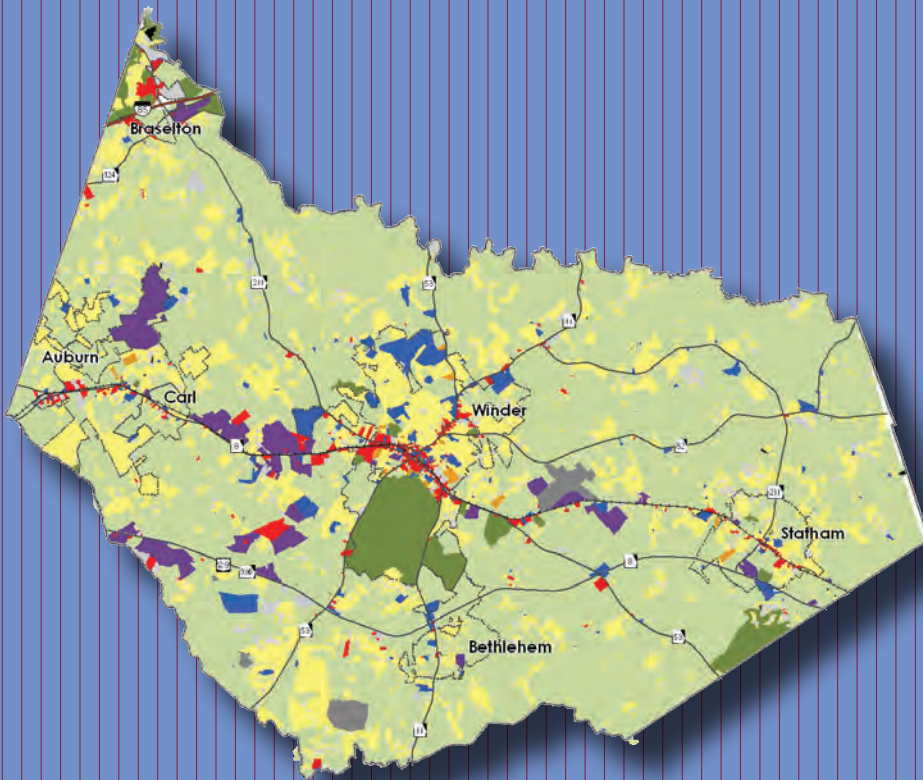


Barrow County Comprehensive Plan

Joint Compressive Plan for Barrow County and the municipalities of
Auburn, Bethlehem, Carl, Statham & Winder

Part II COMMUNITY AGENDA

2007 - 2027



Prepared By:



Prepared For:

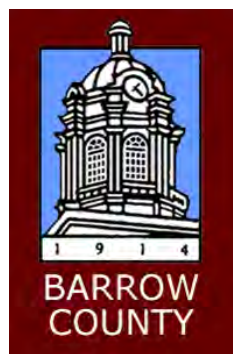
Barrow County



FINAL

Barrow County
Comprehensive Plan 2007-2027

*COMMUNITY
AGENDA*



Prepared for:
Barrow County
Winder, Georgia

By:



MACTEC, Inc. – Planning & Design Group
Atlanta, Georgia
July 7, 2008

Table of Contents

Transmittal Resolutions..... ii

Acknowledgementsiii

1. Introduction 1-1

2. Community Participation2-1

3. Community Framework.....3-1

4. Unincorporated Barrow County.....4-1

5. City of Auburn5-1

6. Town of Bethlehem6-1

7. Town of Carl..... 7-1

8. City of Statham.....8-1

9. City of Winder..... 9-1

10. Community Design Solutions.....10-1

Appendix A: Quality Community Objectives A



Transmittal Resolutions

(insert)



BARROW COUNTY

RESOLUTION TO TRANSMIT

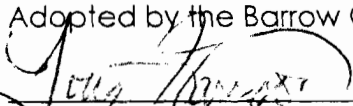
RESOLUTION TO TRANSMIT THE BARROW COUNTY COMPREHENSIVE PLAN 2007-2027 COMMUNITY AGENDA TO THE NORTHEAST GEORGIA REGIONAL DEVELOPMENT CENTER AND THE GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

WHEREAS, the Barrow County Board of Commissioners, in association with the cities of Auburn, Bethlehem, Carl, Statham and Winder, has completed the Community Agenda document and the update to the Short Term Work Program as part of the 20-year Comprehensive Plan Update; and

WHEREAS, this document was prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and the required public hearing was held and public notice of the public hearing advertised accordingly the at the Barrow County Board of Commissioners meeting on **December 11, 2007**.

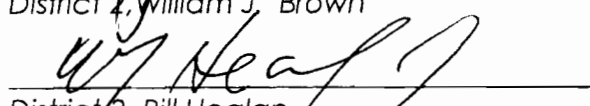
BE IT THEREFORE RESOLVED, that the Barrow County Board of Commissioners does hereby transmit the Community Agenda portion of the 20-year Comprehensive Plan Update to the Northeast Georgia Development Center and the Georgia Department of Community Affairs for official review.

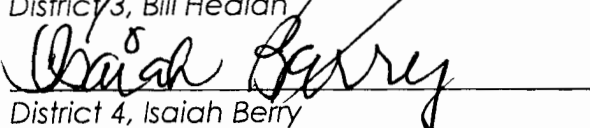
Adopted by the Barrow County Board of Commissioners on **December 11, 2007**.


Chairman, Doug Garrison

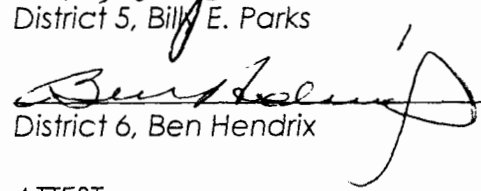

District 1, Jerry D. Lamp


District 2, William J. Brown


District 3, Bill Healan


District 4, Isaiah Berry


District 5, Billy E. Parks


District 6, Ben Hendrix

ATTEST:


Clerk

CITY OF AUBURN

RESOLUTION TO TRANSMIT

RESOLUTION TO TRANSMIT THE BARROW COUNTY COMPREHENSIVE PLAN 2007-2027 COMMUNITY AGENDA TO THE NORTHEAST GEORGIA REGIONAL DEVELOPMENT CENTER AND THE GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

WHEREAS, the Barrow County Board of Commissioners, in association with the cities of Auburn, Bethlehem, Carl, Statham and Winder, has completed the Community Agenda document and the update to the Short Term Work Program as part of the 20-year Comprehensive Plan Update; and

WHEREAS, this document was prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and the required public hearing was held and public notice of the public hearing advertised accordingly the at the Auburn City Council meeting on **December 6, 2007**.

BE IT THEREFORE RESOLVED, that the City of Auburn does hereby transmit the Community Agenda portion of the 20-year Comprehensive Plan Update to the Northeast Georgia Development Center and the Georgia Department of Community Affairs for official review.

Adopted by the Auburn City Council on **December 20, 2007**.


Attest


Mayor, City of Auburn

TOWN OF BETHLEHEM

RESOLUTION TO TRANSMIT

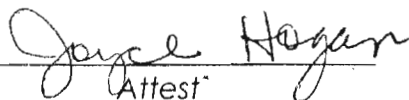
RESOLUTION TO TRANSMIT THE BARROW COUNTY COMPREHENSIVE PLAN 2007-2027 COMMUNITY AGENDA TO THE NORTHEAST GEORGIA REGIONAL DEVELOPMENT CENTER AND THE GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

WHEREAS, the Barrow County Board of Commissioners, in association with the cities of Auburn, Bethlehem, Carl, Statham and Winder, has completed the Community Agenda document and the update to the Short Term Work Program as part of the 20-year Comprehensive Plan Update; and

WHEREAS, this document was prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and the required public hearing was held and public notice of the public hearing advertised accordingly the at the Bethlehem City Council meeting on **December 3, 2007**.

BE IT THEREFORE RESOLVED, that the Town of Bethlehem does hereby transmit the Community Agenda portion of the 20-year Comprehensive Plan Update to the Northeast Georgia Development Center and the Georgia Department of Community Affairs for official review.

Adopted by the Bethlehem City Council on **January 7, 2008**.



Attest



Mayor, Town of Bethlehem

TOWN OF CARL

RESOLUTION TO TRANSMIT

RESOLUTION TO TRANSMIT THE BARROW COUNTY COMPREHENSIVE PLAN 2007-2027 COMMUNITY AGENDA TO THE NORTHEAST GEORGIA REGIONAL DEVELOPMENT CENTER AND THE GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

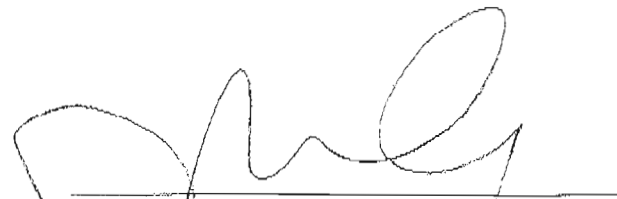
WHEREAS, the Barrow County Board of Commissioners, in association with the cities of Auburn, Bethlehem, Carl, Statham and Winder, has completed the Community Agenda document and the update to the Short Term Work Program as part of the 20-year Comprehensive Plan Update; and

WHEREAS, this document was prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and the required public hearing was held and public notice of the public hearing advertised accordingly the at the Carl City Council meeting on **December 20, 2007**.

BE IT THEREFORE RESOLVED, that the Town of Carl does hereby transmit the Community Agenda portion of the 20-year Comprehensive Plan Update to the Northeast Georgia Development Center and the Georgia Department of Community Affairs for official review.

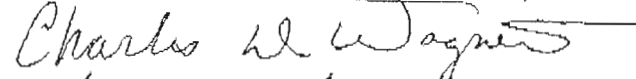
Adopted by the Carl City Council on **December 20, 2007**.


Attest


Mayor, Town of Carl









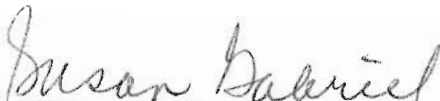
**CITY OF STATHAM
RESOLUTION 07 – 009
RESOLUTION TO TRANSMIT**


WHEREAS, the Barrow County Board of Commissioners, in association with the cities of Auburn, Bethlehem, Carl, Statham and Winder, has completed the Community Agenda document and the update to the Short Term Work Program as part of the 20-year Comprehensive Plan Update; and

WHEREAS, this document was prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and the required public hearing was held and public notice of the public hearing advertised accordingly at the Statham City Council meeting on December 18, 2007.

BE IT THEREFORE RESOLVED, that the City of Statham does hereby transmit the Community Agenda portion of the 20-year Comprehensive Plan Update to the Northeast Georgia Development Center and the Georgia Department of Community Affairs for official review.

Adopted by the Statham City Council on December 18, 2007.


Attest


Mayor, City of Statham

CITY OF WINDER

RESOLUTION TO TRANSMIT

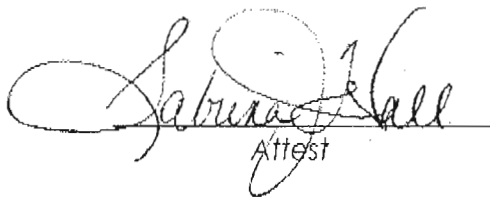
RESOLUTION TO TRANSMIT THE BARROW COUNTY COMPREHENSIVE PLAN 2007-2027 COMMUNITY AGENDA TO THE NORTHEAST GEORGIA REGIONAL DEVELOPMENT CENTER AND THE GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

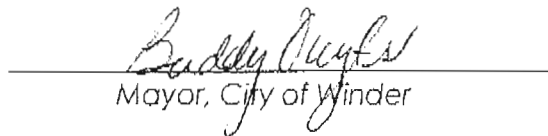
WHEREAS, the Barrow County Board of Commissioners, in association with the cities of Auburn, Bethlehem, Carl, Statham and Winder, has completed the Community Agenda document and the update to the Short Term Work Program as part of the 20-year Comprehensive Plan Update; and

WHEREAS, this document was prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and the required public hearing was held and public notice of the public hearing advertised accordingly the at the Winder City Council meeting on **December 4, 2007**.

BE IT THEREFORE RESOLVED, that the City of Winder does hereby transmit the Community Agenda portion of the 20-year Comprehensive Plan Update to the Northeast Georgia Development Center and the Georgia Department of Community Affairs for official review.

Adopted by the Winder City Council on **December 4, 2007**


Attest


Mayor, City of Winder

Acknowledgements

BARROW COUNTY BOARD OF COMMISSIONERS		
Doug Garrison <i>Board of Commissioners Chair</i>		
Jerry Lampp <i>Commissioner District 1</i>	Isaiah Berry <i>Commissioner District 4</i>	Billy Parks <i>Commissioner District 5</i>
Bill Healan <i>Commissioner District 3</i>	Bill Brown <i>Commissioner District 2</i>	Ben Hendrix <i>Commissioner District 6</i>

CITY OF AUBURN	
Linda Blechinger <i>Mayor</i>	
Sally Brown <i>Councilmember District ___</i>	Peggy Langley <i>Councilmember District ___</i>
Donna Scouten <i>Councilmember District 5</i>	Dorissa Shackelford <i>Councilmember District ___</i>

TOWN OF CARL	
David Brock <i>Mayor</i>	
B.R. Banks <i>Councilmember</i>	Truman Phillips <i>Councilmember</i>
Jason Jones <i>Councilmember</i>	Charles Wagner <i>Councilmember</i>

TOWN OF BETHLEHEM	
Sandy McNab <i>Mayor</i>	
Beth Buchanan <i>Councilmember</i>	Wayne Ridgeway <i>Councilmember</i>
Jeff Longino <i>Councilmember</i>	Scott Morgan <i>Councilmember</i>
Larry Smith <i>Councilmember</i>	

CITY OF STATHAM	
Robert Bridges <i>Mayor</i>	
Mike Aaron <i>Councilmember</i>	Betty Lyle <i>Councilmember</i>
Edna Jackson <i>Councilmember</i>	Gayle Steed <i>Councilmember</i>
Hattie Thrasher <i>Councilmember</i>	

CITY OF WINDER		
George “Chip” Thompson III <i>Mayor</i>		
Frank Dunagan <i>Councilmember</i>	David Maynard <i>Councilmember</i>	Sonny Morris <i>Councilmember</i>
Charlie Eberhart <i>Councilmember</i>	Mike Mingus <i>Councilmember</i>	Ridley Parrish <i>Councilmember</i>



Acknowledgements

STAKEHOLDER COMMITTEE		
James Abraham <i>City Planner, City of Auburn</i>	Barry Edgar <i>Planning Director, City of Winder</i>	Wayne Ridgeway <i>Mayor, Town of Bethlehem</i>
DeWayne Anderson <i>Helena Chemical Company</i>	Randy Gordon <i>Planner, City of Statham</i>	John Stell Jr. <i>Russell, Stell, Smith & Mattison, P.C.</i>
Bob Beck <i>City Administrator, City of Winder</i>	Guy Herring <i>Planning Director, Barrow County</i>	Mayor Harold Money <i>Mayor, City of Auburn</i>
Mayor Dave Brock <i>Mayor, Town of Carl</i>	Kevin Keller <i>Planning Director, Town of Braselton</i>	Rebecca Whiddon <i>Senior Planner, Barrow County</i>
Cherie Dalton <i>Planner, Barrow County</i>	Tim Powell <i>Superintendent City of Statham</i>	Mark Williams, <i>Barrow Community Fund</i>
Terry Darragh <i>Public Works Director, Barrow County</i>		

COMMUNITY ADVISORY COMMITTEE		
DuWayne Anderson <i>Businessman.</i>	Scott Hang <i>Realtor, Homeland Realty.</i>	Pat Matthews <i>City of Auburn</i>
Lee Barnett <i>Citizen.</i>	Eric Harris <i>Citizen</i>	Boyd McLocklen <i>Citizen</i>
Perry Barton <i>Citizen.</i>	Peter Hoover <i>Chair, Auburn Board of Appeals</i>	Linda Moore <i>Barrow County Chamber of Commerce</i>
Cindy Beggs <i>Barrow County Board of Education.</i>	Mike Rice <i>Citizen</i>	H. David Smith <i>Citizen</i>
Steve Camp <i>Citizen</i>	Murray Kobol <i>Barrow County Sherriff</i>	Chuck Steele <i>Citizen</i>
William Cooper <i>Citizen</i>	Lisa Maloof <i>Lanier Technical College</i>	Britt West <i>Citizen</i>
Taulteed Ferguson <i>Chair, Auburn Planning & Zoning Commission</i>		

BARROW COUNTY PLANNING DEPARTMENT STAFF		
Guy Herring <i>Director</i>	Cherie Dalton <i>Planner</i>	Rebecca Whiddon <i>Senior Planner</i>



Introduction

Introduction to the Community Agenda for Barrow County and the municipalities of Auburn, Bethlehem, Carl, Statham and Winder

Barrow County has experienced rapid suburbanization during the last 10 years. This growth has challenged the County with the need to develop creative, tailored solutions to many complex issues such as providing the infrastructure, community facilities and multi-modal transportation system to meeting the needs of the growing population. Barrow County and the municipalities of Auburn, Bethlehem, Carl, Statham and Winder have joined together in an effort to meet the challenges ahead, working together with their citizens, elected officials, professional staff, business leaders, property owners and major employers to prepare the *Barrow County Comprehensive Plan 2007-2027 Part II – Community Agenda*.

Why We Plan

Comprehensive planning is an important management tool for promoting a strong, healthy, community. The Plan provides a vision, clearly stated and shared by all, that describes the future of the community. It protects private property rights while also encouraging and supporting economic development. The Plan can be used to promote orderly and rational development so that the County and each its five participating municipalities remain physically attractive and economically viable while preserving important natural or historic resources. The Plan provides the tool to become more certain about where development will occur, what it will be like, when it will happen, and how the costs of development will be met. It provides a tool for the community to achieve the development patterns it desires, such as: traditional neighborhoods, infill development, creating a sense of place, providing transportation alternatives, creating mixed uses, protecting natural resources and accommodating economic growth. Planning also helps the County and its municipalities invest their money wisely in infrastructure such as roads, water and sewer, schools, parks and green space, and other facilities to maintain and improve the quality of life for the residents of Barrow County.



*Barrow County's historic courthouse in
Downtown Winder*

Purpose

The *Community Agenda* represents the community's vision, goals, policies, key issues and opportunities that the community chooses to address, and an action plan highlighting the necessary tools for implementing the comprehensive plan. In addition, it outlines a future development map for Barrow County and the municipalities of Auburn, Bethlehem, Carl, Statham and Winder. The Community Agenda serves the purpose of meeting the intent of the Georgia Department of Community Affairs' (DCA) "Standards and Procedures for Local Comprehensive Planning," as established on May 1, 2005. Preparation in accordance with these standards is an essential requirement in maintaining Barrow County's status as a Qualified Local Government. State law requires Barrow County and its municipalities to update their respective comprehensive plans by October 31, 2008. In addition, the *Community Agenda* updates the *Barrow County Comprehensive Plan 2018* adopted in 1998 by the Barrow County Board of Commissioners and the Auburn, Bethlehem, Statham and Winder city councils. Like the 1998 plan, this update will serve as the Comprehensive Plan for Barrow County and its municipalities.

Scope

Part I of the *Barrow County Comprehensive Plan 2007-2027* included the *Community Participation Program*, *Community Assessment and Analysis of Supporting Data* that were prepared prior to the implementation of the *Community Participation Program*. These provided a preliminary look at the issues and opportunities, areas of special concern and an analysis of the existing development patterns that included recommended Character Areas. The *Community Agenda*, which is Part II of the *Barrow County Comprehensive Plan 2007-2027*, represents these ideas and additional ideas that have been discussed through the public participation process.

The *Community Agenda* does not restate the data included in Part I. Instead, it provides a fine-tuned list of issues and opportunities, future development maps with character areas and an implementation program. For the future development maps, the *Community Agenda* presents strategies for implementation of each character area. For the implementation program, the *Community Agenda* includes the Short Term Work Program (STWP) and an assessment of the 2001-2005 STWP. Finally, the *Community Agenda* provides policy statements intended to guide the county and its municipalities. Chapters 4 through 9 of this document organize this information by jurisdiction.

For planning purposes, DCA classifies Barrow County as an "Advanced" planning level jurisdiction. The *Community Agenda* encompasses unincorporated Barrow County and the cities of Auburn, Bethlehem, Carl, Statham and Winder. The town of Braselton extends into the northwest corner of Barrow County. Based on criteria set by the state, Braselton planning occurs with the published comprehensive plan update schedule for Jackson County, where Braselton's city hall is located.



CHAPTER
2

Community Participation

Involving the community throughout the development of the comprehensive plan plays a key role in the success of the plan

Creating a functional Comprehensive Plan begins with defining a common vision for the future development of the Community. A Community Vision is the overall image of what the community wants to be and how it wants to look at some point in the future – the starting point for creating a plan and actions to implement the plan. A successful visioning process requires meaningful participation from a wide range of community stakeholders. More than 200 Barrow County residents, property owners, business owners and other stakeholders contributed to the production of the *Community Agenda*. Due to the participation involved in developing the plan, the *Community Agenda* should generate local pride and enthusiasm about the future of Barrow County and thereby encourage citizens to remain engaged in the development process and ensure that the county and each municipality implement the plan.

Visioning Process

The Visioning Process, or citizen participation process, for the Barrow County Comprehensive Plan 2007-2027 included multiple layers of participation from the residents and stakeholders of Barrow County. A Kick-Off Meeting, Community Visioning Workshops, a Countywide Framework Workshop, a Countywide Open House, and Public Hearings at Board of Commissioner and municipal council meetings provided opportunities for input. In addition, the Stakeholders Committee and the Community Advisory Committee each added considerable input into the planning process. The Stakeholders Committee jointly served as a committee for the Comprehensive Plan and the *Barrow County Multi-Modal Transportation Plan*. A brief description of each public participation event follows.



Visioning workshop small-group discussion at the Auburn-Carl workshop



Participants during presentation at the Auburn-Carl visioning workshop



Participants comments from workshop shown here written on post-it notes

Countywide Kickoff

The Countywide Kick-Off meeting took place in March 2006 and included the kick off of both the Barrow County Comprehensive Plan and the Barrow County Multi-modal Transportation Plan. Questionnaires distributed at the meeting and in subsequent issues of the *Barrow County News*. Responses received by the consultant team helped in preparation of the preliminary issues and opportunities presented in the Community Assessment.

Visioning Workshops

Visioning Workshops were held at four subarea locations in the County in June and July of 2007. These meetings focused specifically on the subarea served by the meeting location and also focused on county-wide planning policies. Participants provided their input on the future of Barrow County during the workshops via community preference surveys, facilitated discussions, completing questionnaires, and one-on-one conversations with the planning team. Participants also responded to the preliminary issues and opportunities and the proposed character areas at these meetings in addition to addressing the questions, “Where are we? Where are we going? Where do we want to go? How do we get there? The subareas were as follows:

- Auburn/Carl/Northwest Barrow
- Bethlehem/South Barrow
- Statham/East Barrow
- Winder/Central Barrow

Countywide Framework Workshop

The Countywide Framework Workshop was held in Winder in late July 2007. A community framework was presented at this workshop. Participants had the opportunity to begin defining the role that each community would play in the future of Barrow County. These ideas would later be fine-tuned by the Stakeholders Committee and Community Advisory Committee. In addition, participants had the opportunity to view the summarized stakeholder feedback gathered by the planning team during the Visioning Workshops. The consultant team assembled the information gathered during the Community Visioning and Framework Workshops and presented drafts to the Stakeholders Committee and Community Advisory Committee for review and fine tuning prior to the Open House.



Participants work together to define the issues and opportunities on the base map during the Auburn-Carl Visioning Workshop



Participants discuss areas where new development should occur at the Winder area Visioning Workshop



Participants at the Framework Workshop examine the Framework Communities Map presented at the meeting

Countywide Open House

The public was then presented the draft *Community Agenda* at the Countywide Open House in late November. A final *Community Agenda* document was prepared after the Countywide Open House that was then presented at a second Countywide Open House that occurred in conjunction with the Barrow County Board of Commissioners regularly-schedule meeting on December 11, 2007. It was at this meeting that the BOC adopted the transmittal resolution that along with transmittal resolutions from the municipalities of Auburn, Bethlehem, Carl, Statham and Winder, allowed for the transition of the *Community Agenda* to NEGRDC for review. Following the review by NEGRDC, the Board of Commissioners and the governing bodies of each incorporated city will vote on the adoption of the final Barrow County Comprehensive Plan 2007-2027.

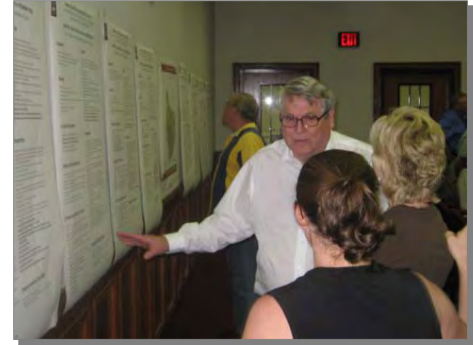
Throughout the planning process, public documents were posted on the Barrow County government website. Public meetings were announced and detailed accounts reported in the *Barrow County News* newspaper, which also provided those who did not attend meetings with an opportunity to understand the process.

Committees

In addition to meetings designed to solicit input from the general public, the planning team also organized two important committees who would provide important input and feedback into the planning process. The Stakeholders Committee included representatives of each municipality and the County. The Community Advisory Committee members represented a wide range of community interests. Each committee is described in more detail in the following paragraphs.

Stakeholders Committee

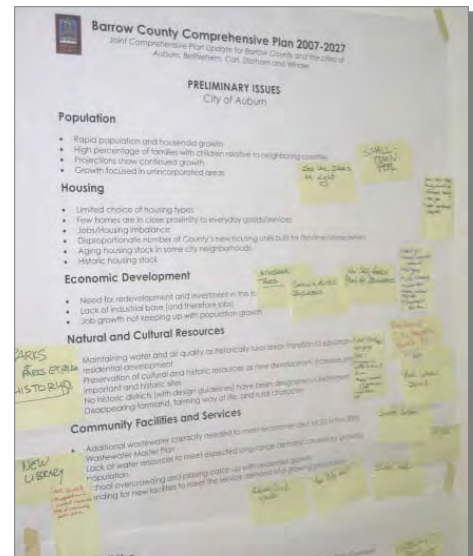
The Stakeholders Committee began meeting in December 2006. This group's municipal and county representatives included planners, engineers, elected officials and other important city and county officials. The Stakeholders Committee assisted in defining the preliminary issues and opportunities, defining character areas for the Community Assessment and preparing the implementation program during the *Community Agenda*. In addition, the committee reviewed drafts of the major plan components at various points during the process of developing the Community Agenda, providing at each step of the way critical feedback and insight gained from the front lines of dealing with the important issues facing the county on a daily basis. The Stakeholders Committee members played a vital role in development of the Implementation and Policies chapters of the Community Agenda.



Auburn Mayor discusses Issues and Opportunities presented at the Framework Workshop with other participants



Statham residents discuss areas appropriate for rural preservation at Visioning Workshop



Participants added post it notes with ideas for additions to the list of Preliminary Issues & Opportunities presented at the Visioning Workshops

Involvement of the committee members in this phase was crucial since these are the people who will be the ones coordinating the execution of many of the actions/projects identified in the Short-Term Work Program or administering policies defined in the Agenda. The committee of 15 members held a total of six meetings during the planning process.

Community Advisory Committee

The Community Advisory Committee began meeting in May 2007. This group included a mix of elected or appointed city or county officials, key property owners, neighborhood leaders, chamber and other economic development professionals, community service providers, areas residents, and others with some stake in the future development of the County. Committee members also reviewed drafts of the major plan components at various points during the process of developing the Community Agenda, providing at each step of the way critical feedback and insight gained from their diverse backgrounds and experiences in Barrow County. The committee of 25 members held a total of five meetings during the planning process.



Small group discussions shown underway during the Visioning Workshop at the Statham Community Center

Countywide Framework

Defining the community framework is the first step in creating the Future Development Map for Barrow County and each municipality

The Countywide Framework is an overview of the County in terms of small areas, or Framework Communities, that permit a more in-depth look at development trends and desired growth to help inform the Future Development Map. The framework communities were created without regard to municipal boundaries and in the case of the Auburn/Carl area includes two cities within the area.

The County was organized into 16 areas. The Connector Corridors areas link the remaining communities. The 16 areas and the Connector Corridors are shown on the Framework Map (See Map). The areas are as follows:

- Airport Industrial Area
- Appalachian Village
- Auburn/Carl Area
- Bethlehem Area
- Braselton Area
- Cedar Creek Village
- Community Connector Corridors
- County Line Village
- Cultural Center Gateway
- Little Mulberry River Village
- Northeast Barrow Rural Estate
- Southeast Barrow Rural Estate
- Southwest Barrow/SR 316 Industrial
- Statham/Bear Creek Village
- Winder Area
- Yargo Village

For unincorporated Barrow County each of these areas, with the exception of the highway corridors, were shown as subareas for display on the Future Development Map.

Quality Growth Objectives

The Framework Communities have a defined role in the future of Barrow County. Each consists of a diverse set of land uses and development character, as well as a long-range vision that helps define the vision for the County as a whole. The following list is a component of this vision, as it identifies Quality Growth Objectives that should be followed Countywide:

- **Traditional Neighborhoods** – Traditional neighborhood development patterns are encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity

- **Infill Development** – Development or redevelopment of sites closer to the downtown or traditional urban core of the community are encouraged in order to maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery
- **Sense of Place** – Downtown areas should be maintained as the focal point of the community or, in newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.
- **Transportation Alternatives** – Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities should be made available in each community. Greater use of alternate transportation should be encouraged.
- **Regional Identity** – Each region should promote and preserve a regional “identity,” or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics.
- **Heritage Preservation** – The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community’s character.
- **Open Space Preservation** – New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.
- **Environmental Protection** – Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.
- **Growth Preparedness** – Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These might include infrastructure (*e.g.*, roads, water, sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.
- **Appropriate Business** – The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.
- **Employment Options** – A range of job types should be provided in each community to meet the diverse needs of the local workforce.
- **Housing Choices** – A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.



- **Educational Opportunities** – Educational and training opportunities should be readily available in each community – to permit community residents to improve job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.
- **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.
- **Regional Cooperation** – Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network.

Framework Communities

For each Framework Community the following defines the general location, a general description of the existing conditions, and a narrative of the future role the community will play in the development of the County. See the Barrow County Framework Map for Framework Community locations.

Airport Industrial Area

The Airport/Industrial area centers upon the Winder-Barrow Airport, which is the primary land use, and includes significant undeveloped land around the airport in addition to some industrial and commercial uses. Atlanta Highway, SR 82, and the railroad each provide east-west access to the airport, which serves business, industry and private airport customers. Over time the airport will develop more fully as a multi-modal transportation hub providing land and access that will draw large industrial employers. As such, it is important that development near the airport is compatible with potential long-range airport expansion (noise, flight paths, etc.). As the airport expands, consideration should be given to its potential to connect to the proposed Winder commuter rail station, impacts on the highway system especially if commercial flights are introduced, environmental effects on local watersheds, and impact on economic growth for the county.

Apalachee Village Area

The Appalachee Village area sits in rapidly-developing southwest Barrow County. This high-growth area includes a mix of suburban residential, rural residential, agricultural and some local and regional commercial land uses. It includes the SR 81/SR 316 intersection where major regional retail and mixed use development is underway and is expected to continue. Sewer is available for most of the area which has made suburban development possible. The area's future role in the county is to continue to accommodate new suburban growth. This growth will reflect single-family residential uses at a variety of densities with opportunities for multi-family in appropriate locations along with mixed use community commercial nodes serving residents.

Auburn/Carl Area

The Auburn/Carl area includes much of west Barrow County, including the cities of Auburn and Carl. The Atlanta Highway and railroad runs east to west through the area, which largely developed in the 1980s and 1990s. Limited sewer availability has limited new growth opportunities for most of the area. Along with the town centers in Auburn and Carl the area includes a mix of new and old commercial strip development along Atlanta Highway/Business U.S. 29/SR 8, few job centers, and mostly low density residential (including rural, large lot residential). Unincorporated areas include a mixture of suburban residential and undeveloped open space. Some limited agricultural activities continue. The Auburn/Carl Area is expected to continue to be both suburban and urban in character. Downtowns will offer a variety of uses, higher densities and redevelopment



and infill opportunities, and suburban communities will be maintained and expanded with residential infill. Larger-scale commercial uses will be concentrated along SR 8 with opportunities for mixed use community commercial nodes and for quality multi-family at appropriate locations. The suburban and urban transportation network will become less rural with improvements in order to adequately serve the area. A new rail access to recently rezoned industrial property in Auburn will bring new opportunities for employment in Auburn. In general, the area will seek to accommodate more new jobs in service and office/industrial.

