

Douglasville: 2013 Comprehensive Plan

This plan was prepared by the Atlanta Regional Commission for the City of Douglasville using funds provided by the Georgia Department of Community Affairs.

ACKNOWLEDGMENTS

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RESOLUTION

WHEREAS, the State of Georgia enacted the Georgia Planning Act of 1989, which requires each local government to prepare and implement a comprehensive plan; and

WHEREAS, on October 28, 2004, the City of Douglasville adopted its Comprehensive Plan – as revised in accordance with reviews and comments by the Atlanta Regional Commission (ARC) and the Georgia Department of Community Affairs (DCA) – which enabled it to maintain its status as a Qualified Local Government (QLG); and

WHEREAS, the City of Douglasville in calendar 2013 began work to revise and update its Comprehensive Plan, with this work proceeding throughout the first 8 months of calendar 2013 and with it including public hearings and activities by a Stakeholders Group; and

WHEREAS, the City of Douglasville submitted a Draft Comprehensive Plan to ARC and DCA for their review and comments; and

WHEREAS, changes identified by DCA and ARC were provided to the City of Douglasville, and these changes subsequently were incorporated into the 2013 proposed Comprehensive Plan; and

WHEREAS, on January 16, 2014, Dan Reuter, Manager of ARC's Community Development Division, notified the City of Douglasville in writing, that the proposed update of its Comprehensive Plan is now in compliance with the Minimum Standards and Procedures for Local Comprehensive Planning and that once DCA has received notification from ARC that the City of Douglasville had adopted this updated plan, DCA, will send official notification to the local government that its QLG status has been extended.

NOW, THEREFORE, BE IT RESOLVED by Mayor and members of the Council of the City of Douglasville that the 2013 updated Comprehensive Plan for the City of Douglasville is hereby adopted.

BE IT FURTHER RESOLVED by the Mayor and members of the Council of the City of Douglasville that the Georgia Department of Community Affairs and the Atlanta Regional Commission be notified of this adoption.

SO RESOLVED this 7th day of April, 2014.

Cone & Pina
Councilmember

[Signature]
Councilmember

Mark E. Adams
Councilmember

[Signature]
Councilmember

[Signature]
Councilmember

[Signature]
Councilmember

Absent
Councilmember

Harvey Persons
Mayor

Attest:
Joyce Stone
City Clerk

DELIVERED TO MAYOR April 8, 2014 CITY CLERK [Signature]
RECEIVED FROM MAYOR April 8, 2014 CITY CLERK [Signature]

CONTENTS

Executive Summary	2
Douglasville: Yesterday and Today	5
Community Input	17
Douglasville: Assets & Challenges	27
2013 Douglasville Plan: Vision & Goals	44
Future Land Use	49

2013 Douglasville Plan: Executive Summary



INTRODUCTION & OVERVIEW

The City of Douglasville has completed its state mandated update of its Comprehensive Plan. This process was achieved with guidance and involvement of a Stakeholder Committee, City Council, City Staff and the residents of the City of Douglasville.

The 2013 Comprehensive Plan contains three components that are required by the State of Georgia, a Community Vision, Community Issues and Opportunities, and Community Work Program. The plan also requires the development of a Future Land Use Plan, and requires the city to maintain a Transportation Plan.

The Stakeholder Committee and Open House Participants focused on what are the key assets of the City of Douglasville to build upon for the future and what key challenges are facing the city for the future.

The assets identified are:

- Downtown Douglasville
- Arbor Place Mall
- Economic Amenities and Infrastructure
- Natural Resources
- Location
- Medical Services
- Higher Education
- Senior Services
- People of Douglasville
- Historic Preservation
- Technical Education

While the challenges are:

- Workforce Development
- Aging Population
- Balanced Growth and Redevelopment
- Government Coordination
- Transportation
- Business Development

The City of Douglasville already has an adopted vision statement:

Douglasville is a unique blend of small-town charm coupled with metropolitan amenities. We offer the ideal environment for startups and small businesses, providing high tech centers and fortune 500 companies the infrastructure for growth. The standard for southern living, Douglasville is the place where innovation meets opportunity. Dedicated to employees, pleasant and responsive to the community and committed to enhancing the quality of life for both visitors and residents alike, Douglasville is the premier city in the nation to live, work, play, and raise a family.

This plan provides goals created by the stakeholders to assist Douglasville in implementing this vision, along with the Community Work Program details specific projects and programs that the City will undertake over the next five years.

Douglasville: Yesterday & Today



Skint Chestnut was the winner following the second election and the name was changed to Douglasville when the Georgia General Assembly formally established the town on February 25, 1875. The boundaries were as follows: The center shall be a point directly opposite the court house in said town, on the Georgia Western Railroad, thence running along the center of said road each way three-fourths of a mile, and extending one half mile each way from the center of said road, the form of said territory to be an oblong square.

An election was held on the first Saturday in March, 1875, and a mayor, treasurer, records (secretary), and marshal were chosen.

HOW IT ALL STARTED

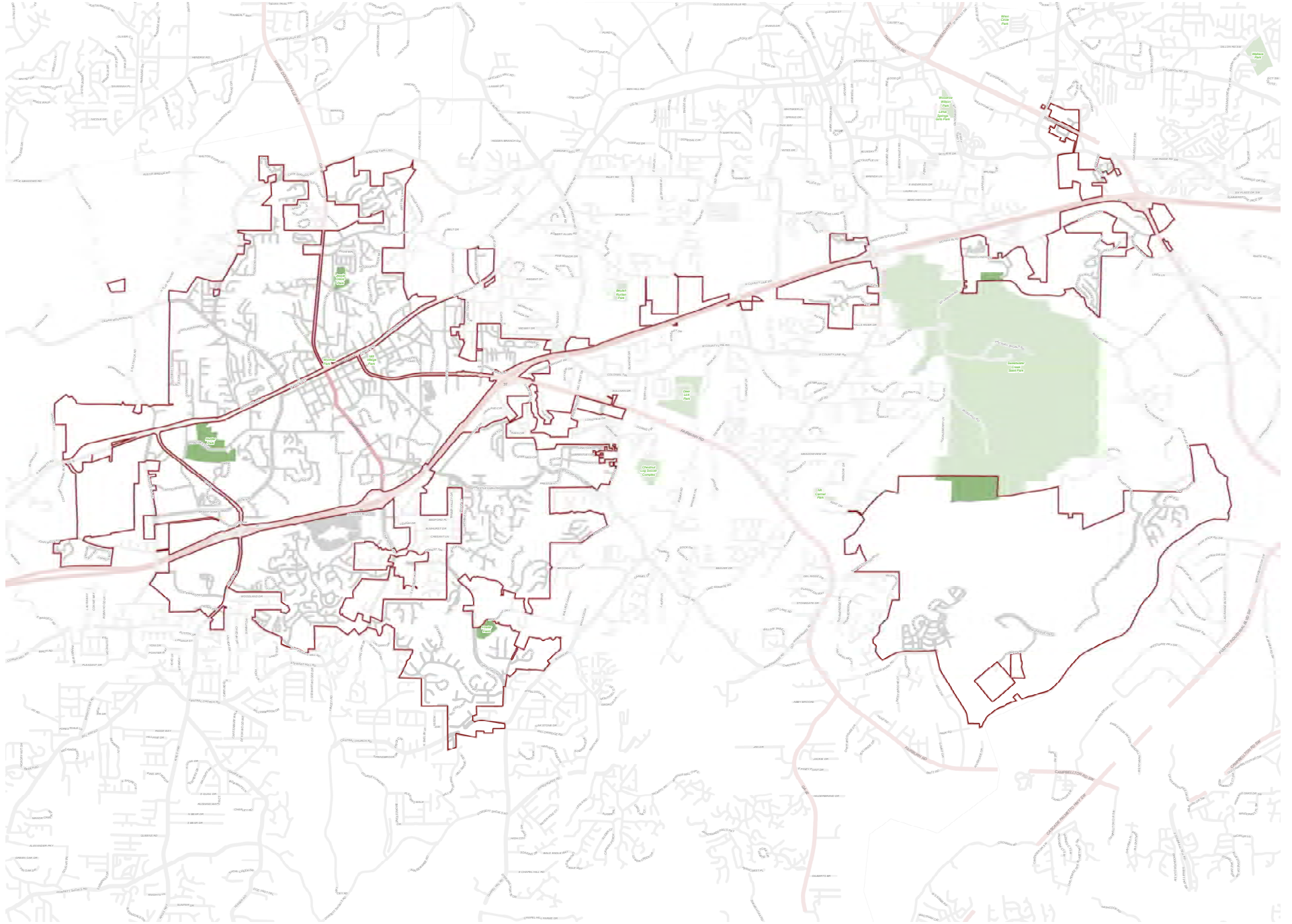
The City of Douglasville is the county seat of Douglas County and is one of two cities within Douglas County. Located at a natural rise in the topography, Douglasville was originally known as Skint Chestnut. The name derived from a large tree used by Indians as a landmark, which was stripped of its bark so as to be more conspicuous.

Once Douglas County broke away from Campbell County in 1870, a county seat was needed. Folks in the new county were divided. Some preferred the community of Chapel Hill; others wanted the center of Douglas County, and a third group lobbied for Skint Chestnut to be the county seat.

The matter should have been decided in a simple election, but ended up being dragged out for four years with the Georgia Supreme Court finally ordering a second election. The men who wanted Skint Chestnut as the county seat did not stop their work. During the four year period Young Vansant donated 40 acres along the ridge for the town. Land lots were laid out and a small structure was built to serve as a temporary courthouse



MAP OF THE CITY OF DOUGLASVILLE



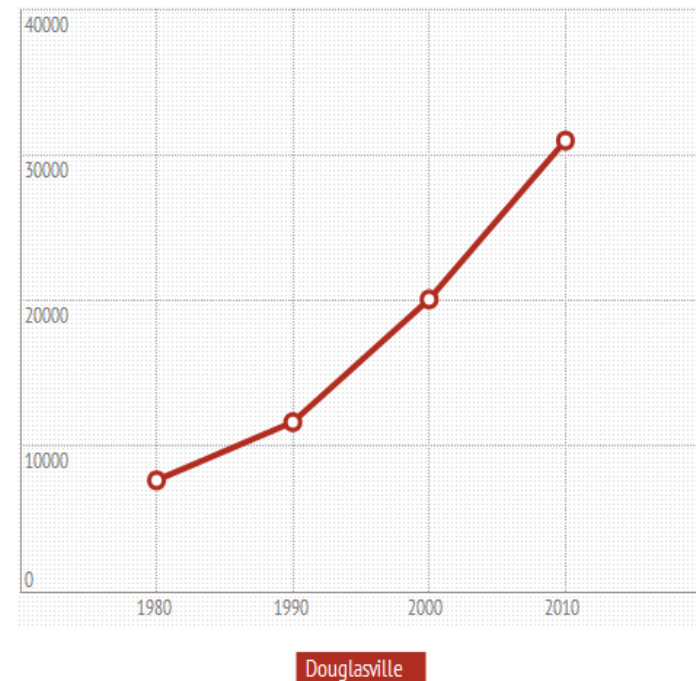
The City of Douglasville is conveniently adjacent to Interstate 20 and within 30 minutes of Hartsfield-Jackson Atlanta International Airport (HJIAIA). These transportation connections provide residents and businesses within the city easy access to the Atlanta region and the world.

Four major state and US highways connect Douglasville to the region, US 78, State Route 92, State Route 5 and State Route 6. Not only do these routes connect the city to the region, but they are major regional transportation corridors as well. US 78 (Broad Street) is the primary alternative east west route through Douglas County and connects Douglasville to the City of Atlanta

State Route 92 provides important north south connections connecting Douglasville with the cities of Fairburn and Dallas, as well as providing connections to the Tributary/New Manchester Development area in the City of Douglasville.

GROWTH AND DEMOGRAPHICS

The City of Douglasville’s population has grown rapidly and will continue to grow in the future. Douglasville currently has available vacant land for new residential growth opportunities. Much of this population growth occurred as the result of a multitude of annexations along the I-20 Corridor during the recent past. A mix of high density zoning (apartments) along with many new single family subdivisions were approved and built. Several examples of larger tracts of raw land that were annexed include the sites of Arbor Station, Chapel Hill and Saddlebrook developments.



How Much has Douglasville Grown?

2010 Census

made with infogr.am



0-9 10-29 30-44 45-64 65 and Older

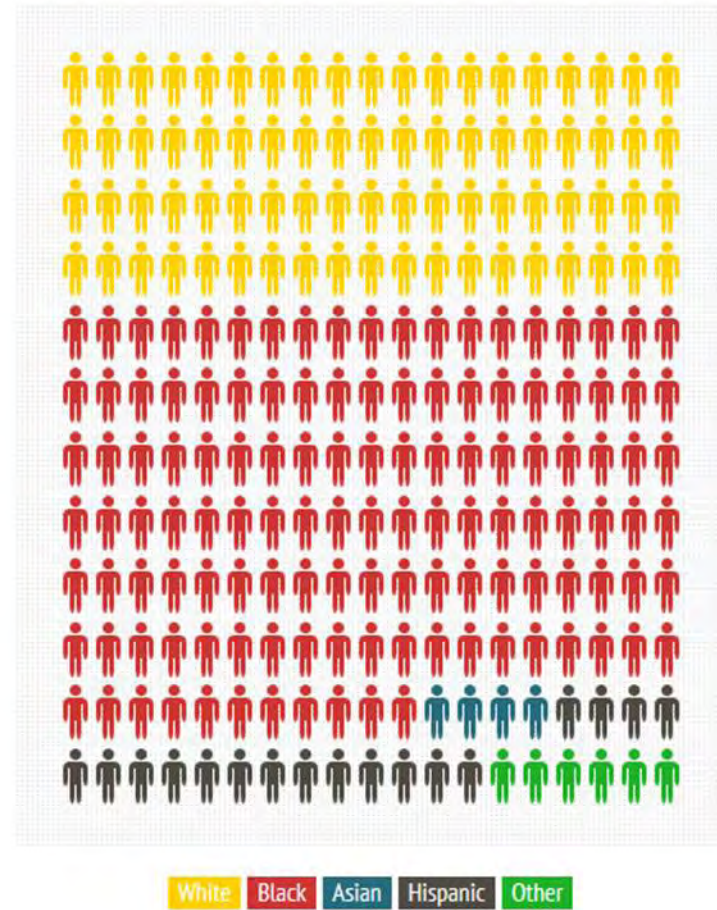
Who lives in Douglasville?

i 2010 US Census

made with **infogr.am**

Another annexation, New Manchester/Tributary, will continue to impact the population growth of the City of Douglasville. New Manchester is a large scale development that must be noted as it will have a significant effect on the population of the City of Douglasville over the next 20 years and was annexed into the City of Douglasville in 1998. According to the approved Master Plan, there will be approximately 4,300 residential units when the development is completed. These residential units are a combination of single family, garage and basement apartments, attached single family and multi-family homes, in addition to commercial and office developments.

Douglasville over the last decade has become a diverse community of White, African American, Hispanics and Asian American. In addition Douglasville is a relatively young city with the majority of the population under the age of 45. However the share of the population over 45 is increasing.



Who Lives in Douglasville?

2010 US Census

Create infographics

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Housing in Douglasville

▲ 66.6%

Increase in
Housing Units
from
2000-2010

● 11.7%

Number of
Vacant Units

Share of Douglas County Housing



Percent of Douglas County Housing

Renter vs Owner



Owner Occupied Renter

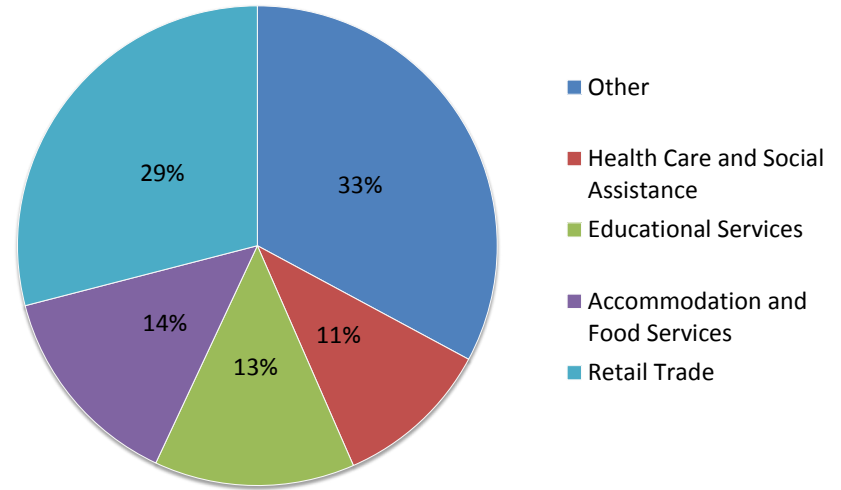
2010 Census

made with infogr.am

JOBS

Approximately 17,600 people work within the City of Douglasville making it a small regional employment hub on the western side of the Atlanta region. Currently the largest sector of employment is Retail. However, by 2040, ARC projects that the largest job sector within Douglas County will be Medical Services. By having the largest concentration of Medical Service jobs within the County, Douglasville should be well positioned to attract future medical growth.

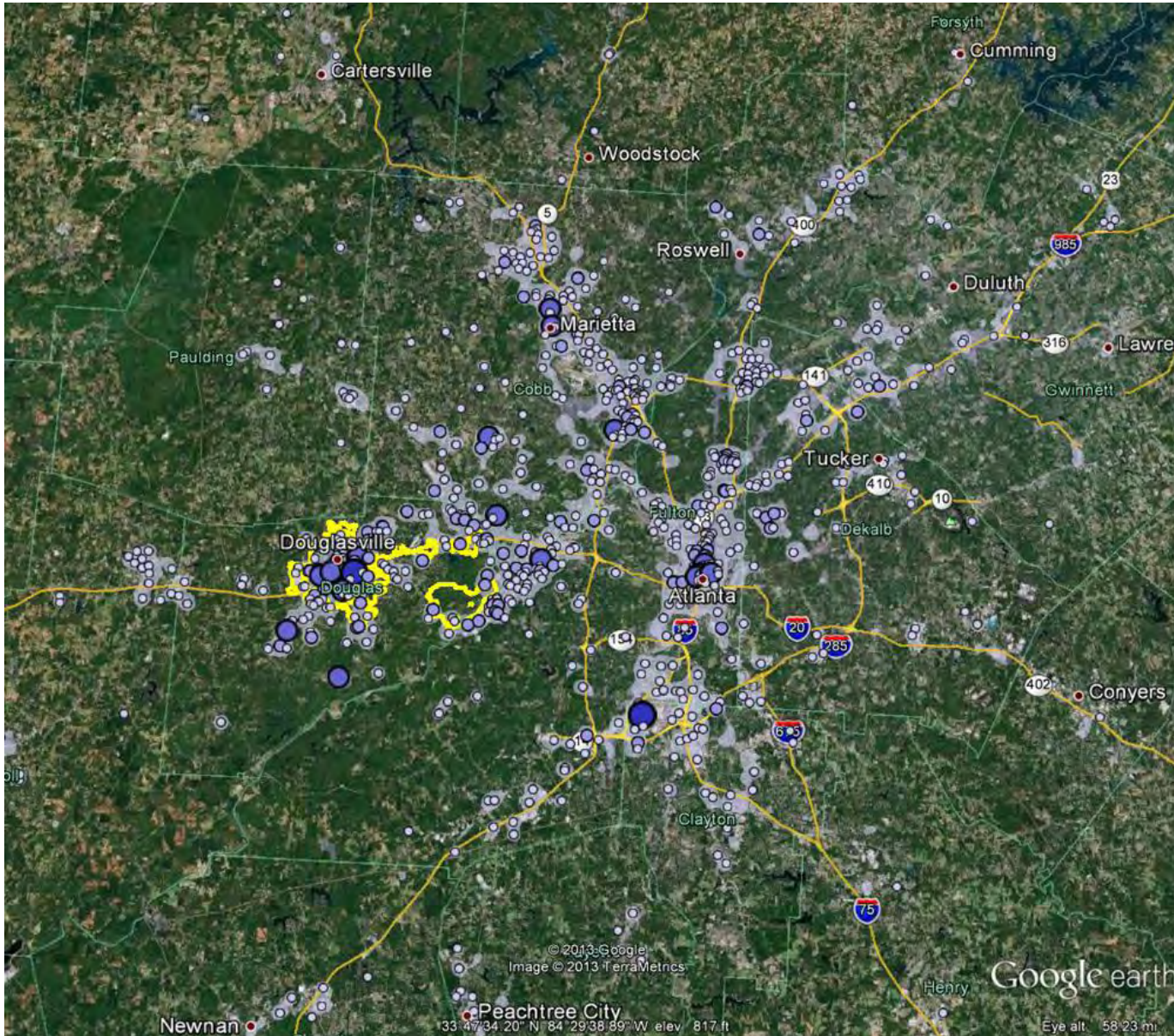
Job Sectors within Douglasville



The American Red Cross Southern Region Blood Services Headquarters opened in 2006.

Where Residents of Douglasville Work in Metro Atlanta

Inflow and Outflow of Commuters



 **16,568**

Number of
People who
commute into
Douglasville
each day

 **9,561**

Number of
People who
commute out
of Douglasville
each day

 **1,041**

Number of
People who
Live and
Work in
Douglasville

Census Official Map Database

Create Infographics

Mapbox



KEY AREAS OF ATTENTION

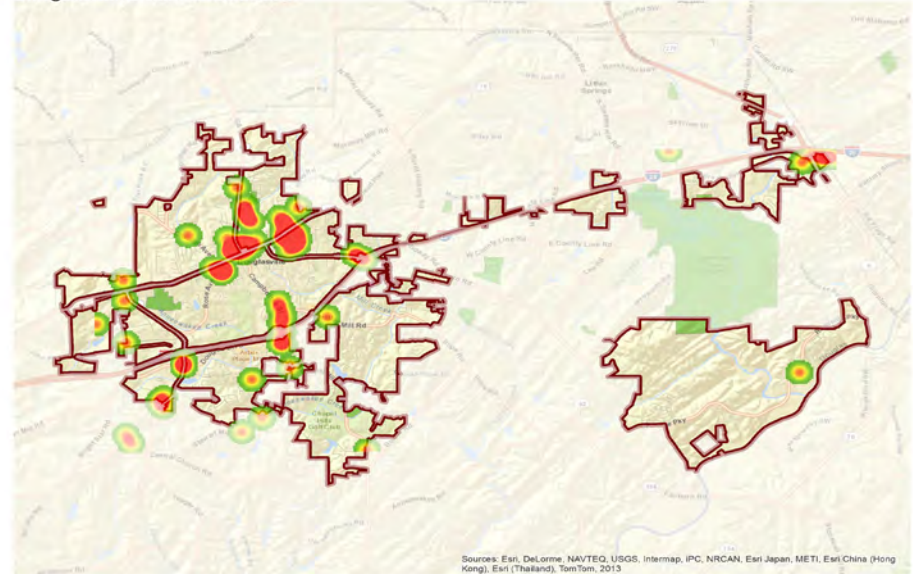
Douglasville’s historic downtown is comprised of one-to-two story buildings with storefronts and small, locally-owned restaurants and retail shopping. Also located within the downtown is the city government offices and conference center. These offices provide a good foundation for new commercial development within the downtown which could include a new boutique hotel to serve the conference center. The Douglasville Downtown is listed as a National Register of Historic Places as the Douglasville Commercial Historic District.

The Douglasville Commercial Historic District consists of those properties retaining historic features that face Broad Street, for the most part, with some along Church Street and Price Street. It includes the remaining concentration of historic commercial buildings.

Downtown Douglasville and the surrounding area are a part of the ARC’s Livable Centers Initiative (LCI) Program. It is bounded by Bankhead Highway (US 78/SR 5/SR 8), Forrest Avenue, and Brown Street on the north, Highway 92, Gurley Road, and the city boundary on the west, I-20 on the south, and Hospital Drive on the east. The area between Highway 5 and the western city boundary was added in the 2010 update since there are large parcels of undeveloped land close to I-20 which are ripe to be developed as potential activity centers. Douglasville has received over \$7 million in federal funding to complete transportation projects since 2000. Funding sources have included the LCI program, Transportation Enhancement funds, and local matching funds such as SPLOST monies.

