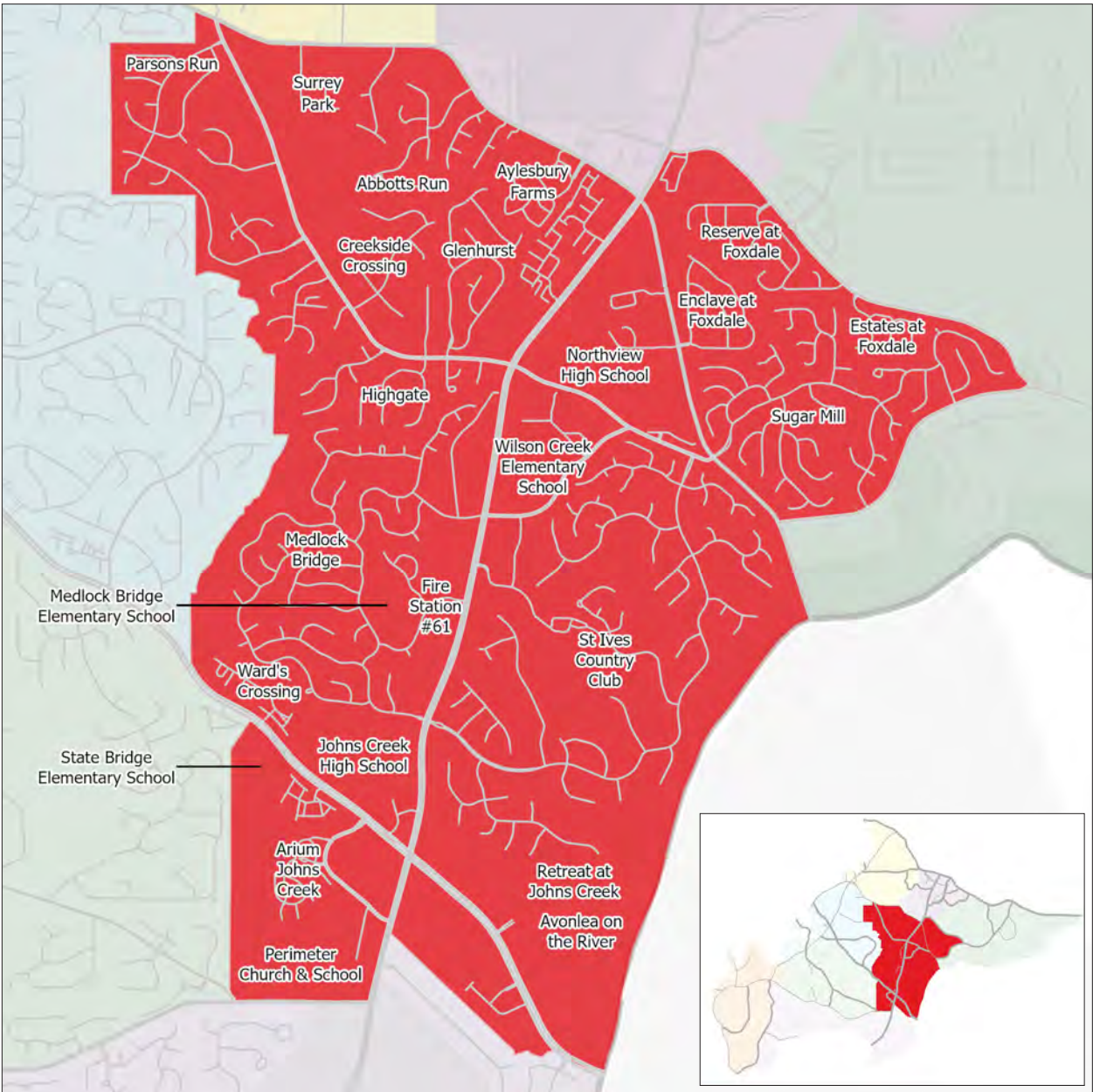


Boundary

The area of Medlock is bounded to the east by the Chattahoochee River; to the north by Boles, Bell, and Abbotts Bridge Roads; to the west by Taylor Road Middle School and Chattahoochee High School; and to the south by Old Alabama Road and the River Estates Community Area.