Bethlehem Area

The Bethlehem area consists primarily of the Town of Bethlehem in addition to areas along SR 316 west of SR 11. The town currently includes a small, rural town center and a mixture of historic and new suburban housing. Limited industry also exists in the area. A rural transportation system serves the area, anchored by SR 11 and SR 316. Sewer availability is limited in the area, though plans for expansion to serve SR 11/SR 316 are a county priority. The future role of the Bethlehem area is to accommodate mixed use and increased intensity in the town center, accommodate mixed use along SR 11 (avoiding conventional commercial strip development) and industrial and business park expansion along SR 316.

Braselton Area

The Braselton area consists primarily of the portion of the Town of Braselton located in Barrow County and includes the SR 124/SR 211 intersection, I-85 corridor, Chateau Elan, a large suburban shopping center and a wide floodplain area adjacent to the Mulberry River. The municipal limits of Braselton are not included as part of this study. The general area, however, is made up of a mixture of residential, commercial, industrial and agricultural uses. The area will continue to attract new commercial and industrial development.

Cedar Creek Village Area

Cedar Creek Village is located in north Barrow County and includes the SR 53 and SR 11 corridors north of the city of Winder. The predominantly rural area does include limited suburban residential and local commercial uses. The area's transportation and other infrastructure are predominantly rural in design. The area is expected in the future to accommodate new suburban development at a variety of densities that provide a variety of housing choice located near commercial and services. Cedar Creek Village will also serve a rural and environmental conservation role. New suburban development is to be accommodated along and adjacent to the SR 53 and SR 11 corridors with areas in between expected to conserve rural, open, agricultural (mostly cattle/hay) character consisting of large lots with little infrastructure.

County Line Village Area

County Line Village is located in unincorporated northwest Barrow County south of the Little Mulberry Rand and north of Auburn/Carl and Winder, including a large portion of the SR 211 corridor and multiple scenic rural corridors. The predominantly rural area has been experiencing significant suburban growth. While growth is occurring rapidly, the area's transportation and other infrastructure remain predominantly rural in design. While preservation of the river corridor, floodplains, and natural areas is a focus for County Line Village, preservation of the area's rural character is not envisioned. The area is expected to accommodate new suburban development at a variety of densities that provide housing choice near commercial uses and services. Urban and suburban infrastructure will accommodate the area's transformation from rural to suburban and urban.



Cultural Center Area

The Cultural Center Area is located at the intersection of SR 53 and SR 316 and currently consists of rural and agricultural land uses with limited commercial, residential and industrial land uses. Identified as a “Gateway Corridor” by the *Barrow Summit Report*, SR 53 beginning at SR 316 is anticipated to attract commercial and residential growth during the planning period. Barrow County plans to build a cultural arts center on the northwest quadrant of this intersection that will include a convention center. Retail, restaurant and hotels are expected to follow this development. In general, this area will be expected to accommodate new suburban residential development providing a wider choice of housing types, accommodate commercial and hospitality services in addition to attracting some industrial and other commercial growth. The area and SR 53 corridor connecting SR 316 to Winder is expected to create an attractive gateway. Sewer will serve this area in the near future.

Northeast Rural Estate

Northeast Rural Estate area is located in unincorporated northeast Barrow County and includes portions of the SR 211 corridor between Statham and Winder as well as a significant portion of the SR 82 corridor. With the exception of suburban subdivisions located on SR 211, the area’s character is predominantly rural and agricultural. Its future role in the county is to remain rural with limited new development. Suburban infrastructure and transportation networks should not be part of this area’s future; instead it should maintain its current infrastructure. Outside of the existing pockets of suburban development located in this area, when new development does occur it should do so in ways that preserve and enhance the existing character and rural way of life.

Little Mulberry Village Area

Little Mulberry Village is located in unincorporated northwest Barrow County north of the Little Mulberry River and south of the Town of Braselton, including a significant portion of the SR 211 corridor and multiple scenic rural corridors. The predominantly rural area has been experiencing significant suburban growth, especially adjacent to Braselton due to the proximity to Interstate 85. While growth is occurring rapidly, the area’s transportation and other infrastructure remain predominantly rural in design. The area is expected in the future to accommodate new suburban development at a variety of densities that provide housing choice near commercial uses and services. Regional commercial and employment will develop along the SR 211 and SR 124 corridors near Interstate 85. Urban and suburban infrastructure will accommodate the area’s transformation from rural to suburban and urban..

Southwest Barrow/316 Industrial Area

The Southwest Barrow Industrial Area includes the Barrow County Industrial Park located west of the SR 316/Patrick Mill Road intersection in southwest Barrow County. Provided with direct access to SR 316, the area has evolved into a job center. With the planned West Winder Bypass proposed to connect with SR 316 at Patrick Mill Road, the area is expected to accommodate more industrial expansion.

Statham Bear Creek Village Area

Statham/Bear Creek Village area is located in east Barrow County and includes unincorporated areas and the City of Statham, including a significant portion of the SR 316 growth corridor and the rural SR 211 corridor. The area within the city of Statham includes the mix of land use and character that is typical of a small city. The unincorporated areas include some new suburban development, but is for the most part rural. New growth is occurring primarily south of SR 316 near the Georgia Club. While growth is occurring rapidly, the



area's transportation and other infrastructure remain predominantly rural in design in the unincorporated portions of the area. Preservation of the much of the unincorporated area's general rural character is envisioned: farms, including centennial farms, located especially in the northern and southwestern should be preserved. However, significant areas will soon have access to sewer and become prime locations for new suburban development .and is therefore expected in the future to accommodate new suburban development at a variety of densities that provide a variety of housing choice located near commercial and services.

Regional commercial and employment will develop along the SR 316, including the Georgia Bioscience Park. Urban and suburban infrastructure will accommodate the area's transformation from rural to suburban and urban.

West Winder Industrial

The West Barrow Commercial/Industrial Area includes the industrial and commercial uses located on Atlanta Highway/SR 8 between Carl and Winder. Residential areas are included in this area as well. The proposed West Winder Bypass connecting SR 316 to SR 211 northwest of Winder is proposed to cross through this area. The area's future role is to see expanded industrial use and regional commercial offerings.

Winder Area

The Winder area includes much of Central Barrow County, including the cities Winder and adjacent unincorporated neighborhoods. The Atlanta Highway and railroad runs east to west through the area, which passes through the historic downtown neighborhood. As the county seat of Barrow County, Winder has historically served as the heart of the county. The Winder area includes a mix of new and old commercial strip development along Atlanta Highway/Business U.S. 29/SR 8, SR 11, SR 53, SR 81, and SR 211. Winder has also historically served as the county's job center, though less so in recent years as County residents became more dependent on jobs in other counties. The mostly low density residential is quite dense relative to the rest of the county's development pattern. Unincorporated areas include a mixture of suburban residential and undeveloped open space. Some limited agricultural activities continue. The Winder area is expected to continue to be both suburban and urban in character. The Downtown will continue to grow as an educational center with the growth of Lanier Technical College's Winder campus in addition to continuing to offer a variety of uses, higher densities and redevelopment and infill opportunities. Suburban communities will be maintained and expanded with residential infill. Larger-scale commercial uses will be concentrated along the major highways listed above with opportunities for mixed use community commercial nodes and for quality multi-family at appropriate locations. Over time, the Winder area will see underutilized commercial corridors revitalized with mixed use development. In general, the area will continue to serve as the heart of Barrow County.

Yargo Village Area

Yargo Village is located in unincorporated Barrow County west and southwest of the city and includes the landfill, large industrial properties, the West Winder Bypass (Patrick Mill Road) corridor and a mixture of suburban and rural residential. Neighborhood conservation will be a key role for the area in the future while also accommodating new industry and providing for new employment, housing and retail along the West Winder Bypass corridor. Preservation of rural character is not envisioned. Urban and suburban infrastructure will accommodate the area's transformation from rural to suburban and urban. .

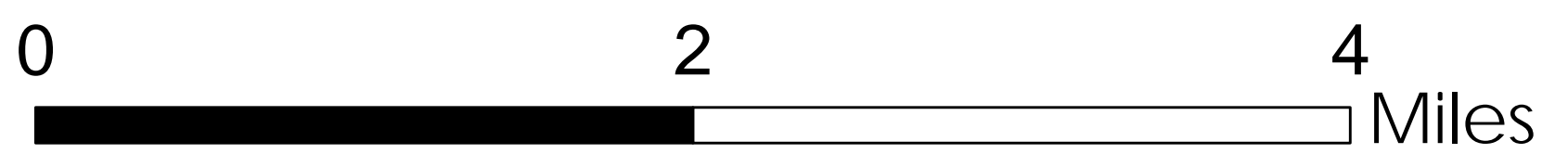
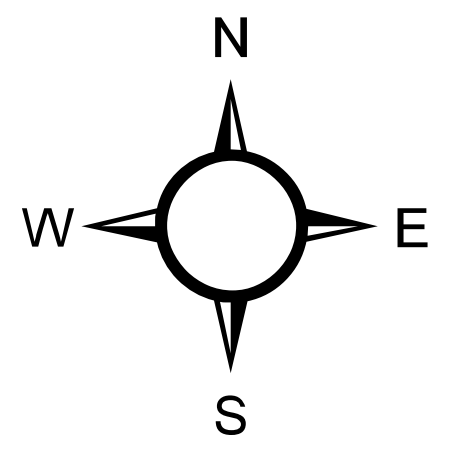
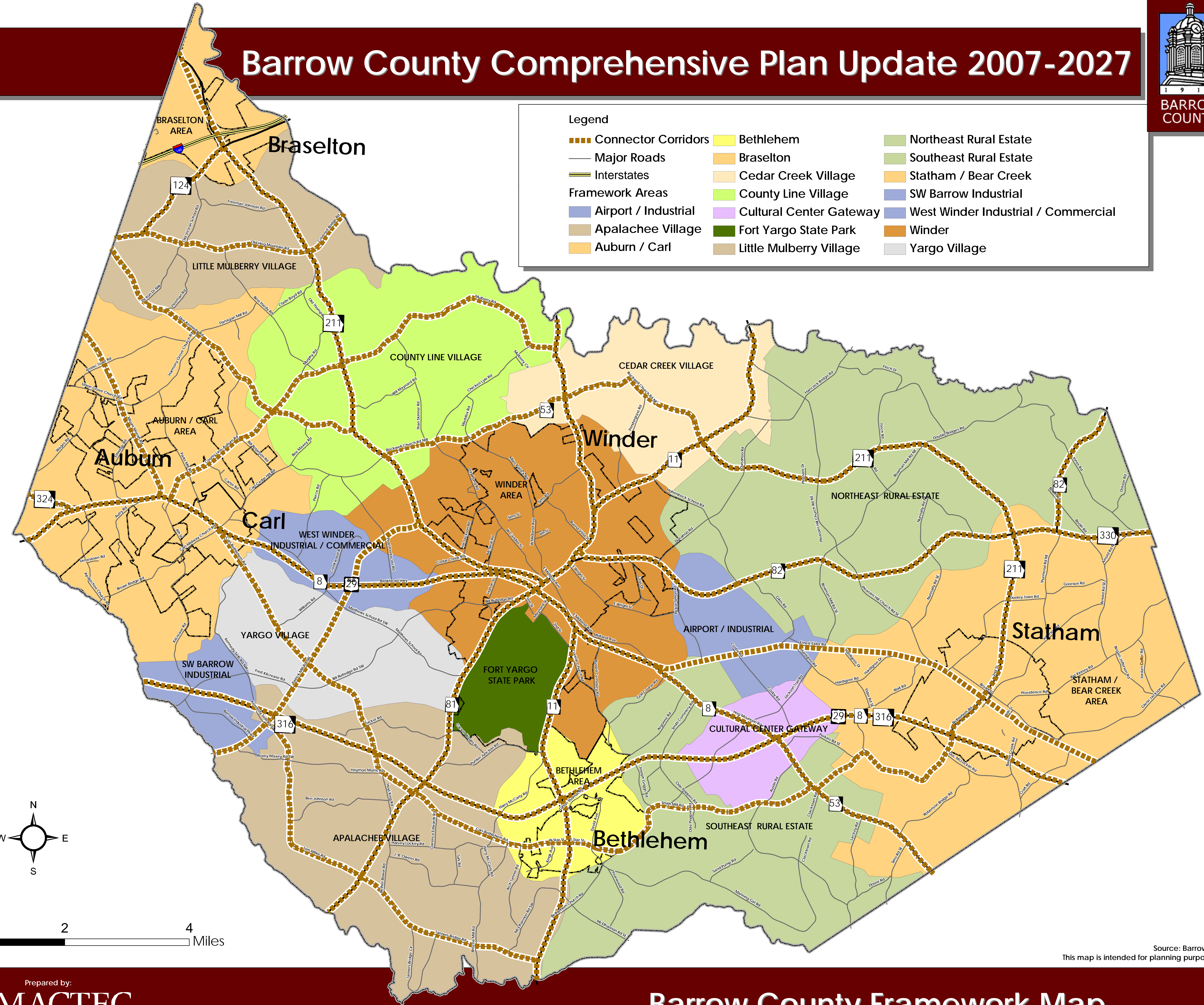


Barrow County Comprehensive Plan Update 2007-2027



Legend

- Connector Corridors
- Major Roads
- Interstates
- Framework Areas
- Airport / Industrial
- Apalachee Village
- Auburn / Carl
- Bethlehem
- Braselton
- Cedar Creek Village
- County Line Village
- Cultural Center Gateway
- Fort Yargo State Park
- Little Mulberry Village
- Northeast Rural Estate
- Southeast Rural Estate
- Statham / Bear Creek
- SW Barrow Industrial
- West Winder Industrial / Commercial
- Winder
- Yargo Village



Source: Barrow County
This map is intended for planning purposes only.

Prepared by:
MACTEC

Barrow County Framework Map

Map Document: (P:\gis\Projects\2006\Barrow County\mxd\Barrow County\Map\ESize_Framework.mxd) 1/2/2008 -- 2:52:47 PM

Community Connector Corridors

The Community Connector Corridors include the major state highways and other important roadways in Barrow County that link the Framework Communities.

Community Preference Survey

A Community Preference Survey was administered during the Visioning Workshops in Bethlehem, Auburn, Statham and Winder. Residents were asked to rate a series of commercial, residential, transportation and parks/open space images in an effort to determine the preferred general community character. Results are described in detail in the following pages.

The participants most favorable commercial image and most favorable overall image was the “Main Street” image that depicts a pedestrian-friendly, mixed-use town center with wide sidewalks, sidewalk/outdoor dining, traditional building facades, buildings built up to the edge of the sidewalk (rather than separated from the street by a parking lot), landscaping, street furniture and an overall festive atmosphere. The least favorite commercial image and least favorite overall image was the “Strip Mall” image. This image showed a typical one-story strip mall that one would find on a typical American commercial strip.

Participants generally preferred commercial images portraying lush landscaping, mature trees, wide sidewalks, outdoor dining, and hidden or heavily-landscaped parking areas. Preferred commercial images included one-story and multi-story buildings. Least preferred commercial images tended to portray strip commercial shopping centers, many of which have become dated and underutilized, large parking lots void of trees and landscaping and images of areas with incompatible land uses.

Participants preferred a variety of residential communities, including the second-highest rated image of a mixed-use building with ground-floor commercial, a rural residential estate, and a variety of images depicting new and historic neighborhoods with tree-lined streets, sidewalks, front porches and traditional architectural design. The least preferred images of residential areas included typical suburban neighborhoods characterized by driveway-dominated front yards, tree-less lots and lack of pedestrian infrastructure. In addition, poorly favored images also showed large mobile home park developments and multi-family housing that does not blend well into the surrounding neighborhood.

Participants generally preferred images related to transportation that portrayed streets lined with mature trees and landscaping. Most of the preferred images included sidewalks, street trees and street furniture. Least preferred transportation images showed wide corridors with out-of-control signage, multiple driveways entrances, automobile-oriented development, overhead utilities, multiple traffic signals with buildings separated from the corridor by oversized parking. Least preferred transportation images generally portrayed poor pedestrian environments even where sidewalks were included.











Participants generally preferred civic space images that included passive greenspace compared to large recreation complexes. The park was furnished with heavy landscaping, walking trails and park benches. Trees and landscaping were important to participants. Least preferred civic space images showed few trees, included large ball fields and playgrounds.



Participants filled in survey forms while viewing the Community Preference Survey during the Visioning Workshops. Results were presented at the Framework Workshop











Community Preference Survey

Top 10 *Most Favorable* Images — Overall

<p>#1</p> <ul style="list-style-type: none"> No traffic Sidewalk dining Pedestrian friendly Mixed use center Vertical mixed use Traditional architecture Road materials— brick Safety Buildings built to sidewalk 	<p>Main Street</p>  <p>9</p>	<p>#2</p>  <p>99</p> <p>Detention pond park</p> <ul style="list-style-type: none"> Greenspace Open Space Passive Garden Creative 		
<p>#3</p>  <p>53</p> <p>Suburban street</p> <ul style="list-style-type: none"> No traffic Ample trees Greenspace Vacant land 	<p>#4</p>  <p>81</p> <p>Corporate garden</p> <ul style="list-style-type: none"> Greenspace Garden Sidewalks Connectivity 	<p>#5</p>  <p>96</p> <p>Park square</p> <ul style="list-style-type: none"> Greenspace Open Space Mature trees Landscaping 		
<p>#6</p>  <p>26</p> <p>Pre-War Neighborhood</p> <ul style="list-style-type: none"> Mature trees Traditional Picket fence Sidewalk No traffic Single-family Narrow lots 	<p>#7</p>  <p>46</p> <p>Mixed Use</p> <ul style="list-style-type: none"> Vertical mixed use Sidewalks Dining Multi-Family Residential Retail Pedestrian friendly Street trees Buildings built to sidewalk 	<p>#8</p>  <p>51</p> <p>Corporate entrance</p> <ul style="list-style-type: none"> Trees Landscaping Median 	<p>#9</p>  <p>31</p> <p>Urban Neighborhood</p> <ul style="list-style-type: none"> Urban Neighborhood Street trees Sidewalks On-street parking Front porches Traditional architecture 	<p>#10</p>  <p>100</p> <p>Multi-purpose trail</p> <ul style="list-style-type: none"> Greenspace Passive open space Multi-modal transportation options Connectivity Trees Clean

Community Preference Survey

Top 10 *Least Favorable* Images — Overall

<p>#1</p> <ul style="list-style-type: none"> No trees Empty parking lot Cheap materials Trailers parked in lot No landscaping 	<p>Strip Mall</p>  <p>8</p>	<p>#2</p>  <p>76</p> <p>Sprawl Corridor</p> <ul style="list-style-type: none"> Wide corridor Pedestrian unfriendly Narrow sidewalks Driveways Signage Wide open Auto-oriented development 		
<p>#3</p>  <p>53</p> <p>Feed Shop</p> <ul style="list-style-type: none"> Signage Architecture No landscaping Parking Overhead utilities 	<p>#4</p>  <p>58</p> <p>Wide Corridor</p> <ul style="list-style-type: none"> No street trees No landscaping Wide street Pedestrian unfriendly Buildings poorly define space 	<p>#5</p>  <p>77</p> <p>Shopping Center</p> <ul style="list-style-type: none"> No trees No landscaping Huge parking lot 		
<p>#6</p>  <p>25</p> <p>Auto Shop</p> <ul style="list-style-type: none"> Obnoxious use No landscaping Poor transition Incompatible 	<p>#7</p>  <p>70</p> <p>Bus Stop</p> <ul style="list-style-type: none"> Litter Utility poles Signage No sidewalks Pedestrian unfriendly Unattractive 	<p>#8</p>  <p>32</p> <p>Mobile Home Park</p> <ul style="list-style-type: none"> Driveways Orientation of homes Few porches No sidewalks Limited landscaping 	<p>#9</p>  <p>37</p> <p>3-story Residential Units</p> <ul style="list-style-type: none"> Large signage Limited connection No trees Higher density 	<p>#10</p>  <p>47</p> <p>Suburban Single Family</p> <ul style="list-style-type: none"> No trees Front-loaded garage No Landscaping Cars

Community Preference Survey Top 5 Most *Favorable* Images — Commercial



Top 5 Least *Favorable* Images — Commercial



Community Preference Survey

Top 5 *Most Favorable* Images — Residential



Top 5 *Least Favorable* Images — Residential



Community Preference Survey

Top 5 *Most Favorable* Images — Transportation



Top 5 *Least Favorable* Images — Transportation



Community Preference Survey

Top 5 *Most Favorable* Images — Civic Space



Top 5 *Least Favorable* Images — Civic Space



Unincorporated Barrow County

Presenting the Community Vision, Community Issues & Opportunities and the Implementation Plan for Unincorporated Barrow County

Barrow County was established on July 7, 1914, by an Act of the Georgia Legislature from an area originally included in Gwinnett, Jackson, and Walton counties. The county was named for David C. Barrow, Chancellor of the University of Georgia from 1906 to 1925. Barrow County has a 2005 estimated population of 59,954 and an area of 162.2 square miles, and is bounded by Jackson, Clarke, Oconee, Walton, Gwinnett, and Hall counties and includes the municipalities of Auburn, Bethlehem, Carl, Statham and Winder. Barrow County also includes a portion of Braselton.

Community Vision

In 2007, Barrow County sees the SR 316 corridor as the county's most important infrastructure asset and that its long-range development as a hub for bioscience industries provides the county with an opportunity to build a highly skilled workforce. Barrow County recognizes that like most new growth the county has experienced in recent years, new suburban growth will primarily consist of single-family subdivisions. However, Barrow County also seeks to create unique mixed-use community and regional centers at strategic locations throughout the county. These centers will provide existing and future residents opportunities to live, work and play within one community.

New suburban residential neighborhoods will develop in high-growth areas with connected, multi-modal transportation networks that include streets, sidewalks, bicycle lanes and multi-use trails allowing for increased choices for Barrow County residents to move around the county. Barrow County also recognizes the need to preserve the rural character that has defined the county for much of its history. Much of the eastern portion of the county, as a result, is envisioned to remain rural, with development concentrated in areas where some suburban development has already occurred. New subdivisions may still develop in these rural acres, but conservation subdivisions will become the norm rather than the exception in these areas. Conservation subdivisions allow smaller lot sizes in exchange for the preservation of significant open space that protects view sheds and natural resources



New suburban residential subdivision in unincorporated Barrow County

Future Development Map

A key component of the comprehensive planning process is the creation of a Future Development Map that reflects the County's vision for growth and development for the next 20 years. This vision, which was developed with an extensive public countywide visioning process, is expressed in unique "character areas" that cover the entire County. The following pages present the Future Development Maps/Character Area narratives for unincorporated Barrow County. The Future Development Maps include a countywide map as well as individual maps for each Framework community in the County, providing for a more focused view of each area of the County.

Character area planning focuses on the way an area looks and how it functions. Tailored development strategies are applied to each area, with the goal of enhancing the existing character/function or promoting a desired character for the future. The character areas for Unincorporated Barrow County defined and shown in the Future Development Map, define areas that:

- Presently have unique or special characteristics that need to be preserved
- Have potential to evolve into unique areas
- Require special attention because of unique development issues

The character areas are described in the following pages. Each description includes the following information, which presents an overall vision for future growth and development for a character area:

- Development Pattern
- Primary Land Uses
- Implementation Strategies
- Quality Community Objectives

The development pattern describes the nature of preferred development in a character area, such as appropriate design, infrastructure, and intensity. The primary land use section lists permissible land uses within each character area. Finally, the Implementation Strategies section identifies the measures the County can take to ensure that the development pattern described by each character area can be implemented.

In addition to the three levels of description above, the Quality Community Objectives (QCO) analysis for each Character Area can be found in Appendix A. This identifies the QCOs that will be pursued in the character area. These objectives were adopted by the Georgia Department of Community Affairs (DCA) to measure how communities preserve their unique resources while accommodating future development. The objectives are also presented in Chapter 2.



New home construction in unincorporated Barrow County



Agricultural has historically played a major role in Barrow County's economy

Preserve

The Preserve character area describes primarily public or privately-owned land intended to remain as open space for preservation and recreation needs and are not suitable for urban or suburban development. Land can be owned outright or subject to conservation easements. This character area includes major parklands, undeveloped natural lands and environmentally sensitive areas such as undeveloped, natural lands with significant natural features including steep slopes, floodplains, wetlands, watersheds, wildlife management areas, conservation areas, and other environmentally sensitive areas not suitable for development of any kind. Barrow County examples of this character area include Fort Yargo State Park and floodplain areas adjacent to the Mulberry River bordering Jackson County.

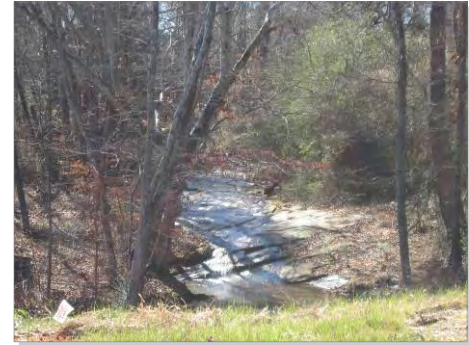
Development Patterns

The development pattern should seek to:

- Preserve natural resources, habitats, views, and rural/agricultural character
- Protect open space in a linear pattern, typically following the flood plain of river and stream corridors and accommodate greenways
- Maintain a high degree of open space
- Prevent degradation to natural resources in areas that have already developed or have the potential to develop due to existing zoning
- Minimize impervious surfaces
- Protect water quality with appropriate stream and reservoir buffers and prohibition of uses that are prone to pollution
- Provide opportunities for low-impact recreation (e.g. canoeing, fishing, hunting, hiking, etc.) and environmental education

Primary Land Uses

- Undeveloped areas left in their natural state
- Passive recreation (for environmentally constrained areas)
- Active recreation (for non-environmentally constrained areas)
- Agriculture



Mulberry River shown here near the Town of Braselton in unincorporated Barrow County is a Preserve area example



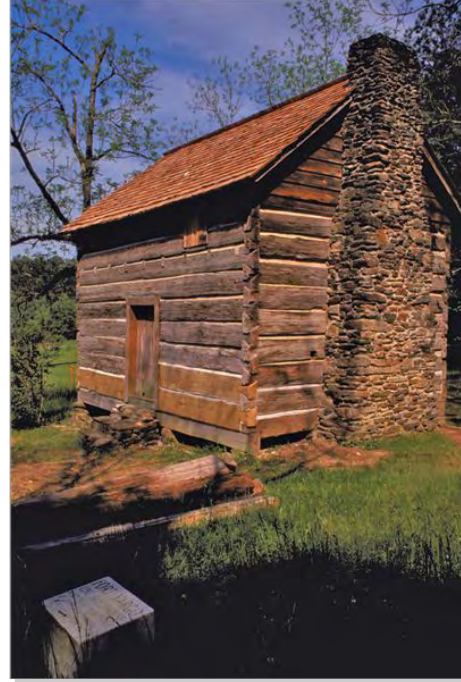
Braselton's Mulberry Riverwalk is an example of the type of greenway trail/multi-use path system is envisioned for Preserve areas throughout Barrow County



Campers shown here enjoying recreation activities at Ft. Yargo State Park, the County's largest Preserve area

Implementation Strategies

- ☞ *Encourage the use of the Georgia Stormwater Management Manual's Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Maintain and implement the Countywide Greenways Master Plan that outlines a countywide system of interconnected greenway/trail corridors, provides for integration into a regional greenway system and defines specific priorities for property acquisition to develop the system.*
- ☞ *Acquire land for a Countywide greenway network outlined in proposed Countywide Greenways Master Plan (consult the Atlanta Regional Commission's Green Infrastructure Toolkit for a complete list of acquisition methods)*
- ☞ *Adopt specific cross sections for roads that cross these areas*
- ☞ *Promote these areas as passive-use tourism and recreation destinations*
- ☞ *Encourage use of Agricultural Best Management Practices for Protecting Water Quality*
- ☞ *Promote the use of Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR)*
- ☞ *Promote the use of conservation easements and conservation tax credits by landowners*
- ☞ *Discourage extension of public utilities, especially sewer, that would encourage development of these areas*
- ☞ *Continue to enforce existing "Part V" Environmental Ordinances (for river corridor and watershed protection)*
- ☞ *Follow Best Management Practices (BMPs) for erosion and sedimentation, as defined in the Georgia Erosion and Sedimentation Act*
- ☞ *Implement the recommendations outlined in the Barrow County Recreation Master Plan*



Historic cabin shown here from Ft. Yargo State Park in Winder, the County's largest Preserve area

Rural/Agricultural Reserve

The Rural/Agricultural Reserve character area includes predominantly rural, undeveloped land that is suited for agricultural, “conservation subdivision” and/or large-lot residential uses. Rural/Agricultural Reserve areas consist of privately owned areas where agricultural uses and low density development are common. These areas are intended and designed to remain rural. These areas contain housing that is clustered in hamlets or are scattered across the landscape in a random pattern and are typically not in proximity to major transportation networks, commercial areas, or infrastructure and are very remote with minimal accessibility. Development in the area should respect the community’s rural tradition and maintain its rural, open spaces. Lack of sewer infrastructure is common, which makes urban and suburban scale development unsuitable. An exception is clustering of homes to preserve significant amounts of open space and preserve as much rural character as possible while also protecting the existing water supply watershed. “Conservation subdivisions” may be an appropriate alternative to large-lot residential uses and an appropriate response to development pressures for lower density residential neighborhoods in order to retain as much of the open space

Rural Reserve character areas are primarily located in east Barrow County, though small pockets can be found in other areas of the county.

Development Patterns

The development pattern should seek to:

- Protect farmland, open space and environmentally-sensitive areas by maintaining large lot sizes
- Preserve economic function of agriculture, livestock and forestry in Barrow County
- Preserve rural character, view sheds, and natural features/resources
- Preserve natural hydrology and drainage ways and utilize natural features for stormwater management
- Cluster new residential development in a “conservation subdivision” design that incorporates significant amounts of open space and natural conservation areas
- Preserve natural hydrology and drainage ways
- Utilize natural features for stormwater management



Rural/Agricultural Reserve areas seek to maintain the rolling hills



Residential uses in Rural/Agricultural Reserve areas occur on large lots to maintain rural character



Farmhouses, barns and open space shown above represent the desired development pattern for Rural/Agricultural Reserve areas

- Discourage extension of public utilities into these areas (i.e. wastewater collection and treatment)
- Connect new conservation subdivisions to Countywide network of greenways
- Carefully design roadway alterations to minimize scenic and environmental impacts
- Allow unpaved roads and shared driveways that provide access for up to six residences
- Minimize impervious cover
- Limit impacts of new development on the environment, including reducing limits on clearing and grading
- Accommodate low-intensity uses



Conservation subdivisions allow smaller lots in exchange for protecting large areas of open space and are appropriate in Rural/Agricultural areas

Primary Land Uses

- Agricultural
- Single Family Residential (very large lot or Conservation Subdivision)
- Passive recreation
- Civic uses/Public/Institutional (at rural scale only)



Conservation subdivision example in South Fulton County, Georgia

Implementation Strategies

- ☞ *Adopt a policy that discourages extension of public utilities into these areas*
- ☞ *Continue to follow BMPs for any land disturbance activities, including tree harvesting and utility construction*
- ☞ *Amend the Conservation Subdivision Ordinance to require an increased dedication of land set aside for open space*
- ☞ *Adopt typical street cross-sections for these areas that identify appropriate width and configuration and that require paved roads to use drainage swales in lieu of curb, gutter and sidewalk.*
- ☞ *Encourage the use of the Georgia Stormwater Management Manual's Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Prepare a Countywide Greenways Master Plan outlines a countywide system of interconnected greenway/ trail corridors, provides for integration into a regional greenway system and defines specific priorities for property acquisition to develop the system.*
- ☞ *Acquire land for a Countywide greenway network outlined in proposed Countywide Greenways Master Plan (consult the Atlanta Regional Commission's Green Infrastructure Toolkit for a complete list of acquisition methods)*
- ☞ *Promote the use of conservation easements and conservation tax credits by landowners to help preserve viable farmland*
- ☞ *Promote the use of TDR s and PDRs*

☞ *Promote the use of common area drain fields and/or neighborhood-scale sewerage treatment systems to reduce parcel size in areas that must be served by septic tanks (for areas proposing Conservation Subdivisions only)*

☞ *Protect farmland, open space, and environmentally-sensitive private lands by maintaining large lot sizes (e.g. at least 10 acres)*

Scenic Rural Corridor

Scenic Rural Corridor character area includes sparsely developed or undeveloped public or private land on both sides of a designated high-volume rural arterial with significant natural, scenic or pastoral views that would be disrupted by leap frog, conventional suburban residential development. The area's overall character is similar to Rural Reserve areas, but different since pressure for development is greater along the corridor. Scenic Rural Corridor character areas cover roughly 300 feet of property on each side of these major thoroughfares. Examples of Scenic Rural Corridor character areas include rural segments of some state highways located throughout Barrow County. Public roadway features, such as signs, roadside erosion control, drainage and materials storage have a major impact on the scenic quality and character of a scenic corridor.