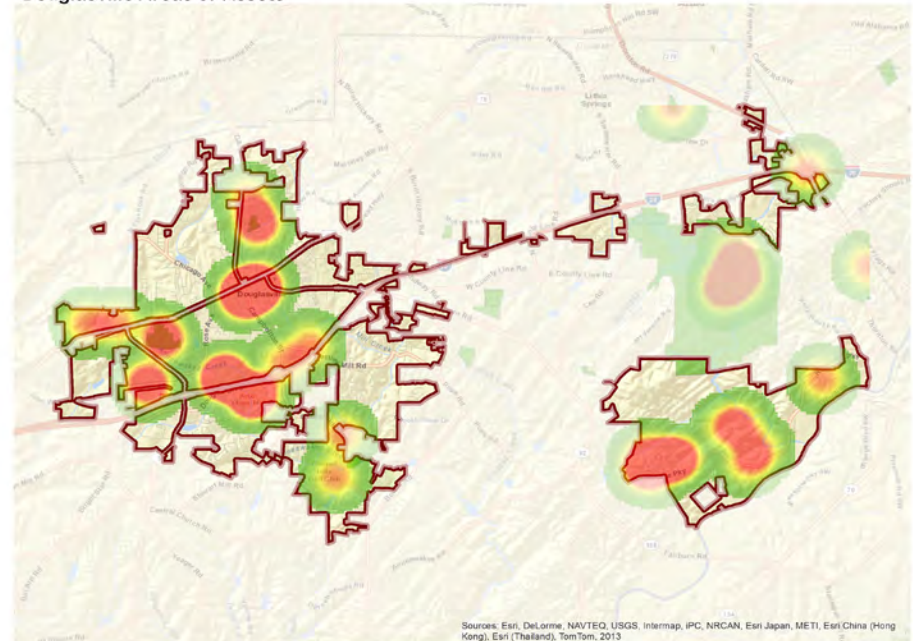


Douglasville Areas of Concern



Areas in Douglasville identified by the Stakeholder Committee

Douglasville Areas of Assets



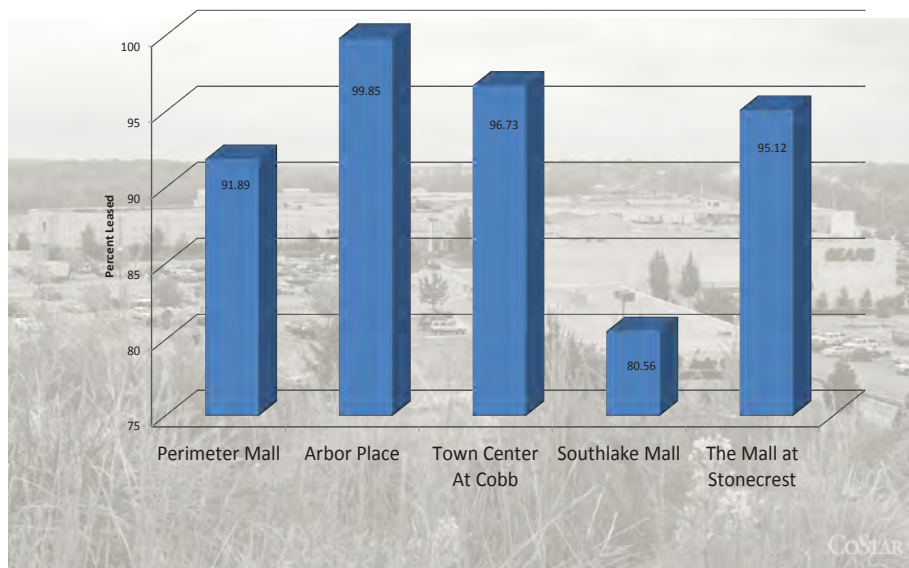
Other than Downtown Douglasville LCI there are two unique areas within the city that were identified as areas of interest within this planning process

The Arbor Place Mall has close proximity to Interstate 20 and is a regional draw from surrounding counties. The mall is 99.85% leased and has the lowest vacancy rate in comparison with similar regional malls (Perimeter Mall, Town Center at Cobb, Southlake Mall, and The Mall at Stonecrest). The mall's high lease rate makes it a strong contributor to Douglas County's economy.

The Tributary/New Manchester development adjacent to Sweetwater Creek State Park is the area where new greenfield development will occur within the City of Douglasville. According to the approved Master Plan, there will be approximately 4,300 residential units when the development is completed. These residential units are a combination of single family, garage and basement apartments, attached single family and multi-family homes.



Regional Malls Comparison



Community Input

APPROACH TO COMMUNITY ENGAGEMENT

The City and planning team designed a number of communication tools and activities to ensure that meaningful community input would form the backbone of this plan. A Steering Committee, convened to oversee the process, was the main instrument for guiding development of the plan. The Steering Committee played an essential role in providing input to the comprehensive planning process and represented a diverse cross-section of the City. The members' role was to provide input so that the plan was in line with the City of Douglasville's community values.

Steering Committee members played a key role in the Comprehensive planning process in that they provided plan oversight and input. At each phase of the planning process, they provided the planning team with a valuable perspective that helped refine the comprehensive planning process.

The Steering Committee met seven times beginning with a kick-off gathering in March 2013. Subsequent meetings were held in April 2013 to identify the city's assets and challenges; in May 2013 to discuss the assets and challenges; in June 2013 to discuss the land use vision; in July and August 2013 to discuss the city's Goals; and in September 2013 to review the final plan.



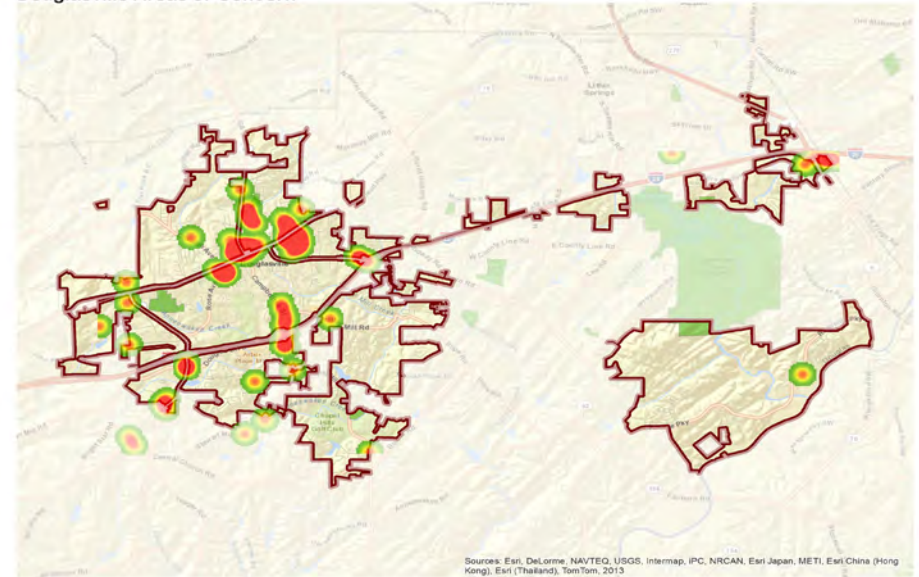
Douglasville's Assets to Build Upon (above) and Challenges for the Future (below) as identified by the Steering Committee and City Council at the April 2013 Meeting.



Collaborative Map

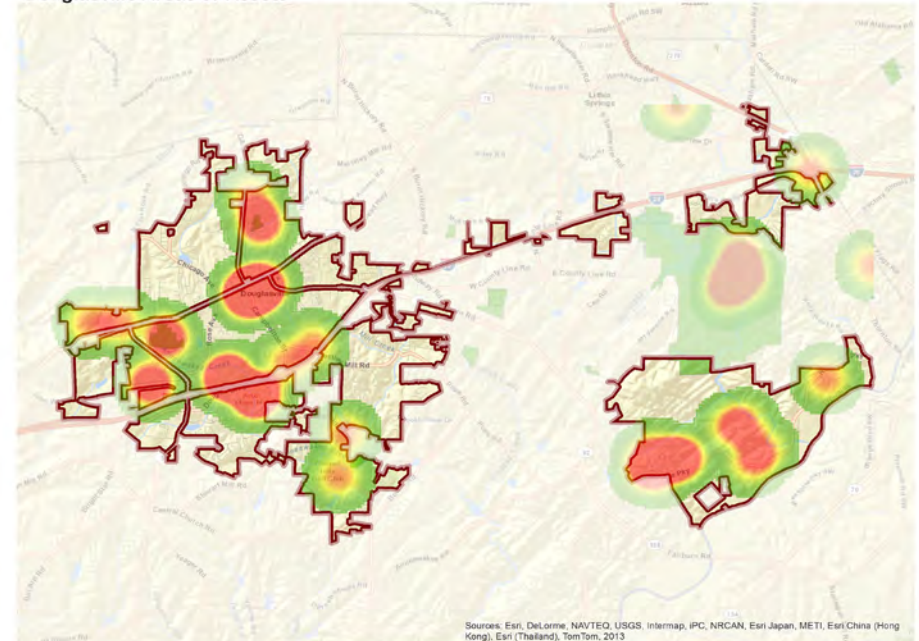
A large-format map of the City and surrounding areas was used to gather responses to two questions from the Stakeholder Committee-1) Besides your home, what is your favorite location in Douglasville? 2) If you had money to spend to improve one location in the City, where and what would you spend it on? The stickers used for responses were color coded by question.

Douglasville Areas of Concern



Areas in Douglasville identified by the Stakeholder Committee

Douglasville Areas of Assets



The Open House

Douglasville's open house on August 14, 2013 hosted over 30 residents who shared feedback on what they imagine for the future of their city. Having already collected feedback from the stakeholder committee at several meetings, the open house provided an opportunity for the community-at-large to participate in interactive planning activities that speak to the values and needs of Douglasville.

Attendees thoroughly enjoyed the activities and stated they would like more opportunities to offer input to city government in a fun, interactive way.

Where Do You Live?

Douglasville residents located their homes on a map of Douglasville to better understand which areas of Douglasville were most represented in the feedback. A surprise of the evening was the strong showing by Douglas County residents as well, who also marked their homes on the map. Representation was balanced across Downtown, the Chapel Hill Road area, and Tributary.



Join your neighbors, city leaders and area business owners for an Open House to see the highlights of the comprehensive planning process. Your feedback is needed!

Wednesday, August 14, 2013
Douglasville Downtown Conference Center
6700 Church Street
Douglasville GA 30134

Doors open at 5:00 p.m. Presentation at 6:00 p.m.

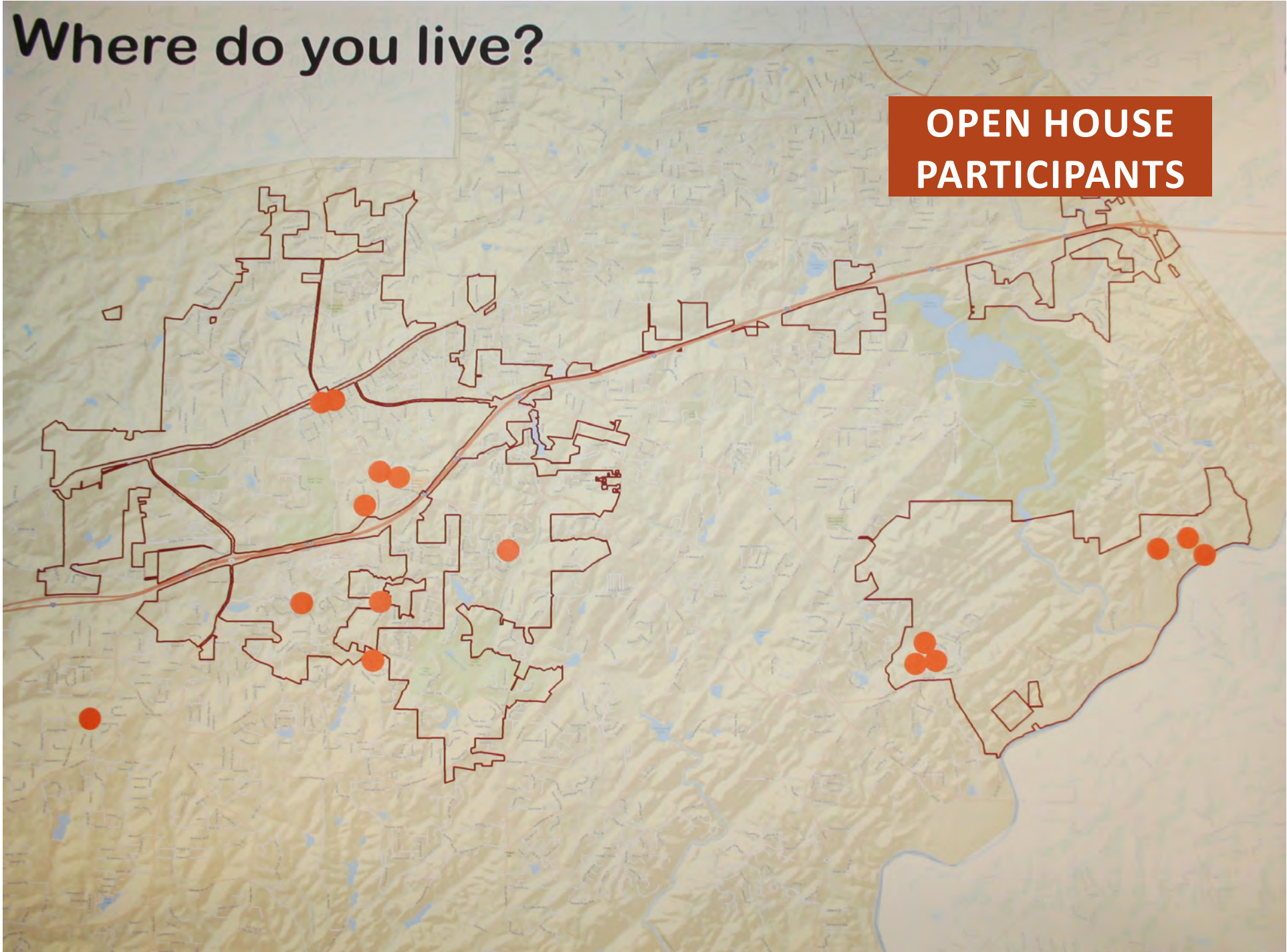


Please Direct Questions to
Jared Lombard jlombard@atlantaregional.com • Michelle Wright wrightm@douglasvillega.gov



Where do you live?

**OPEN HOUSE
PARTICIPANTS**

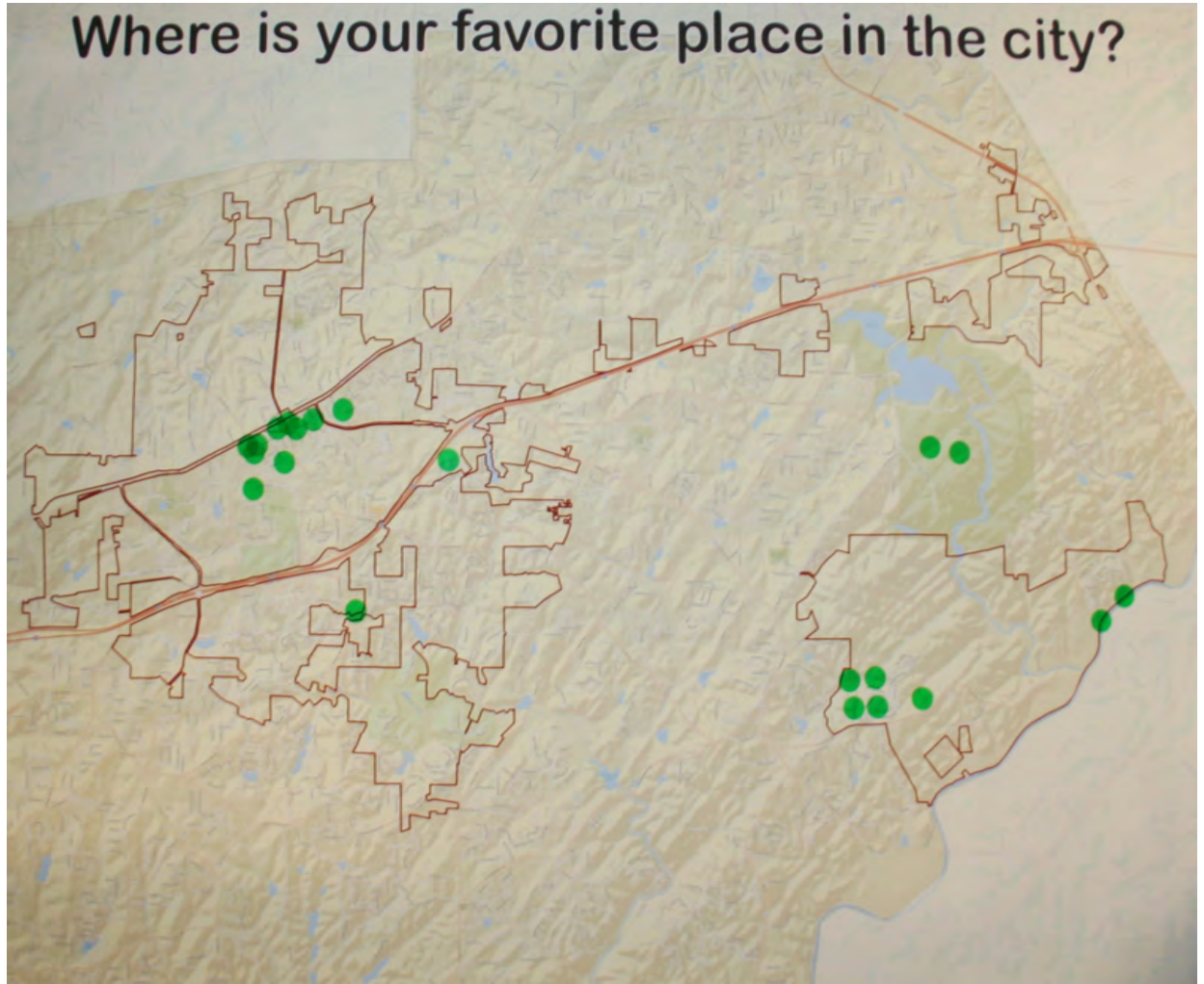


Favorite Places

A few spots in Douglasville were strong favorites among attendees. Downtown Douglasville overwhelmingly received the most sticker tags, while Sweetwater Creek State Park and Tributary also received significant numbers. This placement represents a theme communicated by residents and the stakeholder committee throughout the planning process: Douglasville's unique combination of small-town charm, represented by downtown, and its surrounding natural beauty are what residents most appreciate about their hometown.

Places Needed Improvements

Downtown Douglasville and Tributary also received the most attention as places needing improvement. Those who placed their stickers downtown primarily focused on the need for more economic development. Tributary stickers were accompanied by discussions of Riverside Parkway, which attendees felt needed more capacity to accommodate increased industrial development along the road. Other sticker locations highlighted the need for economic development along Fairburn Road at I-20, traffic concerns on Highway 5 at Douglas Boulevard, and a need for upscale retail on the Bright Star Connector.



Where would you like to see Improvements?




DIY (Do it Yourself) City Budgeting

Residents prioritized where they would like to see investment made in Douglasville in the future. Each resident was given a pack of “planning money” to spend on 11 different priorities, ranging from public safety to senior services to community aesthetics. Each money packet included one bill each in six different denominations: \$1, \$5, \$10, \$20, \$50, and \$100. All priorities are listed on the graphic below.

Four planning areas emerged as attendees’ favorites: public safety, transportation networks, economic development, and arts and culture. Public safety received the largest share of \$100 bill allocations from 35% of attendees. Economic development received the largest percentage of \$50 bill allocations at 39% of attendees.

Because attendees had less bills than the number of priorities available, they had to make tough choices about where to allocate their money. This exercise was a fun way for residents to make choices about where they would spend a finite amount of money while also ranking their priorities for the future.



DIY CITY BUDGETING

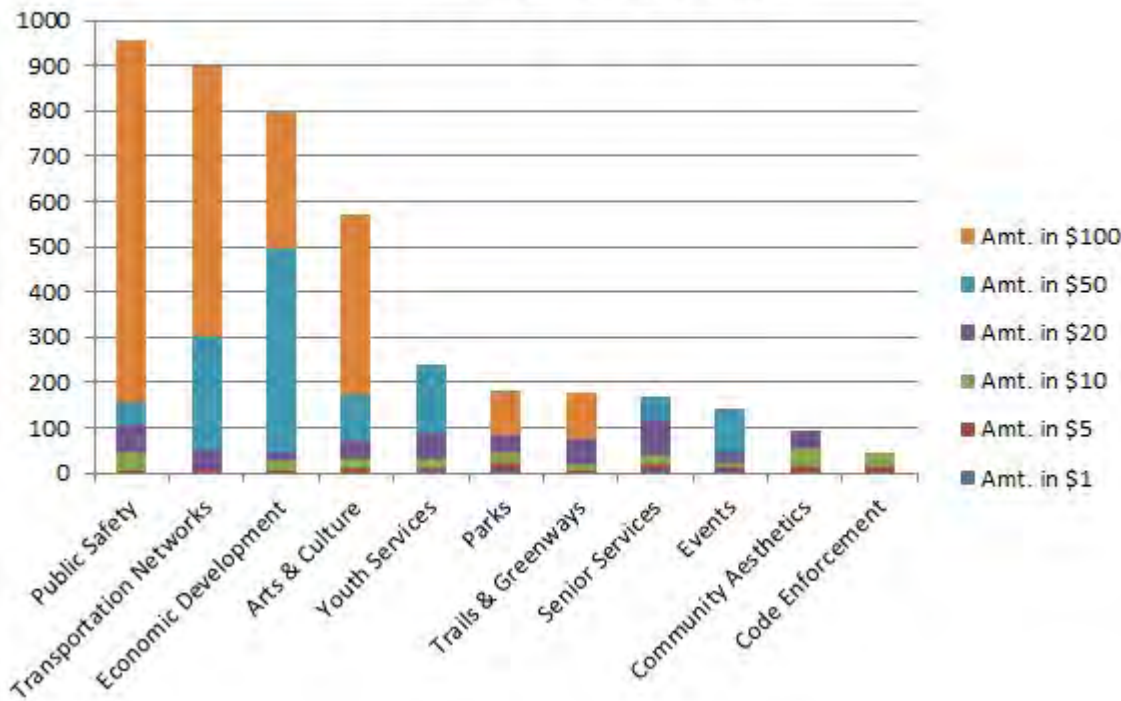
Do it yourself!

If you were in control of the City’s budget, how would you spend the money?

Take a pack of planning money and drop your bills in the piggy banks that represent your priorities in terms of local budgeting.

Each pack has denominations in the amount of \$1, \$5, \$10, \$20, \$50, and \$100. Save your larger bills for the piggy banks that mean the most to you. There are fewer dollars than piggy banks, so choose your priorities wisely!

DIY City Budgeting



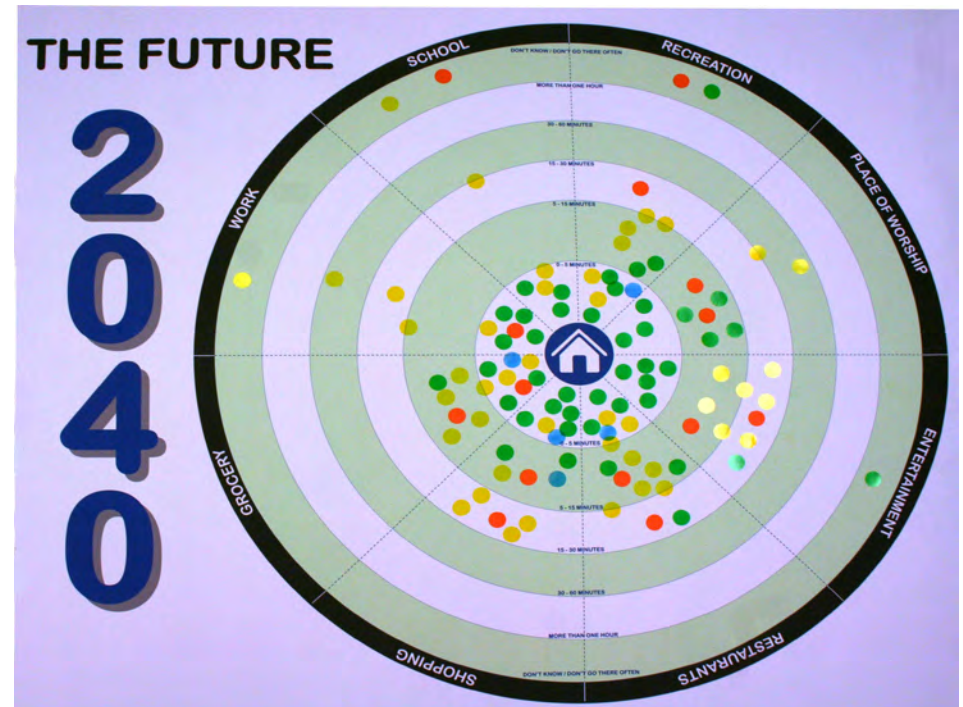
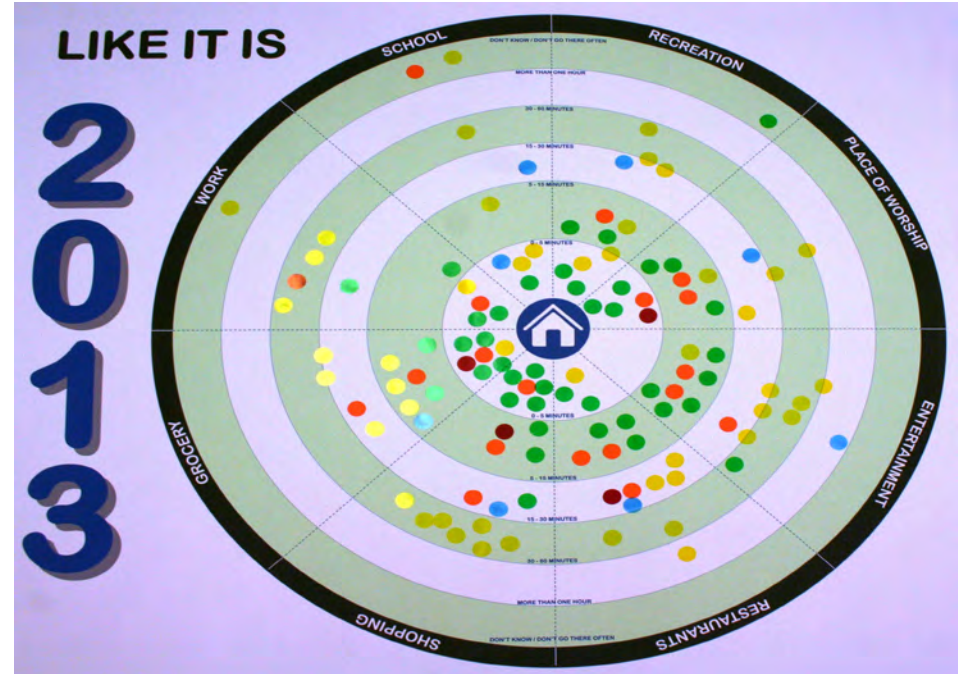
Community Now and Later

Many residents in Douglasville are used to driving to get where they need to go. Some residents live near the city center, and everything they need is within five minutes. Others live outside the city center and prefer to drive to various areas in the Atlanta region for entertainment, recreation, and shopping. Many residents seemed satisfied with their current commute times, and aside from some traffic issues within the county, they felt like their commute times to key locations in the Atlanta region (the airport and downtown Atlanta) was relatively short when compared with other parts of the Atlanta region.

The image below shows information shared by residents on their current commute times. Most people who live in South Douglasville commute to their daily destinations within fifteen minutes. Many Tributary residents travel over 30 minutes for a number of their regular destinations, including shopping, restaurants, entertainment, and work.