Map 36: Medlock Boundary

BACKGROUND



History

Named for the road that runs through it today, the Medlock Community Area encompasses much of the historic community of Warsaw that started as an early settlement even while this area was part of the Cherokee Territory. This Community Area has several important cultural and historic properties. The Warsaw Cemetery (its church was relocated to the Autrey Mill Nature Preserve and Heritage Center in 2004) is located on the western side of Medlock Bridge Road, and the Macedonia African Methodist Episcopal (AME) cemetery on the eastern side. Positioned near the intersection of State Bridge and Medlock Bridge Roads, another historic property is the 1930s brick, one-story Warsaw School building currently being used as an office building. Until the 1980s, this area primarily consisted of farming fields and woodlands. Medlock Bridge Road was once a two-lane dirt road, but was realigned and paved in the late 1950s and then widened to four lanes in 1993. A wave of commercial development then swept through the area in the mid- to late-1990s, developing retail shopping centers at the intersection of Medlock Bridge and State Bridge Roads and along both Medlock Bridge and Abbotts Bridge Roads. In response to rapid residential development in the 1990s, two high schools were built over the span of seven years: Northview High School in 2001 and Johns Creek High School in 2008.

Existing Conditions

The Medlock Community Area is dominated by large-scale residential subdivisions with commercial retail shopping along State Bridge and Medlock Bridge Roads. There are three main residential subdivisions in this Community Area: St. Ives, Medlock Bridge, and Sugar Mill.

This community is served by Fire Station #61 and several public schools (State Bridge, Wilson Creek and Medlock Bridge Elementary Schools, as well as Northview and Johns Creek High Schools). Perimeter School is a private religious institution that lies within Medlock.

The City's worst traffic congestion exists at the intersection of State Bridge and Medlock Bridge Roads.

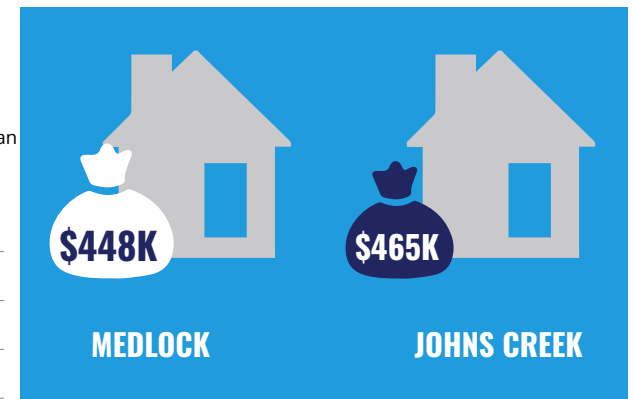
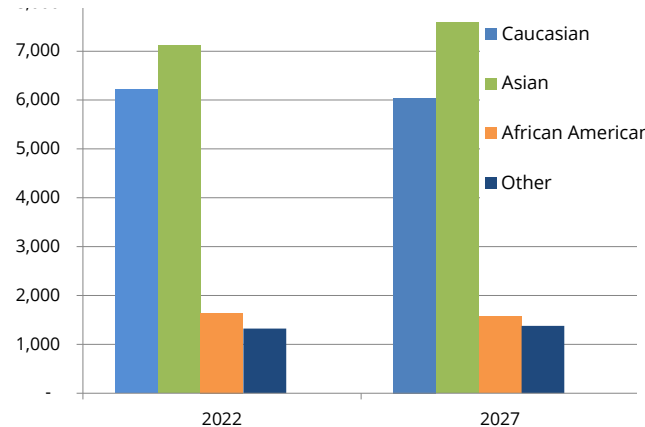
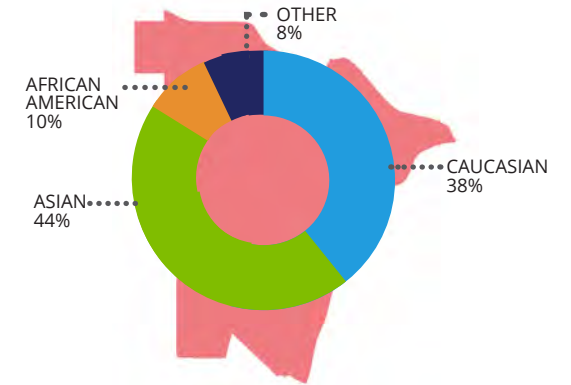
Demographics

As of 2022, the Medlock Community Area has the largest number of residents, accounting for 20% of the City’s population. Medlock’s population saw 0.13% annual growth from 2010 to 2022, but the growth rate is expected to increase to 0.35% in the next five years.