Small nodes of commercial development with small, enclosed retail trade and service are appropriate at important intersections (as designated with the Rural Crossroads future development map character area). These nodes maintain the rural character with appropriate building designs. The desired development pattern should seek to:

Development Patterns

The development pattern should seek to:

- Limit extension of public utilities in these areas
- Enact guidelines for new development that enhance the scenic value of the corridor and addresses landscaping and architectural design to protect rural scenery, historic resources and prevent unattractive sprawl development/visual clutter along the roadway
- Preserve tree lines and groves adjacent to the corridor



Scenic Rural Corridor areas include a mix of farms, large-lot residential and open space



Scenic Rural Corridors seek to protect the rural/agricultural character along major corridors



Wide open spaces define the character of Scenic Rural Corridors

- Consider the use of drainage swales for paved roads in lieu of curb and gutter
- Encourage compatible architectural styles that maintain the regional rural character and do not include franchise or corporate architecture
- Limit parking in front of commercial properties
- Ensure that major commercial or employment centers do not encroach on residential development
- Connect to regional network of greenspace and trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes
- Provide pedestrian linkages to adjacent and nearby residential or commercial districts
- Provide bicycle accommodations
- Consolidate driveways and use directional signage to clustered developments
- Institute driveway controls and access management standards to facilitate traffic flow
- Separate through-traffic from local traffic
- Plan for future expansion as the surrounding area grows
- Allow unpaved roads and shared driveways that provide access for up to six residences



Agricultural businesses, such as the landscaping company and associated greenhouses shown above, are appropriate on Scenic Rural Corridors

Primary Land Uses

- Passive and active recreation
- Agriculture
- Rural Residential

Implementation Strategies

- ☞ *Prepare and adopt regulations for Scenic Rural Corridors*
- ☞ *Prepare and adopt Scenic Rural Corridor Overlay*
- ☞ *Prepare an Access Management Plan with recommendations that include opportunities for driveway consolidation and interparcel access*
- ☞ *Develop Master Bike/Ped/Greenways Plan*

Rural Crossroads

The Rural Crossroads character area includes small activity areas usually located at highway intersections that serve rural and agricultural areas. Rural Crossroads areas include or are envisioned to include some form of commercial activity that is typically automobile-focused and include a mixture of uses to serve highway passers-by and to serve rural and agricultural areas by providing limited goods and services for surrounding residents. Rural Crossroads areas are typically gathering points for rural neighborhoods, typically containing smaller local businesses and civic uses that are centered within a one- to two-block radius of the nearby intersection. These commercial uses come and go, but the community that surrounds those remains.

Development Patterns

The development pattern should seek to:

- Preserve rural character
- Preserve and create areas that are compatible with existing surrounding rural community in terms of customers served, scale, site design, and existing land uses
- Provide small-scale daily convenience commercial needs in compact nodes
- Cluster buildings at the area's center
- Maintain open space surrounding the center
- Encourage compatible architecture styles that maintain the regional rural character rather than “franchise” or “corporate” architecture
- Limit clearing and grading
- Reduce access points along the highway
- Connect to greenways/trail system, wherever possible
- Accommodate residential growth that respects the rural character and open spaces (large-lot development or conservation subdivisions)

Primary Land Uses

- Low-intensity single-family residential
- Civic/Institutional (at a rural scale)
- Passive or small active parks
- Neighborhood commercial/retail



Site designs that place parking to the rear or side of buildings help preserve rural character, while also providing retail and other services for surrounding communities



Rural Crossroads typically include service stations, small grocery stores and other community services



Rural crossroads areas should encourage low-key signage – example above shows excessive signage

Implementation Strategies

- ☞ *Adopt Rural Crossroads Zoning District that among other standards includes minimum standards for commercial building and site design*
- ☞ *Widen roadways only when absolutely necessary*

Suburban Neighborhood

The Suburban Neighborhood character area describes areas where typical types of suburban residential subdivision development have occurred in the post World War II era. Suburban Neighborhoods are developed areas characterized by low pedestrian orientation, larger lot sizes, high to moderate degree of building separation, and are predominantly residential with scattered civic buildings and varied street patterns (often curvilinear) that include cul-de-sacs. Neighborhoods included in this character area are generally stable. Retrofitting these established neighborhoods to provide for improved pedestrian and bicycle networks, especially near school and other civic uses would provide safer routes and encourage walking and bicycling as a transportation option. Suburban Neighborhood areas in unincorporated Barrow County are scattered throughout the County, though most prominent adjacent to incorporated municipalities. As Suburban Neighborhood areas age, opportunities will increase for infill and redevelopment.

Development Patterns

The development pattern should seek to:

- Accommodate in-fill development that compliments the scale, setback and style of existing adjacent homes
- Accommodate senior housing opportunities, which can be integrated into neighborhoods that benefit from close proximity to goods and services
- Maintain single-family uses
- Maintain existing tree cover
- Focus on reinforcing stability by encouraging more home ownership and maintenance or upgrade of existing properties
- Locate schools, community centers, or well-designed small commercial activity centers at suitable locations within walking distance of residences
- Provide safe facilities for pedestrians, school buses,



Rural crossroads occur at major intersections in rural areas such as SR 82/SR 211 in east Barrow County



Suburban Neighborhoods in Barrow County developed for many years without sidewalks



More recent Suburban Neighborhood areas developed with sidewalks

and bicyclists using the road right-of-way

- Enhance the pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly multi-use trail/bike routes linking neighboring communities and major destinations such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.
- Add traffic calming improvements, sidewalks and increased street interconnections to improve walkability within existing neighborhoods
- Limit driveway spacing along the highway frontage and align driveways where needed to improve traffic flow

Primary Land Uses

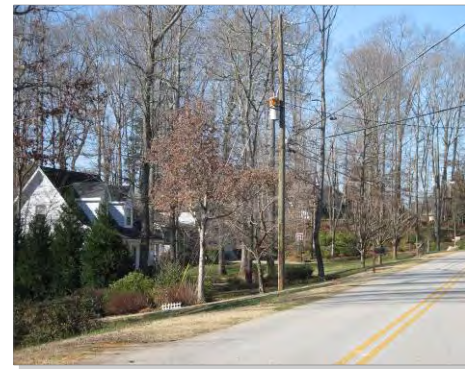
- Parks, Recreation and Conservation
- Single Family Residential
- Multi-Family Residential (though limited to existing locations)
- Public Institutional

Implementation Strategies

- ☞ *Prepare and adopt amendments to the Zoning Ordinance that create flexible setback provisions to ensure any in-fill development is consistent with surrounding homes, which tend to have large front yards and may exceed the minimum front setback requirement*
- ☞ *Prepare and adopt TND ordinance*
- ☞ *Create a neighborhood sidewalk inventory and work with local residents to identify needs and prioritize projects: new systems, filling in gaps in existing systems, or replacing sub-standard facilities (can be part of a Bike/Ped/Multi-use Plan)*
- ☞ *Prepare and adopt a policy framework to prevent encroachment of inappropriate automobile-oriented development that would adversely affect the quality of life and public realm*
- ☞ *Prepare and adopt a connector street plan*
- ☞ *Prepare and adopt greenspace master plan*
- ☞ *Develop and adopt a Bike/Ped/Greenways Master Plan*
- ☞ *Prepare and adopt development regulation amendments to address driveway and parking requirements*



Typical single-family neighborhood in Suburban Neighborhood



Typical Suburban Neighborhood area shown above where developers preserved existing tree canopy

Emerging Community Mixed Use Node

Emerging Community Mixed Use Node character area represents locations at major crossroads primarily surrounded by the Emerging Suburban and Suburban Neighborhood character areas. Not yet highly developed, these areas include some commercial uses and/or community facilities that serve local residents and have the potential to meet additional goods and service needs to reduce vehicular trips to more established commercial areas such as those found in Winder and emerging regional centers along SR 316. This character area is intended to support mixed-use development that provides additional housing choice at increased densities, community shopping opportunities, and space for civic and institutional uses such as public schools and recreational facilities. These uses are intended to be in close proximity to one another and easily accessible on foot and by car.

Development Pattern

The development pattern should seek to:

- Concentrate commercial and mixed-use development at major roadway intersections (nodal development)
- Accommodate housing at higher densities than what is typically found in rural and suburban areas
- Provide a range in housing types, including opportunities for senior housing due to the close proximity of goods and services
- Provide a mix of uses that serve surrounding residential areas
- Incorporate traditional neighborhood design elements, including reduced building and yard setbacks to accommodate higher residential densities
- Create safe, convenient pedestrian or multi-use trail connections to residential areas
- Depict clear physical boundaries and transitions between the edge of the character area and the surrounding low-density, rural areas
- Discourage strip development
- Develop with a series of interconnected, pedestrian-scale mixed uses
- Limit driveway spacing along the highway frontage and align driveways wherever possible



Mixed use buildings provide opportunities for retail, office and residential in the same building



On-street parking, landscaping and street furniture are important components of mixed-use centers



Building materials and design are encouraged in these areas

- Require shared driveways and inter-parcel access
- Incorporate landscaping of commercial sites/parking lots
- Provide sidewalks between businesses
- Provide pedestrian connectivity between residences and major destinations such as recreation centers, libraries, schools, and shops
- Incorporate quality signs that are scaled and placed appropriately

Primary Land Uses

- Mixed use (commercial, retail, residential; vertical mix is appropriate)
- Civic/institutional
- Passive and active parks

Implementation Strategies

- ☞ *Prepare and adopt small-area master plans for each of Emerging Community Mixed Use Node character area location*
- ☞ *Prepare and adopt form-based code enabling legislation into the UDC*
- ☞ *Prepare and adopt form-based development regulations to implement each Emerging Community Mixed Use Node character area master plan*
- ☞ *Encourage the use of the Georgia Stormwater Management Manual's Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Prepare and adopt a TND ordinance*
- ☞ *Prepare and adopt a Senior Housing Ordinance*
- ☞ *Extend sewer infrastructure to Emerging Community Mixed Use Node character area locations currently without service*



Mixed use centers can provide places to live, work and play within the same community

81/11 Gateway Regional Mixed Use Node

SR 81 is the main entrance into Downtown Winder from Atlanta and SR 11 the main entrance into Downtown Winder from Athens. Fort Yargo is located between these highways and the current entrance into the park is from SR 81. The main entrance into the gateway will be the intersections at SR 316. This area has the greatest potential for commercial development. Significant land is available for future development. Downtown Winder is on the north end of these highways and is predominantly mature retail and commercial developments. This gateway has the potential to become the future commercial hub for Barrow County. It is recommended it be developed around a commercial theme.

81/11 Gateway Regional Mixed Use Node represents areas that the potential to develop a regionally-marketed mixture of uses, including employment and housing opportunities, due to interstate access and proximity to other larger scale areas that are developed or have the potential to develop. “Big box” retail should be limited to these areas and designed to fit into mixed-use planned development with limited parking that is shared with surrounding uses. The SR 11/SR 316, SR 81/SR 11 and the area in between is identified as Gateway Regional Mixed Use Node character area. The area extends along SR 316 and includes properties surrounding each intersection as well as property located along the corridor between the two major intersections. New retail and mixed use development is planned at each location. SR 81/SR 316 already is home to one large big box retail chain. Many others are to follow.

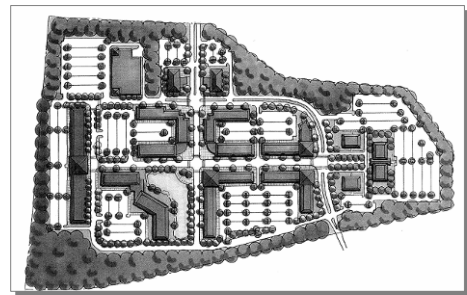
Development Pattern

The development pattern should seek to:

- Include a relatively high-density mix of commercial and retail centers, office, services, and employment to serve a regional market area
- Include a diverse mix of higher-density housing types (town homes, apartments, lofts, and condominiums) that can serve a broad range of incomes, including workforce and affordable housing
- Provide strong, walkable connections between different uses
- Provide wide curb lanes or bike lanes to permit bicycling



Intense residential development is encouraged in this character area to provide housing choice in the County



Master Plans are an essential part of ensuring that regional mixed use areas develop as envisioned



Quality regional mixed use areas should define public spaces

- Connect to nearby networks of greenspace or multi-use trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreation purposes.
- Depict clear physical boundaries and transitions between the edge of the character area and the surrounding low-density, rural areas
- Incorporate landscaping of commercial sites/parking lots
- Discourage strip development
- Reflect a campus or unified development
- Require shared driveways and inter-parcel access
- Clearly define road edges by locating buildings at roadside with parking to the rear
- Limit truck traffic by prohibiting warehousing or other operations requiring heavy truck use
- Prohibit new billboards
- Encourage compatible architecture styles that maintain the regional character
- Encourage parking lots to incorporate on-site stormwater mitigation or retention features, such as pervious pavements



Big box retailers are encouraged in these areas, but encouraged to exceed minimum corporate standards for architecture and building materials and are encouraged to include a mix of uses

Primary Land Uses

- Office, retail, and other typical commercial uses
- Higher density residential uses (including townhomes and condominiums)
- Light industry
- Educational institutions

Implementation Strategies

- ☞ *Prepare and adopt a small-area master plan for 81/11 Gateway Regional Mixed Use Node character area*
- ☞ *Prepare and adopt form-based code enabling legislation into the UDC*
- ☞ *Prepare and adopt form-based development regulations to implement the 81/11 Gateway Regional Mixed Use Node character area master plan*
- ☞ *Encourage the use of the Georgia Stormwater Management Manual's Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Extend water and sewer infrastructure to serve 81/11 Gateway Regional Mixed Use Node character area*
- ☞ *Encourage creation of TAD, CID or BID as a means for financing, including leveraging local funds to receive federal funds, corridor planning and plan implementation improvement projects*

211/124 Gateway Regional Mixed Use Node

The SR 211 interchange of I-85 stands to provide development opportunity for north Barrow County. This area is currently included in the SR 211/SR 124 Overlay. The current existing uses of land along the highway (predominately low-density residential and agricultural south and east of I85, suburban uses north of the interchange) indicate that significant care will be necessary to develop the area in a manner that will not overwhelm those uses, but provide a mix of uses to enhance the existing community and increase the profitability of the area.

Development Patterns

The development pattern should seek to:

- Include a relatively high-density mix of commercial and retail centers, office, services, and employment to serve a regional market area
- Include a diverse mix of higher-density housing types (town homes, apartments, lofts, and condominiums) that can serve a broad range of incomes, including workforce and affordable housing
- Provide user-friendly walkable connections between different uses
- Provide wide curb lanes or bike lanes to permit bicycling
- Connect to nearby networks of greenspace or multi-use trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreation purposes.
- Depict clear physical boundaries and transitions between the edge of the character area and the surrounding low-density, rural areas
- Incorporate landscaping of commercial sites/parking lots
- Discourage strip development
- Reflect a campus or unified development
- Require shared driveways and inter-parcel access
- Clearly define road edges by locating buildings at roadside with parking to the rear
- Limit truck traffic by prohibiting warehousing or other operations requiring heavy truck use



New development shown above located in the 211/124 area



Development in this character area should create quality public spaces



Development should blend in with surrounding areas and are encouraged to protect existing trees

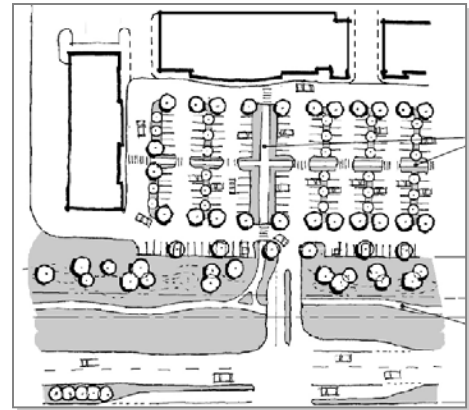
- Prohibit new billboards
- Encourage compatible architecture styles that maintain the regional character
- Encourage parking lots to incorporate on-site stormwater mitigation or retention features, such as pervious pavements

Primary Land Uses

- Office, retail, and other typical commercial uses
- Higher density residential uses (including townhomes and condominiums)
- Educational institutions

Implementation Strategies

- ☞ *Coordinate with the Town of Braselton to prepare and adopt a small-area master plan for the 211/124 Gateway Regional Mixed Use Node character area*
- ☞ *Prepare and adopt form-based code enabling legislation into the UDC*
- ☞ *Prepare and adopt form-based development regulations to implement the 211/124 Gateway Regional Mixed Use Node character area master plan*
- ☞ *Encourage the use of the Georgia Stormwater Management Manual's Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Continue to implement SR 211/SR 124 Overlay*
- ☞ *Encourage creation of TAD, CID or BID as a means for financing, including leveraging local funds to receive federal funds, corridor planning and plan implementation improvement projects*



Buffers are encouraged between the highway and the buildings that allow room for multi-use trails that connect development to surrounding neighborhoods

Commercial Corridor

Commercial Corridor reflects larger-scale commercial developments that are typical of U.S. highways outside of downtowns / town centers. “Strip center” development is common, represented by a grocery store surrounded by complimentary commercial uses or smaller shopping centers that have a few businesses catering to the surrounding community. Commercial corridors are often characterized by large signs that can dominate the visual landscape, numerous curb cuts and driveways that slow traffic flow, large parking areas void of landscaping, and a few, if any, sidewalks. Buildings are typically single-story, single-use and are generally separated from the street and sidewalk (when a sidewalk is part of the streetscape) by parking lots with few shade trees. Generally there is a high degree of traffic congestion.

In addition to meeting area residents’ shopping needs, the corridor acts as a gateway to the City. As such, the community recognizes that these corridors should provide a more pleasant appearance to those entering the city than currently presented.

Development Patterns

The development pattern should seek to:

- Preserve or increase traffic flow by consolidating driveways and encouraging interparcel access
- Provide sidewalks and a more pedestrian-friendly environment by incorporating landscaped buffers between the roadway and sidewalks and placing buildings closer to the street
- Limit signs and billboards
- Cluster high-density development at nodes along the corridor, such as major intersections
- Incorporate streetscape enhancements such as landscaping and decorative streetlights to improve the overall appearance of this “gateway corridor”
- Depict clear physical boundaries and transitions between the edge of the character area and adjacent character areas, in particularly those that include residential uses
- Provide sidewalk connections to adjacent residential areas



Existing development in Commercial Corridor area west of Winder allows for typical corporate architecture and site design



Corridor Commercial areas should over time redevelop as mixed use, pedestrian-friendly communities



Residential architecture should be used to help blend new development into surrounding neighborhoods

- Increase landscaping along the corridor, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor
- Encourage redevelopment that permits minimal building setbacks, mixed use development, parking to the rear of a building, and requires quality materials and design (related to the building, the site, and signage)
- Limit signs and billboards
- Coordinate land use planning with bike, pedestrian and transit opportunities
- Better integrate stormwater treatment in site planning and design with additional site design standards



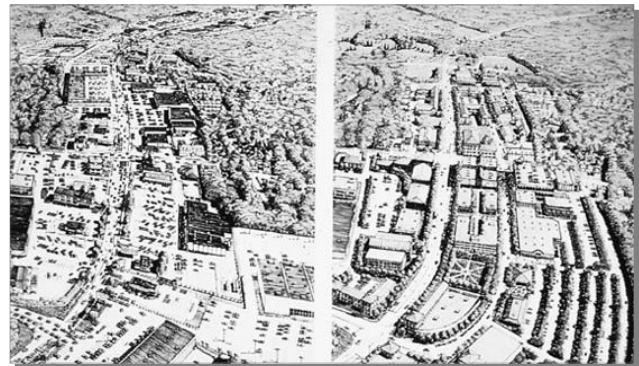
When setback from the street, site design should encourage protection of mature trees and include new landscaping

Primary Land Uses

- Commercial and retail uses
- Professional offices
- Mixed use development (including residential uses above ground-floor retail or office space)

Implementation Strategies

- ☞ *Prepare and adopt Corridor/ Streetscape Master Plans for Commercial Corridor character areas to guide enhancements*
- ☞ *Prepare and adopt form-based code enabling legislation into the UDC*
- ☞ *Prepare and adopt a form-based Mixed Use Development Ordinance to facilitate “greyfield redevelopment” and implement Commercial Corridor character area master plans*
- ☞ *Encourage the use of the Georgia Stormwater Management Manual’s Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Follow BMPs for any land disturbance activities*
- ☞ *Prepare and adopt Big Box ordinance to specify design parameters, maximum square footage requirements, a plan for re-use, etc.*
- ☞ *Coordinate with WalMart Realty and other “big box” retailers regarding adaptive reuse; WalMart Realty touts its ability to find alternative tenants and work with local governments once a existing store closes*



Redevelopment of Commercial Corridors should strive to create the connected, mixed-use corridor shown on the right and avoid recreating the existing condition shown on the left in the above graphic.

- ☞ *Implement Highway Overlay corridor overlay district to regulate building placement, design and size, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the corridor*
- ☞ *Prepare an Access Management Plan, with recommendations that include opportunities for driveway consolidation and interparcel access*
- ☞ *Prepare and adopt necessary UDC amendments to require interparcel access, limit curb cuts, and require sidewalks with new development*
- ☞ *Prepare Sign Ordinance Analysis Report that includes a review of the requirements for inconsistencies with the desired development pattern for the Commercial Corridor character area and prepare and adopt amendments accordingly*
- ☞ *Encourage creation of TAD, CID or BID as a means for financing, including leveraging local funds to receive federal funds, corridor planning and plan implementation improvement projects for Commercial Corridor character area locations*



Transitional Corridor shown east of Carl along Atlanta Highway/SR 8



New development set back from the street on redeveloping Transition Corridors should protect mature trees where possible and include new landscaping and quality architectural design

Transitional Corridor

Areas originally developed for single-family residential that have been impacted by increased traffic volume and associated impacts (e.g., noise, increased trash, street widening, etc) that may no longer be suitable for single-family residential use. These include SR 211, U.S. 29, and SR 8. Zoning changes have started to occur along these corridors one request at a time which has resulted in front yard conversions to parking lots, unsightly home-to-business building additions and conversions, and signage out of proportion to the structure. Without a coordinated plan to guide the development of the property with a long-range vision in mind, these undesirable transitions will continue to occur. Transitional Corridor locations include Atlanta Highway between Carl municipal limits and Patrick Mill Road, SR 211 between Winder municipal limits and Cedar Creek, and Atlanta Highway between the Winder-Barrow Airport area and the Statham municipal limits.

Development Patterns

The development pattern should seek to:

- Serve surrounding neighborhoods
- Connect existing businesses to one another and to surrounding neighborhoods with sidewalks



Aerial of west Winder area Transitional Corridor along Atlanta Highway/SR 8

- Depict clear physical boundaries and transitions between the edge of the character area and the surrounding residential areas
- Encourage interparcel access
- Prohibit encroachment (including parking and light trespass) into the adjacent residential areas
- Incorporate landscaping into parking areas and along sidewalks
- Provide a walkable, safe and attractive environment for residents
- Encourage development that transitions the area to a commercial corridor
- Depict clear physical boundaries and transitions between the highway and adjacent residential uses
- Incorporate access management techniques into site design, including shared driveways and interparcel access
- Adopt landscaping and site design standards to enhance overall appearance of a site, reduce impervious surfaces, and better integrate stormwater treatment
- Limit signs and billboards
- Limit clearing and grading



SR 211 northwest of Winder includes a mix of residential and commercial uses – a Master Plan is necessary to guide future changes

Primary Land Uses

- Neighborhood commercial uses (commercial uses not intended to serve a large market area)
- Professional office

Implementation Strategies

- ☞ *Prepare and adopt Corridor/ Streetscape Master Plans for Transitional Corridor character area locations to guide enhancements*
- ☞ *Prepare and adopt form-based code enabling legislation into the UDC*
- ☞ *Prepare and adopt a form-based development regulations specific to each Transition Corridor character area to regulate building placement and design, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the corridor.*
- ☞ *Encourage the use of the Georgia Stormwater Management Manual's Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Encourage creation of TAD, CID or BID as a means for financing, including leveraging local funds to receive federal funds, corridor planning and plan implementation improvement projects for Transitional Corridor character area locations*

Emerging Suburban

The Emerging Suburban character area generally covers undeveloped, open land located west of the SR 11 corridor both north and south of Winder. Emerging Suburban areas are also found in the Statham/Bear Creek Village area. These areas are intended to accommodate a vast majority of the County's projected residential growth. The Emerging Suburban character area describes areas where pressure for suburban residential subdivision development and associated strip commercial development along arterials is greatest.

Suburban-type residential development (smaller-lot neighborhoods versus individual, large lots) has occurred to a great extent in west Northwest and southwest Barrow County. These residential subdivisions, generally included in the Suburban Neighborhood character area, have typically developed in a leap-frog fashion, and they lack connectivity when they do abut. In many cases, Emerging Suburban areas abut Suburban Neighborhood areas and provide new opportunities to introduce new development variety with increased pedestrian orientation and connectivity. New residential development should connect to Suburban Neighborhood areas where possible in order to provide residents and visitors with more choices for moving through the neighborhoods.

Emerging Suburban character area land is distinguished from Suburban Neighborhood character areas in order to emphasize the opportunity for future development to be managed in way that provides for a variety of housing choices, places to work and shop and other civic uses within each new neighborhood. Emerging Suburban character area seeks to avoid the development of neighborhoods with low pedestrian orientation, larger lot sizes, high to moderate degree of building separation, predominantly residential with scattered civic buildings and varied disconnected street patterns (*i.e.* Suburban Neighborhood). Some Emerging Suburban areas in Barrow County currently depend on septic systems and are distant from municipal and County wastewater collection and treatment providers. Wastewater collection and treatment services will be essential for ensuring long-range sustainability in this character area.

Emerging Suburban areas should include commercial, mixed use, multi-family and other uses as they build out over the next 25 years. For the most part, this should be accommodated at mixed use nodes located along the major arterial serving the neighborhoods (See Gateway Regional Mixed Use Node and Community Mixed Use Node character area descriptions). It is



Emerging Suburban areas will include pedestrian-friendly single-family uses



Attached housing provides housing choice and is encouraged in Emerging Suburban



Pedestrian-friendly streets with sidewalks, street trees and homes with front porches are encouraged in Emerging Suburban

also appropriate, however, for small, neighborhood-scale, traditional neighborhood commercial and mixed use to occur in town centers created as part of an overall community master planned development.

Development Patterns

The development pattern should seek to:

- Encourage master-planned, TND that blends residential development with schools, parks, recreation, retail businesses and services that are linked in a compact pattern that encourages walking and minimizes the need for auto trips within the subdivision
- Promote street design that fosters traffic calming such as narrower residential streets, on-street parking and street trees
- Require multiple stub out streets to allow for future connectivity when adjacent properties develop
- Provide connected system of streets within new subdivisions and connect to existing subdivisions
- Require multiple stub out streets to allow for future connectivity when adjacent properties develop
- Provide safe facilities for pedestrians, schools buses, and bicyclists using the road right-of-way including sidewalks and street trees
- Connect to a network of greenways/trails, wherever possible
- Accommodate a variety of housing choices
- Provide adequate open space with active and passive recreation opportunities for area residents
- Maintain the natural tree canopy as much as possible

Primary Land Uses

- Single-family residential
- Mixed Use (when part of a master plan or outlined by a subarea master plan)
- Multi-family (when part of a master plan or outlined by a subarea master plan)
- Commercial (when part of a master plan or outlined by a subarea master plan)
- Passive and active recreation
- Public/Institutional



A variety of open space and park areas are encouraged in Emerging Suburban areas to serve adjacent residents



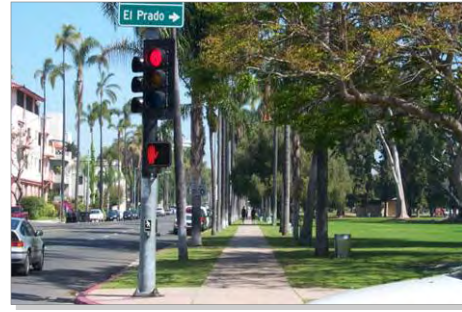
Neighborhoods in Emerging Suburban areas should include a mix of housing, with more intense housing and mixed use (2) centered around greenspace (3)



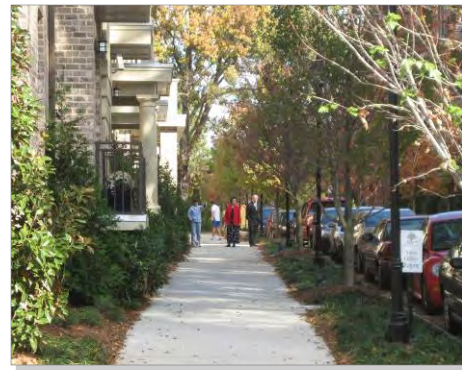
Housing on narrow lots provides an alternative design encouraged as a housing choice in Emerging Suburban

Implementation Strategies

- ☞ *Prepare and adopt a TND Ordinance*
- ☞ *Prepare and adopt street connectivity requirements that require connected system of streets within new subdivisions and connect to existing subdivisions, including requiring multiple stub out streets to allow for future connectivity when adjacent properties develop*
- ☞ *Prepare and adopt UDC amendments that require construction of the Connectors shown in the general location of those shown on the Future Development Map for Emerging Suburban character area locations*
- ☞ *Expand sewer service to include all Emerging Suburban, Suburban Neighborhood and Traditional Neighborhood character areas currently underserved*
- ☞ *Continue to enforce the existing Groundwater Recharge Area Protection Ordinance*
- ☞ *Promote the use of common area drain fields and/or neighborhood-scale sewerage treatment systems to reduce parcel size in areas that must be served by septic tanks (for areas proposing Conservation Subdivisions only)*



Greenspace connected to adjacent neighborhoods by sidewalks is encouraged in Emerging Suburban



Pedestrian-friendly neighborhoods include wide sidewalks, street trees and on-street parking in this example of an Emerging Suburban area

Industrial and Employment Center

Industrial and Employment Center character area includes land used in low and high intensity manufacturing, wholesale trade, distribution, assembly, processing, etc., that may or may not generate excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics. Zoning typically separates the uses with those characteristics from other uses. Industrial areas are not appropriate for residential uses. The Industrial and Employment Center character area describes large tracts of land, campus or unified development with high degree of access by vehicular traffic, on-site parking, low degree of open space, and can include manufacturing, wholesale trade, distribution, assembly and processing activities. While attracting new industry is important to the economic health of the County, the intent of the Industrial and Employment Center character area is to balance growth with environmental considerations. The Industrial and Employment Center character area is intended to accommodate low and high intensity industry in locations that have state route and rail access. Most Industrial and Employment Center property is located in adjacent to the CSX Railroad and Atlanta Highway west of Winder as well as along SR 316, most notably west of SR 81.

Development Patterns

The development pattern should seek to:

- Provide diverse industry
- Protect air and water quality
- Prevent adverse impacts to natural resources and surrounding population
- Address traffic impacts and circulation in site design
- Provide adequate buffers
- Limit visibility of industrial operations/parking from the public right of way
- Limit grading and clearing

Primary Land Uses

- Light industrial
- Heavy industrial

Implementation Strategies

- ☞ *Prepare and adopt design/development standards for industrial*



Industrial buildings typically include large building footprints and access for truck traffic



Large industrial buildings need access to the transportation system



Industrial and Employment Center areas include uses that are not compatible with residential uses

sites

- ☞ *Prepare and incorporate into development review a “development impact matrix” to determine potential impacts of specific industries on the environment and infrastructure*
- ☞ *Establish formal process for coordination with Economic Development activities for recruiting research and office parks*

Airport Industrial

Airport Industrial character area includes land used in low and high intensity manufacturing, wholesale trade, distribution, assembly, processing, etc. located in the Winder-Barrow Airport area. The character area includes all property within 3,500 feet of the airport runways, based on FAA regulations concerning compatibility of uses located near the airport. The area includes existing residential uses, though not immediately adjacent to the airport. As a general rule, new residential uses are not allowed in this character area. Other industrial uses included may or may not generate excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics. The Airport Industrial character area describes large tracts of land, campus or unified development with high degree of access by vehicular traffic, on-site parking, low degree of open space, and can include manufacturing, wholesale trade, distribution, assembly and processing activities. While attracting new industry is important to the economic health of the County, the intent of the Airport Industrial character area is to balance growth with environmental considerations.

Development Patterns

The development pattern should seek to:

- Provide diverse industry
- Protect air and water quality
- Prevent adverse impacts to natural resources and surrounding population
- Address traffic impacts and circulation in site design
- Provide adequate buffers
- Limit visibility of industrial operations/parking from the public right of way
- Limit grading and clearing
- Preserve existing residential areas on the fringe of the character area, but discourage expansion of residential uses in the character area.



Building design and site landscaping should provide quality work areas



Aerial view of the Winder-Barrow Airport includes adjacent industrial buildings

Primary Land Uses

- Light industrial
- Heavy industrial
- Transportation (Airport)

Implementation Strategies

- ☞ *Prepare and adopt design/development standards for industrial sites*
- ☞ *Prepare and incorporate into development review a “development impact matrix” to determine potential impacts of specific industries on the environment and infrastructure*
- ☞ *Establish formal process for coordination with Economic*

Development activities for recruiting research and office parks

West Winder Bypass Corridor

The West Winder Bypass Corridor character area reflects the proposed alignment of the four-lane parkway bypass that is planned west of Winder. In addition to helping route truck traffic around downtown Winder, it has the potential to accommodate additional industrial opportunities in the western portion of the County. This segment of the West Winder Bypass connects SR 211 to SR 316. The West Winder Bypass Corridor describes large tracts of land, campus or unified development with high degree of access by vehicular traffic, on-site parking, low degree of open space, and can include light manufacturing, wholesale trade, distribution, assembly and processing activities. While attracting new industry is important to the economic health of the County, the intent of the West Winder Bypass Corridor Industrial character area is to balance growth with environmental considerations. The West Winder Bypass Corridor character area is intended to accommodate low and high intensity industry.