There is always room for improvement. When residents were asked to complete the same exercise but instead mark their stickers for how long they would like their drive times to be for these locations in the future, almost all participants placed all their stickers within 30 minutes, and most stickers were within the 15-minute ring. The largest changes occurred in the segments of the circle for shopping, restaurants, entertainment, and work.

All of the outreach methods described above provided hundreds of observations and ideas for considerations. These ideas were then weaved into the list of Strategic Assets and Key Challenges in the next pages. These Strategic Assets and Key Challenges form the framework of what items that the City of Douglasville will address within their Community Work Program.





Douglasville: Assets & Challenges



ASSETS FOR THE FUTURE

These assets of the City of Douglasville are items to be accentuated and improved on over time, to ensure the continued long term success of the city.

LOCATION

The City of Douglasville is conveniently located in Douglas County adjacent to Interstate 20 and within 30 minutes of Hartsfield-Jackson Atlanta International Airport (HJIAIA). These transportation connections provide residents and businesses within the city easy access to the Atlanta region and the world.

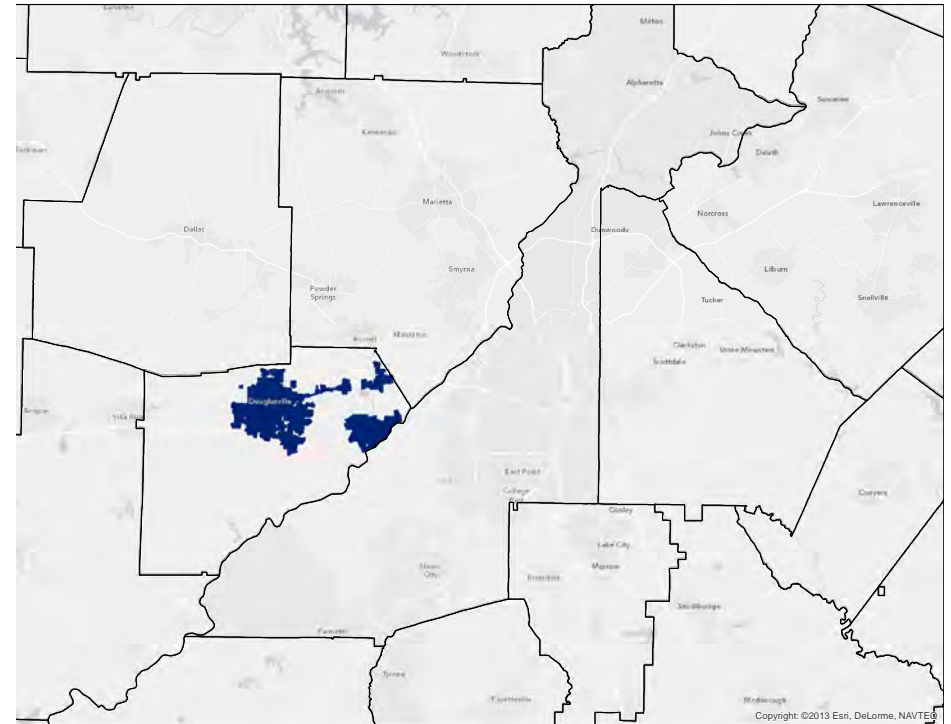
Three major state and US highways connect Douglasville to the region, US 78, State Route 92, and State Route 6. Not only do these routes connect the city to the region, but they are major regional transportation corridors as well. US 78 (Broad Street) is the primary alternative east west route through Douglas County and connects Douglasville to the City of Atlanta.

State Route 6 connects Douglas and Douglasville to the HJIAIA but also to the Norfolk Southern's Whitaker Intermodal Terminal in Austell and I-20. This corridor is a major transportation and freight route for the Atlanta region.

State Route 92 provides important north south connections connecting Douglasville with the cities of Fairburn and Dallas, as well as providing connections to the Tributary/New Manchester Development area in the City of Douglasville.



The City of Douglasville within Metro Atlanta



ECONOMIC INFRASTRUCTURE

Douglasville is fortunate to be within 30 minutes of Hartsfield Jackson Atlanta International Airport (HJIAIA), and Fulton County Brown Field. HJIAIA provides Douglasville residents and employers access to over 230 destinations and 80 percent of the United States is within a 2 hour flight.

Fulton County Brown Field is located just across the Douglas County line in Fulton County. Fulton County Brown Field provides Douglasville and Douglas County the resource of having general aviation airport close by for businesses and recreational opportunities.

In a cooperative effort, the City of Douglasville and Douglas County joined together to form the Douglasville-Douglas County Water and Sewer Authority (WSA). Douglas County's drinking water comes primarily from the Authority's 1.9 billion gallon Dog River Reservoir. Raw water is removed from the reservoir and is treated at the Bear Creek Water Treatment Plant.

The capacity of the Bear Creek Water Treatment Plant is 16 million gallons per day (mgd). Water treated at this plant is held in one of two 3 million gallon clearwell before it is pumped to the consumer. Water not used is stored in one of the Authority's six water towers.

The Dog River Reservoir was expanded to a 1.9 billion gallon facility in 2009. This along with expansions to the treatment plant increased water production capacity to 23 million gallons per day.

In 2013, Google provides 60 acres of free Wi-Fi areas, including Downtown Douglasville, Hunter Memorial Park and Davis Park.



The Dog River Reservoir (above) and Hartsfield Jackson Atlanta International Airport (Below) are both assets to the City of Douglasville



NATURAL AND RECREATION RESOURCES



Sweetwater Creek State Park has both historical and natural amenities.

The City of Douglasville is fortunate to be adjacent to Sweetwater State Park. This state park annually receives over 190,000 visitors a year, and is one of the top 6 state parks within the State of Georgia. Sweetwater Creek State Park contains 9 miles of hiking trails, boat rental and bait shop, and the ruins of an 1840's mill. The 215-acre George Sparks Reservoir is popular with anglers and provides a pretty setting for feeding ducks and picnicking. During warmer months, the park rents fishing boats, canoes and pedal boats.

The Douglasville Parks and Recreation Department operates five parks within the city limits. The city's parks system totals 391 acres, including many specialty facilities such as ball fields, a swimming pool, fishing lake, walking track, tennis courts, gymnasium, and recreation activity centers.

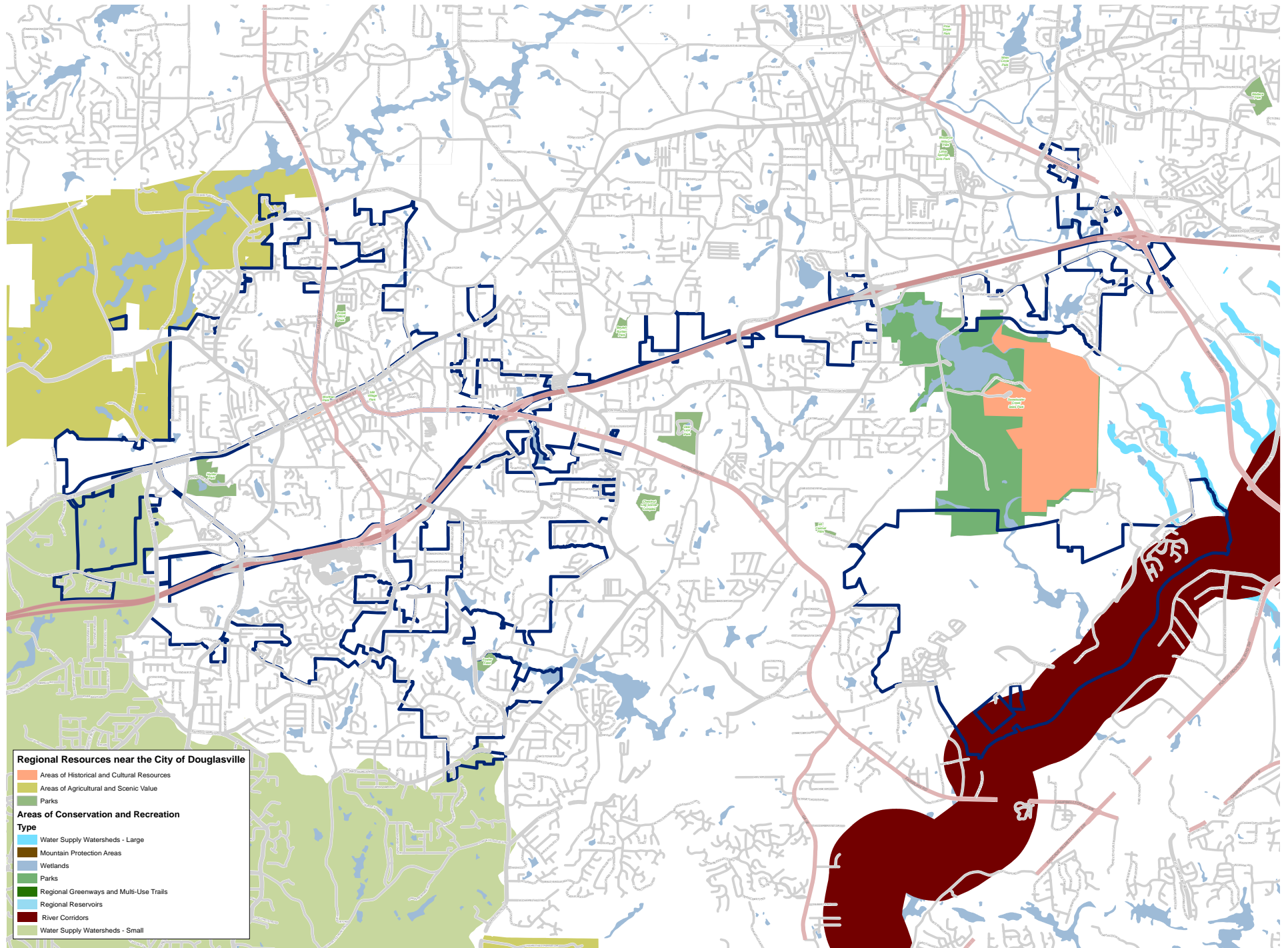
Nearby to the city is the Dog River Recreational Complex includes a 256-acre lake for fishing, boating and kayaking. The Complex is surrounded by some of southwestern Douglas County's most beautiful scenery and is home to the Dog River Reservoir, Douglas County's principal drinking water supply.

Douglasville has many events within the city including the Hydrangea Festival, sponsored by the Douglas County Tourism and History Commission. In addition to local residents, the festival attracts attendees throughout Georgia and the nation as well as foreign countries. The festival honors Penny McHenry, the founder of the American Hydrangea Society.

Located within Cobb County, Six Flags over Georgia is located only 10 minutes from the city. Open throughout the spring, summer and fall, Six Flags is a 100 acre park with roller coasters, rides, and other attractions.

With a variety of recreational, and entertainment amenities, the City of Douglasville has a lot of activities to offer its residents but it needs to work to ensure that the amenities are promoted and maintained in the future.

REGIONAL RESOURCES NEAR THE CITY OF DOUGLASVILLE



MEDICAL SERVICES

Located within the City of Douglasville is the Wellstar Douglas Hospital. This hospital has been within the community since 1982 and has 108 beds with emergency care. Surrounding the hospital is a variety of the medical offices and services. This area is the core medical center for the western side of the Atlanta region.

By 2040, ARC projects that the largest job sector within Douglas County will be Medical Services. By having the largest concentration of Medical Service jobs within the County, Douglasville should be well positioned to attract future medical growth.

ARBOR PLACE MALL AREA

Arbor Place Mall and the surrounding area, provide a regional commercial shopping district for the western Atlanta region. Opened in 1999, the mall has five main anchor stores: Dillard's, JC Penney, Macy's, Belk and Sears as well as a movie theater. Currently, Arbor Place Mall has one of the best occupancy rates within Metro Atlanta; however the surrounding retail area is experiencing a slight increase in store vacancies.

As commercial development within this area ages, reinvestment within this area will become important to maintain the Arbor Place Mall Area as a regional commercial shopping district.

DOWNTOWN DOUGLASVILLE

Douglasville's historic downtown is comprised of one-to-two story buildings with storefronts and small, locally-owned restaurants and retail shopping. Also located within the downtown is the city government offices and conference center. These offices provide a good foundation for new commercial development within the downtown which could include a new boutique hotel to serve the conference center. The City of Douglasville is a designated Main Street Town and follows the Main Street approach of a return to community self-reliance, local empowerment, and the rebuilding of traditional commercial districts based on their unique assets: distinctive architecture, a pedestrian-friendly environment, personal service, local ownership, and a sense of community.

Within Downtown Douglasville are two large redevelopment sites. One is the old county jail on the western edge of downtown. This site is approximately 2 blocks in size and provides the opportunity for a western gateway into Downtown Douglasville. Many participants in this process discussed the need for a boutique hotel and some higher density residential within the downtown area and this site could meet both of those needs.

The second site is the General Western Cotton Mill site on the eastern edge of downtown. This building was built in 1897 and was completely destroyed by fire in 2012. This site also was recommended for the construction of new high density housing to support the downtown.





The Douglasville Conference Centers is the newest addition to Downtown.



HISTORIC PRESERVATION

In 1989, the City of Douglasville took the important step of placing their downtown area on the National Register of Historic Places. The Douglasville Commercial Historic District consists of those properties retaining historic features that face Broad Street, for the most part, with some along Church Street and Price Street. It includes the remaining concentration of historic commercial buildings within the City of Douglasville.

These five blocks are part of the original town plan and parallel the railroad tracks. The buildings have a typical downtown siting, perpendicular to the streets, and most are one or two stories in height. The majority of the buildings are of brick construction, dating from the late 19th and early 20th century. The important building materials include wood, pressed metal, terra cotta, natural stone, and glass. The district also includes the historic courthouse square with its historic landscaping, 1914 Civil War monument, non-historic World War II monument, and the new old courthouse, and the historic railroad right-of-way which parallels Broad Street through the downtown district. The oldest historic resource in the district is the county courthouse square, with its landscaping and Civil War monument; the oldest historic buildings date from the mid-1880s. The newest historic resource in the district is the former movie theater.

The City of Douglasville also has a residential historic district for the residential properties surrounding the downtown area. Both districts have Historical Preservation Guidelines that are monitored and managed by the Douglasville Historic Preservation Commission.

HIGHER EDUCATION

Douglasville is home to several colleges and universities which including Georgia Highlands College, Mercer University and Strayer University. Georgia Highlands College which opened in 2010 provides over 30,000 sq. ft. of instructional space that provides the residents of Douglasville the opportunity to attend an institution that is a part of the University System of Georgia.

Currently, Douglasville is working with Georgia Highlands College to move to a larger more permanent home.

TECHNICAL EDUCATION

Douglasville contains a campus of West Georgia Technical College. Located on Timber Ridge Drive, West Georgia Technical College has over 130 certificate, diploma and associate degree programs in business, healthcare, technical, skilled trades, and personal care fields. These programs provide Douglasville a skilled workforce for new and existing employees.

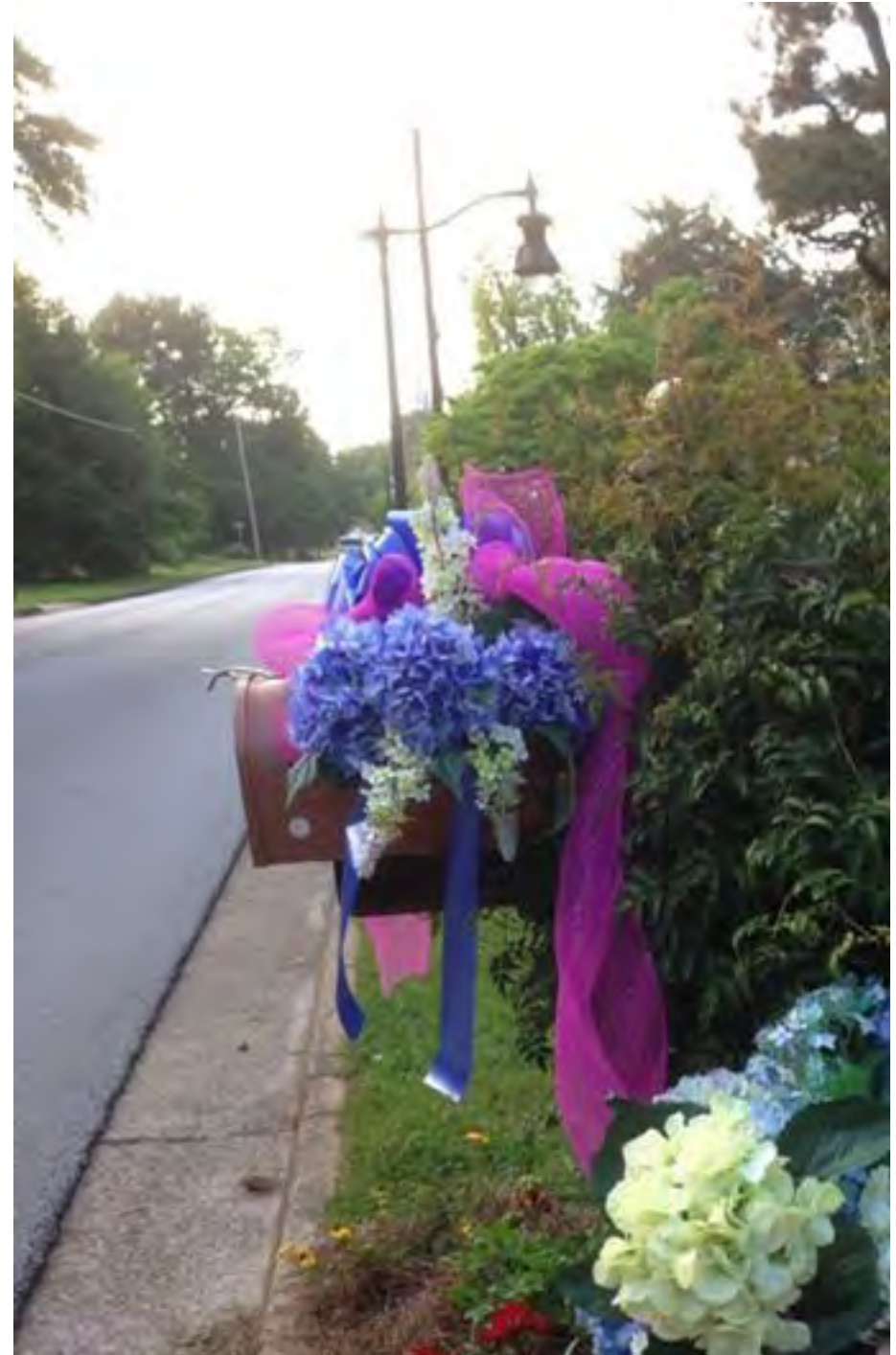
PEOPLE OF DOUGLASVILLE

Douglasville contains a wide diverse population in terms of race, culture, age and experiences. The city's residents provide a strong sense of community. While the city has grown over the past 20 years, the City of Douglasville still maintains that small town community feel, while providing a high level of city services. This fosters a healthy safe and safe community.

Douglasville over the last decade has become a diverse community of White, African American, Hispanics and Asian American. In addition Douglasville is a relatively young city with the majority of the population under the age of 45.

SENIOR SERVICES

Adjacent to the Douglas County Courthouse, the Woodie Fite Senior Center offers local senior citizens a place for activities like painting, wood carving, jazzercise, yoga and line dancing. Groups meeting at the center include the Alzheimer's Support Group, the Crohns and Colitis Support Group, the Red Hat Society and the Tea Timer's Afternoon Group.





CHALLENGES FOR THE FUTURE

These challenges of the City of Douglasville are items to be addressed and monitored on over time, to ensure the continued long term success on the city.

WORKFORCE AND BUSINESS DEVELOPMENT

Attracting high-wage industries is dependent on having an educated workforce capable of providing the knowledge and experience needed. As a whole the City of Douglasville workforce is less educated than the Atlanta region. Retail trade is the largest employment sector within the city, but Health Care and Social Assistance is the fastest growing business sector. These types of jobs require advanced skills training and education. The City of Douglasville is home to a Workforce training center on Club Drive that assists displaced workers in acquiring new skills.

A key concern heard throughout this process is the perception of the Douglas County School quality and is a barrier to recruiting new companies to the area. At the elementary level, Douglas County receives pass rates on par with 19 counties in the metro-Atlanta area. At the middle school level, Douglas County lags behind the Atlanta region for 8th grade math pass rates by 12 percentage points. However the Governor's Office of Workforce Development recognizes Douglas County Schools for 100% participation by high schools in "Go Build." "The purpose of the Go Build Georgia High School teams project is to connect students, parents and business leaders together to ensure Georgia's workforce is strong now and for generations to come."

The City of Douglasville has a Development Authority to assist companies in locating or expanding with the city. The Douglasville Development Authority administers the Business Retention and Expansion (BR&E) program for the City of Douglasville. The purpose of the BR&E program is to determine what the needs are of local industry and develop solutions that can enhance their operations. These activities are important to continue to attract new business.

The City of Douglasville also contains an Opportunity Zone (OZ). OZ are administered by the Georgia Department of Community Affairs, and they allow up to a \$3,500 tax credit per job created within these areas. The incentive, which is available for new or existing businesses that create two or more jobs, is a Job Tax Credit which can be taken against the business's Georgia income tax liability and payroll withholding tax. This incentive has worked in other communities within Georgia to attract high paying jobs.



The area in Red is the City of Douglasville's Current Opportunity Zone areas (Source: Georgia DCA)





The area near Upshaw Rd and SR 92 is an area that was identified by the stakeholders as place needing reinvestment.

BALANCED GROWTH

With the City of Douglasville being so large; different areas are in different life cycles of growth. The Tributary/New Manchester Area has room to for new residential and employment growth, while the areas just north of the railroad tracks near the downtown is in need of reinvestment. While both areas have plans and visions for growth, Douglasville needs to monitor and invest in capital improvements to ensure that those plans and visions are implemented.

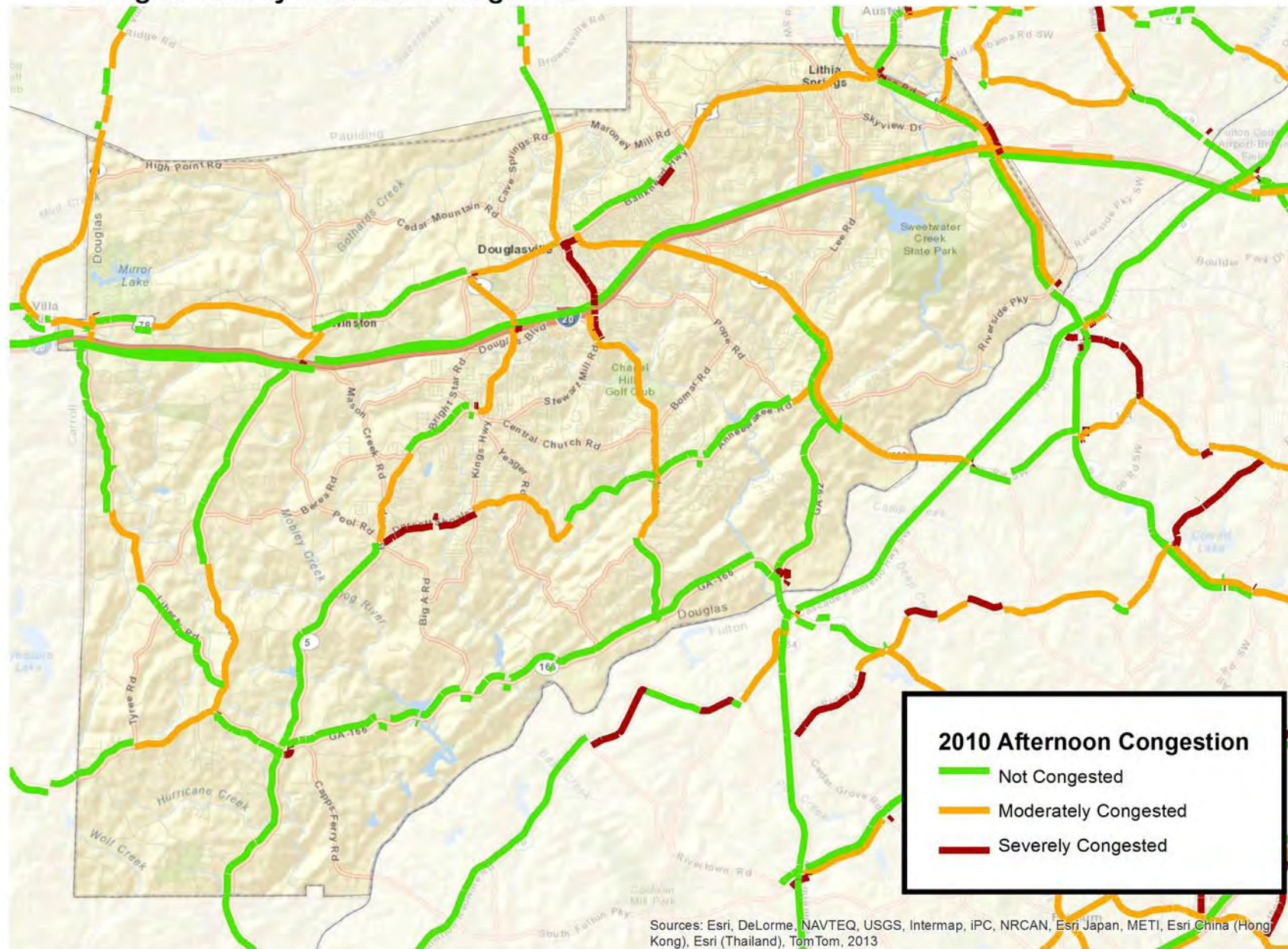
TRANSPORTATION

The City of Douglasville has a separate transportation plan that was adopted in 2008. This plan identified the needs and within the city and will be updated as changes occur within the City of Douglasville.

The Georgia Highway 92 relocation within the city will have a major impact on mobility and land use within Douglasville. Both the new road construction and the transfer of the current Highway 92 to the city will require new land use and zoning changes. The city is actively planning for this project and it will need to monitor to ensure an effective response to issues that arise.

Many participants within this process identified the need to widen or improve Riverside Parkway both at the stakeholder meetings and the Public Open House. This project is identified in the Douglasville Transportation Plan and the Douglas County Transportation plan. However it is not identified as a project within the Regional Transportation Plan.

