

**2030**  
**SHARED VISIONS**  
*Planning Smart Choices*  
*Our Comprehensive Planning Process*

**Macon-Bibb County Planning & Zoning Commission**



*Community Agenda*

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December 2006

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*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission

# Macon-Bibb County Comprehensive Plan 2030 **Community Agenda**

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December 2006

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





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# ACKNOWLEDGEMENTS



# Community Agenda

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## Blue Ribbon Steering Committee

To assist in guiding this massive project, early-on the Commission appointed a *Blue Ribbon Steering Committee*. The group was requested to oversee the development of the Visual Preference Survey, assist in establishing a network of people to help distribute and promote it, interpret the tabulated results and formulate recommendations. Due to the nature of this project, it was crucial to appoint individuals who possess a genuine commitment to our community, a thorough knowledge of middle Georgia, and the time and talent needed to make the project a success. The committee's initial work began in May, 2001.

### Membership

- \* Tommy Barnes \*
- \* James F. Carson \*
- \* Eugene Cox Dunwody \*
- \* C. Jack Ellis \*
- \* Daniel P. Fischer \*
- \* Susan Hanberry \*
- \* Samuel F. Hart \*
- \* Doug Hayes \*
- \* Robert G. Lewis, Jr. \*
- \* Tommy C. Olmstead \*
- \* Robert L. Place \*
- \* Anita J. Ponder \*
- \* Jennifer Taylor (Chair) \*
- \* Robert J. Williams \*

## A Community of Stakeholders

### Creating the Vision - Community Wide Participation...

Our stakeholders and partnerships throughout the city and county are massive and the public involvement is extraordinary. Using electronic media and “old fashioned” community meetings, our *Vision for the Future* will be created by Asking, Listening & Learning!

In Building a Community Agenda, our Visioning activities have involved a tremendous network of stakeholders.

- \* Cox Communications \*
- \* City of Macon Government Access Channel 14 \*
  - \* Leadership Macon \*
  - \* Design Review Board \*
  - \* Federated Garden Club \*
- \* Family & Consumer Science Group \*
- \* Brown & Williamson Tobacco Corporation \*
  - \* Kiwanis Club \*
  - \* Wimbish Woods Garden Club \*
  - \* GEICO \*
- \* Bibb County Public Schools \*
- \* Lawrence Drive Baptist Church \*
- \* Porter Ellis Community Center \*
  - \* City/County Employees \*
- \* Anthony Homes Community Center \*
- \* Home Builders Association of Macon \*
- \* Youth Leadership Bibb County, Inc. \*
  - \* Disability Connections \*
  - \* Macon Arts Alliance \*
- \* Middle Georgia Board of Realtors \*
- \* Vineville Neighborhood Association \*
- \* Georgia College & State University \*
- \* Pentecostal Temple Holiness Church \*
  - \* Mercer University \*
  - \* NewTown Macon \*
- \* Kiwanis Club of Macon (Men’s Golden K) \*
  - \* Lundy Chapel Baptist Church \*
- \* United Churches of East Macon (St. Peters Baptist Church) \*
  - \* New Birth Missionary Baptist Church \*
- \* Union Baptist Church (East Macon-Bibb Connection Group) \*
  - \* American Institute of Architects \*
  - \* Golden K Kiwanis Club – (Women’s Club) \*
  - \* Riverside United Methodist Church \*
- \* Greater Allen Chapel African Methodist Episcopal Church \*
  - \* Pleasant Hill Weed & Seed Initiative \*
  - \* Three Oaks Bible Chapel \*
  - \* Wesleyan College \*

## **Macon Area Transportation Study (MATS)** **Citizen Advisory Committee (CAC)**

The purpose of the Citizen Advisory Committee is to provide a broad-based citizen input into the process of transportation planning. Specifically, the CAC advises the MATS Policy Committee of the opinions of individual citizens and citizen groups regarding the adoption of, or changes to the Macon Area Transportation Plan. This committee will involve and/or represent segments of the community affected by transportation plans, programs and projects, as well as those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households.

Recognizing the group's valuable expertise and noteworthy commitment to the community, the CAC was involved every step of the way in building our Comprehensive Plan.

### **MATS Citizens Advisory Committee Membership**

- \* Susan Hanberry, Environmental Rep. , Chair\*
- \* Mary Anne Richardson, Disabled Pop. Rep., Vice Chair \*
  - \* Bob Cleveland, County @ Large \*
  - \* Older Americans Council \*
  - \* Disabled Transp. User \*
  - \* James H. Webb, City Ward 1 \*
    - \* City Ward 2 \*
    - \* City Ward 3 \*
    - \* City Ward 4 \*
  - \*Stella Tsai, City Ward 5 \*
  - \* Bibb Co. Board of Education \*
    - \* County District 1 \*
- \* Anthony E. Cunningham, County District 2 \*
  - \* Tim Thornton, County District 3 \*
    - \* County District 4 \*
  - \* Josh Edmondson, Jones County \*
    - \* Neighborhood Assoc. \*
- \* Lindsay Holiday, League of Women Voters \*
  - \* League of Women Voters \*
- \* Chris Wells, Bike Users/Pedestrian Rep. \*
  - \* Macon Housing Authority \*
    - \* Transit Ridership \*



# INTRODUCTION



**SHARED VISIONS**  
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*When asked if she could  
imagine anything worse  
than losing your eyesight,*

***Helen Keller responded,  
“Yes, losing your vision!”***

## **Introduction**

Mindful of Helen Keller’s wisdom, the Macon-Bibb County Planning and Zoning Commission is pleased to provide the ***Community Agenda*** – our center piece to the Year 2030 Comprehensive Plan. As stated in applicable requirements, the purpose for this document is to lay out a road map for the community’s future. It has been developed through a very public process of involving community leaders and stakeholders in making key decisions about the future of Macon and Bibb County, Georgia. The Community Agenda is the most important part of the plan, for it includes the community’s vision for the future, key issues and opportunities it chooses to address during the planning period, and its implementation program. The Community Agenda is intended to generate local pride and enthusiasm about the future of Macon and Bibb County, thereby making citizens wish to ensure that the plan is implemented.

The first section of the Community Agenda contains the focal point, our Community Vision – all else is merely a facilitator of “The Vision”. The Community Vision is intended to paint a picture of what the community desires to become, providing a complete description of the development patterns to be encouraged. Our vision includes a detailed look at our massive (and award winning) Visual Preference Survey. This public involvement activity not only laid the foundation for capturing the community’s preferences, but also became the guiding structure of our character area format. The process led to the creation of: (1) a general vision statement which establishes the overall goals for the future that we are seeking to achieve; (2) a Future Development Map which delineates boundaries of major character areas throughout the entire county; and (3) specific visions that are suggested for each character area. To encourage the desired results, the planning sectors have been analyzed and appropriate Community Objectives have been established along with responsive plans of action.

The second section of the Community Agenda provides an inventory of the Community Issues and Opportunities that surfaced through the preparation of the Community Assessment. Categorical analysis provided a conduit to developing our responsive policies and implementation measures.

The final section of the Community Agenda sets forth the short term work program and an Implementation Program which outlines the overall strategy for achieving the Community Vision and for addressing each of the Community Issues and Opportunities.



## VISION STATEMENT



# Community Agenda

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**In the year 2030 Macon and Bibb County, Georgia will be a dynamic community encouraging balanced growth with sensitivity to quality of design while ensuring environmental safeguards. We will embrace our diverse population, providing a full range of employment, cultural and economic choices. Our neighborhoods, commerce and mobility will reflect an interconnection that promotes continuity and wise transitions. The foundation and spirit of our public involvement activities will draw strength from unity and a civic-minded approach which inspires, instills and sustains a true stewardship of community.**





# OUR VISUAL PREFERENCE SURVEY



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## Pathway to the Vision



Our *Visual Preference Survey (VPS)* has served to significantly expand citizen involvement within Macon-Bibb County's comprehensive planning process. By asking the public to rate over 150 categorized images, a "collective vision" has been captured and will lead to responsive policies, guidelines and regulations. The results of this massive project have the potential to affect all entities that control development and quality of life in Macon and Bibb County. The community has embraced this process, with participation

that exceeded 1,275 citizens! P & Z completed collecting the data and unveiled the results & recommendations in a highly publicized town hall meeting held at the Douglass Theatre in Downtown Macon. Those in attendance received a full briefing on the report which provides a wealth of guidelines and policies for what has become our character areas: Urban/Downtown, Suburban, and the Rural fringe. Within each area, the study focuses on seven categories: street types/character, development options, pedestrian realm, parks/open space, parking options, signs, and mobility/transportation options.

While the *Visual Preference Survey* concept is a copyrighted planning tool from Belle Meade, New Jersey, the Macon-Bibb County Planning & Zoning Commission designed and launched an innovative campaign to massively promote and administer the program. Basically, the only materials "imported" from the VPS creator were the survey forms and images; all other components for collecting the data were created and coordinated locally. The commission recognized the excellent opportunity to establish, promote and sustain strong citizen involvement; consequently, a VPS logo and theme were locally developed to reflect and demonstrate our approach: "*Shared Visions – Planning Smart Choices*". The versatile and positive message of the slogan has evolved into a recognizable P & Z emblem and is now being used on all of our planning publications. When the public sees the phrase, they immediately think of THEIR local planning commission! Rather than simply coordinating the VPS survey, P & Z seized an opportunity to raise the public's awareness of professional planning. A 53-minute video presentation was locally written and produced not only for the purpose of conducting the survey, but also to educate and promote the importance of comprehensive planning. The video invited the community to roll up their sleeves, get involved and help. The presentation ran six times daily for over a year on a cable TV channel. Individual loaner copies of the presentation were also made available. Along with the television survey, the P & Z staff conducted over thirty (30) VPS sessions throughout the community. The survey was taken to local industry, civic organizations, churches, neighborhood associations, community centers and professional organizations. These meetings not only allowed P & Z to collect the data, but also served as a valuable chance to dialogue with citizens about community disputes and issues of concern. If requests for service were made and needed to be referred to other public sector agencies, P & Z helped coordinate the contact.

The events gave citizens a stronger voice and served to connect them to the overall planning initiatives. In fact, VPS has paved the way for an ongoing network of input and support which has, in turn, led to the development of a series of P & Z newsletters, entitled "*Connections*".

As we administered the survey, P & Z was fortunate to obtain over \$40,000 of in-kind donations from Cox Communications to broadcast a locally produced 30-second public service announcement (entitled: "*Make Your Voice Heard*"). The commercial urged citizens to get involved. P & Z gave the project further identity

and exposure by designing and printing an array of VPS material: Brochures, stationary, postcards, note cards – even the staff's business cards were revised to advertise the project. A “traveling” *Visual Preference* kiosk visited festivals, meetings and events throughout the community. In an effort to bring the message to every citizen, promotional ads were even placed on the sides of public transit buses. A hyperlink to the VPS brochure was floated on the P & Z website. The project was fortunate to receive several feature stories in the print media and cleverly designed ads were periodically published to seek participation.

As the VPS results and policy recommendations were unveiled, we considered the project not finished but rather, just beginning. Our partnership with the community was maintained for use in every step of preparing the new Comprehensive Plan. Since the *Visual Preference Survey* was being used as an initial step in creating the plan, P & Z produced a brief video presentations to render a status report to the citizens. The 10-minute segment ran daily on a local cable TV channel.

Even before the completion of the Comprehensive Plan, the *Visual Preference Survey* was put to good use. For example, the VPS visioning techniques heavily influenced a proposed conceptual makeover of an aged mid-town shopping area (Ingleside Village) that is in severe need of improvements. Using the VPS morphing technology and a series of public meetings, staff dialoged with the merchants and citizens to design improvements that can be viewed long before the first brick is laid. Also, our sign regulations were recently revised using detailed insight provided by VPS. Our bike, corridor and transit studies have been significantly shaped by the options outlined in the survey.

In short, implementation of “*The Vision*” is traveling at a pace, faster and in more rewarding directions than ever imagined possible. The journey has been innovative in design, creative in promotion and packed with communitywide educational value.



Before



After

The Visual Preference Survey included “corridor visioning”. Computer simulations (morphs) were used to transform local roadways and streetscapes. This portion of the survey seemed to be a favorite among participants. The example shown above, illustrates development opportunities for improving Ingleside Village.



## ***Visual Preference Survey Methodology & Demographics***

The Visual Preference Survey™ (VPS) and accompanying questionnaire are a unique planning and urban design tool developed by A. Nelessen Associates, Inc., to help Macon-Bibb County envision and plan for its future. It is a process by which the people who make up this community have become the planners and designers for their future and the future of their unique community.

The Macon-Bibb County VPS was commissioned for and uniquely developed to be applied to the City of Macon and Bibb County. The results provide guidance for the future Comprehensive Plan and redevelopment plans in Bibb County's urban, suburban and rural areas for the next twenty years. It is a critical guiding document, with images that can be directly incorporated into any future zoning recommendations. The VPS is typically the first step in the planning process; it garners public input and participation to make plans both more democratic and market-responsive.

***Successful  
communities  
have one thing  
in common –  
a vision of  
where they  
want to go.***

The recommendations from this survey are generated from a careful analysis of the image results and image content, as well as the experience of hundreds of these surveys in other locations with similar issues. This survey is the culmination of nearly three years of work which was begun in 2000. The VPS was conducted in two versions – a 80 image “short version” and a 160 image “long version”, with images selected to represent existing and potential conditions which could be found in Bibb County's urban, suburban and rural areas, and simulated images based on images of existing conditions. A total of 1279 respondents participated in the Visual Preference Survey. 845 people took the 80 image “short version” while 434 people took the 160 image “long version” survey.

A review of the highest and lowest rated images reveals the types of development and improvement that should be either encouraged or likewise avoided in the City of Macon and Bibb County. Policy recommendations were drawn from an analysis of all image results and the questionnaire and provide a range of options for the future.

The survey results are based on the principle that the higher the numerical rating, the more appropriate its characteristics for urban, suburban and rural areas in Macon and Bibb County, and therefore for Bibb County's future health and prosperity. Conversely, the more negative an image, the more damaging its characteristics for future prosperity.

Negative and inappropriate image characteristics inevitably reduce the potential economic value and quality of life of the places they depict. The negative images show the opportunity and direction for major redevelopment, including condemnation and rebuilding. The more negative the image value, the greater the need and potential for redevelopment. Positive images help provide the vision for future development.

Ideally, the entire perceptual experience of all areas of Macon and Bibb County should be positive, that is, as you walk or drive through the County the total experience should be rated above +1 to be considered a successful place. Spaces that engender values between -1 and +1 should be avoided as they represent the middle ground compromise and places of mediocre quality. No negative images should be allowed to remain, or be built in the future, if a municipality wishes to achieve the goal of improved quality of life and economic vitality.

Responses from the Visual Preference Survey™ and community questionnaire provide an understanding of what the community envisions as appropriate for their future. These images should guide the direction of future Master Plans or Redevelopment Plans. They are recommended as illustrations for the goals and objectives of various plans, as examples of potential development options and recommendations, but most importantly can be used to prepare specific engineering, design and construction documents and can be used as illustration in a zoning ordinance.

It is critical to remember that the downtown of Macon has the existing infrastructure and therefore the most potential to absorb new growth. If areas in the downtown are given a negative rating, there is less market appeal and the downward spiral of deterioration and marginalization will likely continue.

To reverse this trend, the positive or potentially positive types of spaces should be created and marketed. This is critical to the future of the Downtown. It is also critical that zoning encourage growth in a traditional downtown pattern with mixed-use buildings with a focus on housing. Many of the simulated mixed-use images in the survey rated highly, an indication that this type of development is desirable.





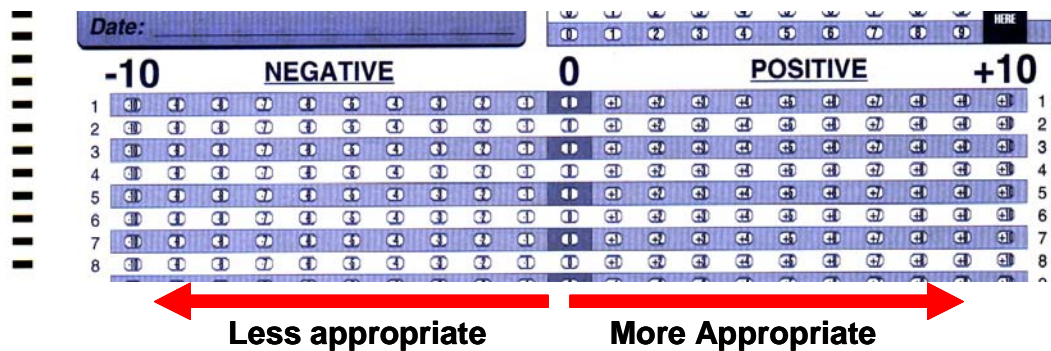
*Negative images have the greatest potential value.*

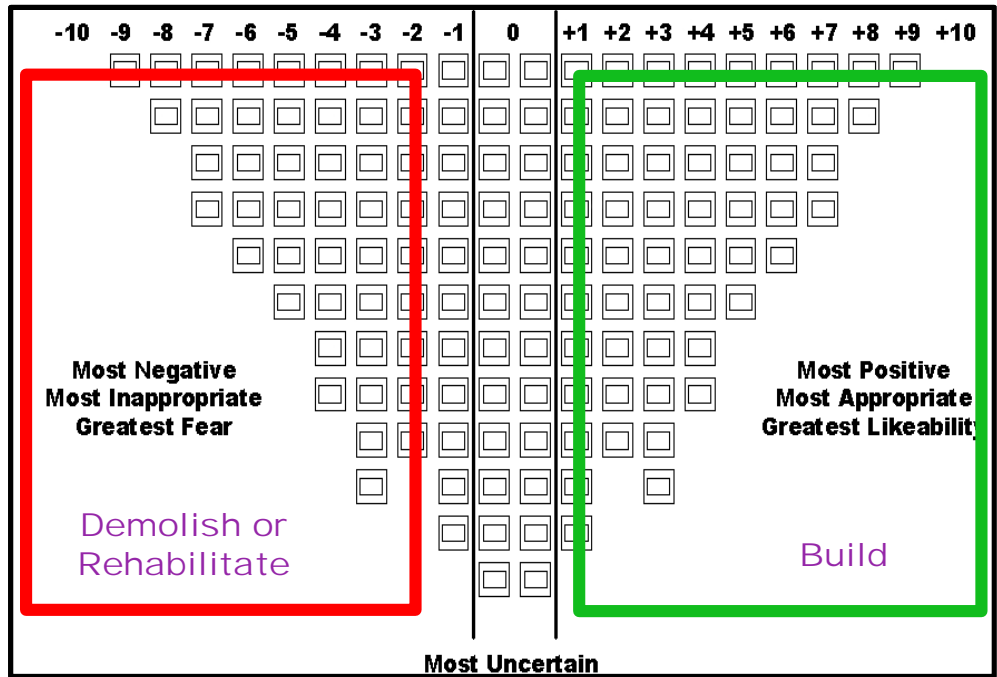
The intensity of negative or positive reactions to the various images provides direction for future planning, zoning, development, and redevelopment. Images which received the highest positive ratings in a single category were reviewed and awarded the highest priority.

*Positive images have the greatest market value.*

Images were evaluated using two values, the mean (average) value of an image and the standard deviation, a measure of the range of opinion values. The mean and standard deviation of each image is found in the black box in the upper left corner of each image. Images which appeared in both the long and short versions of the VPS have the individual scores separated from the overall score as well. The lower the standard deviation from the mean, the greater the agreement between participants as to value of the image. Images with high values and low standard deviation provide clear direction for the future. The most critical and problematic are images with values that fall between the -1 and +1 value. Typically these are the most mediocre and compromised places.

Each image was rated from between +10 to -10 based on the question, "How appropriate or inappropriate is the image you are seeing for urban, suburban or rural areas of Macon and Bibb County?"





**Images can be divided into three main categories:**

Category One: Values ranging from +2 to +10  
 Positive images indicate places that people think are the most appropriate and desirable. The greater the positive value given to an image the more appropriate for Macon and Bibb County. Implementation of the positive images will enhance the marketability and desirability of Macon and Bibb County. Elements in this category should be included in a Master Plan and zoning code.

Category Two: Values ranging from -1 to +1  
 This category represents the most mediocre of results. The typical response is that this is: “as good as we can expect” or “better than what was there”. Images in this category can go positive or negative depending on how much attention is given to them.

Category Three: Values below -1  
 Negative images create a feeling of depression and lack of hope. They also provide the greatest opportunity for increases in value. If the places they represent are appropriately redeveloped, as shown in the positive images, significant changes in the character of both Macon and Bibb County will occur.

The images in a Visual Preference Survey are selected to illustrate conceptual ideas. The images are not selected as representations of specific proposals for specific places. The Visual Preference Survey is created to help participants image what may be possible rather than to raise false expectations within a community.

The survey images used in the Macon – Bibb County VPS represent three potential development areas – Downtown Urban Areas, Neighborhood Areas and Rural/Suburban Areas. Each of these development options have been divided in the seven categories below.

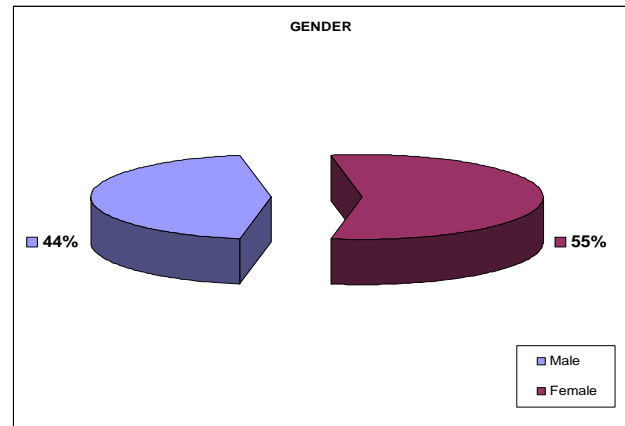
The **seven categories** include:

- **Street Types & Character**
- **Development Options –**  
*(Retail, Offices, Civic, Industrial-Manufacturing Residential)*
- **Pedestrian Realm**
- **Parks & Open Space**
- **Parking Options**
- **Signs**
- **Mobility & Transportation Options**

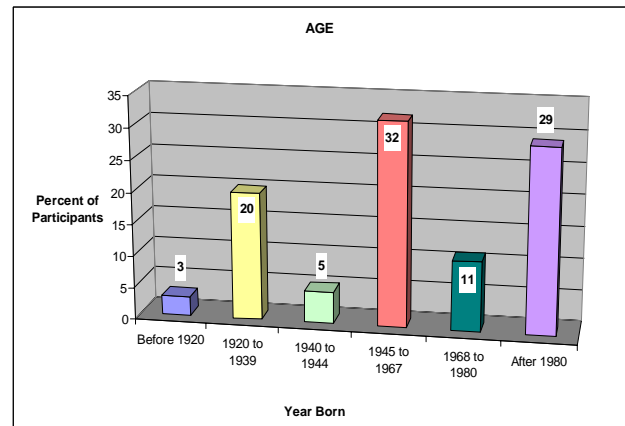
Testing and evaluating all the images in each of these inter-related categories provides for a more specific set of recommendations.

## Demographic Profile

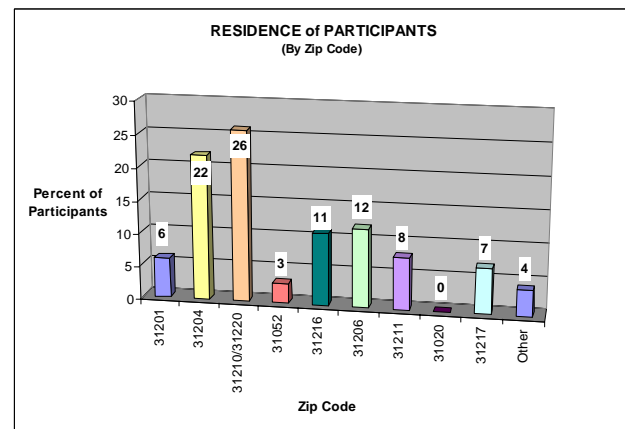
Of the 1279 people who participated in the Macon-Bibb County Visual Preference Survey, a slight majority at 56% were female, while 44% were male.



The distribution of age was fairly large in the Macon-Bibb County VPS. The largest group of VPS participants at 32%, were born between 1945 and 1967, making the Baby Boom generation the largest contributor to the survey. The second largest group at 29% were born after 1980 while the third largest group at 20% were born between 1920 and 1939.



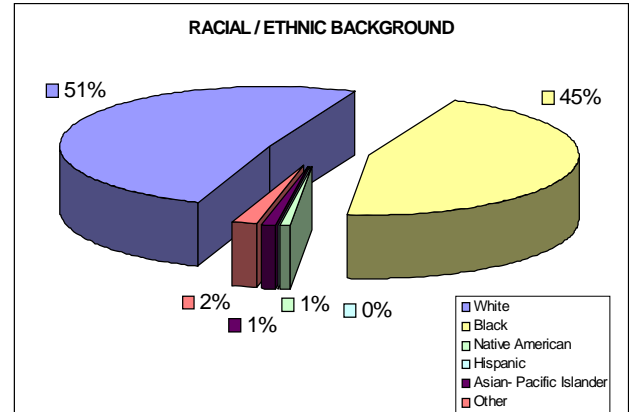
The geographic distribution of where participants live within Bibb County was also fairly spread out. The largest group of participants in the VPS at 26%, were from either the 31210 or 31220 Zip Codes. 22% of participants were from the 31204 Zip Code, 12% were from the 31206 Zip Code, while 11% were from the 31216 Zip Code. 24% were from other Zip Codes around Bibb County while only 4% were from areas not identified on the survey.



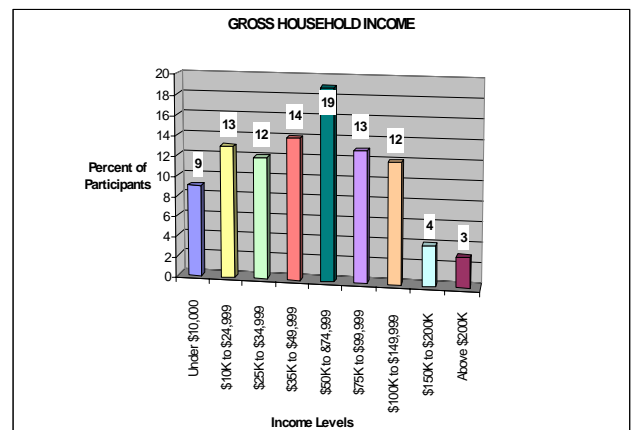


## Demographic Profile

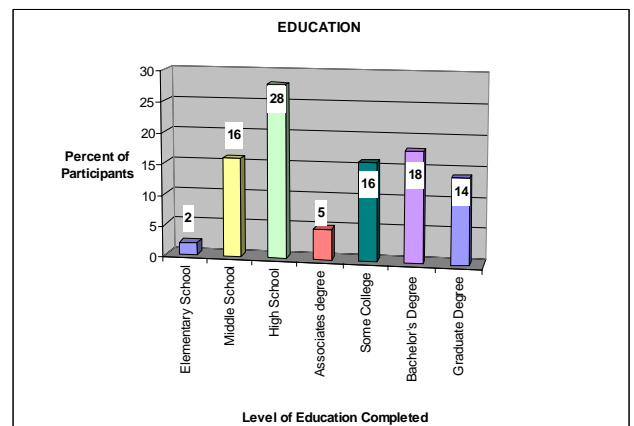
The distribution of ethnicity in the VPS followed the ethnic distribution of Macon and Bibb County in the 2000 Census. Whites made up a slight majority of the VPS at 51%. Blacks made up 45% of the VPS, while 4% of the survey was made up of American Indian, Asian, or Other ethnicities. Hispanics are the only ethnic group not represented in the survey.



The distribution of income in the VPS was well spread out. The largest group of VPS participants at 19%, were from households with incomes between \$50,000 and \$74,999. Participants with incomes of \$35,000 to \$49,999 made up 14% of the survey while incomes of \$75,000 and \$99,999 and 10,000 to \$24,999 were 13%. Incomes of \$25,000 to \$34,999 and \$100,000 to \$149,999 were both 12% of the survey. Only 9% of the survey has income below \$10,000.



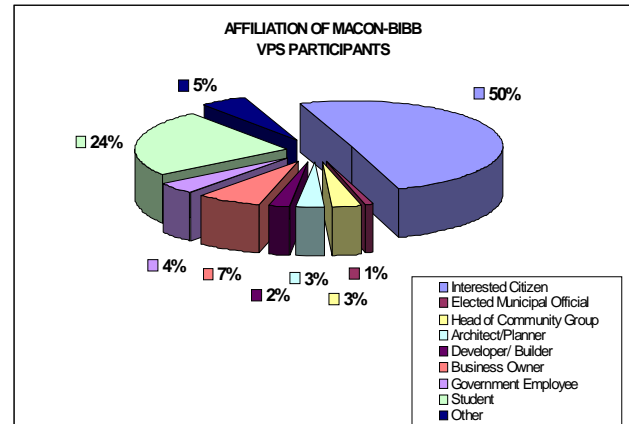
The largest group in the VPS at 28% have completed high school. 32% of the participants in the survey have either a bachelors degree or graduate degree. Participants who have either completed some college or have earned an associates or technical degree made up 21% of the survey. While 16% of participants have completed middle or junior high school, only 2% of participants have not advanced in school beyond elementary school.



## Demographic Profile

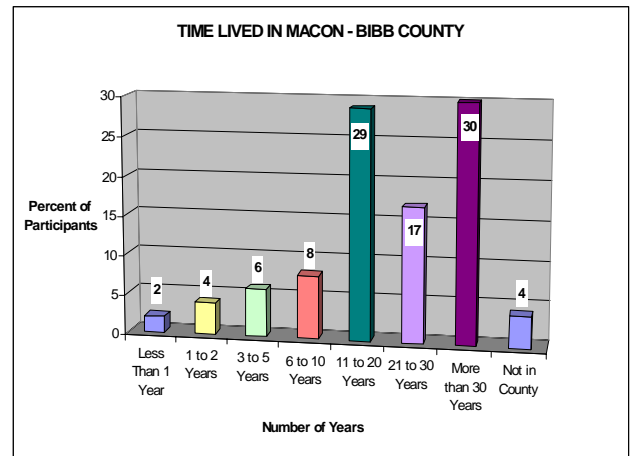
Of the 1,279 people who participated in the Macon-Bibb County Visual Preference Survey, 50% identified as “interested citizen” while 24% identified as “student”, the future generation that will inherit the plan.

Participants working in the “retail/service” sector made up 28% of the survey. While 15% work in a field not listed in the survey, 15% were unemployed at the time of the survey. Professionals made up 14% of the survey while those in government and education made up 11% and 10% of the survey, respectively.



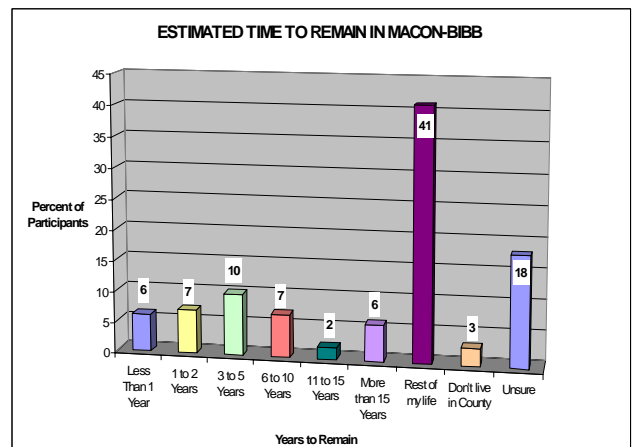
Participants in the VPS who have lived in Bibb County for over 30 years made up the largest group at 30%. At 29%, participants living in Bibb County for 11 to 20 years made up the second largest group while at 17%, those who have lived in Bibb County for 21 to 30 years made up the third largest group.

As the single most important reason for residing in Bibb County, 64% of participants indicated having family located in the area.



While the largest group in the VPS have lived in the county for more than 30 years, by far the largest group at 41% intends to live in Bibb County for the rest of their lives. 18% are unsure how much longer they will live in the county while 10% intend to live in Bibb County for 3 to 5 more years.

While 77% of participants currently live in single family houses, 52% would prefer to live in single family houses in 10 years while 14% would prefer to live in a condominium.



# CHARACTER AREAS of BIBB COUNTY GEORGIA



## Community Agenda

**SHARED VISIONS**  
*Planning Smart Choices*

*Our Comprehensive Planning Process*  
Macon-Bibb County Planning and Zoning Commission

**SHARED VISIONS**  
*Planning Smart Choices*

*Our Comprehensive Planning Process*  
Macon-Bibb County Planning and Zoning Commission

**SHARED VISIONS**  
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## ***Community Character Areas***

Character Areas are geographic planning sub-areas of a community that share similar characteristics such as development patterns or development histories. They also are used to guide desired development patterns and policies that are based on a community vision. The character areas indicated on the character area map were developed as a result of the Visual Preference Survey that was the beginning of the community's comprehensive planning effort. The Survey was launched in 2001 in an effort to create a community vision based on the ranking of more than 150 images of commercial, residential, and street scenes. In addition a companion 12 page written survey form was used to inventory demographics of the participants as well as attitudinal issues concerning policy preferences.

The proposed community character areas are:

- Urban / Downtown
- Suburban
- Rural
- With County Floodplain also displayed

### ***Urban/Downtown Macon Character Area***

The Urban / Downtown character area represents the traditional urban center and surrounding areas that include historic districts as well older traditional neighborhoods. Development in this area, for the most part, took place prior to 1950 and exhibits a denser development pattern with smaller lots and grid pattern street systems. Commercial areas are generally of a smaller scale serving mainly neighborhood needs. The urban core or central business district is the historic retail/service center that has experienced several changes over the years. While it is no longer the retail center for the community it serves as the service core and government center with support retail and entertainment facilities.



### ***Suburban Character Area***

The Suburban character area encompasses sections in the community that have generally developed since 1950 during the post war housing boom. These areas are characterized by development patterns oriented for the automobile with wide streets to accommodate vehicular traffic and less dense development patterns. Commercial areas are characterized by strip development oriented for the automobile. These types of developments usually serve a community sized market and in some case a regional market.

### ***Rural Character Area***

The rural character area is comprised of sections of the county that have experienced little development pressure and where development has occurred, a rural character has been maintained. These areas are characterized by low densities, large properties, and fewer road networks. The commercial areas that exist in these areas serve a smaller market mainly for the convenience of residents in the area. Many of the community's industrial properties are located within the rural character area.

### ***Floodplain***

The floodplains, while shown as a character area, do not support development and are maintained as natural areas for the most part. Some industrial users such as clay mining and timbering occur in these areas but it is anticipated that these areas will remain undeveloped.





## Community Character Area Visioning Using Computer Simulations

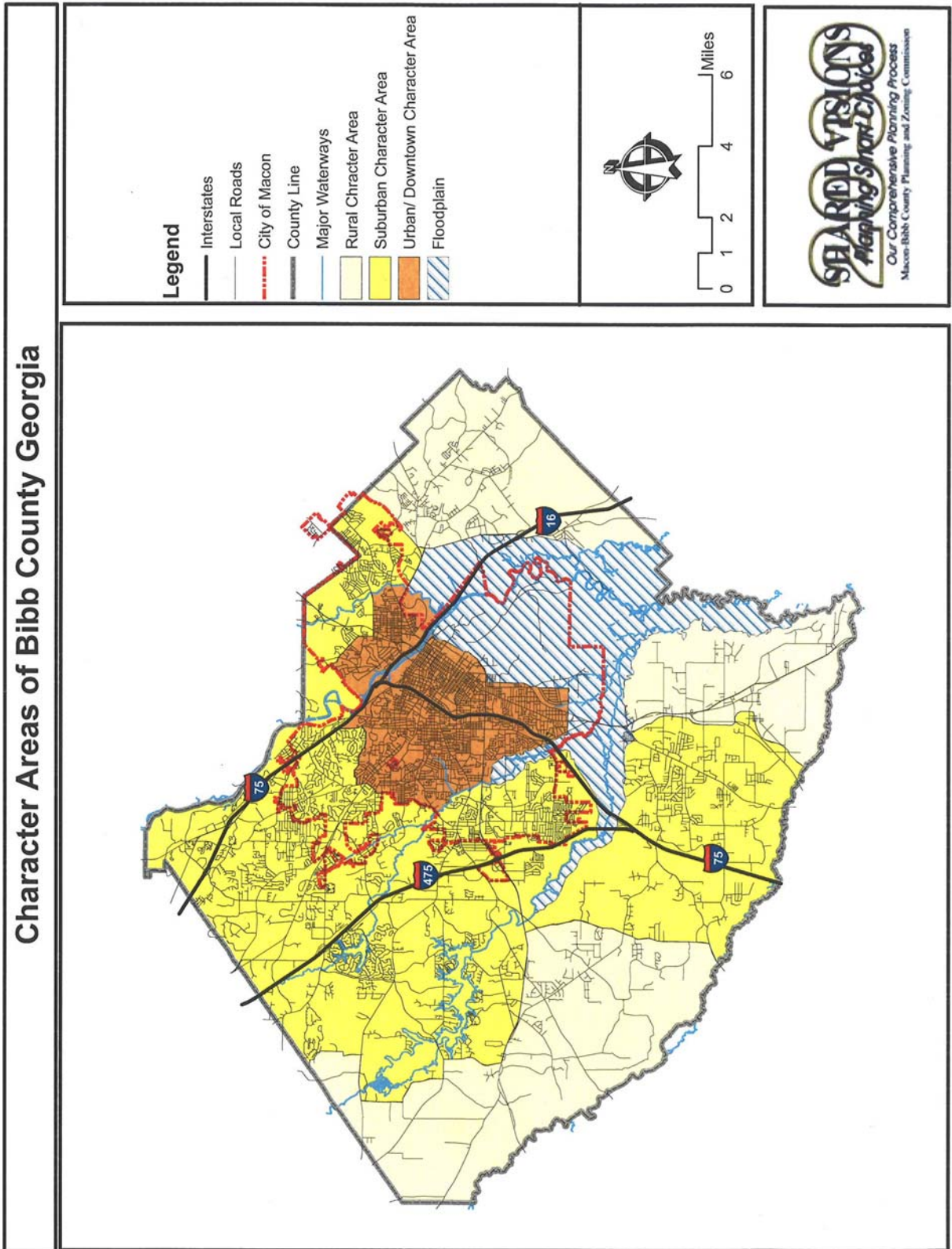
As earlier mentioned, our Visual Preference Survey included “corridor visioning”. Computer simulations (morphs) were used to transform local roadways and street-scapes. This portion of the survey seemed to be a favorite among participants.

*Here are some examples of our computer “morphs”:*





Figure 1



## Community Character Areas Specific Land Uses to be Allowed

Macon-Bibb County, working cooperatively through the Macon Area Transportation Study (MATS) process, undertook a major update to the Transportation Plan for Macon-Bibb County and the southern portion of Jones County. Traditional planning theory dictates that transportation planning and land-use planning should work in tandem. Therefore the Land Use Plan was updated in association with the Long Range Transportation Plan.

While previous plans had substantial public input, this plan update has benefited from a significantly improved public participation process via the Macon-Bibb County Visual Preference Survey (VPS) which in essence represents the collective vision and voice of the community. The VPS asked nearly 1,300 persons from every cross section of the community a series of questions and presented images of development options that existed and some that could exist in the future. The county was dissected into three distinct regions; Downtown, Neighborhoods, and Rural/Suburban Areas. In each region, the study focused on seven subcategories: street type/character, development options, pedestrian realm, parks/open space, parking options, signs, and mobility/transportation options. Participants were asked to rate images that represented options in each subcategory and rate how appropriate each option was in relation to each region. If a person thought the image was appropriate for the community it would be given a positive rating that ranged from +1 to +10. If a person thought the image was inappropriate for the community it would be given a negative rating that ranged from -1 to -10. The findings were then compiled and analyzed and policy recommendations were developed in the *2030 Vision and Action Plan*. Many of these findings and recommendations were then used in the development of the land use policies in this Land Use Plan update.





## **Purpose of the Land Use Plan**

The land use plan is used as a guide to promote, facilitate, and direct orderly growth and change. It aggregates the spatial relationship of the land uses of the community and provides the basis for rezonings and other land use decisions made by community officials.

The land use plan cannot fully dictate how growth will take place, but must work with the economics of the marketplace. It tries to anticipate where growth will occur based on current land use trends and projections of population, housing needs, and employment. The plan must recognize, however, that the market place is dynamic and therefore cannot be created and then etched into stone. A static land use plan cannot work effectively in the real world that is dynamic and constantly changing.

Decisions made within the framework of the land use plan do have an impact upon the marketplace and affect the economy and well being of the community. The difficulty in arriving at a future land use plan is how to balance the economic forces of the marketplace with the overall well being of the community. Arriving at a consensus and achieving the proper tradeoffs is often a very difficult and controversial process.

The land use plan does attempt to provide stability and a direction for growth and change. At the same time, the plan utilizes the community's resources, such as streets, highways, water and sewer facilities to community's best advantage. The plan is a focal point from which a discussion on land use decisions can begin. It provides the basic rationale for how the community sees itself growing and tries to minimize the negative impacts of one type of land use upon another.



## Land Use Classification

### Standard Classification System

In order to facilitate the development of a state and regional land use database, land use categories used in local plans must be consistent with the standard land use classification system established by the Georgia Department of Community Affairs (DCA). More detailed categories used by local governments must be subcategories that can be grouped into one of the state mandated categories established by DCA.

### Character Areas - Specific Land Use Categories

The specific recommendations regarding how land is anticipated to be used are governed by land use categories. There are eight standard land use categories that are mandated by the Georgia Department of Community Affairs to meet minimum planning requirements. In most cases the land use categories in this plan will provide more detail and go beyond the minimum standards. Several of the land use categories will also be augmented with suggested VPS definitions/regulations. Within each of the following categories, a description of the land use is provided along with a listing of Character Areas that are deemed suitable for such development.

#### Residential

Residential use of land is usually the most extensive use of land in a community. Residential areas must be designed to accommodate basic human and social functions. Therefore, great care and thought

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**DCA Land Use Mandate**

*The predominant use of land within the residential category is for single-family and multi-family dwelling units.*

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must go into the land use plan for these areas of the community. To achieve this end, this land use category was subdivided into the following subcategories: Rural Residential, Suburban Residential, and Urban Residential.

**Rural Residential.** This district is meant to preserve the rural character of outlying areas of Bibb County. Homes on large lot subdivisions and agricultural/forestry uses are expected in this district. Public sewer is not anticipated in much of this district. According to the VPS, large lot single family detached homes with one unit per acre are the preferred option in this district. Minor agricultural



Source: Macon-Bibb County VPS Results and Recommendations

cultivation is also expected in this category. *Appropriate for use in Rural Character Area.*

**Suburban Residential.** This subcategory predominantly promotes single family detached dwellings in subdivision settings with higher density single family attached or multi-family developments at appropriate locations. Mixed use developments that are predominantly single family in nature but may include attached or multi-family dwellings are also anticipated in this district.

The following images are examples of housing types and development patterns that were found to be appropriate in this district. The VPS results indicated that smaller single family lots that are 1/4 to



Source: Macon-Bibb County VPS Results and Recommendations

3/4 acres in size would be appropriate. Other appropriate housing types are townhouse, condominiums, apartments and senior citizen housing. It is important to note that the smaller lot developments, cluster developments, and attached/multi-family developments should incorporate substantial park or open space.



Where appropriate, mixed use developments which contain small scale commercial or office in addition to residential uses may be allowed. Small scale office developments may be located at appropriate locations to serve a small market area in nearby neighborhoods. The image to the right illustrates the general type of mixed use development that may be acceptable in this classification. This development includes a mixed center having a more traditional architectural character. It has sidewalks, diagonal parking and an outdoor café. Building heights vary from one to two and one half stories with emphasis on full roofs, more like a small village center.



Source: Macon-Bibb County VPS Results and Recommendations

Appropriate for use in Suburban Character Area and Rural Character Area.

**Urban Residential.** Traditional urban neighborhoods may contain such residential uses as single family houses, single family attached and multi-family developments along with nearby small scaled neighborhood convenience retail and services that are intended to serve the need of the immediately surrounding neighborhood. The images below were positively rated from the VPS in the urban residential category.



Source: Macon-Bibb County VPS Results and Recommendations

The images represent visually attractive development characteristics with integrated features including two to three story masonry buildings, ground floors raised above grade, pedestrian realm amenities including a semi-public edge between the sidewalk and the front yard, narrow setbacks, no garages on the front façade, (parking in rear or off and alley), defined individual entrances, on street parking and street trees. Developments higher in density than in rural or suburban subcategories should be expected in this classification.

Office conversions in single family residences may be suitable along major thoroughfares where appropriate in this classification. Scale, compatibility and protection of residential and historic properties are keys issues in the appropriateness of use. [Appropriate for use in Urban/Downtown Character Area, Suburban Character Area and Rural Character Area.](#)

## Commercial

The commercial category was subdivided into four categories: office, community commercial, regional commercial, and the central business district (CBD). Subdividing commercial uses in these categories helps to better offer a more adequate fit of the proposed commercial use with the surrounding community.

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### DCA Land Use Mandate

*This category is for land dedicated to non-industrial business uses, including retail sales, office, service and entertainment facilities, organized into general categories of intensities. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building.*

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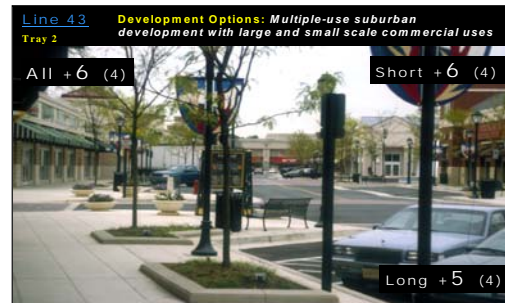
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**Office.** Various types of professional, corporate and administrative office establishments including stand alone offices, multi-tenant establishments and office supply stores are appropriate in this classification. This district may also include office/warehouse or service centers were deemed appropriate. [Appropriate for use in Urban/Downtown Character Area, Suburban Character Area and Rural Character Area.](#)

**Community Commercial.** Retail sales, office and service uses with the largest establishments being less than 100,000 square feet of floor area, and whose market is primarily community oriented are expected in this classification. [Appropriate for use in Urban/Downtown Character](#)

**Regional Commercial.** This classification includes retail sales, office and service uses that support commercial establishments of over 100,000 square feet of floor whose market is predominantly regional in nature. Uses are to be located on highways and major thoroughfares.

The image to the right is a highly rated example of desirable development in this category. The example image is a new prototype shopping center that models itself after a traditional main street that incorporated three large magnet retailers including a multiplex cinema and two “big boxes” at either end. The main street has wide sidewalks, street furniture, street trees and diagonal parking. The high rating on this image suggests this is the right form of commercial development for Macon-Bibb County. [Appropriate for use in Urban/Downtown Character Area, Suburban Character Area and Rural Character Area.](#)



Source: Macon-Bibb County VPS Results & Recommendations

**Central Business District.** A variety of traditional uses are to be expected in the downtown area. Uses include a mix of residential, commercial, and light industrial that are compatible and appropriately scaled to encourage the continued pedestrian nature and ambiance of the downtown area. In addition, the VPS indicated that downtown commercial development should include the following characteristics:

- Buildings built up to the sidewalk edge
- Infill mixed-use buildings
- Retail frontage with large display windows
- pedestrian shelter in the form of continuous awnings
- 3 to 6 story heights
- 40 to 60 percent façade is transparent
- articulated cornice lines



The images below are examples of development that is appropriate for the downtown area.



Source: Macon-Bibb County VPS Results and Recommendations

Appropriate for use in Urban/Downtown Character Area.

**Industrial**

This category encourages land use activities and development ranging from light to heavy manufacturing along with wholesale and warehouse operations. Light manufacturing does not generally require extensive loading and unloading of goods or outside storage. Normally the effects of the industrial operation are not detectable beyond the boundaries of the property. Heavy manufacturing will contain most of the fabrication, processing, storage and assembly operations in the community. Areas designated for heavy manufacturing may generate noise, odors, and smoke that are detectable beyond the boundaries of the property. An office/warehouse center with limited retail is also appropriate in this district. [Appropriate for use in Urban/Downtown Character and Rural Character Area.](#)

**DCA Land Use Mandate**

*This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities, or other similar uses, organized into general categories of intensity.*

**Public/ Institutional**

The institutional category used here includes properties classified as public and quasi-public uses, such as government buildings, places of worship, cemeteries, schools, fraternal organizations and museums. [Appropriate for use in Urban/Downtown Character Area, Suburban Character Area and Rural Character Area.](#)

**DCA Land Use Mandate**

*This category includes certain state, federal or local government uses, and institutional land uses. Government uses include city halls and government building complexes, police and fire stations, libraries, prisons, post offices, schools, military installations, etc. Examples of institutional land uses include colleges, churches, cemeteries, hospitals, etc. Facilities that are publicly owned, but would be classified more accurately in another land use category. For example, publicly owned parks and/or recreational facilities should be placed in the Parks/Recreation/Conservation category; landfills should fall under the Industrial category; and general office buildings contains government offices should be placed in the Commercial category.*

### **Transportation/Communications/Utilities**

This land use category includes properties used for transportation, communications and utility uses, such as streets and highways, power generation plants, railroad facilities, radio towers, public transit stations, telephone switching stations, airports, port facilities or other similar uses. [Appropriate for use in Urban/Downtown Character Area, Suburban Character Area and Rural Character Area.](#)

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#### **DCA Land Use Mandate**

*This category includes such uses as major transportation routes, public transit stations, power generation plants, railroad facilities, radio towers, telephone switching stations, airports port facilities or other similar uses.*

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### **Parks/Recreation/Conservation/Floodplain**

This category is for land dedicated to parks, passive open space and recreational centers that are owned by and accessible to the public. Land that is privately held with uses such as golf course, country clubs and athletic facilities that are operated on a member-only basis by clubs or non-profit organizations is also covered by this classification. Lastly, land that has been designated for preservation under the Georgia Greenspace program or as recognized floodplain will fall under this classification. [Appropriate for use in Urban/Downtown Character Area, Suburban Character Area and Rural Character Area.](#)

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#### **DCA Land Use Mandate**

*This category is for land dedicated to active or passive recreational uses. These areas may be either publicly or privately owned and may include playgrounds public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers or similar uses.*

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### **Agriculture**

Agricultural land uses are not designated in Bibb County due to the small amount of land that is used for agricultural purposes. [Appropriate for use in Rural Character Area.](#)

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#### **DCA Land Use Mandate**

*This category is for land dedicated to agriculture, farming (fields, lots, pastures, farmsteads, specialty farms, livestock production, etc.) or other similar uses such as pasture land not in commercial use.*

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## Forestry

Forestry land uses are not designated in Bibb County due to the small amount of land that is used for timber harvesting purposes. Appropriate for Rural Character Area.