The section of Patrick Mill Road located between SR 316 and SR 8. The proposed West Winder bypass will parallel most of this section of Patrick Mill (see mapping detail). The gateway is anchored at SR 316 with the Barrow County Industrial Park, and at SR 8 with mature industrial development. There is additional potential for industrial development along the corridor with good connectivity via feeder roadways to residential and commercial areas. It is recommended the community consider developing this gateway with an industrial theme.



Industrial buildings typically include large building footprints



Quality architectural building and site design is encouraged to blend with surrounding communities



Industrial buildings typically include large building footprints and require access to major roads for truck traffic

Development Pattern

The development pattern should seek to:

- Take the form of corridor development, with clear physical boundaries and transitions between the edge of the character area and surrounding residential areas
- Accommodate diverse industries
- Protect air and water quality
- Prevent adverse impacts to natural resources and surrounding population
- Address traffic impacts and circulation in site design
- Provide adequate vegetative buffers along the corridor
- Limit grading and clearing
- Prohibit billboards and promote sign, landscaping and site standards that enhance the aesthetics of the corridor



Commercial uses that provide support and services to the work force is encouraged

Primary Land Uses

- Light industrial
- Ancillary commercial uses

Implementation Strategies

- ☞ *Prepare and adopt design/ development standards for industrial sites*
- ☞ *Coordinate with the City of Winder to provide water and sewer service to the West Winder Bypass Corridor character area*
- ☞ *Recruit businesses that are suitable for the West Winder Bypass Corridor character area*

Cultural Center Gateway/SR 53 Corridor Gateway

SR 53 has very little development from the entrance at SR 316 to the exit at SR 8. This gateway offers access to the Winder-Barrow Airport, a golf course and has good feeder roads along the corridor with connectivity to industrial and residential properties. The corridor lends itself very well to a mixed use and it is recommended it be developed in a mixed use theme.

The proposed Northeast Georgia Arts and Convention Center (NGACC) is planned for the intersection of SR 316/SR 53. The NGACC is expected to attract conventions, professional theatre and concert attractions, and local civic, educational and cultural uses. The NGACC will also be home to the Barrow County Chamber of Commerce, including the Economic Development office.

Development of this character should incorporate land uses, site design and architectural character that complements the NGACC.

Development Patterns

The development pattern should seek to:

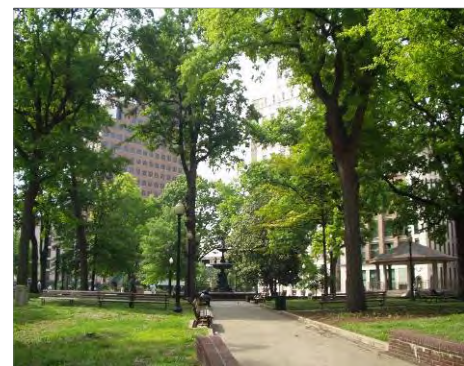
- Require architectural styles compatible with that represented by the NGACC, including agreements by potential developers to submit proposed exteriors of buildings and related structures to the Planning Commission, copied to the NGACC administration and management, to ensure architectural integrity is maintained in the character area.
- Prohibit billboards and any new signage larger than the marquee of the NGACC, with additional covenants regarding signage of all sizes.
- Maintain visibility and sky-line dominance of the NGACC when viewed from SR 316 through careful pre-approval of development in the parcel of land along the north side of SR 316 between SR 53 and Jackson Trail.
- Include a relatively high-density mix of commercial and retail, office, services, and employment to serve a regional market area, developed within the parameters described in the first 3 bullets listed above.
- Prohibit residential development of higher-densities, particularly on the north side of the SR 316 between SR 53 and Jackson Trail.



Aerial view of the future Northeast Georgia Arts and Convention Center at SR 316/SR 53



Mixed use development is encouraged adjacent to the NGACC



Greenspace is encouraged in the Cultural Center/SR 53 Gateway

- Provide user-friendly, walkable connections between different uses
- Provide wide curb lanes or bike lanes to permit bicycling
- Connect to nearby networks of greenspace or multi-use trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreation purposes
- Depict clear physical boundaries and transitions between the edge of the character area and surrounding low-density rural areas
- Require landscaping of commercial sites and parking lots, similar to the NGACC level of landscaping.
- Discourage strip development throughout the character area, and prohibit such particularly on the north side of SR 316 between 53 and Jackson Trail.
- Reflect a unified or campus development style.
- Require shared driveways and inert-parcel access.
- Clearly define road edges by locating buildings at roadside with parking to the rear.
- Prohibit truck thru-traffic on the north side of SR 316 on roads surrounding the NGACC by limiting or prohibiting warehouse or other operations on that side of SR 316.
- Require storm-water and water mitigation features to incorporate an attractive, park-like landscaping style, as is planned for the NGACC.

Primary Land Uses

- Hospitality
- Office
- Retail/Commercial
- Mixed Use
- TND
- Park/Open Space/Civic (including educational facilities)

Implementation Strategies

- ☞ *Prepare and adopt a small-area master plan for the Cultural Center/Gateway 53 Corridor character area to prescribe the desired development pattern (e.g. requiring sidewalks and interparcel access)*
- ☞ *Prepare and adopt form-based code enabling legislation into the UDC*
- ☞ *Prepare and adopt form-based development regulations to implement the Cultural Center/53 Gateway Corridor character area master plan*
- ☞ *Encourage the use of the Georgia Stormwater Management Manual's Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Encourage creation of TAD, CID or BID as a means for financing, including leveraging local funds to receive federal funds, corridor planning and plan implementation improvement projects for the Cultural Center Gateway/53 Corridor Gateway character area*

- ☞ *Extend water and sewer infrastructure necessary to provide services to the Cultural Center Gateway/ 53 Corridor Gateway character area*

Highway Corridor Overlay

An overlay area applicable to all land located within 750 feet of rights-of-way of all routes designated in the overlay area map, which is intended to promote and preserve an appropriate, efficient, orderly, attractive and planned mix of residential, office, service.

Development Patterns

The development pattern should seek to:

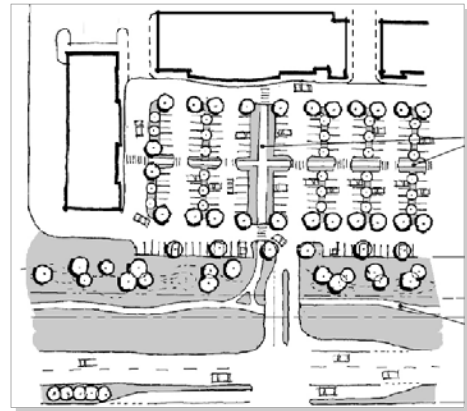
- Undeveloped areas left in their natural state

Primary Land Uses

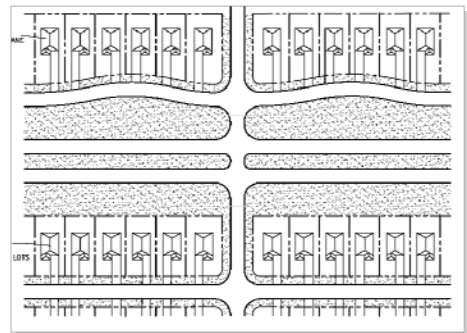
Prepare and adopt a Highway Overlay corridor overlay district to regulate building placement, design and size, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the corridor

Implementation Strategies

- ☞ *Implement the Highway Overlay corridor overlay district to regulate building placement, design and size, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the corridor*



Buffers are encouraged to allow for pedestrian connectivity



Bioscience Park

Bioscience Park encompasses the area around Highway 316 and Highway 211. It is intended to accommodate a mix of uses as part of a Bioscience Park with labs and offices in a pedestrian-friendly, campus-like setting. Potential supporting uses include hotels, a conference center, restaurants and retail. Its proximity to Atlanta, Athens and I-85 and its location on Hwy 316 make the area attractive to biotech firms.

Development Patterns

The development pattern should seek to:

- Accommodate large-scale research structures with ancillary uses to create opportunities for high-skilled employment within near shops and entertainment
- Accommodate housing at higher densities than what is typically found in rural and suburban areas and provide a range in housing types, including opportunities for senior housing due to the close proximity of goods and services
- Provide a mix of uses that serve employees and surrounding residential areas
- Create safe, convenient pedestrian or multi-use trail connections to residential areas
- Develop with a series of interconnected, pedestrian-scale mixed uses
- Limit driveway spacing along the highway frontage and align driveways wherever possible
- Require shared driveways and inter-parcel access
- Incorporate landscaping of commercial sites/parking lots
- Provide sidewalks between businesses
- Provide pedestrian connectivity between residences and major destinations such as recreation centers, libraries, schools, and shops
- Prevent adverse impacts to natural resources and surrounding population
- Protect air and water quality
- Provide diverse industry



Bioscience Park includes large research buildings



Commercial retail uses are part of the Bioscience Park area



Bioscience Park commercial uses should include quality architecture and landscaping

- Address traffic impacts and circulation in site design
- Limit grading and clearing
- Limit visibility of industrial operations/parking from the public right of way
- Provide adequate buffers

Primary Land Uses

- Research
- Industrial
- Mixed use (commercial, retail, residential; vertical mix is appropriate)
- Civic/institutional
- Passive and active parks

Implementation Strategies

- ☞ *Prepare and adopt design/development standards for industrial sites*
- ☞ *Prepare and incorporate into development review a “development impact matrix” to determine potential impacts of specific industries on the environment and infrastructure*
- ☞ *Establish formal process for coordination with Economic Development activities for recruiting research and office park*



Aerial view of the landfill in central Barrow County

Landfill

Oak Grove Landfill is located on 59.78 acres in unincorporated Barrow County. The surrounding area is predominantly suburban residential and rural in nature. The site is permitted by the State of Georgia to accept household, commercial and industrial waste, construction and demolition debris, land clearing materials as well as contaminated soils, asbestos, sludge and other pre-approved non-hazardous wastes. As such, new residential development nearby should be discouraged. Should landfill expansion occur in the future, it will be necessary to provide sufficient buffers to protect adjacent uses.

Primary Land Uses

- Landfill
- Light Industrial & Warehousing

Public

Public areas represent public school sites across the County. The area represents both the primary school building(s) as well as associated outdoor space such as ballfields. Pedestrian connectivity between schools and neighborhoods is a key goal, both for existing development as well as planned facilities. The location of schools in Emerging Suburban areas provides an opportunity for future residential development to connect to existing neighborhoods and to be within close proximity to schools to make walking and shorter travel distances feasible for school-age children.

Development Patterns

The development pattern should seek to:

- Provide schools sites that create neighborhood and regional focal points
- Provide a quality pedestrian infrastructure to encourage walking
- Provide pedestrian linkages to adjacent neighborhoods

Primary Land Uses

- Schools
- Passive and active park space (including athletic fields, stadiums, etc.)
- Education administration and ancillary uses

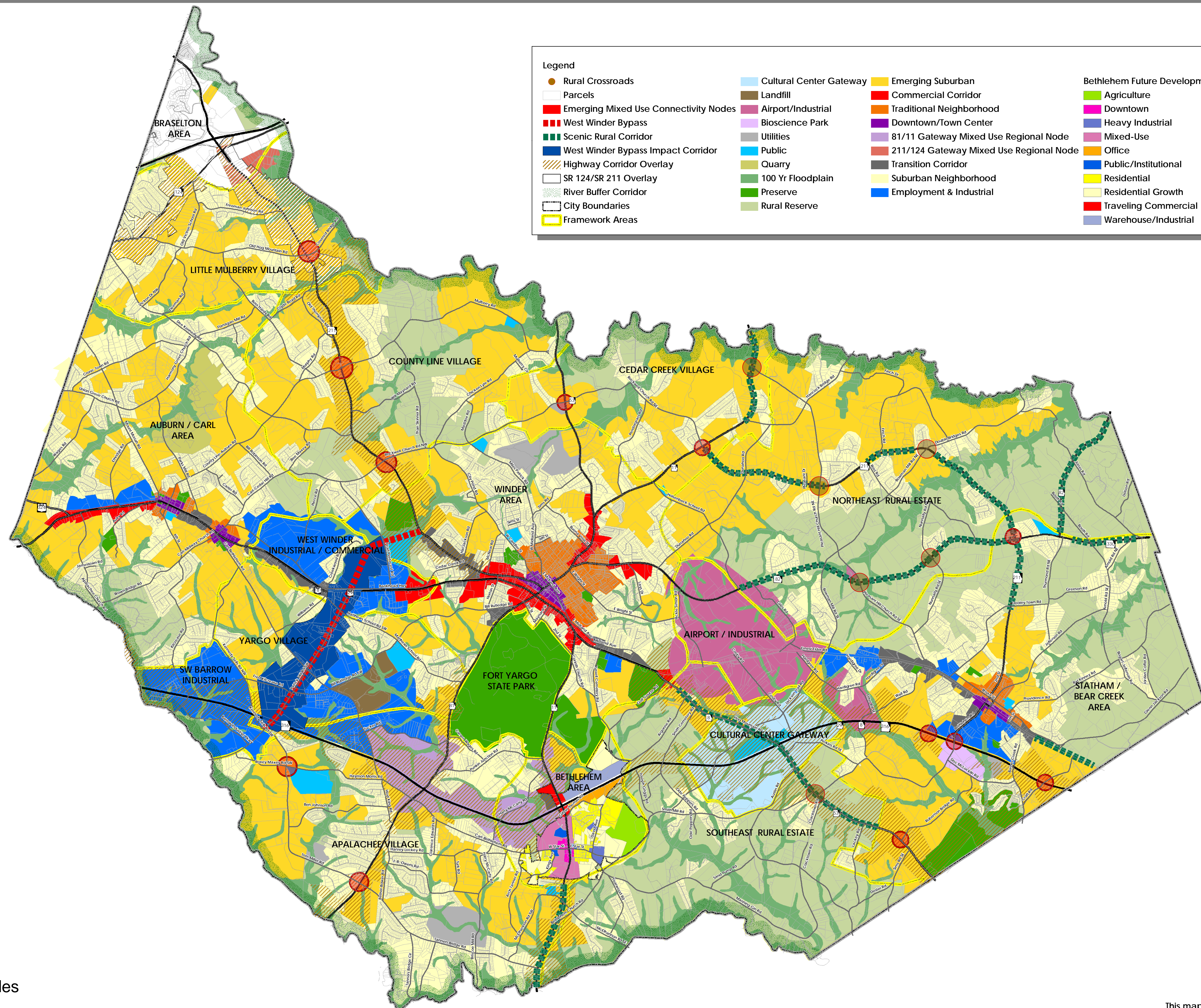
Implementation Strategies

- ☞ *Implement the Barrow County Comprehensive Transportation Plan recommendations for providing pedestrian infrastructure around school sites*

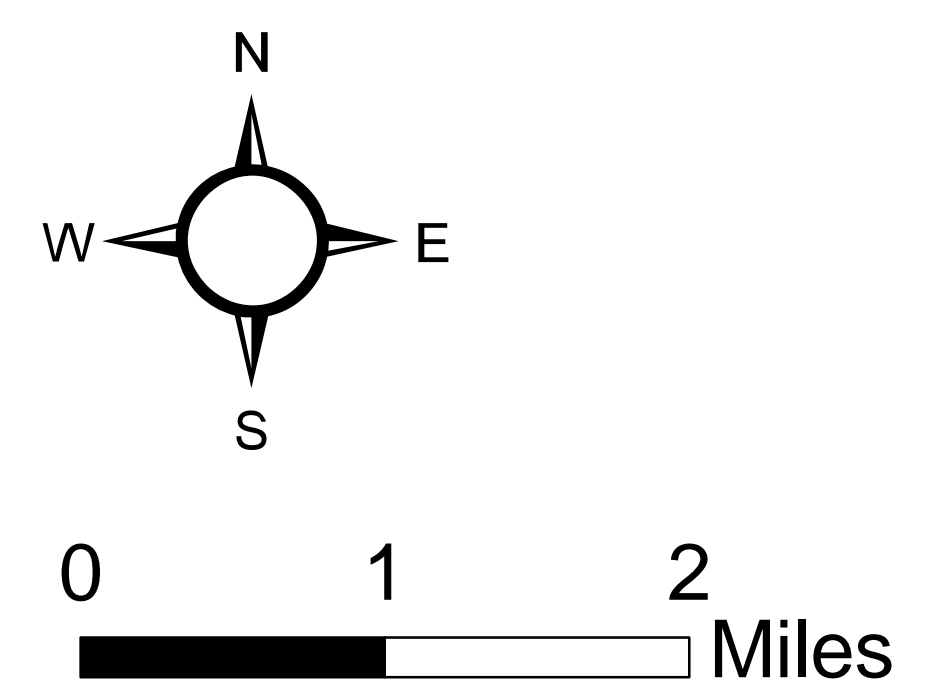
Utilities

This area includes wastewater treatment and other water/sewer infrastructure facilities.

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Legend		



Source: Barrow County
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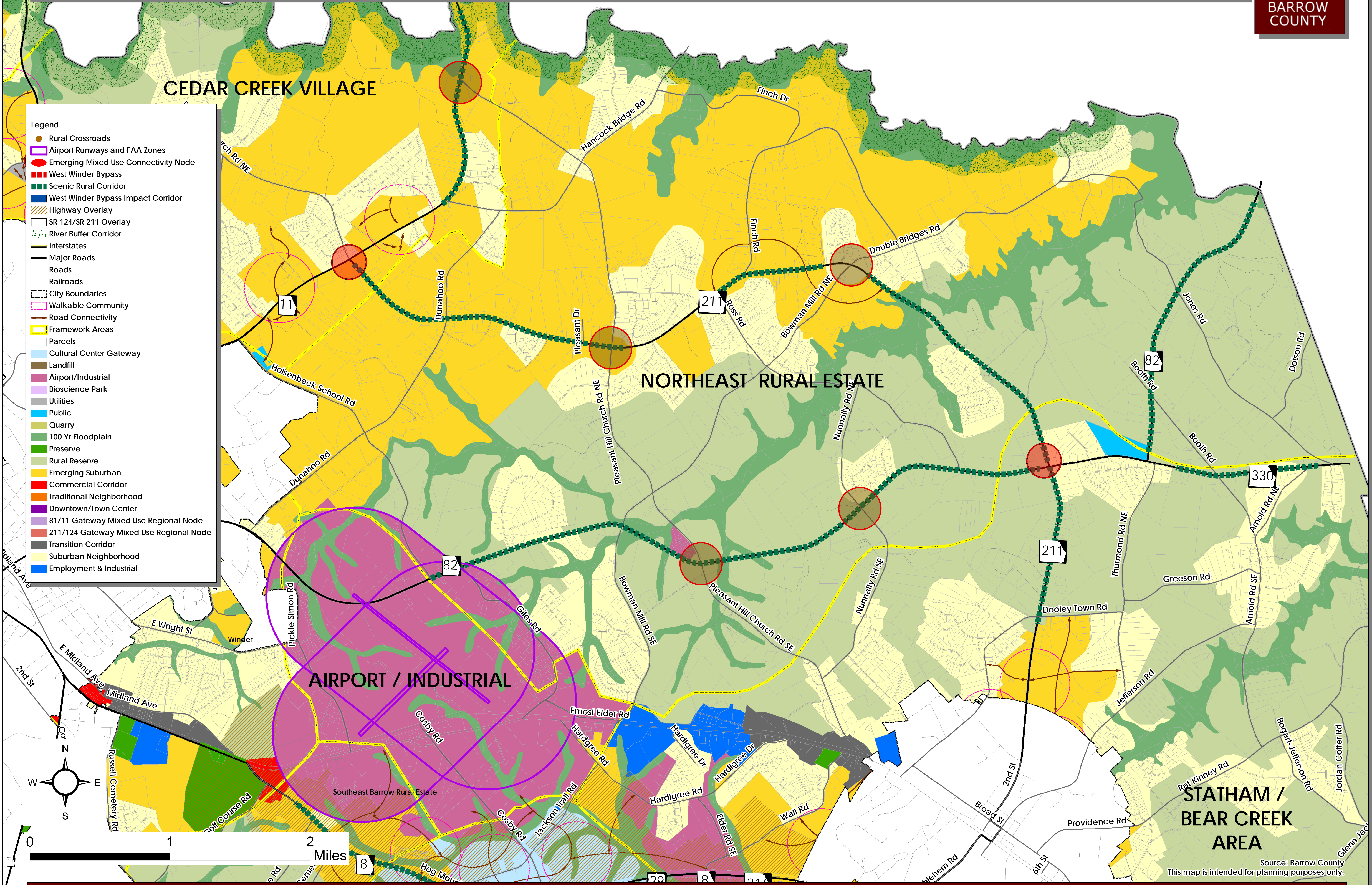


Barrow County Future Development Map: Barrow County

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Source: Barrow County
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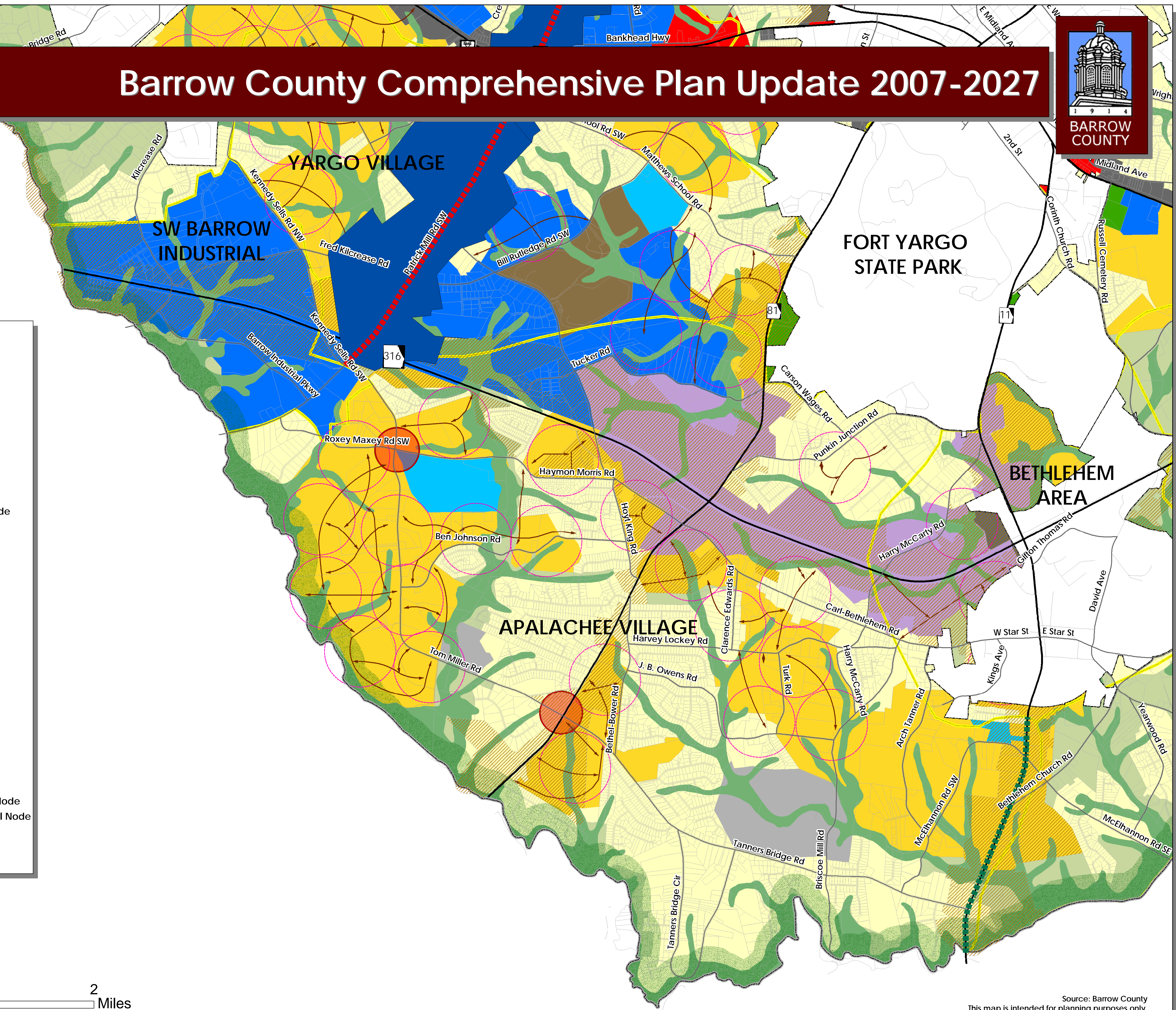
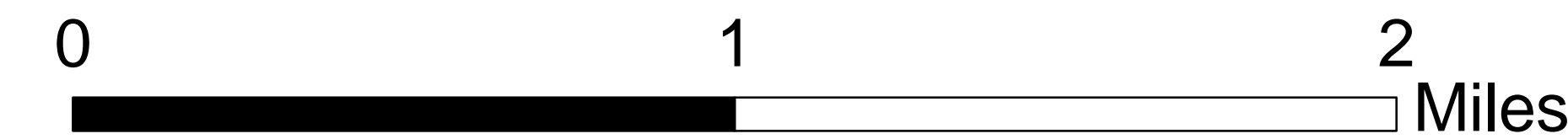
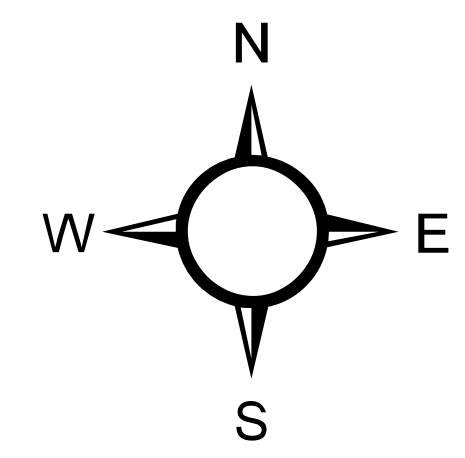


Future Development Map: Northeast Rural Estate / Airport Industrial

Barrow County Comprehensive Plan Update 2007-2027



- Legend**
- Rural Crossroads
 - West Winder Bypass
 - Scenic Rural Corridor
 - West Winder Bypass Impact Corridor
 - Highway Overlay
 - SR 124/SR 211 Overlay
 - Interstates
 - Major Roads
 - City Boundaries
 - Road Connectivity
 - Emerging Mixed Use Connectivity Node
 - Walkable Community
 - River Buffer Corridor
 - Framework Areas
 - Parcels
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 - 100 Yr Floodplain
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 - Employment & Industrial



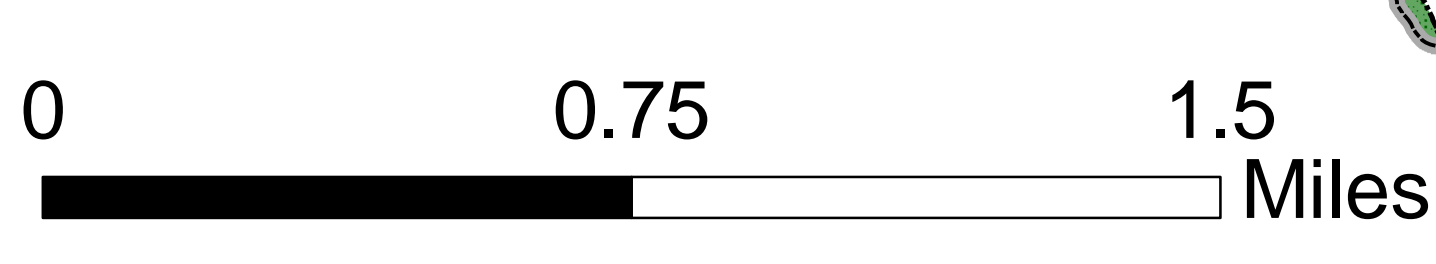
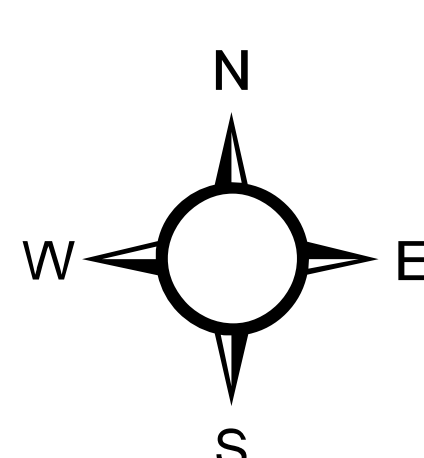
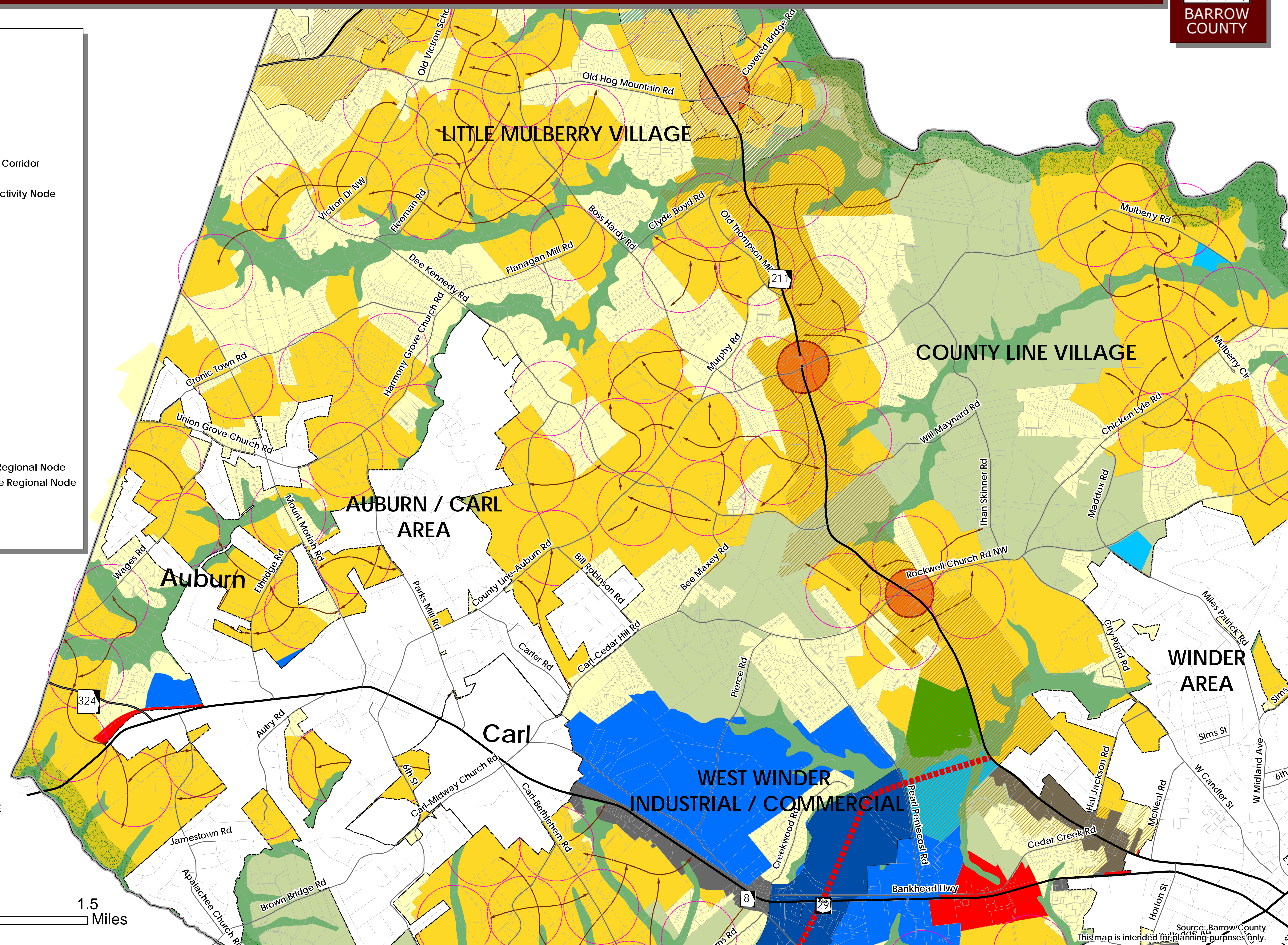
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Barrow County Comprehensive Plan Update 2007-2027