Douglas County Afternoon Congestion



AGING POPULATION

In 2006, ARC partnered with the UGA Carl Vinson Institute on a survey of the preferences and practices of the 55+ Community in Douglas County. When asked how they will get around when they can no longer drive, 63% of older adults in Douglas County plan to be driven around by others, 6% will use public transportation, 10% plan to find some other means and 21% do not know how they will get around.

As this community grows in size the City of Douglasville and Douglas County will need to work on how to best provide services and development to meet the needs of the this growing population. These solutions are partnered around:

1. Provide housing and transportation options,
2. Encourage healthy lifestyles, and
3. Expand access to services.



2013 Douglasville Plan: Vision & Goals

CITY OF DOUGLASVILLE VISION STATEMENT

Douglasville is a unique blend of small-town charm coupled with metropolitan amenities. We offer the ideal environment for startups and small businesses, providing high tech centers and fortune 500 companies the infrastructure for growth. The standard for southern living, Douglasville is the place where innovation meets opportunity. Dedicated to employees, pleasant and responsive to the community and committed to enhancing the quality of life for both visitors and residents alike, Douglasville is the premier city in the nation to live, work, play, and raise a family.

REACHING THE VISION: GOAL AREAS

To implement the vision and address the Assets and Challenges the steering committee developed these goals for the City of Douglasville. These goals are divided into four themes based on the vision.

...a unique blend of small-town charm coupled with metropolitan amenities...

- Make Downtown a central example of Douglasville's small-town and metropolitan fusion.
- Build mixed-use and infill developments that encourage walkability and a more urban, human-scale environment.
- Enhance our environment for business to Hartsfield-Jackson International Airport area.
- Continue to support a thriving regional shopping destination at Arbor Place Mall.
- Redevelop key properties into sites offering metropolitan amenities.

...We offer the ideal environment for and small businesses, providing high tech centers and fortune 500 companies the infrastructure for growth...

- Provide the physical infrastructure necessary for high-tech and Fortune 500 companies to do business.
- Ensure that high tech centers, startups, and small businesses can recruit from a local, highly-skilled workforce.
- Offer a variety of incentives to small businesses and startup companies to provide a stimulating environment for their growth and development.
- Expand recruitment of companies with a regional or national influence.
- Recruit tenants to fill existing vacancies in industrial parks, e.g., on Riverside Parkway.

...the standard for southern living...

- Promote historic resources, nature preserves, greenspace, and arts and culture.
- Conserve elements of the environment that contribute to Douglasville's southern small-town atmosphere.
- Promote a welcoming culture.

...dedicated to employees, pleasant and responsive to the community, and committed to enhancing the quality of life for both visitors and residents alike...

- Provide housing choices.
- Maintain Douglasville's reputation as a safe place to live and raise a family.
- Increase mobility and transportation options.
- Promote development that increases quality of life for all citizens.
- Provide a nurturing environment that fosters youth achievement.
- Provide high quality spaces for residents to play.
- Provide quality services for senior citizens.

REACHING THE VISION: COMMUNITY WORK PROGRAM

The Community Work Program, also known as the Short Term Work Program provided in the appendix, lists all proposed projects, along with timelines, the parties responsible for implementation, and cost estimates. The matrix is intended to serve as a blueprint for achieving the community's vision for the future. The Community Work Program is updated every five years.

2013 Douglasville Plan: Future Land Use

Future Land Uses

The Future Land Use Map is a tool to implement the City of Douglasville's vision and to address the challenges and improve the assets of the city. Please refer to the future land use map of the City of Douglasville, which is separate from this document due to the size and scale of the map to identify specific areas within the city. Seven existing and proposed future land uses have been classified and mapped. Guidelines and recommendations for each of these categories are described as follows:

Residential Land Uses

Low Density Single-Family Detached

This category would be established to protect and promote a suitable environment for family life, to discourage any use which would generate other than normal residential area traffic on minor streets, and to protect the orderly future development of land in accordance with the land use plan for the City at a density of not more than two units per acre.

Medium Density Single-Family Detached and Attached

This category would be established to protect and promote a suitable environment for family life, to discourage any use which would generate other than residential traffic on minor streets, to meet the needs and demands of single-, two-, three-, and four-family residences and to protect the orderly future development of land, all in accordance with the land use plan for the City at a density of not more than four units per acre. A minimum development site size of three acres and a minimum requirement that 50 percent of the units in the development be in single-family detached dwellings is intended to ensure compatibility with surrounding residential uses.

High Density Single-Family Detached and Attached, Townhouse and Multi-Family Residential

This category would be established to protect and promote a suitable environment for family life and to encourage flexibility in meeting the needs of families, by permitting townhouse and multi-family dwellings in accordance with the land use plan for the City at a density of not more than six units per acre and development sites of at least two acres, and by permitting single-family detached residential dwellings at a density of no more than five units per acre.

Mixed-Use Design

The purpose of a mixed-use design concept is to encourage the best possible site plan and building arrangement under a unified plan of development. The concept benefits from better land utilization, economy in the provision of roads, utilities and flexibility in design. Approval of an overall concept plan provides an opportunity to assure that the new growth will be in accordance with the character of the neighborhood in which the development is located. The mixed-use design concept is intended to encourage ingenuity and resourcefulness in land planning, to assure the provision of park and recreation land, and facilities for the use of the occupants of the development. A mixed-use design concept is required to include at least two types of land use that are not otherwise allowed together or at least two types of residential density, in order to promote unique solutions to growth issues. A mixed-use design concept is intended to be a relatively large-scale project on a site of ten acres or more, except when contained entirely within a historic site or historic district may be located on a site of not less than five acres.

The mixed-use design concept may include: commercial, residential, schools, recreation, open space, office and institutional.

Industrial

The industrial classification is established to protect and promote a suitable environment for industrial purposes, including accessibility to major transportation facilities, availability of adequate utilities and other public services.

Light Industrial

All light industrial uses to include but not limited to warehouse, distribution, manufacturing, wholesale, transportation, terminals, processing plants, workshops, greenhouses, research, development, markets, auctions, and other ancillary uses.

Heavy Industrial

All light and heavy industrial uses to include but not limited to warehouse, distribution, manufacturing, wholesale, transportation, terminals, processing plants, workshops, greenhouses, research, development, markets, auctions, junkyards, lumberyards, building supplies, and other ancillary uses.

Transportation, Communications, Utilities

All uses dedicated to facilitate transportation and allow for communication and utility installations.

Recreation

The purpose of a recreation designation is to acknowledge the need to preserve open space and land that will encourage the best possible environment for family use of passive and active recreational opportunities. This designation will also provide opportunities to enjoy and appreciate the performing arts and related activities that help to define our quality of life.

Regional Activity Center

The purpose of the Regional Activity Center (RAC) category is to provide for areas that can support a high intensity of development which serves a regional market. Typical land uses in these areas include high-rise office buildings, regional malls, and varying densities of residential development.

Guidelines for the RAC category are listed below:

- Mid-rise to high-rise office developments;
- High density residential development;
- Floor area ratios (FAR) should be less than 2.0 for office and mixed use projects and less than 1.0 for retail uses;
- Regional serving office and retail development and supporting services should be encouraged to locate in a RAC;
- RACs shall be located in close proximity to the intersection of freeways and their access ramps to/from adjacent arterial streets;
- RACs should be located only where adequate water and sewer services are available;
- Office, retail, personal service, apartment lodging and other high density residential uses should be encouraged to be developed together as self-contained mixed use projects.

Community Activity Center

The purpose of the Community Activity Center (CAC) category is to provide for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas might include low to mid-rise office buildings and department stores.

Guidelines for the CAC category are listed below:

- Low to medium intensity office, retail and commercial service uses should be encouraged to locate in CACs;

- FAR should be no greater than 0.75 for office uses and 0.25 for retail uses;
- CACs should be primarily located near the intersection of a freeway interchange and arterial road or the intersection of two arterials;
- Retail uses shall be encouraged where direct access to the arterial is available and where safe turning movements are possible. Interparcel access is encouraged;
- A transition in building scale and land use type should be provided between higher intensity uses and adjacent residential areas. Transitional land uses could include low intensity office or higher density residential uses;
- More intense uses should be focused on those properties near the geographic center of the CAC and away from existing residential development;
- Nodal development should be encouraged;
- Commercial service uses with outdoor activities should be encouraged in CACs only if outdoor storage and activities are screened and buffered from adjacent uses;
- Any area of floodplain or wetlands should be subtracted from the aggregate area of the site submitted for zoning or development prior to the calculation of residential density.

Neighborhood Activity Center

The purpose of the Neighborhood Activity Center (NAC) category is to provide for areas that serve neighborhood residents and businesses. Typical land uses for those areas include small offices, limited retail and grocery stores.

Guidelines for the NAC category are listed below:

- Low intensity office and retail uses should be encouraged to locate in NACs;
- Office and retail uses should be limited to a maximum of two stories;
- FAR should be less than 0.5 for offices use and less than 0.25 for retail uses;
- A transition in building scale and land use type should be provided between higher intensity uses and adjacent residential areas. Transitional land uses could include low intensity office uses or higher density residential uses;
- To ensure neighborhood compatibility, retail uses should also be limited to total floor area;
- Uses should be adequately buffered to protect the stability of surrounding residential neighborhoods.

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Page 11 Richard Segal

Page 12 DPR Construction <http://www.dpr.com/projects/american-red-cross-new-blood-processing-facility>

Page 14 Atlanta Regional Commission

Page 15 Visit Douglasville

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Page 28 Atlanta Regional Commission

Page 29 Atlanta Regional Commission

Page 30 (Top) Douglas County

Page 30 (Below) City of Atlanta

Page 31 Douglas County

Page 33 Mike Palasnik

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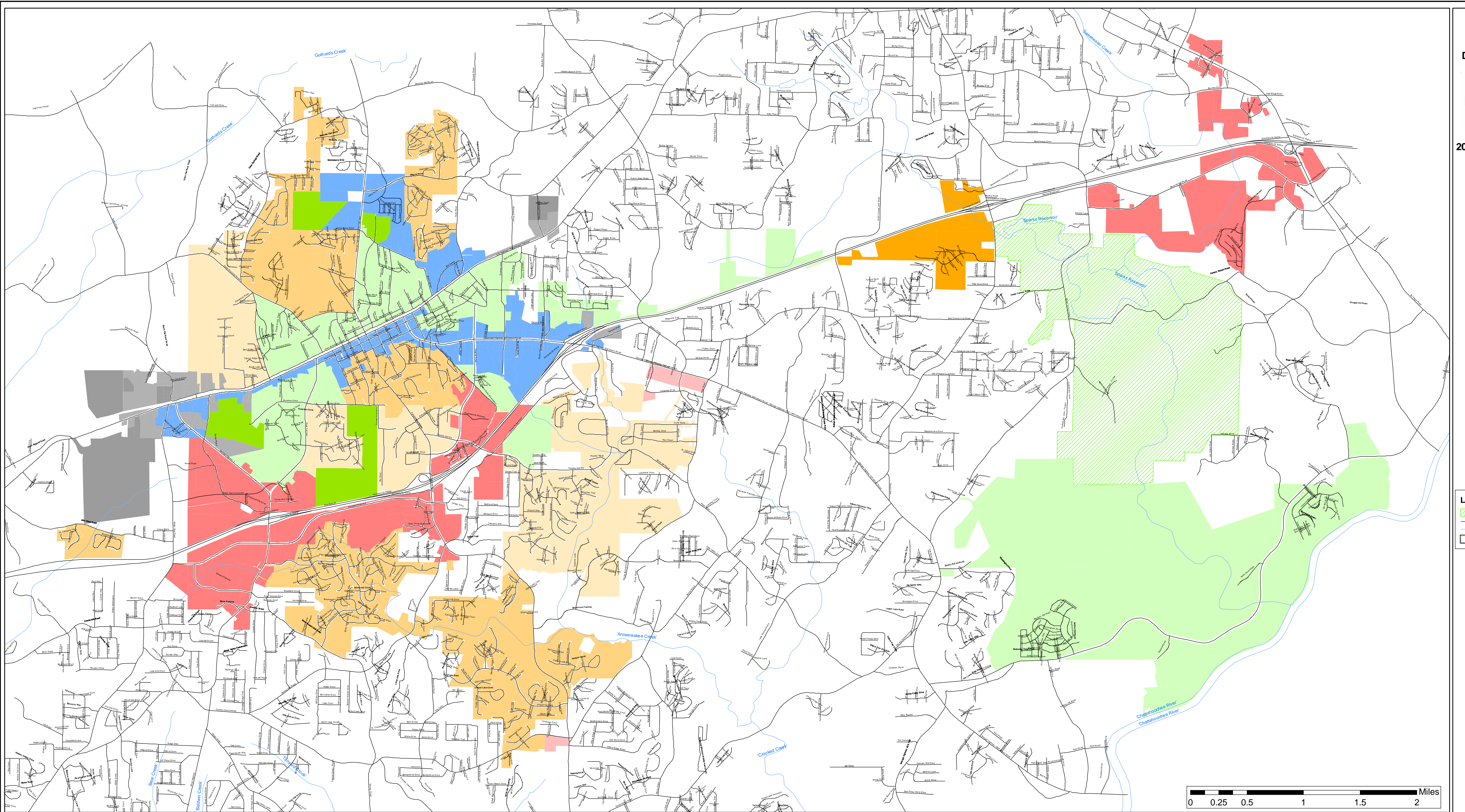
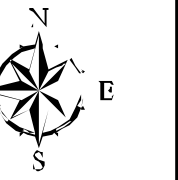
Page 36 City of Douglasville

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Page 38 Atlanta Regional Commission

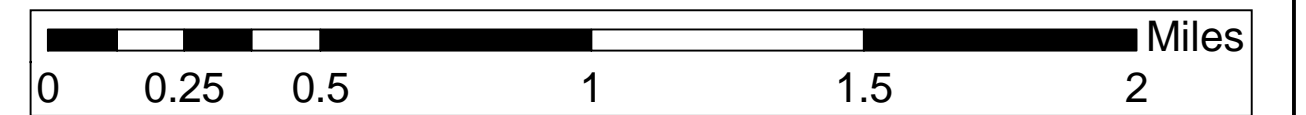
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Legend

- State Park
- Streets
- Lakes & Streams
- County Boundary



2024 Land Use Plan

Future Land Use - 2020

- Regional Activity Center
- Community Activity Center
- Neighborhood Activity Center
- Mixed-Use Design
- Recreation

To encourage the best possible site plan and building arrangements under a unified plan of development. The Concept benefits from better land utilization, economy in the provision of roads, utilities, and flexibility in design. Approval of an overall concept plan provides an opportunity to assure that the new growth will be in accordance with the character of the neighborhood in which the development is located. The mixed-use design concept is intended to encourage ingenuity and resourcefulness in land planning, to ensure the provision of park and recreational land, and facilities for the use of the occupants of the development. A mixed-use design is required to include at least two types of land use that are otherwise not allowed together or at least two types of residential density, in order to promote unique solutions to growth issues. A mixed-use design concept is intended to be a relatively large-scale project on a site of ten acres or more, except when contained entirely within an historic site or historic district may be located on a site not less than five acres.

To acknowledge the need to preserve open space and land that will encourage the best possible environment for family use of passive and active Recreational opportunities. This designation will also provide opportunities to enjoy and appreciate the performing arts and related activities that help define our quality of life.

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Light Industrial
- Heavy Industrial

To protect and promote a suitable environment for family life, to discourage any use which would generate other than normal residential area traffic on minor streets, and to protect the orderly future development of land in accordance with the land use plan for the city at a density of not more than two units per acre.

To protect and promote a suitable environment for family life, to discourage any use which would generate other than normal residential area traffic on minor streets, to meet the needs and demands of single-, two-, three-, and four-family residences and to protect the orderly future development of land, all in accordance with the land use plan of the city at a density of not more than four units per acre. A minimum development site size of three acres and a minimum requirement that 50 percent of the units in the development be in single-family detached dwellings is intended to assure compatibility with surrounding residential uses.

To protect and promote a suitable environment for family life and to encourage flexibility in meeting the needs of families, by permitting townhouses and multi-family dwellings in accordance with the land use plan for the city at a density of not more than six units per acre and a development site of at least two acres, and by permitting single-family detached residential dwellings at a density of no more than five units per acre.

To include but not limited to warehouse, distribution, manufacturing, wholesale, transportation, terminals, processing plants, workshops, greenhouses, research, development, markets, auctions and other ancillary uses.

To include but not limited to warehouse, distribution, manufacturing, wholesale, transportation, terminals, processing plants, workshops, greenhouses, research, development, markets, auctions, junkyards, lumberyards, building supplies, and other ancillary uses.

THIS MAP HAS BEEN PRODUCED FROM THE BEST AVAILABLE SOURCES. EVERY EFFORT HAS BEEN MADE TO INSURE THE ACCURACY OF THIS MAP. HOWEVER, THE CITY OF DOUGLASVILLE ASSUMES NO LIABILITY OR DAMAGES FROM ERRORS OR OMISSIONS. IF ANY ADDRESS OR OBSERVATION ARE DETECTED, PLEASE CONTACT THE ZONING COORDINATOR AT THE CITY OF DOUGLASVILLE SO THAT IT MAY BE CORRECTED.

SHORT TERM WORK PROGRAM – REPORT OF ACCOMPLISHMENTS 2009-2013

City of Douglasville

Housing

Activity	Start	End	Responsibility	Funding Source	Status
Review and revise the residential section of the zoning code to look at densities within the city.	2009	2013	Zoning	Local	Complete
Review ordinances and codes that relate to housing, such as the building regulations and subdivision regulations, for consistency with each other.	2009	2013	CD	Local	Ongoing
Enforce code enforcement efforts in neighborhoods.	2009	2013	CE	Local	Ongoing
Develop databases on vacant land and government-owned property.	2009	2011	GIS	Local	Complete
Review the applicable state building codes and other appropriate documents to determine areas for improvement and flexibility in the area of residential building technology.	2009	2013	BDLG	Local	Ongoing
Do an assessment of Senior Housing.	2009	2011	Planning	Local	Complete
Review and revise the sign section of the zoning code to ensure that signage is attractive.	2009	2011	CE	Local	Complete

Activity	Start	End	Responsibility	Funding Source	Status
Enforce the sign ordinances to minimize visual clutter at entrance points to the City and within the City.	2009	2013	CE	Local	Ongoing
Meet with the Cultural Arts Council and other cultural and entertainment groups to maintain and increase the offering of and participation in cultural events, programs, and organizations in Douglasville.	2009	2013	CS	Local	Ongoing
Implement appropriate housing programs.	2009	2013	CS	Local	Ongoing

Natural Resources

Activity	Start	End	Responsibility	Funding Source	Status
Monitor programs to protect flood plains, ground water, wetlands, historic resources and flora and fauna.	2009	2013	CD	Local	Ongoing
Strictly enforce the soil erosion ordinances by the WSA.	2009	2013	CD	Local	Ongoing
Enforce soil erosion through the tree protection ordinance and soil erosion ordinance.	2009	2013	CD	Local	Ongoing
Modify land use regulations related to watersheds and open space zones. (City Ordinances to be reviewed and revised and to be administered and enforced.)	2009	2013	Zoning	Local	Ongoing
Review and implement new land use regulations related to development within watersheds, aquifers, groundwater recharge areas, and open space zones.	2009	2013	Zoning	Local	Ongoing
Maintain a set of computerized maps (GIS), which will allow staff to more closely determine boundaries of watersheds and open space zones and to analyze land use issue.	2009	2013	GIS	Local	Ongoing
Ensure the proper disposal of wastes for industrial and commercial.	2009	2013	Main	Sanitation Fund	Ongoing

Activity	Start	End	Responsibility	Funding Source	Status
Analyze the zoning code and all other codes and ordinances related to development suitability and modify them as needed to make them more responsive to protect environmentally sensitive areas.	2009	2013	Zoning	Local	Ongoing
Enforce the zoning code and all other codes and ordinances related to development suitability.	2009	2013	CE	Local	Ongoing
Maintain the State's Adopt-a-Highway program, and the County's Adopt-a-Mile program.	2009	2013	Main	Local	Ongoing
Clean up trash and litter with the use of inmate and community service labor.	2007	2013	Main	Sanitation Fund	Ongoing
Follow the goals and objectives of the Comprehensive Plan as directed through the zoning code.	2009	2013	Zoning	Local	Ongoing
Monitor impervious surfaces throughout the city.	2009	2013	CD	Local	Ongoing
Develop a historic database that catalogs existing historic and archaeological resources.	2009	2011	CS	Local	Complete

Land Use

Activity	Start	End	Responsibility	Funding Source	Status
Periodically update (3 to 5 years) the future land use map based on assigned percentages for land uses.	2009	2013	Planning	Local	Ongoing
Revise the future land use map to conform to zoning designations.	2009	2013	Planning	Local	Ongoing
Develop a Capital Improvements Plan as part of and overall update to the Comprehensive Plan.	2010	2010	Finance	Local	Ongoing
Review processes annually such as zoning issues, buffering, setbacks, bulk, density, height, and other elements.	2009	2013	Zoning	Local	Ongoing
Review and revise the zoning code, to provide incentives and minimize obstructions to the adaptive re-use or rehabilitation of existing sites and structures.	2009	2013	Zoning	Local	Complete
Develop the Downtown LCI Implementation Plan.	2009	2013	CD	Local	Ongoing

Economic Development

Activity	Start	End	Responsibility	Funding Source	Status
Develop an economic development plan to target and market appropriate businesses.	2009	2011	ED	Local	Ongoing
Develop economic development in the downtown business area.	2009	2013	ED	Local	Ongoing
Support and participate in cultural events, programs, and organizations.	2009	2013	CS	Local	Ongoing
Work to provide Volunteer committees for small businesses downtown, seminars, workshops, brochures, and other resources for small businesses to be available.	2009	2013	ED	Local	Ongoing
Hire a consultant to do a professional Market Analysis for the downtown area of the city.	2009	2011	CS	Local	Complete
Establish and maintain contacts with key members of the tourism industry, the Georgia Department of Industry Trade & Tourism, and others.	2009	2013	CVB	Local	Ongoing

Transportation

Activity	Start	End	Responsibility	Funding Source	Status
Continue to participate in the ARC meetings for the Transportation Coordinating Committee.	2009	2013	Planning	Local	Ongoing
Put additional Regional Transportation Plan (RTP) projects for the City in the TIP based on an assessment of current and future needs and the likelihood of funds acquisition.	2009	2013	Planning	Local	Ongoing
Develop new short-term projects for the TIP, including locally programmed projects.	2009	2013	Planning	Local	Ongoing
Attend state and interregional meetings regarding commuter and high-speed rail.	2009	2013	Planning	Local	Ongoing
Plan and study commuter rail sponsored by Georgia DOT's Office of Intermodal Programs.	2009	2013	Planning	Local	Ongoing
Work with GDOT to establish a commuter rail line along the Norfolk Southern Line paralleling Bankhead Highway with a station in Douglasville.	2009	2010	Planning	Local	Ongoing
Retrofit sidewalks in the city for American with Disabilities Act.	2009	2013	Planning	Local	Ongoing

Activity	Start	End	Responsibility	Funding Source	Status
Update the City Bicycle Pedestrian Plan with the local Bicycle and Pedestrian Advisory Committee.	2012	2013	Planning	Local	Ongoing
Complete the Bright Star Road Project.	2009	2010	Planning	SPLOST	Complete
Implement the bicycle and pedestrian facilities within Douglasville, bicycle routes, bicycle lanes, bicycle paths, jogging trails, sidewalks, and other pedestrian paths.	2009	2013	Planning	Local	Ongoing
Research an Advanced Traffic Management System for the city.	2009	2013	CD	Local	Ongoing
Complete the SR 5 @ Rose Avenue project.	2009	2011	Planning	GDOT	Complete
Complete the Arbor Parkway and Stewart Parkway sidewalks.	2009	2011	Planning	Local	Complete
Plan for access and proper circulation prior to subdivision approvals during the initial planning process.	2009	2013	CD	Local	Ongoing
Identify six new sidewalk projects to implement.	2009	2013	Planning	Local	Complete
Do a study on north-south circulation in the city.	2011	2013	Planning	Local	Complete

Activity	Start	End	Responsibility	Funding Source	Status
Identify costs of transportation projects, and match funding with phasing and implementation time frames.	2009	2013	Planning	Local	Ongoing
Implement a sidewalk repair and maintenance crew for the city.	2009	2013	Planning	Local	Complete
Develop a Comprehensive Transportation Plan (CTP) for ARC.	2009	2011	Planning	Local	Complete
Develop a roadside maintenance and improvement program, which will better maintain and improve the appearance of roadside.	2009	2011	Main	Sanitation Fund	Ongoing

Recreation and Open Space

Activity	Start	End	Responsibility	Funding Source	Status
Expand and renovate Hunter Park.	2009	2011	Parks	SPLOST	Complete
Survey citizens for future program direction for the City's Parks and Recreation Department.	2010	2011	Parks	CDBG	Complete
Develop a site selection and analysis database for the City's Parks and Recreation Department, which would establish criteria for potential sites, and make recommendations and rankings.	2009	2011	Parks	Local	Complete
Evaluate and improve park security practices.	2009	2011	Parks	Local	Ongoing
Upgrade Jesse Davis Park pool and playground as part of the recreational facilities plan.	2010	2013	Parks	Local	Complete
Select and acquire a piece of land for open space and natural preserves.	2009	2013	Parks	Local	Ongoing
Inspect playground equipment at parks for defects.	2009	2013	Parks	Local	Complete
Develop multi-purpose recreation facilities at Hunter and Jesse Davis Parks, which include basketball courts.	2009	2013	Parks	CDBG	Complete
Develop a facility master plan for the Dog River Reservoir.	2010	2013	Parks	Local	Ongoing

Public Utilities

Activity	Start	End	Responsibility	Funding Source	Status
Develop and maintain a set of computerized maps (GIS), which will allow staff to more closely determine boundaries of watersheds and open space zones and analyze land use issues.	2009	2013	GIS	Local	Complete
Develop a plan to coordinate water quality issues.	2009	2013	WSA	WSA	Ongoing

RESPONSIBLE PARTY

- Planning Planning Department
- Zoning Zoning Department
- Finance Finance Department
- CE Code Enforcement
- ED Economic Development
- CD Community Development Department
- CS Community and Downtown Services Department
- BLDG Building Department
- Main Maintenance Department
- GIS Geographical Information System

2014 - 2018 Short Term Work Program

City of Douglasville

The following matrix is designed to provide a summary of the action statements contained within the body of the City's Comprehensive Plan. The tables below explain the codes for funding and responsibility included in the matrix.