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### **DCA Land Use Mandate**

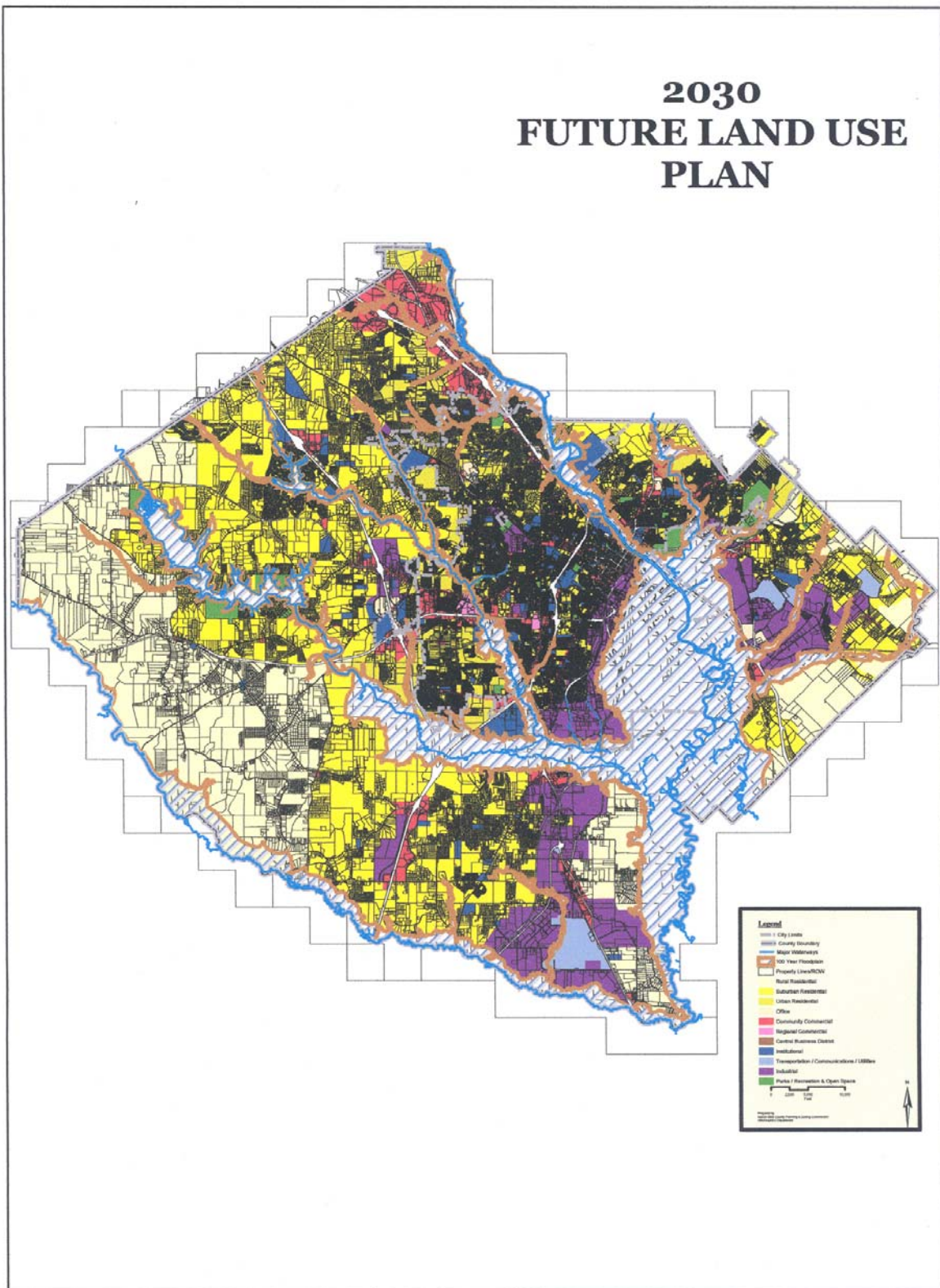
*This category is for land dedicated to commercial timber or pulpwood harvesting or other similar rural uses such as woodlands not in commercial use.*

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Figure 2







# URBAN/DOWNTOWN CHARACTER AREA



## Community Agenda

### SHARED VISIONS

*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission

### SHARED VISIONS

*Planning Smart Choices*

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## ***Urban/Downtown Macon Character Area***

### **Principal Quality Community Objectives for Urban/Downtown Macon**

- The importance of Downtown Macon and its surrounding urban core must be maintained and promoted as the heart of Macon/Bibb County as well as the region.
- New development must be encouraged in Downtown Macon and should include a healthy mix of office, residential, specialty retail, and entertainment.
- Existing downtown structures should be preserved and reused in their historical context. Redevelopment of vacant buildings and properties should be encouraged.
- The surrounding traditional urban neighborhoods should be preserved and maintained as viable residential areas and be recognized as a key element in the redevelopment of the downtown core.
- The pedestrian areas and parks within the Downtown / Urban core serve as key elements to the downtown quality of life and should be preserved and maintained as such.
- A range of mobility alternatives must be provided and encouraged for the residents and employees of Bibb County within the downtown / urban core.
- Develop implementation and financing strategies such as tax incentives and Business Improvement Districts to assist in attracting and maintaining viable downtown development.

### **Principal Implementation Measures Recommended for Urban/Downtown Macon**

- Develop smaller sub-character areas and undertake planning initiatives at the neighborhood level.
- Map and document existing conditions and note areas susceptible to change.
- Develop and adopt an Urban Design Plan for the redevelopment of the downtown area and surrounding urban core.
- Develop a phased plan to address and manage all parking in the downtown and surrounding residential historic neighborhoods.

## Urban/Downtown Macon Character Area

Downtown Macon serves as the historic center of Bibb County. 34% of the Visual Preference Survey participants come to Downtown Macon one or two times per week while 29% only come to Downtown Macon a few times per month. 25% of participants in the survey come to Downtown Macon daily. Only 2% indicate they never come to Downtown Macon.

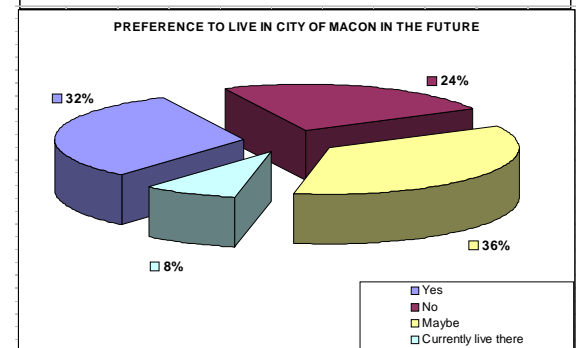
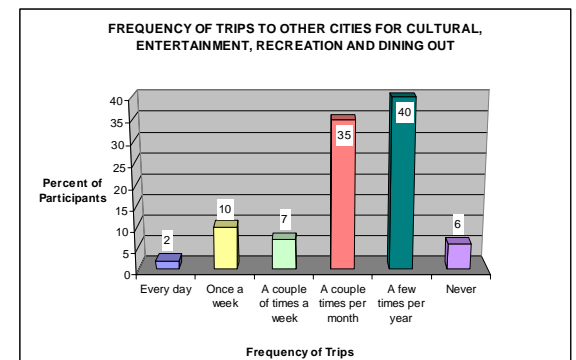
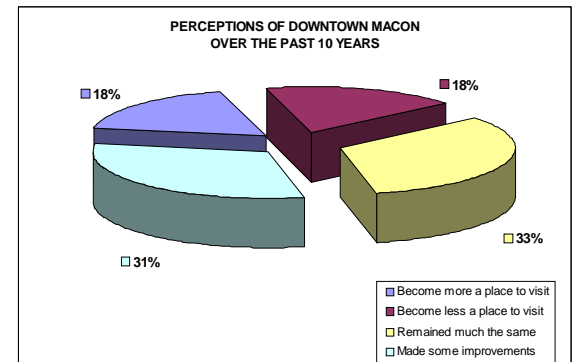
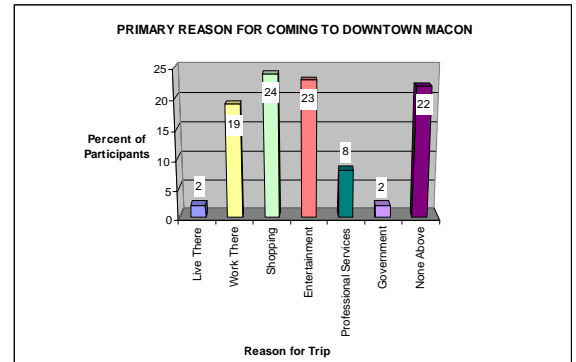
Among participants who visit downtown, the two most popular reasons participants gave for coming to Downtown Macon include Shopping, at 24%, and Entertainment, at 23%. 19% of participants come because they work in Downtown Macon while 22% of participants come to Downtown Macon for reasons other than those listed on the survey.

Only 5% of survey participants are merchants or own a business in Downtown Macon.

In the past ten years, 33% of participants feel that the character of downtown Macon has remained much the same. 31% of participants feel that there have been some improvements in the downtown and will visit occasionally. 18% of participants indicated that in the last ten years downtown Macon has become more of a place they want to visit while 18% indicated that in the last 10 years the downtown has become less of a place they want to visit.

Indicating the need for new and revitalized facilities in the downtown, 19% of participants go to other cities for their cultural, entertainment and recreational activities at least once a week while 75% of participants go to other cities from a few times per year to a couple of times per month. Only 6% never go to other cities for their leisure time activities.

Underscoring the need for revitalization of Downtown, 36% of participants were undecided whether they would live Downtown sometime in the future, while 32% indicated they would live Downtown. 24% of participants would not live Downtown in the future.



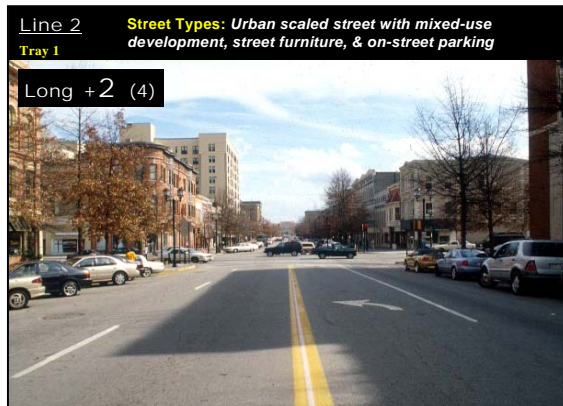
*Urban/Downtown Macon Character Area*  
Community Vision: **Street Options**



## Urban/Downtown Macon Character Area Community Vision: Street Types

Streets form a community's most important public spaces. Both the initial and overall impressions of place are highly influenced by the perceived character of its streets.

The positive images from the Downtown Street category all represent visually attractive streets with integrated streetscape features including medians landscaped with trees and planted beds, on-street parking, pedestrian scaled lighting, street furniture and street trees. Streets without these features were valued negatively. Of critical importance is a continuous and engaging street wall composed of separate but complementing buildings with interesting and transparent ground floor retail floors.



### Street Type: Guidelines and Policy Recommendations

Downtown Streets should include the following characteristics:

- lined with street trees
- narrow median where possible, heavily landscaped with street trees and planted beds
- infill mixed-use buildings
- on-street parking, diagonal and parallel
- pedestrian amenities including crosswalks, lighting and furniture
- buildings built up to the sidewalk edge
- continuous and interesting street wall of separate but complementing buildings

## Urban/Downtown Macon Character Area Community Vision: Street Types

The negative images from the Downtown Street category all represent streets that have marginalized buildings fronts, blank facades, poorly designed, vacant or deteriorated building walls, breaks in the building street-wall – typically where there were previously buildings at the sidewalk edge and now are parking lots, few if any streetscape features like trees, pedestrian scaled lighting deteriorated sidewalks and curbs or street furniture. Streets without these features were valued negatively. These streets are not attractive for the pedestrian or the driver. They generate depression and fear thereby are avoided by both the driver and pedestrian. In a downtown, any street that exhibits any of these qualities are detrimental to market development. Because actual market value for these properties is relatively low, unless they are held for speculation, formal acquisition should be initiated through redevelopment.



### ***Street Type: Implementation Recommendations***

1. *Map and document all vacant properties, deteriorated or marginalized buildings in a Susceptibility to Change Map*
2. *Develop a phased plan to remove and redevelop all surface parking lots through a shared parking policy or integrated internal parking*
3. *Develop and adopt an Urban Design Plan for the redevelopment of all surface parking lots, marginalized and/or deteriorated buildings and those not meeting the full potential of the site and downtown*
4. *Develop, adopt and implement streetscape and façade improvements*
5. *Develop an implementation and financing strategic including tax incentives and BID*



## Urban/Downtown Macon Character Area Community Vision: Street Types

The images below are a “before and after” simulation of a typical downtown street. The large change from negative to positive image represents a visual summary of the design qualities necessary to improve and enhance downtown.

**Improve all downtown streets to the standards seen in the positive images.**



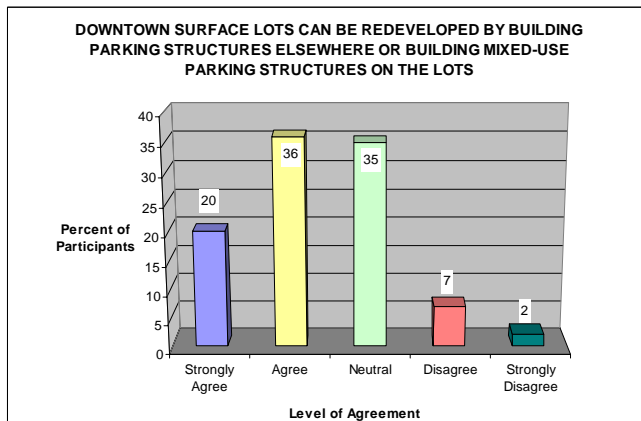
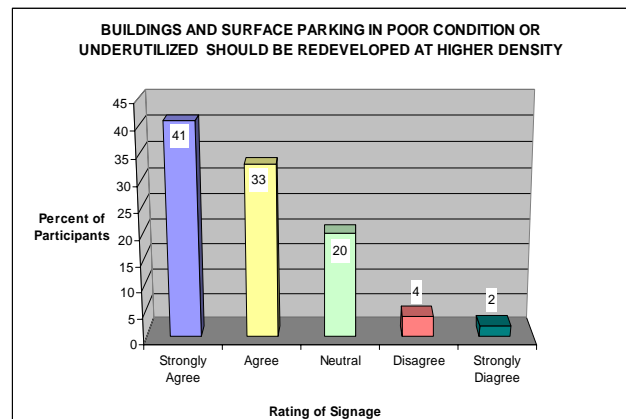
# *Urban/Downtown Macon Character Area*

Community Vision: **Development Options**

## Urban/Downtown Macon Character Area Community Vision: Commercial Development

As a component of the *Development Options in Downtown Macon* category, participants were asked to identify policy and design alternatives relating to commercial and residential development which they considered appropriate for Downtown Macon.

Of participants in the survey, 74% either agreed or strongly agreed that buildings and surface parking in poor condition or underutilized should be redeveloped at higher density. 20% of participants were neutral while 6% either disagreed or strongly disagreed.



A slight majority of participants in the survey, 56%, either agreed or strongly agreed that downtown surface lots can be redeveloped by building parking structures elsewhere or by building mixed-use parking structures on the existing lots. 35% of participants were neutral while 9% either disagreed or strongly disagreed.

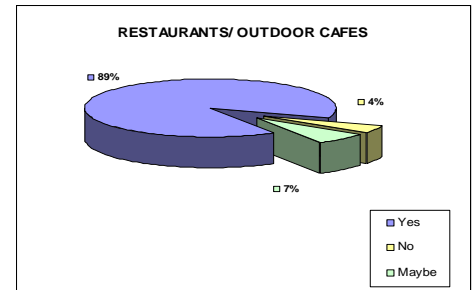
Mixed-use parking structures would have ground floor retail uses with parking on the floors above.



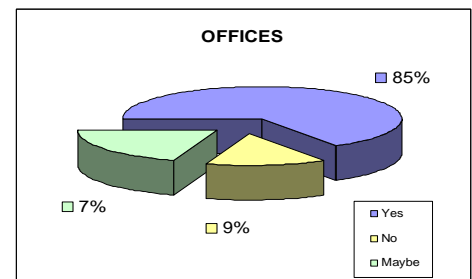
## Urban/Downtown Macon Character Area Community Vision: Commercial Development

Participants were asked to consider the appropriateness of a number of development options for Downtown Macon. The top preferred development options from the survey considered appropriate for Downtown are discussed below.

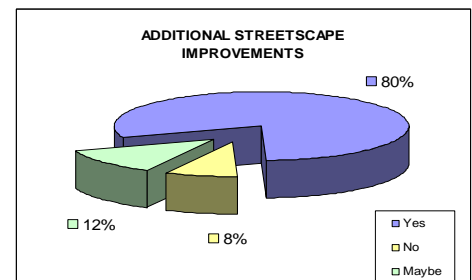
As the most highly regarded development option, *Restaurants and Outdoor Cafes* are considered appropriate as a development option for Downtown Macon by 89% of participants. Only 4% considered restaurants and outdoor cafes inappropriate for future development.



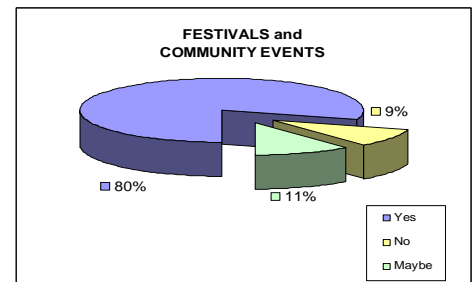
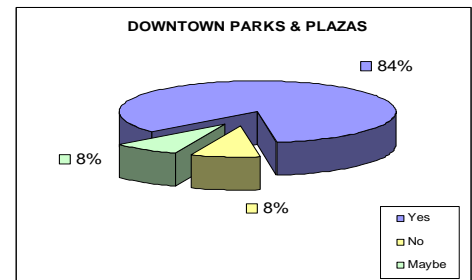
The second highest regarded development option considered appropriate for Macon was *Office Space*, considered appropriate as a development option by 85% of participants. 9% of participants considered office space to be inappropriate for future development.



The third highest regarded development option considered appropriate for Macon was *Downtown Parks and Plazas*, considered appropriate as a development option by 84% of participants. Only 8% of participants considered this category to be inappropriate for future development. Parks and plazas traditionally serve as integral public meeting spaces and help contribute to a sense of community.



Tied as the fourth highest regarded development options considered appropriate for Macon were *Additional Streetscape Improvements* and *Festivals and Community Events*, both considered appropriate as a development option by 80% of participants. 8% of participants considered Additional Streetscape Improvements to be an inappropriate option for future development while 9% considered Festivals and Community Events to be inappropriate.



## Urban/Downtown Macon Character Area Community Vision: Commercial Development

The remainder of the development options presented by the survey for Downtown Macon were all favored by a majority of participants. However, the percentage of participants who favored these options was significantly lower than those presented on the previous page.

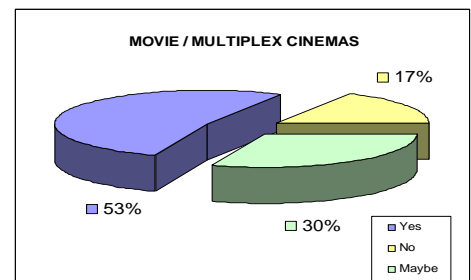
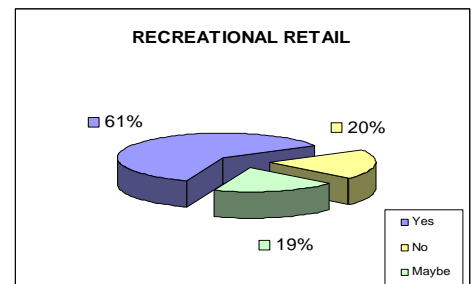
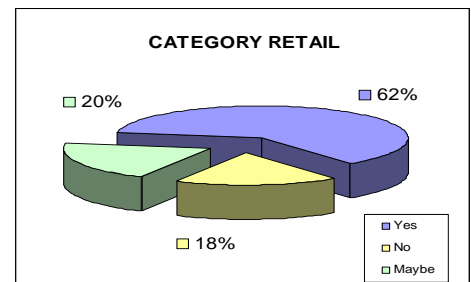
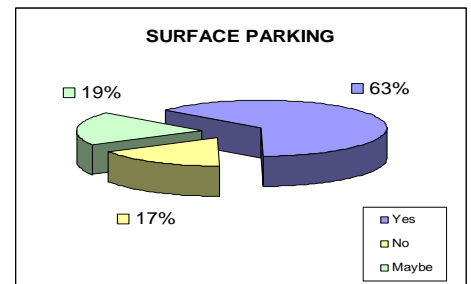
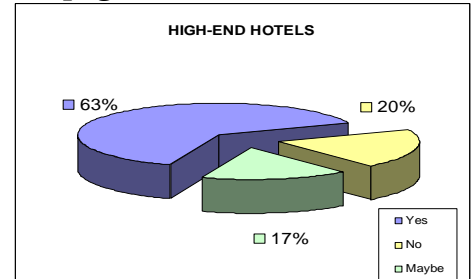
Tied as the fifth most highly regarded development options considered appropriate for Downtown Macon were *High-End Hotels* and *Surface Parking*, both considered appropriate as development options by 63% of participants.

While 17% considered *Surface Parking* as inappropriate for future development, 20% considered *High-end Hotels* as inappropriate.

As the sixth highest regarded development option considered appropriate for Macon was *Category Retail*, considered appropriate as a development option by 62% of participants. 18% of participants considered *Category Retail* to be inappropriate for future development.

As a development option considered for Downtown Macon, 61% of participants considered *Recreational Retail* appropriate for Macon. 20% of participants considered *Recreational Retail* to be inappropriate for future development.

The final development option considered for Downtown Macon, *Movie / Multiplex Cinemas*, was considered appropriate by 53% of participants. While 17% of participants considered *Movie / Multiplex Cinemas* to be inappropriate for future development, 30% of participants were undecided.



## Urban/Downtown Macon Character Area Community Vision: Commercial Development

The images from the Downtown Commercial Development category all rated positively. They represent visually attractive development characteristics with integrated features including mixed-use buildings, a three to six story street wall, 25 to 30 ft wide building bay modulation, pedestrian realm amenities including wide sidewalks and continuous awnings, large and engaging display windows, on street parking and street trees. However, the images which have fewer of these characteristics were valued less positively.



### Commercial Development: Guidelines/Policy & Implementation Recommendations

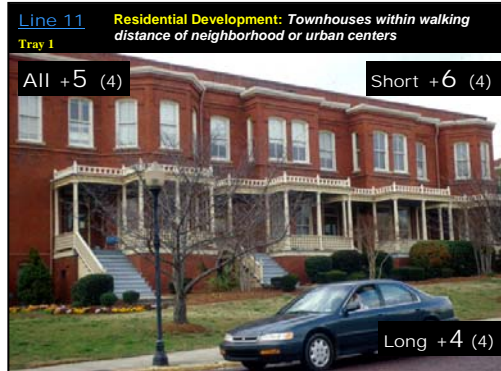
Design Review Requirements and Zoning Regulations should reflect the following characteristics for Downtown Commercial Development:

- buildings built up to the sidewalk edge
- infill mixed-use buildings
- retail frontage with large display windows
- pedestrian shelter in the form of continuous awnings
- lined with street trees
- on-street parking, diagonal and parallel
- pedestrian amenities including lighting and furniture
- 3 to 6 story height
- masonry with 25 to 30 foot bays
- 40 to 60 percent of the façade is transparent
- articulated cornice lines



## Urban/Downtown Macon Character Area Community Vision: Residential Development

The positively rated images from the Downtown Residential Development category all represent visually attractive development characteristics with integrated features including two to three story masonry buildings, ground floors raised above grade, pedestrian realm amenities including a semi-public edge between the sidewalk and the front yard, narrow setbacks, no garages on the front façade, (parking in rear or off and alley), defined individual entrances, on street parking and street trees. Remember that 32% of the survey indicated they would live in downtown. The more housing that could be built in and within walking distance of downtown the better. The images which have fewer of these characteristics were valued less positively.



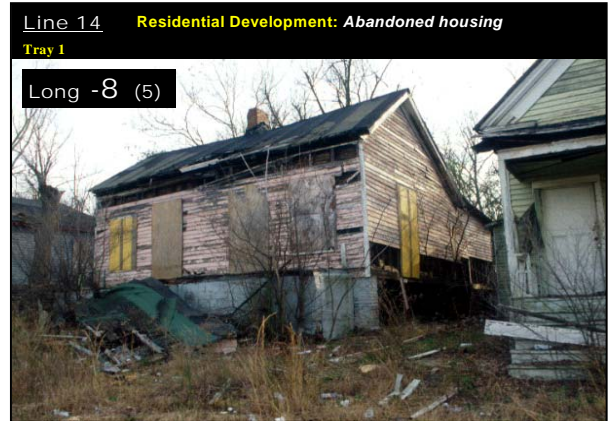
### ***Residential Development: Guidelines and Policy Recommendations***

*Downtown Residential Development should include the following characteristics:*

- *redevelopment should be at a higher density*
- *Single use residential should range from 2 to 4 stories*
- *the redevelopment plan should be heavily weighed towards residential*
- *infill mixed-use buildings with retail and/ or services on the ground floor to provide a range of housing types and sizes to accommodate young professionals and retiring baby boomers*
- *a semi-public edge must separate urban housing from sidewalks*
- *all parking under buildings, in rear lots accessed from residential lanes*
- *residential streets lined with street trees and appropriate street lighting*

## Urban/ Downtown Macon Character Area Community Vision: Residential Development

The negative images from the Downtown Residential category all represent buildings that are or appear to be vacant or are in some state of deterioration, walls and yards that are unkempt. There are few if any positive streetscape features like pedestrian scaled lighting, some lack sidewalks and the necessary semi-public edge. Deteriorated sidewalks and curbs, over grown trees and garbage in the street and even abandoned cars are the final negative elements. These buildings, unless they are historically relevant, should be either demolished or where possible rehabilitated. If people live in these buildings every consideration should be given to their relocation. These type of spaces and buildings generate depression and fear. In other locations around the country where conditions like this exist, through the VPS the community process has recommended that they be demolished and the areas held in urban forests until there is market pressure for rebuilding.



### **Residential Development: Implementation Recommendations**

1. Map and document all vacant structures, deteriorated or marginalized commercial and residential buildings in a Susceptibility to Change Map
2. Developed a phased plan to remove and redevelop all marginalized and/ or deteriorated housing and commercial buildings in Downtown Macon. Until there is market demand, plant the sites to create an "urban forest" (trees planted in a strict grid pattern) while preserving the right-of-ways for streets and sidewalks.
3. Develop and adopt an Urban Design Plan for the inevitable redevelopment of all marginalized and/ or deteriorated commercial and residential properties not meeting the full potential of Downtown Macon.

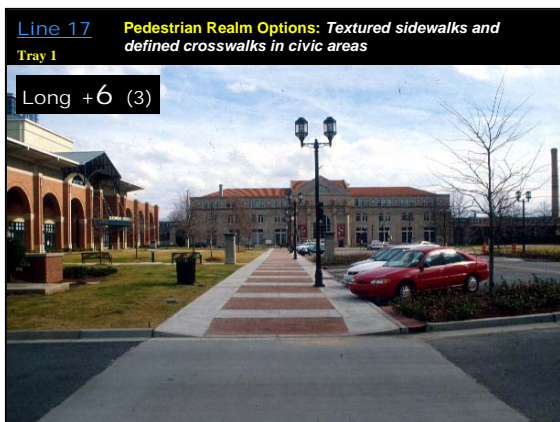
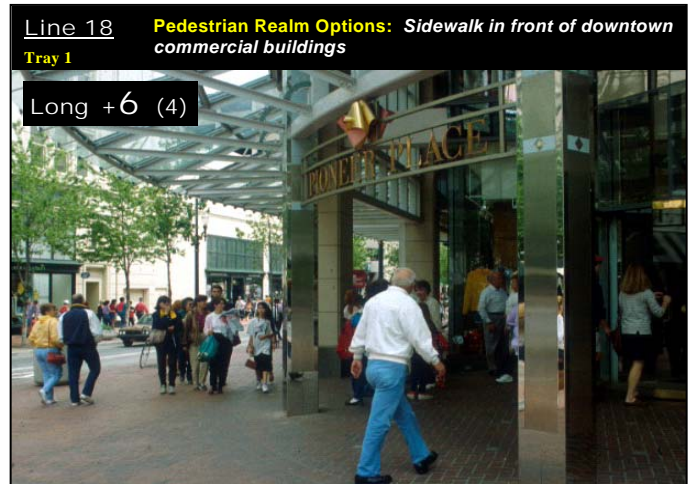




*Urban/Downtown Macon Character Area*  
Community Vision: **Pedestrian Realm Options**

## Urban/Downtown Macon Character Area Community Vision: Pedestrian Realm

The positively rated images from the Downtown Pedestrian Realm category all represent visually attractive places and paths where pedestrians want to walk. The fundamental measure of any downtown is the number of pedestrians on the sidewalks. Typically the larger number of pedestrians the more successful the downtown. The characteristics in these images are appropriate for sidewalks in Downtown Macon. Features found in these highly rated images relate to both commercial and civic uses as well as to residential uses. These features include wide well maintained sidewalks in commercial areas, textured crosswalks, continuous awnings for protection, street trees and street furniture, and pedestrian scaled lighting. The emphasis on “green” is apparent. In residential images, highly valued features include wide sidewalks, street trees and a semi-public edge such as fencing, or hedging. Pedestrian Realms which have fewer of these commercial and residential characteristics, or in which desirable characteristics are not well-coordinated, were valued less positively.





## Urban/Downtown Macon Character Area Community Vision: Pedestrian Realm



### Pedestrian Realm: Guidelines and Policy Recommendations

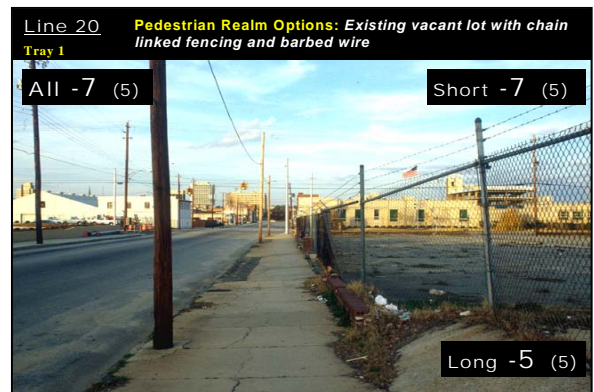
Downtown Pedestrian Realm should include the following characteristics:

- sidewalks wide enough to accommodate projected pedestrian traffic
- commercial buildings built up to the sidewalk edge
- pedestrian furniture such as benches, trash baskets, planters, etc.
- street trees and on-street parking to provide protection
- continuous awnings in commercial areas to provide protection
- semi-public edge treatments such as fencing or hedging in residential areas
- pedestrian scaled lighting fixtures
- textured crosswalks

### Pedestrian Realm: Implementation Recommendations

- design guidelines to ensure uniformity of realm

This negative image from the Downtown Pedestrian Realm category represents pedestrian realm features which are not acceptable for Downtown Macon. This pedestrian realm is characterized by marginalized, poorly designed, vacant or deteriorated building walls, open parking lots, chain link fences, deteriorated and narrow sidewalks, lack of trees and pedestrian furniture. Pedestrian realms of this nature are valued negatively and are not attractive for the pedestrian or the driver. They generate depression and fear and thereby are avoided by pedestrians. In a downtown, any pedestrian realm which exhibits any of these qualities is a deterrent to mental health and future market development and should be ameliorated. Combined with open surface parking, the sites become ideal opportunities for redevelopment.





Urban/Downtown Macon Character Area  
Community Vision: Pedestrian Realm

The images below are a “before and after” simulation of a pedestrian realm in downtown Macon. The large change from the highly negative “before” image to the positive image represents a visual summary of the design qualities necessary to improve and enhance the pedestrian realm in the downtown.

Improve any pedestrian realm in Downtown Macon to the standards seen in the positive images from the VPS.



*Urban/Downtown Macon Character Area*  
Community Vision: **Parks & Open Space Options**



## Urban/Downtown Macon Character Area Community Vision: Parks & Open Space

Among the highest rated images in the Visual Preference Survey, the positively rated images from the Downtown Parks and Open Spaces category all represent visually attractive “open space and park” characteristics considered appropriate for Downtown. Regardless of whether these images depict parks in Lines 28 and 29 or a plaza in Line 27, features of these highly valued open spaces include wide, textured walkways, pedestrian furniture and pedestrian scaled lighting. Greening of the downtown in the form of park, street trees, plazas, river walks have proven to be one of the most important design elements in “selling” returning to downtown to the typical suburbanite. Creating a “green” experience” downtown is critical in revitalization. The experience must be continuous.



### Parks & Open Spaces: Guidelines and Policy Recommendations

Downtown Parks and Open Space should include the following characteristics:

- a range of parks and plazas must be provided in Downtown
- these parks and plazas must be designed to be part of the everyday experience not just a special event.
- parks and plazas must include pedestrian furniture and pedestrian scaled lighting
- walkways should be wide enough to accommodate several persons abreast
- parks should be integrated with and be part of a continuous pedestrian realm
- trees and parks should be well maintained

### Parks & Open Spaces Implementation Recommendations

- design guidelines to ensure uniformity

# *Urban/Downtown Macon Character Area*

Community Vision: **Parking Options**

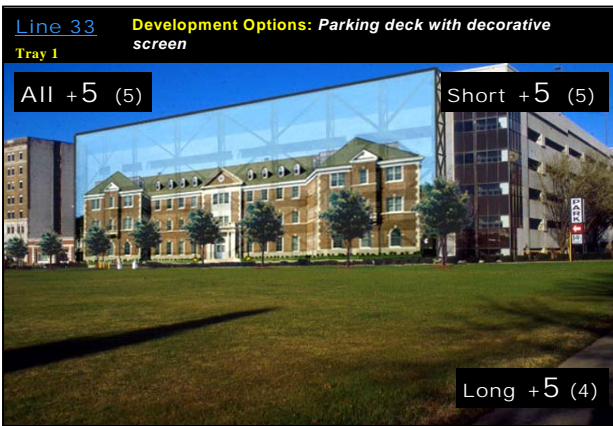


Parking in Downtown is a necessity, however, surface parking lots utilize a large amount of potentially valuable land. Open parking lots in a downtown are parasitical and must be considered as land banks. They rob the city of valuable resources that have higher and better uses. Finding acceptable alternatives for large on-grade surface lots presents a challenge in a car-oriented environment where downtown was forced to compete with sprawl. This has been a mistake of immense proportions.

The positively rated images from the Downtown Parking category represent visually attractive parking alternatives which are considered appropriate for Downtown Macon. Desirable parking features found in these images include screened parking decks, parking decks, diagonal on-street parking and mixed-use parking structures with ground floor retail and parking on the above levels.

The value of these highly rated images is supported by 74% of participants who support redevelopment of surface parking lots at higher density and 56% of participants who support redevelopment of surface lots by locating parking structures elsewhere or building mixed-use parking structures.

## Urban/Downtown Macon Character Area Community Vision: Parking Options



*The images above are a “before and after” simulation of parking alternatives in downtown Macon. Both of these images received positive ratings indicating their appropriateness for Downtown. The screened parking, however, was regarded slightly higher than the existing parking deck. These positive images, along with the two images above, represent a visual summary of the design qualities necessary to improve and enhance parking alternatives in the downtown.*

## Urban/Downtown Macon Character Area Community Vision: Parking Options

The images in the Downtown Parking category which did not include screened parking decks, parking decks, diagonal on-street parking and mixed-use parking structures were valued less positively. In some cases they received low positive values which represents a rationalization for the parking lot. The more positive the value the harder it will be to redevelop this parking lot given the "suburbanization" mentality. The longer these parking lots remain as open parking lots the more difficult it will be to revitalize the downtown. Clearly the land is more valuable for parking than building, a clear indication of decline.

Existing surface parking in Downtown received a very low positive value, indicating that participants are divided regarding the appropriateness of these parking lots. However, as discussed previously, 63% of participants support additional surface parking lots in Downtown. Marginalized parking fronting retail was valued negatively, indicating the need to ameliorate these conditions in Downtown. Only the most egregious violation of the pedestrian realm, where cars are parking on the sidewalk, received a negative score. Based on the survey, parking downtown will be one of the most contentious planning issues.



### Parking Options: Guidelines/Policy & Implementation Recommendations

#### Downtown Parking

- map and document all surface parking lots and marginalized parking in a Susceptibility to Change Map.
  - determine utilization over time and the destination of users
  - develop a phased plan to redevelop all marginalized parking in Downtown Macon
  - develop mixed use residential and office building prototypes for the incorporation of parking into the base, half levels and in mixed use predominantly parking buildings
  - on-street parallel or diagonal parking provided on all downtown streets
  - mixed-use parking structures encouraged as replacement for surface lots
  - parking decks should be screened or constructed to hide the building type
  - aggressive parking enforcement if parked on sidewalks
- \*All surface parking lots must be landscaped, with one tree for every 4 parking spaces and with edge screening



# *Urban/Downtown Macon Character Area*

Community Vision: **Signage Options**

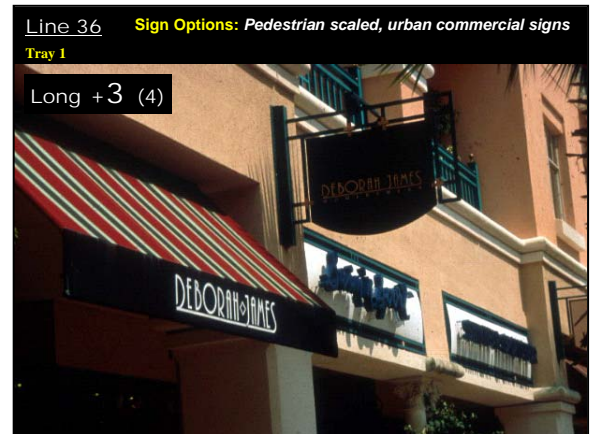
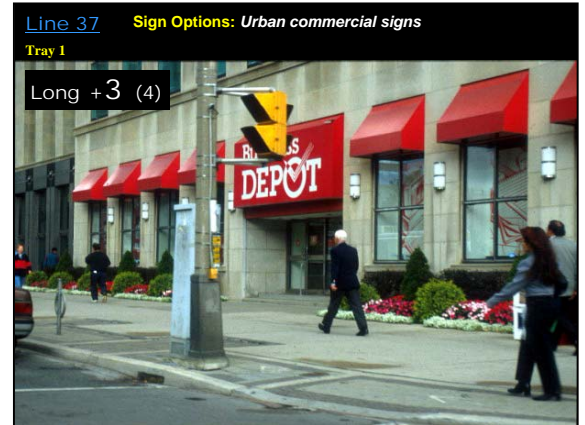


## Urban/Downtown Macon Character Area Community Vision: Signage Options

**Commercial signage plays a significant factor in the urban landscape and the marketing of downtown.**

The positively rated images in the Downtown Signage category represent visually attractive signage alternatives which are considered appropriate for Downtown Macon. Characteristics of signage found in these images include appropriately scaled signs to the retail frontage, signage located on awnings, small hanging signs, and small signs mounted flush to the building front.

These signage characteristics are more appropriate for urban centers than monument style and large



### ***Signage Options: Guidelines/Policy & Implementation Recommendations***

#### ***Downtown Signage***

- *establish design standards for Downtown signage*
- *include awning, window, transom and small hanging signs.*
- *Coordinate signage with the architecture of the buildings*
- *Keep the signing predominantly pedestrian in scale.*
- *strict control of lighting and color*

# *Urban/Downtown Macon Character Area*

Community Vision: **Mobility Options**

## Urban/Downtown Macon Character Area Community Vision: Mobility Options

Providing mobility alternatives to Macon – Bibb County residents for travel to, from and around Downtown is a necessity. The positive images from the Downtown Mobility category represent mobility characteristics considered appropriate for Downtown Macon. Participants consider any public transit alternative but favor “decorative” buses over light rail transit or standard buses as the most visually appropriate mobility option.



### ***Mobility Options: Guidelines/Policy & Implementation Recommendations***

#### *Downtown Mobility*

- *conduct a transportation needs assessment study and develop a transportation plan to address future transportation needs as redevelopment occurs*
- *map population centers and population density to determine the most efficient and most heavily utilized transit routes to the Downtown*
- *map pedestrian “sheds”*
- *reassess if the bus stops are serving existing and future concentrations of pedestrians*
- *consider different modes of transportation other than line haul. Other options include on-demand transit or on-demand limo.*
- *Insure that bus stops are coterminous with the most positive pedestrian realms*
- *Consider new design of new bus stops coordinated with street furniture*



*Downtown Macon*  
**Community Vision: Mobility Options**

This negative image from the Downtown Mobility category represents mobility features which are not acceptable for Downtown Macon. Mobility in this image is characterized by marginalized public transit bus service and automotive use. As an example of an urban bus stop, this stop lacks pedestrian amenities such as adequate shelter and lighting. The “low cost” plastic bench and trash receptacle offer no protection from passing traffic. Mobility alternatives of this nature are valued negatively and reinforce negative perceptions and stereotypes regarding transit mobility and users. Negative images discourage transit ridership.







# SUBURBAN CHARACTER AREA



## Community Agenda

**SHARED VISIONS**  
*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission

**SHARED VISIONS**  
*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission

**SHARED VISIONS**  
*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission



## **Suburban Character Area**

### ***Principal Quality Community Objectives for the Suburban Character Areas***

- *The residential nature and the quality of life of the suburban neighborhoods must be maintained while at the same time goods and services must be available and accessible within the neighborhood environment.*
- *New development must be encouraged in the suburban areas and should include a healthy mix of office, residential, specialty retail, and entertainment at appropriate locations.*
- *Existing vacant commercial areas should be reused and updated. Redevelopment of vacant commercial buildings and shopping centers utilizing context sensitive designs should be encouraged.*
- *The suburban neighborhoods should be preserved and maintained as viable residential areas and should be enhanced by providing neighborhood scale commercial and service nodes at appropriate locations.*
- *Sidewalks and bike lanes should be provided within the suburban areas and should be promoted within new commercial and residential developments. These facilities should provide connections to services, schools and transit routes and should be viewed as key elements to the improvement of the quality of life in these areas.*
- *A range of mobility alternatives such as public transit must be provided and encouraged for the residents and employees of Macon-Bibb County within the suburban areas..*
- *Parks and public green spaces should be incorporated into new developments whenever possible.*

### ***Principal Implementation Measures Recommended for the Suburban Character Areas***

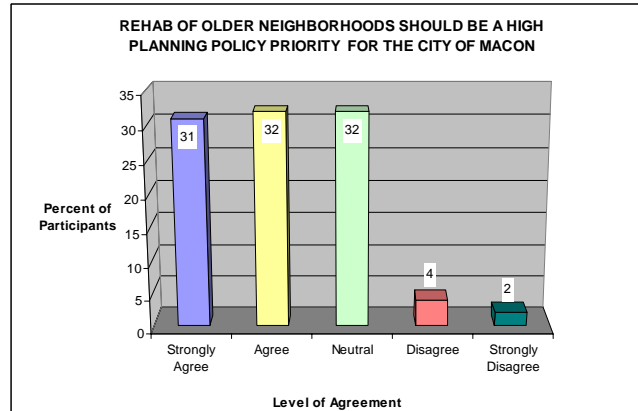
- *Develop smaller sub-character areas and undertake planning initiatives at the neighborhood or corridor level.*
- *Map and document existing conditions and note areas susceptible to change.*
- *Develop and adopt Design Guidelines for both residential and commercial development within the suburban areas.*
- *Update zoning regulations to provide for traditional mixed housing type neighborhoods as a matter of right within the suburban areas.*



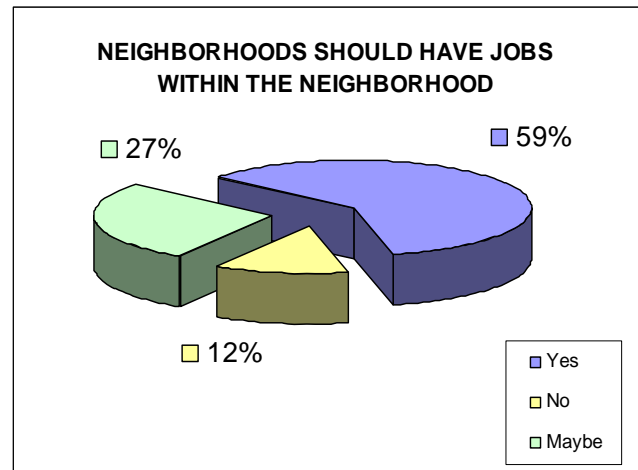
## Suburban Character Area

Traditional neighborhoods within our Suburban Character Area have a range of housing types, are primarily residential, have a core with retail serviced by a transit stop, ideally have a neighborhood school within walking distance and have a perimeter defined as a five minute walk from the center. The neighborhoods surrounding downtown areas traditionally serve as the primary consumer support for the downtown area. Positive functional neighborhoods are vital to a positive downtown. The neighborhoods surrounding Downtown Macon are no exception. Their future vitality as well as the future vitality of Downtown is dependent on continued and interdependent investment.

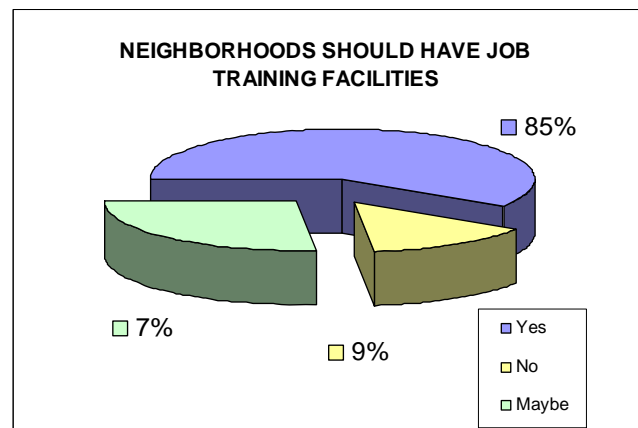
The value of older neighborhoods is understood by the majority of participants. A total of 63% of participants either agreed (32%) or strongly agreed (31%) that the rehabilitation of older neighborhoods surrounding the Downtown should be a high planning policy priority for the city of Macon. 32% of participants were undecided while 6% either disagreed or strongly disagreed that rehabilitation should be a planning priority.



Understanding the importance of employment opportunities for the continued vitality of neighborhoods, 59% of participants agreed that older neighborhoods surrounding Downtown Macon should have jobs located within the neighborhood. While 12% of participants did not think that neighborhoods should have jobs within the neighborhood, 27% of participants were undecided.



Job training facilities are integral towards contributing to a well-trained work force for regional and local job pools. Related to the importance of employment opportunities for the continued vitality of neighborhoods, job training facilities located within neighborhoods was considered appropriate by 85% of participants. 9% of participants did not think that neighborhoods should have job training facilities while 7% were undecided.



*Suburban Character Area*  
Community Vision: **Street Options**

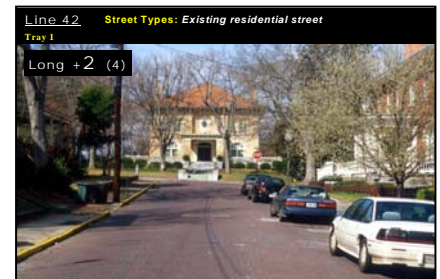
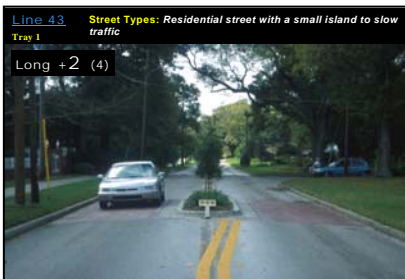
## Suburban Character Area Community Vision: Street Options

Streets form a community's most important public spaces. Both the initial and overall impressions of place are highly influenced by the perceived character of its streets.

The positive images from the Suburban Street category represent visually attractive streets of both residential and commercial characteristics, although residential streets received the higher values.

Several preferred characteristics of residential streets emerge from these images. Residential streets are narrower, (28ft optimum) have street trees and sidewalks on both sides and are well maintained. While not as highly regarded, positive neighborhood commercial street images include on-street parking, mixed-use buildings and street trees, pedestrian scaled lighting, street furniture and street trees.

Streets without these features were either valued as neutral or valued negatively.



### Street Type: Guidelines and Policy Recommendations

**Suburban Residential Streets should include the following characteristics:**

- narrow with a 28 foot cart way
- lined with street trees in the tree planting terrace
- sidewalks along both sides of street
- on street parking and street curbs
- traffic calming where possible

**Neighborhood Center Streets should include the following characteristics:**

- lined with street trees
- infill mixed-use buildings in neighborhood centers
- on-street parking, diagonal and parallel
- pedestrian amenities including crosswalks, lighting and furniture
- buildings built up to the sidewalk edge



## Suburban Character Area Community Vision: Street Options

Neutral and negative images in the Suburban Street category represent streets considered inappropriate for older neighborhoods in Bibb County. The residential streets with a very narrow “rural” character without curbing and sidewalks are considered inappropriate for neighborhoods. Commercial neighborhood streets that received negative images include overly wide streets, creating a “sea of blacktop”, marginalized and poorly designed commercial buildings fronted by surface parking, with few streetscape features like trees and pedestrian scaled lighting. The proportions of the street do not create proper enclosure. Negative valued places are places to which people do not want to go and therefore are used primarily for convenience. They are not appropriate for neighborhood centers and are missing an opportunity to generate additional customers. In a neighborhood or neighborhood center, streets that exhibit any of these qualities deter future market development.



### ***Street Type: Implementation Recommendations***

1. Map and document all residential and commercial street sizes, sections and conditions, vacant properties, deteriorated or marginalized buildings in a Susceptibility to Change Map
2. Develop a phased improvement plan to provide curbs, sidewalks and street trees along all residential streets in neighborhoods surrounding the Downtown
3. Develop and adopt a phased Urban Design Plan that locates all neighborhood centers and then prepare a plan for the redevelopment of all marginalized and/or deteriorated buildings, and those not meeting their full potential
4. Develop, adopt and implement street and streetscape standards
5. Prepare a Street Regulating Plan to include sections and figure ground plans with other standards for all streets



Suburban Character Area  
Community Vision: Street Options

The images below are a “before and after” simulation of a neighborhood center street. The change from the negative “before” image to the positive image represents a visual summary of design qualities necessary to improve and enhance neighborhood center streets in Bibb County.

Standards to improve streets in suburban neighborhoods surrounding Downtown Macon can be seen in the positive images from the VPS. By completing both sides of the street, similar to the left side of the image, the value of the image on the right would have been much higher. Even half a project is better than as is.

Line 44 Street Types: Wide major road through neighborhood

Tray 1



Line 50 Street Types: Wide major road through neighborhood center with streetscape features and parking added

Tray 1



*Suburban Character Area*  
Community Vision: Street Options

*The images below are a “before and after” simulation of a suburban - neighborhood center street. The change from the negative “before” image to the positive image represents a visual summary of design qualities necessary to improve and enhance neighborhood center streets in Bibb County.*

*Standards to improve streets in suburban neighborhoods surrounding Downtown Macon can also be seen in this image from the VPS. It is an improvement to the existing image but is still not highly rated. Clearly, design features are missing that people would like to see incorporated at this location.*

Line 46 **Street Types:** Existing suburban commercial street

Tray 1

Long -3 (5)



Line 48 **Street Types:** Suburban commercial street with mixed use buildings, street trees, and parking added

Tray 1

Long +1 (5)





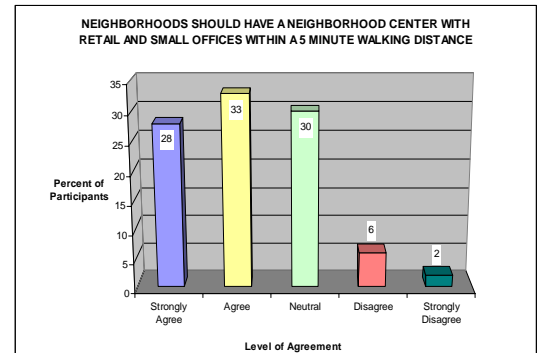


*Suburban Character Area*  
Community Vision: **Development Options**

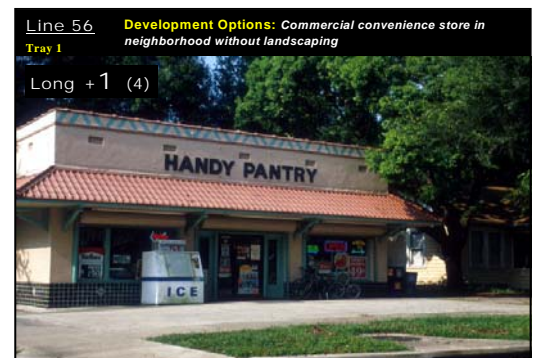
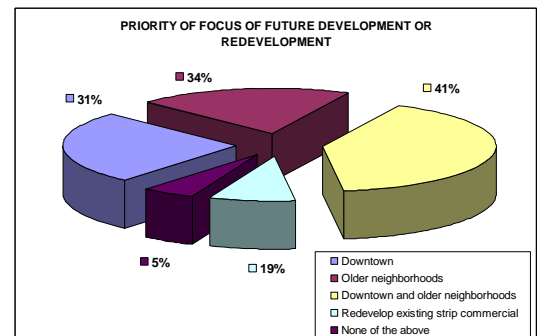


## Suburban Character Area Community Vision: Commercial Development

The value of suburban-neighborhood centers was supported by a majority of participants. 61% of participants either agreed (33%) or strongly agreed (28%) that neighborhood centers with retail and small offices should be located within a five minute walk from all residences in the neighborhood. Of the remainder of participants, 30% were unsure of the value of neighborhood centers while 8% either disagreed or strongly disagreed that neighborhood centers should be located in neighborhoods.



