option	Description	Who Can Apply/Sponsor?	Partnership Opportunity
<b>GATEWAYS, STREETSCAPES, SIDEWALKS, AND TRAILS</b>			
<b>Fulton County and the National Endowment for the Arts (NEA)</b>	The Grants for Arts Projects (GAP) is designed to support a wide range of arts initiatives.	Non-profit, Tax-Exempt 501(c)(3), State and Local Governments, and Tribal Communities	Fulton County Arts Council, Local Non-Profits, City of South Fulton, City of Atlanta
<b>CID Funds</b>	—	—	Fulton County Arts Council, Local Non-Profits, City of South Fulton, City of Atlanta

➤ It is recommended to explore partnership opportunities, including with the City of South Fulton, City of Atlanta, Fulton County Arts Council, and Fulton County.

Funding or Partnership Option	Description	Who Can Apply/Sponsor?	Partnership Opportunity
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## TRUCK PARKING/STAGING

➤ It is recommended to explore partnership opportunities and coordination with Fulton County for truck parking and staging locations on their property as the amenities could generate tax revenue for the County. Additional partnership opportunities with the City of South Fulton, Atlanta Department of Transportation (ATLDOT), and interested developers are also recommended.

## EV AND ALTERNATIVE FUELING

<b>Federal Highway Administration (FHWA) and ARC Community Grant</b>	Providing infrastructure deployments that are located on public roads or publicly accessible locations, including public parking facilities, public buildings, public schools, or public parks.	Metropolitan Planning Organizations (MPOs), Special Purpose Districts and Public Authorities, and State, Local, and Tribal Governments	Fulton County, City of South Fulton, City of Atlanta
<b>FHWA Corridor Grant</b>	Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors (\$1 million+).	State Highway Agency, MPO, Local Government or Agency, Tribal Governments	ARC, GDOT, Fulton County, City of South Fulton, City of Atlanta
<b>Zero Emission Freight (ZEF) Program</b>	Funding assistance for transportation infrastructure projects that support shift to zero-emission freight. The ZEF program has designated I-20 as a prime location for electrification.	MPOs, Local Governments, Port Authorities, and Tribal Governments	ARC, GDOT, Fulton County, City of South Fulton, City of Atlanta
<b>Georgia Power Make Ready</b>	Offers funding and support to develop electrical infrastructure needed for EV charger installations with \$300,000 per qualifying project. Projects are on Georgia Power's construction schedule for installation.	Installations must be public facing (installed in areas accessible for public use/ designated for public fleets) and must install six or more charging ports or at least one DC fast charger	Fulton County, City of South Fulton, and City of Atlanta

➤ It is recommended to explore partnership opportunities and continue collaboration with Georgia Power, as well as the City of South Fulton, City of Atlanta, and Fulton County to implement public facing deployments and/or collaborate on funding for zero-emission freight infrastructure projects.

## CLEAN POWER GENERATION

<b>Inflation Reduction Act Tax Credits</b>	Provides clean energy tax credits to eligible entities to advance clean energy projects. Potential funding date restrictions as projects must be in service by December 31, 2027 to remain eligible for the production or investment tax credits with safe harbor availability if construction begins on or before July 4, 2026.	Tax Exempt and Government Entities (including Local Governments), Individuals, and Businesses	Fulton County, City of South Fulton, and City of Atlanta
<b>Power Purchase Agreements</b>	An agreement when a third-party developer installs, owns and operates an energy system on a customer's property. It allows a customer to receive stable, often low-cost electricity with no upfront cost, while the owner can take advantage of tax credits and receive income on the sale of electricity.	No requirement	Georgia Power
<b>Renewable Energy Credits (RECs)</b>	Provides opportunities to offset costs and generate revenue, including the potential to sell power back to the utility.	No requirement	Georgia Power

➤ It is recommended to explore partnership opportunities and continue collaboration with Georgia Power, as well as the City of South Fulton, City of Atlanta, and Fulton County to implement public facing deployments and/or collaborate on funding and implementation of clean power generation.

# Project List and Funding

## Short-Term Streetscape Project List

The table below lists the short-term streetscape projects that are included project descriptions starting on **Page 14** and on the short-term project implementation timeline on **Page 58**.