Responsible Parties in Plan Implementation
(City Departments Unless Otherwise Noted)

CODE	RESPONSIBLE PARTY
A	Mayor and City Council
B	Zoning Department
C	Planning Department
D	Maintenance and Sanitation Department
E	Building Department
F	Engineering Department
G	Code Enforcement
H	Finance Department
I	City Attorney's Office
J	Police Department
K	County Planning Department
L	Parks and Recreation Department
M	Community Development Department
N	Development Organization
O	Water and Sewer Authority
P	Chamber of Commerce
Q	Other Governmental Entity
R	GIS
S	City Council Planning and Zoning Committee
T	Local School System
U	Cultural Arts Council
V	Historic Organization
W	Convention and Visitors Bureau
X	Other Organizations
Y	Consultant
Z	City Manager
Za	Communications

Anticipated Funding Sources

CODE	FUNDING SOURCE
1	General Fund
2	Capital Budget
3	Impact Fees
4	Revenue Bonds
5	General Obligation Bonds
6	Sales Tax
7	Grant in Aid
8	Other Grant
9	Loan
10	Other Tax
11	Service Charge or User Fee
12	Special Assessment
13	Other/Unknown

Estimated Costs

Code	Explanation
N/A	No identifiable costs are applicable to this action item, either because: (a) no costs are expected to be incurred as a result of this action, or (b) the cost of the overall action to be taken is not to be increased noticeably through inclusion of this action item.
\$ Figure	The estimated cost for the specific action item. (Unless the \$ figure is followed by an asterisk, the estimated cost should be considered to be part of ongoing operations; it is not projected to be an additional cost. The action item is to be carried out by existing staff, such as the City Manager, Building Department, City Attorney's Office, Water and Sewer Authority, etc.)
*	When the \$ figure is followed by an asterisk (*), it means the estimated cost is for an additional cost to be incurred in order to carry out the action item. It may be a construction project, work to be done by a consultant, work anticipated to be done by expanding the current staff.
Special Notes	Instead of the three codes identified above, some action items have "special notes." These provide an explanation of the estimated cost, or they refer to another action item where the costs may be aggregated. An example would be in the Transportation chapter, where costs are not shown in individual action items but are combined under the action item pertaining to the operation of the City-County Transportation Planner.

Economic Development

ACTION	2	2	2	2	2	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
	0	0	0	0	0				
	1	1	1	1	1				
	4	5	6	7	8				
1. Develop, maintain and advance an aggressive external marketing campaign for business recruitment by working with the City Development Authority (CDA) and its allies including the Douglas County Development Authority (DCDA), Douglas County Chamber of Commerce, Metro Atlanta Chamber of Commerce, Georgia Department of Economic Development, Georgia EMC, Georgia Power, as well as site location consultants and commercial/industrial brokers.	X	X	X	X	X	OG	N	1, 13	N/A
2. Participate on and advance the Douglas County Chamber of Commerce's existing Industries Committee.	X	X	X	X	X	OG	N	1,13	N/A
3. Encourage the City Development Authority and Douglas County Chamber of Commerce to continue to provide volunteer committees for smaller businesses. Seminars, workshops, brochures, and other resources for small businesses	X	X	X	X	X	OG	N	1	N/A

Economic Development

ACTION	2	2	2	2	2	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
	0	0	0	0	0				
	1	1	1	1	1				
	4	5	6	7	8				
should continue to be available.									
4. Encourage communication and assistance from the CDA, DCDA and Chamber of Commerce so vital information for businesses is readily available.	X	X	X	X	X	OG	N, P	1	N/A
5. Encourage local businesses and industries to work with the CDA and join the Chamber of Commerce in order to take full advantage of the services of each.	X	X	X	X	X	OG	N, P	1	N/A
6. Review the City's processes for business licenses, building permits, plan review, and other required procedures, and encourage other regulatory bodies such as the Douglasville - Douglas County Water and Sewer Authority, the Douglas County government and the Douglas County Board of Education to do the same in order to streamline and coordinate these activities.	X	X	X	X	X	OG	N, P	1, 13	N/A

Economic Development

ACTION	2	2	2	2	2	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
	0	0	0	0	0				
	1	1	1	1	1				
	4	5	6	7	8				
7. Continue active communications with the business and industrial community.	X	X	X	X	X	OG	A, B, C, E, G, H, I, N	1, 13	N/A
8. Work with the local economic and industrial organizations to estimate the future needs of the commercial sectors.	X	X	X	X	X	OG	N	1, 13	N/A
9. Identify and designate sufficient areas for the commercial and industrial sector on the future land use map, with the percentage area designated as a ceiling.	X	X	X	X	X	OG	A, B, N, P	1	N/A
10. Designate future commercial land uses in a hierarchical manner whereby regional commercial and industrial uses can be centrally located in the region, community commercial land uses can be centrally located in the community, and neighborhood commercial uses can be centrally located on major roads and secondary roads within residential concentrations without compromising the integrity of individual						OG	A, C, N	1	N/A

Economic Development

ACTION	2	2	2	2	2	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
	0	0	0	0	0				
	1	1	1	1	1				
	4	5	6	7	8				
neighborhoods and subdivisions. Continuous with annexations.	X	X	X	X	X				
11. Coordinate transportation and thoroughfare planning with land use planning so that efficient and ordered linkages between uses can be developed.	X	X	X	X	X	OG	A, C, N	1	N/A
12. Involve adjacent governments when developing changes and modifications to local land use codes and ordinances, in order to seek to maintain positive communications.	X	X	X	X	X	OG	B, K, N	1	N/A
13. Assess the size and level of training of government staffing to ensure it is sufficient for current and future needs and is based on a growth mode.	X	X	X	X	X	OG	A, B, C, N	1	\$1,500 Annually
14. Develop additional zoning criteria and designations, as needed, to allow for quality developments in the Livable Centers Initiative Study Area (LCI) and other						OG	A, H, Z	1	N/A

Economic Development

ACTION	2	2	2	2	2	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
	0	0	0	0	0				
	1	1	1	1	1				
	4	5	6	7	8				
appropriate types of development.	X	X	X	X	X				
15. Seek to work with the City of Douglasville government and the local economic and CDA to develop the framework for a commercial and industrial areas database that would utilize primary data and secondary data collected from business licenses, appraisal activities, and local real estate activities.						OG	A, B, C, I, N	1	N/A
	X	X	X	X	X				
16. Link the commercial and industrial areas database with the development of a GIS system.						OG	A, N, R	1, 13	N/A
	X	X	X	X	X				
17. Identify what constitutes quality industrial development, with this identification considering potential tax revenues, service expenditures, and quality of worker, environmental effects of industries, and other factors.						OG	A, C, H, N	1, 13	N/A
	X	X	X	X	X				
18. Perform a fiscal impact analysis on each large development application.						OG	C, N	1, 13	N/A
	X	X	X	X	X				

Economic Development

ACTION	2	2	2	2	2	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
	0	0	0	0	0				
	1	1	1	1	1				
	4	5	6	7	8				
19. Work with the CDA to estimate the future needs of the industrial sectors.	X	X	X	X	X	OG	N, Y	1	N/A
20. Implementation of the soon to be adopted CDA Strategic Plan which is a 5 year blueprint for economic development in Douglasville.	X	X	X	X	X	OG	A, K, N, Q	1, 13	N/A
21. Encourage development of an educational roundtable made up of leaders from local government, the school system, business and industry, and local residents. (This roundtable would meet regularly to discuss ways to maintain and improve the quality of the local public education system.)	X	X	X	X	X	OG	N	1, 13	N/A
22. Continue to support the Cultural Arts Council and the possible future development of cultural institutions in Douglas County such as a performing arts center, art museum, concert hall, history museum, and other institutions.	X	X	X	X	X	OG	A, N, M, P, Z	1, 13	N/A

Economic Development

ACTION	2	2	2	2	2	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
	0	0	0	0	0				
	1	1	1	1	1				
	4	5	6	7	8				
23. Continue to support and participate in cultural events, programs, and organizations.	X	X	X	X	X	OG	A, L, M, P	1, 13	N/A
24. Enhance current Adopt-A-Street program and support efforts to maintain and enhance the State's Adopt-a-Highway program and the County's Adopt-a-Mile program.	X	X	X	X	X	OG	D, Q, X	1, 13	N/A
25. Encourage the Downtown Development Authority of the City of Douglasville to provide Volunteer committees for small businesses downtown. Seminars, workshops, brochures, and other resources for small businesses to be available.	X	X	X	X	X	OG	A, M, X	1,13	N/A
26. Encourage downtown revitalization through repair of historic buildings.	X	X	X	X	X	OG	A, M, X	1,2	N/A
27. The Douglasville Convention and Visitors Bureau shall establish and maintain contacts with key						OG	X, Z, W	10	N/A

Economic Development

ACTION	2	2	2	2	2	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
	0	0	0	0	0				
	1	1	1	1	1				
	4	5	6	7	8				
members of the tourism industry the Georgia Department of Industry Trade & Tourism, and others.	X	X	X	X	X				
28. A tourism committee shall make recommendations for incentives to attract tourism-related industries to Douglasville.	X	X	X	X	X	OG	M, W, X, Z	10	N/A
29. Identify and market key properties and sites that offer infill and adaptive reuse opportunities for economic development.	X	X	X	X	X	OG	N	1	N/A
30. Partner with property owners to develop "shovel ready" industrial and commercial sites that have the necessary infrastructure and engineering work completed in order to provide opportunity sites for new and expanding businesses.	X	X	X	X	X	OG	N	1	N/A
31. Develop a business park program that will allow for the marketing of permitted buildings and sites to industrial and office prospects.	X	X	X	X	X	OG	N	1	N/A
32. Develop and implement an economic development strategic plan for the CDA that identifies goals, objectives, action items, responsible parties and time lines for economic	X	X	X	X	X	OG	N	1	N/A

Economic Development

ACTION	2 0 1 4	2 0 1 5	2 0 1 6	2 0 1 7	2 0 1 8	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
development.									
33. Create and maintain an inventory of existing industrial and office properties available in Douglasville for new and expanding industries.	X	X	X	X	X	OG	N	1	N/A
34. Develop and implement a targeted industry study for the recruitment of business sectors that are projected to have strong, positive growth and are well suited for Douglasville based on the City's workforce demographics, location and desire to attract high wage, sustainable jobs.	X	X	X	X	X	OG	N	1	N/A
35. Maintain and advance the City's Business Retention and Expansion (BR&E) program in order to identify and address those issues critical to the growth and success of local industry. The program will include key economic development partners of the City such as the DCDA, Douglas County Chamber of Commerce, Georgia Department of Economic Development, Georgia EMC, Small Business Development Center, and West Georgia Technical College.	X	X	X	X	X	OG	N	1, 13	N/A

HOUSING

ACTION	2014	2015	2016	2017	2018	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
36. Continue to review and revise, as needed other ordinances and codes that relate to housing, such as the building regulations and subdivision regulations, to better meet the needs of current and future citizens.	X	X	X	X	X	OG	A, B, C, E, I	1	N/A
37. Continue to strictly enforce the codes applicable to residential property and develop other mechanisms to ensure compliance.	X	X	X	X	X	OG	E, G	1	N/A
38. Continue to review and revise, as needed, the residential section of the zoning code to allow a greater variety of housing options and a greater flexibility of application.	X	X	X	X	X	OG	A, B, C, I	1	N/A
39. Continue to utilize the zoning code, land use decision making process, and code enforcement function to ensure or minimize land use compatibility.	X	X	X	X	X	OG	E, G	1	N/A
40. Continue to review and revise, as needed, the residential section of the zoning code to include requirements and incentives to encourage attractive design and design coordination.	X	X	X	X	X	OG	A, B, C, E, I	1	N/A

HOUSING

ACTION	2014	2015	2016	2017	2018	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
41. Maintain code enforcement efforts in neighborhoods.	X	X	X	X	X	OG	E	1	N/A
42. Encourage flexibility with unusual or undersized parcels and the development of mini-parks for those parcels that absolutely cannot be developed.	X	X	X	X	X	OG	A, B, C, I	1, 8, 10	N/A
43. Review the applicable state building codes and other appropriate documents periodically to determine areas for improvement and flexibility in the area of residential building technology.	X	X	X	X	X	OG	E	1	N/A
44. Continue to review and revise, as needed, the residential section of the zoning code to include additional requirements and incentives to achieve enhancements such as sidewalks, parks, and open space, and others that may be deemed of merit.	X	X	X	X	X	OG	A, B, C, I	1	N/A
45. Develop methods to determine the physical limitations of the land such as Geographical Information Systems (GIS) and other data sources and techniques.	X	X	X	X	X	OG	R	1	N/A

HOUSING

ACTION	2 0 1 4	2 0 1 5	2 0 1 6	2 0 1 7	20 18	LON G TER M	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
46. Identify and evaluate local government resources such as codes and ordinances, staffing levels and expertise, and enforcement capabilities targeted to the prevention and enforcement of illegal waste disposal activities with the objective of strengthening weaknesses and closing gaps.	X	X	X	X	X	OG	A, D, I, G	1	N/A
47. Enhance current Adopt-a-Street program and support efforts to maintain and enhance the State's Adopt-a-Highway program and the County's Adopt-a-Mile program.	X	X	X	X	X	OG	D, Q, X	1, 13	N/A
48. Expand current efforts by the local governments to clean up trash and litter with the use of inmate and community service labor.	X	X	X	X	X	OG	D, Q	1, 13	N/A
49. Continue aggressively to enforce the sign ordinances to minimize visual clutter at entrance points to the City and within the City.	X	X	X	X	X	OG	G	1	N/A
50. Encourage the development of cultural institutions in Douglasville such as a performing arts center, art museum, concert hall, history museum, and other institutions.	X	X	X	X	X	OG	A, M, P, U	1, 13	N/A

HOUSING

ACTION	2 0 1 4	2 0 1 5	2 0 1 6	2 0 1 7	20 18	LON G TER M	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
51. Continue to cooperate with the Cultural Arts Council and other cultural and entertainment groups to maintain and possibly increase the offering of and participation in cultural events, programs, and organizations in Douglasville.	X	X	X	X	X	OG	A, L, M, U	1	N?A
52. Create a housing team to participate in the Georgia Initiative for Community Housing.	X	X	X	X	X	OG	A, C, M	1	N/A
53. Apply for funding to address the limited water and sewer capacity issues, along with the aging infrastructure in the north and west Douglasville.	X	X	X	X	X	OG	A, M, Z	1	N/A
54. Apply for funding to provide down payment assistance or homeowner rehabilitation funding to eligible low-income and moderate-income households.	X	X	X	X	X	OG	A, M, Z	1	N/A
55. Encourage the development of loft apartment housing in downtown Douglasville as approved in the Zoning Ordinance.	X	X	X	X	X	OG	C, M, Q	1	N/A
56. Develop friendly Planning and Zoning Codes that will address housing and homelessness.	X	X	X	X	X	OG	A, B, C, M	1	N/A

LAND USE

ACTION	2	2	2	2	2	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
	0	0	0	0	0				
	1	1	1	1	1				
	4	5	6	7	8				
57. Prepare and periodically update the future land use map.		X			X	OG	C	1	N/A
58. Encourage rezoning to bring areas designated for a particular use on the future land use map in conformity with such designations.	X	X	X	X	X	OG	A, B, C	1	N/A
59. Develop and periodically update a Capital Improvements Plan as part of an overall update to the Comprehensive Plan.		X			X	OG	A, C, D, Y, Z	1	N/A
60. Identify spot zoning applications and other rezoning requests which are not in conformity with the Comprehensive Plan and prevent their approval.	X	X	X	X	X	OG	A, B, C	1	N/A
61. Consider in the plan review process such zoning issues as buffering, setbacks, bulk, density, height, and other elements.	X	X	X	X	X	OG	B, E	1	N/A
62. Consider the effect of terrain when looking at buffering.	X	X	X	X	X	OG	B, F	1	N/A
63. Develop a design element in transition areas which would require the use of compatible design elements in commercial, industrial, or public facilities uses adjacent to residential areas.		X		X		OG	B	1	N/A

LAND USE

ACTION	2	2	2	2	2	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
	0	0	0	0	0				
	1	1	1	1	1				
	4	5	6	7	8				
64. Encourage flexibility with unusual or undersized parcels and consider tax relief and the development of mini-parks or other open spaces for those parcels that absolutely cannot be developed.	X	X	X	X	X	OG	A, C, L	1	N/A
65. Modify site plan review requirements and procedures, as needed, to incorporate innovative commercial site design concepts.	X	X	X	X	X	OG	F	1	N/A
66. Continue to allow the Planned Unit Development (PUD) configurations in residential developments to provide for a greater variety of housing options, open space and a greater flexibility of application.	X	X	X	X	X	OG	A, B, I	1	N/A
67. Determine the distribution of sensitive lands and natural and historic resources through an assessment using GIS technology.		X			X	OG	R	1	N/A
68. Continuously Identify, purchase, and maintain through protection certain key sensitive lands by developing nature preserves or protection areas and seek to identify additional protective mechanisms.	X	X	X	X	X	OG	A, C, Z	1, 2, 13	TBD

LAND USE

ACTION	2	2	2	2	2	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
	0	0	0	0	0				
	1	1	1	1	1				
	4	5	6	7	8				
69. Make zoning and land use decisions that follow the goals and objectives of the Comprehensive Plan as directed through the zoning code.	X	X	X	X	X	OG	A, B, C	1	N/A

Natural and Historic Resources									
ACTION	2014	2015	2016	2017	2018	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
70. Support erosion control standards which are enforced by the WSA which are at least as strict as State and Federal Government guidelines.	X	X	X	X	X	OG	A, E, F	1	N/A
71. Coordinate and enhance, where necessary, local ordinances related to and affecting the tree protection ordinance. (These ordinances are to continue to be reviewed and revised in a coordinated and complementary manner and are to continue to be administered and enforced in a coordinated and effective manner.)	X	X	X	X	X	OG	B, C	1	N/A
72. Evaluate and modify, as necessary, land use regulations related to watersheds and open space zones. (City Ordinances are to be continuously reviewed and revised in a coordinated and complementary manner and are to continue to be administered and enforced.)	X	X	X	X	X	OG	A, B, C, I	1	N/A
73. Enforce land use regulations related to development within watersheds, aquifers, groundwater recharge areas, and open space zones.	X	X	X	X	X	OG	A, B, F	1	N/A
74. Work with the WSA and other applicable organizations through enforcement activities and other mechanisms to monitor activities which could affect the quality of the water supply.	X	X	X	X	X	OG	A, F, G, O, Q	1, 13	N/A

Natural and Historic Resources									
ACTION	2014	2015	2016	2017	2018	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
75. Work with local commercial and industrial concerns to ensure the proper disposal of wastes.	X	X	X	X	X		A, D, G	1	N/A
76. Work with those coordinating on water quality on a regional basis including the Atlanta Regional Commission (ARC) and other Area Development Commissions.	X	X	X	X	X	OG	A, F, O	1	N/A
77. Work with the WSA on public education mechanisms to relay information about water quality issues including information on septic tanks, wells, watersheds, and open space zones.	X	X	X	X	X	OG	C, F, O	1, 13	N/A
78. Analyze the zoning code and all other codes and ordinances related to development suitability and modify them as needed to make them more responsive to protect environmentally sensitive areas.	X	X	X	X	X	OG	A, B, C, F, I	1	N/A
79. Enforce the zoning code and all other codes and ordinances related to development suitability.	X	X	X	X	X	OG	G, E	1	N/A
80. Identify and ensure the protection of strategic areas with the objective of creating natural refuges, reserves, or a nature center.	X	X	X	X	X	OG	C, L	2, 4, 5, 8, 13	N/A
81. Identify and evaluate local government resources such as codes and ordinances, staffing levels and expertise, and enforcement capabilities targeted to the prevention and enforcement of illegal									

Natural and Historic Resources									
ACTION	2014	2015	2016	2017	2018	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
waste disposal activities with the objective of strengthening weaknesses and closing gaps.	X	X	X	X	X	OG	D, G, I	1	N/A
82. Investigate and pursue claims of illegal dumping and waste disposal through an environmental protection mechanism in local government.	X	X	X	X	X	OG	D, G	1	N/A
83. Enhance current Adopt-a-Street program, and support efforts to maintain and enhance the State's Adopt-a-Highway program, and the County's Adopt-a-Mile program.	X	X	X	X	X	OG	D	1	N/A
84. Expand current efforts by the local government's to clean up trash and litter with the use of inmate and community service labor.	X	X	X	X	X	OG	D, Q	1	N/A
85. Develop a strong local educational effort through schools and community service organizations which targets litter and its effects.	X	X	X	X	X	OG	D, T	1	\$1,000 annually
86. Encourage the modification of land use and development patterns to allow these transportation alternatives to become viable modes.	X	X	X	X	X	OG	A, C	1	N/A
87. Identify other sources of air pollution and take steps to reduce emissions through enforcement and encouragement.	X	X	X	X	X	OG	A, C	1	N/A

Natural and Historic Resources									
ACTION	2 0 1 4	2 0 1 5	2 0 1 6	2 0 1 7	2 0 1 8	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
88. Encourage the Douglas County government, the State government, the Douglasville-Douglas County Water and Sewer Authority, and the appropriate private property owners to preserve and protect the scenic views and sites under their respective ownership.	X	X	X	X	X	OG	A, C, K, O, Q	1, 13	N/A
89. Identify and evaluate City and County government resources targeted toward environmental issues with the objective of strengthening weaknesses and closing gaps.	X	X	X	X	X	OG	A, C	1	N/A
90. Coordinate local governmental activities related to the environment with ARC, EPD, and EPA.	X	X	X	X	X	OG	C, F	1	N/A
91. Encourage a detailed local history to be taught in the local school curriculum.	X	X	X	X	X	OG	V	1	N/A
92. Coordinate with Douglas County to share and network and Geographical Information System database in order to assure the most accurate and dependable information and analysis.	X	X	X	X	X	OG	R	1	N/A
93. Expand current efforts by the local governments to clean up trash and litter with the use of Keep Douglasville Beautiful, inmate and community service labor.	X	X	X	X	X	OG	D, Q	1, 13	N/A

PARKS AND RECREATION

ACTION	2 0 1 4	2 0 1 5	2 0 1 6	2 0 1 7	2 0 1 8	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COST
94. Consider the needs of such groups as the elderly, poor, and handicapped in planning for any new parks and recreation facility, expansion or renovation of existing facilities, and the development of programs and services. Consider the Americans with Disabilities Act (ADA) in facility planning. (This should be part of an overall recreational facilities plan.)	X	X					A, E, L	1, 2, 6, 10, 13	\$2,400 Construction of Special Needs Field – Shovel Ready 09’-10’
95. Include a financing plan or mechanism as part of an overall recreational facilities plan identifying current and potential sources of funds.	X	X	X	X	X	OG	A, H, L, Y, Z	1, 2, 3, 6, 8, 9, 10, 11, 13	N/A
96. Upgrade current facilities or develop new facilities as needed as part of an overall recreational facilities plan.	X	X					A, E, F, L, Y, Z	1, 2, 3, 4, 5, 6, 7, 8, 10, 13	TBD
97. Select and acquire land to maintain for open space and natural preserves or request donations to organizations such as the Nature Conservancy.	X	X	X	X	X	OG	A, C, L, Z	1, 2, 6, 8, 10, 13	Acquired 137 acres in 2007
98. Draw a distinction between active and passive uses in any facility or service planning and assure that adequate areas are set aside for each. (Make this a part of an overall recreational facilities plan.)	X	X	X	X	X	OG	A, L, Z	1	N/A
99. Distinguish between organized versus un-organized activities and facilities when planning for parks.	X	X	X	X	X	OG	L	1	N/A

PARKS AND RECREATION

ACTION	2 0 1 4	2 0 1 5	2 0 1 6	2 0 1 7	2 0 1 8	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COST
100. Consider the distribution of current and future population when planning for new park facilities and enhancing existing facilities. Park and open space facilities should be centrally located in relation to existing and planned residential areas. (This should be part of an overall recreational facilities plan.)	X	X	X	X	X	OG	A, C, L, Z	1	N/A
101. Give consideration to linkage of parks, open space, and other recreational facilities to residential and commercial areas throughout Douglasville and Douglas County in the development of the Bicycle and Pedestrian Plan as part of the Transportation and Thoroughfare Plan.	X	X	X	X	X	OG	A, C, L, Y, Z	1	N/A Annewakee Trail Project
102. Re-evaluate needs identified in the 2004 Parks and Recreation Master Plan for current and future applicability. Viable needs should be pursued through an implementation plan identified in an overall recreational facilities plan.	X	X	X	X	X	OG	A, L	1	N/A
103. Review recreation programs periodically for consistency, as part of an overall recreational facilities plan.	X	X	X	X	X	OG	A, L, X, Y	1	N/A
104. Seek actively -- along with the Douglas County government, the Chamber of Commerce, and the local economic and industrial development organization -- to attract tourism-related industries to	X	X	X	X	X		A, M, N, P, W	1, 6, 13	N/A

PARKS AND RECREATION

ACTION	2 0 1 4	2 0 1 5	2 0 1 6	2 0 1 7	2 0 1 8	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COST
Douglasville and Douglas County by establishing a separate tourism committee. Continue this element through the Douglasville Convention and Visitors Bureau.						OG			
105. Assign to the Douglasville Convention and Visitors Bureau a tourism committee for the establishment and maintenance of contacts with key members of the tourism industry, the Georgia Department of Industry, Trade, and Tourism (ITT) and others.	X	X	X	X	X	OG	A, M, W,	1, 13	N/A
106. Make recommendations for incentives to attract tourism-related industries to Douglasville and Douglas County.	X	X	X	X	X	OG	A, M, W	1, 13	N/A
107. Update the 2013 Comprehensive Plan for Parks and Recreation to reflect accomplished projects and changed priorities in the City.					X	OG	A, C, L, Z	1	N/A
108. Consider the development of other sources and means of funding for these public improvements.				X	X	OG	A, Z	1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13	N/A
109. Start development of additional property to be acquired for future Parks.					X	OG	A, L, Z	2, 3, 6, 8, 10, 13	N/A
				X	X				