The positive images from the Suburban-Neighborhood Commercial Development category represent the visually attractive commercial development appropriate for Macon neighborhoods. Preferred development features which emerge from the higher rated images include one to two and one half story buildings, well-landscaped, smaller scaled, stand alone pad site buildings, as well as smaller, mixed-use commercial buildings fronting on sidewalks with street trees. Landscaping treatments to screen parking is important as is pedestrian scaled lighting. Development without these features were either valued as neutral or valued negatively. It is important to note that auto dominated uses and site plans received relatively high values suggesting that creating a more traditional neighborhood center will be difficult.



The images below are a “before and after” simulation of neighborhood commercial development. The change from the negative “before” image to the positive image represents a visual summary of design qualities necessary to improve and enhance existing neighborhood commercial development in Bibb County.

Improve existing commercial development in neighborhoods surrounding Downtown Macon to the standards seen in the positive images from the VPS.





*Suburban Character Area*

**Community Vision: Commercial Development**

Negative images in the Suburban Commercial Development category represent features considered inappropriate for older neighborhoods in Bibb County. The predominant feature in these images is the absence of the pedestrian realm between commercial buildings and the street, lack of landscaping and the “sea of asphalt” look.

It appears that there are no site design standards or landscape standards. Places with front yard parking that are not landscaped are clearly hurting the values and positive perception of Macon – Bibb County. The low negative values indicate that these are becoming more tolerated. Ugly, but not so ugly as to do something about it. This condition is very dangerous...a slow brooding negativity.



***Commercial Development: Guidelines/Policy & Implementation Recommendations***

*Suburban Commercial Development*

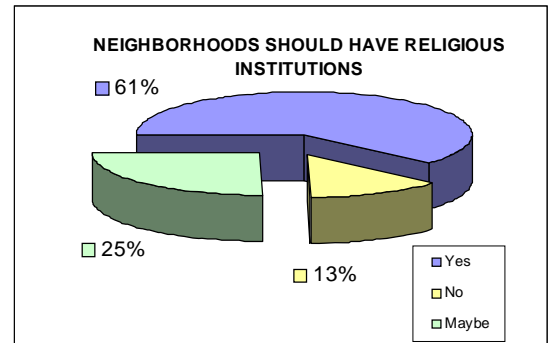
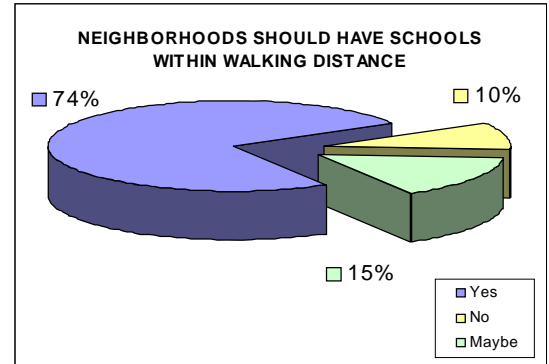
- develop design standards for buildings and parking in neighborhood commercial areas
- develop, adopt and implement commercial building façade improvements
- infill mixed-use buildings
- adopt landscaping standards including screening of parking with landscaping treatments including street trees and hedging as well as internal planting of one tree for every four parking spaces interior of each parking lot
- front commercial buildings with sidewalks and pedestrian amenities including lighting, furniture, etc.
- provide on-street parking, diagonal and parallel directly in front of buildings
- site all additional parking for commercial in the rear of the building

*Suburban Character Area*  
**Community Vision: Civic/Institutional**

Civic and institutional development is a component of traditional older neighborhoods. 74% of participants believe that neighborhoods should have schools located within walking distance of all residences within the neighborhood. Only 10% of participants did not believe that neighborhoods should have schools within walking distance, while 15% were undecided.

While 61% of participants believe that religious institutions should be located in neighborhoods, 25% were undecided whether religious institutions should be located in neighborhoods. Only 13% of participants did not believe that religious institutions should be located in neighborhoods.

The image values from the Neighborhood Civic category suggest that civic and institutional development of a more traditional design is most appropriate for Macon neighborhoods.



***Civic-Institutional: Guidelines/Policy & Implementation Recommendations***  
*Neighborhood Civic and Institutional Development*

- develop and implement design standards for civic and institutional buildings in neighborhood areas
- design standards should favor more traditional civic design aesthetic



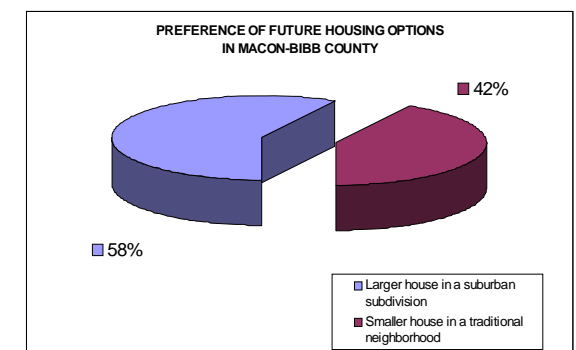
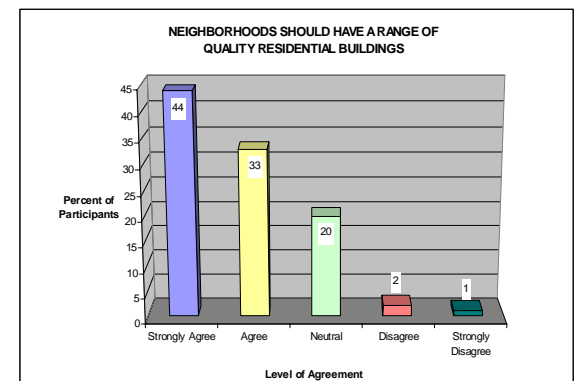
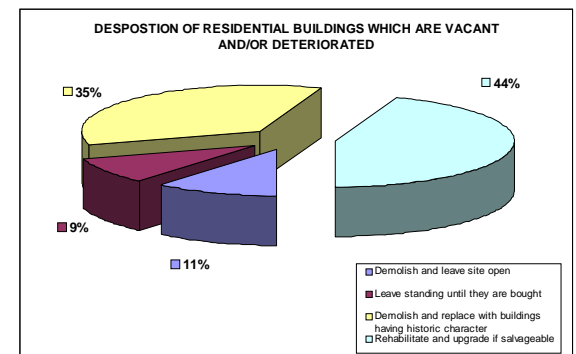
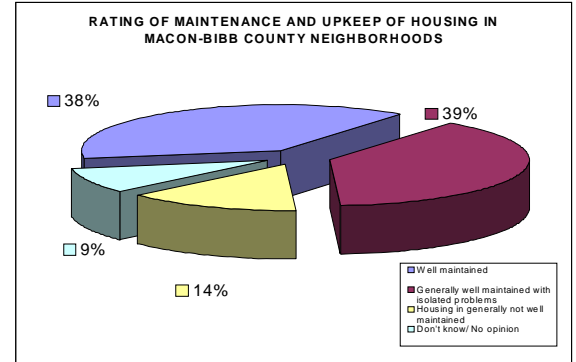
## Suburban Character Area Community Vision: Residential Development

The vitality of suburban neighborhoods in Macon and Bibb County is largely dependent on the long-range quality of residential development. 39% of participants believe that the housing stock of Macon and Bibb County is well maintained while 38% believe that the housing stock is generally well maintained with isolated problem areas. 14% of participants believe that housing is generally not well maintained while 9% were unsure as to the quality of the housing stock.

Of housing which is vacant and/or deteriorated, 44% of participants believe that residential buildings should be rehabilitated if salvageable. 35% of participants believe marginal housing should be demolished and replaced with buildings of historic character. 11% of participants believe marginal housing should be demolished with the site left open while 9% believe that marginal housing should be left standing until the property is purchased.

A range of housing alternatives contributes to neighborhood vitality. 77% of participants either strongly agreed (44%) or agreed (33%) that neighborhoods should have a range of quality residential buildings. 20% of participants did not know whether neighborhoods should have a range of residential buildings while 3% of participants either disagreed or strongly disagreed.

Participants were nearly divided regarding preferences for future housing – a larger house in a suburban subdivision or a smaller house in a traditional neighborhood. 58% of participants would rather live in a larger suburban house compared to 42% who would rather live in a smaller house in a traditional neighborhood. Clearly there are many who have been programmed towards suburban sprawl and subdivisions. The opportunity for traditional neighborhoods must be allowed by the Plan and code.



## *Suburban Character Area* Community Vision: Residential Development

The positive images from the Suburban - Neighborhood Residential Development category all represent visually attractive residential development appropriate for Macon neighborhoods. Despite the preference of 58% of participants for larger homes in

suburban subdivisions, the highest rated of the neighborhood residential development images depict housing in traditional neighborhoods. The positively rated images also feature a range of housing alternatives. Features which emerge from these higher rated images include well maintained residences, landscaping, traditional architectural elements including porches and gables, sidewalks



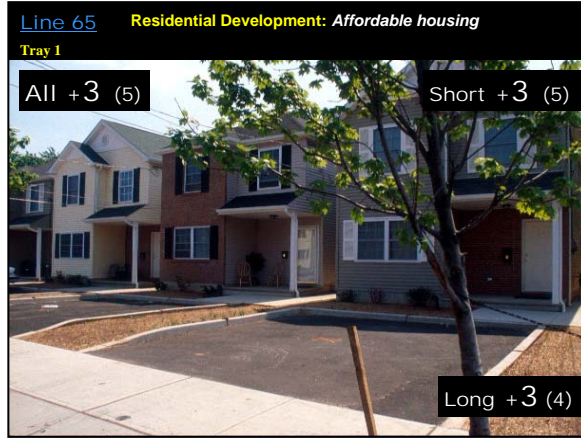
### *Residential Development: Guidelines and Policy Recommendations*

#### *Suburban - Neighborhood Residential Development:*

- *redevelopment of marginalized housing should be a priority*
- *provide a range of housing types*
- *a semi-public edge ( hedges/fences) should define the property edge from sidewalks*
- *on-street parking and/ or parking on rear residential lanes*
- *residential streets lined with street trees*
- *2 to 2 1/2 story homes with pitched roofs*
- *priority for porches on residential buildings*
- *net density of 4 to 5 units per acre*



## Suburban Character Area Community Vision: Residential Development

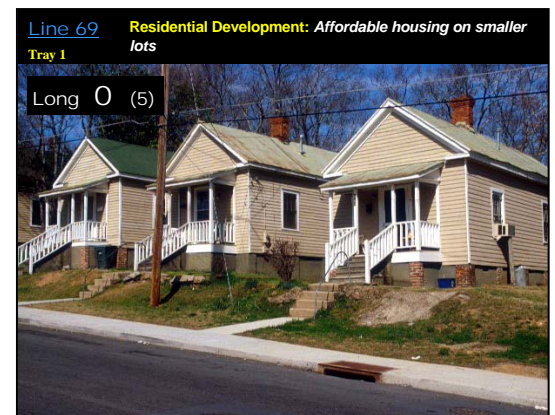


The above positive images represent the range of housing considered appropriate for suburban neighborhoods in Macon – Bibb County, including smaller single-family housing, townhouses and multi-family housing, supporting the 77% of participants who agree that neighborhoods should have a range of quality residential buildings. Features which emerge from these positive images include well maintained residences, landscaping, traditional architectural elements including porches and gables and sidewalks.

## Suburban Character Areas Community Vision: Residential Development



The above positive images represent additional housing considered appropriate for Macon – Bibb County, including single-family housing, multi-family housing and mixed-use housing. However, features of images in Line 60, Line 63 and Line 69 lack integral features found in the higher rated residential images, including well-maintained residences and landscaping. These images also lack streetscaping features such as appropriate sidewalks, street trees and lighting.





*Suburban Character Area*  
**Community Vision: Residential Development**

The negative images from the Suburban - Neighborhood Residential Development category represent housing that is marginalized or deteriorated and therefore inappropriate for the future vitality of Macon – Bibb County neighborhoods. These examples of housing lack the fundamental features of the positively rated residential images and are not attractive. Simple, dull and functional or deteriorated and junky both receive negative values. They generate depression and fear and are therefore dysfunctional and detrimental. Housing in any area of Macon – Bibb County which exhibits these qualities is a serious detriment to the planning and implementation of neighborhoods in the region and must be ameliorated. Low income housing and public subsidized housing is required but should be placed in a neighborhood setting. Sites that are littered, and unkempt must be cleaned up for the sake of the local area and the neighborhood.



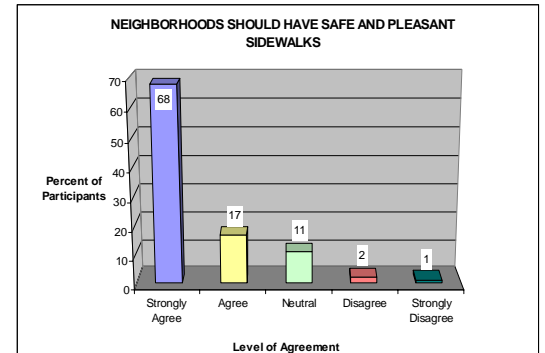
**Residential Development: Implementation Recommendations**

1. Map and document all vacant, deteriorated or marginalized residential buildings in a Susceptibility to Change Map
2. Institute property maintenance standards
3. Developed a phased plan to remove and redevelop all marginalized and/ or deteriorated housing in Macon – Bibb County neighborhoods
4. Develop and adopt a Design Plan for the redevelopment of all marginalized and/ or deteriorated residential properties not meeting the full potential of Macon – Bibb County neighborhoods
5. Adopt Hope VI basic standards for subsidized housing

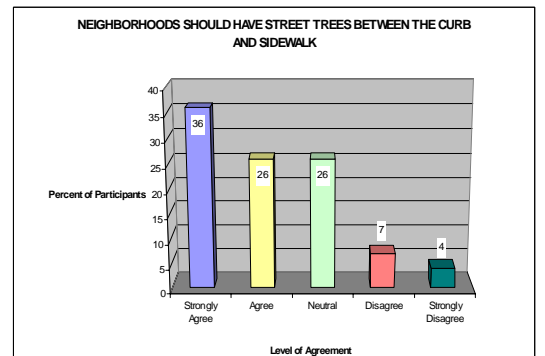
*Suburban Character Areas*  
Community Vision: **Pedestrian Realm Options**

## Suburban Character Area Community Vision: Pedestrian Realm

The pedestrian realm is an integral component of neighborhoods. Neighborhoods must be walkable. They must have sidewalks and places to walk to. 85% of participants either strongly agreed (68%) or agreed (17%) that neighborhoods should have safe and pleasant sidewalks as a feature of the neighborhood pedestrian realm. 11% of participants indicated no preference for or against sidewalks as a component of the pedestrian realm streetscape while 3% either disagreed or strongly disagreed that neighborhoods should have sidewalks.



Street trees are one component of the pedestrian realm and streetscape. 62% of participants either strongly agreed (36%) or agreed (26%) that neighborhoods should have street trees between the curb and sidewalk. 26% of participants had no preference whether street trees should be part of the streetscape while 11% either disagreed or strongly disagreed that neighborhoods should have street trees.



The positive images from the Neighborhood Pedestrian Realm category represent visually desirable pedestrian realm features appropriate for Macon – Bibb County. Preferred features which emerge from these highly rated images include appropriately scaled sidewalks, pedestrian scaled lighting, street trees, a parkway separating the street from the sidewalk, curb parking as a buffer, landscaping treatments and pedestrian furniture where appropriate. Images of pedestrian realms without these features were either valued as neutral or valued negatively.





Suburban Character Area  
Community Vision: Pedestrian Realm



*The images above are “before and after” simulations of neighborhood pedestrian realms. The high values indicate the importance of the pedestrian realm. The change from the negative “before” images to the positive “after” images represents a visual summary of design qualities necessary to improve and enhance existing neighborhood pedestrian realms in Bibb County. The greater the positive change the more positive design features that are incorporated. A list of the positive attributes should be incorporated into the design standards.*



## Suburban Character Area Community Vision: Pedestrian Realm



The images above are additional “before and after” simulations of suburban - neighborhood pedestrian realms. The change from the negative “before” images to the positive “after” images represents a visual summary of design qualities necessary to improve and enhance existing neighborhood pedestrian realms in Bibb County and should be included in future design standards. Sidewalks and semi-public edges make the largest differences.

### Pedestrian Realm: Guidelines and Policy Recommendations

Suburban - Neighborhood Pedestrian Realms should include the following characteristics:

- sidewalks on all streets wide enough to accommodate projected pedestrian flow
- commercial buildings built up to the sidewalk edge
- semi public edge along residential uses
- pedestrian furniture such as benches, trash baskets, planters, etc.
- street trees and on-street parking to provide protection
- continuous awnings in commercial areas to provide protection
- semi-public edge treatments such as fencing or hedging in residential areas
- pedestrian scaled lighting fixtures
- stamped or textured crosswalks

## Suburban Character Area Community Vision: Pedestrian Realm

The negative images from the Suburban Neighborhood Pedestrian Realm category represent features of the pedestrian realm that are poorly designed and maintained, marginalized or deteriorated, and therefore inappropriate for the future vitality of Macon – Bibb County neighborhoods. These pedestrian realm examples lack the fundamental features of positive, visually acceptable pedestrian realms. They generate depression and fear and are therefore avoided by potential residents and consumers. Any neighborhood pedestrian realm in Macon – Bibb County which exhibits these qualities is a serious detriment to market development of the region and must be ameliorated.



### Pedestrian Realm: Implementation Recommendations

1. Map and document all pedestrian realm features in an Existing Conditions Map and deteriorated or marginalized pedestrian realms in a Susceptibility to Change Map
2. Develop a phased plan to repair and redevelop all deteriorated public pedestrian realm features in Macon – Bibb County neighborhoods
3. Develop and adopt a Design Plan for the redevelopment of all deteriorated public pedestrian realm features not meeting the full potential of Macon – Bibb County neighborhoods
4. Establish maintenance standards; Regulate property maintenance and penalize property owners who fail to maintain properties per maintenance standards
5. Establish standards for design elements including sidewalks, street tree types and sizes, fence and hedge standards, window openings, signing, awnings, etc.

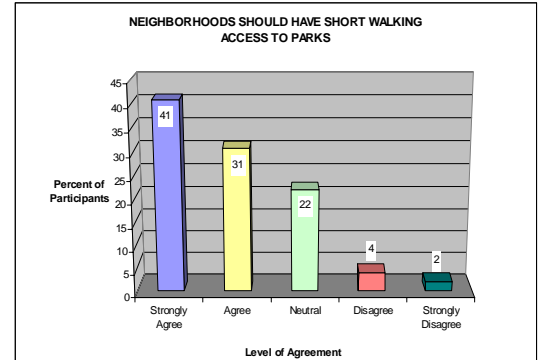


*Suburban Character Area*  
Community Vision: **Parks & Open Space Options**



## Suburban Character Area Parks & Open Space

Parks are an integral component of healthy neighborhoods, as locations for community gathering and recreation; they serve to foster a sense of community within neighborhoods. 72% of participants either strongly agreed (41%) or agreed (31%) that neighborhoods should have access to parks within short walking distance. 22% of participants were undecided as to whether neighborhoods should have access to parks within walking distance while 6% either disagreed or strongly disagreed that neighborhoods should have access to parks.



The images from the Neighborhood Parks and Open Spaces category represent visually attractive open space characteristics considered appropriate for Macon – Bibb County neighborhoods. Although considered positive, their low values indicate that these parks are missing features appropriate for neighborhoods. Perhaps the inclusion of recreation facilities for a range of neighborhood children would have been appropriate. Features of these images include sidewalks, pedestrian furniture, significant greenery and trees, and pedestrian scaled lighting.



### Parks and Open Spaces: Guidelines/Policy & Implementation Recommendations

*Suburban Parks and Open Space should include the following characteristics:*

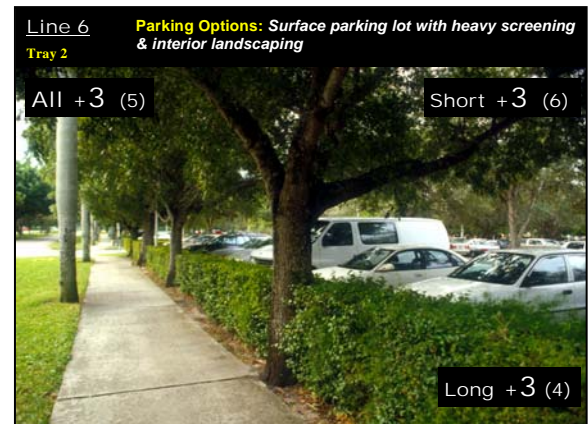
- a range of parks should be provided in each neighborhood
- small neighborhood parks should be within a three minute walk of all residents
- parks provided to foster sense of community and serve as focal point of neighborhood centers
- neighborhood parks should include pedestrian furniture and pedestrian scaled lighting
- access to parks should be pedestrian friendly and safe
- establish design and maintenance standards; trees and green areas should be well maintained
- larger park for field sports etc should be within a 20 minute walk

*Suburban Character Area*  
Community Vision: **Parking Options**

## Suburban Character Area Community Vision: Parking

Suburban parking for residential and commercial is a large determinant of the overall visual and spatial character of place, which can be translated into the value of place. Open surface parking lots and housing that has parking in the front yard, where the front of the house is dominated by “garage scape”, detract from the aesthetic quality of neighborhoods.

The positively rated images from the Suburban Parking category represent visually attractive and desirable parking alternatives which are considered appropriate for Macon – Bibb County neighborhoods. Residential garages and parking accessed by a rear residential lane were considered very appropriate as a parking alternative for neighborhood residential areas. For commercial areas, parking lots with significant green screening and landscaped with trees were considered desirable.



### ***Parking: Guidelines/Policy & Implementation Recommendations***

#### *Neighborhood Parking*

- *Adopt standards for rear lot “residential lanes” that provide access to garages*
- *Adopt standards that at the minimum locate garages in the rear of the lot or behind the primary façade of a residential building*
- *Adopt standards for landscaping parking lots with both interior (one tree for every 4 parking spaces) and peripheral screening*
- *Map and document the utilization of all surface parking lots*
- *Redevelop under-utilized surface parking lots with infill mixed use buildings*
- *Encourage and promote on-street parallel or diagonal parking provided in neighborhood centers*

*Suburban Character Area*  
Community Vision: **Signage Options**



*Suburban Character Area*  
**Community Vision: Signage Options**



Commercial Signage plays a significant factor in the success of suburban/neighborhood retail. The positively rated images in the Suburban/Neighborhood Signage category represent visually attractive signage alternatives which are considered appropriate for neighborhoods. Characteristics of signage found in these images include small scaled, low mounted monument-type signage, small hanging signs, and small signs mounted flush to the building front. These signage characteristics are more appropriate for neighborhoods than monument style and large scaled commercial signage.

The negatively rated image in the Suburban/Neighborhood Signage category represents signage alternatives which detract from the visual aesthetic of neighborhoods. The signage features in this image, namely the high, large billboard signage, relate to strip commercial uses and not to neighborhoods; Areas identified as neighborhoods (recommended on page 42) would not allow this type of signing.



***Signage: Guidelines/Policy & Implementation Recommendations***

*Neighborhood Signage :*

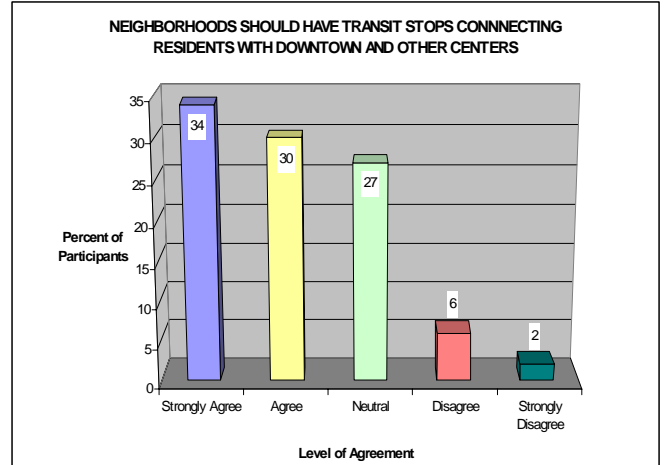
- *establish design standards for neighborhood commercial signage*
- *promote a more appropriate scale for billboard style signage*

*Suburban Character Area*  
Community Vision: **Mobility Options**



## Suburban Character Area Community Vision: Mobility Options

Transit and transit alternatives are required for quality neighborhoods particularly for those below or beyond driving age or those who chose not the commute to work by car. 64% of participants either strongly agreed (34%) or agreed (30%) that neighborhoods should have transit stops connecting residents with Downtown and other activity centers. 27% of participants were undecided as to whether neighborhoods should have transit stops connecting to other destinations while 8% either disagreed or strongly disagreed that neighborhoods should have transit stops connecting residents with Downtown and other activity centers.

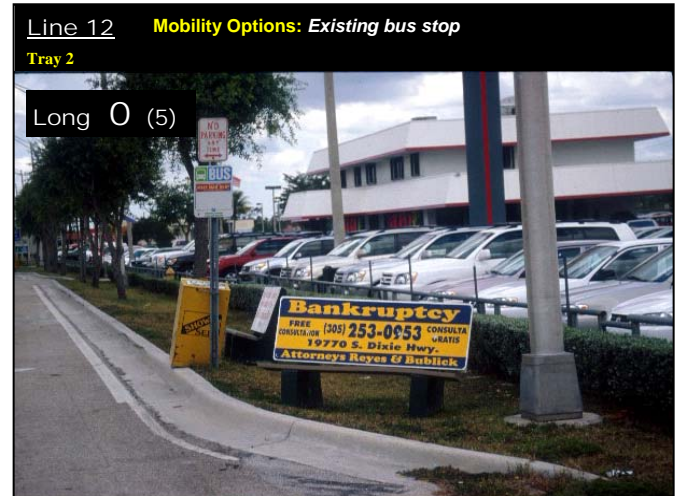


The positive images from the Suburban/Neighborhood Mobility category represent mobility characteristics considered appropriate for Macon – Bibb County neighborhoods. Bicycle paths on local streets, buses with front end bicycle hangers are highly desired. Of perhaps the most importance is the need for quality bus stops and shelters. Activation of existing rail lines for light rail application connecting downtown to larger regional venues also rated high.



## Suburban Character Area Community Vision: Mobility Options

This negative image from the Suburban/Neighborhood Mobility category represents mobility features which are not acceptable for neighborhoods in Macon – Bibb County. This negative image is characterized by unacceptable bus stop facilities, locations and design. There are no sidewalks, the bench is too close to the street and it is contrasted with an open parking lot. As an example of a neighborhood bus stop, this stop lacks pedestrian amenities such as adequate shelter and lighting. The placement of the bench and trash receptacle at the curb edge offers no protection from passing traffic. Mobility alternatives of this nature are valued negatively and reinforce negative perceptions and stereotypes regarding transit mobility. These negative images discourage transit ridership and healthy neighborhood development. By discouraging ridership translates into increased auto dependence and “mom” as chauffeur mentality.



### ***Mobility: Guidelines/Policy & Implementation Recommendations***

#### *Suburban/Neighborhood Mobility*

- *a range of mobility alternatives should be made available to neighborhoods; it should include walkability, bicycle transit, public transit and multi-modal connections*
- *Standards for neighborhood bus stops must be adopted*
- *Bus stop should be located first at the neighborhood centers and be reinforced by immediate available retail and services*
- *Prepare a long term transit plan to include commuter light rail to connect downtown to secondary regional centers*



The images below are a “before and after” simulation of neighborhood mobility alternatives. The change from the negative “before” image to the positive “after” image represents a visual summary of design qualities necessary to improve existing neighborhood mobility alternatives in Bibb County.

Improve mobility alternatives in suburban neighborhoods surrounding Downtown Macon; include activation of existing rail lines for light rail.



# RURAL CHARACTER AREA



## SHARED VISIONS

*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission

## SHARED VISIONS

*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission

## SHARED VISIONS

*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission



## ***Rural Character Area***

### ***Principal Quality Community Objectives for the Suburban Character Areas***

- *The rural/residential nature and the quality of life of the rural character area should be maintained in its current mix of undeveloped areas and large parcel developments.*
- *New development in the rural areas should be encouraged as extensions of the suburban areas and not leap frogging to the outer undeveloped areas of the county. Where development does occur, it should be sensitive to the rural nature of the surrounding areas and should be implemented using appropriate design standards.*
- *New commercial development should take the form of small villages and should be located only on arterial or collector streets and should relate to rural neighborhoods.*
- *Roads should be maintained in their existing rural context and improvements should reflect the rural nature of these facilities by retaining their natural tree-edged condition as much as possible.*
- *Sidewalks and bike lanes should be provided within new developments in the rural areas. These facilities should provide connections to services, schools and transit routes and should be viewed as key elements to the improvement of the quality of life in these areas.*
- *A range of mobility alternatives such as public transit must be provided and encouraged for the residents and employees of Macon-Bibb County within the rural areas.*
- *Parks and public green spaces should be incorporated into new developments whenever possible.*

### ***Principal Implementation Measures Recommended for the Suburban Character Areas***

- *Develop smaller sub-character areas and undertake planning initiatives at the neighborhood or corridor level.*
- *Map and document existing conditions and note areas susceptible to change.*
- *Develop and adopt Design Guidelines for both residential and commercial development within the rural areas.*
- *Update zoning regulations to provide for improved residential development in the rural character area. New regulations should allow a variety of housing types but should reflect standards that are unique and appropriate to the rural nature of this character area.*





*Rural Character Areas*  
Community Vision: **Street Options**

Rural Character Area  
Community Vision: Street Options

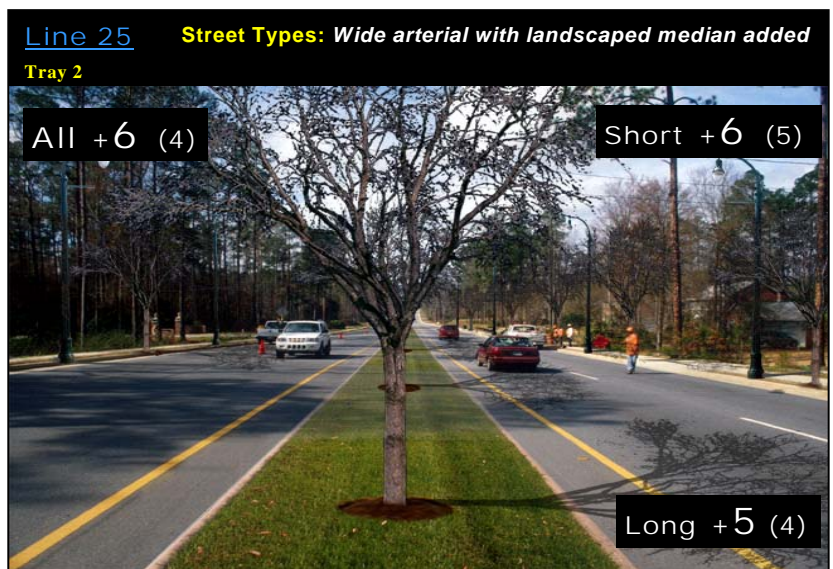
Roads and streets in rural areas are the framework for future development. The character and quality of these streets will impact the future quality of life and value of future suburban development.

The highest rated image in the VPS is a suburban street. The two images on this page represent the types of streets that are most appropriate for future suburban development and must be adopted for future suburban developments.

This street has a narrow cartway of 26 feet, flat curbs, a wide tree planting terrace that also acts as storm drainage. This is a very environmentally friendly street because the runoff is filtered through a grass filter which also promotes the growth of new trees. This street has sidewalks on both sides.



This street is, in engineering terms, a collector that is designed as a boulevard. This is an after image from a simulation set and does not currently exist. The boulevard provides a “green setting” for these areas, is excellent for the environment, reduces runoff, and promotes a safer street. This should be added to the street typology of the county.





## Rural Character Area Community Vision: Street Options

These streets are most appropriately applied to areas designated as rural residential. Sprawl growth should be restricted in these areas. Only large estates or small new villages are appropriate. Retain roads in their narrow natural tree-edged condition. Where possible, “white horse fencing” will enhance the value and image.

This rural road has two narrow lanes, no curbing and is tree lined on both sides. This is the ideal road typology for rural areas.



This rural road has slightly wider lanes (estimated at 11 feet wide), no shoulders, and a grass edge with fencing on one side. The white lines on the edge of the pavement suggest that this road has high speeds.



This is a wider road with curbing, a wide tree terrace and white fencing on both sides. This could be an entrance street to a rural village. Unfortunately this street, as an entrance, is wider than the collector road that connects it to other locations in the county.





## Rural Character Area Community Vision: Street Options

These streets most appropriately apply to the area designated as rural retail or suburban centers.

This street is also a boulevard with mixed-use retail/offices/ housing development on both sides. Complemented with wide sidewalks, street trees, and with parking in the rear, this is the ideal alternative to the standard strip commercial development and wide ubiquitous arterial currently found in the county.



The two images to the right portray a street type called the super boulevard. The top image portrays the outside lanes of a four to eight lane arterial. The center lanes are separated by a planted median that has one or two way traffic, parallel parking, wide sidewalks and stores and shops adjacent to the sidewalk. In addition to parallel parking, the remainder of the parking is at the rear of the buildings. This “frontage street” can provide access to a grid of parallel streets providing access and egress without having to enter the lanes of faster moving thru traffic. This street type is ideally suited to become the regional sub center.

The lower image shows the “frontage street” this time with diagonal parking, bike path and planted median separating it from the busy arterial. This is an ideal prototype for the retrofit of any arterials that have large setbacks with excessive parking requirements.



## Rural Character Area Community Vision: Street Options

Road widening and sewer extension should be limited until developed areas are built according to the recommendations, and design standards recommended as a result of the community visioning.



### *Street Types: Guidelines and Policy Recommendations*

#### *Rural Roads*

- *maintain rural roads in existing condition with no expansion or widening*
- *keep lanes as narrow as possible with natural edges*
- *recommend a design vocabulary of fences to be used*

#### *Commercial Streets*

- *adopt a street typology of boulevards and super boulevards with appropriate street trees, lighting and sidewalks*
- *infill mixed-use buildings in suburban centers*
- *promote on-street parking, diagonal and parallel*
- *promote pedestrian amenities including crosswalks, lighting and furniture*
- *buildings built up to the sidewalk edge – no front yard parking*
- *create commercial frontage street from existing frontage parking, separated from traffic by landscaped median, where appropriate*



Rural Character Area  
Community Vision: Street Options

Negative images in the Rural/Suburban Street category represent street features considered inappropriate for rural and suburban areas of Bibb County

This street is one of the lowest rated of the survey. Housing is marginalized and deteriorated and the street lacks any pedestrian realm features. Is this rural or suburban? It lacks the qualities of either and as such is perceived as very negative

The low negatively rated commercial suburban street represents a suburban arterial highway with strip commercial development fronted by surface parking, tall arterial related signs with few street-scape features like trees and pedestrian scaled lighting.

Unfortunately the low negative score suggests that there is growing tolerance for the strip development aesthetic. The low negative scores have the implication that there are not other alternatives.



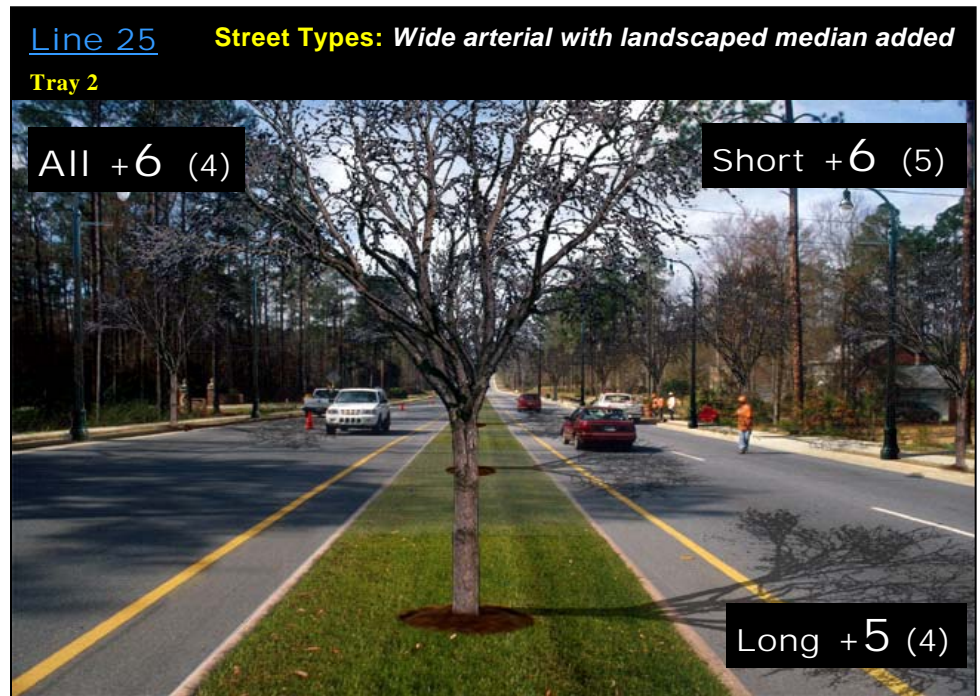
**Street Types: Implementation Recommendations**

- Map and document all residential and commercial street types in section and plan
- Prepare and adopt a set of road, street and boulevard standards, in section and figure ground, that respond to the positive images in the survey and will apply to the rural areas of the future plan
- Adopt a phased Urban Design Plan for the redevelopment of all marginalized and/or deteriorated buildings along arterials and apply super boulevard street, building and design standards where appropriate
- Locate new network of streets for all future development.
- Develop, adopt and implement streetscape and façade improvements

Rural Character Areas  
Community Vision: Street Options

The images below are a “before and after” simulation of a residential street. The change from the negative “before” image to the positive “after” image represents a visual summary of design qualities necessary to improve existing residential streets in Bibb County.

*Improve residential streets where appropriate in areas of Bibb County to the standards seen in the positive images from the VPS.*





Rural Character Area  
Community Vision: Street Options

The images below are a “before and after” simulation of a suburban commercial arterial. The change from the negative “before” image to the positive “after” image represents a visual summary of design qualities necessary to improve existing commercial arterials in rural and suburban areas of Bibb County.

*There is an extraordinary improvement in this commercial street when it is transformed into a boulevard and the buildings are located on sidewalks close to the edge. The proportion of the street begins to meet the ideal height to width ratio.*



Rural Character Area  
Community Vision: Street Options

The images below are a “before and after” simulation of an emerging suburban residential street. There is no measurable change in value which suggests that widening of these types of streets from two to four lanes is ok. Continuing to provide more auto access will only fuel the continuation of sprawl. Although acceptable in the suburban area it is negatively perceived in rural areas.



*Continuing to provide more auto access will only fuel the continuation of sprawl.*





Rural Character Area  
Community Vision: Street Options

The images below are a “before and after” simulation of a suburban commercial arterial transformed into a Super Boulevard. The change from the negative “before” image to the positive “after” image represents a visual summary of design qualities necessary to improve existing commercial arterials in the suburban areas of Bibb County.

*Improve commercial streets where appropriate in rural and suburban areas of Bibb County to the standards seen in the positive images from the VPS.*





Rural Character Areas  
Community Vision: Street Options

The images below are a “before and after” simulation of a rural residential street. The change from the negative “before” image to the positive “after” image represents a visual summary of design qualities necessary to improve existing rural residential streets in Bibb County.



Improve residential streets in rural/suburban areas of Bibb County to the standards seen in the positive “after” images; suggest that these areas become integrated into neighborhoods.



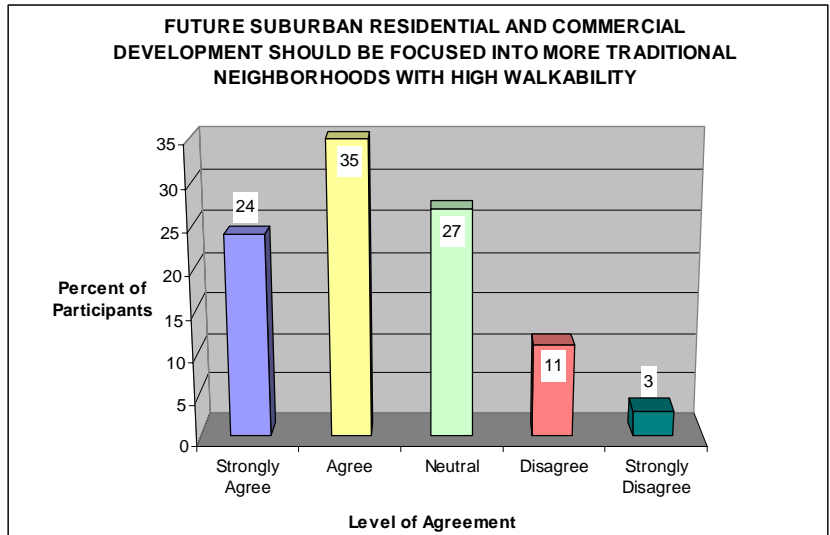


*Rural Character Area*  
Community Vision: **Development Options**

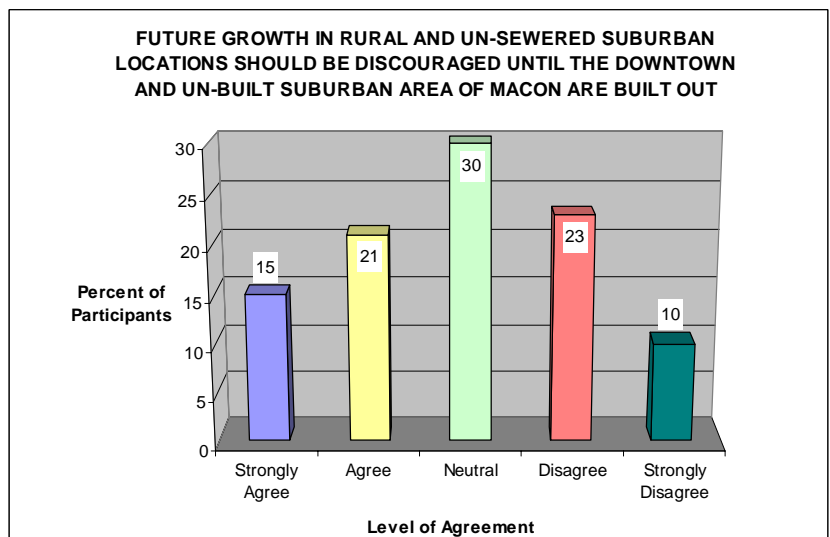


Rural Character Area  
Community Vision: Commercial Development

How do the rural and suburban areas develop in the future? Future suburban residential and commercial development should be focused into more traditional neighborhoods with high walkability. 24% strongly agreed with 35% in agreement. Only 3% strongly disagreed. This is an extremely important planning policy for future development.

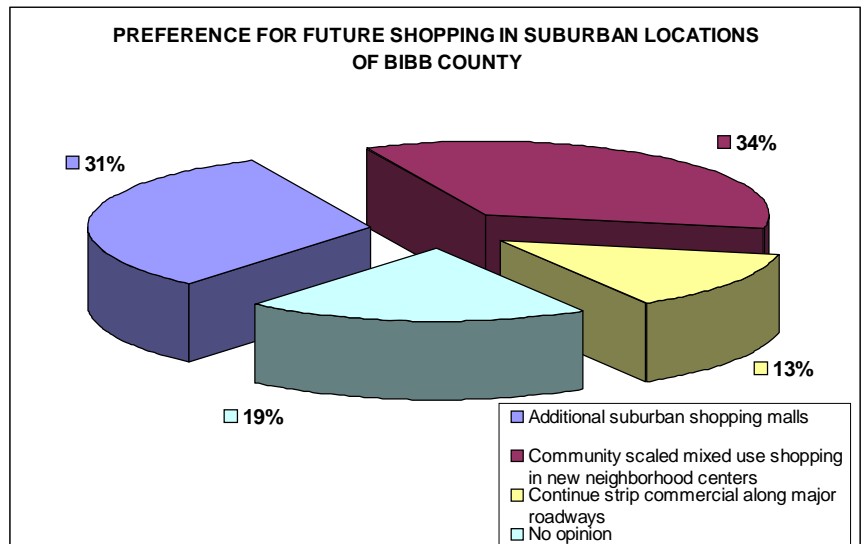


When asked if future growth in rural and un-sewered suburban locations should be discouraged until the downtown and un-built suburban areas of Macon are built out, 36% participants agreed, 33% disagreed and 30% had a neutral reaction. Those participants in the neutral area need to be shown the benefits. As a general recommendation no sewers should be extended in the foreseeable future.

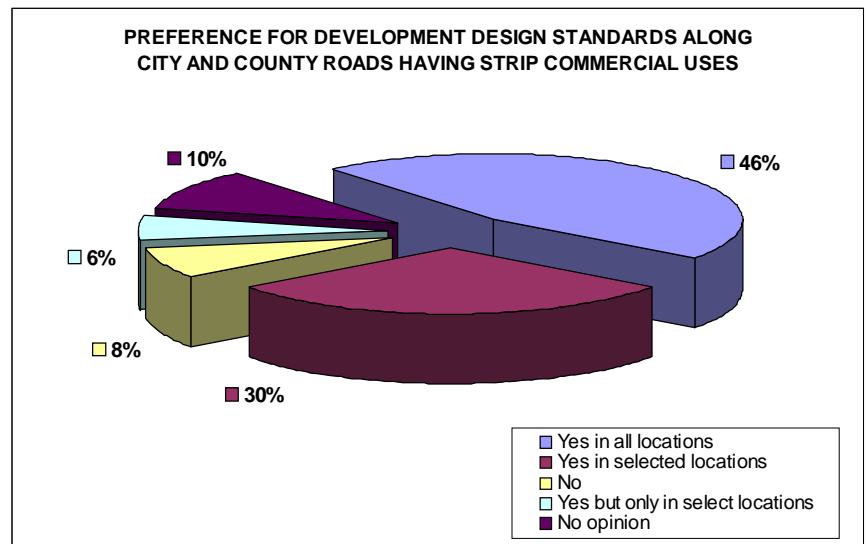


## Rural Character Area Community Vision: Commercial Development

Sprawl development has a strong correlation to shopping which is primarily or entirely done by private automobile. Participants were polled for future shopping in suburban locations. The largest percentage, 34%, recommended community scaled mixed use shopping in new neighborhood centers. 31% want additional suburban shopping malls while the smallest percentage, 13% want to continue strip commercial along major roadways.



The vast majority of participants want to see quality design standards along city and county roads having strip commercial uses. 46% want to see these design standards applied in all locations while 30% want the standards applied in selected locations. Only 8% did not want to see design standards applied to strip commercial roads.



Rural Character Area  
Community Vision: Commercial Development

The positive images from the Rural/Suburban Commercial Development category represent the visually attractive commercial development appropriate for rural and suburban areas of Macon – Bibb County. The images below represent the most appropriate retail and office development types.

This new prototype shopping center models itself after a traditional main street that incorporated three large magnet retailers including a multiplex cinema and two “big boxes” at either end. The main street has wide sidewalks, street furniture, street trees and diagonal parking. The high rating on this image suggests this is the right form of commercial development for Macon-Bibb County.



This new office block is another highly rated image. Three and four story offices surround a landscaped interior courtyard.





Rural Character Area  
Community Vision: Commercial Development

Other acceptable forms of commercial development include the images below.

This commercial development includes a mixed-use center having a more traditional architectural character. It has sidewalks, diagonal parking and an outdoor café. Building heights vary from one to two and one half stories with emphasis on full roofs, more like a small village center.

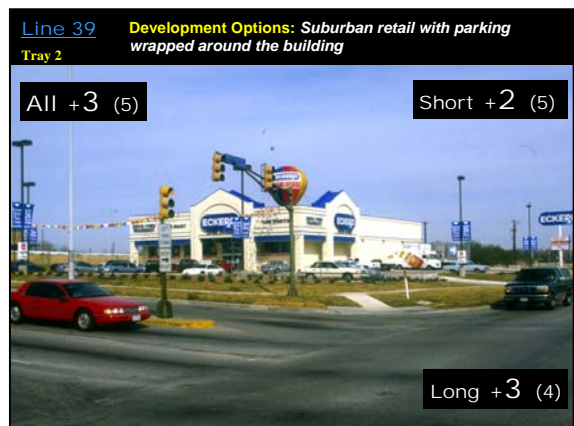


In this positively rated image, a chain drugstore typically found on a concrete pad site is incorporated into a strip mall, with front yard parking that is screened with landscaping.



Rural Character Area  
Community Vision: Commercial Development

Pad and “big box” sites are acceptable to participants, although they received lower values by half when compared to more traditional main street type development images. This type of site plan is usually considered auto-dominated commercial associated with sprawl. Clearly this is considered acceptable by survey participants in Macon – Bibb County and therefore specific locations within future plans should be made for this type of commercial development. This represents a pro-sprawl bias or tolerance and indicates the need for both traditional and contemporary sprawl directions. Perhaps more importantly, it indicates that the levels of expectation are low and tolerance is high, for participants will accept any new development. This will make it much harder to insist on higher design and planning standards.



No other image represents a pro-sprawl tolerant bias than the image to the right.





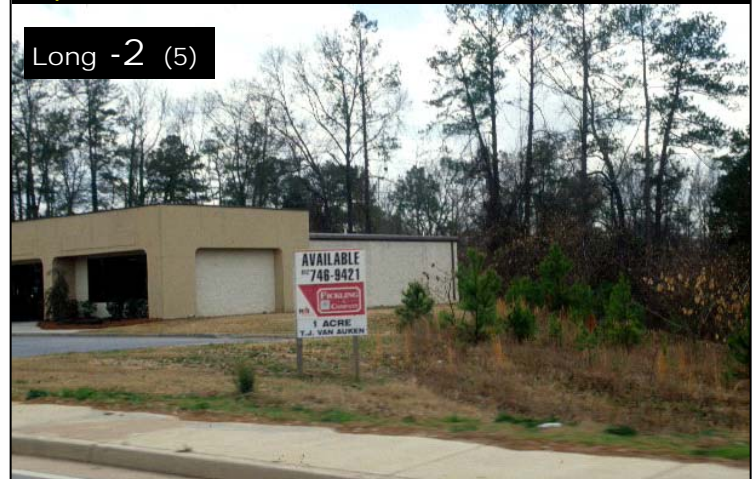
Rural Character Area  
Commercial Development

Even the seemingly egregious strip commercial development image below received a minimally negative value of -1. The important fact is that it is negative and therefore must be used as an example of what not to do in the future.

Line 37 **Development Options:** Strip-commercial development with inappropriately scaled signs & front parking  
Tray 2



Line 38 **Development Options:** Development of existing open-space in a strip-commercial pattern  
Tray 2



The possibility of new strip commercial is even more unacceptable.