ID	Project Name	Project Location	Description	Project Type	Suggested Funding Source	Coordination	Timeline	PE	Right-of-Way and Utilities	CST	Total Cost
P-1	South District Streetscape	Westgate Parkway SW/ Oak Lawn Avenue to Lakeside Court SW	<ul style="list-style-type: none"> <li>8-foot multiuse path on the north side of Fulton Industrial Boulevard</li> <li>5-foot sidewalk on the south side of Fulton Industrial Boulevard</li> <li>Continuous median landscaping</li> <li>Stamped pavement medians near intersections</li> <li>Improved pedestrian crossings at existing signalized intersections</li> <li>Street trees and pedestrian lighting on the outside of the roadway</li> <li>Two secondary gateway enhancements at Riverside Drive and Boat Rock Boulevard</li> </ul>	Streetscape Improvements	ARC, GDOT, CID	GDOT, City of South Fulton	2025-2032	\$1,750,000	\$500,000	\$7,000,000	<b>\$13,250,000</b>
P-2	Aviation District	Martin Luther King Jr. Drive SW and Sandy Creek Road	<ul style="list-style-type: none"> <li>8-foot multiuse path on the north side of Fulton Industrial Boulevard SW</li> <li>5-foot sidewalk on the south side of Fulton Industrial Boulevard SW</li> <li>Continuous median landscaping consistent with landscaping within the planned project to the north</li> <li>Streetscape, lighting, and trees consistent with the planned project to the north</li> <li>Improved pedestrian crossings at existing signalized intersections</li> <li>Secondary gateways at Aviation Circle, Riverside Drive, and Boat Rock Boulevard</li> </ul>	Streetscape Improvements	ARC, GDOT, CID, Fulton County	GDOT, Fulton County, City of South Fulton	2025-2030	\$250,000	\$-	\$1,750,000	<b>\$2,000,000</b>

## Short-Term Gateway Projects

The table below lists the short-term implementation gateway projects that were listed on the short-term project implementation timeline on **Page 58** with project details starting on **Pages 22 and 40**.

ID	Project Name	Project Location	Description	Project Type	Suggested Funding Source	Project Coordination	Timeline	PE	Right-of-Way and Utilities	CST	Total Cost
<b>Priority Gateway Project</b>											
G-1	<b>Martin Luther King Jr. Drive Gateway</b>	Intersection of Martin Luther King Jr. Drive SW and Fulton Industrial Boulevard	<ul style="list-style-type: none"> <li>Boulevard CID Gateway Monument</li> <li>Enhanced landscaping at intersection corners</li> <li>Ground cover landscaping within larger concrete islands</li> <li>Enhanced crosswalks with CID signature brick stamping</li> <li>Wayfinding signage or additional district branding</li> <li>Public art</li> <li>Upgraded signal light mast arms with pedestrian signals</li> <li>Pedestrian Improvements across Fulton Industrial Boulevard</li> </ul>	Priority Gateway	CID, Fulton County	GDOT, Fulton County, CID	2025-2026	\$200,000.00	\$-	\$1,000,000.00	<b>\$1,200,000.00</b>
G-2	<b>Campbellton Gateway</b>	Campbellton Road SW and Fulton Industrial Boulevard	<ul style="list-style-type: none"> <li>Monument sign on the north side of corner as an entry to the District</li> <li>Minor Intersection Improvements with pedestrian signals</li> <li>Two wayfinding signs on north and south of Fulton Ind. Blvd</li> <li>Enhanced Landscaping</li> <li>Public Art</li> </ul>	Secondary Gateway	CID, City of South Fulton	GDOT, City of South Fulton, CID	2025-2027	\$100,000.00	\$-	\$500,000.00	<b>\$600,000.00</b>
<b>Secondary Gateway Project</b>											
SG-2	<b>Boat Rock Gateway</b>	Boat Rock Road SW and Fulton Industrial Boulevard	<ul style="list-style-type: none"> <li>Enhanced Landscaping</li> <li>Minor pedestrian intersection improvements</li> <li>Pedestrian crossing across FIB</li> <li>Wayfinding</li> </ul>	Secondary Gateway	CID, City of South Fulton	GDOT, City of South Fulton, CID	2027-2028	\$50,000.00	\$-	\$100,000.00	<b>\$150,000.00</b>
SG-4	<b>Bakers Ferry Gateway</b>	Bakers Ferry Road SW and Fulton Industrial Boulevard	<ul style="list-style-type: none"> <li>Enhanced Landscaping</li> <li>Minor pedestrian intersection improvements</li> </ul>	Secondary Gateway	CID, City of South Fulton	GDOT, City of South Fulton, CID	2027-2029	\$50,000.00	\$-	\$100,000.00	<b>\$150,000.00</b>