PARKS AND RECREATION

ACTION	2 0 1 4	2 0 1 5	2 0 1 6	2 0 1 7	2 0 1 8	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COST
110. Utilize the updated version of the 2013 Comprehensive Plan for Parks and Recreation in planning for and initiating new recreation activities.						OG	A, L, Z	1	\$5,000
111. Expand the Indoor Activities program by developing and conducting various community awareness programs.						OG	L	1	N/A
112. Maintain and update Tennis Complexes.	X	X	X	X	X	OG	A, L, X, Y, Z	1, 2, 4, 6, 8, 10, 13	\$360,000
113. Maintain Park Security backup by the Police Department.	X	X	X	X	X	OG	J	1	N/A

PUBLIC FACILITIES AND SERVICES

ACTION	2 0 1 4	2 0 1 5	2 0 1 6	2 0 1 7	2 0 1 8	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
114. Develop a public facilities action plan for the City which should be updated every 1 to 3 years.				X	X	OG	A, Z	1	N/A
115. Ensure that all construction of and alterations to City of Douglasville public facilities comply with all local, State, and Federal standards and regulations, including the Americans with Disabilities Act.	X	X	X	X	X	OG	A, D, E, F	1	N/A
116. Consider the requirements of the Americans With Disabilities Act (ADA) in planning for new, expanded, or modified City government facilities.	X	X	X	X	X	OG	A, D, E, F	1	N/A
117. Incorporate Community and Public Facilities and Services Goals regarding City public facilities having good access to major roadways and parking.	X	X	X	X	X	OG	A, E, F	1	N/A
118. Develop a public service action plan for the City which should be updated every 2 to 5 years.			X		X	OG	A, Z	1	N/A
119. Seek continuing coordination among the various City departments and with the Douglas County government and the Douglas County Board of Education in the planning and siting of their respective new facilities.	X	X	X	X	X	OG	A, C, E, K, Q, T, Z	1	N/A
120. Ensure that City public service staffs have									

	adequate space and materials to carry out their respective mandates as productively and efficiently as possible.	X	X	X	X	X	OG	A, D, Z	1	N/A
121.	Identify needs and issues within the community that can be address with cable TV programming and media services.	X	X	X	X	X	OG	A, Za	1	N/A
122.	Plan programming to address topics of interest and need for the citizens and public at large.	X	X	X	X	X	OG	Za	1	N/A
123.	Develop programming that promotes the City and its departments and their functions.	X	X	X	X	X	OG	A, Za	1	N/A
124.	Provide a media vehicle for the public to find out critical, timely, and general information about their government.	X	X	X	X	X	OG	Za	1	N/A
125.	Provide a media vehicle for the public to find out critical, timely, and general information about the community.	X	X	X	X	X	OG	Za	1	N/A
126.	Coordinate with community leaders, business owners, organization directors, and other identified sources, to gather information and re-distribute through one of the many media resources designed by CITI TV and the Communications Department.	X	X	X	X	X	OG	A, P, Za	1	N/A
127.	Link CITI TV and its media resources with other governmental agencies to exchange ideas and develop additional resources.	X	X	X	X	X	OG	Za	1	N/A
128.	Participate in a support capacity on community boards, committees, and organizations as deemed beneficial and advantageous.	X	X	X	X	X	OG	Za	1	N/A
129.	Determine community needs and awareness issues to address in programming content.	X	X	X	X	X	OG	Za	1	N/A
130.	Create monthly programming that informs, educates, and entertains the general public.	X	X	X	X	X	OG	Za	1	N/A
131.	Continuously evaluate programming and revise program design, content, and production needs.	X	X	X	X	X	OG	Za	1	N/A
132.	Maintain program scheduling on daily, weekly, and monthly basis.	X	X	X	X	X	OG	Za	1	N/A
133.	Work with Mayor, Council, and City Staff to produce quality programming that meets and exceeds the expectations of the general public.	X	X	X	X	X	OG	A, Za	1	N/A

134.	Seek to provide additional media resource tools to the public to get timely messages to the citizens.	X	X	X	X	X	OG	Za	1	N/A
135.	Create a social media platform to distribute and manage volumes of information to the general public.	X	X	X	X	X	OG	Za	1	N/A
136.	Update social media forms, such as Facebook, on a daily basis.	X	X	X	X	X	OG	Za	1	N/A
137.	Continually monitor other media sources available for the City to incorporate into an outreach and distribution plan.	X	X	X	X	X	OG	Za	1	N/A
138.	Establish communications with vital resources within Business district.	X	X	X	X	X	OG	P, Za	1	N/A
139.	Maintain communications with Business district.	X	X	X	X	X	OG	P, Za	1	N/A
140.	Review product market to determine additional equipment needed to remain active in providing quality service and product to the public.	X	X	X	X	X	OG	Za	1	N/A
141.	Establish Communication Committee to quantify policy and procedures for the department and its broadcast scope.	X	X	X	X	X	OG	Za	1	N/A
142.	Determine future growth needs for department, staffing, and resources available to the community.	X	X	X	X	X	OG	A, Za	1	N/A

PUBLIC UTILITIES

ACTION	2 0 1 4	2 0 1 5	2 0 1 6	2 0 1 7	2 0 1 8	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCE	ESTIMATED FUNDS
143. Ensure the development and maintenance of adequate water and wastewater facilities through representation on the WSA Board of Directors.	X	X	X	X	X	OG	A, O	1, 2, 10, 11	N/A
144. Work with the WSA to monitor activities which would affect the quality of the water supply through enforcement activities and other mechanisms. City and WSA policies should be coordinated to ensure maximum efficiency and coverage.	X	X	X	X	X	OG	A, O	1, 10, 13	N/A
145. Encourage the WSA to continue utilizing connection fees for the development of and improvements to water supply, production, treatment, and distribution facilities as a means to repay bonds for these major capital improvements.	X	X	X	X	X	OG	A	1	N/A
146. Work closely with the WSA to coordinate land use designations and decisions with water and wastewater capacities and line extensions.	X	X	X	X	X	OG	A, B, F, O	1, 13	N/A
147. Support and encourage the continuation of WSA's current educational and public relations mechanisms which focus on the conservation and efficient utilization of local water resources. These include WSA's partner-in-education program, a video on xeriscaping, a brochure regarding	X	X	X	X	X	OG	A, O, D, X	1, 13	N/A

PUBLIC UTILITIES

ACTION	2	2	2	2	2	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCE	ESTIMATED FUNDS
	0	0	0	0	0				
	1	1	1	1	1				
	4	5	6	7	8				
water conservation, and free water saver inserts for faucets and showerheads.									
148. Recognize that coordination among WSA, Douglas County, Douglasville, Villa Rica, Austell, adjacent counties, and ARC is critical and should be done by the WSA and local governments.	X	X	X	X	X	OG	A, O, Q, X, Z	1, 13	N/A
149. Work with the Atlanta Regional Commission to coordinate water quality issues.	X	X	X	X	X	OG	A, O, F	1, 13	N/A
150. Encourage the WSA to continue its requirements for sewer lines to be placed in developments that have sewerage services available.	X	X	X	X	X	OG	A, E, F, O, X	1, 13	N/A
151. Ensure that solid waste treatment and disposal facilities serving Douglasville and Douglas County meet regulatory requirements and are in place when needed to support and facilitate effective solid waste handling programs today and for the subsequent 10-year period, thereby maintaining and enhancing the quality of life of the residents of Douglas County and Douglasville.	X	X	X	X	X	OG	A, D, Q, Z	1, 11, 13	N/A
152. Ensure that proposed solid waste handling facilities are sited in areas suitable for such developments, are compatible with						OG	A, D, Q, X, Z	1, 11, 13	

PUBLIC UTILITIES

ACTION	2	2	2	2	2	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCE	ESTIMATED FUNDS
	0	0	0	0	0				
	1	1	1	1	1				
	4	5	6	7	8				
surrounding uses and are not considered for location in areas which have been identified by local officials as having environmental or other land use limitations.	X	X	X	X	X				N/A
153. Develop additional regulations at the local level to deal with solid waste issues not covered in current ordinances.	X	X	X	X	X	OG	A, D, I	1	N/A
154. Direct the applicable City government staff (Maintenance and Sanitation) to develop contact with their counterparts throughout the region.	X	X	X	X	X	OG	D	1	N/A
155. Participate in regional committees and task forces regarding solid waste disposal.	X	X	X	X	X	OG	A, D	1	N/A
156. Guard against the disposal of any hazardous waste or toxic waste material in the Douglasville area which are generated from outside Douglas County.	X	X	X	X	X	OG	A, D, G	1	N/A
157. Consider additional services from cable television operators such as interactive TV, public access channel services, and more local control.	X	X	X	X	X	OG	A, I, Za	1	N/A
158. Participate in the Douglas County Utility Committee.	X	X	X	X	X	OG	A,D	1	N/A

TRANSPORTATION									
ACTION	2 0 1 4	2 0 1 5	2 0 1 6	2 0 1 7	2 0 1 8	LONG TERM	RESPONSIBLE PARTIES	FUNDING SOURCES	ESTIMATED COSTS
159. Work toward the timely completion of City transportation projects currently on the regional Transportation Improvements Program (TIP).	X	X	X	X	X	OG	C	1, 2, 6, 7, 13	N/A
160. Work toward putting additional Regional Transportation Plan (RTP) projects for the City in the TIP based on an assessment of current and future needs and the likelihood of funds acquisition.	X	X	X	X	X	OG	A, C	1, 13	Costs included in an overall annual budget annually for transportation planning.
161. Develop new projects for the RTP and TIP, including locally programmed projects, based on assessment of current and future needs and the likelihood of funds acquisition.	X	X	X	X	X	OG	A, C	1, 2, 6, 7, 13	N/A
162. Develop an interlinking system of east-west and north-south major and minor arterials to aid in the efficient and rapid movement of through vehicles and which will have a minimum impact on residential areas.	X	X	X	X	X	OG	C	1, 2, 6, 7, 13	N/A
163. Include the special transportation needs of the elderly, handicapped, and poor by providing them with convenient and safe transportation options.	X	X	X	X	X	OG	C, D, X	1, 2, 8, 13	N/A
164. Participate in various state and inter-regional meetings regarding alternative transportation modes.	X	X	X	X	X	OG	C	1	N/A

165.	Participate in the planning and continuing study of commuter rail presently sponsored by Georgia DOT's Office of Intermodal Programs.	X	X	X	X	X	OG	C	1	N/A
166.	Encourage the establishment of a commuter rail line along the Norfolk Southern Line paralleling Bankhead Highway with a station in Douglasville. Such a system should provide links to other modes of transportation such as vanpools, buses, pedestrian, and bicycle transit.	X	X	X	X	X	OG	A, C	1, 13	N/A
167.	Investigate the economic, social, and land use implications of the benefits of commuter rail through Douglasville.	X	X	X	X	X	OG	A, C	1	N/A
168.	Continue to support park and ride lots, which are easily accessible to the citizens of the City.	X	X	X	X	X	OG	A, C, K, X	1	N/A
169.	Encourage carpooling, ridesharing and high occupancy vehicle lanes.	X	X	X	X	X	OG	A, C, K, X	1	N/A
170.	Continue the efforts of the local Bicycle and Pedestrian Advisory Committee in the planning and implementation of bicycle and pedestrian facilities within Douglasville and Douglas County such as bicycle routes, bicycle lanes, bicycle paths, multi-use paths, sidewalks, and other pedestrian paths.	X	X	X	X	X	OG	C, K, X	1	N/A
171.	Encourage the inclusion of bicycle planning in the development process, with establishment of paths, lanes and appurtenances to accommodate cyclists.	X	X	X	X	X	OG	A, B, C	1	N/A

172.	Continue to improve pedestrian safety with a program of sidewalks, signing and markings, and pedestrian signals in congested areas.	X	X	X	X	X	OG	A, C, D	1	N/A
173.	Continue to work with State and Federal agencies to implement sidewalk and pedestrian planning with transportation projects.	X	X	X	X	X	OG	C	1	N/A
174.	Encourage the planning of all modes of transportation to connect with transit opportunities.	X	X	X	X	X	OG	C	1	N/A
175.	Encourage the extension of the Advanced Traffic Management System (ATMS) to Douglasville and Douglas County.	X	X	X	X	X	OG	A, C	1	N/A
176.	Encourage High Occupancy Vehicle (HOV) lanes to be developed in Douglasville and Douglas County on Interstate 20.	X	X	X	X	X	OG	A, C	1	N/A
177.	Encourage telecommuting efforts between employees and employers, recognizing the future importance of such efforts to reduce congestion and air emissions.	X	X	X	X	X	OG	A, C	1	N/A
178.	Continue maintenance and upgrade of pavement marking, roadway signing, traffic signal timing and coordination, and periodic review of roadway and intersection traffic management.	X	X	X	X	X	OG	C, D	1	N/A
179.	Provide guidance to motorists through						OG	D	1	N/A

	the improvement and upgrade of traffic signs and pavement markings (striping), and develop a program to perform this function on an annual basis.	X	X	X	X	X				
180.	Include safety aspects in transportation project planning, development, and implementation.	X	X	X	X	X	OG	C, D, K	1	N/A
181.	Coordinate with Georgia DOT, ARC, and various state and federal agencies regarding transportation.	X	X	X	X	X	OG	C	1	N/A
182.	Develop coordinated transportation planning in Douglasville that forecasts future needs, identifies and evaluates effective alternatives, and has a thorough knowledge of projects and regulations.	X	X	X	X	X	OG	A, C, Q	1	N/A
183.	Continue to coordinate transportation planning between Douglas County and the City of Douglasville (it is essential because at ARC the Douglas County representative on the Transportation Coordinating Committee (TCC) also represents the City of Douglasville.	X	X	X	X	X	OG	A, C, Q	1	N/A
184.	Coordinate City of Douglasville transportation planning efforts with those of other local governments in the Atlanta Region through the TCC.	X	X	X	X	X	OG	C, Q	1	N/A
185.	Encourage the development of innovative techniques for the planning, design, and financing of needed transportation facilities.	X	X	X	X	X	OG	C, Q	1	N/A
186.	Encourage citizen participation in the transportation planning process.	X	X	X	X	X	OG	A, C, Q	1	N/A

187.	Maintain and improve informed representation on the TCC and regional transportation management systems task forces.	X	X	X	X	X	OG	C, Q	1	N/A
188.	Establish and maintain contact with the Georgia DOT regarding transportation projects and funding, and actively to pursue projects.	X	X	X	X	X	OG	A, C	1	N/A
189.	Review transportation plans with contiguous counties to ensure coordination of transportation planning, improvements and status of various projects.	X	X	X	X	X	OG	C, Q	1	N/A
190.	Ensure through local ordinances, development regulations, and the zoning and plan review process that various access control and circulation policies are adopted and implemented into developments.	X	X	X	X	X	OG	A, B, C, E, F	1	N/A
191.	Encourage developments to plan for access and proper circulation prior to subdivision of land during the initial planning process.	X	X	X	X	X	OG	A, F	1	N/A
192.	Ensure a new development complies with proper planning and engineering principles regarding safety of access and proper street geometry.	X	X	X	X	X	OG	A, F	1	N/A
193.	Review on-street parking and loading throughout the City periodically and insure their proper management.		X		X		OG	F	1	N/A

194.	Review and redefine periodically the parking requirements for different land uses and mixes in order to meet demand, or optimally maximize the use of the land for buffering of adjacent uses, parks, and other conservation measures.		X		X		OG	A, F	1	N/A
195.	Continue to consider the effect of new development on the local transportation system when making land use decisions. Require impact statements for rezoning or new development applications that set forth the anticipated change on the local transportation system.	X	X	X	X	X	OG	A, B, C, F	1, 3	N/A
196.	Continue to require that the acceptance of a street into the City's street system occur only if that street's construction standards meet City street requirements.	X	X	X	X	X	OG	A, F	1	N/A
197.	Develop a plan that would address the SR 92 Relocation Project for the effected communities.	X	X	X	X	X	OG	A, C, Z	1	N/A
198.	Utilize appropriate noise and visual abatement methods, including landscaped beams, trees, shrubbery, and other mechanisms to screen adjacent properties from the effects of traffic such as noise and emissions.	X	X	X	X	X	OG	A, B, C, F	1	N/A
199.	Incorporate the Bicycle and Pedestrian Plan within the Transportation and Thoroughfare Plan.	X	X	X	X	X	OG	A, C, Q	1	N/A
200.	Encourage Georgia DOT consideration of Local/Express lanes for development						OG	A, C, Q	1	N/A

	along I-20.	X	X	X	X	X				
201.	Coordinate zoning, land use regulations, and development ordinances with the Transportation and Thoroughfare Plan to avoid traffic and residential conflicts and to encourage cycling and walking.	X	X	X	X	X	OG	A, B, C, F	1	N/A
202.	Provide for bicycle and pedestrian paths and easements within and adjacent to developments that provide direct and convenient access to major points of destination such as schools, shopping centers, and places of employment.	X	X	X	X	X	OG	A, C	1	N/A
203.	Review traffic flows and congestion on major and minor arterials, and identify needed street improvements projects in order to discourage cut-through traffic problems in residential subdivisions.	X	X	X	X	X	OG	C, F	1	N/A
204.	Discourage strip commercial development along arterials and encourage concentrated nodal commercial development to minimize traffic congestion.	X	X	X	X	X	OG	A, B, C, F	1	N/A
205.	Plan and develop commercial areas to be more efficient and pedestrian friendly and to accommodate bicycle traffic.	X	X	X	X	X	OG	A, B, C, F	1	N/A
206.	Coordinate zoning and other land use regulations with the Transportation and Thoroughfare Plan to provide adequate transportation infrastructure in current and projected industrial areas.	X	X	X	X	X	OG	B, C	1	N/A
207.	Consider access from the arterial road system when planning for government									

	buildings and other public facilities.	X	X	X	X	X	OG	A, C, F	1	N/A
208.	Encourage the Board of Education not to locate public schools on State routes and major arterials where posted speed limits are in excess of 35 mph. (This is imperative in order to maintain traffic control on the arterial street, eliminate the reduction of travel speeds as a result of reduced speed zones in school areas, reduce points of congestion, and protect the safety of pupils, teachers, and the public which patronize schools for educational, athletic events, and recreational purposes.)	X	X	X	X	X	OG	A, C, Q, Z	1	N/A
209.	Coordinate the Comprehensive Plan and the local Transportation and Thoroughfare Plan.	X	X	X	X	X	OG	C	1	N/A
210.	Plan street and other transportation improvements in such a way that land use, environmental, and other impacts become part of the local review process.	X	X	X	X	X	OG	A, B, C, F	1	N/A
211.	Continue to encourage the private sector, through zoning and development regulations, to provide street improvements such as deceleration lanes, left turn lanes, and intersection improvements to separate site-generated traffic from through traffic.	X	X	X	X	X	OG	A, B, C, F	1	N/A
212.	Continue to plan for major access north-south and east-west routes, designed to move through traffic safely and efficiently and to preserve the character of residential streets.	X	X	X	X	X	OG	A, C, F	1	N/A
213.	Identify and reconstruct street offsets and intersections which will make						OG	A, D, F	1	N/A

	connections that facilitate east-west and north-south traffic movement.	X	X	X	X	X				
214.	Seek ways to reduce travel time by improving street and intersection capacity and geometry, timing and coordination of traffic signals and other operational improvements.	X	X	X	X	X	OG	D, F	1	N/A
215.	Coordinate with the Georgia DOT regarding various access control policies, actions and ordinances on State and Federal highways necessary to fulfill Transportation goals.						OG	A, C, D	1	N/A
		X	X	X	X	X				
216.	Consider and include applicable elements of the Comprehensive Plan in future plans and improvements to the City's transportation system.						OG	A, C	1	N/A
					X	X				
217.	Consider alternative funding sources such as private developers, one-percent sales taxes, bond issues, gasoline taxes, and other mechanisms to fund needed and desired transportation projects.						OG	A, C, H, Z	1, 13	N/A
		X	X	X	X	X				
218.	Seek to identify costs of transportation projects, and match funding with phasing and implementation time frames.	X	X	X	X	X	OG	A, C, D, H	1, 13	N/A
219.	Seek to identify new and creative ways to fund and implement transportation projects with local and non-local funds.	X	X	X	X	X	OG	C, H, Z	1, 13	N/A
220.	Budget at the local level on an annual basis for funding various phases of projects, including pre-engineering, right-of-way acquisition, and construction, and seek to match funding with state and federal commitments.									

	X	X	X	X	X	OG	A, C, H, Z	1, 2, 13	N/A
221. Continue to budget annually for maintenance of streets and bridges including signing, pavement markings, asphalt repair, resurfacing, storm drainage improvements, sidewalks, traffic signals, and street lighting.	X	X	X	X	X	OG	A, D, H	1, 2, 13	N/A
222. Conduct public hearings to identify citizen concerns and issues regarding transportation.		X		X		OG	A, C, Z	1	\$1,000 Annually
223. Increase coordination and communication with Senatorial and Congressional offices as to proposed changes in transportation legislation, project opportunities, and the status of funding of projects.	X	X	X	X	X	OG	A, P, Q, Z	1	N/A
224. Encourage regional efforts of transportation communication at the Georgia DOT and ARC.	X	X	X	X	X	OG	A, C, Z	1	N/A
225. Develop a roadside maintenance and improvement program, which will better, maintain and improve the appearance of the roadside.	X	X	X	X	X	OG	A, D, Z	1, 13	N/A
226. Incorporate landscaping plans in all new transportation projects, and coordinate proposed improvements with the Georgia DOT and ARC to encourage improved landscaping of projects on state and federal highways.	X	X	X	X	X	OG	A, C, D	1, 2, 8, 13	N/A
227. Coordinate with utility companies to reduce the unsightly appearance of lines, poles, junction boxes and other structures along streets, and develop ways to mitigate such obtrusiveness.						OG	A, D, F, X	1, 13	N/A

	X	X	X	X	X				
228. Recognize the Transportation Section of this and subsequent comprehensive planning efforts shall form the basis for the development of a transportation plan, and that such a plan will be developed, updated, and implemented.	X	X	X	X	X	OG	A, C	1	N/A
229. Coordinate the transportation plan with the land use section of the Comprehensive Plan.	X	X	X	X	X	OG	C	1	N/A
230. Incorporate various transportation policies stated in previous goals and objectives into City codes, ordinances, development regulations, and the zoning and plan review process.	X	X	X	X	X	OG	A, B, C, D, Q, Z,	1, 13	N/A
231. Encourage the development in the City of alternatives to the private car such as walking, biking, carpooling, and public transportation.	X	X	X	X	X	OG	A, C	1, 6	N/A



**City of Douglasville Transportation Plan
Supplement to
Douglas County Comprehensive Transportation Plan**

Prepared for:



Prepared by:

JACOBS™

November 2008



City of Douglasville Transportation Plan Supplement to Douglas County Comprehensive Transportation Plan

Table of Contents

1. Introduction and Background	1-1
Purpose of Douglasville Transportation Plan	1-1
Relationship to Douglas County Comprehensive Transportation Plan	1-1
Previous Studies Performed by the City of Douglasville	1-2
 2. Transportation Needs in Douglasville and Surrounding Douglas County	 2-1
Roadway Safety and Capacity	2-1
Pedestrian and Bicycle	2-1
Transit/HOV	2-2
 3. Key Challenges	 3-1
Enhancing Safety	3-1
Providing Mobility while Retaining Quality of Life in Downtown Douglasville	3-1
Providing Effective Access to Arbor Place Mall Area	3-2
Providing Alternatives to Single Occupant Automobile Travel	3-3
 4. Project Recommendations by City of Douglasville	 4-1
Description of City Recommended Projects and Implementation Priorities	4-1
City Projects Not Included in Douglas County CTP	4-1
Additional Study of SR 5 / Arbor Place Mall Area Freeway Access	4-2
Results of City of Douglasville Public Meeting	4-3
Table 1 – City of Douglasville – Transportation Project List by Priority	4-4
Figure 1 – City of Douglasville – Recommended Roadway Projects	4-5
Figure 2 – Sidewalk/Bicycle/Multi-Use Path Map	4-6



City of Douglasville Transportation Plan Supplement to Douglas County Comprehensive Transportation Plan

1. Introduction and Background

The Town of Douglasville was established by the Georgia General Assembly on February 25, 1875 and the Georgia Western Railroad was used to define the original town boundaries. The Town has expanded considerably in the past 133 years, resulting in diverse and thriving residential neighborhoods with a strong business community with the historic downtown at its heart.

Today, transportation provides one of the great benefits to life in Douglasville, with I-20 providing a direct link to Atlanta and an effective road network connecting all parts of the City and connecting the City to surrounding communities. Planning for future growth in the City and surrounding areas is key to preserving the high quality of life that is presently enjoyed by residents.

In recent years, growth in traffic has strained the limits of the roadway network in downtown Douglasville and along several important roadway corridors. In addition, commercial activity areas along Hospital Drive, Bill Arp Road, and Douglas Boulevard (including the Arbor Place Mall) have created new centers of commerce with their own transportation challenges.

Purpose of Douglasville Transportation Plan

The purpose of the Douglasville Transportation Plan is to improve the ability for residents of Douglasville and surrounding Douglas County to move within, to/from, and through the City of Douglasville. This plan provides improvements geared towards efficient utilization of existing infrastructure and addition of infrastructure necessary to reduce traffic congestion and provide mobility for all users. The City of Douglasville transportation plan addresses various modes of transportation, including: automobile, bicycle, pedestrian, transit, and high occupancy vehicle (HOV) lanes. The plan supports City goals to provide a high quality of life and an atmosphere supportive of families and quality businesses.