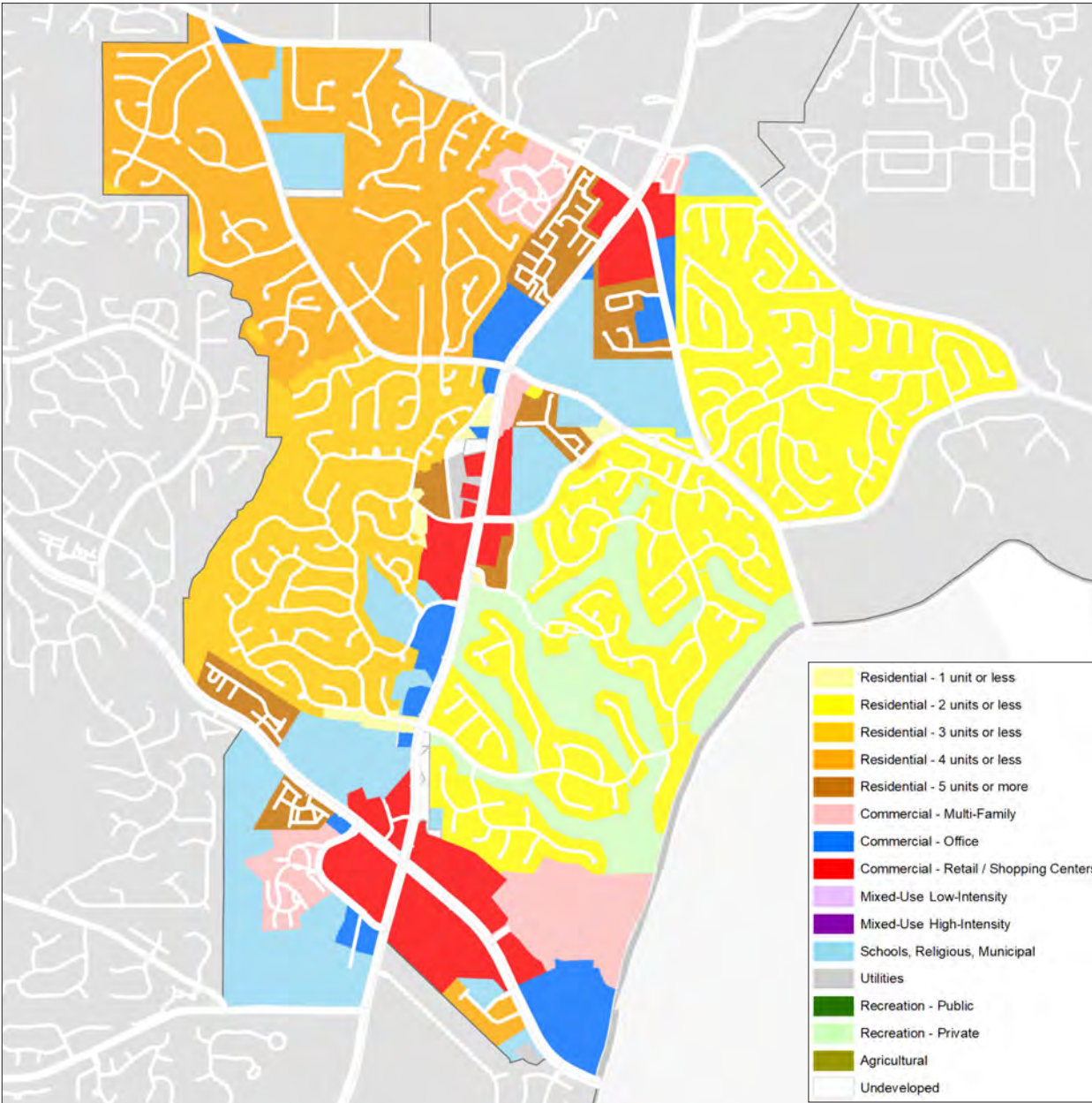
The percentage of Baby Boomers (15.1%) is slightly higher than that of the City overall, but their population is expected to drop by 10% in the next five years. Medlock has the highest percentage of Millennials (26.3%) in the City, and their population is expected to grow 13% in the next five years.

Caucasians are no longer the majority in Medlock, and their population will further decrease by 3% in the next five years. Asians are the fastest growing group, and their population is expected to continue to grow by 7% in the next five years. Since 2020, the Asian population grew to eclipsed the Caucasian population.

Medlock residents have a higher education level than the City overall, but their median household income (\$151,042) and median home value are slightly lower than the City overall. The percentage of renter-occupied housing is the second lowest in the City at 10.8%.



LAND USE



Map 37: Current Land Use in Medlock

Current Land Use

Single-family residential is the most prominent land use in Medlock, at 62.1% of total land.

Commercial Office and Commercial Retail account for 3.9% and 7% of total land, respectively. The majority of these uses are located along SR 141/Medlock Bridge Road and clustered around major intersections. A small amount of land (5.6%) is being used for Commercial Multi-Family.

Schools, Religious, and Municipal uses make up 12.5% of the land. Recreational uses only comprise 7.4% of the land.