## Quick Fix Streetscape Infill Projects

The table below list quick fix streetscape infill projects with details on **Page 38**. It provides the full costs for the segments in the order of implementation with full streetscape matching other areas of the corridor. The gray segment of the table includes the same project locations, but they include the costs of only adding a 5-foot sidewalk infill on the north side of Fulton Industrial Boulevard or only adding a 8-foot path infill on the south side of the corridor, which provides the CID with additional options depending on funding options. These projects are listed on the short-term implementation project timeline to provide the option for quick fix infill project that can be completed when funding and partnerships are made available through local and/or CID funding.

ID	Full Streetscape						5-Foot Sidewalk Only (North)	8-Foot Path Only (North)	
	Project Name	Project Location	Full Streetscape Project Description	PE	CST	Total Cost for Full Streetscape Option	Total Cost of a 5-foot Sidewalk Infill (North)	Total Cost of Only a 8-foot Path Infill (South)	
QF-1	Quick Fix Infill Projects – Segment 1	Frederick Drive SW to Commerce Drive SW – Segment 1	5-Foot Sidewalk Infill (North) 8-Foot Path (South) Enhanced Landscaping Intersection Improvements		\$400,000	\$1,000,000	\$1,400,000	\$350,000	\$400,000
QF-2	Quick Fix Infill Projects – Segment 2	Commerce Drive SW to Marvin Miller Drive SW – Segment 2	5-Foot Sidewalk Infill (North) 8-Foot Path (South) Enhanced Landscaping Intersection Improvements		\$400,000	\$1,000,000	\$1,400,000	\$200,000	\$250,000
QF-3	Quick Fix Infill Projects – Segment 3	Marvin Miller Drive SW to Robinson Drive SW – Segment 3	5-Foot Sidewalk Infill (North) 8-Foot Path (South) Enhanced Landscaping Intersection Improvements		\$400,000	\$1,000,000	\$1,400,000	\$350,000	\$400,000
QF-4	Quick Fix Infill Projects – Segment 4	Robinson Drive SW to Mendel Drive SW/Wharton Drive SW – Segment 4	5-Foot Sidewalk Infill (North) 8-Foot Path (South) Enhanced Landscaping Intersection Improvements		\$400,000	\$1,000,000	\$1,400,000	\$100,000	\$350,000
QF-11	Quick Fix Infill Projects – Segment 11	I-20 to Villanova Drive – Segment 11	5-Foot Sidewalk Infill (North) 8-Foot Path (South) Enhanced Landscaping Intersection Improvements		\$200,000	\$700,000	\$900,000	\$350,000	\$350,000
QF-10	Quick Fix Infill Projects – Segment 10	Tulane Drive SW to Bucknell Drive SW – Segment 10	5-Foot Sidewalk Infill (North) 8-Foot Path (South) Enhanced Landscaping Intersection Improvements		\$200,000	\$750,000	\$950,000	\$400,000	\$450,000
QF-9	Quick Fix Infill Projects – Segment 9	Great Southwest Parkway SW to Tulane Drive SW – Segment 9	5-Foot Sidewalk Infill (North) 8-Foot Path (South) Enhanced Landscaping Intersection Improvements		\$100,000	\$400,000	\$500,000	\$100,000	\$100,000
QF-8	Quick Fix Infill Projects – Segment 8	Selig Drive SW to Great Southwest Parkway SW – Segment 8	5-Foot Sidewalk Infill (North) 8-Foot Path (South) Enhanced Landscaping Intersection Improvements		\$200,000	\$800,000	\$1,000,000	\$400,000	\$450,000
QF-7	Quick Fix Infill Projects – Segment 7	Bakers Ferry Road SW to Selig Drive SW – Segment 7	5-Foot Sidewalk Infill (North) 8-Foot Path (South) Enhanced Landscaping Intersection Improvements		\$200,000	\$750,000	\$950,000	\$400,000	\$400,000
QF-6	Quick Fix Infill Projects – Segment 6	James Aldredge Boulevard SW to Bakers Ferry Road SW – Segment 6	5-Foot Sidewalk Infill (North) 8-Foot Path (South) Enhanced Landscaping Intersection Improvements		\$100,000	\$600,000	\$700,000	\$300,000	\$300,000
QF-5	Quick Fix Infill Projects – Segment 5	Mendel Drive SW/Wharton Drive SW to James Aldredge Boulevard SW – Segment 5	5-Foot Sidewalk Infill (North) 8-Foot Path (South) Enhanced Landscaping Intersection Improvements		\$200,000	\$700,000	\$900,000	\$350,000	\$350,000