Relationship to Douglas County Comprehensive Transportation Plan

Douglas County has prepared a Comprehensive Transportation Plan using the process defined by the Atlanta Regional Commission to identify regional and county mobility issues and define solutions. This plan includes incorporated and unincorporated Douglas County. The plan provides programs and project recommendations for further development and funding that address traffic flow through, to/from, and within Douglas County. The City of Douglasville was involved in meetings to provide input on plan goals and objectives, as well as to discuss transportation needs and potential solutions. The City and County are in agreement on the plan goals and objectives.

The City has some additional projects that it deems important to provide connectivity within the City that are at a more detailed level than was explored in the Countywide Plan. This supplemental plan provides a list that identifies these projects and provides prioritization of City projects. In addition, the plan identifies a series of projects related to SR 5 and Bright Star Road near I-20 that warrant further study prior to defining a specific project(s) in that area. The City of Douglasville Transportation Plan is provided as a supplement to the Douglas County Comprehensive Transportation Plan, providing details related to key transportation challenges and recommended projects to address those challenges. Several resolutions were passed by the Douglasville City Council addressing coordination between the City and County Plans (see Appendix A).



City of Douglasville Transportation Plan Supplement to Douglas County Comprehensive Transportation Plan

Previous Studies Performed by the City of Douglasville

The Douglasville Transportation Plan provides information on transportation needs, key challenges, and recommended transportation projects based on analysis and project development work that has occurred in the City over the past ten years. The recommended projects were analyzed, evaluated, and discussed with the community as a part of the documented transportation planning efforts that have taken place since 1998. Transportation planning efforts used as reference materials for compiling the current City of Douglasville Transportation Plan recommendations are indicated below and grouped into Transportation Planning, Livable Centers Initiative, and Corridor/Subarea Evaluation.

Transportation Planning

The following references provide information regarding potential improvements based on a citywide assessment of transportation needs:

- City of Douglasville Transportation Study, 2000
- Downtown Douglasville Transportation Study, 1998

Livable Centers Initiative

The City of Douglasville Livable Centers Initiative Study, 2001, provides information on land use and transportation changes to create a livable center in downtown Douglasville. Transportation related recommendations include:

- Supporting regional commuter rail initiatives and providing a station in Downtown Douglasville
- Providing a shuttle bus to support the commuter rail and downtown redevelopment
- Improving the safety of pedestrian crossings of the Norfolk Southern railroad tracks and implementing a grade separated pedestrian crossing in downtown Douglasville
- Providing access management along key corridors and converting streets near the courthouse to two-way operation

Corridor/Subarea Evaluation

The City of Douglasville has prepared several corridor studies and subarea evaluations which have provided more specific guidance regarding congested with high growth areas, including:

- SR 92 Concept Report and Environmental Assessment, draft, 2008
- SR 6 Corridor Study (Draft), 2007
- Prestley Mill Road Corridor Study, 2006
- Chapel Hill Road and Stewart Mill Road Corridor Study, 2005
- Broad Street Downtown Traffic Analysis, 2001
- Arbor Place Mall Transportation Study, 1998



City of Douglasville Transportation Plan Supplement to Douglas County Comprehensive Transportation Plan

2. Transportation Needs in Douglasville and Surrounding Douglas County

The Douglas County Comprehensive Transportation Plan is based on an assessment of transportation needs for the entire County, including the City of Douglasville. The previous corridor studies and subarea evaluations performed by the City identified in the preceding section provide additional detail regarding transportation needs in the City. The primary transportation needs in the City of Douglasville are indicated below.

Roadway Safety and Capacity

Providing effective roadway transportation is important for a successful transportation system, particularly in areas heavily dependent on automobile travel. A summary of the primary roadway safety and capacity needs is provided below.

- Provide roadway capacity for movement of traffic along SR 92 corridor around downtown Douglasville
- Grade separate major north-south travel routes and the Norfolk Southern Railroad
- Provide effective travel routes to/from the Arbor Place Mall activity area
- Provide for effective movement to/from I-20 along Chapel Hill Road and Bill Arp Road (SR 5)
- Provide well marked signalized pedestrian crossings at signalized intersections
- Provide roadway infrastructure to allow effective through traffic flow along major mobility corridors
- Provide roadway connections and access management to reduce traffic loads along major corridors
- Provide intersection operations and corridor signal timing to reduce congestion and enhance safety

Pedestrian and Bicycle

A complete pedestrian network is necessary to provide connections for those who choose to leave their automobiles at home. This includes travelers for work, school, shopping, and recreational trips. A summary of the primary pedestrian and bicycle needs is provided below.

- Provide sidewalks and bicycle facilities for effective access to transit and public facilities
- Link local sidewalk and multiuse trail needs to County and regional Needs through City Pedestrian and Bikeway Plan
- Provide pedestrian access across Norfolk Southern railroad
- Provide pedestrian and bicycle routes for travel to schools, libraries, and parks



City of Douglasville Transportation Plan Supplement to Douglas County Comprehensive Transportation Plan

Transit and High Occupancy Vehicle (HOV) Lanes

Making effective use of transit and HOV opportunities increases transportation mode choice options. Reliance on alternative travel modes is important, as future year travel demands are anticipated to exceed those that can be readily accommodated on the roadway network. A summary of the primary transit and HOV needs in the City is provided below.

- Provide an effective commuter transit program in Douglasville:
 - Regional efforts to provide commuter rail service to downtown Douglasville
 - GRTA Express bus routes
- Provide programs and incentives for use of HOV vehicles:
 - Regional efforts to provide HOV lanes along I-20 , reducing travel times for carpools to from Atlanta
 - Carpool matching services and coordination with business owners to encourage employer base programs

These transportation related needs are consistent with the results of the evaluation of existing and future transportation conditions developed as a part of the Douglas County Comprehensive Transportation Plan.



City of Douglasville Transportation Plan Supplement to Douglas County Comprehensive Transportation Plan

3. Key Challenges

Transportation needs were identified through past studies of current and future conditions within the City of Douglasville, as well as the Douglas County Comprehensive Transportation Plan. Evaluation of these needs suggest areas where improvements are necessary to provide transportation that is free of congestion and supportive of transportation goals and objectives. A summary of key transportation challenges is provided in the paragraphs below.

Enhancing Safety

Providing safe transportation facilities is important to reduce the toll of crash related injuries, fatalities, and property damage. Two key areas in which improvements can provide effective safety improvements include:

- **SR 92 Railroad Grade Separation** – The project to provide a grade separation for traffic traveling along SR 92 was developed long ago as a safety related project. Over the past ten years it has increased in scope from a safety related grade separation to a regional capacity project including improvement of SR 92 in Douglasville, Douglas County, and Paulding County. Ensuring this project moves forward to provide the needed capacity and railroad crossing safety is an important challenge being faced by the City of Douglasville.
- **Congestion Reduction Along Well Traveled Roads** – As roads become more congested, a combination of conditions are present that increase the likelihood of a crash. First, additional throughput along a corridor increases the number of vehicle miles of travel. Thus, the number of crashes related to typical interaction between vehicles increases along the corridor. Second, increased congestion allows less room for lane changing and reacting to potential problem situations. Third, traffic congestion and delay can result in people taking additional risks they would not otherwise take, potentially contributing to higher crash rates.

Providing Mobility while Retaining Quality of Life in Downtown Douglasville

Downtown Douglasville is the heart of the community and efforts to provide additional roadway capacity in this area must be sensitive to their impact on Downtown Businesses and the intrinsic qualities of the historic district. The key to maintaining the high quality of life within this area is by managing the volume of traffic that must use the downtown streets. The recommended SR 92 improvements and western bypass split the traffic currently traveling through the SR 92 corridor reducing travel through downtown Douglasville.

- **SR 92 Improvements** - The ability to travel within and through Douglasville without incurring major delays is important throughout the City. However, the SR 92 corridor stands out above others in the City in regards to the importance of providing capacity while supporting a pedestrian oriented Downtown. This need led to the relocation alignments proposed for the SR 92 Realignment and the sensitivity to the surrounding neighborhoods that has been incorporated in conceptual design work to date.



City of Douglasville Transportation Plan Supplement to Douglas County Comprehensive Transportation Plan

- **Western Bypass/Connector Road** – As a corollary to the SR 92 widening in Douglasville, the need for additional travel capacity west of downtown has been identified to facilitate travel from southern Paulding County to I-20 and the Arbor Place Mall area. The need for this connection was identified in the Douglas County Comprehensive Transportation Plan. The solution in the County plan is a major mobility corridor along Dorris Road connecting to Bright Star Road. This provides many of the benefits of the Western Bypass route identified by the City. However, the Western Bypass provides additional connectivity between the SR 92 corridor and the County proposed Dorris Road corridor.
- **Livable Center Initiative** – The Livable Center initiative study provides a vision of what downtown Douglasville can be, as well as a plan on how to get there. This study provided a vision of the future of Douglasville with implementation of commuter rail service and pedestrian improvements to promote walking in downtown.

Providing Effective Access to Arbor Place Mall Area

The Arbor Place Mall area is an important employment center and a cornerstone of retail activity in Douglasville and Douglas County. Since the Mall development ten years ago, additional retail development has occurred along Douglas Boulevard, Bill Arp Road (SR 5), and Chapel Hill Road. This center of activity has brought with it heavy volumes of traffic, particularly during the PM peak hour and on Saturdays. The Mall is served directly by Douglas Boulevard which extends east and west to Chapel Hill Road and Bill Arp Road (SR 5) and beyond. In addition to serving traffic to/from Arbor Place Mall, these roads are important through routes connecting residential communities to the north and south with I-20.

In order to keep these arterials flowing to serve through traffic and Mall-bound traffic alike requires a multi-tiered approach. Intersections must be operating at peak efficiency in terms of signal timing and lane allocation to make the most of the existing infrastructure. Roadway capacity is needed that matches the travel demand and growth to ensure the delays are minimized. Traffic traveling between I-20 and Arbor Place Mall is balanced between the Chapel Hill Road and SR 5 interchanges. If traffic delays increase significantly at one interchange, significant traffic volumes could shift to the other corridor for Mall access and increase delays along that route, as well. Therefore, maintaining the ability of both these corridors to access I-20 without severe delays is important to prevent overloading one of the corridors. Planned improvements along SR 5, Chapel Hill Road, and Douglas Boulevard will help provide effective access to the Arbor Place Mall area, as well as allowing for arterial through traffic.

- **Bill Arp Road (SR 5) Widening from Kings Highway to I-20** – This project will provide additional capacity along Bill Arp Road (SR 5) connecting the I-20 interchange which is scheduled for reconstruction as a part of the I-20 HOV project.
- **Chapel Hill Road Improvements from Douglas Boulevard to Central Church Road** – This project will provide more efficient utilization of the existing roadway through signal system improvements from Douglas Boulevard to Central Church Road with widening from Stewarts Mill Road to Central Church Road.



City of Douglasville Transportation Plan Supplement to Douglas County Comprehensive Transportation Plan

- **Douglas Boulevard Extension** - This project will extend Douglas Boulevard East from Prestley Mill Road to Midway Road and west from Bright Star Road to Post Road. These extensions of Douglas Boulevard will provide additional east-west connections to arterials parallel to Bill Arp Road (SR 5) and Chapel Hill Road. This will result in fewer vehicles needing to use the congested I-20 interchanges at Bill Arp Road (SR 5) and Chapel Hill Road for access to Arbor Place Mall.

Providing Alternatives to Single Occupant Automobile Traffic

Travel via automobile is the most prevalent form of travel in Douglasville and Douglas County. The land use patterns, development density, and proximity of housing and employment contribute to the high proportion of travel made by automobile. Efforts such as the Downtown Douglasville Livable Centers Initiative (LCI) examine the potential for trip reduction through land use modifications and development of alternative travel modes. Implementation of recommendations contained within that study can help reduce the impact and reliance on single occupant automobiles as a primary travel mode.

In addition to land use modifications, proactively providing alternative mode travel options can reduce the reliance on single occupant automobile travel. Several travel modes (indicated below) are incorporated in regional and local planning efforts. Securing funding for and implementing these transportation systems is a key challenge to be addressed by the City of Douglasville and Douglas County.

- **Express Bus** - GRTA currently operates express busses traveling from Arbor Place Mall to Downtown Atlanta (route 460) and Midtown (route 461). Both routes stop at the Douglas County Multimodal Transportation Center, a 500 space park-and-ride facility located along Dorris Road.
- **HOV System** - GDOTs HOV system plan includes extension of HOV lanes into Douglas County to Bright Star Road. This will be combined with the addition of HOV only interchanges at the Douglas County Multimodal Center (Timber Ridge Road) and Bright Star Road. The HOV system will connect the County Multimodal Center to Timber Ridge Road. These improvements are included in the ARC RTP for year 2020 implementation.
- **Commuter Rail** - Commuter rail extending from Atlanta west through Douglasville is included in the Transit Planning Board's Concept 3 plan (adopted August 2008), which is being included in the update to ARC's Regional Transportation Plan (RTP). Implementation of a commuter rail station in Downtown Douglasville will reestablish the rail history of downtown. The associated ease of access to Atlanta afforded by the commuter rail is likely to encourage transit oriented development, as is indicated in the *City of Douglasville Livable Centers Initiative*.
- **Pedestrian and Bicycle improvements** - The City of Douglasville is a strong proponent of walking and bicycling as an alternative form of transportation. In an effort to provide an effective and connected pedestrian and bicycle network, the City has worked with Douglas County to develop a sidewalk/bicycle multiuse path plan. This plan shows future sidewalk and bicycle path locations. A key challenge to implementing pedestrian and bicycle improvements is securing funding from sources outside the City.



City of Douglasville Transportation Plan Supplement to Douglas County Comprehensive Transportation Plan

4. Projects Recommended by City of Douglasville

The City of Douglasville is committed to meeting the transportation challenges of the future to provide an effective multimodal transportation system for use by its residents and those traveling through the City. The Douglas County Comprehensive Transportation Plan addresses needs on a Countywide basis. Many of the recommendations provided in the plan also address specific transportation issues for the City of Douglasville. However, the City has some additional projects that are important to provide connectivity within the City that are at a more detailed level than was explored in the Countywide Plan. The sections below provide a list of all City recommended projects, listed in order of priority to the City. In addition, projects not included in the Douglas County Comprehensive Transportation Plan are highlighted. Also included is a discussion of the City's recommendation for further study prior to redesignation of the SR 5 corridor or modification of the I-20 at Bill Arp Road (SR 5) freeway access.

Description of City Recommended Projects and Implementation Priorities

The City of Douglasville has worked for several years, across a variety of Citywide and corridor specific studies, to develop a list of projects that will provide effective improvements to the roadway network, facilitating traffic movement. These projects are listed in Table 1 and shown in Figure 1 in order of priority for implementation. As this table and figure show, many of the projects are included in the Douglas County Comprehensive Transportation Plan. In addition, to the roadway projects indicated in Figure 1, the City has recommended a variety of sidewalks and bicycle paths, as shown in Figure 2. The City also supports regional initiatives to provide express bus service from the Arbor Place Mall and the Douglas County Multimodal Transportation Center to Atlanta. In addition, the City supports the regionally recommended commuter rail to serve Downtown Douglasville and other locations in Douglas County, as included in the Transit Planning Board's adopted Concept 3 Plan.

City Projects Not Included in Douglas County Comprehensive Transportation Plan

The Douglas County Comprehensive Plan includes eighteen of the twenty-four City projects, including the top twelve City priority projects. However, the five projects indicated below are important to providing roadway connectivity in the City, reducing traffic volumes on congested County and regional roads.

- Western Bypass/Connector from SR 92 to Bright Star Road (priority 13) - This project provides a direct connection from SR 92 to Bright Star Road via Cave Springs Road, Dorris Road, and South Flat Rock Road with a grade separated crossing of the Norfolk Southern railroad and US 78. The original alignment, along North Flat Rock Road was modified to allow this to serve as a connector between the north-south major mobility corridor along Dorris Road to Bright Star Road and the SR 92 corridor. This connection would facilitate movement between these corridors reducing the need for east-west connections to occur through downtown Douglasville.



City of Douglasville Transportation Plan Supplement to Douglas County Comprehensive Transportation Plan

- Arbor Place Mall Connector to Heritage Valley Drive and Elizabeth Drive (priority 15) – These improvements will create a direct connection between the Arbor Place Mall and Stewarts Mill Road corridor. This project is intended as a future initiative to be performed in conjunction with redevelopment, as the alignment would currently impact residential neighborhoods south of the Mall.
- Douglas Boulevard East Extension from Prestley Mill Road to Midway Road (priority 21) - This connection will provide a direct route from Arbor Place Mall to the SR 92 and Midway Road/South Burnt Hickory Road corridors. This will result in fewer vehicles needing to use the congested I-20 interchanges at Chapel Hill Road and Bill Arp Road (SR 5) for access to the Arbor Place Mall activity area.
- Douglas Boulevard West Extension to Post Road (priority 22) - This connection will provide a direct route from Arbor Place Mall to the Post Road corridor. This will result in fewer vehicles needing to use the congested I-20 interchanges at Chapel Hill Road and Bill Arp Road (SR 5) for access to the Arbor Place Mall activity area.
- Arbor Place Mall Ring Road Improvements (priority 23) – These improvements consist of intersection and operational improvements on private property to be coordinated with the Arbor Place Mall.

Additional Study of SR 5 / Arbor Place Mall Area Freeway Access

An additional project included in the City of Douglasville Transportation Plan, but not included in the Douglas County Comprehensive Transportation Plan is the widening of Bill Arp Road (SR 5) from Kings Highway to I-20. This project will provide needed relief to congestion along this important corridor, allowing Bill Arp Road (SR 5) to continue serving traffic traveling through Douglasville/Douglas County along SR 5, as well as to/from neighborhoods south of the Arbor Place Mall area.

The Douglas County Comprehensive Transportation Plan had instead proposed the following modifications:

- Re-designating Post Road as SR 5, with Bill Arp Road being removed from the state route system or designated as SR 5 Business
- Switching Planned I-20 HOV only access from Bright Start Road to Bill Arp Road
- Moving SOV access from Bill Arp Road to Bright Star Road

This would leave Bill Arp Road as a business route or County/City road with HOV only access to I-20. Post Road would gain the SR 5 route designation. These improvements are intended to shift traffic from the Bill Arp Road corridor to the Post Road and Bright Star corridors. The City is concerned that the shifts may have following potential impacts:

- Increased traffic along Post Road and Bright Star Road corridors
- Increased surface street travel time and delay for traffic to access the Arbor Place Mall area to/from the west



City of Douglasville Transportation Plan Supplement to Douglas County Comprehensive Transportation Plan

- Increased congestion at the I-20 at Chapel Hill Road interchange, as some traffic shifts from the Bill Arp Road at I-20 interchange
- Continued need to widen Bill Arp Road as traffic from communities to the south continues to use the corridor.
- Disruption to businesses in the Arbor Place Mall activity center as additional time is needed to access the area.

The concerns above should be considered in a direct and deliberate manner prior to discussions of project programming and funding with ARC or GDOT. Therefore, the City of Douglasville recommends that in place of a series of specific projects along the SR 5 corridor, a more detailed study to consider the factors indicated above be identified as a plan recommendation.

Results of City of Douglasville Public Meeting

The projects recommended by the City of Douglasville for inclusion in the Douglas County Comprehensive Plan were presented to the public in a meeting held on November 6, 2008. This meeting included a presentation of City recommendations with information on areas of agreement and difference between the City recommended projects and those identified in the Douglas County Comprehensive Transportation Plan. This was followed by a public comment period and an open house session, allowing participants to discuss project recommendations one-on-one with City and County staff. Nineteen participants were recorded on the public meeting sign-in sheet in addition to City and County staff. These participants provided comments that included concerns regarding the conversion of the I-20 at Bill Arp Road interchange to HOV only use. In addition to comments expressed during the meeting, a comment form was distributed to all attendees and one form has been returned with comments. These comments expressed the need for projects to be selected based on an unbiased prioritization, rather than political reasons. They suggested that development should not be allowed unless the infrastructure needed to support the development is planned or constructed. They also indicated that an HOV system, preferably with HOT lanes, should be implemented along I-20 prior to converting interchanges, such as Bill Arp Road, to HOV only.



City of Douglasville Transportation Plan Supplement to Douglas County Comprehensive Transportation Plan

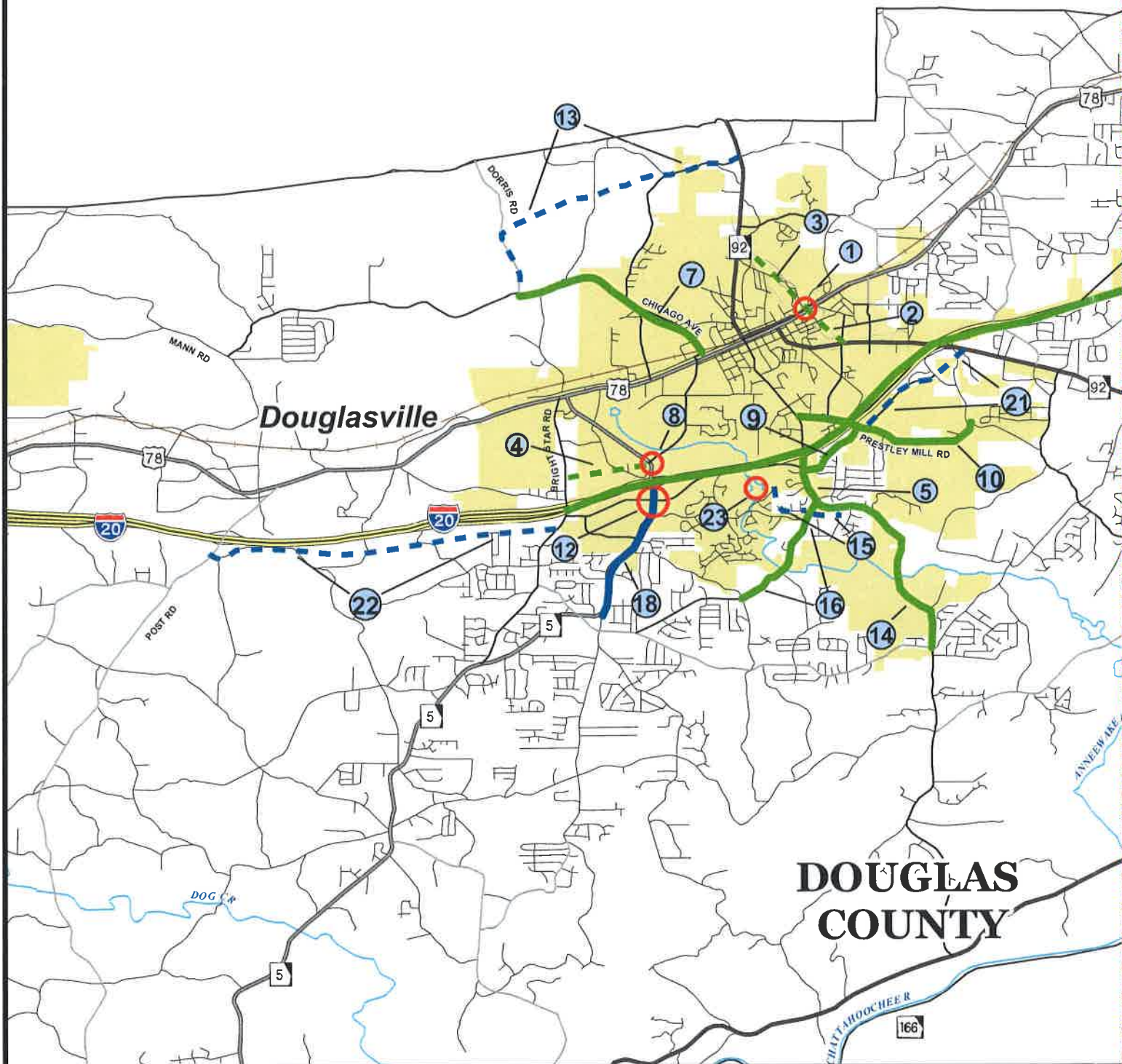
**Table 1
City of Douglasville
Roadway/Intersection Transportation Project List by Priority**

Priority	Project	Type	Existing Lanes	Planned Lanes	Included in Douglas County CTP
1	SR 92 Realignment Phase 1 - Construct bridge under US 78 and Railroad	RR Grade Separation	0	6	Yes
2	SR 92 Realignment Phase 2 - Construct new road from Fairburn Road to US 78	Roadway Capacity	0	6	Yes
3	SR 92 Realignment Phase 3 - Construct new road from US 78 to Dallas Hwy.	Roadway Capacity	0	6	Yes
4	Bright Star Road Connector from Bright Star Road to Bill Arp Road (SR 5)	Roadway Capacity	0	2	Yes - As Committed Project
5	Operational Improvements along Chapel Hill Road from Douglas Blvd. to Central Church Road	Roadway Capacity	2/4	4	Yes
6	Widen Riverside Parkway from Sweetwater Creek to Thornton Road (SR6)	Roadway Capacity	2	4	Yes
7	Widen Chicago Ave. from Cedar Mountain Rd to West Strickland St	Roadway Capacity	2	4	Yes, but not as widening
8	Intersection Alignment SR 5 @ Rose Avenue	Modify Intersection	4	4	Yes
9	Widen Timber Ridge Road from Prestley Mill Road to Chapel Hill Road	Roadway Capacity	2	4	Yes
10	Widen Prestley Mill Road from Campbellton Street to Slater Mill Road	Roadway Capacity	2	3	Yes
11	I-20 HOV Lanes from Thornton Road (SR 6) to Bright Star Road	Freeway HOV	6	8	Yes
12	Improve intersection of Bill Arp Road (SR 5) at Douglas Blvd.	Modify Intersection	4	4	Yes
13	Western Bypass from Dallas Hwy. (SR 92) to Cave Springs Rd to N Flat Rock Rd to S Flat Rock Rd to Bright Star Road	Roadway Capacity	0/2	3	No
14	Widen Chapel Hill Road from Stewarts Mill Road to Central Church Road	Roadway Capacity	2	4	Yes
15	Arbor Place Mall Connector from Mall Ring Road to Heritage Valley Drive to Stewart Mill Road to Elizabeth Drive	Roadway Capacity	0/2	2	No
16	Widen Stewarts Mill Road from Chapel Hill Road to West Stewarts Mill Road	Roadway Capacity	2	4	Yes
17	Improve intersection of Maxham Road at Thornton Road	Modify Intersection	6	6	Yes
18	Widen Bill Arp Rd (SR5) from Kings Hwy. to I-20	Roadway Capacity	4	6	No
19	Widen Blairs Bridge Road from Mt. Vernon Road to Thornton Road and new location to North County Line Road	Roadway Capacity	2	3	Yes
20	Widen Riverside Parkway from Fairburn Road (SR92) to Sweetwater Creek	Roadway Capacity	2	4	Yes
21	Douglas Blvd. east extension from Prestley Mill Road to Midway Road	Roadway Capacity	0	2	No
22	Douglas Blvd. west extension from Bright Star Road to Post Road	Roadway Capacity	0	2	No
23	Mall Ring Road improvements	Modify Intersections	3	3	No

Note: The City of Douglasville is also planning for implementation of sidewalk and multi-use path improvements per the City Bicycle and Pedestrian Plan (See Map in Figure 2).