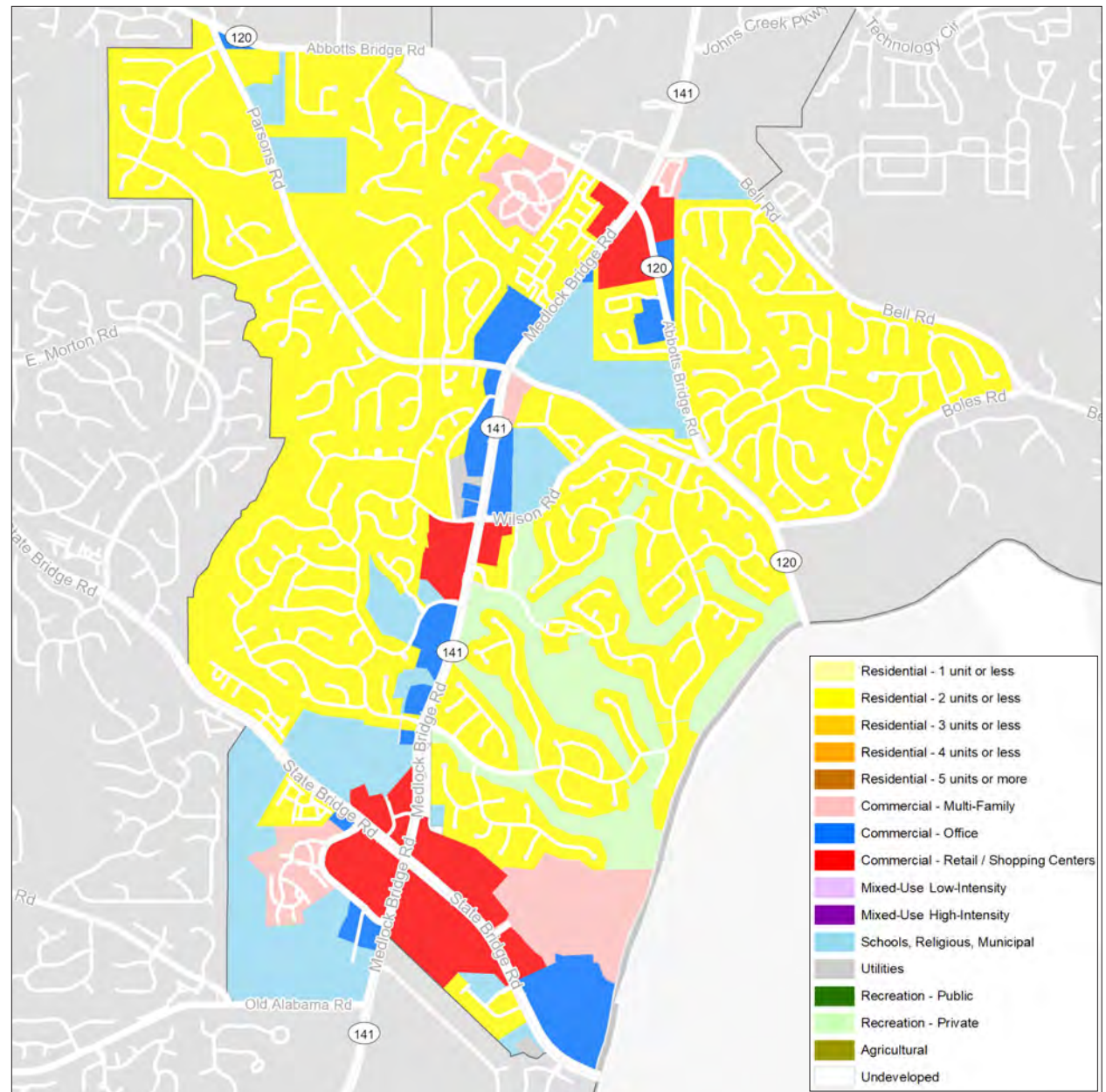
Currently, there are 8.3 acres of undeveloped land (1%) in this area.

Future Land Use

Apart from residential density reduction, 98.9% of future land use in Medlock will match current land use. A detailed build-out analysis is available on Pages 88-89.

Table 8: Land Use Change in Medlock (Acres)

Land Use Type	Current	Future	Change
Residential - 1 unit or less	17.4	0	-17.4
Residential - 2 units or less	723.5	1,773.2	1,049.6
Residential - 3 units or less	355.9	0	-355.9
Residential - 4 units or less	529.7	0	-529.7
Residential - 5 units or more	136.3	0	-136.3
Commercial - Multi-Family	160.2	160.2	0
Commercial - Office	111.2	131.9	20.6
Commercial - Retail/Shopping Centers	200.3	184.7	-15.6
Schools, Religious, Municipal	355.4	348.2	-7.2
Utilities	8.5	8.6	0.1
Recreation - Private	209.5	209.5	0
Undeveloped	28.7	20.5	-8.2



Map 38: Future Land Use in Medlock

VISION

The vision for the Medlock Community Area is to maintain its premier residential status by enhancing the quality of public infrastructure and by enhancing Medlock Bridge and State Bridge Roads with landscaped sidewalks and trails, while attracting private investment to transform the Regal Cinema shopping center (located at the southwestern corner/quadrant at the intersection of Medlock Bridge and State Bridge Roads) into a walkable retail center with local restaurants, entertainment venues, and shops, centered around a public plaza with trails that connect pedestrians via underpasses to the area's schools and subdivisions.