Rural Character Area  
Community Vision: Civic/Institutional

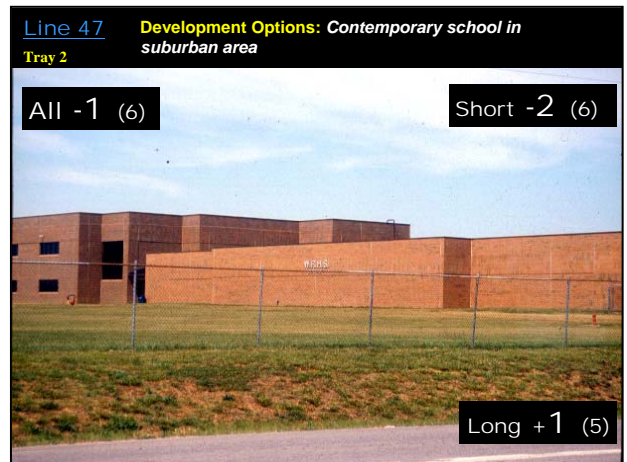
The images below are a “before and after” simulation illustrating how this church can further improve its image by landscaping the parking lots.



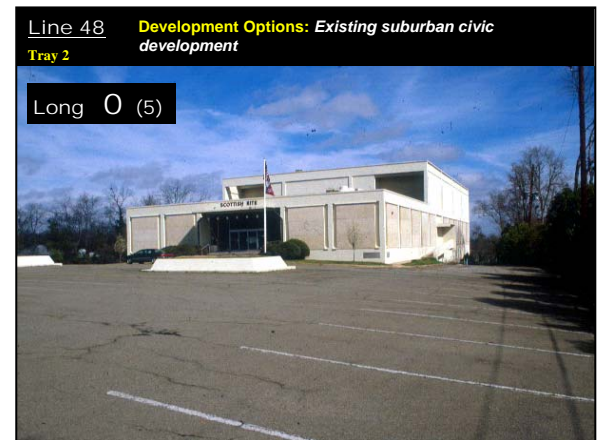
Rural Character Area  
Community Vision: Civic/Institutional

Civic and institutional buildings built in “solid box” forms received negative or neutral values.

This contemporary rural/suburban school is a solid masonry block resembling a prison. Schools should be more integrated into a neighborhood and should have an architectural form which is more inviting and which generates civic pride for the tax money that is spent to build it.



This institutional building is also a block with few windows. The large un-landscaped parking lot does not improve the value.



**Commercial/Civic/Institutional Development: Guidelines/Policy & Implementation Recommendations**

- Locate new Main Street Commercial areas as the center of new traditional neighborhoods
- Promote and locate new office block adjacent to Main street centers
- Promote the redevelopment of older commercial areas into mixed use centers
- Allow limited pad sites
- Discourage additional strip commercial development



Community Vision: Residential Development

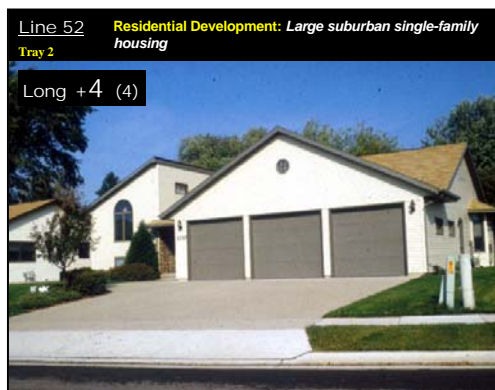
The top rated positive images from the Rural and Suburban Residential Development category illustrate visually attractive appropriate residential development. These represent a range of types, sizes and densities. This range of housing types can best be integrated into a traditional neighborhood form of development.



Large lot single family one unit per acre



Small lot single family one unit per 1/4 to 3/4 acre



While it is considered unacceptable in most places, houses with front garages, or “garage-scapes”, with extra wide streets, are acceptable to Macon – Bibb County participants.



Rural Character Area  
Community Vision: Residential Development

**Line 54** Residential Development: Single-family housing on smaller lots surrounding small park  
**Tray 2**

Long +5 (4)

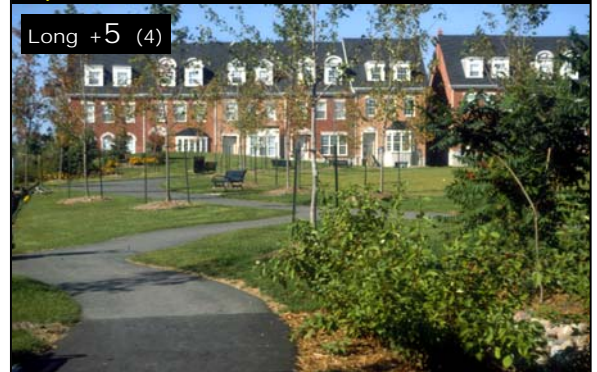


Small lot single family  
one unit per 1/2 acre

Appropriate housing types extend to townhouses, condominiums, apartments and senior citizen housing. All of these typologies can be incorporated into a traditional neighborhood in rural/suburban areas. It is important to note that most of the multi-family housing fronts onto traditional streets, have garages in the rear and incorporate public or semiprivate park space.

**Line 62** Residential Development: Garden apartment & townhouse development with large public green  
**Tray 2**

Long +5 (4)



**Line 61** Residential Development: New senior citizen housing typical in suburban areas.  
**Tray 2**

Long +3 (4)



**Line 63** Residential Development: New three-story apartment buildings  
**Tray 2**

All +4 (5)

Short +3 (6)



Long +5 (4)



*Rural Character Area*  
Community Vision: Residential Development

The images below are a “before and after” simulation that in fills a suburban lot. The values become positive with infill of buildings of similar character and scale.

*By infilling a vacant lot the image value increases, reinforcing the policy of infill development before leap-frog development of rural land.*

Line 58 **Residential Development: Existing neighborhood**

Tray 2

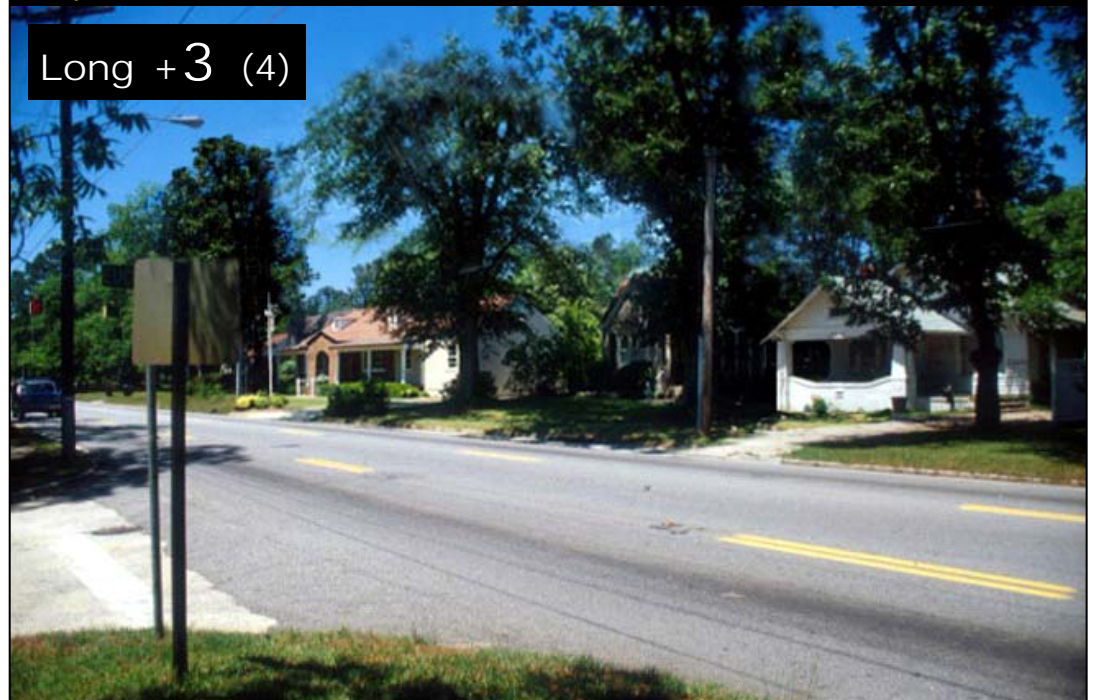
Long +2 (4)



Line 57 **Residential Development: Infill housing in existing neighborhood**

Tray 2

Long +3 (4)



Line 50

Tray 2

**Residential Development: Very large lot rural/suburban single-family housing**

Long + 1 (5)



Farm houses with companion barns belong on rural lands

**Residential Development: Guidelines/Policy & Implementation Recommendations**

- 1. Create new neighborhoods in rural/suburban areas with a range of residential building types, with higher densities located in the center of the neighborhood, decreasing in density towards the periphery with the large lots located on the periphery*
- 2. Surround new neighborhoods in suburban/rural areas with very large lot farms*
- 3. Infill empty lots as a first priority*

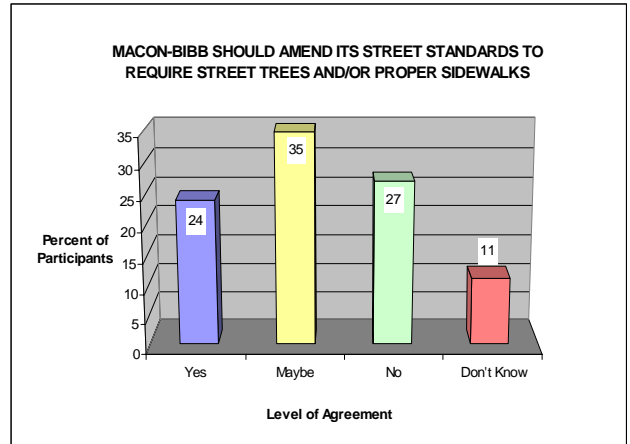




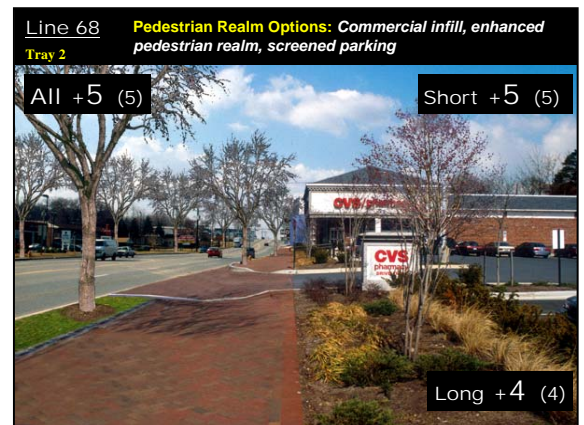
*Rural Character Area*  
Community Vision: **Pedestrian Realm Options**

## Rural Character Area Community Vision: Pedestrian Realm

The pedestrian realm is an important component of rural/suburban areas and neighborhoods. However, 35% of participants indicated “maybe” regarding street trees and sidewalks along streets in rural and suburban areas. 27% did not want street standards amended to require street trees and sidewalks in these areas while 24% did want standards amended to include these pedestrian realm amenities. 11% were undecided.



The positive images from the Rural/Suburban Pedestrian Realm category represent visually desirable pedestrian realm features appropriate for Macon – Bibb County. Preferred features which emerge from these highly rated images include appropriately scaled sidewalks for either residential or commercial areas, pedestrian scaled lighting, street trees, a parkway separating the street from the sidewalk, curbing as a buffer, landscaping treatments and pedestrian furniture where appropriate. Images of rural and suburban pedestrian realms without these features were either valued as neutral or valued negatively.





Rural Character Area  
Community Vision: Pedestrian Realm

The negative images from the Rural/Suburban Pedestrian Realm category represent features of the pedestrian realm that are poorly designed and maintained and/or deteriorated and therefore are inappropriate for the future vitality of Macon – Bibb County neighborhoods. These pedestrian realm examples lack the fundamental features of positive, visually acceptable pedestrian realms and are therefore avoided by potential residents and consumers. Any appropriate pedestrian realm in Macon – Bibb County which exhibits these qualities is a serious detriment to market development of the region and must be ameliorated.



***Pedestrian Realm: Guidelines and Policy Recommendations***

Rural/ Suburban Pedestrian Realms should include the following characteristics:

- sidewalks on all streets wide enough to accommodate projected pedestrian flow
- commercial buildings built up to the sidewalk edge in commercial areas
- pedestrian furniture such as benches, trash baskets, planters, etc. in commercial areas
- street trees and on-street parking to provide protection
- continuous awnings in commercial areas to provide protection
- semi-public edge treatments such as fencing or hedging in residential areas
- pedestrian scaled lighting fixtures

***Pedestrian Realm: Implementation Recommendations***

1. Map and document all pedestrian realm features in an Existing Conditions Map and deteriorated or marginalized pedestrian realms in a Susceptibility to Change Map.
2. Develop a phased plan to repair and redevelop all deteriorated public pedestrian realm features in Macon – Bibb County neighborhoods.
3. Establish maintenance standards; Regulate property maintenance and penalize property owners who fail to maintain properties per maintenance standards.
4. Establish standards for design elements including sidewalks, street tree types and sizes, fence and hedge standards, window openings, signings, awnings etc.

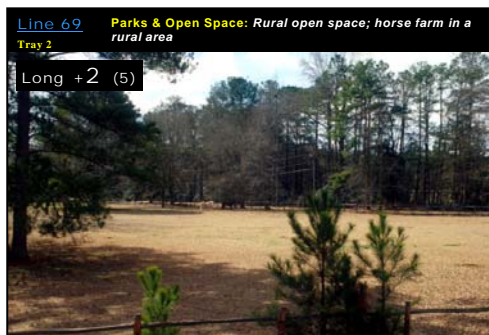


*Rural/Suburban Areas*  
Community Vision: **Parks & Open Space Options**



Rural Character Area  
Community Vision: Parks & Open Space

The images from the Rural/Suburban Parks and Open Spaces category represent visually attractive open space characteristics considered appropriate for Macon – Bibb County rural and suburban areas. A disturbing feature about the ratings of these open space images is the fact that the images depicting developed open space rated as higher by participants than images of open space in its naturalized state. Never-the-less, the inclusion of parks and plazas is considered desirable by participants in suburban office and commercial development and naturalized areas along roadway edges is desirable.



***Parks & Open Spaces: Guidelines/Policy & Implementation Recommendations***

Rural/ Suburban Parks and Open Space should include the following characteristics:

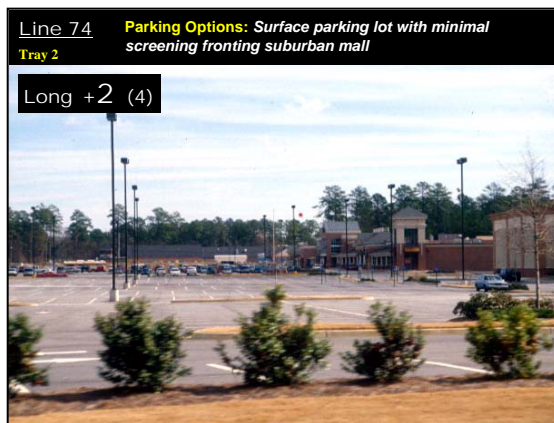
- preserve open spaces in their natural state to the greatest extent possible
- a range of parks should be provided in rural and suburban areas to meet the needs of existing residential and commercial development
- neighborhood parks should be located in rural and suburban neighborhoods within a three minute walk of all residents
- parks should include pedestrian furniture and pedestrian scaled lighting
- access to parks should be pedestrian friendly and safe
- establish design and maintenance standards; trees and green areas should be well maintained
- larger park for field sports etc should be within a 20 minute walk

*Rural Character Area*  
Community Vision: **Parking Options**

Rural Character Area  
Community Vision: Parking

Parking for residential and commercial rural/suburban areas is a large determinant of the overall visual and spatial character and value of place. Open commercial surface parking lots detract from the aesthetic quality of rural and suburban commercial areas in Macon – Bibb County.

The positively rated images from the Rural/Suburban Parking category represent visually attractive and desirable parking alternatives which are considered appropriate for Macon – Bibb County commercial uses. The greater the amount of landscaping and screening of parking lots the higher its rating by participants. Parking lots with significant green screening and landscaped with trees is the most appropriate alternative for rural and suburban areas.



***Parking: Guidelines/Policy & Implementation Recommendations***

*Rural/Suburban Parking should include:*

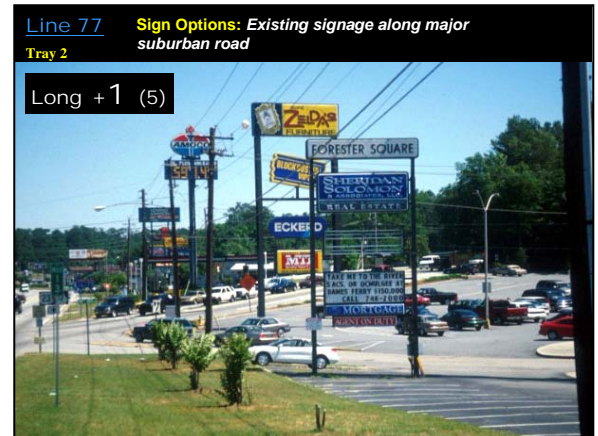
- *Adopt standards that, at the minimum, locate garages in the rear of the lot or behind the primary façade of a residential building.*
- *Adopt standards for landscaping parking lots with both interior (one tree for every 4 parking spaces) and peripheral screening in commercial rural and suburban areas*
- *Map and document the utilization of all surface parking lots*



*Rural Character Area*  
Community Vision: **Signage Options**

## Rural Character Area Community Vision: Signage

Commercial signage plays a significant factor in the success of retail. The positively rated images in the Rural/Suburban Signage category represent signage alternatives which are considered appropriate for neighborhoods. Characteristics of signage found in the higher rated image include small scaled, low mounted monument-type signage. It is problematic that the large billboard style in the image to the lower right received even a low positive score. This indicates that participants, and most likely the community at large, are becoming more tolerant of these conditions.



The negatively rated image to the left above represents signage alternatives which detract from the visual aesthetic of commercial districts in the rural/suburban areas of the county. The signage features in this image, large billboard signage, relate to strip commercial uses and are not considered appropriate for the county.

### ***Signage: Guidelines/Policy & Implementation Recommendations***

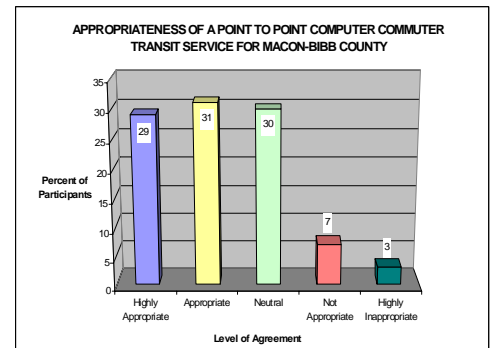
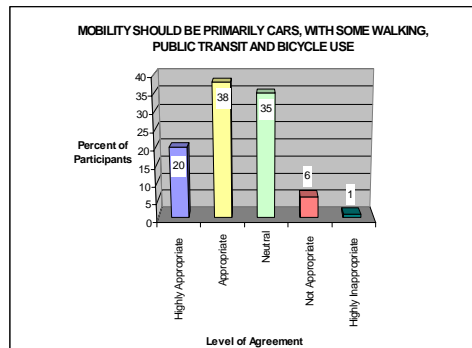
#### *Neighborhood Signage :*

- *establish design standards for commercial signage in rural and suburban areas of Bibb County*
- *promote a more appropriate scale for billboard style signage*

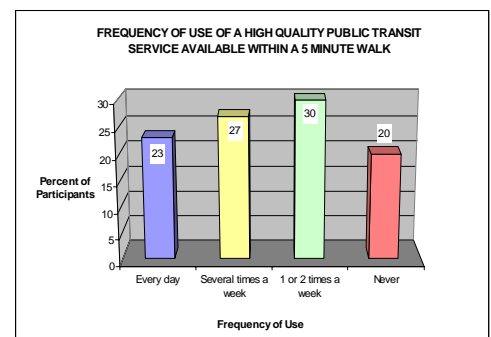
*Rural/Suburban Character Area*  
Community Vision: **Mobility Options**



## Rural Character Area Community Vision: Mobility



38% of participants believe that mobility in rural/suburban areas should be primarily by car with some walking, public transit and bicycle use, while 35% were undecided. 20% strongly supported a mix of mobility options. 60% consider a point to point computer transit service as either highly appropriate (29%) or appropriate (31%), while 30% were undecided. 30% of participants would use a high quality public transit service one or two times a week, while 27% would use it several times per week. 23% would use it everyday while only 20% would never use it.



The image from the Rural/Suburban Mobility category represents mobility characteristics considered appropriate for Macon – Bibb County rural and suburban areas. The value of this image supports the distribution of responses to the questions above. Bicycle lanes and paths should complement automobiles as a mobility alternative.



### Mobility: Guidelines/Policy & Implementation Recommendations

#### Rural/ Suburban Mobility

- a range of mobility alternatives should be made available in rural and suburban areas including walkability, bicycle transit, public transit and multi-modal connections*
- Standards for suburban transit stops must be adopted*
- Transit stops should be located at rural neighborhood centers and be reinforced by immediately available retail and services*
- Prepare a long range transit plan to include commuter light rail to connect downtown to secondary regional centers*

# POPULATION



## Community Agenda

**SHARED VISIONS**  
*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission

**SHARED VISIONS**  
*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission

**SHARED VISIONS**  
*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission





# Population

There are a number of trends in the population data that stand out when comparing the 1990 Census data with the 2000 Census data. These trends are discussed briefly in the following paragraphs. It is important to be aware of these trends when attempting to understand our community and how address with the issues that are being faced now and in the future.

The overall population growth has been low for Bibb County; less than 2.6% between 1990 and 2000. This fact alone does not give a true representation of the dynamics that are taking place. The more rural areas of unincorporated Bibb County are still growing and showed a 30.8% increase in population. The City of Macon had a 8.8% decrease in population over this same time period. See Table 1 and Table 2

The racial makeup of Bibb County is rapidly changing. Between 1990 to 2000, Bibb County experienced a 10.6% decrease in the white population and 16.3% increase in the black population. Unincorporated Bibb County had an 18.8% increase in the white population and a 75.3% increase in the black population. The City of Macon had a 31.4% decrease in the white population and 9.2% increase in the black population. See Table 1 and Table 2

**Table 1**

**Change between 1990 to 2000 Census**

Jurisdiction	Total Population	Total White	Total Black	Total American Indian	Total Asian & Pacific Islander	Other
<b>Bibb County</b>	3,920	-9,105	10,292	82	903	1,747
<b>Unincorporated Bibb County</b>	13,291	6,713	5,177	22	691	689
<b>City of Macon</b>	-9,357	-15,783	5,095	61	212	1,057
<b>Payne City</b>	-14	-35	20	-1	0	1

The population and racial data are indicative of trends throughout the country. A portion of the population

**Table 2**

**Percentage Change between 1990 to 2000 Census**

Jurisdiction	Total Population	Total White	Total Black	Total American Indian	Total Asian & Pacific Islander	Other
<b>Bibb County</b>	2.6%	-10.6%	16.5%	43.2%	114.2%	839.9%
<b>Unincorporated Bibb County</b>	30.8%	18.8%	75.3%	35.5%	199.1%	894.8%
<b>City of Macon</b>	-8.8%	-31.4%	9.2%	48.0%	47.7%	806.9%
<b>Payne City</b>	-7.3%	-18.7%	500.0%	-100.0%	0.0%	0.0%

including both blacks and whites are moving to the unincorporated areas of Bibb County and to the surrounding counties. While this is occurring, some blacks are continuing to move into the older urban core of the community. The overall result is that the black population is becoming more concentrated in the older urban core of Bibb County which is the City of Macon. The City of Macon has had no major annexations involving residential areas since the 1960's.

These major changes in population and race are projected to continue in Bibb County. By the year 2025, the percentage of white population is projected to be 37.4%; down from 50.1% in 2000. The percentage of black population is projected to be 57.6%; up from 47.3% in 2000. See Table 3 and Table 4.

The populations for the Census racial categories for Asian and Pacific Islander and for Other which is mostly Hispanic are increasing rapidly. These two categories increased from 999 in 1990 to 3,649 in 2000 While the in-

**Table 3**

**Population and Race Data 2000 Census**

Jurisdiction	Total Population	Total White	Total Black	Total American Indian	Total Asian & Pacific Islander	Other
<b>Bibb County</b>	153,887	77,147 50.1%	72,818 47.3%	272 0.2%	1,694 1.1%	1,955 1.3%
<b>Unincorporated Bibb County</b>	56,454	42,513 75.3%	12,054 21.4%	84 0.1%	1,038 1.8%	766 1.4%
<b>City of Macon</b>	97,255	34,482 35.5%	60,740 62.5%	188 0.2%	656 0.7%	1,188 1.2%
<b>Payne City</b>	178	152 85.4%	24 13.5%	0 0.0%	0	1 0.6%

**Table 4**

**Racial Composition for Bibb County - Census Data**

Year	Total Population	Total White		Total Black		Total American Indian		Total Asian & Pacific Islander		Other	
1980	150,256	91,460	60.9%	58,069	38.6%	109	0.1%	446	0.3%	172	0.1%
1985	149,813	88,856	59.3%	60,298	40.2%	150	0.1%	319	0.2%	190	0.1%
1990	149,967	86,252	57.5%	62,526	41.7%	190	0.1%	791	0.5%	208	0.1%
1995	151,928	81,700	53.8%	67,672	44.5%	231	0.2%	1,243	0.8%	1,082	0.7%
2000	153,887	77,147	50.1%	72,818	47.3%	272	0.2%	1,694	1.1%	1,956	1.3%
2005	154,795	73,569	47.5%	76,505	49.4%	313	0.2%	2,006	1.3%	2,402	3.5%
2010	155,704	69,991	45.0%	80,193	51.5%	354	0.2%	2,318	1.5%	2,848	1.8%
2015	156,619	66,421	42.4%	83,880	53.6%	394	0.3%	2,630	1.7%	3,294	2.1%
2020	157,518	62,834	39.9%	87,567	55.6%	435	0.3%	2,942	1.9%	3,740	2.4%
2025	158,426	59,256	37.4%	91,254	57.6%	476	0.3%	3,254	2.1%	4,186	2.6%

The per capita income and median household income is increasing for Bibb County but at a slower rate than for the State of Georgia. The per capita income and median household income for Georgia was 12% and 4% higher respectively than for Bibb County in 1989 and was 22% and 11% higher respectively in 1999. Per capita and median household income is increasing at a faster rate for the state of Georgia than it is for Bibb County. The incomes for the counties in the Atlanta area are increasing more rapidly than in the smaller urbanized and rural areas of the State. See Table 5.

In Bibb County, the per capita incomes and median household incomes are lower in the older urban core in and around the downtown. This empirical evidence tends to support the assumption that the less educated and poor are being concentrated in the older sections of our community. The per capita incomes and median household incomes are higher in the surrounding suburbs and rural areas. This is a common trend that is found in most communities. See Figure 3.

The trends displayed by the age distribution data causes the most concern. Table 6 and Table 7 show that Bibb County is losing young adults. As our youth age, they are leaving Bibb County. This may be due in part to our youth going away to college and/or to technical school, but it also appears that after graduating that they are not returning to Bibb County. At the same time, the counties in the Atlanta Metro Area are showing extremely rapid growth in the young adult population.

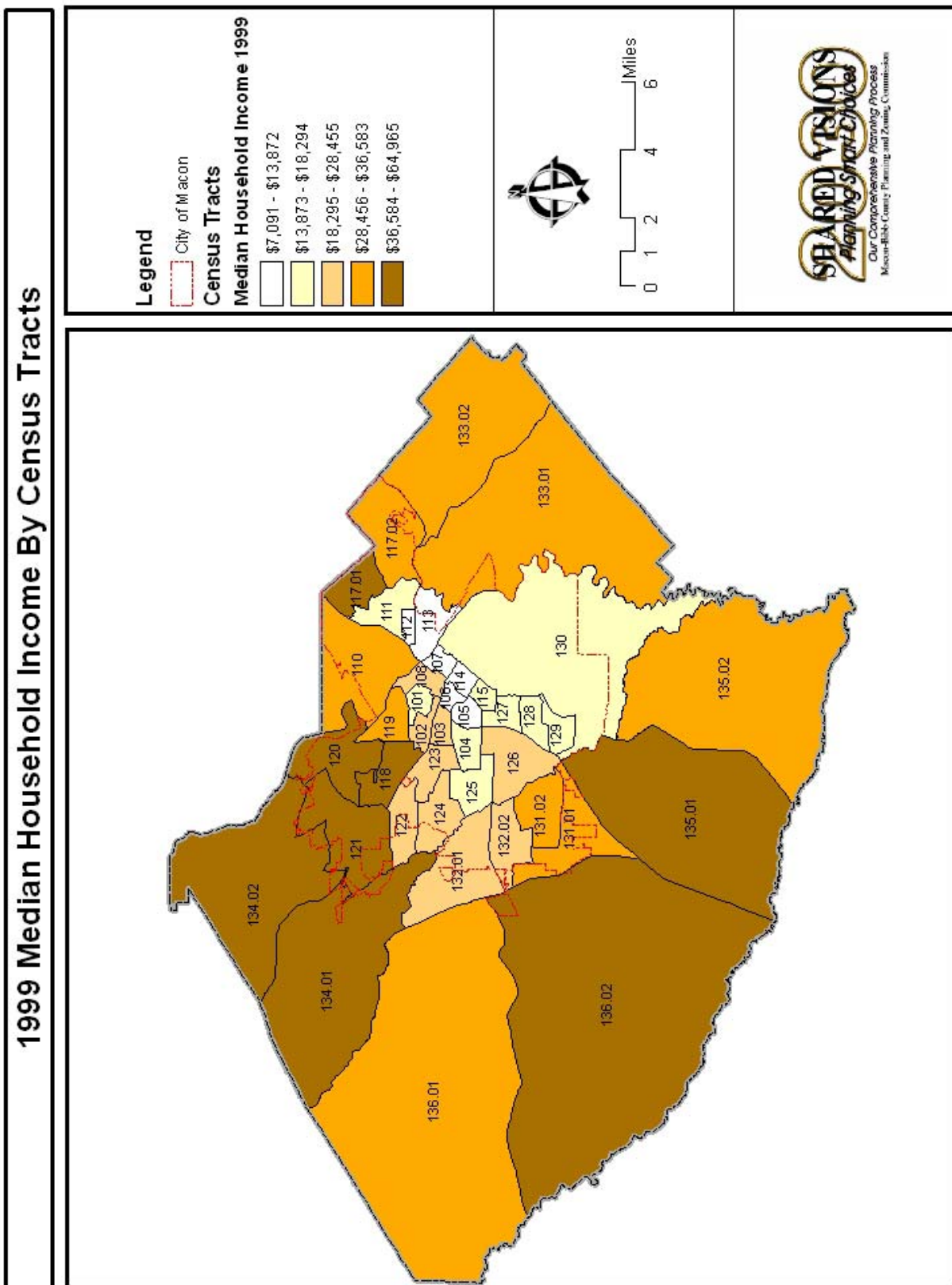


**Table 5**

**2000 Households & Income**

Jurisdiction	2000 Total Households	Persons per Occupied Housing Units	1999 Median Household Income	1999 Per Capita Income
<b>Bibb County</b>	59,667	2.49	\$34,532	\$19,058
<b>Unincorporated Bibb County</b>	21,139	N/A	N/A	N/A
<b>City of Macon</b>	38,444	2.44	\$27,405	\$16,082
<b>Payne City</b>	84	2.12	\$20,313	\$15,109
<b>Macon-Warner Robins SMA</b>	121,505	2.58	\$38,565	\$18,840
<b>Similar Counties</b>				
<b>Chatham County</b>	89,865	2.49	\$37,752	\$21,152
<b>Dougherty County</b>	35,552	2.58	\$30,934	\$16,645
<b>Floyd County</b>	34,028	2.55	\$35,615	\$17,808
<b>Houston County</b>	40,911	2.65	\$43,638	\$19,515
<b>Lowndes County</b>	32,654	2.61	\$32,132	\$16,683
<b>Muscogee County</b>	69,819	2.54	\$34,798	\$18,262
<b>Richmond County</b>	73,920	2.55	\$33,086	\$17,088
<b>Atlanta Area Counties</b>				
<b>Bartow County</b>	27,176	2.76	\$43,660	\$18,989
<b>Cherokee County</b>	49,495	2.85	\$60,896	\$24,871
<b>Clayton County</b>	82,243	2.84	\$42,697	\$18,079
<b>Cobb County</b>	227,487	2.64	\$58,289	\$27,863
<b>DeKalb County</b>	249,339	2.62	\$49,117	\$23,968
<b>Douglas County</b>	32,822	2.78	\$50,108	\$21,172
<b>Fayette County</b>	31,524	2.88	\$71,227	\$29,464
<b>Forsyth County</b>	34,565	2.83	\$68,890	\$29,114
<b>Fulton County</b>	321,242	2.44	\$47,321	\$30,003
<b>Gwinnett County</b>	202,317	2.88	\$60,537	\$25,006
<b>Henry County</b>	41,373	2.87	\$57,309	\$22,945
<b>Paulding County</b>	28,089	2.89	\$52,161	\$19,974
<b>Georgia</b>	3,006,369	2.65	\$42,433	\$21,154

Figure 3



This empirical evidence helps to validate what is common knowledge in the community. This is the fact that the young and educated cannot find the good and high paying jobs in Bibb County that are available to them in the Atlanta Metro Area. While the overall growth rate for jobs in Bibb County has been good, the number of good high paying entry level jobs have not kept pace. See Table 6.

This is not only occurring in Bibb County, but is also occurring in other urbanized counties in Georgia outside the Atlanta Metro Area. Table 7. Only Houston County which is strongly influence by Robins Air Force Base showed a significant increase in population in the age group that was 15 to 24 in 1990 and was in the age group 25 to 34 in 2000. In this age group, Chatham , Lowdnes , and Floyd Counties remained relatively stable while Bibb, Dougherty, Muscogee, and Richmond Counties showed significant decreases.

## **Issues & Opportunities**

The following trends are clearly occurring in Bibb County

White flight to the suburbs to unincorporated Bibb County and to surrounding counties is occurring..

Blacks with higher incomes are moving to the suburbs in unincorporated Bibb County and surrounding counties.

The youth are moving out to other communities such as Metro Atlanta counties with better employment opportunities, especially in entry level positions.

The Asian and Hispanic populations, although small, are increasing at a rapid rate.

These population trends are resulting in a community with higher concentrations of blacks and other minorities.

These population trends are resulting in a community with higher concentrations of poor and the less educated.

These population trends are resulting in a community with a higher concentration of middle aged persons to the elderly.

These population trends are resulting in a community with dwindling fiscal resources due to the poorer population base.

These population trends are placing more and more demands upon local government for services.

These trends are not only occurring in Bibb County but in much of the smaller urban and rural areas in Georgia. Expanding educational opportunities and expanding employment opportunities, especially at the entry level should be a prime focus for Bibb County. Efforts to do so will help to entice youth to our community and to stay here after receiving an education. The youth are needed to help revitalize our community.



**Table 6**  
**Bibb County/City of Macon Compared to Urbanized Counties in the Atlanta Region**

Age	Ages 15-19 & 20-14 in 1990 to Ages 25-29 & 30-34 in 2000														
	Bibb County	City of Macon	Bartow County	Cherokee County	Clayton County	Cobb County	Dekalb County	Douglas County	Fayette County	Forsyth County	Fulton County	Gwinnett County	Henry County	Paulding County	Georgia
1990 Census 15-19	11,707	8,392	4,200	6,114	14,051	29,284	37,841	5,551	4,915	3,132	46,403	23,243	4,092	3,050	497,152
2000 Census 25-29	10,943	7,028	5,889	9,797	21,864	54,921	65,523	6,708	3,505	6,583	78,488	49,192	8,617	7,318	641,750
2000 Minus-1990	-764	-1,364	1,689	3,683	7,813	25,637	27,682	1,157	-1,410	3,451	32,085	25,949	4,525	4,268	144,598
Percent Change	-6.5%	-16.3%	40.2%	60.2%	55.6%	87.5%	73.2%	20.8%	-28.7%	110.2%	69.1%	111.6%	110.6%	139.9%	29.1%
1990 Census 20-24	11,226	8,479	4,370	5,934	15,593	34,696	47,209	5,272	3,277	3,099	56,317	25,270	4,028	3,247	522,634
2000 Census 30-34	10,358	6,211	6,389	12,822	21,747	55,362	64,350	7,683	5,006	9,940	73,046	55,496	10,827	8,840	657,506
2000 Minus-1990	-868	-2,268	2,019	6,888	6,154	20,666	17,141	2,411	1,729	6,841	16,729	30,226	6,799	5,593	134,872
Percent Change	-7.7%	-26.7%	46.2%	116.1%	39.5%	59.6%	36.3%	45.7%	52.8%	220.7%	29.7%	119.6%	168.8%	172.3%	25.8%

**Table 7**  
Age Census

Age	Bibb County	Unincorporated Bibb County	City of Macon	Payne City	Macon-Warner Robins SMA	Chatham County	Dougherty County	Floyd County	Houston County	Lowndes County	Muscogee County	Richmond County	Georgia
1990 Census 15-19	11,707	3,306	8,392	9	22,016	15,425	8,992	6,405	6,593	6,699	14,632	15,779	497,152
2000 Census 25-29	10,943	3,901	7,028	14	22,123	17,190	6,938	5,998	7,583	7,644	14,122	15,403	641,750
Sub-Total	-764	595	-1,364	5	107	1,765	-2,054	-407	990	945	-510	-376	144,598
1990 Census 20-24	11,226	2,733	8,479	14	21,108	17,256	7,544	6,293	6,442	7,910	15,481	16,569	522,634
2000 Census 30-34	10,358	4,134	6,211	13	22,294	15,713	6,181	6,405	7,902	6,782	12,925	13,778	657,506
Sub-Total	-868	1,401	-2,268	-1	1,186	-1,543	-1,363	112	1,460	-1,128	-2,556	-2,791	134,872
Total	-1,632	1,996	-3,632	4	1,293	222	-3,417	-295	2,450	-183	-3,066	-3,167	279,470

# ECONOMIC DEVELOPMENT



## Community Agenda

**SHARED VISIONS**  
*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission

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## Economic Development

For Macon/Bibb County, the largest sector in terms of employment is the education, health and social services industry which employed 14,468 workers or 22.5% of the total employment in the year 2000. The next largest employers were in the retail trade followed by the manufacturing sector. The sector of the local economy that experienced the largest gain in employment was the education, health and social services industry which had an increase of 4,270 jobs from 1980 thru 2000. However, there were significant decreases in the manufacturing and retail trade sectors over this time period.

In comparing the state and national levels of employment, the largest industry both state and nationwide in 2000 was the education, health, & social services sector. This was similar to the employment levels by industry for the Macon/Bibb County economy. The education, health, & social services sector also experienced a significant increase in employment from 1990-2000 in both the state and nation which was also similar to Macon/Bibb County. Subsequently, the employment figures show a substantial decrease in the manufacturing and retail trade sectors for the state and nation which was also comparable to the local economy.

The two occupations with the most employees in Macon and Bibb County were in the health care/social services and government sector. The health care/social service area comprised 16% of the local occupations and the government sector constituted 13% of the total. The occupations with the least amount of employees were in the agriculture, fishing & forestry and the utilities sectors. Each of these occupations had less than 1% of the total employees in Macon-Bibb County. In terms of income, the annual per capita income on the local level for 2000 was \$19,058. The per capita income more than tripled in the time period from 1980 to 2000.

In terms of local future employment projections, there are several industries that will experience considerable growth by the year 2030. The industry with the most significant increase in employment in 2030 will be in the professional, scientific & management sector of the economy with an estimated 93% increase in employment. It is also projected that there will be considerable increases in employment in the arts, entertainment & recreation sector and the education/health services industry by the year 2030 in Macon-Bibb County. However, there will be a significant decrease in employment in the manufacturing and retail trade areas.

In Macon/Bibb Co., there are various agencies that exist to aid local industry and promote economic development. These agencies include the Greater Macon Chamber of Commerce, the Macon Economic Development Commission, the Macon-Bibb Co. Industrial Authority and the Macon-Bibb Co. Urban Development Authority. Some of these organizations are centrally located at the Greater Macon Chamber of Commerce office located adjacent to the Macon Coliseum. There are a number of programs that are offered by these organizations to promote economic development.

## **Issues and Opportunities**

**Programs to identify the needs of existing business and industry assistance.** There should be methods to increase the understanding of the needs of existing business and to increase the level of support provided to them. A survey should be done of existing business and industry to identify their needs. The survey could be used to discover and resolve issues that inhibit the growth and expansion of existing industry. The information generated from the survey can be used to develop a support program for industry. Various municipal agencies could also be contacted to see how to improve the permitting and inspection process in Macon/Bibb County. In addition, there should be an increase in the amount of visits by local agencies to existing business and industry. These visits would help to monitor the status of industry assistance programs.

**The need for new business and industry development.** The creation of new business and industry locations is an important issue. The development of new job opportunities and the increase of the local tax base are vital for Macon/Bibb County. A leading consulting firm has identified Macon/Bibb County as a suitable location for the following types of industry: 1) Aerospace 2) Distribution and 3) High end back office. Strategic plans should be developed to enhance the competitive position in each of the identified target industry segments.

**Develop a campaign for community image enhancement.** An awareness campaign should be developed that demonstrates to the public that the local area is a dynamic community. This campaign should concentrate on the positive aspects of Macon/Bibb Co. The perceptions of the public have a direct impact on business expansions and industry locations. This campaign should be conducted in partnership with the various media outlets as well as the local Convention and Visitors Bureau.

**Develop an effective economic development program.** An economic development system should be developed and implemented that meets the needs of the competitive environment. A series of competitive analysis



should be performed that will enhance the competitive position in each market segment. The information generated from this can be used to develop programs that remove any barriers to economic development. In addition, the marketing strategy can be modified for each of the segments in the major target market areas.

**Identify emerging employment and intern opportunities.** Programs should be developed to identify potential employment and intern opportunities. These programs should be developed in conjunction with business and industry to share information on career opportunities with educational institutions in Macon/Bibb County. This information could be used to match students with possible intern or employment fields.

**Better cooperation between state and local economic development organizations.** There seems to be a lack of unified strategy for economic development and community growth. There should be a coordinated effort among the various agencies to promote economic development and growth. As a result, a strategic plan should be developed by local and state agencies in order to devise an overall economic development scheme. A concentrated strategy will generate more jobs and investment in the community.

## **Economic Development Policies**

1. Focus the resources and support needed to develop and sustain existing business in Macon/Bibb County.
2. Design and implement an economic development system which meets the needs of the competitive environment.
3. Significantly increase our understanding of the needs of our existing business and industry partners and enhance the level of support to them.
4. Bring quality businesses, jobs, and capital investment to Macon/Bibb County.
5. Develop a comprehensive image campaign that positions Macon as a dynamic and vibrant community in the minds of the public.
6. Develop programs that remove barriers to economic development and improve our visibility in the community.
7. Increase cooperation between state and local economic development agencies.
8. Work with business, industry, and professional organizations to identify employment and intern opportunities.
9. Increase the level of visibility within the target industry groups and develop a greater level of industry knowledge within the target segment.

## ECONOMIC DEVELOPMENT WORK PROGRAM

Table 8

Economic Development Short Term Work Program, 2006-2010

Description	Year(s) To Be Implemented	Estimated Cost	Responsible Party	Possible Funding Sources
Obtain City Council approval of economic development plans on an incremental basis	2006 - 2008	Pending	City Administration	City
Assist/Support development of a hotel connected to the Macon Centreplex	2006-2007	N/A	Convention & Visitors Bureau	N/A
Purchase former Trailways Bus Station and convert into a downtown visitor center for Macon-Bibb Convention & Visitors Bureau	2006	\$2,240,000	Convention & Visitors Bureau	Grants
Develop approximately 450 acres on 1-75 into an industrial park	2006		Industrial Authority	Water Authority
Existing Industry Needs Assessment for Business Retention & Expansion	2008	\$20,000	Chamber of Commerce	Chamber of Commerce
Permitting, Inspection, & Engineering Enhancement Assessment	2006	\$10,000	Chamber of Commerce	Chamber of Commerce
Marketing Operations for New Business Development	2006-2009	\$283,300	Chamber of Commerce	Chamber of Commerce
Trade Shows for Target Industry Groups	2006-2009	\$88,000	Chamber of Commerce	Chamber of Commerce
Production Materials for Image Enhancement Campaign	2006-2009	\$80,000	Chamber of Commerce	Chamber of Commerce
Attendance at trade shows for Image Enhancement Campaign	2006-2009	\$12,000	Chamber of Commerce	Chamber of Commerce
Renovation of the Macon Coliseum Entrance and Mall Area	2006	\$400,000	Macon Centreplex	Coliseum Authority

# HOUSING



## Community Agenda

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# Housing

Over the past twenty years the total number of housing units in Bibb County has increased by 26%. However, the total population for Bibb County increased only by 3%. The increase in housing in Bibb County far outpaced the increase in population. An examination of the municipalities and the unincorporated areas of Bibb County provided an explanation for this phenomenal growth in housing as compared to the population growth in Bibb County. From 1980 to 2005, the percentage of growth in housing in the unincorporated areas of Bibb County increased by 129%. While housing growth in the municipalities was either negligible or decreasing.

The housing stock mix for Bibb County is generally considered to be diverse and affordable. Single-family stick built detached and multifamily were found to be the primary housing types. The housing mix has historically been skewed toward traditional single-family detached homes. In 2005 single-family detached homes continued to make up the lion share of housing types in the county. However; they were not found to be the fastest growing housing type, but rather their percentage share of the housing makeup in Bibb County was found to be in decline. Mobile homes were found to be the fastest growing housing type in the entire county. Multi-family housing closely followed mobile home growth. The majority of the growth in mobile homes and multi-family housing is concentrated in the unincorporated areas. The growth in these two housing types is primarily a response to the changing demographics of the county in regards to a decrease in household size and the desire for more affordable housing choice. In comparison to state and regional levels, housing overall was found to be affordable in Bibb County.

The characteristics of the housing stock in Bibb County in terms of age and tenure varies considerably. A good portion of the housing stocks in the central city of Macon and Payne City are over 40 years old. The median year that structures were built in the City of Macon was 1962 and

for Payne City it was prior to 1939. This was not a surprising find due to fact that these are historical and well established cities. These cities experienced a good portion if not the majority of their development prior to 1939 until about 1970. The unincorporated portion of the county is where the newer housing developments can be found. This is due to fact that it has a plentiful supply of land that can be developed. In terms of tenure, the rental rate overall in Bibb County was above the regional and state levels. The City of Macon posted the lowest home ownership rate in the county; while the unincorporated portions of the county posted the highest home ownership rate. This is not an atypical relationship. The central cities are characteristically more dense and have older housing stocks than unincorporated areas. Therefore; multi-family apartment style housing tends to be a more prevalent choice.

There were many people found to be classified as requiring special needs in housing such as the elderly, homeless, abuse victims, substance abusers, and persons with AIDS. The elderly were found to be largest group. On the national level, the baby boomer generation is expected to place an unprecedented demand on housing catered for the elderly in the near future. This is very evident in states such as Florida. However, the age projection of the population for Bibb County does not indicate a drastic percentage increase in the 65 and over age group throughout the planning horizon. Nevertheless, the growth of this cohort should be monitored to ensure that adequate housing is provided. The fastest growing group of special needs persons were found to be individuals living with AIDS. The percentage of persons infected with AIDS in Bibb County has risen by nearly 20% from 2000 to 2003 and the infection rate for Bibb County is 6% higher than the State average. The significance that the infection rate has on housing is that many times these individuals are in need of specialized services due to a possible inability to work to pay housing expenses. This statistic underscores the need for additional housing and resources that can cater to this group.

Lastly, there are agencies and programs available to assist persons of low to moderate income to obtain housing in Bibb County. The primary provider of low to moderate income rental housing is the Macon Housing Authority. Some of the agencies that assist persons of low to moderate income to become homeowners are the Macon Middle Georgia Housing Counseling Center and the City of Macon's Economic & Community Development Department.



## Housing Unit Projections

Table 9 displays the long range projections for housing unit growth in Bibb County to 2030. Total housing unit development is expected to reach its peak in 2022. Single-family detached housing such as traditional stick built and manufactured housing will continue to be the primary housing choice of Bibb County residents. Multi-

**Table 9**

Household Growth 2000-2030								
Macon-Bibb County	2000	2002	2009	2015	2022	2025	2030	Increase 2002-30
<b>Total Households</b>	59,667	60,524	61,787	62,595	62,872	62,804	62,539	
<b>Net New Households</b>								
Increase over Previous Increment*		857	1,263	808	277			3,205
<b>Growth Share by Type</b>								
Single-Family		53.81 %	53.81 %	53.81%	53.81 %	53.81 %	53.81%	
Duplex**		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Multi-Family		46.19%	46.19%	46.19%	46.19%	46.19%	46.19%	
<b>Net New Households by Type</b>								
Single-Family		461	680	435	149			1,725
Duplex		0	0	0	0	0	0	0
Multi-Family		396	583	373	128			1,480

Source: Ross+associates, Development Trends & Land Demand Analysis, 2004.

\*No net increases after 2022; decreasing number of households will result in vacancy rate increases.

\*\*No future duplex construction anticipated; growth allocated to single-family and multi-family in same proportions as 1990-2002.

family housing such as apartments and condominiums, is also projected to remain strong in the future. The growth of multi-family housing is expected to be the strongest in the unincorporated areas of the county. Lastly, new duplex housing is not expected to be a housing choice that will experience much growth in the future.

## Issues and Opportunities

**Provide a wide range of housing types throughout the county so that all that work and reside in the community have a viable option to live in the community.** Public input by way of the VPS has indicated that the community should adapt more region specific housing types. The Downtown region should encourage more mixed use 2 to 4 story buildings with retail elements on the bottom floor and residential on the upper floors (loft apartments/condos). There should be a greater effort to redevelop marginalized housing but at the same time provide new single-family detached and attached housing to meet all socio-economic levels in the Neighborhood region. In the Rural/Suburban region large lot single-family detached housing along with multi-family apartment/townhouses with abundant open spaces were desirable.

**The presence of abandoned and substandard housing in the City of Macon.** Residents in several Macon neighborhoods such as Fort Hill, Cherokee Heights, and Unionville, have rated their communities very low in satisfaction due in part to the presence of abandoned homes/buildings. According to the residents surveyed, these abandoned homes/buildings may help foster criminal activity and an overall negative perception of the entire neighborhood. Other residents indicated a problem with rental housing that is owned by out of town investors. These units are frequently older housing units that are poorly maintained with little to no improvements. These issues, if not addressed, will help to perpetuate a continuous cycle of blight in these neighborhoods.



**Greater incentives to foster redevelopment of Economic and Community Development Target Areas.** Many of the older and substandard housing units within the City of Macon are located in within areas that are designated as “Target Areas” by the City of Macon’s Economic and Community Development department. Redevelopment of these areas are vital in a strategy to improve the housing stock within the community. An improved housing stock will in turn command greater tax revenues for the local government. Officials with ECD have stated that greater incentives are needed to entice more private investment in these areas.

**Increase home ownership rates in economically depressed areas.** The analysis of Tenure by census tracts indicated more specifically the areas in the community where low home ownership exist. Low home ownership rates by themselves are not necessarily a need for concern. However; when this is coupled with the fact that most of the census tracts that have home ownership rates at or below twenty percent correspond with areas that are designated as Target Areas, this can indicate a problem of continued issues with substandard housing. Homeowners that reside in their place of residence tend to care for the upkeep of the residence more so than a renter. Home ownership programs should be steered to these areas to increase home ownership.

**Adoption of property codes in the unincorporated portions of the county.** There are neighborhoods in portions of the unincorporated county that face many of the same issues that are present in the City of Macon in regards to property maintenance. However; unincorporated Bibb County currently does not have property maintenance codes. As in the city, the conditions that develop due to lax property maintenance help degrade property values and can discourage new residential development. As the housing stock becomes older, the conditions will only become worse.

**Housing alternatives for special needs persons.** The elderly in Bibb County will continue to be a sizable portion of the population in the community. Current projections do not indicate a significant surge in the growth of this portion of the overall population. However; the size of the cohort should be monitored during the planning horizon to ascertain whether there are adequate facilities for this group throughout the community. Persons living with AIDS are a fast growing sector of our community. Currently, there does not appear to be an adequate amount of housing provided by public and private agencies in the community. The rate at which this group is growing in the community indicates that there will be a need to provide housing opportunities for this group far into the future. This group of the population should be closely monitored during the planning horizon.