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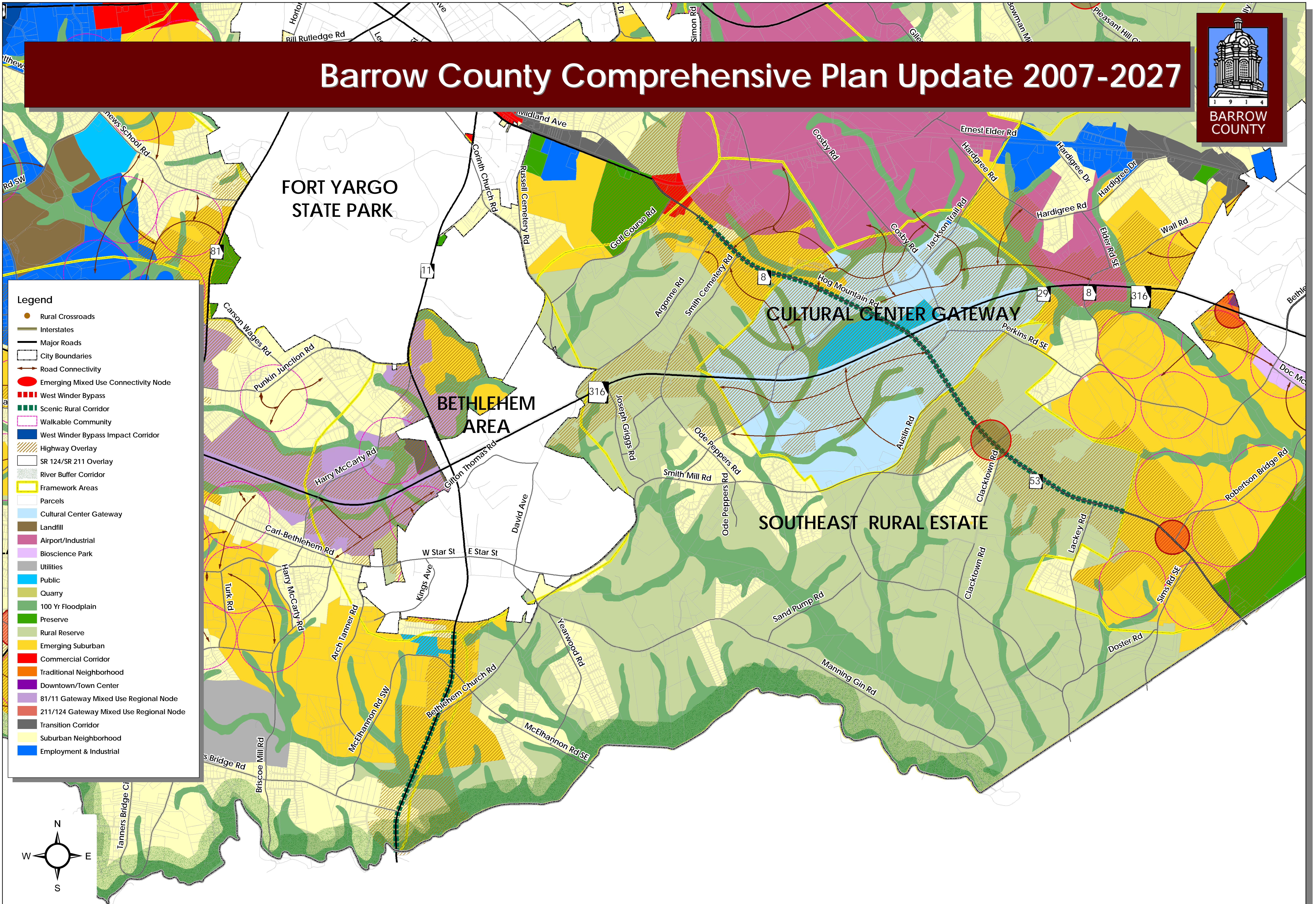
Future Development Map: Auburn / Carl Area

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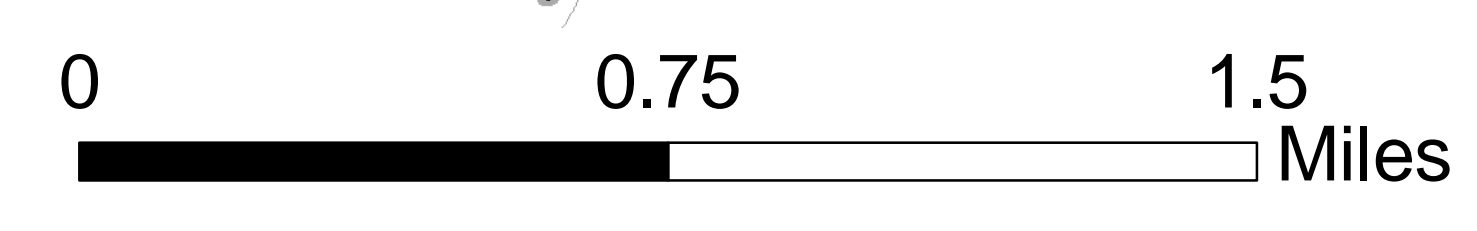
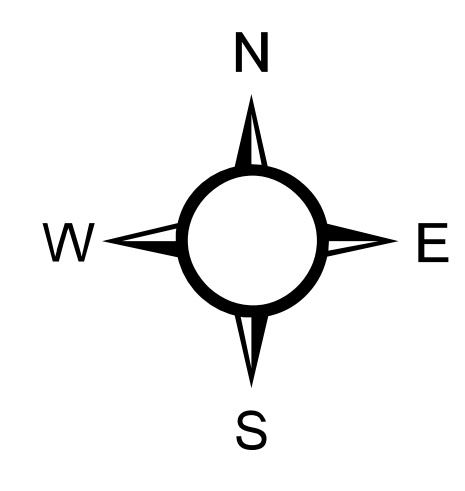


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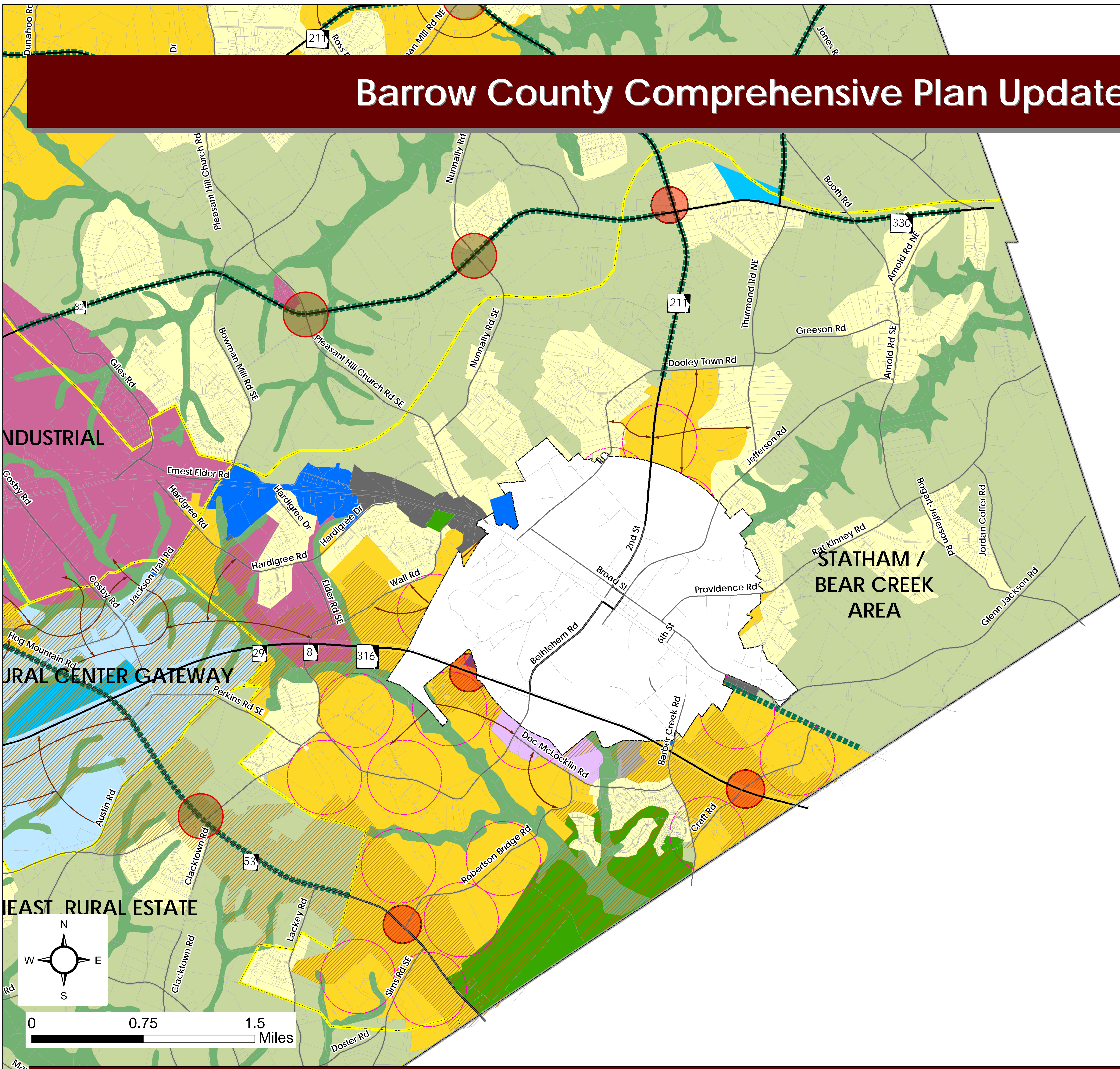
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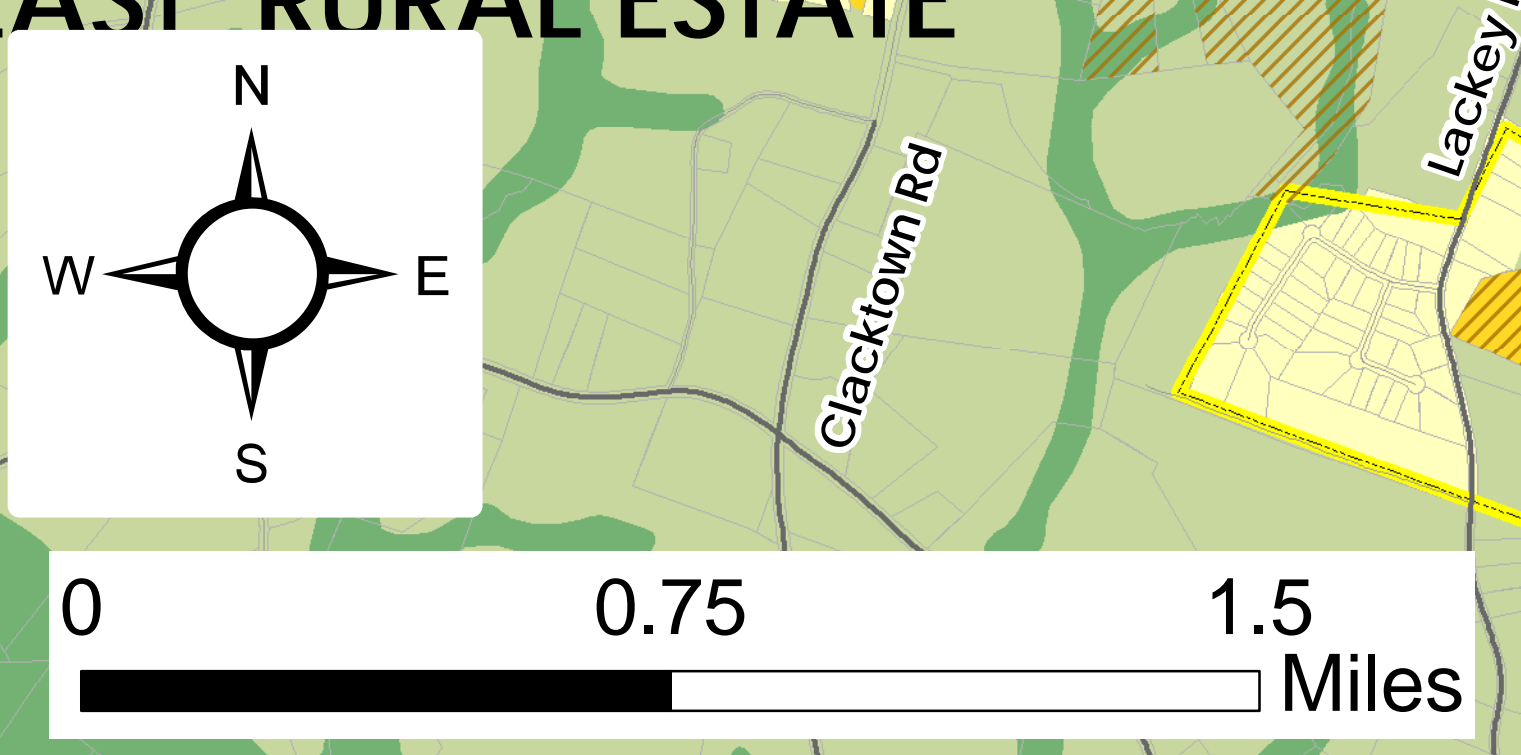
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- Rural Crossroads
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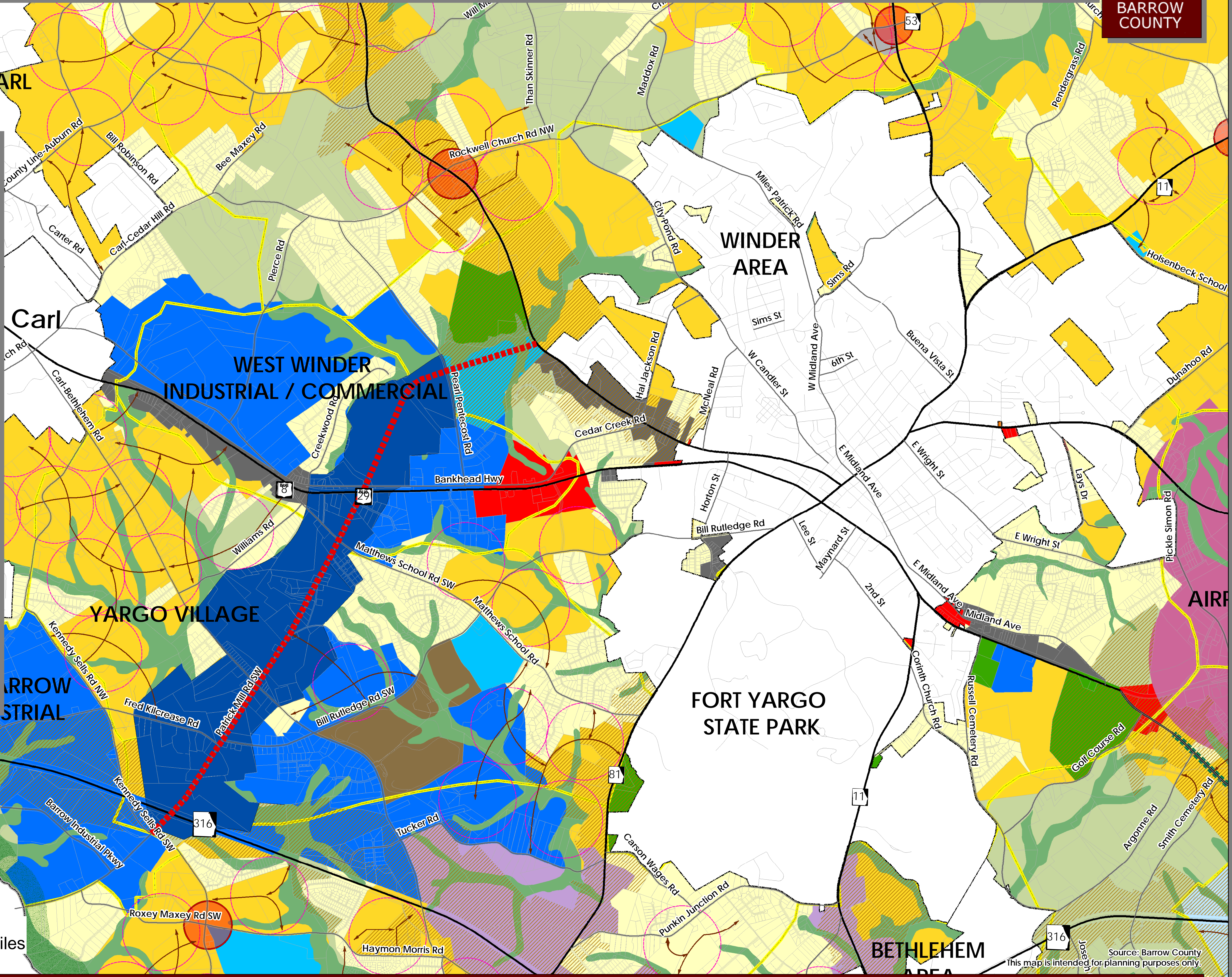
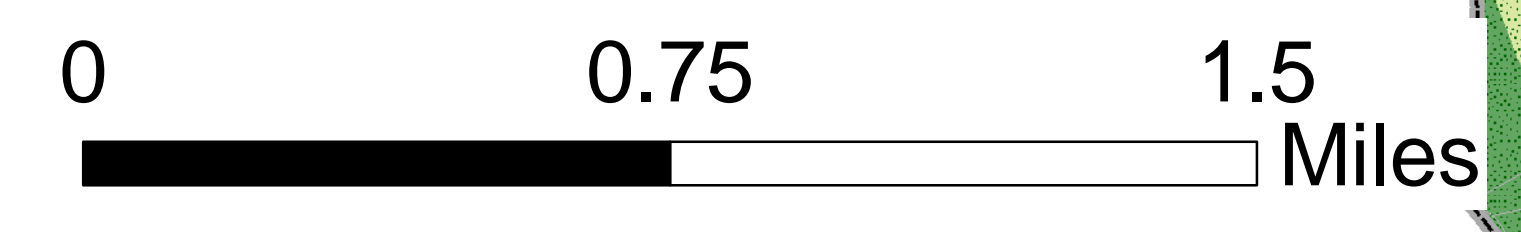
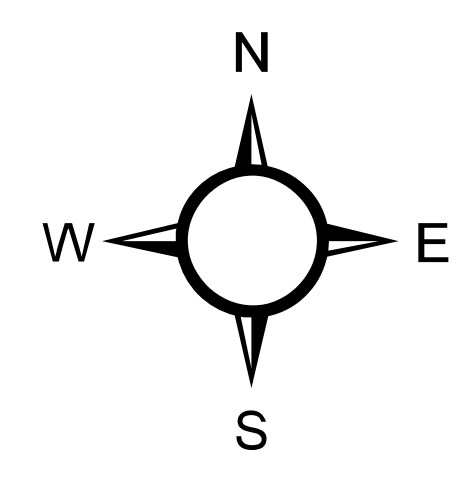
Future Development Map: Satham Area / Bear Creek Village

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Barrow County Comprehensive Plan Update 2007-2027



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Source: Barrow County
This map is intended for planning purposes only.



Future Development Map: Winder/West Winder Commercial-Industrial/ Yargo Village/Ft. Yargo

Community Issues and Opportunities

This section provides an updated list of issues and opportunities for Unincorporated Barrow County that was identified in the *Community Assessment* portion of the Comprehensive Plan. This updated version reflects public comments gained from the community participation activities as well as other input gathered during the review of the *Community Assessment*. The following information is organized by the major topics defined in the DCA Local Planning Requirements:

- Population
- Housing
- Economic Development
- Natural and Cultural Resources
- Community Facilities and Services
- Land Use
- Transportation
- Intergovernmental Coordination

Population Projections – Barrow County

Area	2005	2010	2015	2020	2025	2030
Unincorporated (includes Braselton in Barrow)	36,618	46,824	59,701	72,794	99,204	101,696
Barrow County (Total)	59,954	80,000	102,000	124,370	169,493	173,750

Note: Methodology is presented in the Analysis of Supporting Data
 Source: MACTEC, NEGRDC

Population

Issues

- Much of the County’s growth is focused in unincorporated areas
 - ☞ *Coordinated joint land use planning with municipalities*
- Projections show continued growth
 - ☞ *Update comprehensive plan frequently to insure planned growth and enact appropriate growth management ordinances*
- Rapid population and household growth
 - ☞ *Update comprehensive plan frequently to insure planned growth and enact appropriate growth management ordinances*

Economic Development

Issues

- Job growth not keeping up with population growth, especially in northwest, west and southwest Barrow County
 - ☞ *Implement Barrow Summit recommendations and focus efforts on business/ industrial recruitment and retention*
- Lack of industrial base (and therefore jobs), meaning many county residents must leave the county for work
 - ☞ *Implement Barrow Summit recommendations and focus efforts on business/ industrial recruitment and retention*
- Lack of sewer and other infrastructure needed to promote gateway areas for development
 - ☞ *Continue implementation of sewer master plan which expands infrastructure in key areas*



- ☞ *Examine the potential for Commercial Improvement Districts, Business Improvement Districts and Tax Allocation Districts along important corridors*
- ☞ *Encourage water friendly businesses*
- Limited entertainment and restaurant opportunities to meet the needs of the growing and increasingly suburban population
 - ☞ *Promote entertainment and restaurant developments both in historic town centers and in emerging activity centers*
 - ☞ *Examine the potential for Commercial Improvement Districts, Business Improvement Districts and Tax Allocation Districts along important corridors*
- Limited grocery store, retail and service variety in west Barrow County, Statham and east Barrow County, which means area residents must leave the area for regular shopping trips
 - ☞ *Prepare a GIS analysis comparing the locations of existing grocery stores with population (existing and projected) and communicate determined needs to developers*
- Currently attracting lower skill service positions rather than higher-paying professional, technical positions.
 - ☞ *Support continued job training*
 - ☞ *Continue implementation of the Workforce Development Plan*
- Limited entertainment opportunities for families, teens, college students and young professionals
 - ☞ *Promote entertainment and restaurant developments both in historic town centers and in emerging activity centers*
 - ☞ *Examine the potential for Commercial Improvement Districts, Business Improvement Districts and Tax Allocation Districts along important corridors*



Barrow County will seek to add more jobs during the planning period to try to balance the number of jobs with the number of



Historic buildings in downtown Winder have the potential to house more upper-floor office and residential units above ground-floor retail spaces

Opportunities

- Acquisition of land for a County industrial park/research park development will provide infrastructure and site development that will ultimately bring new jobs into the county
 - ☞ *Encourage bioscience research facilities to locate along the State Route (SR) 316 corridor*
- Ample supply of large, available undeveloped tracts throughout the county provide opportunities for economic development
- Expansion of airport facilities and services provide marketing tool
 - ☞ *Update Airport Layout Plan (ALP) on a regular basis to best benefit from opportunities*

- Location advantage between Atlanta and Athens as well as the transportation infrastructure such as the railroad, SR 316 and Interstate 85
 - ☞ *Promote strategic assets of Barrow County with economic development and industrial recruitment activities*
- Unique features and important assets within the County such as Fort Yargo, Winder Barrow Airport, Chateau Elan, the Georgia Club, and the existing farming activities
 - ☞ *Promote strategic assets of Barrow County with economic development and industrial recruitment activities*
 - ☞ *Encourage water friendly businesses*
 - ☞ *Implementation of strategies outlined by the Barrow Summit report*



New home construction in unincorporated Barrow County has fueled much of the growth rate over the last 10 years

Housing

Issues

- Disproportionate number of County's new housing units built for first-time homeowners; concern that market is not delivering more housing choices
 - ☞ *Complete a detailed housing market study and continually track housing market data; recruit residential developers who build higher value housing*
- Jobs/Housing imbalance
 - ☞ *Implement Barrow Summit recommendations and focus efforts on business/ industrial recruitment and retention*



Historic covered bridge in Barrow County

Opportunities

- Mixed use activity centers could provide more housing choices for current and future residents in locations suitable for more intense, walkable, mixed-use neighborhood development
 - ☞ *Adopt/ amend zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types*
 - ☞ *Encourage TND*
- Healthy supply of affordable housing
 - ☞ *Promote higher value housing development based on large population of homeowners who may "trade up" in upcoming years*

Natural & Cultural Resources

Issues

- Clear cutting of tracts to make way for new development
 - ☞ *Encourage tree protection and replacement with each new development*
 - ☞ *Encourage landscaping with native vegetation that requires limited (or none at all) irrigation*
- Maintaining water and air quality as historically rural areas transition to suburban with new residential development



Barrow County's rural landscape has seen rapid suburban development

- ☞ *Planning and development regulations that protect riparian buffers for water quality preservation, planned transportation improvements to enhance efficiency and reduce negative air quality impacts*
- A Historic Preservation Ordinance has not been adopted that would establish a Historic Preservation Commission to provide for the designation, protection, preservation and rehabilitation of historic and cultural resources.



Agricultural land in northwest Barrow County

- ☞ *Adopt a Historic Preservation Ordinance that will establish a HP Commission to provide for the designation, protection, preservation and rehabilitation of historic properties and historic districts and to participate in federal or state programs to do the same.*
- Preservation of cultural and historic resources as new development increases pressure on important cultural and historic sites
 - ☞ *Consider designating agricultural and rural preservation areas and protect with special land development regulations that, for example, limit density to one unit per 10 acres or less*
 - ☞ *Develop a preservation master plan for the Russell House*
- Disappearing farmland, farming way of life, and rural character
 - ☞ *Encourage the use of Conservation Subdivisions to preserve rural character and sensitive natural resources*

Opportunities

- The establishment of a Historic Preservation Ordinance will help to stimulate revitalization of the business districts and historic neighborhoods and protect and enhance local historic and aesthetic attractions to tourists and thereby promote and stimulate business;
 - ☞ *Adopt a Historic Preservation Ordinance that will establish a HP Commission to provide for the designation, protection, preservation and rehabilitation of historic properties and historic districts and to participate in federal or state programs to do the same.*

- Conservation of rural, agricultural areas located away from suburban infrastructure allows the community to preserve part of its rich character, which has in many ways attracted growth to the county, while directing growth to places more efficiently served by sewer and other community services
 - ☞ *Consider designating agricultural and rural preservation areas and protect with special land development regulations that, for example, limit density to one unit per 10 acres or less*
- New floodplain mapping underway will provide updated information that can be used to promote responsible planning and development
 - ☞ *Establish growth policy that focuses new suburban residential development in areas served by sewer to avoid overuse of septic systems*

Community Facilities & Services

Issues

- Lack of water resources to meet expected long-range demand caused by growing population
 - ☞ *Complete and implement long range water resources master plan*
- Securing funding for new facilities to meet the service demand of a growing population
 - ☞ *Continue to promote SPLOST as successful local funding source and implement impact fees as supplemental funding source for some community facilities*
- Over reliance on septic systems
 - ☞ *Discourage septic tanks and promote the use of packaged systems that can later tap into an expanded sewer infrastructure*
- Sewer/wastewater treatment infrastructure development has not yet moved ahead of new development in many parts of the County (especially in the northeast and southeast). Additional wastewater capacity and expanded infrastructure needed to accommodate suburban development
 - ☞ *Expand sewer to developed areas*
- Lack of infrastructure in “Gateway” areas designated by the Barrow Summit report as important future economic development sites
 - ☞ *Update infrastructure master plans to establish consistency with comprehensive land use plan and implement infrastructure expansion that is consistent with land use plan*
- Population growth outpacing community services
 - ☞ *Controlling new growth with coordination of land use, transportation, and facilities planning – providing infrastructure to encourage development where the future development map recommends it*
- School overcrowding and playing catch up with residential growth
 - ☞ *Coordinate school planning and community planning efforts; establish requirements for land dedication for new schools in large planned developments*



New residential development in Barrow County

Opportunities

- County and municipal government leaders working together to locate long range water resources to support new and exiting population
 - ☞ *Complete and implement long range water resources master plan*
- Special Purpose Local Option Sales Tax (SPLOST) provides local funding
 - ☞ *Continue to promote SPLOST as successful local funding source and implement impact fees as supplemental funding source for some community facilities*
- Expansion and improvement of sewer and wastewater treatment facilities (e.g., new Statham Wastewater Treatment Plant [WWTP] and other improvements; plans for expanding to reach Cultural Center at SR 53/SR 315
 - ☞ *Expand sewer to developed areas*
- Sewer Master Plan provides plan for addition of new sewer and wastewater facilities
 - ☞ *Implement sewer master plan*
- Recent and planned school expansions provide some relief to overcrowded schools
 - ☞ *Coordinate school planning and community planning efforts; establish requirements for land dedication for new schools in large planned developments*
- Barrow County Recreation Master Plan outlines long-range needs and provides implementation plan to increase the County's park space and facilities
 - ☞ *Implement the Barrow County Recreation Master Plan recommendations*
 - ☞ *Identify new park land for small neighborhood parks*
- Recent additions and improvements, such as Victor Lord Park and the Mulberry River Walking trail, provide improved greenspace options
 - ☞ *Continue to actively pursue greenspace preservation/acquisition opportunities and development of connected greenways with trails*
- Fort Yargo has a growing reputation as a good facility for triathlon and adventure racing events. Creating additional opportunities for mobility and recreation will provide new opportunities for Fort Yargo, downtown Winder, and new development near 316
 - ☞ *Coordinate with the City of Winder and Georgia DNR to develop a long-range master plan for Ft. Yargo*
 - ☞ *Recognize Fort Yargo as one of Barrow's chief assets and promote as a tourist destination along with other key Barrow assets*
 - ☞ *Consider creating a pedestrian-bike plan for the entire SR 11 and SR 81 from SR 316 to State 81 surrounding and including Ft. Yargo.*



Commercial uses located at the intersection of SR 211 and SR 124 in northwest Barrow

Land Use

Issues

- Conflicts that arise from new suburban residential land uses locating next to existing agricultural land uses
 - ☞ *Maintain up-to-date ordinances that adequately preserve the rights of local farmers and that provide for adequate buffers between agriculture and residential uses*
- Limited use of available TND regulations
 - ☞ *Encourage TND*
- Sprawling suburban residential development throughout the western half of the County
 - ☞ *Encourage Conservation Subdivisions that cluster development, and protect greenspace and natural resources*
- Maintaining land designated for industry as suburban residential demand increases for properties near the SR 316 corridor
 - ☞ *Consider county-initiated rezoning of land for business/ industrial consistent with the comprehensive land use plan and protect from incompatible development; actively engage local development authorities in planning and zoning for industrial development*
- Transitioning of rural and suburban residential corridors (U.S. 29 corridor from Gwinnett County to Winder; SR 211 northwest of Winder as well as other Gateway corridors)
 - ☞ *Consider local scenic byways designations (e.g., SR 211 in east Barrow County; SR 53 north of Winder; SR 11 north of Winder and south of Bethlehem; SR 82 east of Winder; and SR 330) to protect the character of rural corridors*
 - ☞ *Encourage mixed use development nodes at major intersections along the gateway corridors and other throughway roads in the County to lessen the effects of linear sprawl*
- Better greenspace planning
 - ☞ *Maintain a countywide greenspace master plan*
- North, South, East, and West blighted entrances into the city; center of town and to the east in need of revitalization
 - ☞ *Encourage the redevelopment of existing underutilized shopping centers with mixed use development*
- Popularity of “Butler buildings” in inappropriate areas
 - ☞ *Create more specific development and design review requirements for commercial and mixed use properties*
- Maintaining agricultural land as development pressures increase for conversion to suburban residential land uses
 - ☞ *Use conservation subdivision ordinance in conjunction with low density requirements to preserve large tracts of permanent greenspace*
 - ☞ *Study the purchase of development rights programs that have been successfully implemented in counties similar to Barrow and implement an appropriate program for Barrow*



More development such as the Home Depot shown above is expected to locate near SR 316 in unincorporated Barrow

- ☞ *Study TDR programs that have been successfully implemented in counties similar to Barrow and, if appropriate, implement a TDR program in Barrow*
- ☞ *Encourage Conservation Subdivisions that cluster development, and protect greenspace and natural resources*

Opportunities

- TND Ordinances in place offer opportunities for development of pedestrian-friendly neighborhoods and should be encouraged in designated areas of the cities and unincorporated portions of the County
 - ☞ *Encourage TND*
- Conservation subdivisions are residential or mixed-use developments in which a significant portion of the site is set aside as undivided, permanently protected open space, while houses are clustered on the remainder of the property. A Conservation Subdivision Ordinance authorizes the development of new conservation subdivisions on sites proposed by a developer, provided the development plans meet certain criteria specified in the ordinance.
 - ☞ *Encourage Conservation Subdivisions that cluster development, and protect greenspace and natural resources*
- Barrow County Summit identified “Gateways” and provided the first step in creating a vision and implementation plan for preparing these areas for future development and redevelopment (I-85/SR 211, Patrick Mill/SR 316, SR 81 and SR 11 south of Winder, SR 53/SR 316 and SR 316/Georgia Club)
 - ☞ *Consider county-initiated rezoning of land for business/industrial consistent with the comprehensive land use plan and protect from incompatible development; actively engage local development authorities in planning and zoning for industrial development*
- Recently adopted SR 211/SR 124 Highway Commercial Overlay district provides development design guidelines that will shape this important gateway
 - ☞ *Adopt Highway overlay for designated corridors*
- Conservation easements are arrangements where private landowners donate the development rights of their property to a qualified conservation organization or government agency, in exchange for tax savings. This permanently protects the property from development and thereby ensures that it remains as open space or farmland.
 - ☞ *Study the purchase of development rights programs that have been successfully implemented in counties similar to Barrow and implement an appropriate program for Barrow*
 - ☞ *Study TDR programs that have been successfully implemented in counties similar to Barrow and, if appropriate, implement a TDR program in Barrow*
 - ☞ *Encourage Conservation Subdivisions that cluster development, and protect greenspace and natural resources*
- Large lot zoning establishes zoning districts with very large minimum lot size requirements (at least 10 acres, preferably 20 acres) in order to strictly limit development density in areas where preservation of rural character, agriculture and/or greenspace is desired.
- A purchase of development rights is an arrangement whereby private landowners sell the development rights of their property to a qualified conservation organization or government agency, in order to permanently protect the property from development and thereby ensure that it remains as open space.
 - ☞ *Study the purchase of development rights programs that have been successfully implemented in counties similar to Barrow and implement an appropriate program for Barrow*



- A transfer of development rights (TDR) enables landowners in an area planned to remain as open space to sell their property development rights for use in other "receiving" areas of the community where higher density development is acceptable or desirable. Buying these additional development rights allows developers in the "receiving" areas to build at a higher density than would otherwise be allowed.