## Long-Term Gateway Projects

The following gateway projects are intended to be completed with local partners and/or CID funding after the short-term implementation projects are completed or as funding and partnership options occur. More detailed project descriptions can be found on [Page 40](#).

ID	Project Name	Project Location	Description	Project Type	Suggested Funding Source	Project Coordination	Timeline	PE	Right-of-Way and Utilities	CST	Total Cost
<b>Priority Gateway Project</b>											
G-3	North District Gateway	Donald Lee Hollowell Parkway NW and Fulton Industrial Boulevard	<ul style="list-style-type: none"> <li>Enhanced Landscaping</li> <li>Wayfinding signs on Fulton Industrial Boulevard SW and Donald Lee Hollowell Parkway NW (3)</li> <li>Minor pedestrian intersection improvements</li> <li>Public Art</li> </ul>	Secondary Gateway	CID, City of Atlanta	GDOT, City of Atlanta	2025-2027	\$50,000.00	\$-	\$100,000.00	<b>\$150,000.00</b>
<b>Secondary Gateway Project</b>											
SG-1	Riverside Gateway	Riverside Drive SW and Fulton Industrial Boulevard	<ul style="list-style-type: none"> <li>Enhanced Landscaping</li> <li>Wayfinding</li> <li>Minor pedestrian intersection improvements</li> </ul>	Secondary Gateway	CID, City of South Fulton	GDOT, City of South Fulton, CID	2027-2028	\$50,000.00	\$-	\$100,000.00	<b>\$150,000.00</b>
SG-3	Great Southwest Gateway	Great Southwest SW and Fulton Industrial Boulevard	<ul style="list-style-type: none"> <li>Wayfinding</li> <li>Enhanced Landscaping</li> <li>Crossings across FIB with signal improvements</li> <li>Minor pedestrian intersection improvements</li> <li>Public Art</li> </ul>	Secondary Gateway	CID, City of South Fulton	GDOT, City of South Fulton, CID	2025-2027	\$100,000.00	\$-	\$500,000.00	<b>\$600,000.00</b>
SG-5	Industrial Marketplace Gateway	Wharton Drive SW/ Mendel Drive SW	<ul style="list-style-type: none"> <li>Smaller Branded Gateway/Wayfinding Sign</li> <li>Enhanced Landscaping</li> <li>Minor pedestrian intersection improvements</li> </ul>	Secondary Gateway	CID, City of South Fulton	GDOT, City of South Fulton, CID	2027-2029	\$50,000.00	\$-	\$100,000.00	<b>\$150,000.00</b>
SG-6	Chattahoochee RiverLands Gateway	Patton Drive SW or Frederick Drive SW and Fulton Industrial Boulevard	<ul style="list-style-type: none"> <li>Smaller Branded Gateway/Wayfinding Sign</li> <li>Enhanced Landscaping</li> <li>Crossings across FIB with signal improvements</li> </ul>	Secondary Gateway	CID, City of South Fulton	GDOT, City of South Fulton	2027-2029	\$100,000.00	\$-	\$500,000.00	<b>\$600,000.00</b>
SG-7	Aviation District Gateway	Aviation Circle and Fulton Industrial Boulevard	<ul style="list-style-type: none"> <li>Smaller Branded Gateway/Wayfinding Sign</li> <li>Enhanced Landscaping</li> <li>Minor pedestrian intersection improvements</li> </ul>	Secondary Gateway	CID, Fulton County	GDOT, Fulton County	2025-2027	\$100,000.00	\$-	\$500,000.00	<b>\$600,000.00</b>

## Long-Term Streetscape Project List

The table below lists the secondary projects that are described starting on **Page 26**. These projects are intended to be completed after the short-term implementation projects are completed.