## **Housing Policies**

1. **Providing a wide range of housing types throughout the county to accommodate all that work and reside in the county. (Vision Nugget– Embracing Our Diverse Population)** The primary tool by which this can be accomplished is by providing a balance of zoning district classifications and policies that will accommodate and encourage a range of housing alternatives in all regions of the county. In addition, special overlay districts may need to be implemented to augment zoning district policies in each region to allow greater flexibility in design standards and pricing. A streamlining of the permitting process should be encouraged to make it easier for developers and the general public to obtain the proper permits.



**2. Eliminate the presence of substandard housing. (Vision Nugget– True Steward ship of the Community)** In general the community should seek to improve the physical neighborhood environment and facilitate the development of safe living atmosphere in the community. This can be assisted by encouraging neighborhood redevelopment activities by governmental and non-governmental entities and support related economic activities that will improve housing acquisitions. These are suggested policies to bring this vision into fruition.

- A. Continue aggressive housing abatement code enforcement within the City of Macon Target Areas and other areas as needed. Also create more financial incentives for landlords to upgrade and maintain rental housing.
- B. Increase awareness of programs such as the Home Improvement Program offered by ECD by way of public access television or other forms of media. This program can allow access to funds to help elderly and handicapped residents make home repairs and improvements.
- C. Encourage the creation of non-profit Community Development Corporations (CDCs) that are tied to neighborhood religious institutions or other private institutions.
- D. Map and document all vacant structures, deteriorated or marginalized residential buildings in a GIS based Susceptibility to Change Map.

**3. Provide greater incentives to foster redevelopment of Economic and Community Development Target Areas. (Vision Nugget– True Stewardship of the Community)** As previously stated, much of the substandard housing in the City of Macon is located in several of the designated Target Areas. Policies that are specific to these target areas should be employed to alleviate the blighted conditions. The following are suggested strategies.

- A. The Macon-Bibb County Planning and Zoning Commission along with other permitting agencies should consider a reduction in the fee structure in regards to properties located in these areas to make them more attractive to developers.

- B. Local permitting agencies may consider examining ways to stream line the development process within these areas.
- C. Many of the Target Areas are located in the Downtown/Urban Character area; therefore, re development design standards should adhere to VPS guidelines in the applicable region.

**4. Increase home ownership rates in economically depressed areas. (Vision Nugget- Promoting Wise Transitions)** Home ownership and/or property ownership is at the foundation of the American dream. Home ownership not only instills pride but also helps to bolster the local economy. Home owners, not renters, will patronize home improvement establishments, and contribute a large share of the tax base to fund schools and other public services. Therefore it is in the interest of the community to increase the home ownership rate in the county by transitioning more renters to become owners. The following are suggested strategies.

- A. Provide seminars for renters, particularly in census tract dominated by rental tenure, on the basics on how to purchase and manage the responsibility of home ownership.
- B. Develop a network of banking institutions that are willing to lend money without redlining certain neighborhoods.
- C. Increase awareness of agencies such as the Macon Middle Georgia Housing Counseling Center by way of public access television or other forms of media. The programs offered by this agency is an example of the assistance available to renters in order to transition to home owners.
- D. Expand Ameri-Corps neighborhood policing stations in economically depressed neighborhoods that are on the on the cusp of redevelopment to help deter the perception of crime by potential developers and investors.

5. **Adopt property maintenance and housing abatement codes in the unincorporated portions of the county. (Vision Nugget– True Stewardship of the Community)** The property maintenance and housing abatement codes should resemble those implemented in the City of Macon.
  
6. **Provide housing alternatives for special needs persons. (Vision Nugget– Embracing Our Diverse Culture)** The community should provide an adequate supply of housing facilities and support services for special needs residents. The following are suggested strategies
  - A. Group homes, foster care facilities, adult congregate living facilities, halfway houses, and similar facilities should be treated fairly in their distribution throughout the community.
  
  - B. The community should apply to become eligible to administer the Housing Opportunities for Persons with HIV/AIDS (HOPWA) programs such as the City of Atlanta, City of Augusta, and the City of Savannah have. Community participation in this program can help provide housing assistance and related support services for persons affected with this disease.
  
  - C. Increase awareness of programs such the Home Improvement Program offered by ECD by way of public access television or other forms of media. This program can allow access to funds to help elderly and handicapped residents make home repairs and improvements.



## Housing Work Program

**Table 10  
Macon-Bibb County Annual Work Program  
Fiscal Years 2007 to 2010**

<b>Year</b>	<b>Project Description</b>	<b>Assigned</b>	<b>Funding</b>	<b>Costs</b>	<b>Goal Area</b>	<b>Status</b>
2007	Administration of the HOME Investment Partnership Program - Help First Time Homebuyers	Economic & Community Development & non-profits	HOME	\$973,300	Housing	Ongoing
2007	Administration of the HOME Investment Partnership Program - Help First Time Homebuyers	Economic & Community Development & non-profits	HOME	\$973,300	Housing	Ongoing
2007	Develop 4 housing units in partnership with preselected low income families who will own the homes	Habitat for Humanity	Private	\$184,000	Housing	Ongoing
2007	Revitalization/Reconstruction at Tindall Heights	Macon Housing Authority	Federal	\$2,082,425	Housing	Completion in FY-2010
2007	Replace Roofs at Tindall Heights	Macon Housing Authority	Federal	\$71,250	Housing	Completion in FY-2008
2007	Partial modifications to kitchen cabinets, floor tiles, faucets, etc. at Pendleton Homes	Macon Housing Authority	Federal	\$300,000	Housing	Completion in FY-2008
2007	Replace refrigerators at Scattered Sites	Macon Housing Authority	Federal	\$29,600	Housing	Completion in FY-2008
2007	Replace ranges at Mounts Homes	Macon Housing Authority	Federal	\$21,500	Housing	Completion in FY-2008
2007	Replace hot water heaters at McAfee Tower	Macon Housing Authority	Federal	\$1,500	Housing	Completion in FY-2008
2007	Replace roof at McAfee Tower	Macon Housing Authority	Federal	\$50,000	Housing	Completion in FY-2008
2007	Site Work at Felton Homes	Macon Housing Authority	Federal	\$25,000	Housing	Completion in FY-2008

2007	Install Exhaust Fans in bathrooms at Felton Homes	Macon Housing Authority	Federal	\$26,500	Housing	Completion in FY-2008
2007	Replace ranges at scattered sites	Macon Housing Authority	Federal	\$18,500	Housing	Completion in FY-2009
2007	Replace refrigerators at Davis Homes	Macon Housing Authority	Federal	\$50,400	Housing	Completion in FY-2008
2007	Replace covered twin storm pipes at Anthony Homes	Macon Housing Authority	Federal	\$235,000	Housing	Completion in FY-2008
2007	Replace refrigerators at Bobby Jones/Shakespeare	Macon Housing Authority	Federal	\$36,400	Housing	Completion in FY-2008
2008	Administration of the HOME Investment Partnership Program - Help First Time Home-buyers	Economic & Community Development & non-profits	HOME	\$973,300	Housing	Ongoing
2008	Develop 4 housing units in partnership with preselected low income families who will own the homes	Habitat for Humanity	Private	\$184,000	Housing	Ongoing
2008	Partial modifications to kitchen cabinets, floor tiles, faucets, etc. at Pendleton Homes	Macon Housing Authority	Federal	\$300,000	Housing	Completion in FY-2008
2008	Revitalization/ Reconstruction at Tindall Heights	Macon Housing Authority	Federal	\$2,283,875	Housing	Completion in FY-2010
2008	Replace ranges at Bowden Homes	Macon Housing Authority	Federal	\$25,250	Housing	Completion in FY-2009
2008	Replace roof at Felton Homes	Macon Housing Authority	Federal	\$125,000	Housing	Completion in FY-2009
2008	Replace roof at Mounts Homes	Macon Housing Authority	Federal	\$115,000	Housing	Completion in FY-2009
2008	Replace refrigerators at Wilingham Courts	Macon Housing Authority	Federal	\$29,600	Housing	Completion in FY-2009
2008	Office space addition at MHA Central Office	Macon Housing Authority	Federal	\$331,850	Housing	Completion in 2010
2009	Administration of the HOME Investment Partnership Program - Help First Time Home-buyers	Economic & Community Development & non-profits	HOME	\$973,300	Housing	Ongoing

2009	Develop 4 housing units in partnership with preselected low income families who will own the homes	Habitat for Humanity	Private	\$184,000	Housing	Ongoing
2009	Replace roofs at Bloomfield Way	Macon Housing Authority	Federal	\$62,500	Housing	Completion in FY-2010
2009	Replace roofs at Murphey Homes	Macon Housing Authority	Federal	\$257,500	Housing	Completion in FY-2010
2009	Replace ranges at Davis Homes	Macon Housing Authority	Federal	\$46,000	Housing	Completion in FY-2010
2009	Revitalization /Reconstruction at Tindall Heights	Macon Housing Authority	Federal	\$1,937,125	Housing	Completion in FY-2010
2009	Replace refrigerators at Anthony Homes	Macon Housing Authority	Federal	\$109,600	Housing	Completion in FY-2010
2009	Replace refrigerators at Martin Place	Macon Housing Authority	Federal	\$11,200	Housing	Completion in FY-2010
2009	Replace roofs at Felton Homes	Macon Housing Authority	Federal	\$300,000	Housing	Completion in FY-2010
2009	Office Space Addition at MHA Central Office	Macon Housing Authority	Federal	\$318,150	Housing	Completion in FY-2010
2010	Administration of the HOME Investment Partnership Program - Help First Time Homebuyers	Economic & Community Development & non-profits	HOME	\$973,300	Housing	Ongoing
2010	Develop 4 housing units in partnership with pre-selected low income families who will own the homes	Habitat for Humanity	Private	\$184,000	Housing	Ongoing

Source: Macon-Bibb County Planning & Zoning Commission, 2006





# NATURAL AND CULTURAL RESOURCES



## Community Agenda

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Macon-Bibb County Planning and Zoning Commission



## NATURAL AND CULTURAL RESOURCES

The City of Macon and Bibb County, Georgia are fortunate to have a rich assortment of natural and historic resources available. Bibb County contains all or part of two watersheds which are currently being used for water supply. These include the Lucas Lake and the Ocmulgee River water supply watersheds. The water source for both intakes is the Ocmulgee River. Wetlands in Bibb County were identified by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency (EPA). The Macon-Bibb County Planning & Zoning Commission is committed to protecting these areas so that they will remain in their natural state for the enjoyment of future generations. The Community Assessment also indicated that the City of Macon and Bibb County has an abundance of parks, recreational and conservation areas throughout, one of which is Lake Tobesofkee. Constructed in 1969, Lake Tobesofkee is a man-made recreational lake covering 1,750 acres and is six miles long with a shoreline of 35 miles. Currently, the Tobesofkee Recreation Area has three public parks namely Claystone, Sandy Beach and Arrowhead Park. At Lake Tobesofkee you will be able to enjoy fishing, camping, boating, picnicking, tennis and swimming from one of three white sand beaches. Lake Tobesofkee serves people not only from Macon and Bibb County, but from several Middle Georgia counties which qualifies it to be called a major regional park.

The City of Macon contains approximately 55 square miles of land, of which 7% is in one of the ten historic districts. Three of these historic districts, Macon (Intown), Vineville and Cherokee Heights have historic zoning protection. The Macon Historic District is the most prominent, and includes nearly all of the former area known as the Intown Historic District and the downtown business district.



## ISSUES AND OPPORTUNITIES

### ***Regulations Limiting Development in the Water Supply Watersheds area***

Bibb County contains all or part of two watersheds which are currently being used for water supply. The Lucas Lake Intake and the Ocmulgee River Intake both received an overall water susceptibility score as “medium & low”, according to the Source Water Assessment Plan (SWAP), respectively. This is mainly caused by the potential impact of subdivision lift stations, sewerage areas and the continued residential development poses a possible risk of future contamination.

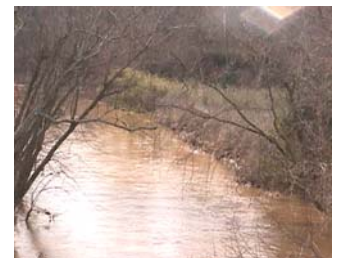
### ***Floodplain and Ocmulgee River Corridor Protection***



The City’s planning area contains the Ocmulgee River and areas such as Walnut Creek, Rocky Creek and Tobesofkee Creek and other irrigation area that are built to serve the natural habitat and recreational element of the area. Protection of these features and of the surrounding floodplain is a key issue for the community. In some cases, protective measures are already in place for the Ocmulgee River. In February 1994, the City of Macon and Bibb County adopted a river corridor protection plan. Included in this plan was the recommendation that the Comprehensive Land Development Resolution be amended to provide the needed protection of the river corridor. In November 1996 the Commission approved an amendment to the Comprehensive Land Development Resolution to provide for a river protection overlay district for certain areas adjacent to that portion of the Ocmulgee River that traverses Bibb County.

### ***Wetlands Protection***

The wetlands in the City of Macon and Bibb County are indispensable and fragile natural resources with significant development constraints due to flooding, erosion, and soils limitations. No regulated activity will be permitted within the Wetlands Protection District without permission or a permit from the Macon-Bibb County Planning and Zoning Commission. If the area proposed for development is located within fifty (50) of a Wetlands Protection District boundary, as determined by the zoning enforcement officer using the Generalized Wetlands Map, a U.S. Army Corps of Engineers determination shall be required. If the Corps determines that wetlands are present on the proposed development site, a local permit will not be granted until a Section 404 permit or letter of permission is issued.



### ***Scenic View Protection***



The City of Macon and Bibb County boasts dramatic views from several points in the area. There is one specific area that is considered regionally significant such as the Ocmulgee River Plain Corridor. The predominance of these stunning views is clearly a strongpoint for the area; however, it makes their protection all the more challenging.

While there are design and site planning techniques that can be required to minimize the impacts of future growth on views, the identification and protection of critical view corridors will also need to be considered.

### ***Tree Protection***

Land disturbing activities such as grading, dredging, excavating and filling may pose special hazards to the environment with potential adverse impact on soil stabilization; creating erosion and increasing stormwater runoff. Trees moderate the effects of sun and wind, provide buffers and screens against noise and air pollution, filter out pollutants from the air, serve to reduce the hazard of flooding, and assist in the stabilization of soil and in the prevention of erosion. The commission recognizes the importance to conserve and protect the atmosphere. On June 25, 1990, section 31.03, the commission amended the regulations to address any tree removal activity.

### ***Promote Open Space in New Development***

The community should promote orderly, well-planned and clustered development that provides for open/green space and fits well with the landscape and areas to be developed. The Planning and Zoning Commission is currently developing a draft conservation subdivision ordinance that will have greenspace requirements.

### ***Development and Coordination of Nature Based Recreational Resources***



The City and County has a foundation for an excellent trail system. At the same time, there are numerous segments needed to complete the system. The Comprehensive Plan is an appropriate vehicle to reaffirm the scope of the trails efforts. The trail is intended to serve as a recreational/leisure facility for tourists and residents of Macon-Bibb County. Portions of the Ocmulgee Heritage Trail are completed along the Ocmulgee River near the downtown area and along Central City Park. It is important to enhance and protect nature based recreational resources such as the Ocmulgee Heritage Trail through

land stewardship and community involvement.

### ***Protection of Groundwater Recharge areas***

The community must ensure the integrity of surface water, groundwater and wetlands through the use of conservation and safe environmental practices. The recharge areas will be protected in the future through the intended expansion of the Macon Water Authority's sewer system throughout the County. By providing more sewer lines in all portions of the County, there will be a limited need for new developments with private water wells and septic systems. This in turn will protect the ground water recharge areas from potential septic tank seepage.

### ***Improving Air Quality***

The City of Macon and portions of Monroe County were placed on EPA's non-attainment list for failing to meet the eight-hour ozone ambient air quality standard, in addition to the levels of Particulate Matter (PM 2.5). However, the Middle Georgia Clean Air Coalition formed in May 2004 is reviewing short and long term strategies which it hopes will make an immediate impact positive impact on air quality in the region. Short term strategies to include: truck stop electrification; commuter strategies; open burning ban during high ozone days; alternative fueled school bus fleets; and public education and awareness. Long term strategies to include: developing public-private partnerships, smart growth planning, etc. and examining new funding sources for clean air projects.



### ***Programs to Preserve Agricultural and Forest Land***

Very little prime agricultural and forest land remains in the County. Much of the prime agricultural has already become residential. While there is an expressed interest on the part of the local community to maintain, at least to some extent, the rural character and nature of the area, the Greenspace Program is an attempt to address those issues. The Macon-Bibb County Parks and Recreation Department has been designated as the Greenspace Coordinator for both Bibb County, City of Macon and Payne City. [See Natural and Cultural Resources section in the Community Assessment.](#)

### ***Creation of Historic Preservation and Design Requirements to Protect the area's Historic Resources***

Only three of the ten historic districts within the City of Macon have historic zoning protection. The community should consider expanding design review through the creation of historic and design review zoning districts for existing older neighborhoods. Through the design review process, neighborhood character can be maintained and context sensitive designs can be ensured.

**NATURAL AND CULTURAL RESOURCES POLICIES**

- Preserve open space in new developments and along the fringes of the County.

Promote the preservation of trees as part of the land development and construction process on nonresidential and multi-family residential properties, including maintenance of a minimum tree density. Prevent the indiscriminate removal of trees and reduction of canopy cover within the City and County. Prevent massive grading of land, without provision for replacement of trees. Encourage or require the planting of street trees in subdivisions.

- Protect environmentally sensitive areas

Evaluate each proposed development’s compatibility with the existing environment to determine the limitations and capabilities of the site for development. Limit development to a level that does not exceed the capabilities and requirements of a healthy environment. Limit development in environmentally sensitive areas such as water supply watersheds, severe topography, and areas with drainage problems. Prohibit development within flood plains and designated stream buffers and acquire the most environmentally sensitive areas in the City and County, while protecting the private property rights of landowners.

**NATURAL & CULTURAL RESOURCES WORK PROGRAM**

**TABLE 11**  
**Natural and Cultural Resources Short-Term Work Program, 2005—2010**

<b>Year</b>	<b>Project Description</b>	<b>Assigned</b>	<b>Funding</b>	<b>Costs</b>	<b>Goal Area</b>	<b>Status</b>
<b>2007</b>	Prepare and adopt design review requirements for historic districts	MBP&ZC	Local		Housing	Completion in FY 2009
<b>2007</b>	Include provisions for openspace/greenspace in new development	MBCP&Z/ Macon-Parks & Recreation Dept.	Local			Completion in FY 2009





# FACILITIES



## Community Agenda

**SHARED VISIONS**  
*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission

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## Facilities

Community facilities and services in Bibb County are provided by various public and private agencies and entities. The City of Macon Government and the Bibb County Government are the primary providers of community facilities and services. These two governments provide the following services respectively to their residents: administration, police protection, stormwater management, and sanitation/solid waste disposal. However, there are facilities and services that are administered in a collaborative manner. These facilities and services include recreational facilities, fire protection, library facilities and services, emergency management, inspections and fees. The major independent entities that provide services to Bibb County are the Macon Water Authority, Macon-Bibb County Planning and Zoning Commission, and the Bibb County Board of Education.

### Water And Sewer

An adequate water supply and the ability to dispose of wastewater are foundational to the establishment and continued development of a community. The Macon Water Authority (MWA) is the agency responsible for providing this service to all of Bibb County. MWA must be prepared to meet the needs of the community in



**Poplar Street Treatment Plant**

the future by having the capacity necessary to handle the expected increase in population. A capacity assessment of MWA in terms of water and sewer service indicated that the agency will have the necessary capacity to meet the needs of the expected 6% increase in population of Bibb County by 2030. The agency has an aggressive annual work program that will ensure the needs of the community are met.



Table12

Macon-Bibb County Annual Work Program

Fiscal Years 2007 to 2010

Year	Project Description	Assigned	Funding	Costs	Goal Area	Status
2007	East Macon Transmission Water Main-Phase II -Scope Change Required	Water Authority	Federal, State, Local	\$300,000	Facilities	Ongoing
2007	Relocate Water and Sewer Mains For DOT Widening Projects-Forest Hill Road	Water Authority	Local	\$150,000	Facilities	Ongoing
2007	Water Storage Improvements - Breezy Hill and Second Street	Water Authority	Local	\$500,000	Facilities	Ongoing
2007	Rehabilitate Rubin Drive Re-Pump Station	Water Authority	Local	\$100,000	Facilities	Ongoing
2007	Clear Sewer Easement	Water Authority	Local	\$200,000	Facilities	Ongoing
2007	Replace 4" And Smaller Water Mains With 6" Water Mains And Fire Hydrants	Water Authority	Local	\$100,000	Facilities	Ongoing
2007	Annual Tank Maintenance	Water Authority	Local	\$225,000	Facilities	Ongoing
2007	Miscellaneous Expenditures	Water Authority	Local	\$250,000	Facilities	Ongoing
2007	Reline Water Mains	Water Authority	Local	\$500,000	Facilities	Ongoing
2007	Water Storage Improvements	Water Authority	Local	\$100,000	Facilities	Ongoing
2007	Install Stand-by Generators	Water Authority	Local	\$75,000	Facilities	Ongoing
2007	Replace Water Meters	Water Authority	Local	\$125,000	Facilities	Ongoing
2007	Jack and Bore Sardis Church Road-I75	Water Authority	Local	\$100,000	Facilities	Ongoing
2007	Install Water Main - I-75 To Goodall Mill Road	Water Authority	Local	\$80,000	Facilities	Ongoing
2007	Sewer Lift Station Upgrade-Corbin Ave.	Water Authority	Local	\$1,650,000	Facilities	Ongoing
2008	Relocate Water and Sewer Mains For DOT Widening Projects-Jeffersonville Rd & Tucker Rd	Water Authority	Local	\$2,200,000	Facilities	Ongoing
2008	Mains & Manhole Rehabilitation	Water Authority	Local	\$1,000,000	Facilities	Ongoing
2008	Hartley Bridge Road-Water Storage System	Water Authority	Local	\$1,500,000	Facilities	Ongoing
2008	Rehabilitate Camp Wheeler Re-Pump Station	Water Authority	Local	\$100,000	Facilities	Ongoing
2008	Clear Sewer Easement	Water Authority	Local	\$200,000	Facilities	Ongoing
2008	Install Standby Generators	Water Authority	Local	\$75,000	Facilities	Ongoing
2008	Rehab Lift Station	Water Authority	Local	\$100,000	Facilities	Ongoing
2008	Replace 4" And Smaller Water Mains With 6" Water Mains And Fire Hydrants	Water Authority	Local	\$100,000	Facilities	Ongoing
2008	Rehabilitate Bloomfield Re-Pump Station	Water Authority	Local	\$100,000	Facilities	Ongoing
2008	Annual Tank Maintenance	Water Authority	Local	\$225,000	Facilities	Ongoing

<b>Year</b>	<b>Project Description</b>	<b>Assigned</b>	<b>Funding</b>	<b>Costs</b>	<b>Goal Area</b>	<b>Status</b>
2008	Rehabilitate Sewer Collection System	Water Authority	Local	\$1,500,000	Facilities	Ongoing
2008	Replace Water Meters	Water Authority	Local	\$125,000	Facilities	Ongoing
2008	Install 8" Water Main on Houston Road	Water Authority	Local	\$84,000	Facilities	Ongoing
2008	Install 8" Water Main on Goodall Mill Road	Water Authority	Local	\$61,000	Facilities	Ongoing
2008	Clean Sewer Mains	Water Authority	Local	\$150,000	Facilities	Ongoing
2009	Mains & Manhole Rehabilitation	Water Authority	Local	\$1,000,000	Facilities	Ongoing
2009	Rehabilitate Bowden Repump Station	Water Authority	Local	\$100,000	Facilities	Ongoing
2009	Clear Sewer Easement	Water Authority	Local	\$200,000	Facilities	Ongoing
2009	Upgrade Sewer Lift Stations	Water Authority	Local	\$100,000	Facilities	Ongoing
2009	Install Stand-by Generators	Water Authority	Local	\$75,000	Facilities	Ongoing
2009	Coaparchee Road 12" Water Main	Water Authority	Local	\$100,000	Facilities	Ongoing
2009	Replace 4" And Smaller Water Mains With 6" Water Mains And Fire Hydrants	Water Authority	Local	\$100,000	Facilities	Ongoing
2009	Annual Tank Maintenance	Water Authority	Local	\$225,000	Facilities	Ongoing
2009	Miscellaneous Expenditures	Water Authority	Local	\$250,000	Facilities	Ongoing
2009	Rehabilitate Sewer Collection System	Water Authority	Local	\$3,000,000	Facilities	Ongoing
2009	Water Storage Improvements	Water Authority	Local	\$100,000	Facilities	Ongoing
2009	Replace Water Meters	Water Authority	Local	\$125,000	Facilities	Ongoing
2010	Mains & Manhole Rehabilitation	Water Authority	Local	\$1,000,000	Facilities	Ongoing
2010	Rehabilitate Allen Road Lift Station	Water Authority	Local	\$1,500,000	Facilities	Ongoing
2010	Install Stand-by Generators	Water Authority	Local	\$75,000	Facilities	Ongoing
2010	Replace 4" And Smaller Water Mains With 6" Water Mains And Fire Hydrants	Water Authority	Local	\$100,000	Facilities	Ongoing
2010	Annual Tank Maintenance	Water Authority	Local	\$225,000	Facilities	Ongoing
2010	Miscellaneous Expenditures	Water Authority	Local	\$250,000	Facilities	Ongoing
2010	Rehabilitate Sewer Collection System	Water Authority	Local	\$1,500,000	Facilities	Ongoing
2010	Water Storage Improvements	Water Authority	Local	\$100,000	Facilities	Ongoing
2010	Replace Water Meters	Water Authority	Local	\$125,000	Facilities	Ongoing

## **Stormwater Management**

As previously mentioned, neither the Bibb County nor the City of Macon has a complete inventory of their stormwater facilities such as pipes, manholes, etc. The need for a complete inventory of stormwater facilities has recently come to the forefront for both the city and county governments. However, the Bibb County Engineering Department is in the process of drafting a Phase 1 Stormwater Management Plan. This plan is in the process of being submitted to the Georgia Environmental Protection Division for approval. Overall, the county was found to be in compliance with virtually all the issues of concerns raised by the Georgia EPD. However; there were only three issues of concern by EPD observed in the review of the plan that have not been addressed.

1. There currently is no database in place of public facilities that can be used to dispose of used oil and toxic materials or commercial entities that provide such services. This is needed in order to create educational materials to provide to county residents whereby they can be informed as to how to properly dispose of such material. The county is in the process of obtaining a database of these facilities to publicize to County residents.
2. There currently is no program in place to address stormwater runoff from industrial facilities nor does the County Engineering Department have an inventory in place of the industries in the unincorporated portions of the county. However; the county Engineering Department plans to develop a database of industries from local business license records. Once this list is in place, the Bibb County Engineering Department personnel will conduct inspections and maintain a file of inspection results.
3. No inventory or database of highly visible pollutant sources (commercial car washes, mobile pressure washing operations, nurseries, auto parts, etc.) exist. The county is in process of creating a list of these facilities and activities.

**Solid Waste Management**

As previously stated, the community does not presently have an updated solid waste management plan. The plan was scheduled to be fully updated in 2003 by the Middle Georgia Regional Development Center; however, the update has now been scheduled to be updated in 2006-2007 fiscal year. The issues outlined in the 1993 plan are still pressing. A new comprehensive solid waste plan is drastically needed for the community. The current life expectancies of the community landfills are short and indicate the need for a new facility within the county. The city and county governments may want to consider contracting with surrounding counties to accept Bibb County waste if no suitable sites are found within the county.

**PUBLIC SAFETY**

**Fire Protection**

The Macon-Bibb County Fire Department operates 19 fire stations of which eleven are in the City and seven are in the County and one is a joint City/County station. As previously mentioned the Department currently provides good fire protection to the community. The good fire protection that is afforded to the community is evident due to the outstanding Class 1 and Class 3 ISO ratings for the City and County respectively. To maintain these levels into the future, the Department should look into increasing staff; continue to update equipment and facilities. The Department should also look into establishing additional stations in the faster growing areas of the county. The area known as Sub-South and the northwestern portion of the County are expected to continue to be growth centers into the future. The department has established a work program to help reach these suggested goals.



**Historic Downtown Macon Fire Station**

**Table13  
Macon-Bibb County Fire Department Work Program  
2007 to 2008**

Year	Project Description	Assigned	Funding	Costs	Goal Area	Status
2007	23 replacement turnout gear	County Fire Department	County	\$26,473	Facilities	Completion in FY-2007
2007	1 fax machine replacement	County Fire Department	County	\$192	Facilities	Completion in FY-2007



Year	Project Description	Assigned	Funding	Costs	Goal Area	Status
2007	Fire hose - 2000' of 1.75"	County Fire Department	County	\$4,240	Facilities	Completion in FY-2007
2007	Fire hose - 600' of 1"	County Fire Department	County	\$2,508	Facilities	Completion in FY-2007
2007	Fire hose - 2000' of 4"	County Fire Department	County	\$12,200	Facilities	Completion in FY-2007
2007	4 nozzles - 1"	County Fire Department	County	\$2,108	Facilities	Completion in FY-2007
2007	3 nozzles - 1.75"	County Fire Department	County	\$1,776	Facilities	Completion in FY-2007
2007	2 nozzles - 2.5"	County Fire Department	County	\$1,782	Facilities	Completion in FY-2007
2007	2 automatic external defibrillators	County Fire Department	County	\$7,608	Facilities	Completion in FY-2007
2007	12 replacement SCBA	County Fire Department	County	\$47,784	Facilities	Completion in FY-2007
2007	Engine #106 (Replacement)	County Fire Department	County	\$383,103	Facilities	Completion in FY-2007
2007	Computer Software Contract	County Fire Department	County	\$869	Facilities	Completion in FY-2007
2007	Furniture Replacement	County Fire Department	County	\$3,217	Facilities	Completion in FY-2007
2008	Service truck	County Fire Department	County	\$7,618	Facilities	Completion in FY-2008
2008	23 replacement turnout gear	County Fire Department	County	\$27,531	Facilities	Completion in FY-2008
2008	1 fax machine replacement	County Fire Department	County	\$200	Facilities	Completion in FY-2008
2008	Fire hose - 2000' of 1.75"	County Fire Department	County	\$4,400	Facilities	Completion in FY-2008
2008	Fire hose - 600' of 1"	County Fire Department	County	\$2,610	Facilities	Completion in FY-2008
2008	Fire hose - 2000' of 4"	County Fire Department	County	\$12,680	Facilities	Completion in FY-2008
2008	4 nozzles - 1"	County Fire Department	County	\$2,192	Facilities	Completion in FY-2008
2008	3 nozzles - 1.75"	County Fire Department	County	\$1,845	Facilities	Completion in FY-2008
2008	2 nozzles - 2.5"	County Fire Department	County	\$1,854	Facilities	Completion in FY-2008
2008	12 replacement SCBA	County Fire Department	County	\$49,680	Facilities	Completion in FY-2008
2008	Engine #103 (Replacement)	County Fire Department	County	\$398,427	Facilities	Completion in FY-2008
2008	Computer Software Contract	County Fire Department	County	\$904	Facilities	Completion in FY-2008
2008	Furniture Replacement	County Fire Department	County	\$3,346	Facilities	Completion in FY-2008

**Police Protection**

*Bibb County Sheriff's Department*

The assessment indicated that there are greater demands on the Sheriff's Department due to the increase in population of the unincorporated areas of the county. To meet the demands brought by an increase in population, the department has the following work program. The ability to patrol the county was identified as a

**Table14  
Bibb County Sheriff Department Work Program**

<b>Year</b>	<b>Project Description</b>	<b>Assigned</b>	<b>Funding</b>	<b>Costs</b>	<b>Goal Area</b>	<b>Status</b>
2006	Administration Equipment	County Sheriffs Department	County	\$23,000	Facilities	Completion in FY-2006
2006	Building Maintenance	County Sheriffs Department	County	\$2,500	Facilities	Completion in FY-2006
2006	Communication Equipment	County Sheriffs Department	County	\$2,200	Facilities	Completion in FY-2006
2006	Criminal Investigation Equipment	County Sheriffs Department	County	\$48,280	Facilities	Completion in FY-2006
2006	Civil Process	County Sheriffs Department	County	\$23,000	Facilities	Completion in FY-2006
2006	Drug Unit Equipment	County Sheriffs Department	County	\$59,600	Facilities	Completion in FY-2006
2006	Patrol Division Equipment	County Sheriffs Department	County	\$533,280	Facilities	Completion in FY-2006
2006	Police Training	County Sheriffs Department	County	\$29,000	Facilities	Completion in FY-2006
2006	Correction Office Equipment	County Sheriffs Department	County	\$7,100	Facilities	Completion in FY-2006
2006	Jail Equipment	County Sheriffs Department	County	\$54,800	Facilities	Completion in FY-2006
2006	Animal Control	County Sheriffs Department	County	\$25,000	Facilities	Completion in FY-2006

major concern for the department. The work program indicates that over a half million dollars will be allocated to patrol division equipment purchases in FY 06. This will no doubt give the department the ability to replace high mileage patrol cars with and may provide for an increase in the amount of patrol cars per patrol district. Lastly, the department should be able to at the minimum maintain its current level of service to the unincorporated areas of the county.

*Macon Police Department*

The City of Macon has undergone a decrease in population during the past decade. According to the U.S. Census, the City of Macon has decreased in population by 11% from 1990 to 2003. In just three years from 2000 to 2003 the U.S. Census estimates indicated a 2% decrease in population. While the City is expected to continue to decrease in population, police protection must remain strong. The following activities were

**Table15**

**Macon Police Department Annual Work Program**

Year	Project Description	Assigned	Funding	Costs	Goal Area	Status
2006	Roof Replacement	City Police Dept.	City	\$30,000	Facilities	Completion in FY-2006
2006	Firing Range Repair	City Police Dept.	City	\$18,000	Facilities	Completion in FY-2006

scheduled to be implemented in FY06 by the Department.. Although there are no indications of an increase in funds for patrol functions, the department maintains a better ratio than that of the Sheriff's Department. The Department requires that a minimum of 5 cars patrol each precinct per shift. This equates to a ratio or level of service of 1 car per 4,763 residents. In addition, the Ameri-Corp stations augment police patrols by providing a neighborhood police presence.

**Emergency Management Administration**

The assessment indicated that the Emergency Management Administration would be upgrading its equipment to more efficiently respond to emergencies. The EMA would install and train personnel in a Computer Aided Dispatch (CAD) system. This upgrade was placed in the FY 05 work program under the Macon Police Department.

1. *Additional facilities at existing neighborhood police Community meetings held from February 20<sup>th</sup> 1994 - March 1<sup>st</sup> 1994, identified the need for police areas and programs. Commission of existing County facilities in updated standards to be used for the County in addition to a programmatic study of existing facilities including neighborhood police.*

2. *See above. Based on the 1994 study, the study was completed in the neighborhood police facilities in the neighborhood police areas.*

**Special Use Facilities Analysis**

**Special Use Facilities**

1. *Additional facilities at existing County facilities in updated standards, the 1994 study, identified the need for police areas and programs. Commission of existing County facilities in updated standards to be used for the County in addition to a programmatic study of existing facilities including neighborhood police.*

2. *The 1994 study identified the need for police areas and programs. Commission of existing County facilities in updated standards, the 1994 study, identified the need for police areas and programs. Commission of existing County facilities in updated standards to be used for the County in addition to a programmatic study of existing facilities including neighborhood police.*

**Urban Core Services Analysis**

1. *Additional facilities at existing County facilities in updated standards, the 1994 study, identified the need for police areas and programs. Commission of existing County facilities in updated standards to be used for the County in addition to a programmatic study of existing facilities including neighborhood police.*

2. *Commission of existing County facilities in updated standards, the 1994 study, identified the need for police areas and programs. Commission of existing County facilities in updated standards to be used for the County in addition to a programmatic study of existing facilities including neighborhood police.*

## RECREATION

### Community Parks Analysis

#### Needs Analysis

Based on numerous techniques used to identify recreation needs for the future Macon-Bibb County parks and open space system, several needs relating to community park facilities and programs were identified.

1. *Additional facilities at existing community parks:* Comparison of existing County facilities to adopted recreation facility standards show that the County is currently deficient in all recreation facilities except for pools and water activities. The highest deficiencies are for trails and greenways, and active court/field facilities for baseball, football, basketball and tennis. Based on population projections and the existing recreation facility inventory, the County will be deficient in all recreation facilities, including pools by 2015 if no new facilities are developed. In addition to applying guidelines, meetings with recreation user groups identified the need for additional tennis facilities, aquatic facilities and more practice fields. A majority of these current and future needs could be met by developing, improving and expanding existing community parks.
2. *Additional youth programs:* A 1998 recreation user survey of county residents revealed that one of the top priorities included additional youth sport programs, specifically baseball, basketball, swimming, softball and football. Recreation user groups also named youth programs as a top priority. Furthermore, community meetings held from February 24<sup>th</sup> 1998 – March 19<sup>th</sup> 1998, indicated that the highest priority need within the county was additional/improved after school programs, educational programs and youth sports programs. Many of the needs for additional youth programs could be met at community park facilities.
3. *New parks:* Based on a 3-mile service area analysis, some residents in the West, Southwest, South Bibb and portions of East Bibb are not adequately served by community parks. Based on population distribution throughout the County, 77% of all residents live outside of the 3-mile service area radius of existing community parks, indicating a need for additional parkland.

### **Neighborhood Parks Analysis**

#### Needs Analysis

Based on numerous techniques used to identify recreation needs for the future Macon-Bibb County parks and open space system, several needs relating to neighborhood park facilities and programs were identified.



Henry Burns Park



1. *Additional facilities at existing neighborhood parks:* Community meetings held from February 24<sup>th</sup> 1998 – March 19<sup>th</sup> 1998, identified the need for picnic areas and playgrounds. Comparison of existing County facilities to adopted standards show that the County is deficient by 6 playgrounds, with the deficiency growing to 8 play areas by 2015. These facility needs could be met by improving or expanding existing neighborhood parks.
2. *New Parks:* Based on the 1/2-mile service area analysis, most residents in the unincorporated portions of the County are not served by neighborhood parks, indicating a need for additional park land.

### **Special Use Facilities Analysis**

#### **Needs Analysis**

Based on numerous techniques used to identify recreation needs for the future Macon-Bibb County parks and open space system, several needs relating to special use facilities and programs were identified. The following is a summary of the top priority needs regarding special use facilities:

1. *Additional/new facilities:* Comparison of existing County facilities to adopted standards, the 1998 user survey, community meetings, a special interest survey and a vision workshop all confirm that active recreation facilities are a high priority need in Macon-Bibb County. New facilities such as a sports stadium, a skate rink and an additional golf course were noted as needs, but were not high priorities.
2. The JDS Tennis Center is a tournament quality facility; however, it has recently fallen into a state that requires immediate attention in terms of repairs.

### **Urban Open Spaces Analysis**

#### **Needs Analysis**

Based on numerous techniques used to identify recreation needs for the future Macon-Bibb County parks and open space system, several needs relating to urban open spaces were identified.

1. *Preservation and maintenance of urban open spaces:* Based on analysis of some individual urban open spaces, it was identified that the existing system of urban open spaces needs upgrading, pruning and “cleaning out.” In addition, there is a need to create urban design guidelines to help establish a framework for future improvements – creating a cohesive, unified “look” to downtown Macon.
2. *Construction of new urban open spaces/gateways:* The City of Macon currently lacks identifiers - or gateways - along the perimeter of the urban center.

### **Sidewalks, Bikeways, Trails, and Greenways Analysis**

#### Needs Analysis

Based on numerous techniques used to identify recreation needs for the future Macon-Bibb County parks and open space system, several needs relating to sidewalks, bikeways, trails and greenways were identified.

1. *Pedestrian / bicycle facilities:* Comparison of existing County facilities to adopted standards, the 1998 user survey, community meetings, a special interest survey and a vision workshop all confirm that trails, bikeways and sidewalks are a top priority for residents.

### **Natural Lands and Waterways Analysis**

#### Needs Analysis

Based on numerous techniques used to identify recreation needs for the future Macon-Bibb County parks and open space system, several needs relating to natural lands were identified.

1. *Additional Facilities:* Based on input received during the user survey and public meetings, there is a need to develop and manage public access to natural lands and waterways.
2. *Access / preservation of other natural lands:* Based on input received during the user survey and public meetings, there is a need to preserve Bibb County's character for future generations, and mitigate the impact of new development in the County by placing additional natural lands in public ownership.

The work program for Macon-Bibb County Parks and Recreation Department addresses many of the issues described in the analysis findings. On primary finding is the need for more recreational facilities in the unincorporated areas of the county. The implementation and funding of the Recreational Master Plan is crucial if this is to be done.

**Table 16**  
**Macon-Bibb County Recreation Department Work Program 2007 to 2010**

<b>Year</b>	<b>Project Description</b>	<b>Assigned</b>	<b>Funding</b>	<b>Costs</b>	<b>Goal Area</b>	<b>Status</b>
2007	Greenway Project	Recreation	City, Co., State, Fed. Private	\$3,000,000	Facilities	Ongoing
2007	Implementation of Recreation Master Plan	Recreation	City Co. State Fed.	\$158,000,000	Facilities	Ongoing
2007	Tennis court resurfacing	Recreation	City	Pending	Facilities	Ongoing
2007	Review & recommend changes in guidelines, fees & staff needs	Recreation	City	Pending	Facilities/Programs	Ongoing
2007	Evaluate, Improve & Increase Programming	Recreation	City	Pending	Program	Ongoing
2007	Cemetery Foundations	Recreation	City, County, State	Pending	Facilities	Ongoing
2008	Greenway Project	Recreation	City Co. State Fed. Private	\$3,000,000	Facilities	Ongoing
2008	Greenspace	Recreation	State	\$154,000	Facilities	Ongoing
2008	Implementation of Recreation Master Plan	Recreation	City Co. State Fed.	\$158,000,000	Facilities	Ongoing
2008	Tennis court resurfacing	Recreation	City	Pending	Facilities	Ongoing
2008	Review & recommend changes in guidelines, fees & staff needs	Recreation	City	Pending	Facilities/Programs	Ongoing

2008	Evaluate, Improve & Increase Programming	Recreation	City	Pending	Program	Ongoing
2008	Cemetery Foundations	Recreation	City,County, State	Pending	Facilities	Ongoing
2009	Cemetery Foundations	Recreation	City,State, County	Pending	Facilities	Ongoing
2009	Greenway Project	Recreation	City Co. State Fed. Private	\$3,000,000	Facilities	Ongoing
2009	Implementation of Recreation Master Plan	Recreation	City Co. State Fed.	\$158,000,000	Facilities	Ongoing
2009	Tennis court resurfacing	Recreation	City	Pending	Facilities	Ongoing
2009	Review & recommend changes in guidelines, fees & staff needs	Recreation	City	Pending	Programs	Ongoing
2009	Evaluate, Improve & Increase Programming	Recreation	City	Pending	Program	Ongoing
2010	Greenway Project	Recreation	City, Co., State , Fed.	\$3,000,000	Facilities	Ongoing
2010	Implementation of Recreation Master Plan	Recreation	City Co. State Fed.	\$158,000,000	Facilities	Ongoing
2010	Tennis court resurfacing	Recreation	City	Pending	Facilities	Ongoing
2010	Review & recommend changes in guidelines, fees & staff needs	Recreation	City	Pending	Programs	Ongoing
2010	Evaluate, Improve & Increase Programming	Recreation	City	Pending	Program	Ongoing
2010	Cemetery Foundations	Recreation	City, County, State	Pending	Facilities	Ongoing

**Library Service**

Overall, Macon-Bibb County possesses a very good library system that is the anchor for the Middle Georgia region. However, the Long Range Plan for the Macon-Bibb County library highlighted some suggested improvements that should be made to enhance the services rendered by the library.



1. A cooperative effort should be organized to convince the Georgia Legislature that Macon is a prime location for the new Board of Regent’s State Library Headquarters (Georgia Public Library Services) and the State’s Regional Library for the Blind and Physically Handicapped (GLAS).
2. Consideration should be given to establishing a separate work unit within the Reference Department at the Washington Memorial Library to handle the increasing number of e-mail and telephone reference calls.
3. Bring Bibb County up to the median Georgia standard for public library square feet per capita by opening a new 15,000 square foot branch library in South Bibb County to serve the rapidly expanding population in that area.
4. Evaluate the existing Rock Creek Library with regard to combining its collection and staff with a new South Branch.
5. Examine the feasibility of relocating the Genealogy & Historical Room into a larger space preferably within Macon’s museum district.

The work program for Macon-Bibb County Parks and Recreation Department does not address many of the issues described in the analysis findings. The work program appears to be geared toward maintaining current levels of service. Future work programs should address some of the issues in the Long Range Plan.

**Table 17**  
**Bibb County Library Work Program 2007 to 2009**

Year	Project Description	Assigned	Funding	Costs	Goal Area	Status
2007	Washington Library Microfilm Reader/ Printers	Library	City	\$40,000	Facilities	Completion FY-2007
2007	New Books/Materials for each branch library	Library	City/County	\$240,000	Facilities	Completion FY-2007
2008	Washington Library Microfilm Reader/ Printers	Library	City	\$40,000	Facilities	Completion FY-2008
2008	New Books/Materials for each branch library	Library	City/County	\$240,000	Facilities	Completion FY-2008
2009	Washington Library Microfilm Reader/ Printers	Library	City	\$40,000	Facilities	Completion FY-2009
2009	New Books/Materials for each branch library	Library	City/County	\$240,000	Facilities	Completion FY-2009

## **Facilities Policies**

1. Macon-Bibb County will make efficient use of existing infrastructure as well as future investment and expenditures for capital improvements and long term operation and maintenance costs.
2. Macon-Bibb County will coordinate public facilities and services with land use planning to promote more compact urban development.
3. Macon-Bibb County will encourage that new development does not cause a decline in locally adopted level of service for development and that capital improvements or other strategies needed to accommodate the impacts of development are made or provided for concurrency with new development.
4. Macon-Bibb County will coordinate development review processes that will protect or enhance public facilities and sites to ensure that they can fulfill identified functions.
5. Macon-Bibb County will encourage and/ or invest in parks, open space, and greenspace in urban centers, neighborhoods, and rural developments.
6. Macon-Bibb County will encourage a pattern of future development expansion in areas contiguous to developed areas with a utility extension policy that is sequential and phased.
7. Macon-Bibb County will encourage to limit the amount of urban development within our community to areas that can be reasonably served by public infrastructure.
8. Macon-Bibb County will use planned infrastructure to support areas identified as suitable for development.
9. Macon-Bibb County will protect existing infrastructure investments by encouraging infill, redevelopment, and compact development where appropriate.

# INTERGOVERNMENTAL COORDINATION



## Community Agenda

### SHARED VISIONS

*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission

### SHARED VISIONS

*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commissior

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Macon-Bibb County Planning and Zoning Commission





# Intergovernmental Coordination

The Intergovernmental Coordination element of the Community Assessment identifies other government agencies with which the City and the County are required to cooperate in the delivery of services and the coordination of plans and land use programs. The Intergovernmental Coordination element also provides federal, state, regional and local governments an opportunity to inventory existing intergovernmental coordination mechanisms and processes with other local governments and governmental entities that can have profound impacts on the success of implementing the local government's Consolidated Plans, Comprehensive Plans and Long-Range Transportation Plans. As Macon-Bibb County continues to experience a greater share of employment and population growth, intergovernmental coordination will become increasingly more important in maintaining the quality of life that attracts individuals to the City and County. The City of Macon and Bibb County Government are the most important entities in terms of providing facilities and services within the City and County. Other important entities include the Middle Georgia Regional Development Center, the Macon-Bibb County Planning and Zoning Commission and the Macon-Bibb County Water and Sewerage Authority. This chapter is intentionally brief, but will discuss issues and opportunities that may require some attention.

## ISSUES AND OPPORTUNITIES

### **Consolidation - Combine Governmental Services**

While the term “consolidation” typically is used to denote the merging of two governments into one (i.e., full governmental consolidation), the term can also be used to describe a more partial merging of services or departments, which is more accurately described as “functional consolidation.” Functional consolidation is a strategy that can successfully be used to overcome some of the major economic disadvantages of having two or more small-scale governments. In particular, it can make good economic sense to consolidate functions such as utility services where there are large economies of scale that can be captured. Typically services that can be delivered

cheaper in the larger quantities that consolidation affords are ones that have a large capital component or that have a function (e.g., billing) that can be applied across a number of existing services. Functional consolidation can be used as a strategy to achieve economies without changing the basic governance structure that people are accustomed to. This can be particularly important when the citizens of the respective jurisdictions have different views on issues such as planning and zoning or quality of life ordinances. The City of Macon and Bibb County offer services traditionally associated with their own form of government. To the degree that the City and County provide different services, by having one government to produce services, it can reduce confusion and increase accountability to residents.

**Regional Solutions**—Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer. The City of Macon and Bibb County will participate in the service delivery strategy to insure efficient delivery of public services. The community must think more regionally due to issues like the BRAC review and possible realignment of the Warner Robins Air Force Base and the recent designation of non-attainment for ozone and particulate matter. The policy makers of Macon/Bibb County have taken an active roll in working through these regional issues and will continue to be open to regional solutions to problems that will be confronted in the future.

**Regional Cooperation**—Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is crucial to success of a venture, such as protection of shared natural resources or development of a transportation network. In Macon/Bibb County, comprehensive planning, transportation planning, and zoning is accomplished without regard to jurisdictional boundaries. The Planning and Zoning Commission undertakes these functions and must regard the community as a whole without getting involved in the jurisdictional issues that often arise. Several public services such as fire protection and water and sewer are also provided on a countywide basis. While city and county officials continue to

be open to collaborative solutions to the problems of the city and the region, the migration of the population from the city to the county has presented some challenges regarding the delivery of services and the associated costs. The key to maintaining regional cooperation is ongoing communication and a willingness to take a broader regional view to the challenges that must be resolved. Some of the challenges:

- Developing major new employers (Bass Pro Shop & others)
- Warner Robins Air Force Base (Realignment issues, Brac, etc)
- Air Quality (Middle Georgia Clean Air Coalition, Clean Cities Coalition)
- Transportation Improvement

### **Cooperation & Coordination Within Bibb County**

The City of Macon and Bibb County, in addition to other regulatory agencies such as the Macon-Bibb County Planning and Zoning Commission, the Macon—Bibb Water & Sewerage Authority and the Bibb County Board of Education needs to collaborate and coordinate their planning efforts to protect the general health, safety and welfare of the community. Through a coordinated effort, these agencies can establish compatible goals that will serve the community as a whole and coordinate implementation strategies of those goals. In addition, these agencies should emphasize and strengthened the connection between land use policy and transportation needs.

### **INTERGOVERNMENTAL COORDINATION POLICIES**

- Macon-Bibb County will strive to enhance coordination mechanisms with adjacent local governments to provide for a better exchange of information;
- Macon-Bibb County will strive to pursue improved collaborative planning and decision-making;
- Macon-Bibb County should maximize parks and recreational services, public libraries, museums and other cultural amenities as an asset to educate the public; and
- Macon-Bibb County should support and partner with other existing educational institutions and encourage development of new opportunities to educate our citizens.

# TRANSPORTATION



**SHARED VISIONS**  
*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission

**SHARED VISIONS**  
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# Transportation

The Macon Area Transportation Study (MATS) is responsible for transportation planning for all of Bibb County including the City of Macon and Payne City. The Macon Area Transportation Study is also responsible for transportation planning for the southern third of Jones County (Census Tracts 301.01 and 301.02). The study area covered by MATS is shown in Figure 3.