☞ Study TDR programs that have been successfully implemented in counties similar to Barrow and, if appropriate, implement a TDR program in Barrow

- Conservation subdivisions are residential or mixed-use developments in which a significant portion of the site is set aside as undivided, permanently protected open space, while houses are clustered on the remainder of the property. A Conservation Subdivision Ordinance authorizes the development of new conservation subdivisions on sites proposed by a developer, provided the development plans meet certain criteria specified in the ordinance.

☞ Encourage Conservation Subdivisions that cluster development, and protect greenspace and natural resources



Commuter rail proposals call for using the railroad corridor shown above that would provide alternative transportation modes to Atlanta and Athens from Barrow County

Transportation

Issues

- Large portions of the cities and unincorporated Barrow County that have been developed according to suburban development patterns offer few opportunities for walking and bicycling (e.g., suburban development that is now part of or adjacent to Winder generally lacks sidewalks)

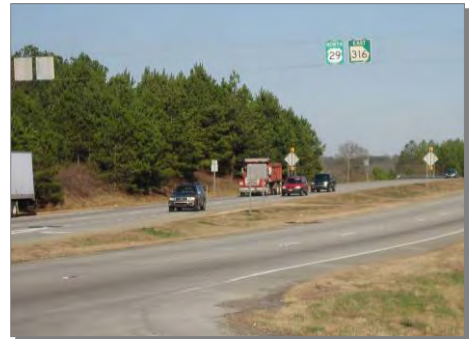
☞ Implement pedestrian, bicycle and multi-modal recommendations of the Barrow County Comprehensive Transportation Plan

- Major corridors in leading into, Auburn, Bethlehem, Carl, Statham and Winder are unfriendly to pedestrians due to a lack of sidewalks (or in some cases sidewalks built to meet the minimum GDOT requirements), lack of streetscape (pedestrian-scaled lighting, street trees, street furniture, on-street parking, orientation of buildings in relation to the street), lack of bike lanes, wide travel lanes for automobiles, high automobile speeds, etc.

☞ Adopt street standards that prescribe Complete Streets that provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.

- The lack of a collector street master plan to ensure connectivity between new subdivisions and connector streets that are designed and built to provide the needed capacity

☞ Implement and regularly update the new Comprehensive Transportation Plan



SR 316 tranverses the southern portion of Barrow County connecting Interstate 85 in Gwinnette County to Athens.

- Haymon-Morris, Hoyt King, and Carl-Bethlehem roads need design attention to ease traffic woes that will only worsen as the new Home Depot area develops
 - ☞ *Implement Comprehensive Transportation Plan recommendations concerning these specific roads and complete additional detailed studies and plans as needed*
- Lack of transportation choices (i.e., lack of public transportation, limited sidewalks and bicycle infrastructure, etc.)
 - ☞ *Participate in regional efforts to promote the Athens to Atlanta commuter rail route*
- Lack of places to walk and bike safely; need more sidewalks, especially in locations near schools and other community facilities
 - ☞ *Prepare a plan for a countywide bicycle and pedestrian route, leading to increased opportunities to walk and bike*
- Limited suburban residential connectivity among existing subdivisions in many parts of the County
 - ☞ *Using the Comprehensive Transportation Plan as a basis, prepare a study of potential modifications to improve connectivity in existing neighborhoods*
- At-grade, signalized intersections at major intersections with SR 316; plans for SR 316 to become limited access freeway remain in the distant future
 - ☞ *Continue to lobby for SR 316 controlled-access improvements, but in the meantime follow development policies that will not make improvements to the corridor unfeasible*
- County roads in many cases are not designed to handle heavy traffic generated by new development as well as drivers seeking to avoid large trucks and traffic congestion
 - ☞ *Continue coordinated land use and transportation planning*
- Curves along Kilcrease Road are dangerous
 - ☞ *Implement Comprehensive Transportation Plan recommendations for Kilcrease Road and perform additional traffic safety planning as needed*
- Lack of arterial connection between SR 211 and SR 53 in North Barrow County – County roads aren't up to arterial standards which forces larger trucks and traffic into downtown Winder
 - ☞ *Implement Comprehensive Transportation Plan recommendations and prepare additional plans for road connecting SR 211 and SR 53 as necessary*
- Speed and volume of traffic on county roads
 - ☞ *Implement Comprehensive Transportation Plan to maintain acceptable Level of Service on county roads*
- Traffic congestion

Opportunities

- Complete streets provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.
 - ☞ *Adopt street standards that prescribe Complete Streets that provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.*
- Georgia Department of Transportation looking at design for Carl-Bethlehem Road and SR 81



- Commuter rail service planned for the railroad corridor connecting Athens and Atlanta with a stop in downtown Winder will provide area residents and customers with additional transportation choice, especially for trips to Athens and Atlanta.
 - ☞ *Participate in regional efforts to promote the Athens to Atlanta commuter rail route*
- West Winder Bypass planned to connect SR 211 to SR 316 has the potential to reduce the congestion that occurs in and around Winder by providing improved connectivity between two major roadways
 - ☞ *Continue process to implement plan to develop West Winder Bypass*
- Planned expansion of facilities and services at the Winder-Barrow County Airport has the potential to add more transportation choices for area residents
 - ☞ *Explore potential links between commuter rail and airport expansion*
- Planned intersection/interchange upgrade for SR 211/SR 124
 - ☞ *Plan and zone appropriately for future land use and development adjacent to SR 211 at SR 124 upgrades*

Intergovernmental Coordination

Issues

- Conflicts over municipal annexation
 - ☞ *Maintain an adequate Barrow County service delivery strategy and intergovernmental agreement concerning annexation*
- No unified system for sharing permit information in the cities, which would help schools to estimate future enrollment
 - ☞ *Coordinate to develop a unified system for sharing permit information in the cities in order to assist schools in estimating future enrollment*

Opportunities

- Quarterly meetings held among municipalities and County elected officials
 - ☞ *Continue established quarterly meeting schedule*
- Coordination among municipalities and the County focused on seeking water sources for the future
 - ☞ *Complete long range water supply master plan as joint planning effort*
- County Planning Department has resources to provide planning technical support and assistance to municipalities; already provides such for Bethlehem
 - ☞ *Study potential impacts of consolidation of government services*

Implementation Program

The Implementation Program outlines the overall strategy for achieving the Vision for Future Development and for addressing the Community Issues and Opportunities. It section identifies the specific measures to be undertaken by Barrow County to implement the Community Agenda. The Implementation Program includes the following sections:

- 2002-2006 Short Term Work Program Report of Accomplishments
- 2007-2011 Short Term Work Program
- Policies

Report of Accomplishments

The Report of Accomplishments (ROA) provides a status of each work item identified in the County’s 2002-2006 Short Term Work Program. For each activity the ROA identifies whether it was completed, postponed, or dropped, or if it is underway. Reasons are provided for a dropped or postponed activity, and a projected completion date is provided for items that are underway.

Element	Activity	Status			
		Complete	Underway	Postponed	Dropped
Community Facilities and Services	Acquire and construct additional parks and recreation facilities and increase and improve equipment to meet demands (2003-2007)		✓		
Community Facilities and Services	Require traffic impact studies to be included in development plans (2003)	✓			
Community Facilities and Services	Improve signalization and signage in congested areas and accident-prone locations (2003-2007)		✓		
Community Facilities and Services	Expand public sewerage systems along GA 316 to encourage business/industrial growth (2003-2007)		✓		
Community Facilities and Services	Improve and expand public water systems to ensure the effectiveness of distribution systems and their ability to accommodate growth (2003-2007)		✓		
Community Facilities and Services	Use SPLOST funds to make improvements and construct new schools as described in referendum (2007)		✓		
Community Facilities and Services	Develop parks and recreation plan to address service delivery, needs, and potential funding sources (2004)	✓			
Community Facilities and Services	Develop a comprehensive study of traffic hazards throughout the county (2005)		✓		
Community Facilities and Services	Increase the police-patrol presence in the developing suburban areas of the county (2003-2007)		✓		
Community Facilities and Services	Participate in regional solid waste efforts (2003-2007)	✓			
Community Facilities and Services	Increase the number and quality of books (2007)		✓		
Community Facilities and Services	Develop incentives for water conservation (2004)		✓		



Element	Activity	Status			
		Complete	Underway	Postponed	Dropped
Community Facilities and Services	Address soil erosion in parks through increased landscaping (2003)		✓		
Economic Development	Prepare a tourism strategy (2005)		✓		
Economic Development	Conduct periodic supply/demand studies to maximize retail/service tax base potential (2004 and 2006)	✓			
Economic Development	Continue to monitor small business needs and improve retention and expansion efforts (2003-2007)		✓		
Economic Development	Develop local plan to assist unemployed residents with job training or employment placement (2004)		✓		
Economic Development	Conduct commercial/industrial location suitability study along major corridors (2004 and 2006)	✓			
Economic Development	Create and update new and existing media avenues to promote the county's economic resources (2003)		✓		
Economic Development	Inventory tourism resources (2003-2007)		✓		
Economic Development	Participate in municipal/county forum that meets periodically to encourage economic development consensus and ideas among the various jurisdictions (2003-2007)		✓		
Historical Resources	Identify and document cemeteries (2003-2007)			✓	
Historical Resources	Complete restoration of courthouse and old jail (2003)		✓		
Historical Resources	Nominate eligible historic resources to the National Register (2006)		✓		
Historical Resources	Reconstruct historic bridge as part of public park (2006)				✓
Historical Resources	Apply for state funds to support preservation projects (2003-2007)		✓		
Housing	Develop more comprehensive manufactured housing regulations, similar to subdivision regulations, addressing minimum buffer, landscaping and structural design requirements (2003)	✓			
Land Use	Update existing and future land use maps every two years (2004 and 2006)		✓		
Land Use	Incorporate Community Greenspace Program into all land use decisions (2003-2007)		✓		
Land Use	Increase the capability of local database management and information collection through use of GPS system (2003)	✓			
Land Use	Hire additional planning staff (2004)	✓			
Land Use	Implement zoning decisions in accordance with the Future Land use map (2003-2007)		✓		
Land Use	Incorporate Comprehensive Plan into plan review (2003-2007)		✓		
Land Use	Update development regulations to insure compatibility with zoning resolutions (2003-2007)	✓			
Natural Resources	Amend zoning ordinance and subdivision regulations to provide for open space development (2003)	✓			



Element	Activity	Status			
		Complete	Underway	Postponed	Dropped
Natural Resources	Implement Barrow County Greenspace Plan (2003)		✓		
Natural Resources	Amend zoning ordinance to require properties with exposed soil to cover soil immediately with vegetation or straw (2003)	✓			
Natural Resources	Update zoning ordinance to provide for vegetative buffers for protection of agricultural properties, notice of agricultural adjacency, and watershed protection for Bear Creek reservoir Watershed (2003)	✓			
Natural Resources	Amend zoning ordinance to require site inspections by DNR or qualified arborist to insure that identified rare element occurrences are protection from proposed development (2003)	✓			
Natural Resources	Amend zoning ordinance to require zoning decision compatibility with the comprehensive plan (2003)	✓			

2007-2011 Short Term Work Program (STWP)

The Short-Term Work Program (STWP) identifies specific implementation actions the County government or other entities intend to take during the first five-year timeframe of the planning period. This includes ordinances, administrative systems, community improvements or investments, and financing arrangements or other programs/initiatives to be put in place to implement the Comprehensive Plan. For each action the STWP outlines the following information:

- Brief Description
- Timeframe for undertaking the activity
- Responsible party for implementing the activity
- Estimated cost
- Funding source

Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Economic Development	Assess the potential for the creation of TAD, CID or BID for Commercial Corridor, Transitional Corridor, Emerging Mixed Use Community Node and 211/124 Gateway Regional Mixed Use Node, Cultural Center/Gateway/53 Corridor Gateway Node and 81/11 Gateway Regional Mixed Use Node character area locations		✓				Planning	\$2,000	General Fund
Economic Development	Recruit businesses that are suitable for the West Winder Bypass Corridor character area					✓	ED/Chamber	\$0	N/A
Economic Development	Establish formal process for coordination with Economic Development activities for recruiting research and office parks		✓				ED/Chamber	\$0	N/A
Economic Development	Continue implementation of sewer master plan which expands infrastructure in key areas	✓	✓	✓	✓	✓	City/County	\$40M	SPLOST/bonds



Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Economic Development	Implement Barrow Summit recommendations and focus efforts on business/industrial recruitment and retention	✓					County	\$10,000	General Fund
Economic Development	Support continued job training	✓					County	TBA	TBA
Economic Development	Prepare a GIS analysis comparing the locations of existing grocery stores with population (existing and projected) and communicate determined needs to developers					✓	ED/Chamber	\$100,000	ARC, City (20%)
Economic Development	Promote entertainment and restaurant developments in emerging activity centers	✓					ED/Chamber	N/A	N/A
Economic Development	Promote strategic assets of Barrow County with economic development and industrial recruitment activities	✓					ED/Chamber	N/A	N/A
Economic Development	Update Airport Layout Plan (ALP) on a regular basis to best benefit from opportunities		✓				Airport Authority	\$30,000	Airport Authority
Housing	Adopt mixed-use zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types		✓				County	\$15,000	General Fund
Housing	Complete a detailed housing market study and continually track housing market data; recruit residential developers who build higher value housing		✓				County	\$20,000	General Fund
Housing	Promote higher value housing development based on large population of homeowners who may "trade up" in upcoming years	✓					County	N/A	N/A
Natural & Cultural Resources	Amend the Conservation Subdivision Ordinance to require an increased dedication of land set aside for open space, especially in rural areas	✓					County	\$5,000	General Fund
Natural & Cultural Resources	Designate agricultural and rural preservation areas and protect with special land development regulations that, for example, limit density to one unit per 10 acres or less		✓				County	N/A	N/A
Natural & Cultural Resources	Coordinate with the City of Winder and Georgia DNR to develop a long-range master plan for Ft. Yargo	✓	✓				DNR	\$25,000	General Fund, State
Natural & Cultural Resources	Coordinate with the City of Winder to develop a long-range preservation and master plan for the Russell House			✓			County	\$10,000	General Fund, City of Winder
Natural & Cultural Resources	Establish growth policy that focuses new suburban residential development in areas served by sewer to avoid overuse of septic systems	✓					County/ Planning Dept.	N/A	N/A
Community Facilities & Services	Complete and implement long range water resources master plan	✓	✓				City/County	\$80,000	Water Fund
Community Facilities & Services	Create a pedestrian-bike plan corridor for the entire SR 11 and SR 81 from SR 316 to SR 81 (area identified by the Barrow Summit Report as a gateway).			✓	✓		County	\$50,000	General Fund, GDOT - TE
Community Facilities & Services	Continue to actively pursue greenspace preservation/acquisition opportunities and development of connected greenways with trails	✓	✓	✓	✓	✓	County	\$100,000 per year	General Fund, State, TPL



Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Community Facilities & Services	Continue to promote SPLOST as a successful local funding source and implement impact fees as supplemental funding source for some community facilities	✓	✓	✓	✓		County	N/A	N/A
Community Facilities & Services	Control new growth with coordination of land use, transportation, and facilities planning – providing infrastructure to encourage development where the future development map recommends it	✓	✓	✓	✓		County Planning Dept.	N/A	N/A
Community Facilities & Services	Coordinate school planning and community planning efforts; establish requirements for land dedication for new schools in large planned developments	✓	✓	✓	✓		County, School Board	N/A	N/A
Community Facilities & Services	Expand sewer to developed areas according to sewer master plan	✓	✓	✓	✓	✓	County	Refer to sewer plan	County
Community Facilities & Services	Identify new park land for small neighborhood parks	✓	✓				County	\$10,000	General Fund, impact fees
Community Facilities & Services	Implement the Barrow County Recreation Master Plan recommendations	✓	✓	✓	✓	✓	County	\$89M	Impact Fees
Community Facilities & Services	Recognize Fort Yargo as one of Barrow's chief assets and promote as a tourist destination along with other key Barrow assets	✓	✓	✓	✓		County	\$5,000 per year	General Fund
Community Facilities & Services	Update infrastructure master plans to establish consistency with Comprehensive Plan Future Development Map and implement infrastructure expansion that is consistent with Future Development Map			✓			County	\$50,000	General Fund
Community Facilities & Services	Acquire land for a County-wide greenway network outlined in Greenways Master Plan		✓				County	\$100,000 per year	General Fund, State, TDR
Community Facilities & Services	Adopt a policy that discourages extension of public utilities into Preserve and Rural/Agricultural Reserve character areas		✓				County	N/A	N/A
Community Facilities & Services	Coordinate with the City of Winder to provide water and sewer service to the West Winder Bypass Corridor character area					✓	County	TBD	TBD
Community Facilities & Services	Expand sewer service to include all Emerging Suburban, Suburban Neighborhood and Traditional Neighborhood character areas currently underserved		✓	✓	✓		County	TBD	TBD
Community Facilities & Services	Extend sewer infrastructure to Emerging Community Mixed Use Node character area locations currently without service			✓			County	TBD	TBD
Community Facilities & Services	Extend water and sewer infrastructure necessary to provide services to the Cultural Center Gateway/53 Corridor Gateway and 81/11 Gateway Regional Mixed Use Node character areas	✓					County	TBD	TBD



Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Land Use	Consider county-initiated rezoning of land for business/industrial consistent with the comprehensive land use plan and protect from incompatible development; actively engage local development authorities in planning and zoning for industrial development	✓					County	N/A	N/A
Land Use	Prepare local scenic byways designations (e.g., SR 211 in east Barrow County; SR 53 north of Winder; SR 11 north of Winder and south of Bethlehem; SR 82 east of Winder; and SR 330) to protect the character of rural corridors		✓				County, Planning Dept.	\$10,000	General Fund
Land Use	Create more specific development and design review requirements for commercial and mixed use properties	✓					County, Planning Dept.	\$5,000	General Fund
Land Use	Maintain a countywide greenspace master plan			✓			County	N/A	N/A
Land Use	Maintain up to date ordinances that adequately preserve the rights of local farmers and that provide for adequate buffers between agriculture and residential uses	✓					County	N/A	N/A
Land Use	Study Transfer of Development Rights (TDR) programs that have been successfully implemented in counties similar to Barrow and, if appropriate, implement a TDR program					✓	County, Planning Dept.	N/A	N/A
Land Use	Study the Purchase of Development Rights (PDR) rights programs that have been successfully implemented in counties similar to Barrow and implement an appropriate program for Barrow					✓	County, Planning Dept.	TBD	TBD
Land Use	Use conservation subdivision ordinance in conjunction with low density requirements to preserve large tracts of permanent greenspace			✓			County, Planning Dept.	\$10,000	General Fund
Land Use	Adopt Rural Crossroads Zoning District that includes minimum standards for commercial building and site design	✓					County, Planning Dept.	N/A	N/A
Land Use	Coordinate with Wal-Mart Realty and other "big box" retailers regarding adaptive reuse; Wal-Mart Realty touts its ability to find alternative tenants and work with local governments once a existing store closes	✓	✓	✓	✓		County, Planning Dept.	N/A	N/A
Land Use	Prepare and adopt a form-based Mixed Use Development Ordinance to facilitate "greyfield redevelopment" and implement Commercial Corridor character area master plans			✓			County, Planning Dept.	\$15,000	General Fund
Land Use	Prepare and adopt a policy framework to prevent encroachment of inappropriate automobile-oriented development that would adversely affect the quality of life and public realm			✓			County, Planning Dept.	N/A	N/A
Land Use	Prepare and adopt a Senior Housing Ordinance	✓					County, Planning Dept.	\$5,000	General Fund



Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Land Use	Prepare and adopt a small-area master plan for 81/11 Gateway Regional Mixed Use Node character area			✓			County, Planning Dept.	\$15,000	TBA
Land Use	Prepare and adopt a small-area master plan for the 211/124 Gateway Regional Mixed Use Node character area			✓			County, Planning Dept.	\$15,000	TBA
Land Use	Prepare and adopt a small-area master plan for the Cultural Center/Gateway 53 Corridor character area to prescribe the desired development pattern (e.g. requiring sidewalks and interparcel access)	✓					County, Planning Dept.	\$15,000	N/A
Land Use	Prepare and adopt a Traditional Neighborhood Design (TND) ordinance		✓				County, Planning Dept.	\$10,000	N/A
Land Use	Prepare and adopt amendments to the Zoning Ordinance that create flexible setback provisions to ensure any in-fill development is consistent with surrounding homes, which tend to have large front yards and may exceed the minimum front setback requirement			✓			County, Planning Dept.	\$5,000	General Fund
Land Use	Prepare and adopt Corridor/Streetscape Master Plans for Commercial Corridor character areas to guide enhancements					✓	County, Planning Dept.	\$100,000	General Fund, LCI
Land Use	Prepare and adopt Corridor/Streetscape Master Plans for Transitional Corridor character area locations to guide enhancements					✓	County, Planning Dept.	\$100,000	General Fund, LCI
Land Use	Prepare and adopt design/development standards for industrial sites					✓	County, Planning Dept.	\$10,000	General Fund
Land Use	Prepare and adopt form-based code enabling legislation into the UDC			✓			County, Planning Dept.	N/A	N/A
Land Use	Prepare and adopt form-based development regulations to implement each Emerging Community Mixed Use Node character area master plan		✓				County, Planning Dept.	\$20,000	General Fund
Land Use	Prepare and adopt regulations for Scenic Rural Corridors			✓			County, Planning Dept.	\$10,000	General Fund
Land Use	Prepare and adopt Scenic Rural Corridor Overlay			✓			County, Planning Dept.	\$10,000	General Fund
Land Use	Prepare and adopt small-area master plans for each of Emerging Community Mixed Use Node character area location					✓	County, Planning Dept.	\$75,000	General Fund
Land Use	Prepare and incorporate into development review a "development impact matrix" to determine potential impacts of specific industries on the environment and infrastructure					✓	County, Planning Dept.	N/A	N/A
Land Use	Update development regulations to address parking, drainage and driveway requirements	✓					County, Planning Dept.	\$10,000	General Fund



Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Transportation	Adopt typical street cross-sections for areas located in the Rural/Agricultural Reserve character areas that identify appropriate width and configuration and that require paved roads to use drainage swales in lieu of curb, gutter and sidewalk.	✓					County, Planning Dept., Engineering	N/A	N/A
Transportation	Create a neighborhood sidewalk inventory and work with local residents to identify needs and prioritize projects: new systems, filling in gaps in existing systems, or replacing sub-standard facilities (can be part of a Bike/Ped/Multi-use Plan)		✓				County, Planning Dept., Engineering	\$15,000	General Fund
Transportation	Develop and adopt a Bike/Ped/Greenways Master Plan			✓			County	\$50,000	SPLOST
Transportation	Prepare and adopt a connector street plan				✓		County	\$50,000	SPLOST
Transportation	Prepare and adopt street connectivity requirements that require connected system of streets within new subdivisions and connect to existing subdivisions, including requiring multiple stub out streets to allow for future connectivity when adjacent properties develop		✓				County	N/A	N/A
Transportation	Prepare and adopt UDC amendments that require construction of the Connectors shown in the general location of those shown on the Future Development Map for Emerging Suburban character area locations			✓			County	TBD	TBD
Transportation	Adopt street standards that prescribe Complete Streets that provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.			✓			County, Planning Dept., Engineering	N/A	N/A
Transportation	Continue process to implement plan to develop West Winder Bypass	✓	✓	✓			County, GDOT	\$92M	GDOT
Transportation	Continue to lobby for SR 316 controlled-access improvements, but in the meantime follow development policies that will not make improvements to the corridor unfeasible	✓	✓	✓	✓	✓	County	N/A	N/A
Transportation	Explore potential links between commuter rail and airport expansion			✓			County	N/A	N/A
Transportation	Implement and regularly update the new Comprehensive Transportation Plan					✓	County	\$100,000	ARC
Transportation	Implement Comprehensive Transportation Plan recommendations by preparing additional plans for road connecting SR 211 and SR 53 as necessary			✓			County	TBD	TBD
Transportation	Implement Comprehensive Transportation Plan recommendations for Klicrease Road and perform additional traffic safety planning as needed			✓			County	TBD	TBD
Transportation	Implement Comprehensive Transportation Plan to maintain acceptable Level of Service on county roads	✓	✓	✓	✓	✓	County	TBD	TBD



Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Transportation	Implement pedestrian, bicycle and multi-modal recommendations of the Barrow County Comprehensive Transportation Plan			✓			County	N/A	N/A
Transportation	Participate in regional efforts to promote the Athens to Atlanta commuter rail route	✓	✓	✓	✓	✓	County	N/A	N/A
Transportation	Prepare a plan for a countywide bicycle and pedestrian route, leading to increased opportunities to walk and bike			✓			County	\$50,000	General Fund, GDOT
Transportation	Using the Comprehensive Transportation Plan as a basis, prepare a study of potential modifications to improve connectivity in existing neighborhoods			✓			County	\$100,000	General Fund, GDOT
Intergovernmental Coordination	Complete long range water supply master plan as joint planning effort	✓	✓				County, BCWSA	TBD	BCWSA
Intergovernmental Coordination	Continue established quarterly meeting schedule	✓					County	N/A	N/A
Intergovernmental Coordination	Coordinate to develop a unified system for sharing permit information in the cities in order to assist schools in estimating future enrollment			✓			City/County	N/A	N/A
Intergovernmental Coordination	Maintain an adequate Barrow County service delivery strategy and intergovernmental agreement concerning annexation	✓					County	N/A	N/A
Intergovernmental Coordination	Study potential impacts of consolidation of government services	✓					County	\$20,000	General Fund



Policies

Policies are adopted to provide ongoing guidance and direction to County officials. They provide a basis for making decisions in implementing the Comprehensive Plan, including achieving the Community Vision and appropriately addressing the Community Issues and Opportunities. The following policies are organized by major topic in the following subsections.

Economic Development

- Support programs for retention, expansion and creation of businesses that are a good fit for the community's economy in terms of job skill requirements and linkages to existing businesses.
- Target reinvestment to declining, existing neighborhoods, vacant or underutilized sites or buildings in preference to new economic development projects in Greenfield (previously undeveloped) areas of our community.
- Seek to balance the supply of housing and employment in our community and consider their location in relation to each other.
- Consider access to housing and impacts on transportation when considering economic development projects.
- Consider impacts on infrastructure and natural resources in our decision-making on economic development projects.
- Consider the employment needs and skill levels of our existing population in making decisions on proposed economic development projects.
- Carefully consider costs as well as benefits in making decisions on proposed economic development projects.

Housing

- Reduce substandard or dilapidated housing in our community.
- Stimulate infill housing development in existing neighborhoods.
- Create affordable housing opportunities to ensure that all those who work in the community have a viable option to live in the community.
- Encourage development of housing opportunities that enable residents to live close to their places of employment.
- Accommodate the diverse population by encouraging a compatible mixture of housing types, densities and costs in each neighborhood.
- Encourage housing policies, choices and patterns that move people upward on the housing ladder from dependence to independence (home-ownership).
- Increase opportunities for low-to-moderate income families to move into affordable owner-occupied housing.
- Support dispersion of assisted housing throughout the community in order to diversify neighborhoods and eliminate pockets of poverty.



- Maintain an adequate supply of residential land, providing opportunities for various housing types, consistent with city policies for annexation, transpiration, land use and the environment
- Promote new infill housing development consistent with the style and type of housing in the surrounding neighborhood by developing underutilized or undeveloped lots within existing developed neighborhoods
- Encourage joint public and private participation through local, state and federal programs to help cover the financial gap between affordable housing and the actual cost of developing housing.
- Work in conjunction with the private developers and non-profit providers of affordable housing to ensure that an adequate supply of high quality affordable housing is available in Barrow County
- Facilitate the development of low-interest loan programs to assist low-to-moderate income homeowners with housing maintenance.
- Encourage private developers who provide low-cost housing with both financial assistance when appropriate and assistance in planning, building or renovating low-cost housing
- Promote redevelopment projects that will add to the diversity in terms of housing types and price ranges of Barrow County's housing supply
- Promote housing rehabilitation and adaptive re-use in appropriate areas of Barrow County
- Periodically review zoning ordinance provisions and other regulatory tools to ensure that they do not restrict infill or redevelopment by creating barriers to the development of affordable housing. Such regulations include minimum floor areas, minimum lot sizes and standards, garage stall requirements, permit fees, etc.
- Eliminate land use conflicts through code enforcements and housing maintenance assistance and redevelopment to ensure the integrity and long-term viability of residential neighborhoods is protected
- Integrate and disperse affordable housing units throughout the city so that they are not concentrated in one area
- Support infrastructure improvements that contribute to a strong and healthy neighborhood identity
- Promote creative mixed-use development in and near downtown that integrates housing with public places, retail and service commercial
- Encourage site and architectural design that protects the existing characteristics of the natural environment and the neighborhood
- Ensure that housing renovation and infill housing development/redevelopment are respectful of the design and scale of the surrounding residential neighborhood
- Explore the development of lease-to-purchase programs that enable people to apply rent towards the future purchase of a home

Natural and Cultural Resources

- Promote the use of common area drain fields and/or neighborhood-scale sewerage treatment systems to reduce parcel size in areas that must be served by septic tanks (for areas proposing Conservation Subdivisions only)



- Discourage extension of public utilities, especially sewer, that would encourage development of Preserve and Rural/Agricultural Reserve character areas
- Discourage septic tanks and promote the use of packaged systems that can later tap into an expanded sewer infrastructure
- Promote use of Preserve character areas as passive-use tourism and recreation destinations
- Promote the use of Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR)
- Protect farmland, open space, and environmentally-sensitive private lands by maintaining large lot sizes (e.g. at least 10 acres)
- Promote the use of conservation easements and conservation tax credits by landowners to help preserve viable farmland
- Encourage use of Agricultural Best Management Practices for Protecting Water Quality
- Encourage landscaping with native vegetation that requires limited (or none at all) irrigation
- Encourage the use of Conservation Subdivisions to preserve rural character and sensitive natural resources
- Encourage tree protection and replacement with each new development
- Protection and conservation of the community's resources will play an important role in the decision-making process when making decisions about future growth and development.
- Maximize inefficient land consumption and encourage more compact urban development in order to preserve green open space and natural resource areas.
- Encourage new development to locate in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archaeological or cultural resources from encroachment.
- Factor potential impacts on air and water quality in making decisions on new developments and transportation improvements.
- Develop infrastructure networks to steer new development away from sensitive natural resource areas.
- Promote the protection and maintenance of trees and green open space in all new development.
- Promote low impact development that preserves the natural topography and existing vegetation of development sites.
- Direct development away from agricultural areas to conserve farmland to protect and preserve this important component of our community.
- Ensure safe and adequate supplies of water through protection of ground and surface water sources.
- Promote enhanced solid waste reduction and recycling initiatives.



Community Facilities & Services

- Continue to promote SPLOST as successful local funding source and implement impact fees as supplemental funding source for some community facilities
- Continue to actively pursue greenspace preservation/acquisition opportunities and development of connected greenways with trails
- Efficiently use existing infrastructure and public facilities to minimize the need for costly new/expanded facilities and services.
- Protect existing infrastructure investments (i.e., already paid for) by encouraging infill redevelopment, and compact development patterns.
- Ensure that new development does not cause a decline in existing levels of service for the community's residents and employers.
- Limit development within the community to areas that can be reasonably served by public infrastructure.
- Ensure that capital improvements needed to accommodate future development are provided concurrent with new development.
- Coordinate the provision of public facilities and services with land use planning to promote more compact nodal development at areas identified as suitable for such development.
- Use sequential, phased extension of utilities and services to encourage rational expansion of development to areas immediately contiguous to already developed areas of the community.
- Use planned infrastructure expansion regarding sewer expansion, to support development in areas identified (in the comprehensive plan) as suitable for such development.
- Seek ways for new growth to pay for itself (in terms of public investment in infrastructure and services to support the development) to the maximum extent possible.
- Invest in parks and open space to enhance the quality of life for our citizens.
- Work with the local school board to encourage school location decisions that support the community's overall growth and development plans.

Land Use

- Maintain up to date ordinances that adequately preserve the rights of local farmers and that provide for adequate buffers between agriculture and residential uses.
- Encourage mixed use development nodes at major intersections along the gateway corridors and other throughway roads in the County to lessen the effects of linear sprawl
- Encourage the redevelopment of existing underutilized shopping centers with mixed use development
- Encourage Traditional Neighborhood Development
- Our decisions on new development will contribute to, not take away from, our community's character and sense of place.