A specific area plan for the Medlock Community Area should be developed for the area that may transform into a village center at Medlock Bridge and State Bridge Roads. The plan would guide the private sector in the amenities desired by the community, as well as the City's design standards.

Redevelopment of the shopping centers of Medlock Bridge and State Bridge Roads into a more walkable village retail/public space should be undertaken in conjunction with the transportation redesign of the Medlock Bridge and State Bridge Roads intersection, currently funded through Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program. The movement of vehicles and pedestrians and how the movements impact the existing commercial uses must be designed to create a more attractive place to shop and dine.

New infill housing developments should be limited to single-family detached homes (at a maximum of two units/acre and up to three stories in height). No mixed-use development is envisioned for this area due to the level of traffic congestion already present.

Preservation of the community's historic properties and/or buildings should be encouraged through the adoption of a Historic Preservation Ordinance that requires any land development to incorporate the reuse and preservation of the historic property.

The Medlock Community Area currently lacks a public park, and the City should seek out opportunities to partner with the private sector to develop public spaces through the redevelopment of existing shopping centers.





BUILD-OUT ANALYSIS

Residential Build-out Analysis

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The build-out analysis shows that the Medlock Community Area has the capacity for 156 additional residential units.

Commercial Build-out Analysis

The Medlock Bridge shopping center at Wilson Road has suffered visibility issues due to its location – sunken below the grade of Medlock Bridge Road and further hampered by a 40-foot landscape strip along Medlock Bridge Road. The retail shops are located 300 feet from the roadway and are pressed up against the edge of the residential subdivision. It is desired that retail shops should be relocated closer to Medlock Bridge Road with parking behind the shops. A new neighborhood park would

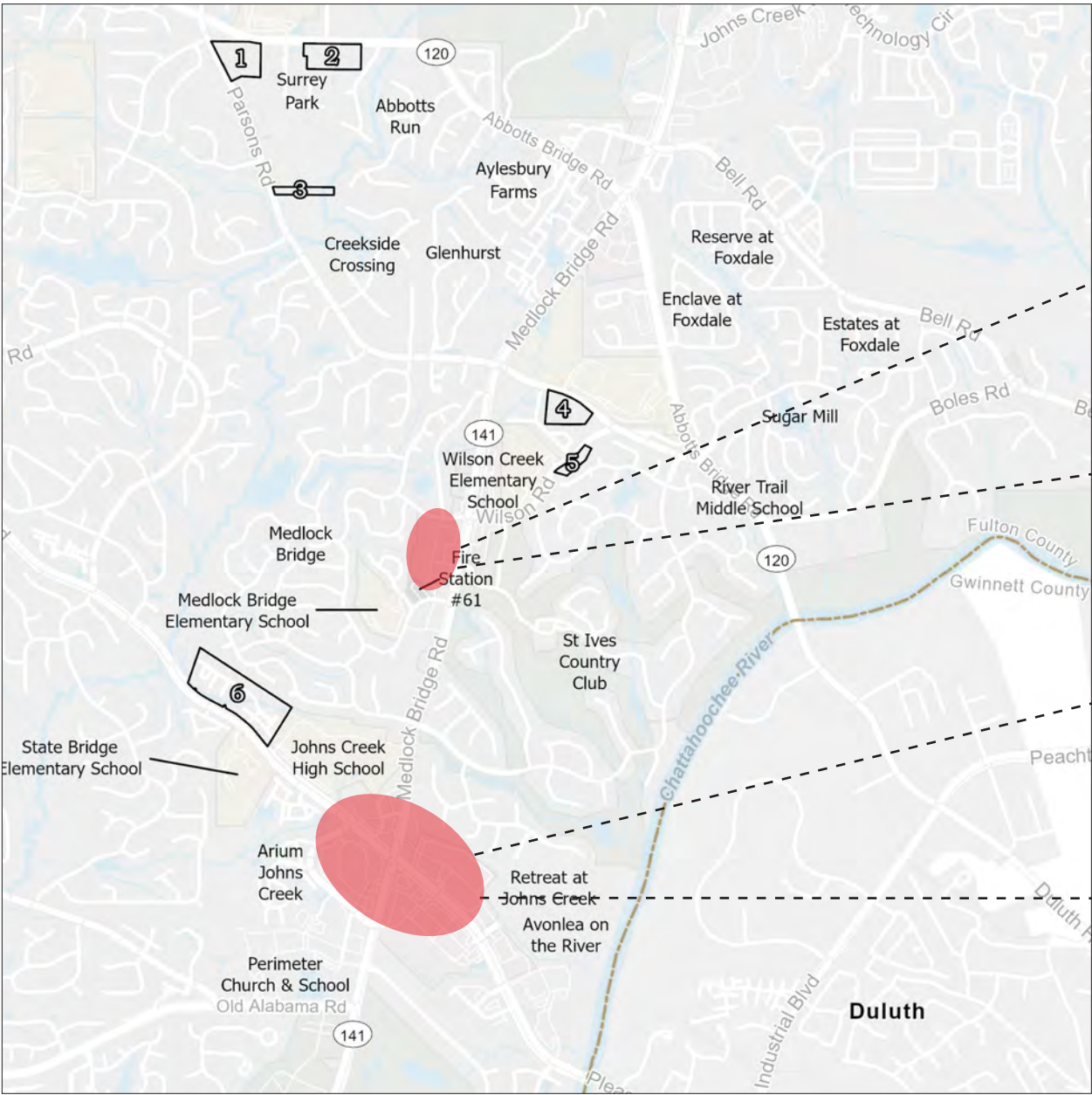
buffer the residential subdivision from the commercial uses and provide residents a convenient place to gather and play.