MATS is comprised of local elected officials from Bibb County, City of Macon, Payne City, and Jones County. Representatives from significant transportation providers and stakeholders, such as the Georgia Department of Transportation, Macon-Bibb County Transit Authority, the Macon-Bibb County Water Authority and interested citizens. Staff from the Macon-Bibb County Planning and Zoning Commission provides the ongoing technical support needed to execute and coordinate transportation planning in the Macon area.

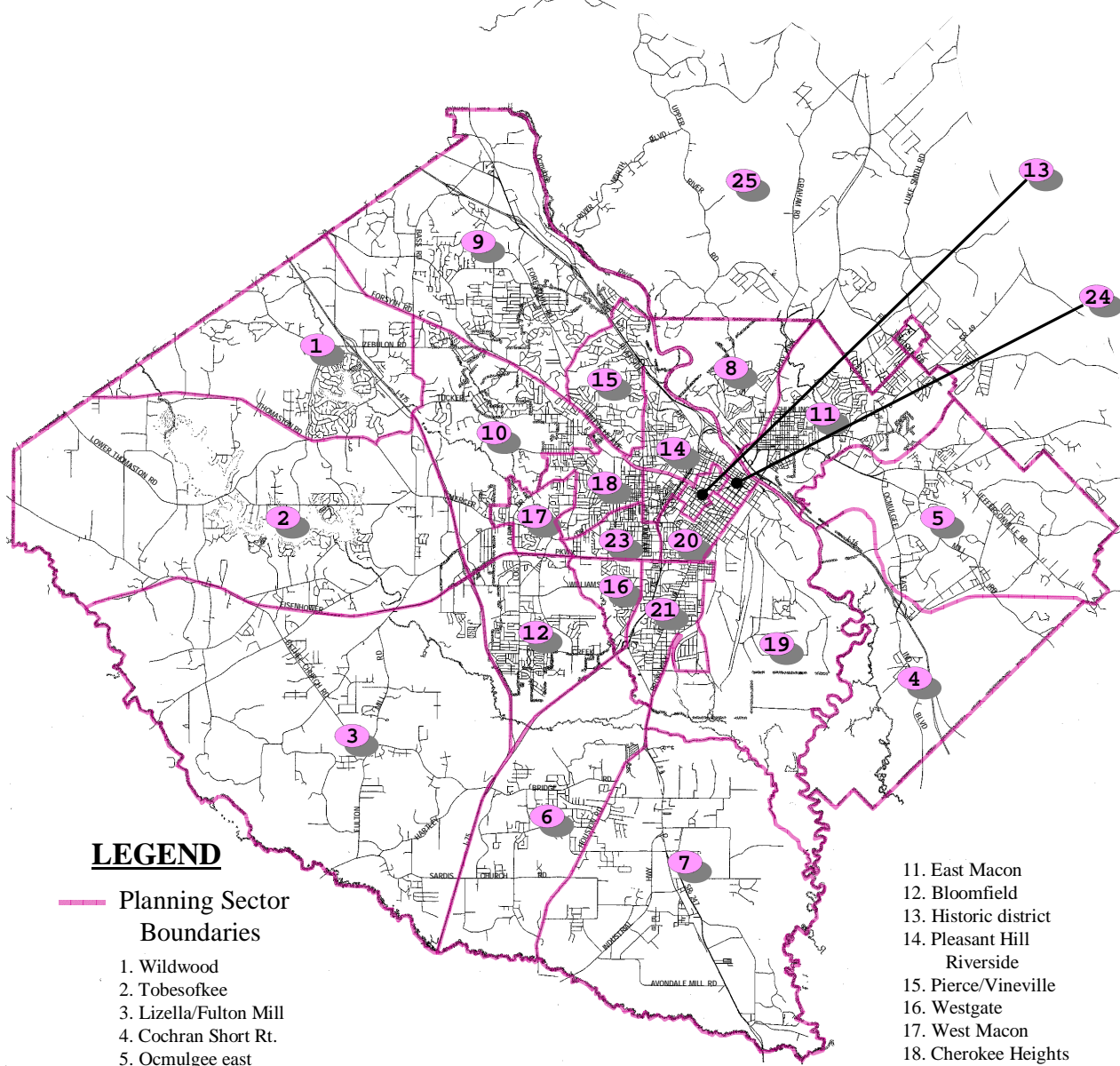
Bibb County is now a non-attainment area for ground level ozone and for fine particulate matter PM 2.5. This means that the 2030 Long Range Transportation Plan for the Macon Area Transportation Study must meet the transportation conformity requirement of the Clean Air Act. As part of the conformity requirements, an interagency consultation committee was created with members from US EPA, FHWA, FTA, GA DOT, GA EPD, GRTA, MATS, and WRATS. The methodologies and procedures used to arrive at the 2030 estimates are reviewed and approved by this interagency committee.

As a non-attainment area, future changes to the Transportation Plan that would affect changes to the capacity will require that a revised Conformity Determination Report for both ozone and PM 2.5. These revised or new projects that change capacity of the road network must be in the MATS transportation model as they are proposed. The transportation model is then re-run. This will result in changes in the vehicle miles traveled on the road network. The vehicle miles traveled is the base data that is used in US EPA's Mobile 6.2 model to estimate the amount of pollutants generated by vehicles on the road network. See Table 18. Figures 4, 5, 6, and 7 show the final results for the ozone and PM 2.5 Conformity Determination.

The Long Range Transportation Plan for 2030 was updated and adopted in May 2005. As part of this transportation plan, a Conformity Determination Report for both ozone and PM 2.5 has been prepared, updated, and approved for the Long Range Transportation Plan for 2030.

**Figure 4  
Planning Sectors Boundaries**

**Planning Sector Boundaries**



**LEGEND**

— Planning Sector Boundaries

- 1. Wildwood
- 2. Tobesofkee
- 3. Lizella/Fulton Mill
- 4. Cochran Short Rt.
- 5. Ocmulgee east
- 6. Hartley Bridge
- 7. Airport
- 8. North Highlands
- 9. North Macon
- 10. Idle Hour

- 11. East Macon
- 12. Bloomfield
- 13. Historic district
- 14. Pleasant Hill  
Riverside
- 15. Pierce/Vineville
- 16. Westgate
- 17. West Macon
- 18. Cherokee Heights
- 19. Industrial
- 20. Edgewood
- 21. South Macon
- 22. Montpelier
- 23. Unionville
- 24. CBD
- 25. Jones County

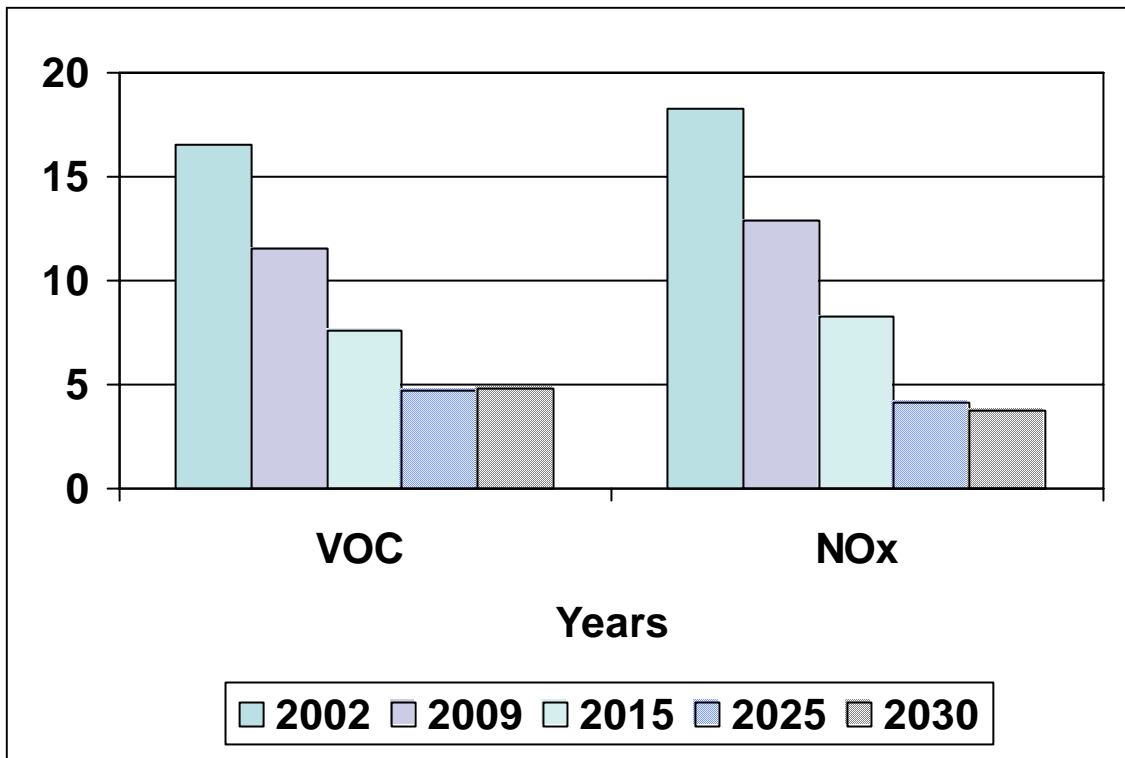
These maps were prepared by the  
MACON-BIBB COUNTY PLANNING & ZONING COMMISSION  
for the MACON AREA TRANSPORTATION STUDY



**Table 18**  
**Adjusted Modeled Vehicle Miles Traveled for Bibb County**  
**Avg. Summer Weekday for Ozone**

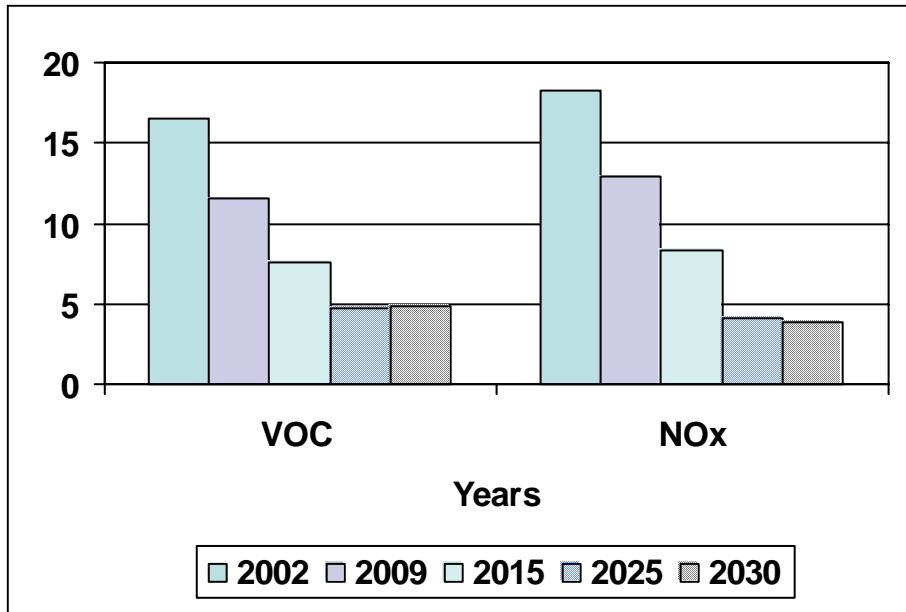
Network Year	Vehicle Miles Traveled
2002	5,256,682
2009	6,043,993
2015	6,669,300
2025	7,268,208
2030	7,603,271

**Figure 5**  
**Summary of Emissions Test for Ozone Conformity Determination**  
**(in Tons per Day)**





**Figure 6**  
 Summary of PM 2.5 Emissions Test  
 for PM 2.5 Conformity Determination  
 (in Annual Tons)



**Figure 7**  
 Summary of NOx Emissions Test  
 for PM 2.5 Conformity Determination  
 (in Annual Tons)

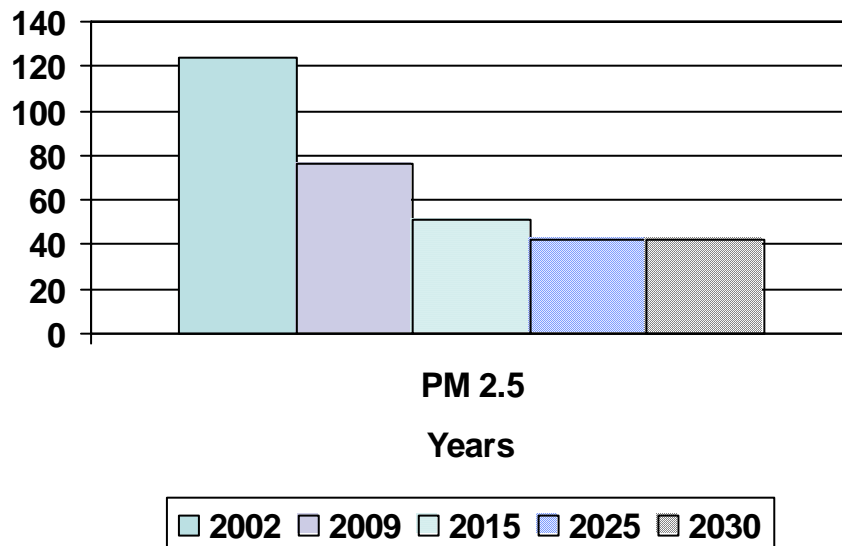
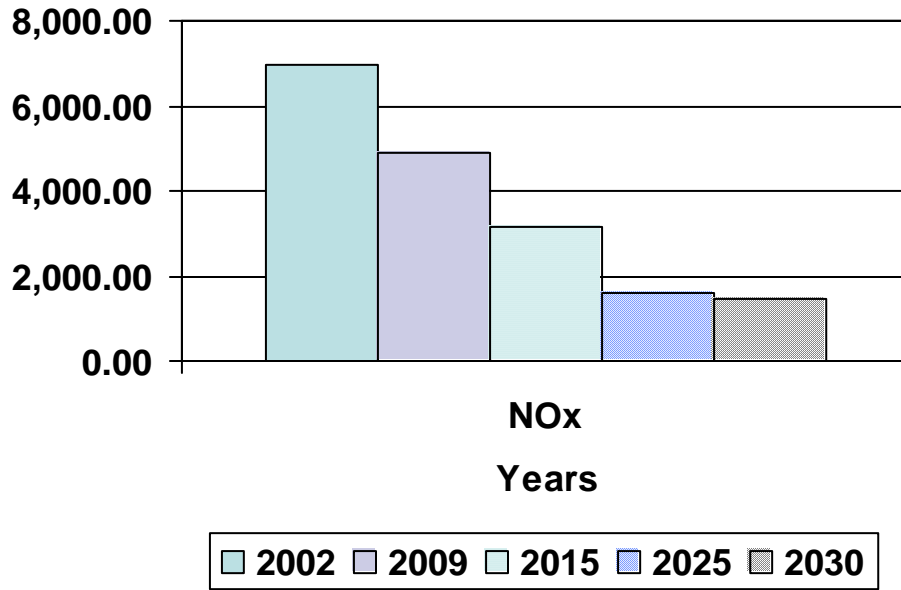


Figure 8  
Summary of NOx Emissions Test  
For PM 2.5 Conformity Determination  
(in Annual Tons)



## **Road Network**

The City of Macon is located on the fall line which separates the Piedmont and the Coastal Plain. Agricultural products such as cotton were easily shipped by barge to the coast for export and this made the City of Macon a transportation hub for commerce. This resulted in the road network being developed in a pattern resembling a wagon wheel with the roads resembling the spokes of the wheel radiating from the hub which in this case is the City of Macon.

Bibb County contains 42.8 miles of highway classified as interstate, 46.0 miles classified as principal arterials, and 55.0 miles classified as minor arterials and collectors. See Figure 8.

Bibb County is in the heart of central Georgian where I-16 and I-75 meet just north of downtown Macon. The I-475 By-Pass runs through the western part of the County as well. Bibb County's location on the interstate system plays a key role in the economic vitality of the community where warehousing and distribution facilities such as Kohl's and Bass Pro Shop have become more important to the local economy.

While the population growth in our community has shifted to the unincorporated areas of Bibb County and to the surrounding counties. Bibb County will continue to be an important employment center for Central Georgia. Population growth may have flattened out, but employment growth has remained steady and consistent. See Figure 9 and 10..

Employment growth has shifted to the northwest part of Bibb County. This growth is occurring in Sector 9, the North Macon Sector, (See Figure 3) along the I-75/Riverside Drive corridor from Tom Hill Drive/Arkwright Road and I-75 interchange up to the Bass Road and I-75 interchange. This is rapidly becoming the major employment center of Bibb County. See Figure 10.

## **Issues & Opportunities**

In 1994, Bibb County voters approved a SPLOST, a one percent special local option sales tax for road and transportation improvements. The majority of road improvements listed in Table 19 and shown on Figure 11 were part of this effort. Many of the major deficiencies of the road network have already been addressed and many will be addressed in the near future as many of these projects are built.

The major problem facing Bibb County as it relates to the road network is that funding has been allocated out to 2012. More projects are needed now and in the near future than there funds available. The location of the Bass Pro Shop and warehouse at the Bass Road and I-75 interchange has created additional pressure for other commercial development at this interchange. While funding for small, less expensive projects are being done to alleviate traffic congestion in the area, major improvements that will be needed cannot be programmed for construction until 2013 due funding limitations.

**Figure 9**  
**2002 HPMS Functional Classification**

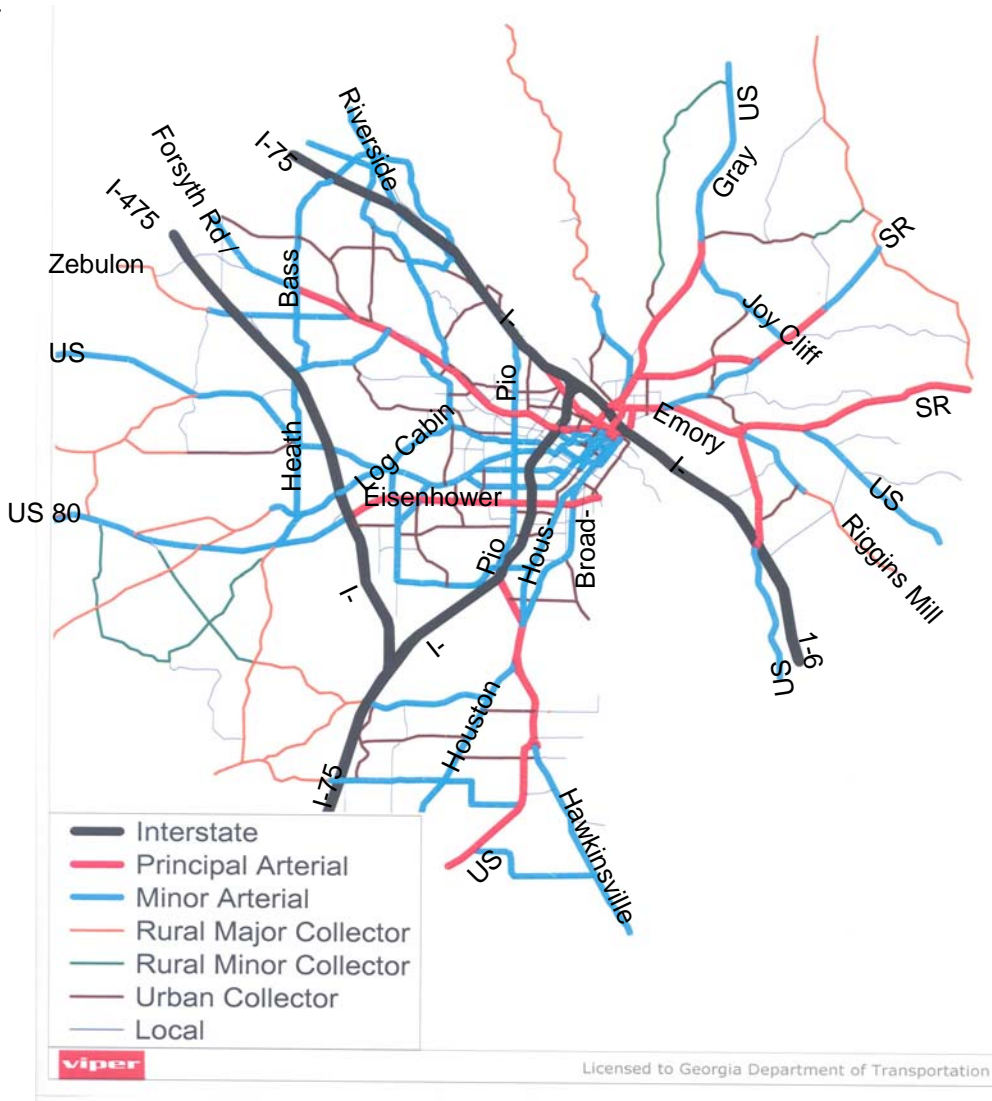




Figure 10 Areawide Growth Fore-

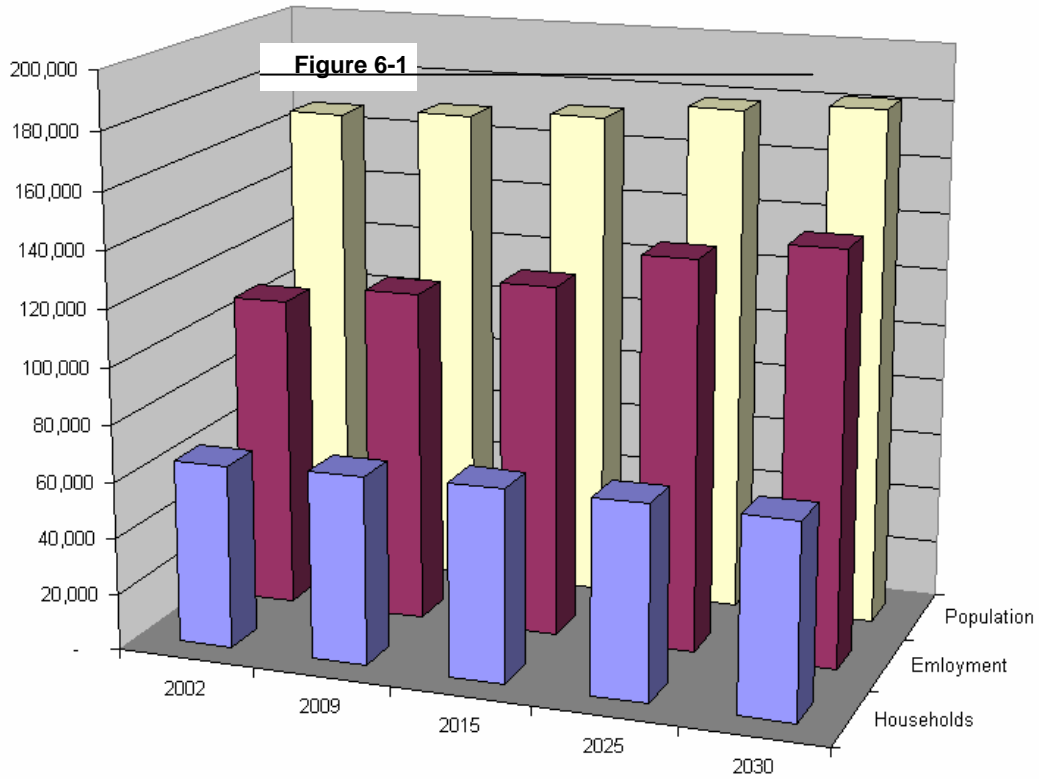
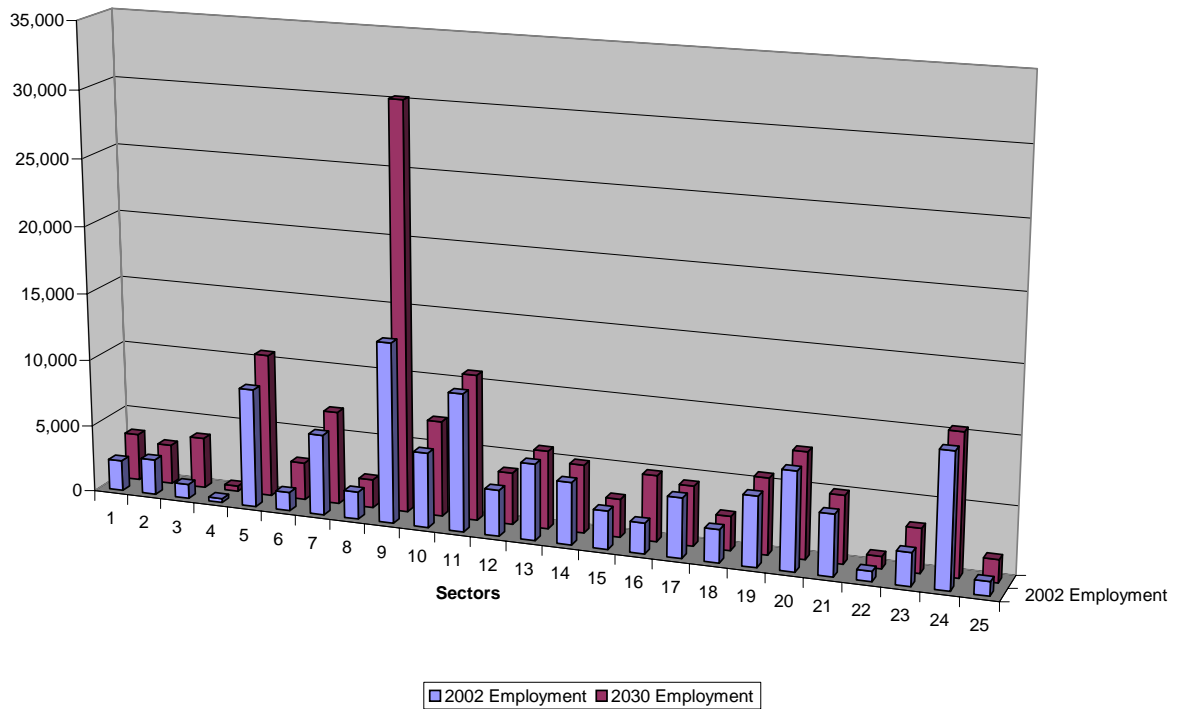


Figure 11 Changes in Employment



**Table 19**

**2009 Network - Projects under construction in 2007 - assumed completed by 2009 - are added to 2002 Network**

Road/Project Name	Description/ Location	Regionally Significant Project	State Project ID #	Construction Scheduled GDOT/RIP	Air Quality Conformity Determination Requirements	Network Year	2030 LRTP Total Plan Cost
ITS Architecture Advanced Transportation Management Systems	Operations 2006 to 2009. State Traffic Engineering.	No		2006 - 2009	Exempt	2009	\$ -
ITS Architecture Advanced Transportation Management Systems	Maintenance for 2006 to 2009	No	323015	2006 - 2009	Exempt	2009	\$ 600,000
ITS Architecture Advanced Transportation Management Systems	Equipment upgrades. Replace existing outdated equipment. Every signal would have updated equipment by the end of 2009.	No		2007	Exempt	2009	\$ 400,000
ITS Architecture Advanced Transportation Management Systems	Equipment installation for 55 locations. Traffic Engineering to write contracts and do design in house.	No		2007	Exempt	2009	\$ 60,000
ITS Architecture Advanced Transportation Management Systems	Provide additional optic fiber to the existing optic fiber network.	No		2009	Exempt	2009	\$ 200,000
ITS Architecture Advanced Transportation Management Systems	Phase IV. Consultant to prepare plans for communication and surveillance.	No		2009	Exempt	2009	\$ 300,000
Bass Pro Road	New Road on site with no through traffic.	No	Local	2005	Exempt	2009	\$ 2,600,000
Bass Road/Bass Pro Entrance	Signalize entrance. Add right & left turn lanes into site on Bass Road.	No	Local	2005	Exempt	2009	\$ 400,000
I-75/Bass Road Interchange	Signalize ramps. Add right turn lane to northbound exit ramp.	Yes	Local	2005	Exempt	2009	\$ 1,000,000
New Forsyth Road	Add turn lanes Bass Pro Entrance.	No	Local	2005	Exempt	2009	\$ 250,000
Telfair Street/Jeff Davis Street	Realign and add turn lanes from Felton Ave to South Downtown Connector	No	Local	2005	Exempt	2009	\$ 1,331,000
Tucker Road	Resurfacing, striping, standardization, turn lanes, multi-use path from Foster Road to Forsyth Road.	No	Local	2005	Exempt	2009	\$ 698,000
Wesleyan Drive	Intersection improvements at Tharpe Drive and Trojan Trail.	No	Local	2005	Exempt	2009	\$ 995,000

Table 19 continued

**2009 Network - Projects under construction in 2007 - assumed completed by 2009 - are added to 2002 Network**

Road/Project Name	Description/ Location	Regionally Significant Project	State Project ID #	Construction Scheduled GDOT/RIP	Air Quality Conformity Determination Requirements	Network Year	2030 LRTP Total Plan Cost
Houston Ave	Resurfacing, striping, turn lanes from Pio Nono Ave to Broadway. Project is in three phases.	No	Local	2005-2007	Exempt	2009	\$ 3,631,000
Bloomfield Road/Log Cabin Drive	Widen from 2 to 4 lanes with center turn lane from Rocky Creek Road to Eisenhower Parkway/US 80.	No	351120	2006	Non-Exempt	2009	\$ 6,805,000
Hartley Bridge/ I-75/I-475 Interchange	Reconstruct Interchange Phase II. Reconstruct I-475/ I-75 Interchange with Collector Distributor System.	Yes	311465	2006	Non-Exempt	2009	\$ 55,000,000
Industrial Highway	Add turn lanes from Avondale Mill Road to Walden Road.	Yes	0004455	2006	Exempt	2009	\$ 220,000
Riverside Drive/SR 87	Widen from 2 to 4 lanes with turn lanes from Northside Drive to Hall Road.	Yes	322000	2006	Non-Exempt	2009	\$ 7,250,000
Riverside Drive/SR 87	Reconstruct bridge at Sabbath Creek.	Yes	322005	2006	Non-Exempt	2009	\$ 1,000,000
Forest Hill Road/CR723	Widen from 2 to 3 lanes from Wimbish Road to Northside Drive.	No	351130	2007	Exempt	2009	\$ 6,210,000
Forest Hill Road	Replace & Widen bridge @ Sabbath Creek.	No	351135	2007	Exempt	2009	\$ 370,000
I-16 & MLK Drive	Bridge replacement at MLK Drive Widen MLK at I-16.	Yes	311005	2007	Non-Exempt	2009	\$ 20,356,000
Sardis Church Road/ I-75 Interchange	New Interchange includes approaches.	Yes	311910	2007	Non-Exempt	2009	\$ 10,516,000
Hero Operations		No	771307	2008	Exempt	2009	\$ 1,440,000

**2015 Network - Projects under construction in 2013 - assumed completed by 2015 - are added to 2009 Network**

Road/Project Name	Description/ Location	Regionally Significant Project	State Project ID #	Construction Scheduled GDOT/RIP	Air Quality Conformity Determination Requirements	Network Year	2030 LRTP Total Plan Cost
ITS Architecture Advanced Transportation Management Systems	Operations 2010 to 2015. State Traffic Engineering.	No		2010 -2015	Exempt	2015	\$ -
ITS Architecture Advanced Transportation Management Systems	Maintenance for 2010 to 2015.	No		2010 -2015	Exempt	2015	\$ 1,000,000
ITS Architecture Advanced Transportation Management Systems	Miscellaneous minor improvements from 2010 to 2015.	No		2010 -2015	Exempt	2015	\$ 4,000,000
ITS Architecture Advanced Transportation Management Systems	Phase IV. Implementation of plans for communication and surveillance.	No		2010	Exempt	2015	\$ 3,000,000
Forest Hill Road	Widen from 2 to 4 lanes from Vineville Ave/Forsyth Road to Wimbish Road.	No	350520	2008	Non-Exempt	2015	\$ 6,799,000
I-75	Widen from 4 to 6 lanes from Pierce Ave to Arkwright Road.	Yes	312090	2008	Non-Exempt	2015	\$ 49,913,000

Table 19 continued

**2015 Network - Projects under construction in 2013 - assumed completed by 2015 - are added to 2009 Network**

Road/Project Name	Description/ Location	Regionally Significant Project	State Project ID #	Construction Scheduled GDOT/RIP	Air Quality Conformity Determination Requirements	Network Year		
Jeffersonville Road	Widen from 2 to 4 lanes from Recreation Road to Fall Line Freeway/US80.	Yes	351080	2009	Non-Exempt	2015	\$	5,603,000
Jeffersonville Road	Replace bridge at Norfolk Southern Rail Road.	Yes	0000835	2009	Non-Exempt	2015	\$	2,260,000
Jeffersonville Road	Widen from 2 to 4 lanes from Emery Highway to Walnut Creek Bridge.	Yes	351090	2009	Non-Exempt	2015	\$	5,182,000
Jeffersonville Road	Widen & replace bridge at Walnut Creek.	Yes	351095	2009	Non-Exempt	2015	\$	2,500,000
Jeffersonville Road	Widen from 2 to 4 lanes from Walnut Creek to Recreation Road & widen Millerfield Road from 2 to 4 lanes from Jeffersonville Road to Bristol Drive.	Yes	342080	2009	Non-Exempt	2015	\$	5,370,000
Log Cabin Drive	Widen from 2 to 4 lanes from Mercer University Drive to Hollingsworth Road	No	351100	2009	Non-Exempt	2015	\$	9,082,000
Log Cabin Drive	Widen & replace bridge at Rocky Creek.	No	351105	2009	Non-Exempt	2015	\$	1,997,000
Northwest Parkway	Construction of a new roadway from Vineville Ave to Log Cabin Drive along Park Street with 4 lanes to new location west of Hollingsworth Road with 4 lanes, turn lanes, and a raised median.	No	351140	2009	Non-Exempt	2015	\$	11,273,000
Ocmulgee East Blvd/ SR 87	Provide additional turn lanes on SR 87/Ocmulgee Blvd & widen western part of Weaver Road to White Elk Springs Road.	Yes	333055	2009	Non-Exempt	2015	\$	5,313,000
Sardis Church Extension	Widen from 2 to 4 lanes from I-75 to SR 247. This includes existing Sardis Church Road from I-75 to east of Goodall Mill Road, new location from east of Goodall Mill Road to southern portion of Avondale Mill Road, and Avondale Mill Road from new location to SR 247.	No	0000566	2009	Non-Exempt	2015	\$	38,673,000
Tucker Road	Replace bridge at Rocky Creek.	No	331870	2009	Exempt	2015	\$	557,000
I-16/I-75 Interchange	Interchange modifications including collector distributor system.	Yes	311410	2010	Non-Exempt	2015	\$	97,230,000
Riverside Drive/SR 87	Reconstruct bridge at Beaverdam Creek.	Yes	333152	2012	Exempt	2015	\$	2,101,000



Table 19 continued

**2015 Network - Projects under construction in 2013 - assumed completed by 2015 - are added to 2009 Network**

Road/Project Name	Description/ Location	Regionally Significant Project	State Project ID #	Construction Scheduled GDOT/RIP	Air Quality Conformity Determination Requirements	Network Year	
Bass Road	Widen Bass Road from two to four through lanes from I-75 to New Forsyth Road. Add dual left turns from Bass Road to Bass Pro Entrance. Add dual right and left turns from Bass Pro Exit.	No		2013	Non-Exempt	2015	\$ 1,800,000
Bass Road	Widen from two to four lanes from New Forsyth Road to Riverside Drive & Intersection Improvements.	No		2013	Non-Exempt	2015	\$ 900,000
I-75/Riverside Drive Interchange	Signalize Interchange. Modify ramps to add turn lanes & storage. Run fiber optic.	Yes		2013	Exempt	2015	\$ 150,000
I-75/Bass Road Interchange	Increase capacity of the interchange. Major problem is trips southbound on Bass turning left to go southbound on I-75. Add lanes to exit ramps for storage. Widen bridge over I-75 from 2 to 4 lanes with turn lanes.	Yes		2013	Non-Exempt	2015	\$ 16,000,000
New Forsyth Road	Widen from two to four lanes with turn lanes as needed from Bass Road to Riverside Drive with major intersection reconfiguration with Bass Road, Wesleyan Drive, and Riverside Drive.	No		2013	Non-Exempt	2015	\$ 2,000,000
Riverside Drive	I-75 to Bass Road. A safety project to add turn lanes.	Yes		2013	Exempt	2015	\$ 2,000,000
Columbus Road	Replace bridge at Echeconnee Creek	No	0007029	Long Range	Exempt	2015	\$ 347,000
Emery Highway	Jeffersonville Road to Ocmulgee Blvd. A safety project to add turn lanes.	Yes		Long Range	Exempt	2015	\$ 1,500,000
Emery Highway	Reconstruct bridges at Walnut Creek.	Yes	333150	Long Range	Exempt	2015	\$ 2,225,000
Hawkinsville Road SR 247	Widen from 4 to 6 lanes from Watson Blvd to Houston Road/US 41. This includes major improvements to Liberty Church Road intersection.	Yes	322960	Long Range	Non-Exempt	2015	\$ 11,826,612
Hawkinsville Road SR 247	Reconstruct & widen bridge at Norfolk Southern RR.	Yes	323045	Long Range	Non-Exempt	2015	\$ 1,114,000
Hawkinsville Road SR 247	Reconstruct & widen bridge at Echeconnee Creek.	Yes	0003089	Long Range	Non-Exempt	2015	\$ 444,000
Houston Road	Widen from 2 to 4 lanes from north of the Sardis Church Road Extension (approximately South Walden Road) to existing Sardis Church Road/ North Walden Road.	No	0006689	Long Range	Non-Exempt	2015	\$ 1,950,000
I-16	Widen from 4 to 6 lanes from SR 11 to SR 87 with collector/distributor system as needed.	Yes	311000	Long Range	Non-Exempt	2015	\$ 50,465,000
I-75	Widen from 4 to 6 lanes from Pierce Ave to I-16.	Yes	311400	Long Range	Non-Exempt	2015	\$ 18,196,000

Table 19 continued

**2015 Network - Projects under construction in 2013 - assumed completed by 2015 - are added to 2009 Network**

Road/Project Name	Description/ Location	Regionally Significant Project	State Project ID #	Construction Scheduled GDOT/RIP	Air Quality Conformity Determination Requirements	Network Year		
Peake Road Bridge Replacement	Replace Bridge at Rocky Creek	No	0006659	Long Range	Exempt	2015	\$	1,182,000
South Downtown Connector	Telfair/First Street from Richard Penneman Blvd to Oglethorpe Street	No	350595	Long Range	Non-Exempt	2015	\$	2,367,000
Thomaston Road	Replace bridge at Tobesofkee Creek	Yes	0007024	Long Range	Exempt	2015	\$	233,000
Western Loop	Bass Road/Foster Road/Tucker/Heath Road from I-75 to Fulton Mill Road. Bridge replacement on Tucker Road @ Rocky Creek. Concept is not finalized.	No	371430	Long Range	Non-Exempt	2015	\$	4,435,000
Western Loop A	Bass Road widened from 2 to 4 lanes from Zebulon Road tol-75.	No	371430	Long Range	Non-Exempt	2015		
Western Loop B	Foster/Tucker Roads widened from 2 to 3 lanes.	No	371430	Long Range	Non-Exempt	2015		
Western Loop C	Heath Road standardize lanes with turn lanes as needed.	No	371430	Long Range	Non-Exempt	2015		

**2025 Network - Projects under construction in 2023 - assumed completed by 2025 - are added to 2015 Network**

Road/Project Name	Description/ Location	Regionally Significant Project	State Project ID #	Construction Scheduled GDOT/RIP	Air Quality Conformity Determination Requirements	Network Year	2030 LRTP Total Plan Cost
ITS Architecture Advanced Transportation Management Systems	Operations 2016 to 2025. State Traffic Engineering.	No		2026 -2030	Exempt	2009	\$ -
ITS Architecture Advanced Transportation Management Systems	Maintenance for 2016 to 2025.	No	323015	2026 -2030	Exempt	2009	\$ 1,800,000
ITS Architecture Advanced Transportation Management Systems	Miscellaneous minor improvements from 2016 to 2025.	No		2026 -2030	Exempt	2009	\$ 7,200,000
Edgewood Ave	Widen from two to four lanes with turn lanes as needed from Broadway to Eisenhower Extension.	No	Local	Long Range	Non-Exempt	2025	\$ 1,936,000
Eisenhower Parkway	Extension (SR540) on new location with 4 lanes from I-16 to US 80/Emery Highway.	Yes	362695	Long Range	Non-Exempt	2025	\$ 35,764,000
Eisenhower Parkway	Extension (SR 540) on new location with 4 lanes from Lower Boundary Street to I-16.	Yes	363630	Long Range	Non-Exempt	2025	\$ 44,060,000
Eisenhower Parkway Extension/I-16 Interchange.	Construct Interchange at I-16 and Eisenhower Parkway Extension.	Yes	310980	Long Range	Non-Exempt	2025	\$ 33,584,000

Table 19 continued

**2025 Network - Projects under construction in 2023 - assumed completed by 2025 - are added to 2015 Network**

Road/Project Name	Description/ Location	Regionally Significant Project	State Project ID #	Construction Scheduled GDOT/RIP	Air Quality Conformity Determination Requirements	Network Year	2030 LRTP Total Plan Cost
Forsyth/Poplar Connector	Poplar Street & Lower Poplar from MLK to Eisenhower Extension.	No	Local	Long Range	Exempt	2025	\$ 2,037,000
Houston Road	Standardize lanes from south of the Sardis Church Road Extension (South Walden Road) to US 41 in Houston County.	No	331750	Long Range	Exempt	2025	\$ 305,280
I-75/Hardeman Ave/ Forsyth Street/Gerogia Ave	Modify Interchange as needed. Widen from 3 to 4 lanes across bridges. Add storage lanes as needed. Modify approaches. Improve operations.	Yes	311560	Long Range	Non-Exempt	2025	\$ 3,579,000
I-16 Call Boxes	Install call box from Macon to Savannah.	Yes	811030	Long Range	Exempt	2025	\$ 72,600
I-16	Reconstruct bridge to widen shoulders at Walnut Creek.	Yes	311130	Long Range	Exempt	2025	\$ 4,616,000
Ocmulgee East Blvd/ SR 87	Intersection improvements at I-16 & Joe Tamplin Blvd.	Yes	333050	Long Range	Exempt	2025	\$ 579,000
Ocumulee East Blvd/SR 87/US 23	Widen from 2 to 4 lanes from I-16 to SR 96 in Twiggs County.	Yes	0000813	Long Range	Non-Exempt	2025	\$ 11,004,640
Pio Nono Ave/ SR247/US41	Widen from 4 to 6 lanes from I-75 to Broadway.	Yes	350560	Long Range	Non-Exempt	2025	\$ 5,882,000
Second Street & RR Bridge	Replace existing bridge.	No	0002225		Exempt	2025	\$ 3,390,000
Vineville Ave	Widen from three lanes to four from Pio Nono Ave to Forest Hill Road.	Yes	363500	Long Range	Non-Exempt	2025	\$ 13,792,000

**2030 Network - Projects under construction in 2028 - assumed completed by 2030 - are added to 2025 Network**

Road/Project Name	Description/ Location	Regionally Significant Project	State Project ID #	Construction Scheduled GDOT/RIP	Air Quality Conformity Determination Requirements	Network Year	2030 LRTP Total Plan Cost
ITS Architecture Advanced Transportation Management Systems	Operations 2026 to 2030. State Traffic Engineering.	No		Long Range	Exempt	2030	\$ -
ITS Architecture Advanced Transportation Management Systems	Maintenance for 2026 - 2030.	No		Long Range	Exempt	2030	\$ 800,000
ITS Architecture Advanced Transportation Management Systems	Miscellaneous minor improvements from 2026 to 2030.	No		Long Range	Exempt	2030	\$ 3,200,000
Areawide Intersection Improvements		No	LRTP	Long Range	Exempt	2030	\$ 1,800,000
Bloomfield Road/Bloomfield Drive	Intersection improvement at Eisenhower Parkway.	No	LRTP	Long Range	Exempt	2030	\$ 1,500,000
Forsyth Road SR 19	Add northbound passing lane from Colarparchee Road to Monroe County Line.	Yes	332230	Long Range	Non-Exempt	2025	\$ 3,088,000

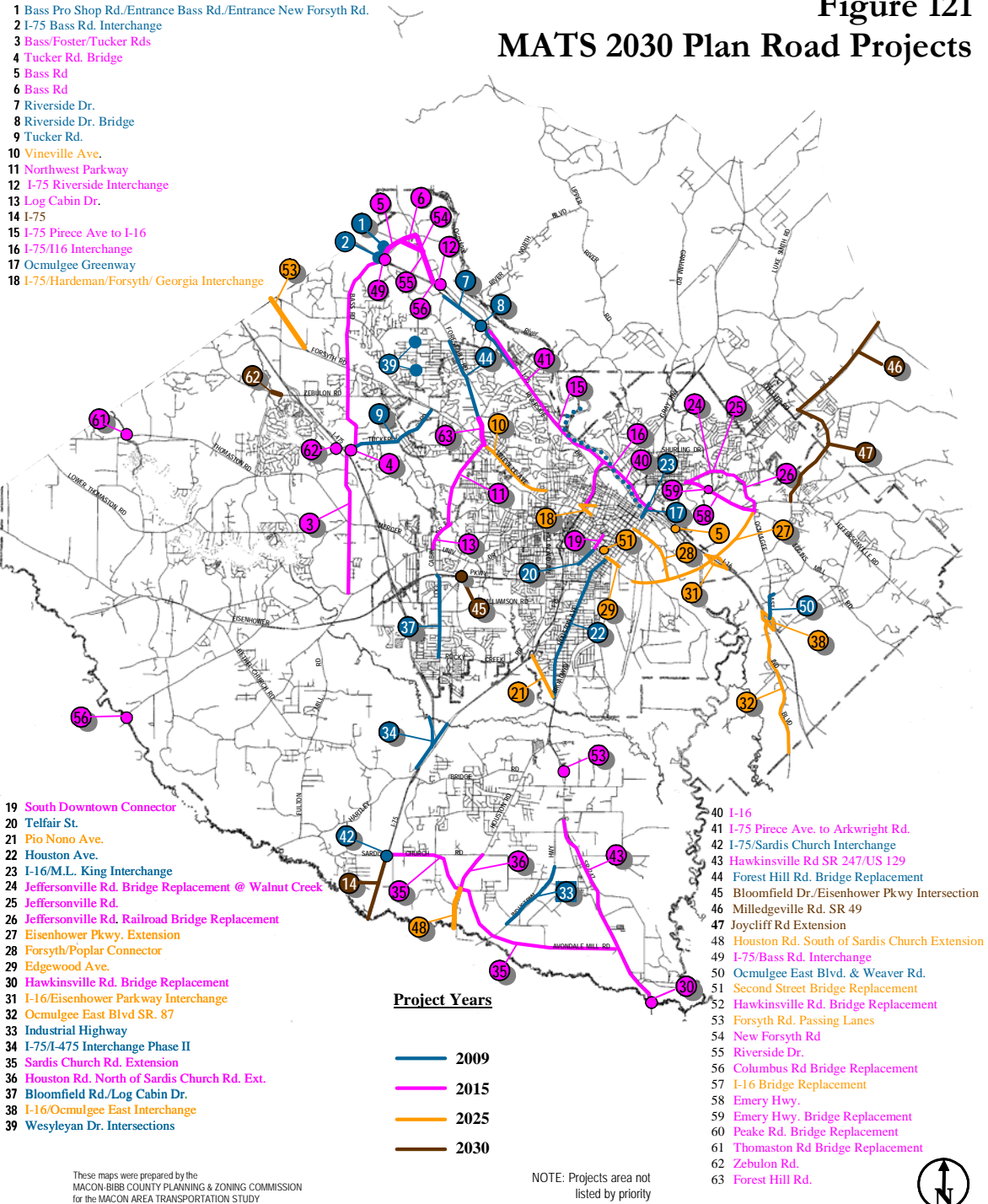
Table 19 continued

**2030 Network - Projects under construction in 2028 - assumed completed by 2030 - are added to 2025 Network**

Road/Project Name	Description/ Location	Regionally Significant Project	State Project ID #	Construction Scheduled GDOT/RIP	Air Quality Conformity Determination Requirements	Network Year	2030 LRTP Total Plan Cost
Gray Highway/ Second Street	Intersection improvements.	Yes	LRTP	Long Range	Exempt	2030	\$ 1,500,000
I-75	Widen from six to eight lanes from Sardis Church Road to SR 247 Connector in Houston County	Yes	LRTP	Long Range	Non-Exempt	2030	\$ 16,000,000
I-75/Eisenhower	Reconfigure Interchange.	Yes	LRTP	Long Range	Non-Exempt	2030	\$ 7,000,000
I-75/Mercer University Blvd.	Reconfigure Interchange.	Yes	LRTP	Long Range	Non-Exempt	2030	\$ 7,000,000
Joycliff Road Extension	Build new two lane road (R-O-W four lanes) from SR 49 to SR 57.	No	LRTP	Long Range	Non-Exempt	2030	\$ 6,000,000
Milledgeville Road SR 49	Widen from two to four lanes from Griswoldville Road to SR 18.	Yes	LRTP	Long Range	Non-Exempt	2030	\$ 19,000,000
Zebulon Road	Widen Zebulon Road from Lake Wildwood Entrance to Lamar Road from two to four lanes. Add turn lanes at Lamar Road and Zebulon Road.	No		Long Range	Non-Exempt	2030	\$ 1,200,000



**Figure 121**  
**MATS 2030 Plan Road Projects**



These maps were prepared by the  
MACON-BIBB COUNTY PLANNING & ZONING COMMISSION  
for the MACON AREA TRANSPORTATION STUDY

## **Transit**

The Macon Transit Authority operates nine fixed bus routes in Bibb County. The service hours for the bus routes are from 5:20 a.m. to 11:00 p.m. Monday - Saturday. Last year, the Transit Authority buses compiled a total of 1,121,833 vehicle miles traveled and were in operation a total of 88,144 hours. The majority of the riders are captive riders who have no other alternative modes of transportation.

The nine fixed bus routes are for the most part located in the area that was urbanized prior to the 1960's. Some service has been extended out to more recently developed commercial areas such as Tom Hill Drive/Northside Drive/I-75, Zebulon Road/I-475, and Macon College at I-475/Eisenhower Parkway. See Figure 12.