- Encourage development that is sensitive to the historic context, sense of place, and overall setting of the community.
- Seek development whose design, landscaping, lighting, signage, and scale add value to our community.
- Use land efficiently to avoid the costs and problems associated with urban sprawl.
- Preserve the rural character of our community and provide the opportunity for agricultural and forestry activities to remain a vital part of the community.
- Create a “sense of place” along the gateways and corridors of the community
- Encourage the development of downtown as a vibrant center of the community in order to improve overall attractiveness and local quality of life.
- Commit to creating safe and attractive neighborhoods throughout the community, where people have the ability to walk and bicycle and have easy access to schools, parks, and necessary services such as grocery stores.
- Creation of recreational facilities and set-asides of greenspace are important to our community.
- Commit to providing pleasant, accessible public gathering places and parks throughout the community.
- Commit to redeveloping and enhancing encouraging commercial, industrial and higher density residential growth in areas that have show the potential more existing commercial and industrial areas within our community in preference to new development in Greenfield (previously undeveloped) areas of the community.
- Support appropriate residential and non-residential in-fill development and redevelopment in ways that complement surrounding areas.
- Encourage mixed-use developments that are human-scale and less auto-oriented.
- Support increases in residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the increased density.
- Support new land uses that contribute to protecting the environment and preserving meaningful open space.
- Support new land uses that enhance housing options in our community.
- Encourage development of a rational network of commercial nodes (villages, or activity centers) to meet the service needs of citizens while avoiding unattractive and inefficient strip development along major roadways.
- Remain open to land planning and development concepts that may be new to our area but have been tried successfully in other places.



Transportation

- Target transportation improvements to support desired development patterns for the community (recognizing that ready availability of transportation creates demand for land development in adjacent areas).
- Design new and reconstructed roadways appropriately by using context sensitive design considerations, to enhance community aesthetics and to minimize impacts on the environment and our historic resources.
- Make decisions that encourage walking, biking, car-pooling, and other alternative transportation choices.
- Planning of our new and reconstructed roadways will include consideration of whether the roadways can accommodate multiple functions, including pedestrian facilities, parking, bicycle routes, public transit (if applicable) as well as local vehicular circulation.
- Promote connectivity of our road network (such as fostering a grid network of streets, multiple connections between subdivisions) in the non-rural/agricultural areas of Barrow County.
- Support the creation of a community-wide greenway or multi-use path network for pedestrians and cyclists.
- Encourage new development that supports and ties in well with existing and planned public transit options in the community.
- We will ensure (through traffic calming and other design considerations) that excessive vehicular traffic will not harm the peaceful nature of our residential neighborhoods.

Intergovernmental Coordination

- Seek opportunities to share services and facilities with neighboring jurisdictions when mutually beneficial.
- Work jointly with neighboring jurisdictions on developing solutions for shared regional issues (such as growth management, watershed protection, stormwater management).
- Pursue joint processes for collaborative planning and decision-making with neighboring jurisdictions.
- Consult other public entities in our area when making decisions that are likely to impact them.
- Provide input to other public entities in our area when they are making decision that are likely to have an impact on our community or our plans for future development.
- Engage in cooperative planning between the local government and local school board in regard to the appropriate location and use of schools as community facilities.



City of Auburn

Presentation of the Community Vision, Community Issues & Opportunities and Implementation Plan for the City of Auburn

Auburn, located U.S. 29 in western Barrow County was incorporated in 1892 when the Seaboard Railroad came through the area. With a 2005-estimated population of more than 7,000, Auburn is the second largest Barrow County city (with a small portion of the city located in Gwinnett County).

Community Vision

The City of Auburn’s Community Agenda includes input from the *Auburn 2015* Visioning Process, which was prepared simultaneously with the *Barrow County Comprehensive Plan 2007-2027* planning process, and the input from the Community Participation process described in Chapter 2 of this document. This section, therefore, is divided into two major sections. The first includes the vision statements prepared for *Auburn 2015*. The second includes the Future Development Map and character area narratives prepared for the production of the *Community Agenda*.

Auburn Vision Statements

Small Town Feeling and Identity

Auburn has kept its small town feeling and identity, while continuing to grow. Attractive housing and developments, a variety of churches, quality county schools and its proximity to major job centers make for a full service community. Above all, people feel safe and secure in the City. As the City of Auburn grows and prepares for the future, it intends to foster its small town charm by ensuring attractive landscaping, understated signage and small parks and recreational areas. The city of Auburn will aim to avoid "anywhere USA" franchise-style development. Instead, buildings, old and new will honor the small town feeling of the community.



Shaded front yard of the new Auburn Public Library in Downtown Auburn

Vibrant, Pedestrian-Friendly Downtown

The downtown will become a true destination for residents and visitors, with quality restaurants, quaint shops, boutiques and other thriving businesses. Sidewalks and streets will be filled with people of all ages day and night. New, moderate-density housing at the edge of the downtown will provide support to merchants

and twenty-four hour security for downtown visitors. The City government will be proactive in creating a physical, financial, and regulatory environment especially conducive to small business development in the downtown area.

Enhanced Park and Open Space System

As the community grows, Auburn will steadily add to parks, open space and recreational opportunities for residents. Tools such as cluster development, open space incentives and conservation easements will ensure that new developments provide for their fair share of park and open space areas. In addition, a system of greenway trails connecting neighborhoods parks and open spaces will enhance recreational opportunities for residents of and visitors to Auburn.

Healthy Town Financial Footing

By facilitating sensible growth and efficient development patterns, the City of Auburn will continue to deliver quality municipal services for a tax rate below regional averages. In addition, the City will be able to maintain a healthy balance of quality residential development and compatible commercial development.

Firm and Fair Growth and Development Process

The City of Auburn will advance a firm and fair process for managing growth and development. Through its land use plan and development ordinances, the City will set clear policies and standards to assure quality development. The City will enforce these standards diligently and consistently. The development review process will emphasize effective communication and consensus among all parties, including Mayor and Council, the Planning Commission, City staff, the developer and community members. The City will require that necessary infrastructure, including especially adequate roads, neighborhood parks and greenways, sidewalks, and water/sewer, be in place prior to the occupancy of the new development it will serve.



City of Auburn water tower in Downtown Auburn

Quality Residential Development

The City of Auburn is mostly a low density, single-family residential community. Within this context, housing innovations will evolve to address two key issues: (1) planned communities and (2) alternative housing choices. To cut down on the growth in traffic, walkable neighborhoods convenient to appropriate, pedestrian-scaled areas, as well as transit services, have been favored over automobile-dependent, cookie-cutter subdivisions. The affordable housing needs of service workers, senior citizens, young couples, and others have been met through a variety of housing forms compatible with single family neighborhoods (rather than typical large complexes of apartments, condominiums or institutional housing). New and old neighborhoods alike are well maintained, having benefited from the town's strategic location, sustained economic prosperity, and overall quality of life.

Foster and Encourage Increased Community Involvement and Building Opportunities

The City of Auburn has always prided itself on providing excellent customer service. Increasingly, City officials are being asked to address more complex and difficult community issues in the course of their work. More often, these issues are not adequately addressed by traditional service delivery models and regulatory

processes, which have been the city’s foundation of success as a government organization. The City is committed to exploring possible ways through which Auburn could incorporate more community involvement approaches in its planning and service delivery that truly engages residents as partners in facing complex community issues so that they are more likely to take responsibility for sustaining solutions to those same issues.

Additionally, in an effort to foster community building outside of formal issues, the City will also make an effort to engage residents in regular informal community building activities.

Future Development Map

A key component of the comprehensive planning process is the creation of a Future Development Map that reflects the City of Auburn’s vision for growth and development for the next 20 years. This vision, which was developed with an extensive public countywide visioning process, is expressed in unique “character areas” that cover the entire City. The following pages present the Future Development Maps/Character Area narratives for the City of Auburn. .



Shaded neighborhood street in Auburn

Character area planning focuses on the way an area looks and how it functions. Tailored development strategies are applied to each area, with the goal of enhancing the existing character/function or promoting a desired character for the future. The character areas recommended for Auburn, defined and shown in the Future Development Map, define areas that:

- Presently have unique or special characteristics that need to be preserved
- Have potential to evolve into unique areas
- Require special attention because of unique development issues

The character areas are described in the following pages. Each description includes the following information, which presents an overall vision for future growth and development for a character area:

- Development Pattern
- Preliminary Land Uses
- Implementation Strategies
- Quality Community Objectives

The development pattern describes the nature of preferred development in a character area, such as appropriate design, infrastructure, and intensity. The preliminary land use section lists permissible land uses within each character area. Finally, the Implementation Strategies section identifies the measures the County can take to ensure that the development pattern described by each character area can be implemented.

In addition to the three levels of description above, the Quality Community Objectives (QCO) analysis for each Character Area can be found in Appendix A. This identifies the QCOs that will be pursued in the character area. These objectives were adopted by the Georgia Department of Community Affairs (DCA) to measure how communities preserve their unique resources while accommodating future development. Finally, the strategies section identifies the measures the County can take to ensure that the development pattern described by each character area can be implemented.

Preserve

The Preserve character area describes primarily public or privately-owned land intended to remain as open space for preservation and recreation needs and are not suitable for urban or suburban development. Land can be owned outright or subject to conservation easements. This character area includes major parklands, undeveloped natural lands and environmentally sensitive areas such as undeveloped, natural lands with significant natural features including steep slopes, floodplains, wetlands, watersheds, wildlife management areas, conservation areas, and other environmentally sensitive areas not suitable for development of any kind. Barrow County examples of this character area include Fort Yargo State Park and floodplain areas adjacent to the Mulberry River bordering Jackson County.

Development Patterns

The development pattern should seek to:

- Preserve natural resources, habitats, views, and rural/agricultural character
- Protect open space in a linear pattern, typically following the flood plain of river and stream corridors and accommodate greenways
- Maintain a high degree of open space
- Prevent degradation to natural resources in areas that have already developed or have the potential to develop due to existing zoning
- Minimize impervious surfaces
- Protect water quality with appropriate stream and reservoir buffers and prohibition of uses that are prone to pollution
- Provide opportunities for low-impact recreation (e.g. canoeing, fishing, hunting, hiking, etc.) and environmental education

Primary Land Uses

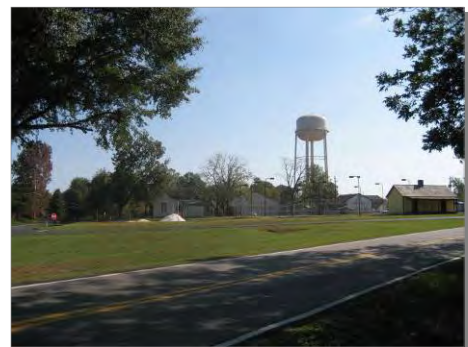
- Undeveloped areas left in their natural state
- Passive recreation (for environmentally constrained areas)
- Active recreation (for non-environmentally constrained areas)
- Agriculture



Preserve areas in Auburn include the R.H. Burel Park in downtown complete with the bright-red caboose shown above



Preserve areas in Auburn include Cemeteries such as the city cemetery shown above



Open space shown above in Auburn near downtown

Implementation Strategies

- ☞ *Adopt the Georgia Stormwater Management Manual, enforce stormwater BMPs to enhance waterway protection and encourage the use of the manual's Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Participate with Barrow County and other county municipalities in preparation of a Countywide Greenways Master Plan outlines a countywide system of interconnected greenway/ trail corridors, provides for integration into a regional greenway system and defines specific priorities for property acquisition to develop the system.*
- ☞ *Participate with Barrow County in acquire land for a countywide greenway network outlined in proposed Countywide Greenways Master Plan (consult the Atlanta Regional Commission's Green Infrastructure Toolkit for a complete list of acquisition methods)*
- ☞ *Adopt specific cross sections for roads that cross these areas*
- ☞ *Promote these areas as passive-use tourism and recreation destinations*
- ☞ *Encourage use of Agricultural Best Management Practices for Protecting Water Quality*
- ☞ *Promote the use of Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR)*
- ☞ *Promote the use of conservation easements and conservation tax credits by landowners*
- ☞ *Discourage extension of public utilities, especially sewer, that would encourage development of these areas*
- ☞ *Continue to enforce existing "Part V" Environmental Ordinances (for river corridor and watershed protection)*
- ☞ *Follow Best Management Practices (BMPs) for erosion and sedimentation, as defined in the Georgia Erosion and Sedimentation Act*
- ☞ *Implement the recommendations outlined in the Barrow County Recreation Master Plan*



R.H. Burel Park in downtown provides open space adjacent to downtown businesses and government offices within walking distance of adjacent neighborhoods

Traditional Neighborhood

The area consists of neighborhoods with a distinct identity through architectural design, building placement, street design, and presence of sidewalks and street trees. The neighborhoods are generally thought of as “in-town” due to their proximity and accessibility to the central business district. Traditional Neighborhood areas are made up predominantly of single-family housing, though other housing types are often part of the historic neighborhood mix (*e.g.* duplex, townhouse, small-scale apartment buildings). Typically developed prior to World War II, Traditional Neighborhood area characteristics relative to Suburban Neighborhood areas in Auburn include higher pedestrian orientation, greater likelihood of sidewalks, street trees, on-street parking, small, regular lots, shallow yards, less space between buildings, and can include small neighborhood businesses. Traditional Neighborhood character areas in Auburn wrap the downtown area on three sides (north, south and west). Portions of the area are part of the Auburn Historic District, which is listed on the National Register of Historic Places.

Development Patterns

The development pattern should seek to:

- Promote rehabilitation of existing homes
- Promote sensitive building rehabilitation that is in keeping with a building’s existing architectural style and scale and that of neighboring homes
- Maintain existing tree cover
- Provide for neighborhood passive parks/open space
- Protect and stabilize existing dwellings, many of which have historic value and are inside the current boundaries of the Auburn Historic District.
- Respect the traditional building placement, with homes that are closer to the street and have minimum separation between adjacent dwellings
- Promote a pedestrian-scale community, with emphasis on walkability (sidewalks and recessed, detached and/or rear entry garages) and social interaction (large front porches)



Auburn’s Traditional Neighborhood areas include mature trees and quiet streets



Historic home in the Auburn Traditional Neighborhood area



Historic home in the Auburn Traditional Neighborhood area

- Accommodate senior housing opportunities, which can be integrated into the existing development pattern and can benefit from close proximity to downtown goods and services
- Accommodate in-fill development that compliments the scale, setback and style of existing adjacent homes
- Maintain existing homes and character defining site features (e.g. drives, walls, lighting, landscaping, tree cover)



Historic home in the Auburn Traditional Neighborhood area

Primary Land Uses

- Single-family residential
- Duplexes
- Active and passive recreation
- Multi-family (not apartment complexes)
- Senior housing

Implementation Strategies

- ☞ *Adopt specific design guidelines for the Auburn Historic District to regulate exterior alterations to existing homes, as well as building relocation, demolition and new construction*
- ☞ *Adopt a Tree Protection Ordinance*
- ☞ *Amend zoning ordinance to permit garage apartments or mother-in-law units in single-family districts, which would include specific guidelines for size, location on the lot, use, parking, etc. to protect neighborhood character*
- ☞ *Create an inventory of buildings suitable for redevelopment*
- ☞ *Adopt a Senior Housing Ordinance to permit detached, attached and multi-family homes on suitable properties close to the city center*
- ☞ *Develop vacant site inventory; identify those that are suitable for in-fill development.*
- ☞ *Develop a site inventory for potential neighborhood passive park locations*

Suburban Neighborhood

The Suburban Neighborhood character area describes areas where typical types of suburban residential subdivision development have occurred in the post World War II era. Suburban Neighborhoods are characterized by low pedestrian orientation, larger lot sizes, high to moderate degree of building separation, and are predominantly residential with scattered civic buildings and varied street patterns (often curvilinear) that include cul-de-sacs. Neighborhoods included in this character area are generally stable. Improved pedestrian and bicycle networks, especially near school and other civic uses would provide safer routes and encourage walking and bicycling as a transportation option. Suburban Neighborhood areas in unincorporated Barrow County are scattered throughout the County, though most prominent adjacent to incorporated municipalities.

Development Patterns

The development pattern should seek to:

- Accommodate in-fill development that compliments the scale, setback and style of existing adjacent homes
- Accommodate senior housing opportunities, which can be integrated into neighborhoods that benefit from close proximity to goods and services
- Maintain single-family uses
- Maintain existing tree cover
- Focus on reinforcing stability by encouraging more home ownership and maintenance or upgrade of existing properties
- Locate schools, community centers, or well-designed small commercial activity centers at suitable locations within walking distance of residences
- Provide safe facilities for pedestrians, school buses, and bicyclists using the road right-of-way
- Enhance the pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly multi-use trail/bike routes linking neighboring communities and major destinations such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.



Suburban Neighborhoods in Auburn developed for many years without sidewalks and with limited connectivity



Typical Suburban Neighborhood character



Suburban Neighborhood character

- Add traffic calming improvements, sidewalks and increased street interconnections to improve walkability within existing neighborhoods
- Limit driveway spacing along the highway frontage and align driveways where needed to improve traffic flow

Primary Land Uses

- Parks, Recreation and Conservation
- Single Family Residential
- Multi-Family Residential (though limited)
- Public Institutional

Implementation Strategies

- ☞ *Amend Zoning Ordinance to include flexible setback provisions to ensure any in-fill development is consistent with surrounding homes, which tend to have large front yards and may exceed the minimum front setback requirement*
- ☞ *Adopt Traditional Neighborhood Development ordinance*
- ☞ *Create a neighborhood sidewalk inventory and work with local residents to identify needs and prioritize projects: new systems, filling in gaps in existing systems, or replacing sub-standard facilities (can be part of a Bike/Ped/Multi-use Plan)*
- ☞ *Adopt a policy framework to prevent encroachment of inappropriate automobile-oriented development that would adversely affect the quality of life and public realm*
- ☞ *Adopt a connector street plan*
- ☞ *Adopt greenspace master plan*
- ☞ *Develop Bike/Ped/Greenways Master Plan*
- ☞ *Update development regulations to address driveway and parking requirements*



Suburban Neighborhoods should seek to include sidewalks to provide transportation choice for residents

Downtown

Downtown Auburn includes the central business district centered at the intersection of the CSX railroad and 6th Street, a roughly four-block by two-block area that straddles the railroad. Government buildings are prominent in Downtown Auburn along with passive park space and mom-and-pop commercial establishments. Downtown includes areas on the south side of the railroad tracks that have the potential to develop in a town center manner, a design represented in some part by the strip of downtown buildings located on the north side of the tracks. Important in establishing Downtown character for the entire area will be the use of traditional urban building façades, buildings close to the street, and the use of sidewalks. Goals of the character area include encouraging a mix of uses to create vitality, including quality restaurants, quaint shops and boutiques; reinforcing the area as the central business district of Auburn and a destination for residents and visitors; and promoting a town center development pattern with new, moderate density housing at the edge of downtown to provide support to merchants and twenty-four hour security for downtown visitors. New development or redevelopment can serve to extend the boundaries and function of downtown by orienting buildings to the street rather than to an on-site parking lot, allowing a mix of uses accessible to the pedestrian, and connecting to the rest of the character area with sidewalks. Critically important is providing safe pedestrian connectivity between the north and south sides of the CSX railroad tracks.



Downtown businesses in Auburn



Burrell Park is part of the Downtown area shown above

Development Patterns

The development pattern should seek to:

- Reinforce traditional pedestrian-scaled development patterns (including building placement, lighting, site features, sidewalk use and amenities, traffic patterns, etc.)
- Encourage a creative, visual environment that encourages exploration and attracts patrons (such as attractive, changing window displays, public art, and outdoor dining)
- Serve surrounding neighborhoods
- Retain and enhance existing building stock with appropriate maintenance and rehabilitation
- Represent a mix of uses that attract residents to the



Development in Downtown seeks to provide housing choice, pedestrian-friendly environment, and opportunities to live, work and play

downtown and create vitality

- Encourage mixed use development in buildings with underutilized upper floors (e.g. residential above ground floor retail)
- Accommodate redevelopment and infill opportunities that respect the traditional development patterns and architectural styles
- Reinforce Downtown as the community focal point

Primary Land Uses

- Retail/Neighborhood Commercial
- Mixed Use (residential above ground-floor retail)
- Professional office
- Government facilities
- Parks

Implementation Strategies

- ☞ *Prepare and adopt a Downtown Master Plan that includes, additional streetscape improvements, design and location of buildings, a downtown housing and retail market analysis – components of a Livable Centers Initiative (LCI) study*
- ☞ *Apply for a LCI grant (offering a local 20% match) to fund a Downtown Auburn area LCI/Master Plan*
- ☞ *Adopt specific guidelines that regulate exterior changes to buildings, new construction, demolition and signage*
- ☞ *Adopt an Appearance and Maintenance Code to require upkeep of buildings*
- ☞ *Adopt a downtown-specific zoning district that streamlines the uses currently permitted under C-1 zoning and permits upper-story residential uses*



Downtown Auburn seeks new mixed-use buildings that provide housing choices not currently available for residents

Commercial Corridor

Commercial Corridor reflects larger-scale commercial developments that are typical of U.S. highways outside of downtowns / town centers. “Strip center” development is common, represented by a grocery store surrounded by complimentary commercial uses or smaller shopping centers that have a few businesses catering to the surrounding community. Commercial corridors are often characterized by large signs that can dominate the visual landscape, numerous curb cuts and driveways that slow traffic flow, large parking areas void of landscaping, and a few, if any, sidewalks. Buildings are typically single-story, single-use and are generally separated from the street and sidewalk (when a sidewalk is part of the streetscape) by parking lots with few shade trees. Generally there is a high degree of traffic congestion.

In addition to meeting area residents’ shopping needs, the corridor acts as a gateway to the City. As such, the community recognizes that these corridors should provide a more pleasant appearance to those entering the city than currently presented.

Development Patterns

The development pattern should seek to:

- Preserve or increase traffic flow by consolidating driveways and encouraging interparcel access
- Provide sidewalks and a more pedestrian-friendly environment by incorporating landscaped buffers between the roadway and sidewalks and placing buildings closer to the street
- Limit signs and billboards
- Cluster high-density development at nodes along the corridor, such as major intersections
- Incorporate streetscape enhancements such as landscaping and decorative streetlights to improve the overall appearance of this “gateway corridor”
- Depict clear physical boundaries and transitions between the edge of the character area and adjacent character areas, in particularly those that include residential uses
- Strengthen pedestrian connections to adjacent residential areas
- Provide sidewalk connections to adjacent residential



Existing character of the Commercial Corridor in Auburn along Atlanta Highway/SR 8,



New development in Auburn's Commercial Corridor



Character envisioned for future Commercial Corridor development and redevelopment

areas

- Increase landscaping along the corridor, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor
- Encourage redevelopment that permits minimal building setbacks, mixed use development, parking to the rear of a building, and requires quality materials and design (related to the building, the site, and signage)
- Limit signs and billboards
- Coordinate land use planning with bike, pedestrian and transit opportunities
- Better integrate stormwater treatment in site planning and design with additional site design standards



Commercial Corridor development is envisioned to include ample landscaping and protect mature tree canopies

Primary Land Uses

- Commercial and retail uses
- Professional offices
- Mixed use development (including residential uses above ground-floor retail or office space)

Implementation Strategies

- ☞ *Adopt a Mixed Use Development Ordinance to facilitate “greyfield redevelopment”*
- ☞ *Adopt the Georgia Stormwater Management Manual, enforce stormwater BMPs to enhance waterway protection, and encourage the use of the manual’s Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Follow BMPs for any land disturbance activities*
- ☞ *Adopt Big Box ordinance to specify design parameters, maximum square footage requirements, a plan for re-use, etc.*
- ☞ *Coordinate with WalMart Realty and other “big box” retailers regarding adaptive reuse; WalMart Realty touts its ability to find alternative tenants and work with local governments once a existing store closes*
- ☞ *Adopt a corridor overlay district to regulate building placement, design and size, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the corridor*
- ☞ *Undertake an Access Management Plan, with recommendations that include opportunities for driveway consolidation and interparcel access*
- ☞ *Amend development regulations to require interparcel access, limit curb cuts, and require sidewalks with new development*
- ☞ *Review Sign Ordinance for inconsistencies with the desired development pattern and amend accordingly*
- ☞ *Adopt a Landscape and Buffer Ordinance*
- ☞ *Create a Streetscape Master Plan to guide enhancements*

Transitional Corridor

Areas originally developed for single-family residential that have been impacted by increased traffic volume and associated impacts (e.g., noise, increased trash, street widening, etc) that may no longer be suitable for single-family residential use. These include SR 211, U.S. 29, and SR 8. Zoning changes have started to occur along these corridors one request at a time which has resulted in front yard conversions to parking lots, unsightly home-to-business building additions and conversions, and signage out of proportion to the structure. Without a coordinated plan to guide the development of the property with a long-range vision in mind, these undesirable transitions will continue to occur.

Development Patterns

The development pattern should seek to:

- Serve surrounding neighborhoods
- Connect existing businesses to one another and to surrounding neighborhoods with sidewalks
- Depict clear physical boundaries and transitions between the edge of the character area and the surrounding residential areas
- Encourage interparcel access
- Prohibit encroachment (including parking and light trespass) into the adjacent residential areas
- Incorporate landscaping into parking areas and along sidewalks
- Provide a walkable, safe and attractive environment for residents
- Enhance City gateway
- Encourage development that transitions the area to a commercial corridor
- Depict clear physical boundaries and transitions between the highway and adjacent residential uses
- Incorporate access management techniques into site design, including shared driveways and interparcel access
- Adopt landscaping and site design standards to enhance overall appearance of a site, reduce impervious surfaces, and better integrate stormwater treatment



Transition Corridor character in east Auburn along Atlanta Highway/SR 8



Transition Corridor character between downtown Auburn and Carl on Atlanta Highway/SR 8



Homes such as the one shown above transition from residential to commercial as traffic increases along Atlanta Highway/SR 8

- Limit signs and billboards
- Limit clearing and grading

Primary Land Uses

- Neighborhood commercial uses (commercial uses not intended to serve a large market area)
- Professional office

Implementation Strategies

- ☞ *Adopt a corridor overlay district to regulate building placement and design, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the corridor.*

Emerging Suburban

The City of Auburn is mostly a low density, single-family residential community. Within this context, housing innovations will evolve to address two key issues: (1) planned communities and (2) alternative housing choices. To cut down on the growth in traffic, walkable neighborhoods convenient to appropriate, pedestrian-scaled areas, as well as transit services, have been favored over automobile-dependent, cookie-cutter subdivisions. The affordable housing needs of service workers, senior citizens, young couples, and others have been met through a variety of housing forms compatible with single family neighborhoods (rather than typical large complexes of apartments, condominiums or institutional housing). New and old neighborhoods alike are well maintained, having benefited from the town's strategic location, sustained economic prosperity, and overall quality of life.

The Emerging Suburban character area describes areas where pressure for suburban residential subdivision development and associated strip commercial development along arterials is greatest. Suburban-type residential development (smaller-lot neighborhoods versus individual, large lots) has occurred to a great extent in west/northwest Barrow County surrounding Auburn. These residential subdivisions, generally included in the Suburban Neighborhood character area, have typically developed in a leap-frog fashion, and they lack connectivity when they do abut. In many cases, Emerging Suburban areas about these Suburban Neighborhood and provide new opportunities to introduce new development variety with increased pedestrian orientation and connectivity. New development should connect to Suburban Neighborhood

areas were possible in order to provide residents and visitors with more choices for moving through the neighborhoods.

Emerging Suburban character area land is distinguished from Suburban Neighborhood character areas in order to emphasize the opportunity for future development to be managed in way that provides for a variety of housing choices, places to work and shop and other civic uses within each new neighborhood. Emerging Suburban character area seeks to avoid the development of neighborhoods with low pedestrian orientation, larger lot sizes, high to moderate degree of building separation, predominantly residential with scattered civic buildings and varied disconnected street patterns (*i.e.* Suburban Neighborhood). Some Emerging Suburban areas in Auburn and west/northwest Barrow County currently depend on septic systems and are distant from municipal and county



Emerging Suburban areas will include pedestrian-friendly single-family uses



Pedestrian-friendly streets with sidewalks, street trees and homes with front porches are encouraged in Emerging Suburban



Attached housing provides housing choice and is encouraged in Emerging Suburban

wastewater collection and treatment providers. Wastewater collection and treatment services will be essential for ensuring long-range sustainability in this character area.

Emerging Suburban areas should include commercial, mixed use, multi-family and other uses as they build out over the next 25 years. For the most part, this should be accommodated at mixed use nodes located along the major arterial serving the neighborhoods (See Unincorporated Barrow County’s Gateway Regional Mixed Use Node and Community Mixed Use Node character area descriptions). It is also appropriate, however, for small, neighborhood-scale, traditional neighborhood commercial and mixed use to occur in town centers created as part of an overall community master planned development.

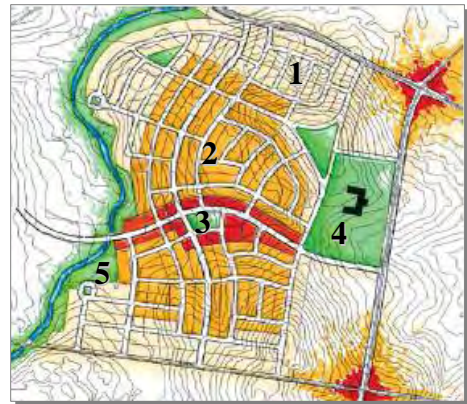
Development Patterns

The development pattern should seek to:

- Encourage master-planned, traditional neighborhood development (TND) that blends residential development with schools, parks, recreation, retail businesses and services that are linked in a compact pattern that encourages walking and minimizes the need for auto trips within the subdivision
- Promote street design that fosters traffic calming such as narrower residential streets, on-street parking and street trees
- Require multiple stub out streets to allow for future connectivity when adjacent properties develop
- Provide connected system of streets within new subdivisions and connect to existing subdivisions
- Require multiple stub out streets to allow for future connectivity when adjacent properties develop
- Provide safe facilities for pedestrians, schools buses, and bicyclists using the road right-of-way including sidewalks and street trees
- Connect to a network of greenways/trails, wherever possible
- Accommodate a variety of housing choices
- Provide adequate open space with active and passive recreation opportunities for area residents
- Maintain the natural tree canopy as much as possible



Housing on narrow lots provides an alternative design encouraged as a housing choice in Emerging Suburban



Neighborhoods in Emerging Suburban areas should include a mix of housing, with more intense housing and mixed use centered around greenspace



A variety of open space and park areas are encouraged in Emerging Suburban areas to serve adjacent residents

Primary Land Uses

- Single-family residential
- Mixed Use (when part of a master plan or outlined by a subarea master plan)
- Multi-family (when part of a master plan or outlined by a subarea master plan)
- Commercial (when part of a master plan or outlined by a subarea master plan)
- Passive and active recreation
- Public/Institutional

Implementation Strategies

- ☞ *Update long-range sewer service master plan*
- ☞ *Expand sewer service to including the all Emerging Suburban and Suburban Neighborhood and Traditional Neighborhood character areas currently underserved*
- ☞ *Adopt a Traditional Neighborhood Development Ordinance*
- ☞ *Adopt a Tree Protection/Replacement Ordinance that limits clearing and grading and therefore maintain the natural tree canopy as much as possible.*
- ☞ *Adopt maximum lot coverage requirements*
- ☞ *Continue to enforce the existing Groundwater Recharge Area Protection Ordinance*
- ☞ *Promote the use of common area drain fields and/or neighborhood-scale sewerage treatment systems to reduce parcel size in areas that must be served by septic tanks (for areas proposing Conservation Subdivisions only)*



Pedestrian-friendly neighborhoods include wide sidewalks, street trees and on-street parking in this example of an Emerging Suburban area



Greenspace connected to adjacent neighborhoods by sidewalks is encouraged in Emerging Suburban

Industrial and Employment Center

Industrial and Employment Center character area includes land used in low and high intensity manufacturing, wholesale trade, distribution, assembly, processing, etc., that may or may not generate excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics. Zoning typically separates the uses with those characteristics from other uses. Industrial and Employment Center areas are not appropriate for residential uses. The Industrial and Employment Center character area describes large tracts of land, campus or unified development with high degree of access by vehicular traffic, on-site parking, low degree of open space, and can include manufacturing, wholesale trade, distribution, assembly and processing activities. While attracting new industry is important to the economic health of the city, the intent of the Industrial and Employment Center character area is to balance growth with environmental considerations. The Industrial and Employment Center character area in Auburn sits west of downtown along the CSX railroad and Atlanta Highway.