ID	Project Name	Project Location	Description	Project Type	Suggested Funding Source	Coordination	Timeline	PE	Right-of-Way and Utilities	CST	Total Cost
S-1	South District Streetscape A	Extend from Campbellton Road SW to Riverside Drive SW/Tradewater Parkway SW	<ul style="list-style-type: none"> <li>Light median landscaping at every other median</li> <li>Streetscape trees on the outside to match the median landscaping (pair the trees with medians)</li> <li>Desire to have a 8-foot path and 5-6 foot sidewalk connection, additional topography/analysis is required</li> <li>Intersection improvements at Riverside Drive SW and Maple Avenue</li> <li>Gateway Project at Campbellton</li> </ul>	Streetscape Improvements	ARC, GDOT, CID, City of South Fulton	ARC, GDOT, CID, City of South Fulton	2025-2035	\$2,000,000	\$3,000,000	\$10,000,000	<b>\$15,000,000</b>
S-2	Mid District Streetscape	Extend from Villanova Drive to Mendel Drive SW/Wharton Drive SW	<ul style="list-style-type: none"> <li>8-foot path on the north side of Fulton Industrial Boulevard</li> <li>5-foot sidewalk on the south side for entire segment of corridor</li> <li>Light median landscaping at every other median from Mendel Drive SW south to Westgate Drive.</li> <li>Maintain existing landscaping from Villanova Drive to Westgate Drive</li> <li>Streetscape trees on the outside to match the median landscaping</li> <li>Small gateways with enhanced landscaping at Bakers Ferry Road SW and Great Southwest Parkway SW</li> </ul>	Streetscape Improvements	ARC, GDOT, CID, City of South Fulton	ARC, GDOT, CID, City of South Fulton	2030-2040	\$2,000,000	\$3,000,000	\$10,000,000	<b>\$15,000,000</b>
S-3	Industrial Marketplace Streetscape	Beginning at Mendel Drive SW and continuing to Fulton Industrial Circle SW	<ul style="list-style-type: none"> <li>8-foot path on the north side of Fulton Industrial Boulevard or at Patton Drive SW or Frederick Drive SW in conjunction with the Chattahoochee RiverLands Parkway project (if funding is available)</li> <li>5-foot sidewalk on the south side</li> <li>Continuous median landscaping</li> <li>Streetscape trees on the outside to match the median landscaping</li> <li>Maintain existing median landscaping near I-20</li> <li>Secondary gateway and crosswalk improvements at Patton Drive SW</li> <li>Small gateway option at either Patton Drive or Frederick Drive to match potential RiverLands project Chattahoochee</li> <li>Small gateway and wayfinding at Wharton Drive SW/Mendel Drive SW</li> </ul>	Streetscape Improvements	ARC, GDOT, CID, City of South Fulton	ARC, GDOT, CID, City of South Fulton	2030-2040	\$1,000,000	\$2,000,000	\$5,500,000	<b>\$8,500,000</b>
S-4	RiverLands Connection	Martin Luther King Jr. Drive SW North to RiverLands Connection	<ul style="list-style-type: none"> <li>Maintain or update existing landscaping along Fulton Industrial Boulevard near I-20</li> <li>Limited streetscape, amenities, lighting, and signage where right-of-way space allows</li> <li>8-foot multiuse path along Martin Luther King, Jr. Drive SW</li> </ul>	Trail Connection	ARC, GDOT, CID, Chattahoochee RiverLands	ARC, GDOT, CID, Chattahoochee RiverLands	2026-2031	-	-	-	<b>\$5,000,000</b>
S-5	North District Streetscape	Extend from Donald Lee Hollowell Parkway NW and end at I-285 (end of district)	<ul style="list-style-type: none"> <li>5-foot sidewalk</li> <li>Streetscape trees</li> </ul>	Streetscape Improvements	ARC, GDOT, CID, City of South Atlanta	GDOT, Fulton County, City of Atlanta	2035-2045	1,000,000	1,000,000	\$4,000,000	<b>\$6,000,000</b>

## Additional List of Projects

The table below lists additional projects that can be completed separate from the short-term implementation timeline projects or in tandem as funding and partnerships occur. These projects provide options for public art, clean energy (EV and solar), and truck parking, which further the CID's goals for clean energy, logistics, and beautification along the corridor. Additional details and costs for the projects found on **Pages 42-50**.