## **Issues & Opportunities**

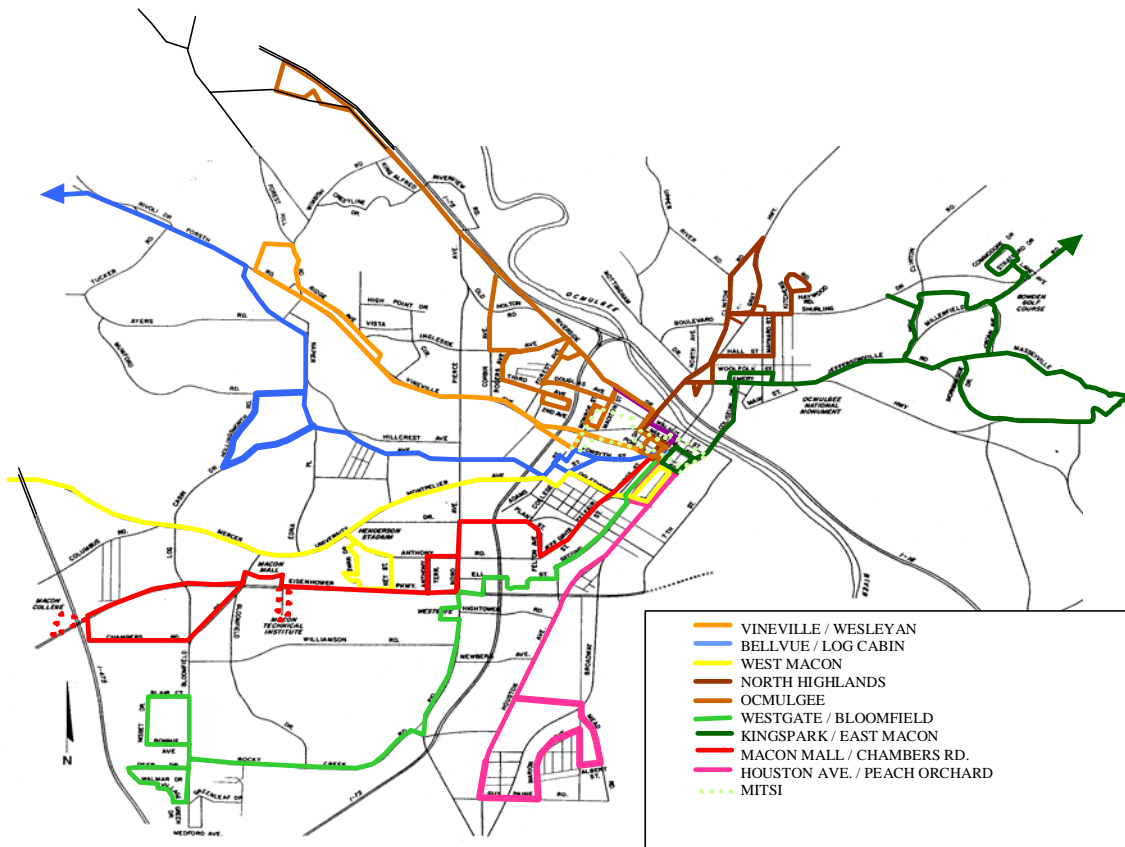
The main transfer station for the transit system recently moved from Poplar Street to a temporary transfer facility at the Terminal Station located at Cherry Street and Fifth Street. A permanent transfer facility is to be incorporated into final design of the Terminal Station as part of the Intermodal Passenger Terminal Facilities Plan prepared in 2001. This Intermodal Passenger Terminal Facilities Plan has proposed that the Terminal Station be used as a terminal by the local transit service, by local taxis, by intercity bus service such as Greyhound, and by the proposed Commuter and Passenger Rail that is being pursued by the State of Georgia. This Intermodal Passenger Terminal Facilities Plan has been adopted by the Macon Area Transportation Study.

A reverse commute study has been prepared that made some recommendations as to how to improve the interconnectivity of the existing system and to extend service from the urban core to jobs in the newer suburban areas. None of the recommendations have been implemented at this time. There are reverse commute grant funds available, but these require a 50% local match which does not appear to be forthcoming at this time.

Limited funding for transit has forced the Macon Transit Authority to concentrate on maintaining the existing system and service. The maximum available Federal and State funding has been received and utilized by the Macon Transit Authority. The available Federal and State funds have been at the current levels for some time. The Macon Transit Authority is dependent upon the City of Macon and Bibb County for local funding which comes from the general funds of both the City and the County. Due to the financial difficulties facing our local governments, maintaining even the current level of funding service may be difficult.

Figure 13  
Macon Transit Authority  
Bus Routes

MACON TRANSIT AUTHORITY  
BUS ROUTES



## **Bicycle and Pedestrian Facilities**

Bikeways, bike lanes, bike paths, sidewalks, and other pedestrian and recreational facilities that cater the needs of bicyclists and pedestrians of have become an integral part of transportation and community planning. The Macon-Bibb county Bikeways and Pedestrian Plan is a good plan that serves as a first step to address bicycle and pedestrian issues in Bibb County. This is an attempt to retrofit the existing transportation (road) network to accommodate pedestrians and bicyclists. It will take quite some time to create sufficient linkages to the pedestrian/bicycle network so that the full utilization and benefit of this pedestrian/bicycle network will be realized. See Figure 13.

## **Issues & Opportunities**

Unfortunately, it was not until construction was recently completed on sections of the Ocmulgee Heritage Greenway Trail that Bibb County had any suitable facilities dedicated strictly to pedestrians and bicyclist. There had been concern in the community regarding how much this facility would be used. It has proven to be quite successful indicating a need to plan and develop additional multi-paths in other sections of the County.

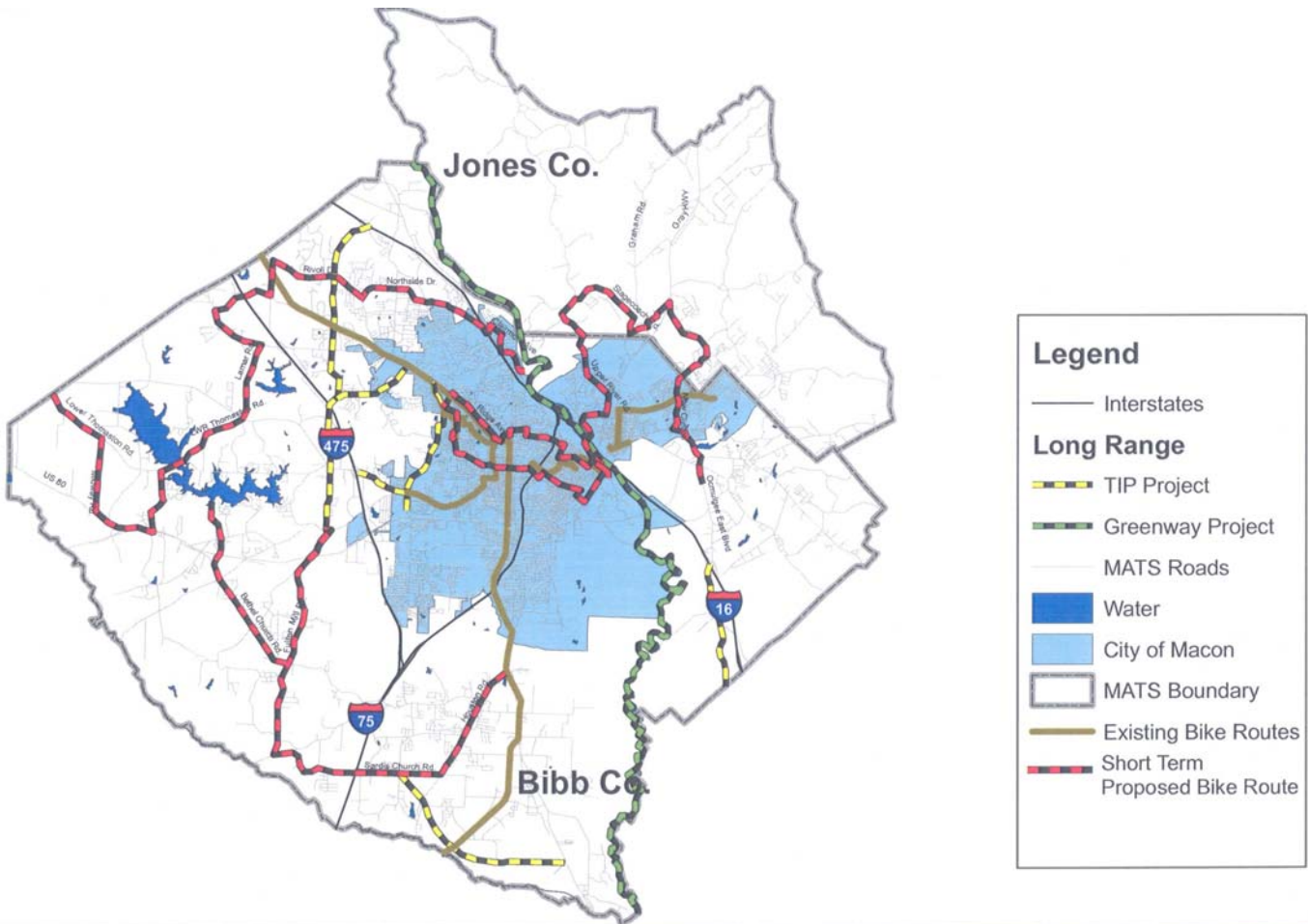
On many of the roads that were improved and/or widened since the 1994 SPOST, sidewalks were added. In many cases, the sidewalks are very close to the roadway where traffic frequently travels in excess of 45 miles per hour such as Zebulon Road. Even though this may not be the most pedestrian friendly environment, these sidewalks are being utilized by the public on a very regular basis.

Funding for separate pedestrian and bicycle facilities is very limited so most of the Bikeways and Pedestrian Plan will have to be funded as part of road projects. The Ocmulgee Heritage Greenway Trail has been funded using Transportation Enhancement Activity funds, special federal earmarks funds, and private funding such as New-Town Macon. While the Ocmulgee Heritage Greenway Trail has been a great success and is very important to the community, it is only a portion of what needs to be done to improve our community as it relates to pedestrians and bicyclists.

The call for a more walkable, pedestrian and bicyclist friendly, community will continue to grow.



**Figure 14**  
**MATS Existing and**  
**Proposed Bicycle Routes**



## **Parking**

The amount of parking is not the major issue in downtown Macon. The management of existing parking and the installation of parking meters is biggest concern. Existing parking structures are shown on Figure 14.

## **Issues & Opportunities**

Over the years a number of parking studies have been done for the downtown. The following areas in the downtown have need for additional parking facilities.

1. Bibb County Courthouse (Mulberry & Second Streets) has a shortage of parking in the immediate vicinity during the day and for special evening events at the Grand Opera House. This is the area in the downtown that has the most critical need for additional parking.
2. City Hall/City Auditorium (Poplar & First Streets) has a shortage of parking for those doing business with the City during the day and for special evening events at the Macon Auditorium.
3. Terminal Station Area (Cherry & Fifth Streets) has limited parking in the general area.

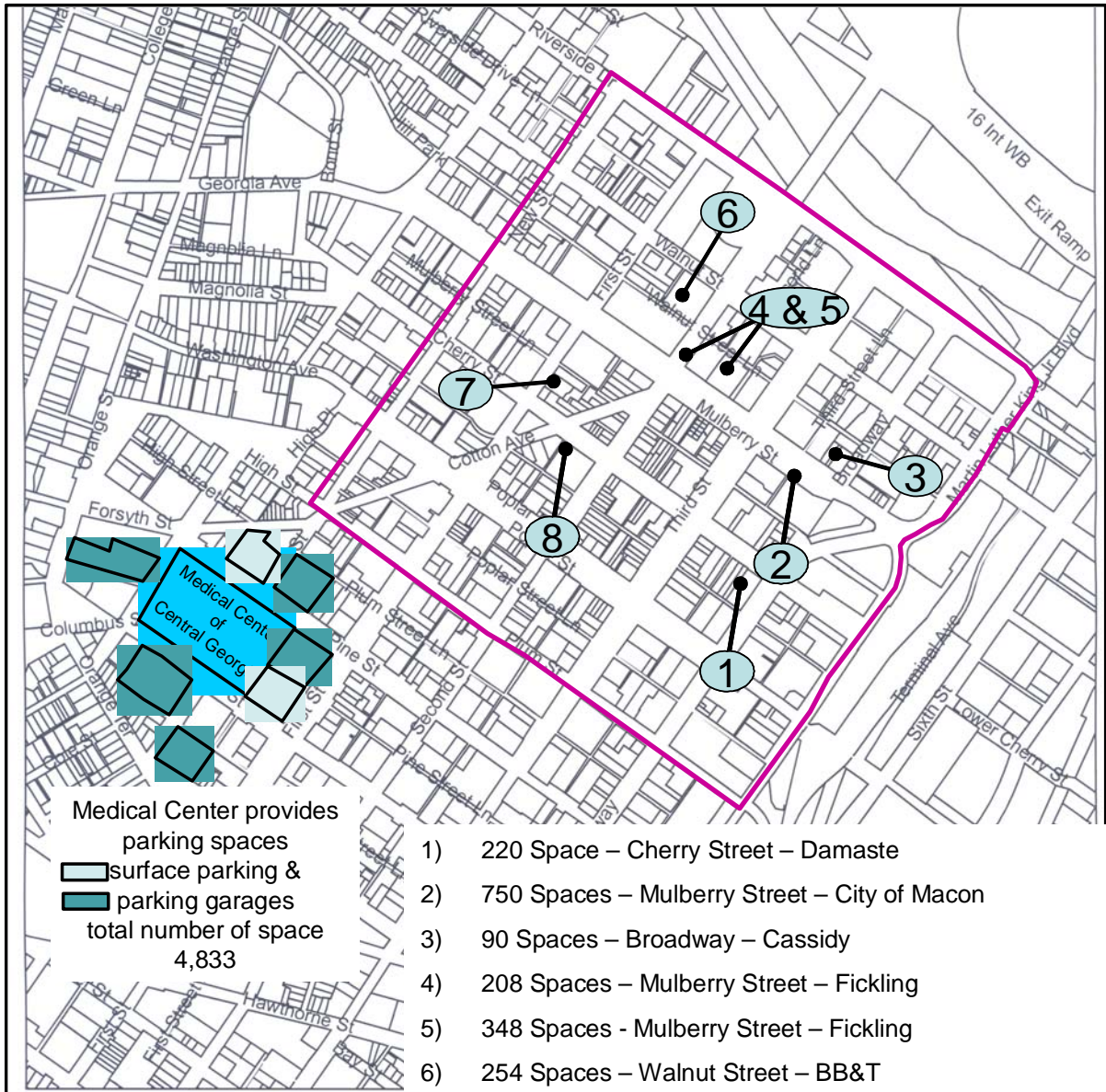
While these parking facilities have been discussed on numerous occasions, there is no great impetus to build any of these facilities at this time. A parking garage in the downtown has not been a high priority for Bibb County since being defeated a number of years ago in a sales tax referendum. The City of Macon is facing serious financial constraints so that they are not likely to take on such projects in the immediate or near future.

The demand for parking around the Medical Center continues to increase. The Medical Center has expanded their facilities but the area still seems to experience a parking deficit. The Medical Center, Intown Macon Neighborhood, and Mt. de Sales Academy all have significant parking needs that conflict with each other.



Figure 15

### CBD PARKING STUDY AREA



- 1) 220 Space – Cherry Street – Damaste
- 2) 750 Spaces – Mulberry Street – City of Macon
- 3) 90 Spaces – Broadway – Cassidy
- 4) 208 Spaces – Mulberry Street – Fickling
- 5) 348 Spaces - Mulberry Street – Fickling
- 6) 254 Spaces – Walnut Street – BB&T
- 7) 138 Space – First Street – Central GA. Health Systems
- 8) 339 Spaces – Cherry Street – Sun Trust

## **Aviation**

The Middle Georgia Regional Airport, an air carrier airport which handles both significant volumes freight/cargo and regularly scheduled passenger service. This airport is located in southern Bibb County, approximately 9 miles south of downtown Macon east of Interstate 75. and west of State Route 247. The Macon Downtown Airport, general aviation airport capable of handling single engine and medium sized multi-engine aircraft, is located in east Bibb County approximately 6 miles from downtown Macon, east of Interstate 16 near the Ocmulgee East Industrial Park. This is the typical general aviation airport found in most Georgia counties. The volume of traffic at the Macon Downtown Airport is very light. See Macon-Bibb Airport Locations Map, Figure 15. These airports are an integral part of the transportation system and contribute significantly to the local economy.

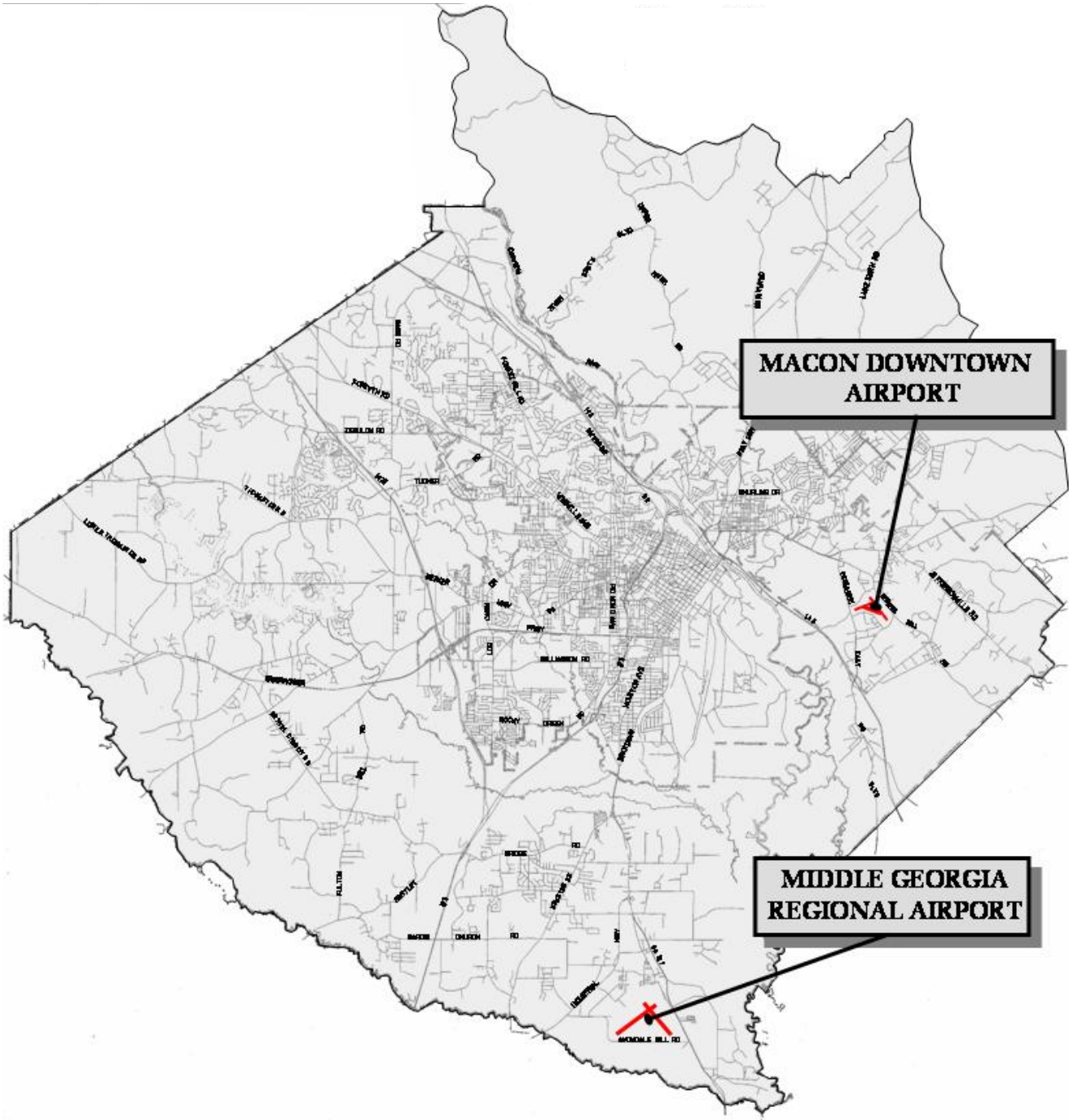
Recently, the Middle Georgia Regional Airport Terminal has undergone some much needed renovations to update and upgrade this facility. See Figures 16 and 17. This was in part an attempts to increase the passenger service utilizing this facility. Increasing passenger service has proven difficult since the Hartsfield Atlanta International Airport is less than an hour and a half drive from Macon. Also, Groome Transportation, Inc. provides regularly scheduled van service to and from both Macon and Warner Robins to the Atlanta Airport throughout the day.

## **Issues & Opportunities**

Freight and cargo are the real contributors to the economy and not air passenger service . This is an extremely vital link in today's market where businesses need to ship and receive goods via the quickest means possible which in many cases is by air. Plus, there are a number businesses that require direct access to an air carrier airport. Many of these air craft related businesses that provide goods and services for the air craft industry.



Figure 16  
Macon-Bibb Airport Locations Map

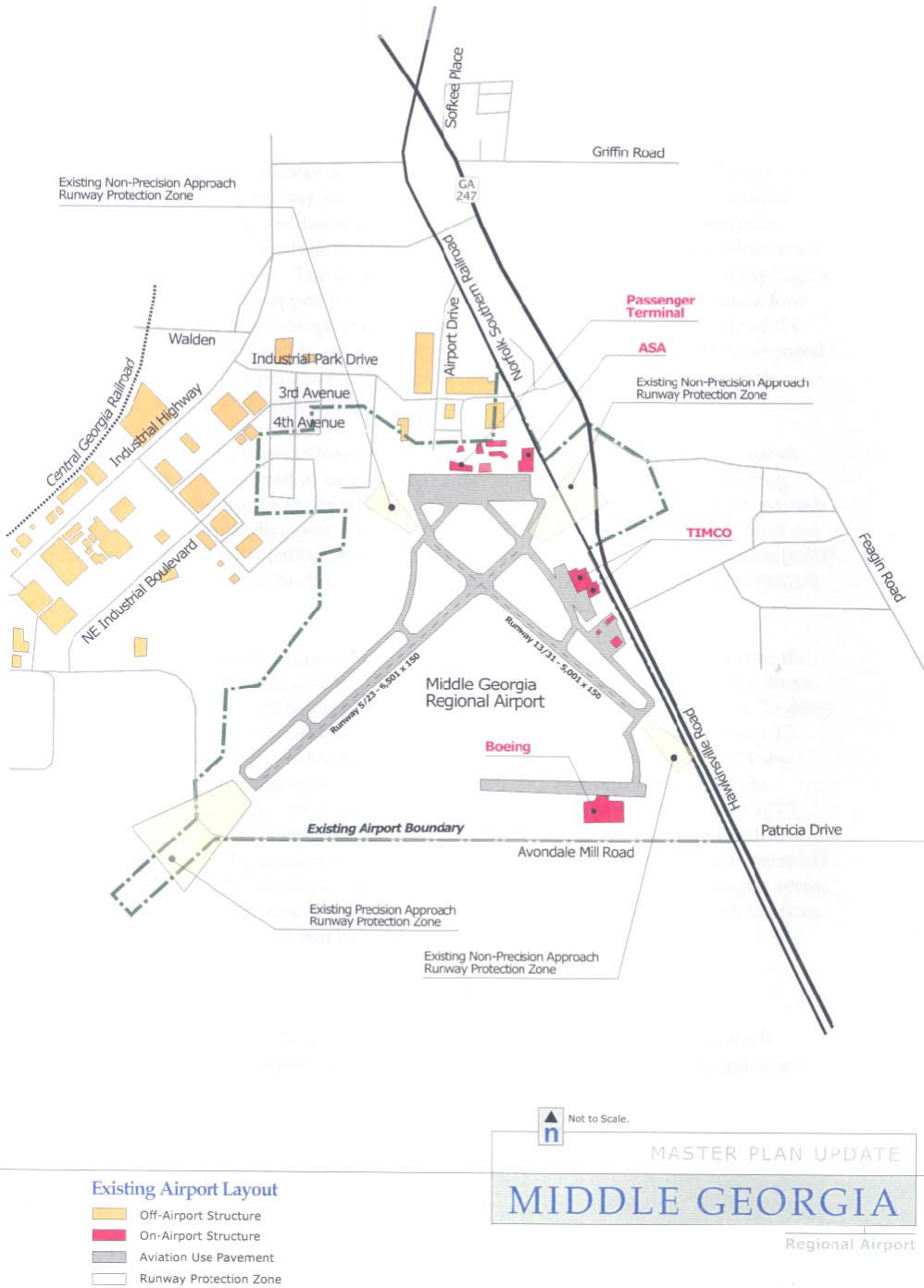


These maps were prepared by the  
MACON-BIBB COUNTY PLANNING & ZONING COMMISSION  
for the MACON AREA TRANSPORTATION STUDY



# Figure 17 Existing Airport Layout Map

Barnard Dunkelberg & Company







## **Rail**

Just as the road network developed with the City of Macon as hub, the railroads followed a similar pattern. This pattern evolved since the railroads were trying to serve the existing markets. At one time, Macon was the railroad hub of the South for passenger and freight trains. Macon was a strategic point in linking the markets in the west with the South Atlantic and the north and south route. Other modes of transportation have reduce the importance of the railroads over the years. This is beginning to change as the road network becomes more and more congested and the major passenger airports approach capacity.

As the Central Georgia region continues to grow, the need for improved rail transportation services will increase. Overall, Georgia has a network of nearly 5000 miles of rail lines, many of which can have capacity added to handle passenger & freight traffic. The Macon-Bibb County area is served by the Norfolk Southern and Georgia Central rail lines. (See Macon-Bibb Railroads, Figure 19). The Norfolk Southern Rail line is considered a “Class I” railroad that has approximately 1,724 miles of rail throughout the State of Georgia. The Georgia Central Rail line is considered a “Shortline Railroad” that has approximately 171 miles of rail within the State of Georgia. (See Georgia Rail System Map, Figure 20). These rail lines transport freight into the Macon-Middle Georgia region but do not provide multimodal interconnectivity with other modes of transit in the region. It is estimated that approximately 40 million tons of freight per mile travel between Macon and Savannah. Due to its coastal location, Savannah provides multimodal linkages to middle Georgia via Interstate 16 and rail lines.

Bibb County’s location as it relates to the rail lines and to the interstate highway system should prove to be beneficial for future economic activity in warehousing and distribution. Three major warehousing facilities, Kohls, Bass Pro Shop, and Sara Lee, have recently located in Bibb County.

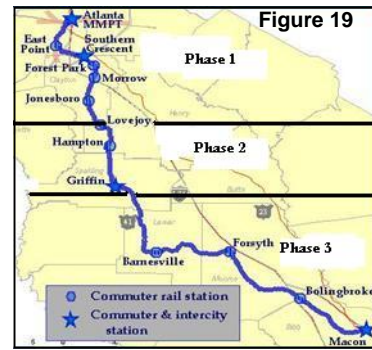
## **Proposed Rail Service – Atlanta to Macon**

Georgia’s economy has grown considerably through the vision of its leaders and the productivity of its citizens. That vision has always understood the importance of mobility of people and goods in Georgia through transportation systems that are among the best in the world. The world’s busiest airport, a highway system consistently ranked as the best maintained in the nation, rapidly growing port activities and burgeoning freight rail activity all reflect that understanding. Planning for passenger rail service using existing railroad corridors has been going on in Georgia since the late 80’s. Georgia’s extraordinary rate of growth, traffic congestion and air quality problems make it imperative to develop safe and affordable transportation alternatives to the single-occupancy automobile.



With added infrastructure improvements, it is feasible to implement passenger service in several existing railroad corridors as exists already in over a dozen U.S. cities. GEORGIA RAIL is the rail passenger program for Georgia. The Georgia Department of Transportation (GDOT), the Georgia Rail Passenger Authority (GRPA) and the Georgia Regional Transportation Authority (GRTA) have joined forces to complete the planning and implement a system of commuter and intercity rail passenger service in Georgia over the next 14 years. Athens to Atlanta and Macon to Atlanta are the first phase of the Program. In addition, extensive studies of the impact passenger service will have on existing freight operations are being conducted. Agreements with the CSX and Norfolk Southern Railroads will have to be reached and federal clearances obtained before service can be initiated. ([www.garail.com](http://www.garail.com)).

The 103-mile Macon – Atlanta line will carry 7,600 trips a day during peak periods in the year 2030. About 75% of the forecast passengers will board at Spalding, Henry, and Clayton County with stops destined for Hartsfield-Jackson, East Point, and the Multi-Modal Passenger Terminal in downtown Atlanta. Six trains will run to the downtown Atlanta MMPT in the morning peak period from Griffin, while making all stops; two trains will run from Macon, also making all stops. In the afternoon peak period, trains would return



Source: GDOT 2005 Legislative Session Fact Sheet

commuters to their home stations. Limited mid-day and evening service will provide needed flexibility for customers. Trains will run within the existing railroad right-of-way using existing and new

Track work & signals	\$ 169
Rolling stock	\$ 64
Stations and parking	\$ 54
Maintenance facilities	\$ 12
Total	\$ 299

tracks, owned by Norfolk Southern Corporation (NS). Capital costs to provide capacity for the year 2015 are estimated at \$299 million in the year 2004 dollars. Phase 1 with four trains from Lovejoy (26 mile segment) will cost \$106 million and can be open by Fall 2006. Phase 2 will extend trains from Hampton and Griffin (16 mile segment) for an initial cost of \$37 million.

Two additional trains and more parking at stations to handle growth to 2015, and permanent maintenance facilities will cost \$38 million. Phase 3 will add Barnesville, Forsyth, Bolingbroke and Macon for \$118 million. Phases 2 & 3 could open two years after funding. An additional \$88 million will handle growth to 2030. The major categories of this cost are shown in the table, with each

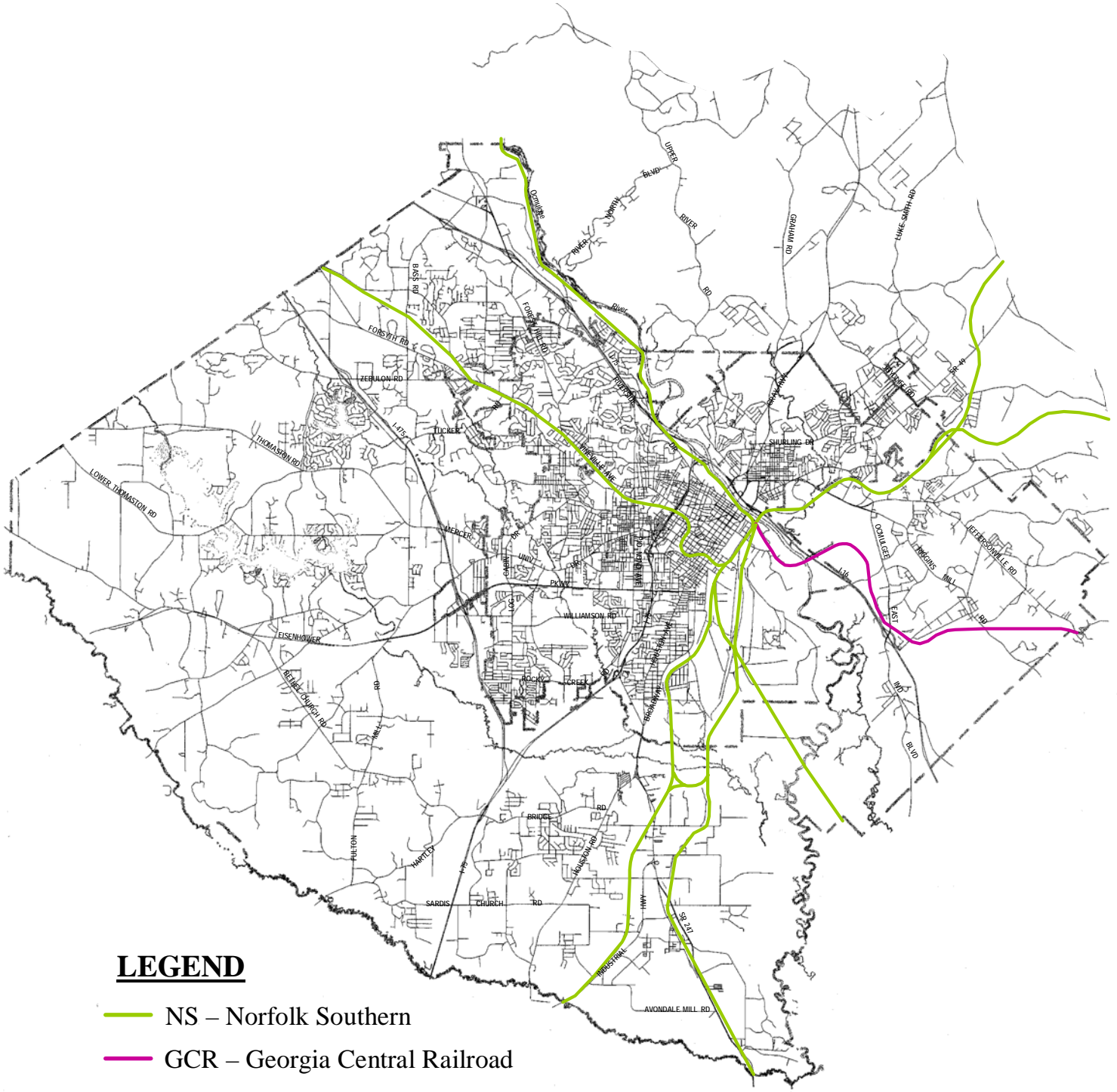
category including all costs of design, construction management and contingency attributable to each. The Federal Transit Administration issued a Finding of No Significant Impact (FONSI) for the Macon – Atlanta commuter rail service in November 2001, clearing the environmental hurdle to spending Federal funds on preliminary engineering and related matters. Negotiations are ongoing with the Norfolk Southern Railroad on the terms of access, operation, and upgrading of the rail line for Phase 1 from Lovejoy. A Macon Corridor Local Advisory Committee (MACLAC) has been established to help communities leverage the transportation investment with station area land use plans. According to GDOT officials, the development of the Macon commuter rail comes with several benefits. See Figure 21.

## **Issues & Opportunities**

While most of the effort on commuter and passenger has been done by the State of Georgia, the City of Macon has purchased the Terminal Station. It is the intent of the City of Macon to make the Terminal Station a multi-modal facility that will once again have passenger rail service.

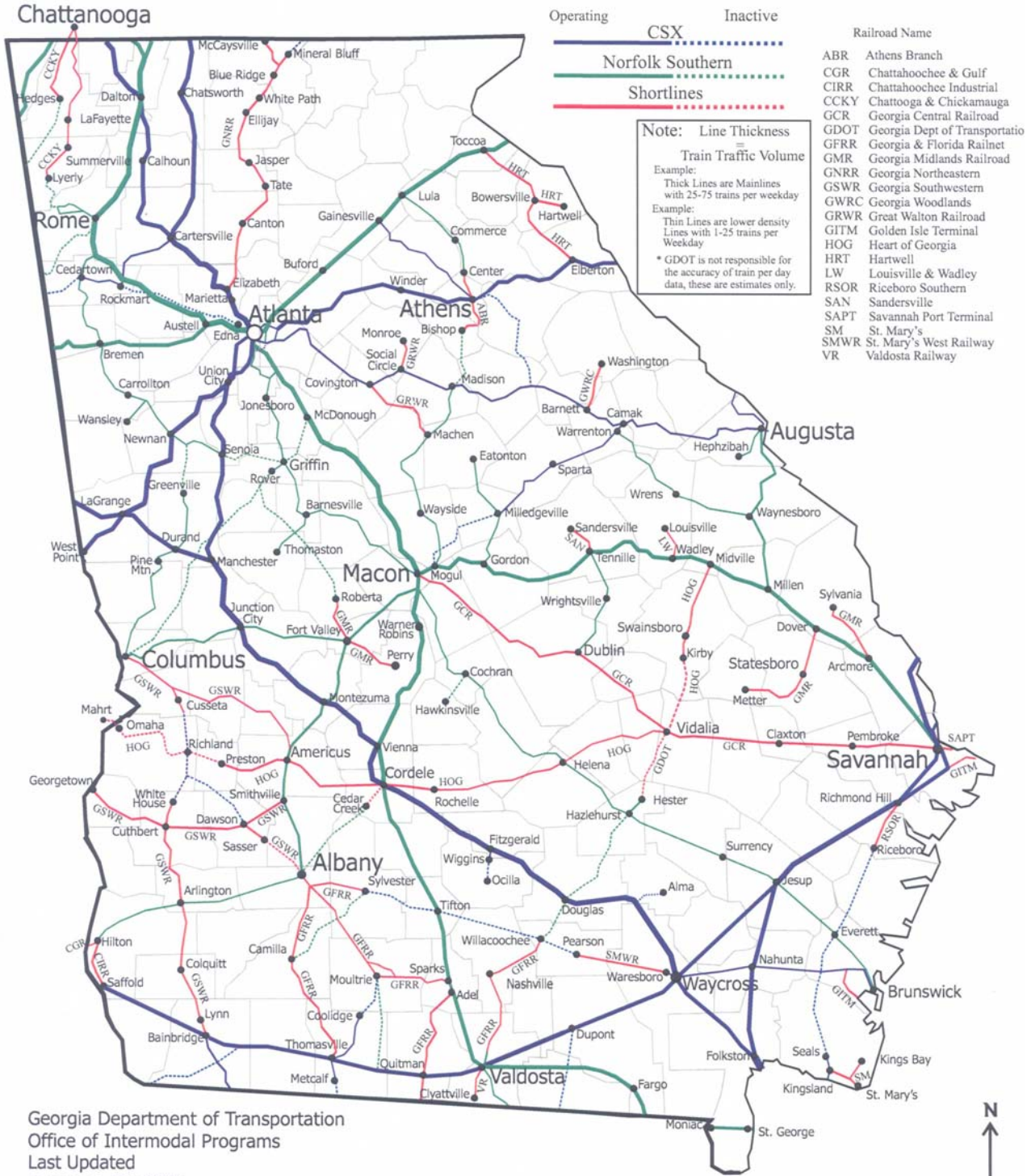
Bronson Yard, a major rail yard and switching facility is located just south of downtown Macon. There is not a definite proposal at this time to better utilize, expand this facility, and/or make it a multi-modal transfer facility. This is a very real possibility in the future. There have been some very general discussions with the railroads and public officials about this possibility.

Figure 20  
Macon-Bibb Railroads Map





# Figure 21 Georgia Rail System Map



Georgia Department of Transportation  
 Office of Intermodal Programs  
 Last Updated  
 February 22, 2005  
 Visit us at: [WWW.DOT.STATE.GA.US](http://WWW.DOT.STATE.GA.US)







## **Freight and Goods Movement Industry Outreach Initiative**

Recognizing the key role that freight transportation plays in its region, the Macon-Bibb County Planning & Zoning Commission (MPO) initiated a Freight and Goods Movement Study to develop a framework for an integrated freight program for Macon-Bibb County.

The Freight & Goods Movement Industry Outreach Initiative was undertaken by the Macon-Bibb County Planning and Zoning Commission, which encompassed the entire Macon and Bibb County. A survey was made of existing enterprises and broken down into 3 types of freight movement concerns that included liquid or dry bulk, local cartage and motor freight. This provided the study with 31 entities from which to survey. See Figure 22 for truck terminals locations. Also, see figure 9-9 for a list of all the freight companies in Bibb County.

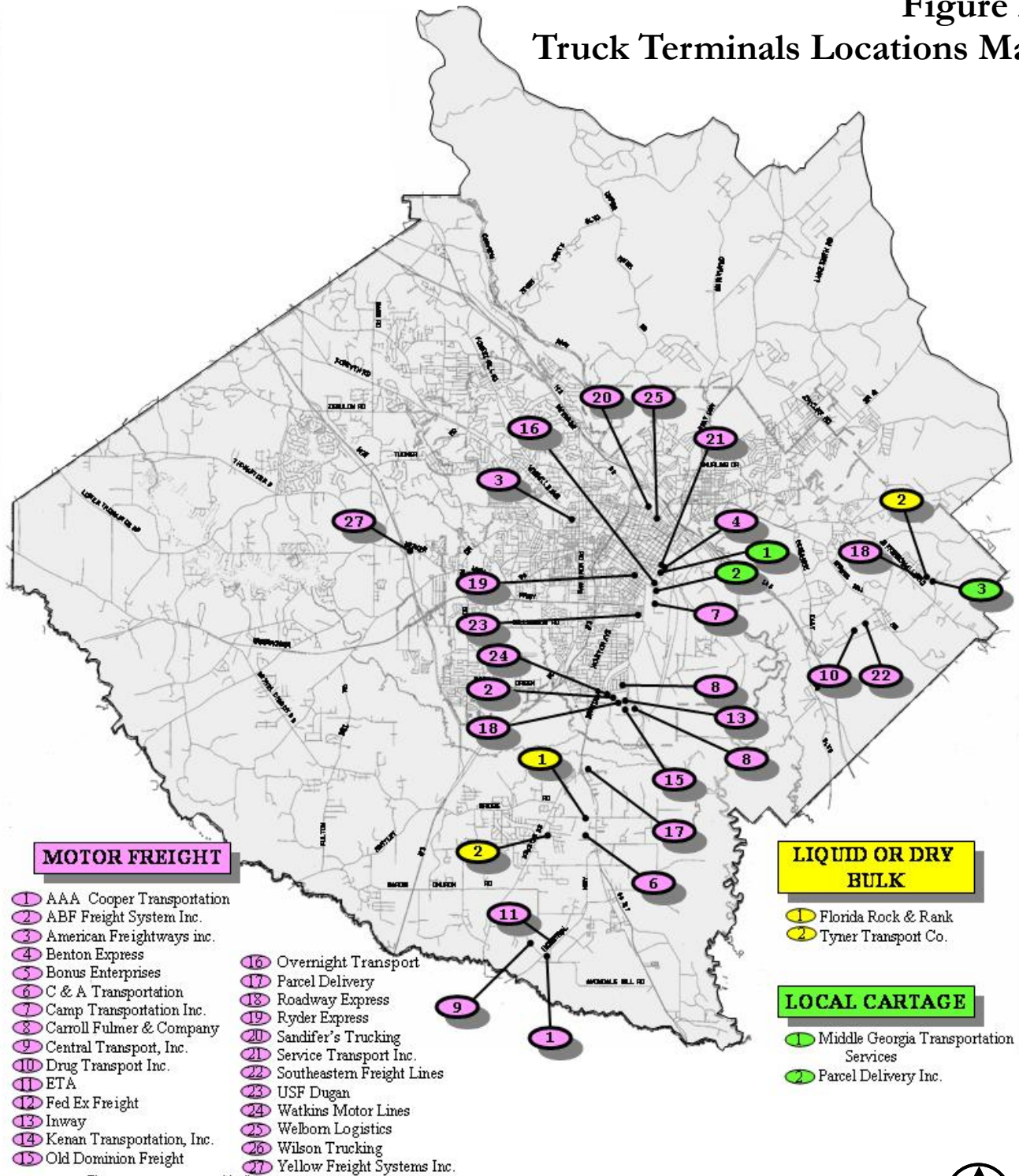
## **Issues & Opportunities**

Most of the concerns raised in the survey by the Freight and Goods Movement Industry Outreach Initiative are addressed by projects in the MATS 2030 Long Range Transportation Plan.

The community should continue to work with and promote the freight and goods movement industry. It works well as part of the effort to promote warehousing.



Figure 23  
Truck Terminals Locations Map



## **Transportation & Land Use Connection**

Congestion is here to stay and is almost a way of life now. Bibb County is a major employment center. Employment continues to grow here in Bibb County with a new employment center emerging along I-75 from Tom Hill Drive to Bass Road. These employment centers that provide employment as well as shopping opportunities will attract trips from existing and future residential areas. Congestion on our the roads will continue to increase as more and more suburban land is developed as residential in Bibb and surrounding counties.

New residential development may be widely scattered and be at relatively low rates: yet, the resulting traffic that generated (approximately 10 trips per household) is focused on existing surface streets that are already part of the network and often heavily traveled and congested. The rate of increase in traffic is always greater than the rate of increase in residential development.

## **Issues & Opportunities**

There are two roads that seem to stand out when reviewing the Peak Hour Volume/Capacity Maps for 2002 Existing Network, 2030 Do-Nothing Alternative, and the 2030 Adopted Plan. See Figures 23, 24, and 25.

The first is the Gray Highway Corridor north of I-16 to Shurling Drive. This is our most congested corridor with the highest volume to capacity ratios of any where in Bibb County. This has been a concern for some time, at least back to 1994 when the SPLOST was passed. No real solutions have been found or proposed that would receive strong political support. To handle the increasing congestion would require widening Gray Highway and North Ave to such an extent that much of the now viable strip commercial along this corridor would severely impacted.

The Bibb & Jones County Cross County Connector Needs Analysis was prepared in part to determine if such a route would alleviate some of the traffic congestion in this corridor. Several of the alternatives showed significant traffic reductions in the Gray Highway corridor. Political opposition immediately surfaced from Jones County residents who might be impacted. This opposition resulted in the Jones County Commissioners requesting that the Cross County Connector not be part of the 2030 Long Range Transportation Plan.



A large 900 unit residential development is currently being proposed on Upper River Road at the Bibb and Jones County line. This and other future residential development will continue to load up the congested Gray Highway corridor.

What the Cross County Connector Needs Analysis did show was that the proposed facility worked well with fairly high counts at either end of the facility.

There is a fairly high demand to get from the residential areas of Jones County to the new and rapidly emerging employment center along the I-75/Riverside Drive/Arkwright Road Corridor from Tom Hill Drive to Bass Road. A new river crossing north of River North going from GA 18 to Riverside Drive would be heavily utilized.

The eastern section of the proposed facility would be heavily utilized from Gray Highway in Jones County to Ocmulgee East Blvd in Bibb County. The City of Macon now prohibits heavy trucks from using Millerfield Road. While there was a conflict with the heavy truck traffic and the residential land uses on Millerfield Road, this now forces a great many of heavy trucks down Shurling Drive to Gray Highway (MATS Most Congested Corridor) and back out Emery Highway or I-16 that are trying to get to the Ocmulgee East Industrial area.

The 2030 Long Range Transportation Plan does include the extension of Joycliff Road to Jeffersonville Road US 80.

The second corridor with severe congestion is Vineville Avenue. As residential development continues to occur in northwest Bibb County and southern Monroe County, the Forsyth Road/Vineville Corridor will become more and more congested with traffic going from these residential areas to jobs, medical facilities, and other activity centers in and around downtown Macon. The configuration of the network funnels this traffic through the Forsyth Road/Vineville Ave corridor. Alternate routes require traffic to go significantly farther and spend more time making the trip.

Currently, Vineville Avenue is one lane in each direction with a reversible center lane that has traffic going towards downtown in the morning and away from downtown in the afternoon. The widening of Vineville Avenue is in the 2030 Long Range Plan in the 2025 Network which is in Long

Range.

The Vineville Avenue project has been in the Long Range Transportation Plan for a number of years, but never seems to move any closer towards being implemented. It will be a very difficult project to implement. Due the historic character of the neighborhood and the very narrow R-O-W, this project will impact many historic resources and will impact the very viable Vineville commercial area. A preliminary review of the possible alternatives to Vineville indicate that the only real alternatives are widening and improving Napier Ave or widening and improving Roff Ave. These three alternatives will have to be analyzed in detail as part of the environmental review before this project can move forward. All three alternatives have serious impacts upon neighborhoods and historic resources.