It is envisioned that the Regal Cinema and Publix/Hobby Lobby shopping centers would transform into a more walkable village-like setting. This location is already the most heavily traveled area within the City. Locating restaurants and entertainment venues in addition to the cinema will create a gathering place for the southern section of the City. It is not envisioned that residential units would be added, given the number of apartment complexes and residential subdivisions nearby. Instead, it is hoped that sidewalks and trails will be created to navigate under the vehicular roadways, to ensure safe passage between shopping, local schools, and homes. New streets and pocket parks/squares are envisioned within the existing shopping center parking lots to allow for public events and safer vehicular movement.

Table 9: Residential Build-out Analysis in Medlock

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	9.96	2	20*	2	18	56
2	10.15	2	20	3	17	53
3	2.93	2	5	0	5	16
4	7.86	2	15	0	15	47
5	2.02	2	4*	1	3	10
6	24.47	2	104*	6	98	301
Total	57.39				156	483

*This number reflects the maximum allowable units in the approved zoning conditions.



Map 39: Potential Residential Build-out in Medlock

TRANSPORTATION PROJECTS



Medlock's primary east-west transportation routes are Abbotts Bridge Road and State Bridge Road. With the completion of the Abbotts Bridge Road widening from Jones Bridge Road to Parsons Road, the City will continue collaborating with the Georgia Department of Transportation (GDOT) to widen Abbotts Bridge Road from Parsons Road across the Chattahoochee River to Peachtree Industrial Boulevard to accommodate increased traffic volume. The portion that lies within the Medlock Community Area will be constructed in two phases. Phase 1 is between Parsons and Medlock Bridge Roads with a ten-foot-wide trail on both sides, with an expected completion date of 2025. Phase 2 is from Medlock Bridge Road across the Chattahoochee River to Peachtree Industrial Boulevard, with a ten-foot-wide trail on one side, and a 5-foot-wide sidewalk on the other, and this portion is expected to be completed by 2028.