ID	Project Name	Description	Timeline	Next Steps/Options	Total Cost
<b>Public Art</b>					
A-1	Campbellton Road SW	Large-scale artwork	2025-2026	<b>Next Steps</b> <ul style="list-style-type: none"> <li>Identify funding and partners</li> <li>Determine preferred art at identified locations</li> <li>Launch engagement process</li> <li>Develop a phased project timeline</li> </ul> <b>Artist Engagement Timeline</b> <ul style="list-style-type: none"> <li>RFQ Process: 3-6 Months</li> <li>RFP Process: 2-5 Months</li> <li>Direct Curation/Invitation: 2-4 Months</li> <li>Open Call: 2-4 Months</li> <li>Purchasing Existing Work: 1-3 Months</li> </ul>	<b>Small Scale:</b> \$10-50,000 <b>Medium Scale:</b> \$50-150,000 <b>Large Scale:</b> \$150,000+
A-2	Camp Creek Parkway	Medium-scale, visible to vehicular artworks	2025-2026		
A-3	Great Southwest Parkway (Future Phase)	Large-scale artwork	2025-2026		
A-4	Martin Luther King Jr. Drive	Medium-scale artwork	2026-2036		
A-5	Donald Lee Hollowell Parkway NW	Small-scale artwork	2026-2036		
A-6	Commerce Drive (Future Phase)	Small-scale artwork	2026-2036		
<b>EV Charging</b>					
EV-3	Fulton County Airport	Priority EV charging locations	2025-2026	<b>Next Steps:</b> Continue discussions and coordination with Fulton County for the priority EV charging locations at the Fulton County Airport and Fulton County Aviation and Art Museum.  <b>Options:</b> <ul style="list-style-type: none"> <li><b>A:</b> Level 2 EV chargers can be powered from the Aviation Center building/meter. Solar landscape features or a solar canopy can be implemented in tandem with the chargers.</li> <li><b>Option B:</b> A Level 3 (DC Fast Charger) EV charger in the parking lot can be powered from a separate utility connection, under the Georgia Power Make Ready Program to offset infrastructure costs.</li> </ul>	<b>Option A:</b> \$80,000  <b>Option B:</b> \$200,000
EV-4	Fulton County Aviation and Art Museum	Priority EV charging location	2025-2026		
EV-1	City of South Fulton City Hall	Additional public EV installation option	2026-2036		
EV-2	City of South Fulton Administrative Offices	Additional public EV installation option	2026-2036		
EV-6	Fulton County Property (South District)	Additional public EV installation option	2026-2036		
EV-5	Fulton County Animal Services	Additional public EV installation option	2026-2036		
<b>Solar Installations</b>					
S0-1	Fulton County Property (South District)	Solar rooftop or parking lot canopy	2026-2036	<b>Next Steps:</b> Discussions with the City of South Fulton, Fulton County, and Georgia Power on the feasibility of the project.  <b>Options:</b> <ul style="list-style-type: none"> <li><b>Option A:</b> Aviation Museum/Fulton County Executive Airport—The first option will include parking lot canopy, solar flowers, and an educational component connecting to the Aviation District and Aviation Museum.</li> <li><b>Option B:</b> City of South Fulton Administration Building/City of South Fulton City Hall—This option will include either a solar rooftop or parking lot canopy and an educational component.</li> <li><b>Option C:</b> Great Southwest Parkway SW—This option will be included with the Gateway project with solar flowers or potential for solar canopy.</li> </ul>	<b>Estimated Range:</b> \$100,000 – \$300,000 (each)
S0-2	Great Southwest Parkway SW	Solar flowers or potential for solar canopy	2026-2036		
S0-3	Fulton County Executive Airport	Parking lot canopy, solar flowers, and an educational component	2025-2026		
S0-4	City of South Fulton Administration Building/City of South Fulton City Hall	Solar rooftop or parking lot canopy and an educational component	2026-2036		
S0-5	Aviation Museum	Parking lot canopy, solar flowers, and an educational component	2025-2026		
<b>Truck Parking</b>					
T-1	Industrial Marketplace Truck Parking	Overnight truck parking/truck plaza	2025-2026	<b>Next Steps:</b> Discussions and coordination with Fulton County about preferred locations and options	Staff time/To be determined
T-2	South District Truck Parking	Long-term truck parking	2026-2036		