Figure 24

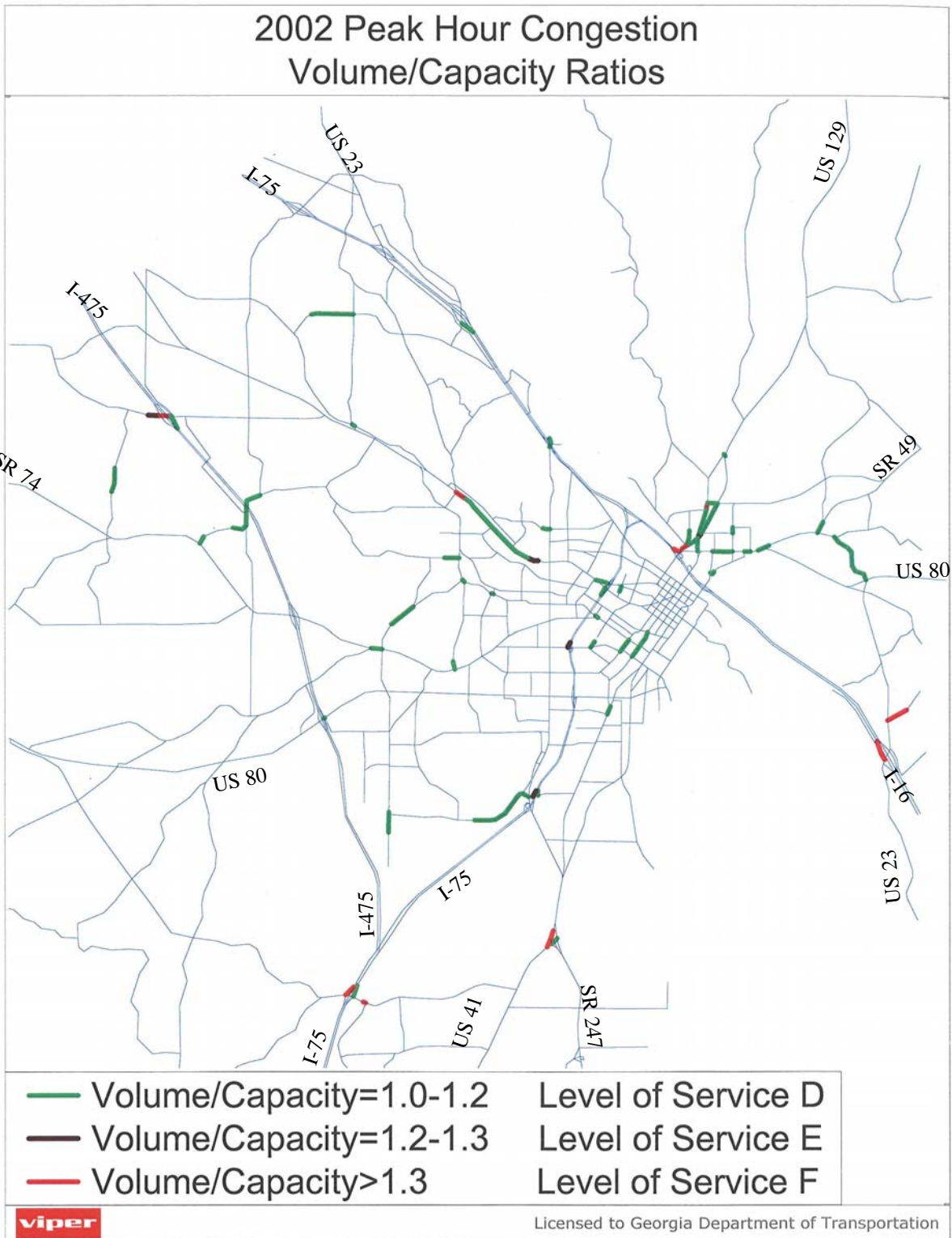


Figure 25

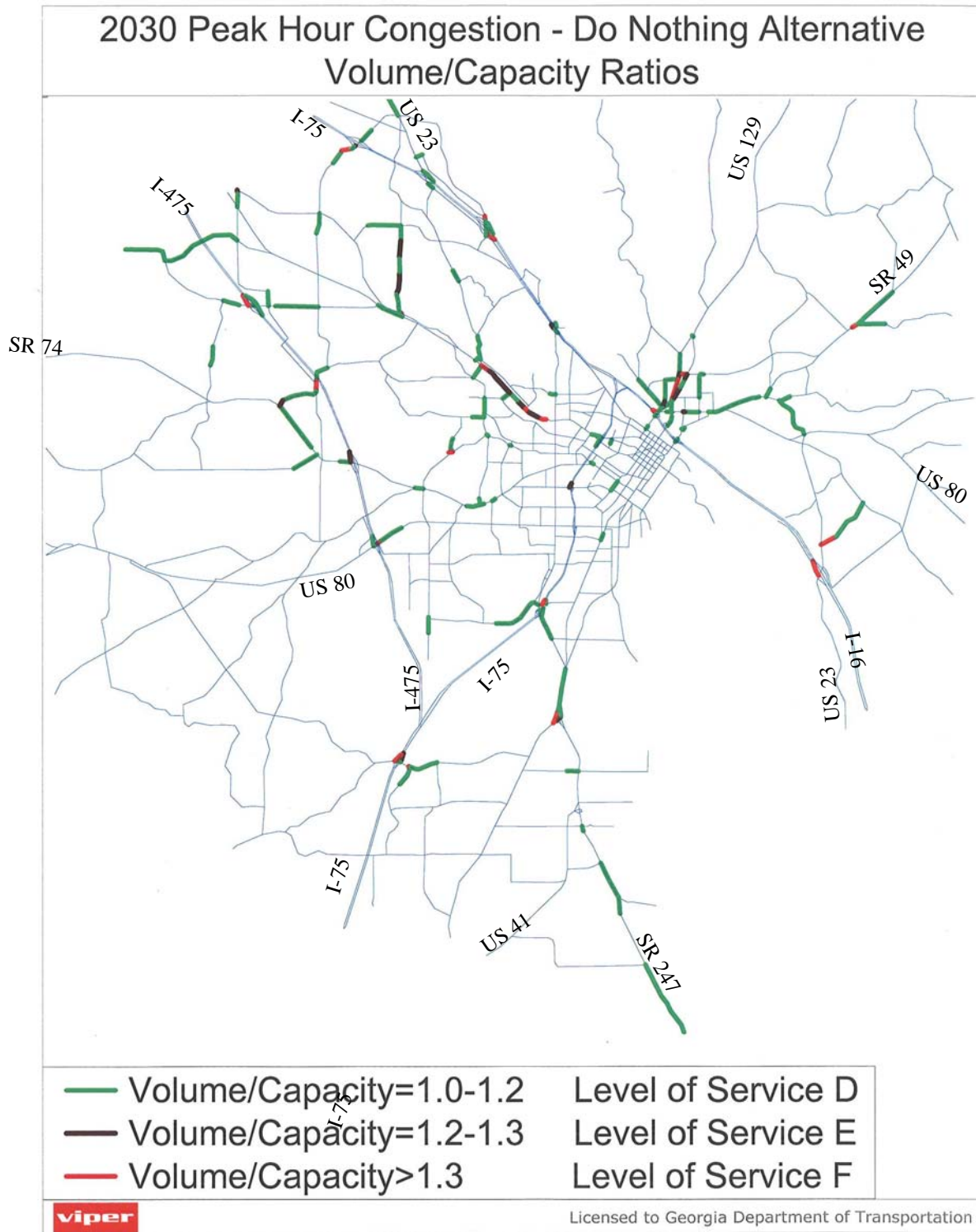
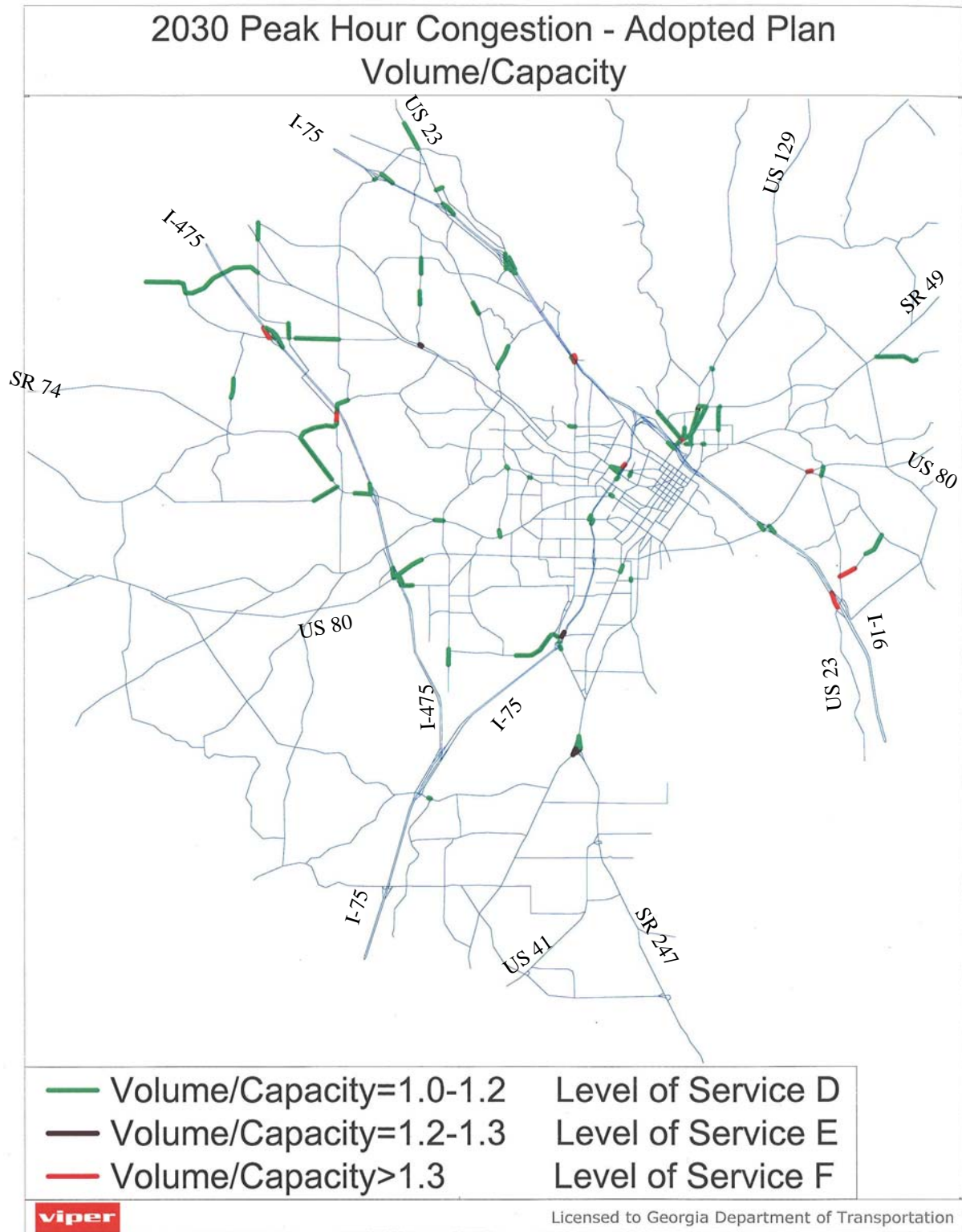




Figure 26



## **Transportation Development Policies**

1. Macon-Bibb County will protect and/or enhance transportation facilities, corridors, and sites for vehicles, freight, rail, air, pedestrians, and bicyclists so that they fulfill their appropriate functions.
2. Macon-Bibb County will promote and encourage alternative transportation modes to provide mobility for all citizens.
3. Macon-Bibb County will ensure that pedestrian and bicycle facilities are incorporated into new street and highway improvements.
4. Macon-Bibb County will encourage and promote the retrofit of existing streets and highways to accommodate the needs of pedestrians and bicyclists.
5. Macon-Bibb County will encourage context sensitive design of new transportation facilities.
6. Macon-Bibb County will minimize impacts of new and improved transportation facilities to environmentally sensitive areas and to historic and cultural resources.
7. Macon-Bibb County will encourage and promote sustainable transportation such as walking, bicycling, and carpooling.
8. Macon-Bibb County will promote the increase use of alternative fuels for vehicle fleets and the general public to reduce dependence on foreign oil and to improve air quality.
9. Macon-Bibb County will strive to develop a multi-modal transportation network that will more efficiently and better serve the community to reduce congestion, improve mobility, and enhance the aesthetics of the community.
10. Macon-Bibb County will encourage higher density development to occur in areas already served by several transportation modes.
11. Macon-Bibb County will promote the increase of local funding to improve and expand public transit.
12. Macon-Bibb County will encourage that public transit be extended to serve the new higher density developments.
13. Macon-Bibb County will encourage the increase of public transit to get urban residents to suburban jobs.
14. Macon-Bibb County will encourage and promote the increase usage of the multimodal facility being developed at the Terminal Station.

15. Macon-Bibb County encourage passenger rail to come the multimodal facility being developed at the Terminal Station.
16. Macon-Bibb County will strive to increase the overall connectivity of all the modes of transportation in the community.
17. Macon-Bibb County will strive to reduce through vehicular traffic through residential neighborhoods by incorporating traffic calming designs in new subdivisions and retrofitting old subdivision with traffic calming design as local funds become available.
18. Macon-Bibb County will promote and encourage the completion and expansion of the Ocmulgee Heritage Greenway Trail.
19. Macon-Bibb County will promote and encourage the interconnection of the Ocmulgee Heritage Greenway Trail with other community facilities parks, recreation centers, and residential neighborhoods.
20. Macon-Bibb County will promote the development of additional off road trails in the community similar to the Ocmulgee Heritage Greenway Trail.

# IMPLEMENTATION PLAN



## Community Agenda

**SHARED VISIONS**  
*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission

**SHARED VISIONS**  
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*Planning Smart Choices*

*Our Comprehensive Planning Process*

Macon-Bibb County Planning and Zoning Commission





# Implementation Plan

This section contains the Macon-Bibb County Short Term Work Program for FY 2006-2010 that is presented in the list of projects shown below. These projects also contain the work program for the preceding sections of the community agenda.

## Macon-Bibb County Annual Work Program Fiscal Years 2006 to 2010

Year	Project Description	Assigned	Funding	Costs	Element	Status
2007	23 replacement turnout gear	County Fire Department	County	26473	Community Facilities	Completion FY-2007
2007	1 fax machine replacement	County Fire Department	County	\$192	Community Facilities	Completion FY-2007
2007	Fire hose - 2000' of 1.75"	County Fire Department	County	\$4,240	Community Facilities	Completion FY-2007
2007	Fire hose - 600' of 1"	County Fire Department	County	\$2,508	Community Facilities	Completion FY-2007
2007	Fire hose - 2000' of 4"	County Fire Department	County	\$12,200	Community Facilities	Completion FY-2007
2007	4 nozzles - 1"	County Fire Department	County	\$2,108	Community Facilities	Completion FY-2007
2007	3 nozzles - 1.75"	County Fire Department	County	\$1,776	Community Facilities	Completion FY-2007
2007	2 nozzles - 2.5"	County Fire Department	County	\$1,782	Community Facilities	Completion FY-2007
2007	2 automatic external defibrillators	County Fire Department	County	\$7,608	Community Facilities	Completion FY-2007
2007	12 replacement SCBA	County Fire Department	County	\$47,784	Community Facilities	Completion FY-2007
2007	Engine #106 (Replacement)	County Fire Department	County	\$383,103	Community Facilities	Completion FY-2007
2007	Computer Software Contract	County Fire Department	County	\$869	Community Facilities	Completion FY-2007
2007	Furniture Replacement	County Fire Department	County	\$3,217	Community Facilities	Completion FY-2007
2008	Service truck	County Fire Department	County	\$7,618	Community Facilities	Completion FY-2007
2008	23 replacement turnout gear	County Fire Department	County	\$27,531	Community Facilities	Completion FY-2007
2008	1 fax machine replacement	County Fire Department	County	\$200	Community Facilities	Completion FY-2007
2008	Fire hose - 2000' of 1.75"	County Fire Department	County	\$4,400	Community Facilities	Completion FY-2007
2008	Fire hose - 600' of 1"	County Fire Department	County	\$2,610	Community Facilities	Completion FY-2007
2008	Fire hose - 2000' of 4"	County Fire Department	County	\$12,680	Community Facilities	Completion FY-2007
2008	4 nozzles - 1"	County Fire Department	County	\$2,192	Community Facilities	Completion FY-2007
2008	3 nozzles - 1.75"	County Fire Department	County	\$1,845	Community Facilities	Completion FY-2007
2008	2 nozzles - 2.5"	County Fire Department	County	\$1,854	Community Facilities	Completion FY-2007
2008	Furniture Replacement	County Fire Department	County	\$3,346	Community Facilities	Completion FY-2007
2008	12 replacement SCBA	County Fire Department	County	\$49,680	Community Facilities	Completion FY-2007
2008	Engine #103 (Replacement)	County Fire Department	County	\$398,427	Community Facilities	Completion FY-2007
2008	Computer Software Contract	County Fire Department	County	\$904	Community Facilities	Completion FY-2007
2006	Administration Equipment	County Sheriff	County	\$23,000	Community Facilities	Completion FY-2007

2006	Building Maintenance	County Sheriff	County	\$2,500	Community Facilities	Completion FY-2007
2006	Communication Equipment	County Sheriff	County	\$2,200	Community Facilities	Completion FY-2007
2006	Criminal Investigation Equipment	County Sheriff	County	\$48,280	Community Facilities	Completion FY-2007
2006	Civil Process	County Sheriff	County	\$23,000	Community Facilities	Completion FY-2007
2006	Drug Unit Equipment	County Sheriff	County	\$59,600	Community Facilities	Completion FY-2007
2006	Patrol Division Equipment	County Sheriff	County	\$533,280	Community Facilities	Completion FY-2007
2006	Police Training	County Sheriff	County	\$29,000	Community Facilities	Completion FY-2007
2006	Correction Office Equipment	County Sheriff	County	\$7,100	Community Facilities	Completion FY-2007
2006	Jail Equipment	County Sheriff	County	\$54,800	Community Facilities	Completion FY-2007
2006	Animal Control	County Sheriff	County	\$25,000	Community Facilities	Completion FY-2007
2006	Roof Replacement	City Police Dept.	City	\$30,000	Community Facilities	Completion FY-2007
2006	Firing Range Repair	City Police Dept.	City	\$18,000	Community Facilities	Completion FY-2007
2007	Greenway Project	Recreation	City, Co., State, Fed. Private	\$3,000,000	Community Facilities	Ongoing
2007	Implementation of Recreation Master Plan	Recreation	City Co. State Fed.	\$158,000,000	Community Facilities	Ongoing
2007	Tennis court resurfacing	Recreation	City	Pending	Community Facilities	Ongoing
2007	Review & recommend changes in guidelines, fees & staff needs	Recreation	City	Pending	Community Facilities	Ongoing
2007	Evaluate, Improve & Increase Programming	Recreation	City	Pending	Community Facilities	Ongoing
2007	Cemetery Foundations	Recreation	City, County, State	Pending	Community Facilities	Ongoing
2008	Greenway Project	Recreation	City Co. State Fed. Private	\$3,000,000	Community Facilities	Ongoing
2008	Greenspace	Recreation	State	\$154,000	Community Facilities	Ongoing
2008	Implementation of Recreation Master Plan	Recreation	City Co. State Fed.	\$158,000,000	Community Facilities	Ongoing
2008	Tennis court resurfacing	Recreation	City	Pending	Community Facilities	Ongoing
2008	Review & recommend changes in guidelines, fees & staff needs	Recreation	City	Pending	Community Facilities	Ongoing
2008	Cemetery Foundations	Recreation	City, County, State	Pending	Community Facilities	Ongoing
2008	Evaluate, Improve & Increase Programming	Recreation	City	Pending	Community Facilities	Ongoing
2009	Greenway Project	Recreation	City Co. State Fed. Private	\$3,000,000	Community Facilities	Ongoing
2009	Cemetery Foundations	Recreation	City, State, County	Pending	Community Facilities	Ongoing
2009	Tennis court resurfacing	Recreation	City	Pending	Community Facilities	Ongoing
2009	Implementation of Recreation Master Plan	Recreation	City Co. State Fed.	\$158,000,000	Community Facilities	Ongoing
2009	Review & recommend changes in guidelines, fees & staff needs	Recreation	City	Pending	Community Facilities	Ongoing
2009	Evaluate, Improve & Increase Programming	Recreation	City	Pending	Community Facilities	Ongoing
2010	Cemetery Foundations	Recreation	City, County, State	Pending	Community Facilities	Ongoing

2010	Tennis court resurfacing	Recreation	City	Pending	Community Facilities	Ongoing
2010	Review & recommend changes in guidelines, fees & staff needs	Recreation	City	Pending	Community Facilities	Ongoing
2010	Evaluate, Improve & Increase Programming	Recreation	City	Pending	Community Facilities	Ongoing
2007	Washington Library Microfilm Reader/Printers	Library	City	\$40,000	Community Facilities	Completion FY-2007
2007	New Books/Materials for each branch library	Library	City/County	\$240,000	Community Facilities	Completion FY-2007
2008	Washington Library Microfilm Reader/Printers	Library	City	\$40,000	Community Facilities	Completion FY-2008
2008	New Books/Materials for each branch library	Library	City/County	\$240,000	Community Facilities	Completion FY-2008
2009	Washington Library Microfilm Reader/Printers	Library	City	\$40,000	Community Facilities	Completion FY-2009
2009	New Books/Materials for each branch library	Library	City/County	\$240,000	Community Facilities	Completion FY-2009
2007	East Macon Transmission Water Main-Phase II -Scope Change Required	Water Authority	Federal, State, Local	\$300,000	Community Facilities	Ongoing
2007	Mains & Manhole Rehabilitation	Water Authority	Local	\$1,000,000	Community Facilities	Ongoing
2007	Relocate Water and Sewer Mains For DOT Widening Projects-Forest Hill Road	Water Authority	Local	\$150,000	Community Facilities	Ongoing
2007	Water Storage Improvements - Breezy Hill and Second Street	Water Authority	Local	\$500,000	Community Facilities	Ongoing
2007	Rehabilitate Rubin Drive Re-Pump Station	Water Authority	Local	\$100,000	Community Facilities	Ongoing
2007	Clear Sewer Easement	Water Authority	Local	\$200,000	Community Facilities	Ongoing
2007	Replace 4" And Smaller Water Mains With 6" Water Mains And Fire Hydrants	Water Authority	Local	\$100,000	Community Facilities	Ongoing
2007	Annual Tank Maintenance	Water Authority	Local	\$225,000	Community Facilities	Ongoing
2007	Misellaneous Expenditures	Water Authority	Local	\$250,000	Community Facilities	Ongoing
2007	Reline Water Mains	Water Authority	Local	\$500,000	Community Facilities	Ongoing
2007	Water Storage Improvements	Water Authority	Local	\$100,000	Community Facilities	Ongoing
2007	Install Stand-by Generators	Water Authority	Local	\$75,000	Community Facilities	Ongoing
2007	Replace Water Meters	Water Authority	Local	\$125,000	Community Facilities	Ongoing
2007	Jack and Bore Sardis Church Road-I75	Water Authority	Local	\$100,000	Community Facilities	Ongoing
2007	Install Water Main - I-75 To Goodall Mill Road	Water Authority	Local	\$80,000	Community Facilities	Ongoing
2007	Sewer Lift Station Upgrade-Corbin Ave.	Water Authority	Local	\$1,650,000	Community Facilities	Ongoing
2008	Relocate Water and Sewer Mains For DOT Widening Projects-Jeffersonville Rd &	Water Authority	Local	\$2,200,000	Community Facilities	Ongoing
2008	Mains & Manhole Rehabilitation	Water Authority	Local	\$1,000,000	Community Facilities	Ongoing
2008	Hartley Bridge Road-Water Storage System	Water Authority	Local	\$1,500,000	Community Facilities	Ongoing
2008	Rehabilitate Camp Wheeler Re-Pump Station	Water Authority	Local	\$100,000	Community Facilities	Ongoing
2008	Clear Sewer Easement	Water Authority	Local	\$200,000	Community Facilities	Ongoing
2008	Install Standby Generators	Water Authority	Local	\$75,000	Community Facilities	Ongoing
2008	Rehab Lift Station	Water Authority	Local	\$100,000	Community Facilities	Ongoing
2008	Replace 4" And Smaller Water Mains With 6" Water Mains And Fire Hydrants	Water Authority	Local	\$100,000	Community Facilities	Ongoing
2008	Rehabilitate Bloomfield Re-Pump Station	Water Authority	Local	\$100,000	Community Facilities	Ongoing



2008	Rehabilitate Sewer Collection System	Water Authority	Local	\$1,500,000	Community Facilities	Ongoing
2008	Replace Water Meters	Water Authority	Local	\$125,000	Community Facilities	Ongoing
2008	Install 8" Water Main on Houston Road	Water Authority	Local	\$84,000	Community Facilities	Ongoing
2008	Install 8" Water Main on Goodall Mill Road	Water Authority	Local	\$61,000	Community Facilities	Ongoing
2008	Clean Sewer Mains	Water Authority	Local	\$150,000	Community Facilities	Ongoing
2009	Mains & Manhole Rehabilitation	Water Authority	Local	\$1,000,000	Community Facilities	Ongoing
2009	Rehabilitate Bowden Repump Station	Water Authority	Local	\$100,000	Community Facilities	Ongoing
2009	Clear Sewer Easement	Water Authority	Local	\$200,000	Community Facilities	Ongoing
2009	Upgrade Sewer Lift Stations	Water Authority	Local	\$100,000	Community Facilities	Ongoing
2009	Install Stand-by Generators	Water Authority	Local	\$75,000	Community Facilities	Ongoing
2009	Colaparchee Road 12" Water Main	Water Authority	Local	\$100,000	Community Facilities	Ongoing
2009	Replace 4" And Smaller Water Mains With 6" Water Mains And Fire Hydrants	Water Authority	Local	\$100,000	Community Facilities	Ongoing
2009	Annual Tank Maintenance	Water Authority	Local	\$225,000	Community Facilities	Ongoing
2009	Misellaneous Expenditures	Water Authority	Local	\$250,000	Community Facilities	Ongoing
2009	Rehabilitate Sewer Collection System	Water Authority	Local	\$3,000,000	Community Facilities	Ongoing
2009	Water Storage Improvements	Water Authority	Local	\$100,000	Community Facilities	Ongoing
2009	Replace Water Meters	Water Authority	Local	\$125,000	Community Facilities	Ongoing
2010	Mains & Manhole Rehabilitation	Water Authority	Local	\$1,000,000	Community Facilities	Ongoing
2010	Rehabilitate Allen Road Lift Station	Water Authority	Local	\$1,500,000	Community Facilities	Ongoing
2010	Install Stand-by Generators	Water Authority	Local	\$75,000	Community Facilities	Ongoing
2010	Replace 4" And Smaller Water Mains With 6" Water Mains And Fire Hydrants	Water Authority	Local	\$100,000	Community Facilities	Ongoing
2010	Annual Tank Maintenance	Water Authority	Local	\$225,000	Community Facilities	Ongoing
2010	Misellaneous Expenditures	Water Authority	Local	\$250,000	Community Facilities	Ongoing
2010	Rehabilitate Sewer Collection System	Water Authority	Local	\$1,500,000	Community Facilities	Ongoing
2010	Water Storage Improvements	Water Authority	Local	\$100,000	Community Facilities	Ongoing
2010	Replace Water Meters	Water Authority	Local	\$125,000	Community Facilities	Ongoing
2007	Prepare and adopt design review requirements for historic districts	Planning & Zoning	Local		Naural & Cultural Resources	Completion FY 2009
2007	Include provisions for open space and greenspace in new development	Planning & Zoning/Parks & Recreation	Local		Naural & Cultural Resources	Completion FY 2009
2006	Install a new approach light system (ODALS) for runway "9/27" at Herbert Smart Airport	Aviation	City, State, Federal	\$165,000	Facilities	Completion FY-2006
2006	Strengthen & resurface taxiway "C" at Middle Georgia Regional Airport	Aviation	City, State, Federal	\$520,000	Facilities	Completion FY-2006
2006	Construct apron and taxiway east of runway "5/23" at Middle Georgia Regional Airport	Aviation	City, State, Federal	\$650,000	Facilities	Completion FY-2006

2007	Extend runway 5-23 and Taxiway "B" 900 linear feet at Middle Georgia Regional Airport	Aviation	City, State, Federal	\$238,000	Facilities	Completion FY-2007
2009	Develop a new West Ramp Industrial Area including aprons and taxiway west of runway "5/23" at Middle Georgia Regional Airport	Aviation	City, State, Federal	\$3,000,000	Facilities	Completion FY-2009
2009	Construct a new internal road at Herbert Smart Airport	Aviation	City, State	\$15,000	Facilities	Completion FY-2009
2006	Combination of Fire Stations #2 & #6	City Fire Department	City	\$2,000,000	Facilities	Completion FY-2006
2006	Exhaust Systems (Sta. 9 & 12)	City Fire Department	City	\$40,000	Facilities	Completion FY-2006
2006	Service Truck	City Fire Department	City	\$30,000	Facilities	Completion FY-2006
2006	Fire pumper	City Fire Department	City	\$350,000	Facilities	Completion FY-2006
2006	Training Complex Renovation	City Fire Department	City	\$400,000	Facilities	Completion FY-2006
2006	Computer replacements	City Fire Department	City	\$75,000	Facilities	Completion FY-2006
2006	District Chief Vehicles (2)	City Fire Department	City	\$52,000	Facilities	Completion FY-2006
2006	Exhaust Systems (Sta. 3)	City Fire Department	City	\$20,000	Facilities	Completion FY-2006
2007	Aerials	City Fire Department	City	\$750,000	Facilities	Completion FY-2007
2008	Service Truck	City Fire Department	City	\$32,000	Facilities	Completion FY-2008
2008	Exhaust Systems (Sta. 10)	City Fire Department	City	\$100,000	Facilities	Completion FY-2008
2008	District Chief Vehicles (2)	City Fire Department	City	\$60,000	Facilities	Completion FY-2008
2008	Fire pumper	City Fire Department	City	\$400,000	Facilities	Completion FY-2008
2006	Upgrade displays at I-75 Welcome Center	Convention & Visitors Bureau	Bed Tax	TBD	Facilities	Completion FY-2007
2006	Increase satisfaction of Macon visitors from 4.0% in 2001 to 4.2% in 2008	Convention & Visitors Bureau	Bed Tax		Facilities	Completion FY-2008
2006	Maintain or increase a conversion rate of 20% for inquiries converted to actual visits to Macon.	Convention & Visitors Bureau	Bed Tax		Facilities	Completion FY-2008
2006	Add a Vice-Pres. of Sales to direct sales efforts of Conventions, Group & Custom Tours and leisure travel sales staff.	Convention & Visitors Bureau	Bed Tax	TBD	Facilities	Completion FY-2007
2006	Work with GDOT and local transportation office to establish a left turn lane at Popular St. for vehicles traveling Southwest on MLK Jr. Blvd.	Convention & Visitors Bureau and GDOT			Facilities	Completion FY-2006
2006	Conduct research study on signage and way finding to new Downtown Visitor Center	Convention & Visitors Bureau	Bed Tax	TBD	Facilities	Completion FY-2006
2006	Relocation of Macon Transit Authority	Vehicle Maintenance	Local & Private		Facilities	Completion FY-2007
2006	Administration of the HOME Investment Partnership Program - Help First Time Homebuyers	Economic & Community Development & non-profits	HOME	\$973,300	Housing	Ongoing
2007	Administration of the HOME Investment Partnership Program - Help First Time Homebuyers	Economic & Community Development & non-profits	HOME	\$973,300	Housing	Ongoing
2008	Administration of the HOME Investment Partnership Program - Help First Time Homebuyers	Economic & Community Development & non-profits	HOME	\$973,300	Housing	Ongoing

2010	Administration of the HOME Investment Partnership Program - Help First Time Homebuyers	Economic & Community Development	HOME	\$973,300	Housing	Ongoing
2006	Develop 4 housing units in partnership with preselected low income families who will own the homes	Habitat for Humanity	Private	\$184,000	Housing	Ongoing
2007	Develop 4 housing units in partnership with preselected low income families who will own the homes	Habitat for Humanity	Private	\$184,000	Housing	Ongoing
2008	Develop 4 housing units in partnership with preselected low income families who will own the homes	Habitat for Humanity	Private	\$184,000	Housing	Ongoing
2009	Develop 4 housing units in partnership with preselected low income families who will own the homes	Habitat for Humanity	Private	\$184,000	Housing	Ongoing
2010	Develop 4 housing units in partnership with preselected low income families who will own the homes	Habitat for Humanity	Private	\$184,000	Housing	Ongoing
2006	Replace covered twin storm pipes at Anthony Homes	Macon Housing Authority	Federal	\$235,000	Housing	Completion FY-2008
2006	Partial modifications to kitchen cabinets, floor tiles, faucets, etc. at Pendleton Homes	Macon Housing Authority	Federal	\$300,000	Housing	Completion FY-2008
2006	Revitalization/Reconstruction at Tindall Heights	Macon Housing Authority	Federal	\$1,281,975	Housing	Completion FY-2010
2006	Resurface bathtubs at Tindall Heights	Macon Housing Authority	Federal	\$25,000	Housing	Completion FY-2006
2006	Replace refrigerators at Davis Homes	Macon Housing Authority	Federal	\$23,200	Housing	Completion FY-2008
2007	Revitalization/Reconstruction at Tindall Heights	Macon Housing Authority	Federal	\$2,082,425	Housing	Completion FY-2010
2007	Replace Roofs at Tindall Heights	Macon Housing Authority	Federal	\$71,250	Housing	Completion FY-2008
2007	Partial modifications to kitchen cabinets, floor tiles, faucets, etc. at Pendleton Homes	Macon Housing Authority	Federal	\$300,000	Housing	Completion FY-2008
2007	Replace refrigerators at Scattered Sites	Macon Housing Authority	Federal	\$29,600	Housing	Completion FY-2008
2007	Replace ranges at Mounts Homes	Macon Housing Authority	Federal	\$21,500	Housing	Completion FY-2008
2007	Replace hot water heaters at McAfee Tower	Macon Housing Authority	Federal	\$1,500	Housing	Completion FY-2008
2007	Replace roof at McAfee Tower	Macon Housing Authority	Federal	\$50,000	Housing	Completion FY-2008
2007	Site Work at Felton Homes	Macon Housing Authority	Federal	\$25,000	Housing	Completion FY-2008
2007	Install Exhaust Fans in bathrooms at Felton Homes	Macon Housing Authority	Federal	\$26,500	Housing	Completion FY-2008
2007	Replace ranges at scattered sites	Macon Housing Authority	Federal	\$18,500	Housing	Completion FY-2009
2007	Replace refrigerators at Davis Homes	Macon Housing Authority	Federal	\$50,400	Housing	Completion FY-2008
2007	Replace covered twin storm pipes at Anthony Homes	Macon Housing Authority	Federal	\$235,000	Housing	Completion FY-2008

2008	Partial modifications to kitchen cabinets, floor tiles, faucets, etc. at Pendleton Homes	Macon Housing Authority	Federal	\$300,000	Housing	Completion FY-2008
2008	Revitalization/ Reconstruction at Tindall Heights	Macon Housing Authority	Federal	\$2,283,875	Housing	Completion FY-2010
2008	Replace ranges at Bowden Homes	Macon Housing Authority	Federal	\$25,250	Housing	Completion FY-2009
2008	Replace roof at Felton Homes	Macon Housing Authority	Federal	\$125,000	Housing	Completion FY-2009
2008	Replace roof at Mounts Homes	Macon Housing Authority	Federal	\$115,000	Housing	Completion FY-2009
2008	Replace refrigerators at Willingham Courts	Macon Housing Authority	Federal	\$29,600	Housing	Completion FY-2009
2008	Office space addition at MHA Central Office	Macon Housing Authority	Federal	\$331,850	Housing	Completion in 2010
2009	Replace roofs at Bloomfield Way	Macon Housing Authority	Federal	\$62,500	Housing	Completion FY-2010
2009	Replace roofs at Murphey Homes	Macon Housing Authority	Federal	\$257,500	Housing	Completion FY-2010
2009	Replace ranges at Davis Homes	Macon Housing Authority	Federal	\$46,000	Housing	Completion FY-2010
2009	Revitalization /Reconstruction at Tindall Heights	Macon Housing Authority	Federal	\$1,937,125	Housing	Completion FY-2010
2009	Replace refrigerators at Anthony Homes	Macon Housing Authority	Federal	\$109,600	Housing	Completion FY-2010
2009	Replace refrigerators at Martin Place	Macon Housing Authority	Federal	\$11,200	Housing	Completion FY-2010
2009	Replace roofs at Felton Homes	Macon Housing Authority	Federal	\$300,000	Housing	Completion FY-2010
2009	Office Space Addition at MHA Central Office	Macon Housing Authority	Federal	\$318,150	Housing	Completion FY-2010
2006	Develop and adopt an Urban Design Plan for the redevelopment of the downtown area and surrounding urban core	Planning & Zoning	Federal, State, City, County	TBD	Facilities	Completion FY-2007
2006	Map and document existing conditions and note areas susceptible to change	Planning & Zoning	Federal, State, City, County	TBD	Facilities	Completion FY-2007
2006	Develop smaller sub-character areas and undertake planning initiatives at the neighborhood level	Planning & Zoning	Federal, State, City, County	TBD	Facilities	Completion FY- 2007
2006	Develop a phased plan to address and manage all parking in the downtown and surrounding residential historic neighborhoods	Planning & Zoning	Federal, State, City, County	TBD	Facilities	Completion FY-2007
2006	Develop and adopt design guidelines for both residential and commercial development within the suburban and rural areas	Planning & Zoning	Federal, State, City, County	TBD	Facilities	Completion FY-2007
2006	Update zoning regulations to provide for traditional mixed housing type neighborhoods as a matter of right within the suburban areas	Planning & Zoning	Federal, State, City, County	TBD	Facilities	Completion FY-2007



2006	Program Coordination	Planning & Zoning	Federal, State, City, County	\$69,400	Facilities	Ongoing
2006	Contracts and Grants	Planning & Zoning	Federal State City, County	\$8,400	Facilities	Ongoing
2006	Citizen Participation	Planning & Zoning	Federal, State, City County	\$34,700	Facilities	Ongoing
2006	Environmental Justice/Title VI	Planning & Zoning	Federal, State, City County	\$3,300	Facilities	Ongoing
2006	Unified Planning Work Program	Planning & Zoning	Federal, State, City County	\$10,600	All Areas	Ongoing
2006	Transportation Resource Database	Planning & Zoning	Federal, State, City County	\$23,000	Facilities	Ongoing
2006	Transportation Improvement Plan	Planning & Zoning	Federal, State, City County	\$16,050	Facilities	Ongoing
2006	Transit/Paratransit	Planning & Zoning	Federal, State, City County	\$45,100	Facilities	Ongoing
2006	Land Use Monitoring	Planning & Zoning	Federal, State, City, County	\$19,700	Facilities	Ongoing
2006	Special Streets and Highway Transportation Studies	Planning & Zoning	Federal, State, City, County	\$22,500	Facilities	Ongoing
2006	Special Transit Projects	Planning & Zoning	Federal, State, City, County	\$36,900	Facilities	Ongoing
2007	Program Coordination	Planning & Zoning	Federal, State, City County	\$69,400	Facilities	Ongoing
2007	Contracts and Grants	Planning & Zoning	Federal State City County	\$8,400	Facilities	Ongoing
2007	Citizen Participation	Planning & Zoning	Federal, State, City County	\$34,700	Facilities	Ongoing
2007	Environmental Justice/Title VI	Planning & Zoning	Federal, State, City County	\$3,300	Facilities	Ongoing
2007	Unified Planning Work Program	Planning & Zoning	Federal, State, City County	\$10,600	All Areas	Ongoing
2007	Transportation Resource Database	Planning & Zoning	Federal, State, City County	\$23,000	Facilities	Ongoing
2007	Transportation Improvement Plan	Planning & Zoning	Federal, State, City County	\$16,050	Facilities	Ongoing
2007	Transit/Paratransit	Planning & Zoning	Federal, State, City County	\$45,100	Facilities	Ongoing
2007	Land Use Monitoring	Planning & Zoning	Federal, State, City, County	\$19,700	Facilities	Ongoing
2007	Special Streets and Highway Transportation Studies	Planning & Zoning	Federal, State, City, County	\$22,500	Facilities	Ongoing
2007	Special Transit Projects	Planning & Zoning	Federal, State, City, County	\$36,900	Facilities	Ongoing
2008	Program Coordination	Planning & Zoning	Federal, State, City County	\$69,400	Facilities	Ongoing
2008	Contracts and Grants	Planning & Zoning	Federal State City County	\$8,400	Facilities	Ongoing
2008	Citizen Participation	Planning & Zoning	Federal, State, City County	\$34,700	Facilities	Ongoing
2008	Environmental Justice/Title VI	Planning & Zoning	Federal, State, City County	\$3,300	Facilities	Ongoing
2008	Unified Planning Work Program	Planning & Zoning	Federal, State, City County	\$10,600	All Areas	Ongoing
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2008	Transportation Improvement Plan	Planning & Zoning	Federal, State, City County	\$16,050	Facilities	Ongoing
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2008	Land Use Monitoring	Planning & Zoning	Federal, State, City, County	\$19,700	Facilities	Ongoing
2008	Special Streets and Highway Transportation Studies	Planning & Zoning	Federal, State, City, County	\$22,500	Facilities	Ongoing
2008	Special Transit Projects	Planning & Zoning	Federal, State, City, County	\$36,900	Facilities	Ongoing

2009	Contracts and Grants	Planning & Zoning	Federal State City County	\$8,400	Facilities	Ongoing
2009	Citizen Participation	Planning & Zoning	Federal, State, City County	\$34,700	Facilities	Ongoing
2009	Environmental Justice/Title VI	Planning & Zoning	Federal, State, City County	\$3,300	Facilities	Ongoing
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2010	Land Use Monitoring	Planning & Zoning	Federal, State, City, County	\$19,700	Facilities	Ongoing
2010	Special Streets and Highway Transportation Studies	Planning & Zoning	Federal, State, City, County	\$22,500	Facilities	Ongoing
2010	Special Transit Projects	Planning & Zoning	Federal, State, City, County	\$36,900	Facilities	Ongoing
2006	Purchase of 1 paratransit van	Transit Authority	Local, State, Federal	\$40,000	Facilities	Completion FY-2006
2006	Purchase of two transit buses	Transit Authority	Local, State, Federal	\$585,000	Facilities	Completion FY-2006
2006	Lease payments on vehicles (3 buses, 1 trolley, and 1 van)	Transit Authority	Local, State, Federal	\$116,124	Facilities	Completion FY-2006
2007	Purchase of 1 administrative vehicle	Transit Authority	Local, State, Federal	\$25,000	Facilities	Completion FY-2007
2007	Purchase of Two transit buses	Transit Authority	Local, State, Federal	\$585,000	Facilities	Completion FY-2007
2007	Purchase of a paratransit van	Transit Authority	Local, State, Federal	\$40,000	Facilities	Completion FY-2007
2007	Lease payments on vehicles (3 buses, 1 trolley, and 1 van)	Transit Authority	Local, State, Federal	\$116,124	Facilities	Completion FY-2007
2008	Purchase of Two transit buses	Transit Authority	Local, State, Federal	\$570,000	Facilities	Completion FY-2008
2008	Lease payments on vehicles (3 buses, 1 trolley, and 1 van)	Transit Authority	Local, State, Federal	\$116,124	Facilities	Completion FY-2008
2008	Purchase of a paratransit van	Transit Authority	Local, State, Federal	\$40,000	Facilities	Completion FY-2008
2009	Lease payments on vehicles (3 buses, 1 trolley, and 1 van)	Transit Authority	Local, State, Federal	\$116,124	Facilities	Completion FY-2009
2009	Purchase of Two transit buses	Transit Authority	Local, State, Federal	\$570,000	Facilities	Completion FY-2009
2010	Purchase of Two transit buses	Transit Authority	Local, State, Federal	\$570,000	Facilities	Completion FY-2010

2006-2010	Eisenhower Parkway Extension	Road Improvement Program	State	\$90,450,000	Facilities	Contract Let FY-2007
2006-2010	South Downtown Conn. -Penniman Blvd to N	Road Improvement Program	State, 1% Sales Tax	\$2,528,000	Facilities	Long Range
2006-2010	Edgwood Avenue - MLK Blvd to Fall Line Freeway	Road Improvement Program	State, 1% Sales Tax	\$1,936,000	Facilities	Long Range
2006-2010	Forsyth/Poplar Connector - Intersections	Road Improvement Program	State, 1% Sales Tax	\$1,300,000	Facilities	Contract Let FY-2003
2006-2010	Forsyth/Poplar Connector - First Street to Fifth Street	Road Improvement Program	State, 1% Sales Tax	\$3,417,000	Facilities	Contract Let FY-2004
2006-2010	Jeffersonville Rd - Emery Hwy to Walnut Cre	Road Improvement Program	Federal, State, 1% Sales Tax	\$3,654,000	Facilities	Contract Let FY-2009
2006-2010	Jeffersonville Road - Recreation Road to Fall Line Freeway	Road Improvement Program	Federal, State, 1% Sales Tax	\$5,774,000	Facilities	Contract Let FY-2009
2006-2010	Forest Hill Road - Wimbish Rd to Northside	Road Improvement Program	Federal, State, 1% Sales Tax	\$3,988,000	Facilities	Contract Let FY-2005
2006-2010	Forest Hill Road - Forsyth Road to Wimbish Road	Road Improvement Program	Federal, State, 1% Sales Tax	\$2,395,000	Facilities	Contract Let FY-2005
2006-2010	Northwest Parkway - Vineville Avenue to Log Cabin Drive	Road Improvement Program	Federal, State, 1% Sales Tax	\$10,254,000	Facilities	Contract Let FY-2006
2006-2010	Log Cabin Drive - Mercer University Drive to Hollingsworth Road	Road Improvement Program	Federal, State, 1% Sales Tax	\$4,163,000	Facilities	Long Range
2006-2010	Log Cabin Drive - Eisenhower Parkway to Mercer University Drive	Road Improvement Program	Federal, State, 1% Sales Tax	\$1,600,000	Facilities	Contract Let FY-2003
2006-2010	Mercer University Drive - Columbus Road to I-475	Road Improvement Program	Federal, State, 1% Sales Tax	\$5,272,000	Facilities	Contract Let FY-2004
2006-2010	Zebulon Road & I-475 Interchange	Road Improvement Program	Federal, State, 1% Sales Tax	\$1,903,000	Facilities	Contract Let FY-2004
2006-2010	Wesleyan Drive - Rivoli Drive to Northside Drive	Road Improvement Program	1% Sales Tax	\$2,024,000	Facilities	Long Range
2006-2010	Riverside Drive - Hall Road to Northside Drive	Road Improvement Program	Federal, State, 1% Sales Tax	\$11,301,000	Facilities	Contract Let FY-2007
2006-2010	Western Loop - Bass/Foster/Tucker/Heath/FultonMill Roads - I-75 to Columbus Road	Road Improvement Program	Federal, State, 1% Sales Tax	\$5,621,000	Facilities	Contract Let FY-2009
2006-2010	Tucker Road - Forsyth Road to Foster Road	Road Improvement Program	State, 1% Sales Tax	\$2,748,000	Facilities	Contract Let FY-2004
2006-2010	Jeff Davis/Telfair Street - Felton Avenue to Little Richard Penniman	Road Improvement Program	1% Sales Tax	\$1,133,000	Facilities	Long Range
2006-2010	MLK Blvd - Oglethorpe Street to Edgewood Avenue	Road Improvement Program	1% Sales Tax	\$342,000	Facilities	Contract Let FY-04
2006-2010	MLK Blvd - Riverside Drive to Mulberry Street	Road Improvement Program	Federal, State, 1% Sales Tax	\$830,000	Facilities	Contract Let FY-2001
2006-2010	Houston Avenue - Pio Nono Avenue to MLK Blvd	Road Improvement Program	State, 1% Sales Tax	\$5,445,000	Facilities	Contract Let FY-2003
2006-2010	Bloomfield Drive - Rocky Creek Road to Bloomfield Road	Road Improvement Program	State, 1% Sales Tax	\$1,213,000	Facilities	Contract Let FY-2001

2006-2010	Hartley Bridge Road & I-75 Interchange	Road Improvement Program	Federal, State, 1% Sales Tax	\$7,600,000	Facilities	Contract Let FY-2001
2006-2010	Sardis Church Road & I-75 Interchange	Road Improvement Program	Federal, State, 1% Sales Tax	\$4,647,000	Facilities	Contract Let FY-2006
2006-2010	Millerfield Road & Jeffersonville Road	Road Improvement Program	Federal, State, 1% Sales Tax	\$3,034,000	Facilities	Contract Let FY-2007
2006-2010	Millerfield Road - Jeffersonville Road to Shurling Drive	Road Improvement Program	State, 1% Sales Tax	\$1,176,000	Facilities	Contract Let FY-2002
2006-2010	Outlying Signal System Phase II	Road Improvement Program	Federal, State, 1% Sales Tax	\$2,342,000	Facilities	Contract Let FY-2002
2006-2010	Outlying Signal System Phase III	Road Improvement Program	Federal, State, 1% Sales Tax	\$2,170,000	Facilities	Contract Let FY-2002
2006	Obtain City Council approval of economic development projects. Implement plans on an incremental basis	City Administration	City	Pending	Economic Dev.	Completion in 2008
2006	Assist/Support development of a hotel connected to the Macon Centreplex	Convention & Visitors Bureau	N/A	N/A	Economic Dev.	Completion in FY-2007
2006	Purchase former Trailways Bus Station and convert into downtown visitor center, training center, and office for Macon-Bibb Conv. & Visitors Bureau	Convention & Visitors Bureau	Grants	\$2,240,000	Economic Dev.	Completion in FY-2006
2006	Develop approximately 450 acres on I-75 into industrial park	Industrial & Water Authorities	Macon Water Authority		Economic Dev.	Under development
2006	Renovation of the Macon Coliseum Entrance and Mall Area	Macon Centreplex	Coliseum Authority	\$400,000	Economic Dev.	Completion FY-2006
2006	Permitting, Inspection, & Engineering Enhancement Assessment	Chamber of Commerce	Chamber of Commerce	\$10,000	Economic Dev.	Completion in FY-2006
2006	Marketing Operations for New Business Development	Chamber of Commerce	Chamber of Commerce	\$283,300	Economic Dev.	Completion FY-2009
2006	Trade shows for Target Industry Groups	Chamber of Commerce	Chamber of Commerce	\$88,000	Economic Dev.	Completion in FY-2009
2006	Production materials for image enhancement campaign	Chamber of Commerce	Chamber of Commerce	\$80,000	Economic Dev.	Completion FY-2009
2006	Attendance at trade shows for image enhancement campaign	Chamber of Commerce	Chamber of Commerce	\$12,000	Economic Dev.	Completion in FY-2009
2008	Existing industry needs assessment for business retention and expansion	Chamber of Commerce	Chamber of Commerce	\$20,000	Economic Dev.	Completion FY-2008



**MAYOR, CITY OF MACON**

C. Jack Ellis

**MACON CITY COUNCIL**

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James Timley  
Elaine Lucas  
Charles Jones  
Filomena Mullis  
Willette Hill-Chambliss  
Brenda C. Youmas

Henry Ficklin  
Alveno Ross  
Ed Defore  
Rick Hutto  
Cole Thomason  
J. Michael Cranford

**BIBB COUNTY BOARD OF COMMISSIONERS**

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Samuel F. Hart, Vice-Chairman  
Joe O. Allen  
Bert Bivins, III  
Elmo A. Richardson, Jr.

**MACON-BIBB COUNTY PLANNING AND ZONING COMMISSION**

Theresa T. Watkins, Chairman  
Joni W. Woolf, Vice-Chairman  
Damon D. King  
James B. Patton  
Lonnie Miley

Vernon B. Ryle, III, Executive Director  
James P. Thomas, Director of Urban Planning  
R. Barry Bissonette, Public Information Officer  
Kathryn Sanders, Finance Officer  
D. Elaine Smith, Human Resources Officer  
Dennis B. Brill, GIS/Graphics Director  
Brenda J.C. Salter, Graphics Specialist  
Don Tussing, Principal Planner  
Gregory L. Brown, Planner  
Greg Floyd, Planner  
Ken North, Planner  
Jean G. Brown, Zoning Director  
Bridgett Manson, Agenda Coordinator  
Amber Mason, Senior Development Review Officer  
JaRanda Doveton, Senior Development Review Officer  
Janice Jordan, Commission Secretary  
Sheila Burns, Records Coordinator  
Jack C. Cantrell, Zoning Inspector Supervisor  
Ethan Tonn, Development Review Officer  
Jacqueline West, Zoning Coordinator  
Keith Payne, Zoning Inspector  
Chuck. Williams, Zoning Inspector

# **Macon Area Transportation Study Committees**

## **Policy Committee**

**Chairman** - Charles W. Bishop, Chairman, Bibb County Commission

**Vice-Chairman** – C. Jack Ellis, Mayor, City of Macon

## **Voting Members**

Sam Hart – Chairman, Bibb County Finance Committee

Bert Bivins – Chairman, Bibb County Public Works Committee

Anita Ponder – President, City of Macon, City Council

Rick Hutto – Chairman, City of Macon Public Works Committee

Frank Amerson – Chairman, Macon Water Authority

Lynn Cass – Chairman, Macon Transit Authority

Theresa Watkins – Chairman, Macon-Bibb County Planning & Zoning Commission

Susan Hanberry – Chairman, MATS Citizen’s Advisory Committee

Richard Mullis – Mayor, Payne City

Mell Merritt – Chairman, Jones County Commission

Bert Liston – Commissioner, Jones County Commission

Larry Childs – Commissioner, Jones County Commission

Dennis Holder – Chairman, Middle Georgia Regional Development Commission

Harold Linnenkohl – Commissioner, Georgia Department of Transportation

## **Non-voting Members**

Vernon B. Ryle III – Executive Director, Macon-Bibb Co. Planning & Zoning Commission

Regina McDuffie – Chief Administrative Officer, City of Macon

Bill Causey – Manager, City Engineering Department

Ken Sheets – Bibb County Engineer

Bill Wikle – Macon-Bibb County Traffic Engineer

Frank Amerson – Macon-Bibb County Industrial Authority

Bob Lewis – Chairman, Macon-Bibb County Urban Development Authority

Lala Scales – Chairman, Jones County Planning Commission

James Tonn – Executive Director, Middle Georgia Regional Development Center

Sam Wellborn – 8th District Representative, Ga. State Transportation Board

Ward Edwards – 3rd District Representative, Ga. State Transportation Board

Robert Callen – Division Administrator, FHWA

Vacant – Local Representative, State of Georgia

## **Technical Coordinating Committee (TCC)**

**Chairman** – Vernon B. Ryle II, MATS Project Director

**Vice-Chairman** – Bill Wikle, Macon/ Bibb County Traffic Engineer

### **Voting Members**

Ken Sheets – Bibb County Engineer

Virgil Adams – Bibb County Attorney

Jerry Modena – Bibb County Sheriff

Bill Causey – Manager, City of Macon Engineering Department

J. Pope Langstaff – City of Macon Attorney

Gene Simmonds – Director, City of Macon Central Services

Lee Smith – Director, City of Macon Bureau of Inspections & Fees

Kevin Dubose – Director, City of Macon Economic & Community Development

Mike Anthony – Manager, Middle Georgia Regional Airport

Larry Smallwood – Macon-Bibb County Fire Department

E. L. Joiner – Macon Police Department

Jim Thomas – Director of Urban Planning, Macon-Bibb Co. P&Z

Don Tussing – Transportation Planner, Macon-Bibb Co. P&Z

Chip Cherry – Chamber of Commerce, Transportation Committee

Sid Cherry – Executive Director, Urban Development Authority

Tony Rojas – Director, Macon Water Authority

Kathleen Bowden – Director, Industrial Authority

Carl Jackson – Director, Macon Transit Authority

Tim Pitrowski – Zoning Director, Jones County Zoning Office

Jim Tonn – Executive Director, Middle Georgia RDC

Phil Clark – Senior Planner, Middle Georgia RDC

David Millen – Pre-construction Engineer, GDOT

Kelly Gwin – Transportation Planner, GDOT

Steve Kish – Transit Planning & Development, GDOT

### **Non-Voting Members**

Susan Hanberry – Chairman, MATS Citizens Advisory Committee

Latoya Jones – Engineer FHWA

Wayne Fedora – District Administrator FHWA

Benjamin Buchan – Urban Design Engineer, GDOT

Brink Stokes – Engineer GDOT

## **Citizens Advisory Committee**

**Chairman** – Susan Hanberry, Environmental Representative

**Vice Chairman** – Mary Anne Richardson, Disabled Population Representative

### **Members**

James W. Webb – City Ward 1

Wiley Bowman – City Ward 2

Vacant – City Ward 3

Vacant – City Ward 4

Stella Tsai – City Ward 5

Vacant – County District 1

Anthony E. Cunningham – County District 2

Tim Thornton – County District 3

Vacant – County District 4

Bob Cleveland – County at large

Lindsay Holliday – League of Women Voters Representative

Chris Wells – Bike/Pedestrian Representative

Amanda Upshaw – Neighborhood Representative

Ms. Terry Tripp – Board of Education Representative

Ms. Carolyn Ganz – Jones County Representative

Vacant – Macon Housing Authority Representative

Vacant – Disabled Transit User Representative

Vacant – Transit Ridership Representative

Vacant – Older American Council Representative



**MACON-BIBB COUNTY TRANSIT AUTHORITY BOARD MEMBERS**

MS. LYNN CASS, Chairman

MR. TOM HUDSON, Vice-Chairman

MR. MORRIS COHEN, Secretary

MS. NETTIE THOMAS, Member

MS. DEBORAH COFER, Member

MR. S. CRAIG ROSS, Member

MR. ANDERSON STROUD, Member

**SHARED VISIONS**  
*Planning Smart Choices*

*Our Comprehensive Planning Process*  
Macon-Bibb County Planning and Zoning Commission