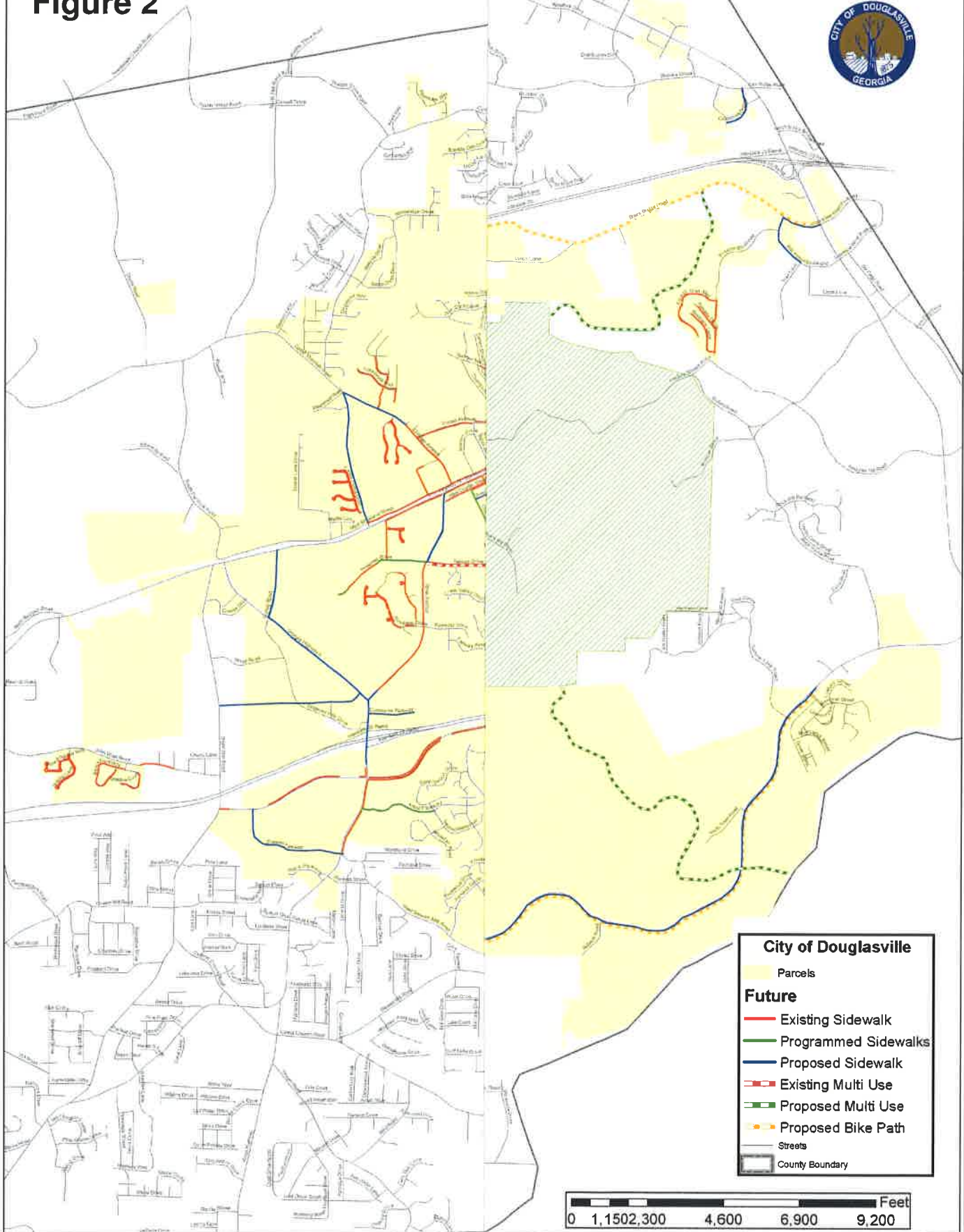
**Figure 1: City of Douglasville
Recommended Roadway Projects**



Sidewalk/Bicycle/Multi-U

Figure 2

City of Douglasville





City of Douglasville Transportation Plan Supplement to Douglas County Comprehensive Transportation Plan

APPENDIX A Douglasville City Council Resolutions

RESOLUTION NUMBER R-08-256

RESOLUTION

WHEREAS, the Douglas County Board of Commissioners authorized its Department of Transportation to prepare a comprehensive transportation plan for the purpose of guiding transportation development and operations in Douglas County over the next 25 years; and

WHEREAS, Douglas County officials invited the municipalities of Douglasville, Villa Rica, and Austell to participate in the process of development of a countywide transportation plan; and

WHEREAS, the City of Douglasville agreed to participate in this process, while pointing out to the Douglas County government that the Douglasville City Council would be the final authority for making decisions concerning transportation planning, development, and operations within the corporate limits of Douglasville; and

WHEREAS, this City government was represented at various public meetings held as a part of this overall process, with this representation being by elected officials and staff members; and

WHEREAS, the City of Douglasville wants to thank all of the citizens who attended one or more of these public meetings and who participated in the planning process; and

WHEREAS, several City government employees have participated in the staff work group sessions with the consultants hired by the Board of Commissioners to collect information and to prepare a proposed comprehensive transportation plan; and

WHEREAS, in the work group sessions the City representatives provided information on what they considered to be the transportation priorities within the Douglasville city limits; and

WHEREAS, on June 10, 2008, City staff representatives met with the County's consultants to receive a briefing, to provide comments on the consultants' recommendations, and to be notified of the public hearing being held at the Douglas County Courthouse on June 26, 2008, where the draft plan would be presented; and

WHEREAS, City Manager Bill Osborne reported the next day in a meeting with Mayor Mickey Thompson, County Commission Chairman Tom Worthan, and County Administrator Eric Linton concerning the fact that these recommendations were being presented in a public hearing before they had been presented to and discussed with the local elected officials; and

WHEREAS, no response was received from the Douglas County government and no briefing was provided for Douglasville City Council in advance of that June 26 public hearing; and

WHEREAS, the City of Douglasville was unable in advance of said public hearing to receive from the County DOT a list of the proposed priorities of the proposed transportation projects; and

WHEREAS, City of Douglasville representatives who attended the June 26 public hearing -- including the Mayor and several members of the City Council -- saw for the first time maps which proposed some major changes in the City's transportation system and saw for the first time a priority list of proposed projects which ignored many transportation needs of this municipality; and

WHEREAS, through adoption of this resolution the City Council is expressing its strong opposition to the current priority list of proposed transportation projects, its strong opposition to this elected body not having had the opportunity to be briefed on the consultants' report before the June 26 meeting, and its strong opposition to the overall current plan as it is applicable to the City of Douglasville; and

WHEREAS, it is distressing that even after that June 26 public meeting, it was difficult for this City government to obtain from the Douglas County Department of Transportation a copy of the priority list of projects which had been on display; and

WHEREAS, it is even more distressing that when you examine this list of priority projects, it appears virtually all projects inside the City of Douglasville -- except for some Interstate 20 interchange projects -- have been given a low priority; and

WHEREAS, the list of projects does not include improvements to Chicago Avenue or Prestley Mill Road and does not include the City's proposed western by-pass or any northern arc; and

WHEREAS, without any consultation with the elected officials of the City of Douglasville, recommendations have been made to close the current I-20 - Georgia Highway 5 interchange to all traffic except for HOV vehicles and to shift all other traffic to a new interchange at I-20 and Bright Star Road, as well as to remove the Georgia Highway 5 designation from the current traffic artery (Bill Arp Road) and place it on Post Road without any apparent regard for the damage this would do to Douglasville businesses along this highway; and

WHEREAS, the Mayor and members of the City Council, along with our staff, stand ready to work with officials of the Douglas

County government and its consultants to try to modify the current draft plan in such a way that this government could be supportive of the plan and not need to take a position in opposition to it.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Mayor and Council of the City of Douglasville that a copy of this resolution be transmitted promptly to each member of the Douglas County Board of Commissioners, the County Administrator, the County DOT Director, and the comprehensive plan's consultants.

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that we request arrangements be made as soon as possible for a presentation to the Mayor and members of the City Council concerning this proposed comprehensive transportation plan, and that this presentation and also a meeting with representatives of the Douglas County Board of Commissioners be held not later than Monday, July 28, 2008.

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that efforts be made by the City of Douglasville and the Douglas County governments to reach an agreement on a countywide comprehensive transportation plan which can be adopted by both governments and which subsequently can be transmitted to the Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT).

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that if by 12:00 noon Thursday, July 31, 2008, it does not appear an agreement between these two governments can be reached, the City Manager is hereby directed to place an item on the agenda of the City Council legislative work session of 7:30 p.m. Thursday, July 31, and the regular voting meeting of the City Council on Monday, August 4, 2008, to provide for a Request for Proposals to be issued to qualified transportation planning firms for the purpose of development of a separate comprehensive transportation plan for the City of Douglasville.

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that if the City Council on August 4, 2008, votes to proceed with development of a City of Douglasville comprehensive transportation plan, at this same meeting the City Council also will consider adoption of a resolution in opposition to any Douglas County Comprehensive Transportation Plan which includes the City of Douglasville.

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that a copy of this resolution be transmitted promptly to the mayor and city clerk of the cities of Villa Rica and Austell.

SO RESOLVED this 7th day of July, 2008.

Mickey Thompson, Mayor

Attest:

City Clerk

DELIVERED TO MAYOR 7-7, 2008 CITY CLERK JS
 RECEIVED FROM MAYOR 7-8, 2008 CITY CLERK JS

RESOLUTION NUMBER R-08-291

RESOLUTION

WHEREAS, the Douglasville City Council on July 7, 2008, adopted a resolution setting forth its concerns with how the Douglas County Department of Transportation appeared to be preparing the Comprehensive Transportation Plan to guide transportation development and operations on a countywide basis over the next 25 years; and

WHEREAS, in that resolution we said "the Mayor and members of the City Council, along with our staff, stand ready to work with officials of the Douglas County government and its consultants to try to modify the current draft plan in such a way that this government could be supportive of the plan and not need to take a position in opposition to it"; and

WHEREAS, in that resolution we resolved that "if by 12:00 noon Thursday, July 31, 2008, it does not appear an agreement between these two governments can be reached, the City Manager is hereby directed to place an item on the agenda of the City Council legislative work session of 7:30 p.m. Thursday, July 31, and the regular voting meeting of the City Council on Monday, August 4, 2008, to provide for a Request for Proposals to be issued to qualified transportation planning firms for the purpose of development of a separate Comprehensive Transportation Plan for the City of Douglasville"; and

WHEREAS, as a result of a July 31 meeting between the Mayor and Commission Chairman, as well as three staff-level meetings held during the month of July -- with the results of these meetings being presented on July 31 to the City Council Transportation Committee -- it appears the City's concerns are being addressed, although a final determination can not be made until a draft copy of the plan and a consolidated list of project priorities have been received and analyzed and until subsequent discussions are held between the two governments; and

WHEREAS, the Douglas County Department of Transportation has assured the City of Douglasville that the list of projects presented at a public hearing on June 26, 2008, has not bearing on the actual prioritization of projects, which is supposed to be received from the County's consultant firm on Monday, August 11; and

WHEREAS, the Douglas County DOT and its consultants have received from the City of Douglasville information on City road projects which had not been included in the list presented at the public hearing on June 26; and

WHEREAS, representatives of both governments have agreed to have further discussions after August 11 to seek to resolve any issues identified by either government after a review of the consultant firm's reports, including individual projects and the sub-area studies; and

WHEREAS, this City Council repeats the statement from its July 7 resolution that while the City of Douglasville agreed a number of months ago to participate in this process of developing a plan, we also pointed out to the County government at that time "that the Douglasville City Council would be the final authority for making decisions concerning transportation planning, development, and operations within the corporate limits of Douglasville."

NOW, THEREFORE, BE IT RESOLVED by the Douglasville Mayor and City Council that we and City government staff members remain involved with the Douglas County Board of Commissioners and the Douglas County Department of Transportation in working on development of the Douglas County Comprehensive Transportation Plan.


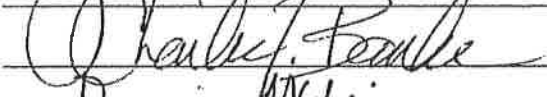
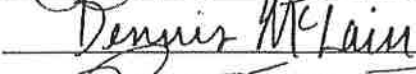
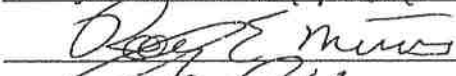
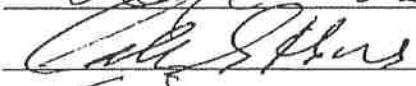
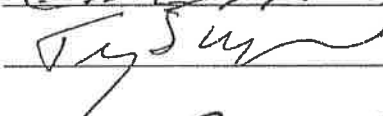
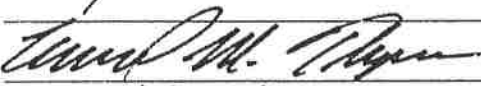
BE IT FURTHER RESOLVED by the Mayor and members of the City Council that we request the Douglas County Board of Commissioners to have delivered to the City Manager's Office as soon as possible after Monday, August 11, a copy of the reports to be received from the consultant firm which has been hired by the County to produce the Comprehensive Transportation Plan, so the City government can review and analyze these documents, including the sub-area studies and the consultant firm's prioritized list of projects.

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that, at an appropriate time in August or September, a presentation be made to the Mayor and members of the City Council concerning this proposed plan and a meeting also be held which includes representatives of the Douglasville City Council and the Douglas County Board of Commissioners.

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that efforts be made by the City of Douglasville and the Douglas County governments to reach an agreement on a countywide Comprehensive Transportation Plan which can be adopted by both governments and which subsequently can be transmitted to the Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT).

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that no further consideration be given to development of a separate Comprehensive Transportation Plan for the City of Douglasville unless it is determined that an overall countywide plan can not be agreed to by both of these local governments, as well as the City of Villa Rica and the City of Austell.

SO RESOLVED this 4th day of August, 2008.








Mickey Thompson, Mayor

Attest:


City Clerk

DELIVERED TO MAYOR 8/4, 2008 CITY CLERK JS
RECEIVED FROM MAYOR 8/6, 2008 CITY CLERK JS

RESOLUTION NUMBER R-08-321

RESOLUTION

WHEREAS, the Douglasville City Council on July 7, 2008, adopted a resolution setting forth its concerns with how the Douglas County Department of Transportation appeared to be preparing the Comprehensive Transportation Plan to guide transportation development and operations on a countywide basis over the next 25 years; and

WHEREAS, in that resolution we said "the Mayor and members of the City Council, along with our staff, stand ready to work with officials of the Douglas County government and its consultants to try to modify the current draft plan in such a way that this government could be supportive of the plan and not need to take a position in opposition to it"; and

WHEREAS, in another resolution adopted by this City Council on August 4, 2008, we pledged to continue to work with the County government and its consultants in an effort to develop an objective, fair, and balanced Comprehensive Transportation Plan for all of Douglas County, including the City of Douglasville; and

WHEREAS, to underscore the City's willingness and desire for a sound Comprehensive Transportation Plan to be developed for all of Douglas County, the City Council decided not to terminate these city-county efforts at the end of July or early in this month; and

WHEREAS, in order to have an analysis of the project selection criteria, the priority order of projects, the findings of the sub-area studies, and the other work products of the consultant firm under contract to the Douglas County Board of Commissioners for preparation of the Comprehensive Transportation Plan, the City Council signed an agreement with the nationally known transportation planning and engineering firm of Jacobs Carter Burgess to conduct these analyses; and

WHEREAS, the analysis work by Jacobs Carter Burgess is underway, using the requested information provided by Douglas County while additional analysis work has been delayed because other requested information has not yet been received; and

WHEREAS, through this resolution the City Council again wants to emphasize the City's approval of and participation in the Comprehensive Transportation Plan now being developed depends on how information to provided Douglas County and its consultants regarding various City projects is considered, with the final decisions being made on an objective basis; and

WHEREAS, based on information provided Jacobs Carter Burgess by the County's consultants, some projects presented by the City of Douglasville are not being considered for inclusion in the plan and some recommendations submitted by this City Council have been rejected without any discussion with this body; and

WHEREAS, in the August 4 resolution adopted by the City Council and presented to the Douglas County Board of Commissioners and the County Department of Transportation (DOT), we requested that a copy of the sub-area studies of geographic areas located wholly or partly within the City of Douglasville be provided as soon as possible after their receipt by the County from the consultants; and

WHEREAS, although the sub-area studies of our downtown area, the Arbor Place Mall area, and the area including part of the City's Tributary community were received by the County DOT almost two weeks ago, neither the City government nor its consultants has been provided with a copy; and

WHEREAS, at the request of Mayor Mickey Thompson, Commission Chairman Tom Worthan agreed to a meeting, which was held earlier today; and

WHEREAS, at this meeting of these two officials, the Mayor presented the City's concerns to the County Commission Chairman and requested his direct involvement in making sure the City's concerns are addressed.

NOW, THEREFORE, BE IT RESOLVED by the Douglasville Mayor and City Council that we, the appropriate City government staff members, and Jacobs Carter Burgess continue to have contact with the Douglas County Board of Commissioners and the County DOT in an effort to develop an objective and fair countywide Comprehensive Transportation Plan.

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that we request the Douglas County Board of Commissioners to direct the County DOT and the consultant firm of Wilbur Smith Associates, Inc., to provide the information being requested on the City's behalf by Jacobs Carter Burgess in order for this firm to be able to carry out the duties assigned by this body.

SO RESOLVED this 15th day of September, 2008.



Ray E. Mims

Carl S. Harris

J. S. M.

Mickey Thompson

Mickey Thompson, Mayor

Attest:

Jeane Stone
City Clerk

Delivered to Mayor 9/15, 2008 City Clerk JS
Received from Mayor 9/16, 2008 City Clerk JS

RESOLUTION NUMBER R-08-351

RESOLUTION

WHEREAS, since July 7, 2008, the Douglasville City Council has adopted and transmitted to the Douglas County Board of Commissioners and to the Douglas County Department of Transportation three different resolutions pertaining to development and approval of a countywide Comprehensive Transportation Plan; and

WHEREAS, the City of Douglasville recognizes the importance of such a plan, both for local guidance in implementing transportation projects in the future and for use by the Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT) in making planning and fund allocation decisions; and

WHEREAS, based on a preliminary review of the draft Douglas County Comprehensive Transportation Plan, the Douglasville City Council believes many aspects of this plan are worthy of support and can be beneficial in the future for the governments of Douglas County and Douglasville in planning for future transportation projects, with this also being true for those portions of Villa Rica and Austell located within Douglas County; and

WHEREAS, there are some parts of the draft plan with which the Douglasville City Council disagrees and believes these proposed transportation projects need to be considered further by both governments before decisions are made which would have major long-term impacts on one or both governments and their citizens; and

WHEREAS, this City Council supports the continuing work by staff representatives of both governments, as well as our respective transportation planning consultants, to reach a tentative agreement on as much of this plan as possible in order for the two governments' elected officials to make their decisions on the proposed comprehensive plan relatively early in November 2008; and

WHEREAS, in accordance with comments made by a representative of ARC during a recent work session involving the two governments' staff representatives and their consultants, this City Council believes one part of the solution which will enable Douglas County and Douglasville to meet a deadline for a report being made to ARC on November 20, 2008, is for the City of Douglasville to have its own Comprehensive Transportation Plan which would be included as an attachment to the countywide plan; and


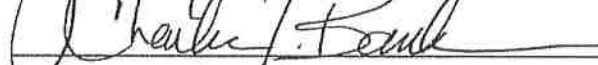
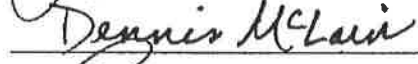



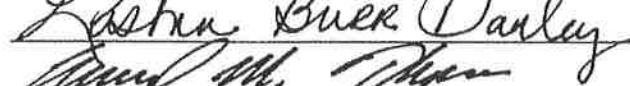
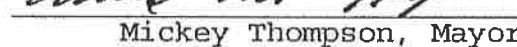
WHEREAS, in order for the City Council and its staff to obtain citizen input on the City's proposed plan and how it would link to the countywide plan, a public hearing needs to be held.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Mayor and Council of the City of Douglasville that a public hearing be scheduled on the City's proposed Comprehensive Transportation Plan for 7:00 p.m. Thursday, November 6, 2008, in the City's Downtown Conference Center.

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that City residents, property owners, and businesses be encouraged to come to this public hearing to receive information and to make comments and suggestions on the City's draft Comprehensive Transportation Plan.

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that the City Manager be directed to take the necessary steps for the City of Douglasville's Comprehensive Transportation Plan to be prepared and submitted to the Atlanta Regional Commission so it can be an attachment to the Comprehensive Transportation Plan prepared by Douglas County.

SO RESOLVED this 20th day of October, 2008.









Mickey Thompson, Mayor

Attest:



City Clerk

DELIVERED TO MAYOR 10/20, 2008 CITY CLERK JS
RECEIVED FROM MAYOR 10/20, 2008 CITY CLERK JS

RESOLUTION NUMBER R-08-368

RESOLUTION

WHEREAS, the Douglas County Board of Commissioners and the Douglas County Department of Transportation are transmitting to the Atlanta Regional Commission a Comprehensive Transportation Plan; and

WHEREAS, the Douglasville City Council in general is pleased with and supportive of this countywide plan, and specifically is pleased with and supportive of the plan's stated goals and objectives; and

WHEREAS, several City of Douglasville staff members participated in work on these goals and objectives; and

WHEREAS, to assist the City in its review of the plan being presented by Douglas County, including an analysis of the basis for project selection and prioritization, the City Council contracted with Jacobs Engineering, Inc.; and

WHEREAS, during the past 4-1/2 months this City Council has adopted four resolutions in which support has been stated regarding the intent of the countywide Comprehensive Transportation Plan and in which objections have been stated regarding a relatively few specific projects; and

WHEREAS, copies of each of these resolutions -- dated July 7, August 4, September 15, and October 20 -- were transmitted to the Douglas County Department of Transportation and the members of the Douglas County Board of Commissioners, with each expressing a need for these two local governments to try to reach an agreement in the areas where the City Council was voicing objections; and

WHEREAS, as a result of those resolutions and meetings involving representatives of the Douglasville and Douglas County governments, most differences have been resolved or have been identified as needing further study on a joint basis; and

WHEREAS, in order to show support in general for the proposed Comprehensive Transportation Plan and in order to specific the proposed projects with which the City Council has expressed disagreement and recommends further study, a decision was made by this body for our staff and Jacobs Engineering to prepare a separate City of Douglasville document which would be attached to the Douglas County plan; and

WHEREAS, based on the most recent meeting of staff representatives from both governments and the two governments' respective consultants, held November 3, agreements were reached concerning

most projects and the remaining projects were identified as needing joint study by these two local governments; and

WHEREAS, the City of Douglasville made it clear to Douglas County that its attachment would include a list of transportation projects which would be ranked in a priority order, and this ranking would not follow Douglas County's priority ranking of projects within the City of Douglasville if this City Council did not agree with the County's listing; and

WHEREAS, in order to enable the public to review and comment on the key components of the City of Douglasville and the Douglas County Comprehensive Transportation Plans, a public information meeting was held at the City's Downtown Conference Center on November 6; and

WHEREAS, comments from that November 6 public information meeting have been taken into consideration during preparation of the City's attachment to the Douglas County Comprehensive Transportation Plan.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Mayor and Council of the City of Douglasville that the document prepared by Jacobs Engineering with the assistance of several City employees be approved as presented at this regular meeting of the City Council, to be identified as the City of Douglasville Comprehensive Transportation Plan and to include the prioritization of specific proposed projects.

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that a copy of this document be transmitted to the Atlanta Regional Commission to be an attachment to the Douglas County Comprehensive Transportation Plan, which is to be presented later to ARC.

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that through this resolution, ARC and Douglas County be notified of the City's approval of the goals and objectives developed as part of the countywide planning process and of their inclusion in both governments' plans.

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that the Douglas County Board of Commissioners be notified through this resolution that the City of Douglasville is ready to begin further study of the transportation projects on which our two governments currently are not in agreement, with the City's representatives in this process to include the Mayor, one or more members of the City Council, the City Manager, the City Planning Director, the City Development Services Director, and the consulting firm of Jacobs Engineering.

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that the Atlanta Regional Commission be commended for permitting the City of Douglasville to attach to the Douglas County Comprehensive Transportation Plan this independently prepared attachment concerning the City of Douglasville Comprehensive Transportation Plan.

BE IT FURTHER RESOLVED by the Mayor and members of the City Council that the Douglas County government be commended for its willingness to work with the City of Douglasville on our related Comprehensive Transportation Plans.

SO RESOLVED this 17th day of November, 2008.

John P. ...
Charles F. ...
Dennis McLain
Ray E. ...
Carol S. ...
...
Lashia B. Dawley
Mickey Thompson
Mickey Thompson, Mayor

Attest:

Jeune Stone
City Clerk

DELIVERED TO MAYOR Nov. 17, 2008 CITY CLERK JS
RECEIVED FROM MAYOR Nov. 18, 2008 CITY CLERK JS