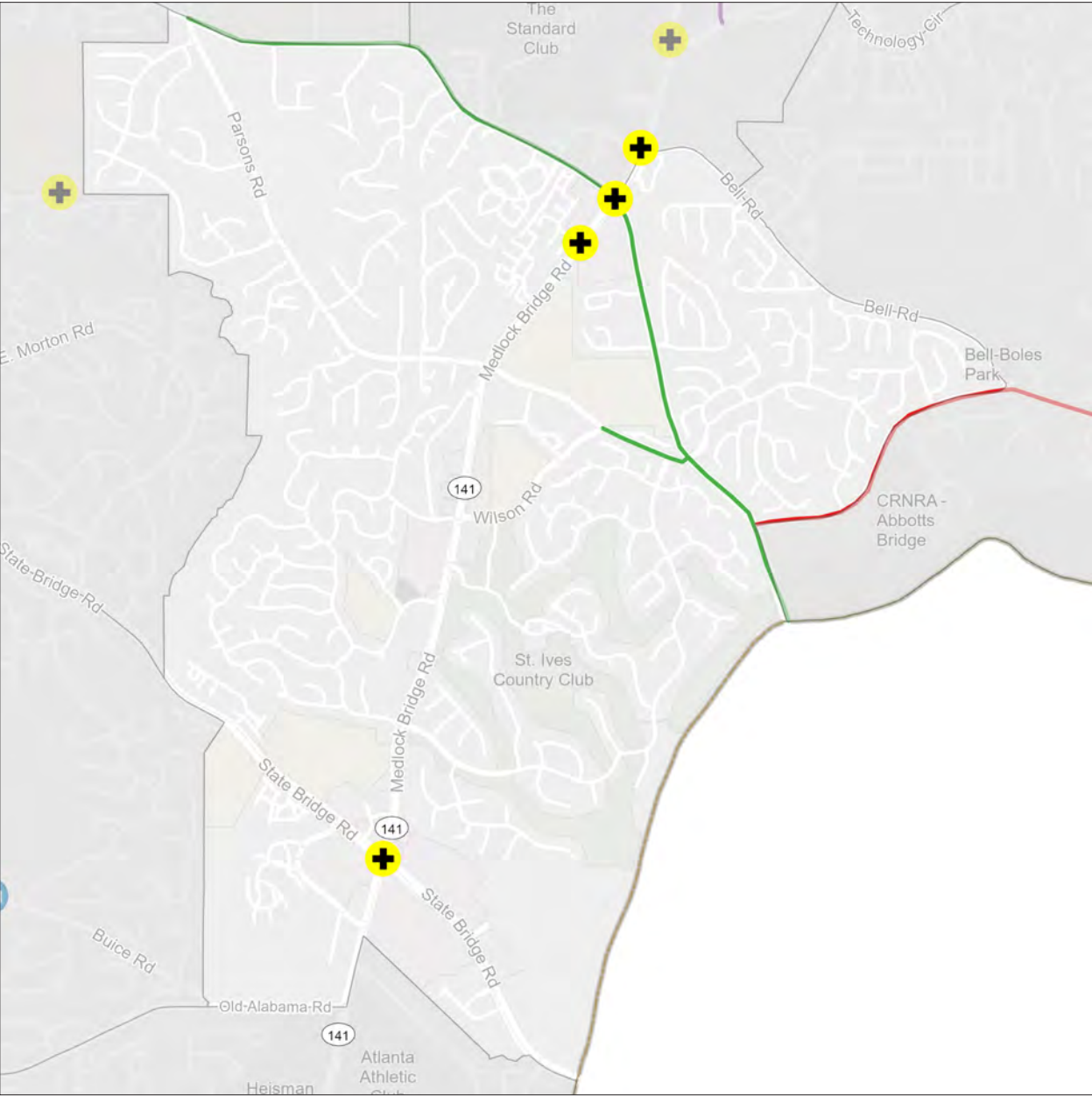
With the completion of the State Bridge Road widening between Medlock Bridge Road and the Chattahoochee River, traffic capacity has been significantly improved along this east-west route. In order to further reduce traffic congestion and improve traffic safety, the City will continue improvement at the State Bridge/Medlock Bridge Roads intersection, with construction anticipated in 2028.

Since Medlock Bridge Road is the primary north-south arterial for both the City and Medlock, three additional capacity improvement projects have been identified at the following locations:

- Medlock Bridge Road at the intersection with Skyway Drive
- Medlock Bridge Road at the intersection with Abbotts Bridge Road
- Medlock Bridge Road at the intersection with Bell Road



Fiber connectivity will be added along Boles Road from Abbotts Bridge Road to Bell Road, then continue along Bell Road to Cauley Creek Park.



- Bridge Replacement
- Intersection/Operational Improvement
- Pedestrian HAWK Signal
- Pedestrian Tunnel
- Fiber Connectivity
- Operational Improvement
- Road Widening
- Streetscape/Landscape

Map 40: Transportation Projects in Medlock

SIDEWALKS AND TRAILS PROJECTS



Sidewalks and trails exist along Medlock Bridge and State Bridge Roads. Sections of sidewalks and trails have also been built along Abbotts Bridge, Parsons, Bell, Boles, and Wilson Roads. However, in general, the Medlock Community Area lacks fully-connected sidewalks and trails that allow residents to walk/bike to neighborhood schools, local shopping, and religious institutions.

Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55 mile/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.



With the completion of the Abbotts Bridge Road widening from Jones Bridge Road to Parsons Road, the City will continue collaborating with the Georgia Department of Transportation (GDOT) to widen Abbotts Bridge Road from Parsons Road across the Chattahoochee River to Peachtree Industrial Boulevard. The portion that lies within the Medlock Community Area will be constructed in two phases. Phase 1 is between Parsons and Medlock Bridge Roads with a ten-foot-wide trail on both sides, with an expected completion date of 2025. Phase 2 is from Medlock Bridge Road across the Chattahoochee River to Peachtree Industrial Boulevard, with a ten-foot-wide trail on one side, and a 5-foot-wide sidewalk on the other, and this portion is expected to be completed by 2028.

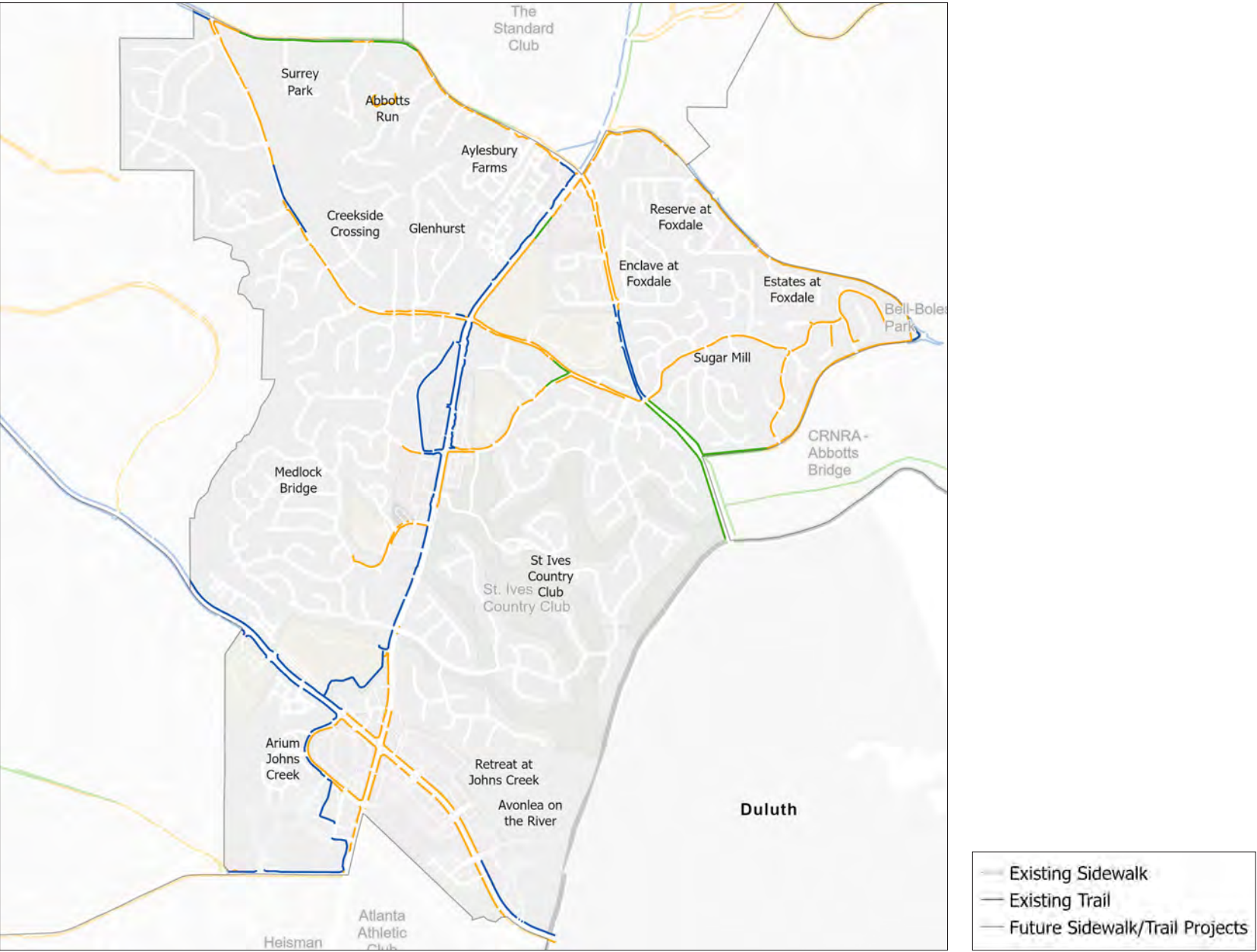


The City will also fill in sidewalk/trail gaps at the following locations:

- Along Boles Road from Abbotts Bridge Road to Sugar Crest Avenue
- Along Medlock Bridge Road from Parsons Road to Abbotts Bridge Road, mainly in front of 10805 Medlock Bridge Road and 105 Gold Cove Lane
- Along Wilson Road from Medlock Bridge Road to Parsons Road

The City has been working on the revitalization plan for all four corners of the intersection of Medlock Bridge Road and State Bridge Road, and one of the objectives is to offer residents and students safe connections to walk/bike from neighborhood subdivisions to existing shopping centers and schools.

SIDEWALKS AND TRAILS PROJECTS



Map 41: Sidewalk/Trail Projects in Medlock