Development Patterns

The development pattern should seek to:

- Provide diverse industry
- Protect air and water quality
- Prevent adverse impacts to natural resources and surrounding population
- Address traffic impacts and circulation in site design
- Provide adequate buffers
- Limit visibility of industrial operations/parking from the public right of way
- Limit grading and clearing

Primary Land Uses

- Light industrial
- Heavy industrial

Implementation Strategies

- ☞ *Adopt design/development standards for industrial sites*
- ☞ *Create a “development impact matrix” to determine potential impacts of specific industries on the environment and infrastructure*



Industrial buildings typically include large building footprints and access for truck traffic



New industry near Downtown Auburn

Quarry

The Auburn Quarry, located inside the city limits off Parks Mill Road, is part of the Martin Marietta Aggregates operation that is in close proximity to an asphalt plant and concrete plant. The active granite quarry is 449 acres in size. Land uses surrounding these heavy industrial uses include single family residential subdivisions and scattered single family homes as well as Barrow County Elementary. Due to the nature of the quarry operations, adjacent residential development is discouraged. Requirements are currently in place for hours of operation and distance between operations and the nearest residences; however, additional expansion of the quarry and surrounding buffering may occur.

Development Patterns

The development pattern should seek to:

- Discourage residential development
- Provide adequate buffer to insulate neighboring character areas

Primary Land Uses

- Quarry and ancillary uses

Implementation Strategies

- ☞ *Continue following existing regulations*
- ☞ *Maintain buffer and continue to discourage residential uses adjacent to the quarry*



Aerial view of the Quarry in north Auburn

Public

Public areas represent public school sites located in the City. The area represents both the primary school building(s) as well as associated outdoor space such as ballfields. Pedestrian connectivity between schools and neighborhoods is a key goal, both for existing development as well as planned facilities. The location of schools in Emerging Suburban areas provides an opportunity for future residential development to connect to existing neighborhoods and to be within close proximity to schools to make walking and shorter travel distances feasible for school-age children.

Development Patterns

The development pattern should seek to:

- Provide schools sites that create neighborhood and regional focal points
- Provide a quality pedestrian infrastructure to encourage walking
- Provide pedestrian linkages to adjacent neighborhoods

Primary Land Uses

- Schools
- Passive and active park space (including athletic fields, stadiums, etc.)
- Education administration and ancillary uses

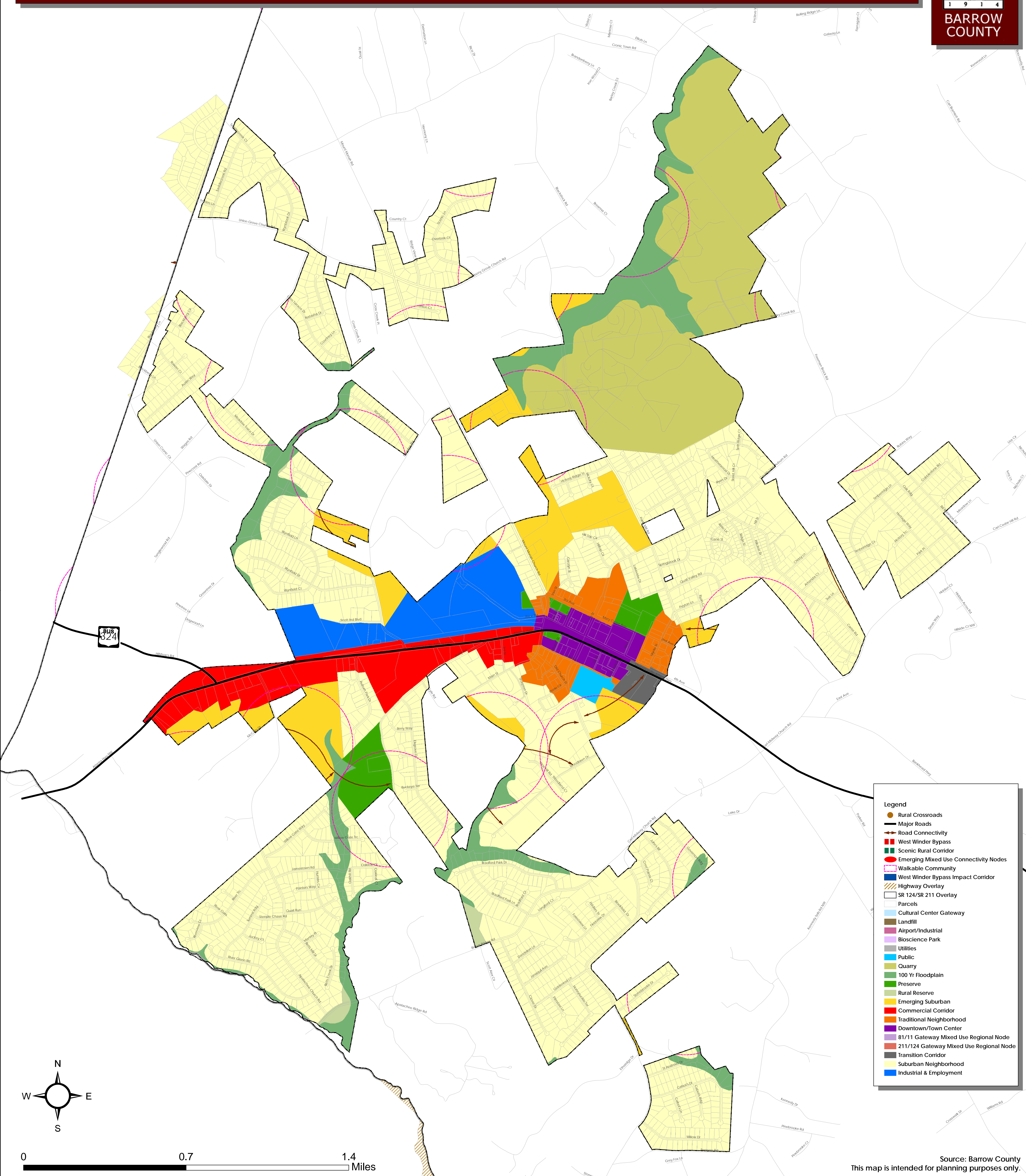
Implementation Strategies

- ☞ *Implement the Barrow County Comprehensive Transportation Plan recommendations for providing pedestrian infrastructure around school sites*

Utilities

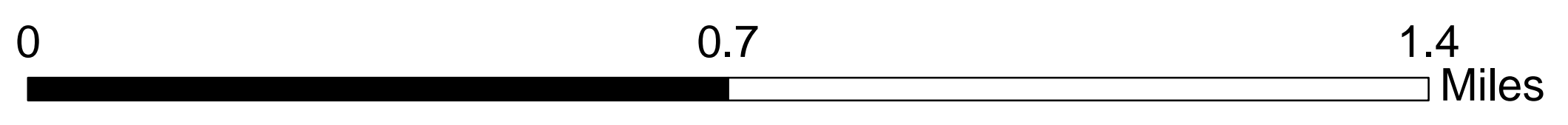
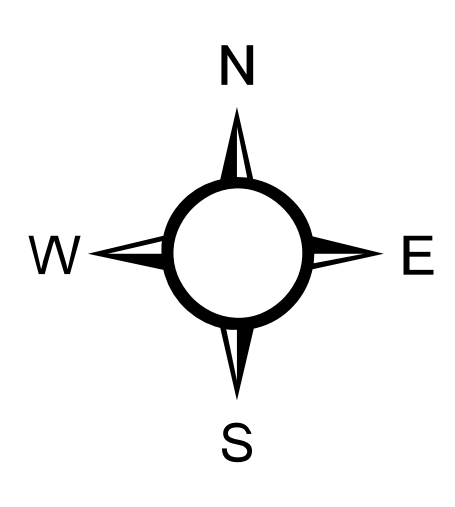
This area includes wastewater treatment and other water/sewer infrastructure facilities.

Barrow County Comprehensive Plan Update 2007-2027



Legend

- Rural Crossroads
- Major Roads
- Road Connectivity
- West Winder Bypass
- Scenic Rural Corridor
- Emerging Mixed Use Connectivity Nodes
- Walkable Community
- West Winder Bypass Impact Corridor
- SR 124/SR 211 Overlay
- Parcels
- Cultural Center Gateway
- Landfill
- Airport/Industrial
- Bioscience Park
- Utilities
- Public
- Quarry
- 100 Yr Floodplain
- Preserve
- Rural Reserve
- Emerging Suburban
- Commercial Corridor
- Traditional Neighborhood
- Downtown/Town Center
- 81/11 Gateway Mixed Use Regional Node
- 211/124 Gateway Mixed Use Regional Node
- Transition Corridor
- Suburban Neighborhood
- Industrial & Employment



Source: Barrow County
This map is intended for planning purposes only.



City of Auburn Future Development Map

Community Issues and Opportunities

This section provides an updated list of issues and opportunities for Auburn that were identified in the *Community Assessment* portion of the Comprehensive Plan. This updated version reflects public comments gained from the community participation activities as well as other input gathered during the review of the *Community Assessment*. The following information is organized by the major topics defined in the DCA Local Planning Requirements:

- Population
- Housing
- Economic Development
- Natural and Cultural Resources
- Community Facilities and Services
- Transportation
- Land Use
- Intergovernmental Coordination

Population Projections - Auburn

2005	2010	2015	2020	2025	2030
7,134	9,979	12,724	15,514	21,143	21,674
<i>Note: Methodology is presented in the Analysis of Supporting Data</i>					
<i>Source: MACTEC, NEGRDC</i>					

Population

Issues

- Projections show continued growth
 - ☞ *Update comprehensive plan frequently to insure planned growth and enact appropriate growth management ordinances*
- Rapid population and household growth
 - ☞ *Update comprehensive plan frequently to insure planned growth and enact appropriate growth management ordinances*



New Auburn Public Library in Downtown

Economic Development

Issues

- Job growth not keeping up with population growth, especially in northwest, west and southwest Barrow County
 - ☞ *Implement Barrow Summit recommendations and focus efforts on business/ industrial recruitment and retention*
- Lack of industrial base (and therefore jobs), meaning many county residents must leave the county for work
 - ☞ *Implement Barrow Summit recommendations and focus efforts on business/ industrial recruitment and retention*
- Lack of viable downtown
 - ☞ *Work with the State Department of Community Affairs Office of Downtown Development to establish a Main Street Program*
- Need for downtown redevelopment and investment

- ☞ *Examine the potential for Commercial Improvement Districts, Business Improvement Districts and Tax Allocation Districts in downtown and along important corridors*
- Limited grocery store/retail variety in Auburn and surrounding west Barrow County area
 - ☞ *Prepare a GIS analysis comparing the locations of existing grocery stores with population (existing and projected) and communicate determined needs to developers*
- Limited entertainment opportunities for families, teens, college students and young professionals
 - ☞ *Promote entertainment and restaurant developments both in historic town centers and in emerging activity centers*
- City does not staff an economic development professional to recruit and foster small businesses in the city
 - ☞ *Add an economic development director position to the city roster*

Opportunities

- Location advantage between Atlanta and Athens as well as the transportation infrastructure such as the railroad and SR 316
- New Auburn public library building in downtown represents new investment that could spur private development
- Community-minded, “mom and pop” businesses offer local flare and contribute to community character while also adding to the local economy
 - ☞ *Work with the State Department of Community Affairs Office of Downtown Development to establish a Main Street Program*
- New commercial development planned and/or under construction along Bus. U.S. 29 will provide more retail, entertainment and service choices to area residents
 - ☞ *Prepare a GIS analysis comparing the locations of existing grocery stores with population (existing and projected) and communicate determined needs to developers*
- Having a staff economic development professional in place whose responsibilities include recruiting and fostering small businesses in the city, working with the planning director to revitalize and bring a variety of businesses back downtown and develop a regular schedule of community building special events (including festivals, meals, yard sales in a common area and community builds) could potentially improve the community and encourage a sense of community while also develop partnerships with neighborhood churches, schools and homeowner associations when planning for and producing special events in the City.
 - ☞ *Add an economic development director position to the city roster*



Downtown Auburn businesses

Housing

Issues

- Aging housing stock in some neighborhoods

- ☞ *Protect the quality of historic neighborhood areas with adequate code enforcement, infill development regulations and protection from incompatible land uses in adjacent areas*
- ☞ *Encourage the revitalization and retrofit of existing neighborhoods*

■ **Jobs/Housing imbalance**

- ☞ *Encourage Traditional Neighborhood Development (TND)*
- ☞ *Revise the PUD ordinance to accommodate the city’s desire for more housing choices in both the downtown and throughout the community by adjusting the maximum dwelling units per gross acre requirement of to an amount that will encourage PUDs to occur in the City (currently 2.2 dwelling units per gross acre) in addition to setting minimum number of parking spaces for PUDs that incorporate multiple, mixed uses.*
- ☞ *Adopt zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types*



Multifamily housing provides housing choices near downtown Auburn

■ **Limited choice of housing types**

- ☞ *Adopt zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types*
- ☞ *Consider adoption of a mixed use ordinance and/or a downtown overlay district ordinance to further foster diverse development and housing choices in and around downtown*
- ☞ *Amend requirements for RM-D residential multifamily duplex district , RM-8 residential multifamily apartment district to include language that would add providing access to infrastructure such as sewer, and/or access to commercial districts and to the downtown to the list of criteria uses to determine where this district should be applied*
- ☞ *Consider allowing RM-D and RM-8 on local streets rather than restricting this zoning district to areas with access only via collector streets, major thoroughfares or state highways*
- ☞ *Change the permitted uses for RM-D from “attached dwellings with no more than two units per lot” to be given in units per acre, as outlined in the other housing district classifications.*
- ☞ *Reevaluate the permitted uses for RM-D and delete “detached dwellings on individual lots” since allowing detached dwellings that also qualify for single-family residential may eliminate the opportunity for multifamily units to be developed (Especially when combined with the location requirements set forth in this ordinance)*
- ☞ *Reevaluate the permitted uses for OI office-institutional district, C-1 neighborhood commercial district, C-2 general business district C-3 central business district and heavy commercial district and consider the service establishments and/or permitted uses that want to serve alcohol (country clubs) and their relationship to institutional buildings such as churches, temples and synagogues.*
- ☞ *Reevaluate the temporary uses allowed for C-2 and C-3 districts and consider revising the provision that appears to indicate that all sidewalk uses for businesses cannot exceed 20 days to allow sidewalk retail business (i.e. restaurants and lounges) to exist for a non-prescribed amount of time.*
- ☞ *Reevaluate the ban on dogs in public parks and consider allowing dogs either in certain designated areas, or on a leash at all times in addition to requiring dog owners to pick up any waste left by the dog in order to ensure the health, safety and welfare of all visitors.*

Opportunities

- Historic housing stock near downtown adds variety to the supply of housing currently on the market in Barrow County, creating more choices for existing and future residents

☞ Protect the quality of historic neighborhood areas with adequate code enforcement, infill development regulations and protection from incompatible land uses in adjacent areas

- Revitalization and retrofit of existing neighborhoods provide opportunities for maintaining existing housing stock in addition to creating new housing choices for existing and future residents

☞ Encourage the revitalization and retrofit of existing neighborhoods

- Mixed use activity centers could provide more housing choices for current and future residents in locations suitable for more intense, walkable, mixed-use neighborhood development

☞ Adopt zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types



Red caboose located in the downtown Auburn park

Natural & Cultural Resources

Issues

- A Historic Preservation Ordinance has not been adopted that would establish a Historic Preservation Commission to provide for the designation, protection, preservation and rehabilitation of historic and cultural resources.

☞ Adopt a Historic Preservation Ordinance that will establish a HP Commission to provide for the designation, protection, preservation and rehabilitation of historic properties and historic districts and to participate in federal or state programs to do the same.

- Preservation of cultural and historic resources as new development increases pressure on important cultural and historic sites

☞ Protect historic buildings and neighborhoods in order to preserve downtown character and neighborhoods; the adoption of historic overlay districts with design guidelines is a potential tool

- Clear cutting of tracts to make way for new development

☞ Encourage tree protection and replacement with each new development



Church located near Downtown Auburn

Opportunities

- The establishment of a Historic Preservation Ordinance will help to stimulate revitalization of the business districts and historic neighborhoods and protect and enhance local historic and aesthetic attractions to tourists and thereby promote and stimulate business;
 - ☞ *Adopt a Historic Preservation Ordinance that will establish a HP Commission to provide for the designation, protection, preservation and rehabilitation of historic properties and historic districts and to participate in federal or state programs to do the same.*
- Preservation of cultural and historic resources allows the community to remain aware of and celebrate it's history and identity
 - ☞ *Protect historic buildings and neighborhoods in order to preserve downtown character and neighborhoods; the adoption of historic overlay districts with design guidelines is a potential tool*
- Tree canopy in Auburn's established neighborhood
 - ☞ *Encourage tree protection and replacement with each new development*
- Small town character, family-friendly environment can attract new residents and investment
 - ☞ *Continue to enhance the quality of downtown Auburn and protect the district from incompatible developments*
- Strong church and civic organizations aid in maintaining community character and assist in generating sense of community
 - ☞ *Seek involvement of church and civic leaders in local government and planning efforts*



Auburn Police Department patrol



Shackleford Park in south Auburn

Community Facilities & Services

Issues

- Auburn lacks the adequate infrastructure necessary to provide water and sewer services that the sought after growth will demand.
 - ☞ *Expand sewer to developed areas and areas targeted for new development and redevelopment*
 - ☞ *Participate in countywide long range water resources master plan*
 - ☞ *Initiate discussions with both Barrow and Gwinnett counties, the City's primary water/sewer providers to address the water and sewer inadequacies*



Auburn Elementary School

- ☞ *Controlling new growth with coordination of land use, transportation, and facilities planning – providing infrastructure to encourage development where the future development map recommends it*
- ☞ *Amend the zoning ordinance to incorporate language that will encourage future development to connect to the City's water and sewer system; such language is appropriate for the following zoning districts: RM-D, RM-8, OI, C-1, C-2, C-3, M-1, M-2 and PUD.*
- Lack of community participation
 - ☞ *Plan community festivals and seasonal events to include information to promote community involvement*
- Lack of greenspace
 - ☞ *Implement the Barrow County Recreation Master Plan recommendations*
 - ☞ *Identify new park land for small neighborhood parks*
- Maintaining city property, parks and railroad property
 - ☞ *Budget for proper property and parks maintenance*
- School overcrowding and playing catch up with residential growth
 - ☞ *Coordinate community and school planning*
- C-2 and C-3 zoning districts currently do not require all new development and redevelopment to be connected to the sewer system; the requirement currently only requires new mixed-use developments within the C-3 to have service from a sewer system.
 - ☞ *Amend C-2 and C-3 zoning districts to require all new development and redevelopment to be connected to the sewer system; the requirement currently only requires new mixed-use developments within the C-3 to have service from a sewer system.*
- Shared parking is not allowed in any zoning district in Auburn
 - ☞ *Amend C-3 and PUD to allow for shared parking*
- Securing funding for new facilities to meet the service demand of a growing population



New strip commercial shopping centers under construction on Atlanta Highway in Auburn



Historic home in Auburn

Opportunities

- City, county and municipal government leaders for other Barrow County cities are working together to locate long range water resources to support new and exiting population
 - ☞ *Participate in countywide long range water resources master plan*
- Barrow County Recreation Master Plan outlines long-range needs and provides implementation plan to increase the County's park space and facilities

- ☞ *Implement the Barrow County Recreation Master Plan recommendations*
- Special Purpose Local Option Sales Tax (SPLOST) provides local funding
 - ☞ *Participate in future efforts to promote SPLOST referendum success*
- Impact Fee Program study underway for Barrow County focusing on public safety, parks and recreation, and libraries, but also includes all other impact fee-eligible community facilities



Looking west at highway commercial uses along Atlanta Highway in east Auburn

Land Use

Issues

- Lack of adopted development regulations that allow for mixed-use development that is necessary for the revitalization of downtown as well as a lack of adequate adopted development regulations to implement desired new growth in undeveloped areas and infill development on vacant lots in existing neighborhoods.
 - ☞ *Consider adoption of a mixed use ordinance and/or a downtown overlay district ordinance to further foster diverse development and housing choices in and around downtown*
 - ☞ *Encourage Traditional Neighborhood Development*
- Over commercializing of community corridors (Bus. U.S. 29/SR 8)
 - ☞ *Encourage mixed use development nodes at major intersections along U.S. 29 and the town center to lessen the effects of linear sprawl*
- Popularity of “Butler buildings” in inappropriate areas
 - ☞ *Create more specific development and design review requirements for commercial and mixed use properties*

Opportunities

- Commercial is kept to SR 8/Business U.S. 29
 - ☞ *Encourage mixed use development nodes at major intersections along U.S. 29 and the town center to lessen the effects of linear sprawl*
 - ☞ *Create more specific development and design review requirements for commercial and mixed use properties*

Transportation

Issues

- Large portions of Auburn and adjacent areas of unincorporated Barrow County have been developed according to suburban development patterns offer few opportunities for walking and bicycling (e.g., suburban development that is now part of or adjacent to Auburn generally lacks sidewalks)
 - ☞ *Adopt a Bicycle and Pedestrian Plan*

☞ Adopt street standards that prescribe Complete Streets that provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.

- Major corridors in Auburn are unfriendly to pedestrians due to a lack of sidewalks (or in some cases sidewalks built to meet the minimum GDOT requirements), lack of streetscape (pedestrian-scaled lighting, street trees, street furniture, on-street parking, orientation of buildings in relation to the street), lack of bike lanes, wide travel lanes for automobiles, high automobile speeds, etc.

☞ Adopt a Bicycle and Pedestrian Plan

☞ Adopt street standards that prescribe Complete Streets that provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.

- Limited options for future roadways
- Lack of transportation choices (i.e., lack of public transportation, limited sidewalks and bicycle infrastructure, etc.)

☞ Adopt a Bicycle and Pedestrian Plan

☞ Participate in regional efforts to promote the Athens to Atlanta commuter rail route

- Limited suburban residential connectivity among existing subdivisions in many parts of the City and surrounding unincorporated Barrow County

☞ Using the Comprehensive Transportation Plan as a basis, prepare a study of potential modifications to improve connectivity in existing neighborhoods

- The lack of a collector street master plan to ensure connectivity between new subdivisions and connector streets that are designed and built to provide the needed capacity

☞ Prepare and adopt a Collector and Connector Street Plan

- Traffic converges at RR crossing east of downtown Auburn
- Concerns over more traffic on Mount Moriah Church and Price Roads into town toward RR crossings from anticipated developments near town.
- Grade Separated RR Crossing needed at 324 over tracks.
- Lack of direct arterial roadway access to SR 316/I-85
- Lack of organized pedestrian friendly downtown
- Lack of parking in downtown area
- Lack of places to walk and bike safely
- Need more sidewalks, especially in locations near schools and other community facilities
- Commercial zoning districts do not currently require the construction of sidewalks with new development

☞ Amend the C-2 and C-3 zoning districts to require sidewalks for establishments as set forth in the PUD



Opportunities

- Complete streets provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.
 - ☞ *Adopt street standards that prescribe Complete Streets that provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.*
 - ☞ *Implement and regularly update the new Comprehensive Transportation Plan*

Intergovernmental Coordination

Issues

- Conflicts over municipal annexation
 - ☞ *Maintain an adequate Barrow County service delivery strategy and intergovernmental agreement concerning annexation*
- No unified system for sharing permit information in the cities, which would help schools to estimate future enrollment
 - ☞ *Coordinate to develop a unified system for sharing permit information in the cities in order to assist schools in estimating future enrollment*

Opportunities

- Quarterly meetings held among municipalities and County elected officials
 - ☞ *Continue established quarterly meeting schedule*
- Coordination among municipalities and the County focused on seeking water sources for the future
 - ☞ *Complete long range water supply master plan as joint planning effort*
- County Planning Department has resources to provide planning technical support and assistance to municipalities; already provides such for Bethlehem
 - ☞ *Study potential impacts of consolidation of government services*

Implementation Program

The Implementation Program outlines the overall strategy for achieving the Vision for Future Development and for addressing the Community Issues and Opportunities. It section identifies the specific measures to be undertaken by the City of Auburn to implement the Community Agenda. The Implementation Program includes the following sections:

- 2002-2006 Short Term Work Program Report of Accomplishments
- 2007-2011 Short Term Work Program
- Policies

Report of Accomplishments

The Report of Accomplishments (ROA) provides a status of each work item identified in the City’s 2002-2006 Short Term Work Program. For each activity the ROA identifies whether it was completed, postponed, or dropped, or if it is underway. Reasons are provided for a dropped or postponed activity, and a projected completion date is provided for items that are underway.

Element	Activity	Status			
		Complete	Underway	Postponed	Dropped
Community Facilities and Services	Develop parks and recreation plan to address service delivery, needs, and potential funding (2004)		✓		
Community Facilities and Services	Develop incentives for water conservation (2003)	✓			
Community Facilities and Services	Improve and expand public water and sewerage systems to ensure the effectiveness of distribution systems and their ability to accommodate growth (2003-2007)		✓		
Community Facilities and Services	Participate in regional solid waste efforts (2003-2007)	✓			
Community Facilities and Services	Increase the number and quality of books in library (2007)	✓			
Community Facilities and Services	Acquire and construct additional parks and recreation facilities and increase and improve equipment to meet demands (2003-2007)	✓	✓		
Economic Development	Participate in municipal/county forum that meets periodically to encourage economic development consensus and ideas among the various jurisdictions (2003-2007)	✓	✓		
Historical Resources	Initiate a comprehensive survey and inventory of historic resources (2003-2007)	✓	✓		
Historical Resources	Rehabilitate old white house for community use (2004)		Status Unknown		
Historical Resources	Identify and document cemeteries (2003-2007)		✓		
Historical Resources	Seek funding for preservation projects in historic town center (2003-2007)		✓		
Land Use	Incorporate Comprehensive Plan into plan review (2003-2007)	✓			
Land Use	Implement zoning decisions in accordance with the Future Land Use map (2003-2007)		✓		
Land Use	Implement ordinance regulating architectural controls in downtown district (2003)		✓		
Land Use	Incorporate Community Greenspace Program into all land use decisions (2003-2007)	✓			
Natural Resources	Amend zoning ordinance to require site inspections by DNR or qualified arborist to insure that identified rare element occurrences are protected from proposed development (2003)		✓		



2007-2011 Short Term Work Program

The Short-Term Work Program (STWP) identifies specific implementation actions the City government or other entities intend to take during the first five-year timeframe of the planning period. This includes ordinances, administrative systems, community improvements or investments, and financing arrangements or other programs/initiatives to be put in place to implement the Comprehensive Plan. For each action the STWP outlines the following information:

- Brief Description
- Timeframe for undertaking the activity
- Responsible party for implementing the activity
- Estimated cost
- Funding source

Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Population	Update Comprehensive Plan Future Development Map frequently to insure planned growth and enact appropriate growth management ordinances	✓	✓	✓	✓	✓	Planning	NA	Staff Time
Economic Development	Add an economic development director position to the city roster	✓					Mayor/Council	\$50,000	Staff Time
Economic Development	Examine the potential for Commercial Improvement Districts, Business Improvement Districts and Tax Allocation Districts in downtown and along important corridors		✓	✓			Mayor/Council/Planning	NA	Staff Time
Economic Development	Implement Barrow Summit recommendations and focus efforts on business/industrial recruitment and retention	✓					Mayor/Council/Planning	\$5,000	Econ. Dev.
Economic Development	Prepare a GIS analysis comparing the locations of existing grocery stores with population (existing and projected) and communicate determined needs to developers				✓	✓	County E.D. and Chamber	\$1,000	General Fund
Economic Development	Work with the State Department of Community Affairs Office of Downtown Development to establish a Main Street Program	✓	✓				Mayor/Council/Planning	NA	Staff Time
Housing	Prepare and adopt incentives for developing new housing in downtown such as density bonuses, shared parking		✓				Planning	\$5,000	General Fund
Housing	Prepare and adopt amendments to the Zoning Ordinance for RM-D residential multifamily duplex district , RM-8 residential multifamily apartment district to include language that would add providing access to infrastructure such as sewer, and/or access to commercial districts and to the downtown to the list of criteria uses to determine where this district should be applied	✓					Planning	NA	Staff Time
Housing	Prepare and adopt amendments to the Zoning Ordinance to change the permitted uses for RM-D from "attached dwellings with no more than two units per lot" to be given in units per acre, as outlined in the other housing district classifications.	✓					Planning	NA	Staff Time
Housing	Prepare and adopt a Senior Housing Ordinance to permit detached, attached and multi-family homes on suitable properties close to the city center	✓					Planning	NA	Staff Time



Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Housing	Prepare and adopt amendments to the Zoning Ordinance to allow RM-D and RM-8 on local streets rather than restricting this zoning district to areas with access only via collector streets, major thoroughfares or state highways	✓					Planning	NA	Staff Time
Housing	Prepare and adopt zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types	✓	✓	✓			Planning	NA	Staff Time
Housing	Reevaluate the permitted uses for OI office-institutional district, C-1 neighborhood commercial district, C-2 general business district C-3 central business district and heavy commercial district and consider the service establishments and/or permitted uses that want to serve alcohol (country clubs) and their relationship to institutional buildings such as churches, temples and synagogues.	✓					Planning	NA	Staff Time
Housing	Reevaluate the permitted uses for RM-D and delete "detached dwellings on individual lots" since allowing detached dwellings that also qualify for single-family residential may eliminate the opportunity for multifamily units to be developed (Especially when combined with the location requirements set forth in this ordinance)	✓					Planning	NA	Staff Time
Housing	Reevaluate the temporary uses allowed for C-2 and C-3 districts and consider revising the provision that appears to indicate that all sidewalk uses for businesses cannot exceed 20 days to allow sidewalk retail business (i.e. restaurants and lounges) to exist for a non-prescribed amount of time.	✓					Planning	NA	Staff Time
Housing	Revise the PUD ordinance to accommodate the city's desire for more housing choices in both the downtown and throughout the community by adjusting the maximum dwelling units per gross acre requirement of to an amount that will encourage PUDs to occur in the City (currently 2.2 dwelling units per gross acre) in addition to setting minimum number of parking spaces for PUDs that incorporate multiple, mixed uses.	✓					Planning	NA	Staff Time
Natural & Cultural Resources	Prepare and adopt a Tree Protection/Replacement Ordinance that limits clearing and grading and therefore maintain the natural tree canopy as much as possible.		✓	✓			Planning/ Public Works		General Fund
Natural and Cultural Resources	Prepare and adopt a Historic Preservation Ordinance that will establish a HP Commission to provide for the designation, protection, preservation and rehabilitation of historic properties and historic districts and to participate in federal or state programs to do the same.			✓			Planning	\$5,000	General Fund/ Staff Time
Natural and Cultural Resources	Prepare a City public involvement strategy that includes the involvement of church and civic leaders in local government and planning efforts	✓	✓				Mayor/ Council/ Planning	NA	Staff Time
Community Facilities & Services	Reevaluate the ban on dogs in public parks and consider allowing dogs either in certain designated areas, or on a leash at all times in addition to requiring dog owners to pick up any waste left by the dog in order to ensure the health, safety and welfare of all visitors.		✓				Planning/ Parks & Recreation	NA	Staff Time



Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Community Facilities & Services	Prepare and adopt greenspace master plan that includes an inventory of potential small, passive neighborhood parks			✓			Planning/ Parks & Recreation	\$10,000	General Fund
Community Facilities & Services	Implement the Barrow County Recreation Master Plan recommendations	✓	✓	✓	✓	✓	Parks (w/County Rec. Dept.)	Varies (See Rec. M.P.)	General Fund
Community Facilities & Services	Determine required budget to allow for proper property and parks maintenance		✓				Parks & Rec.	NA	Staff Time
Community Facilities & Services	Coordinate with Barrow and Gwinnett County sewer providers to expand sewer service to include the Emerging Suburban, Suburban Neighborhood and Traditional Neighborhood character areas currently underserved		✓	✓	✓	✓	Public Works	NA	Staff Time
Community Facilities & Services	Initiate discussions with both Barrow and Gwinnett counties, the City's primary water/sewer providers to address the water and sewer inadequacies	✓	✓				Public Works	NA	Staff Time
Community Facilities & Services	Participate in future efforts to promote SPLOST referendum success		✓	✓			Mayor	NA	Staff Time
Community Facilities & Services	Plan community festivals and seasonal events to include information to promote community involvement	✓	✓	✓	✓	✓	Econ. Dev./ Parks & Rec.	\$10,000	General Fund
Land Use	Prepare and adopt amendments to the Zoning Ordinance for C-2 and C-3 zoning districts to require all new development and redevelopment to be connected to the sewer system; the requirement currently only requires new mixed-use developments within the C-3 to have service from a sewer system.	✓					Planning	NA	Staff Time
Land Use	Prepare and adopt amendments to C-3 and PUD to allow for shared parking	✓					Planning	NA	Staff Time
Land Use	Prepare and adopt amendments to the Zoning Ordinance to incorporate language that will encourage future development to connect to the City's water and sewer system; such language is appropriate for the following zoning districts: RM-D, RM-8, OI, C-1, C-2, C-3, M-1, M-2 and PUD.	✓					Planning	NA	Staff Time
Land Use	Apply for a Livable Centers Initiative (LCI) grant (offering a local 20% match) to fund a Downtown Auburn area LCI/Master Plan	✓	✓				Planning	\$5,000	General Fund
Land Use	Prepare and adopt form-based code enabling legislation into the City zoning ordinance		✓	✓			Planning	NA	Staff Time
Land Use	Prepare and adopt a Downtown Master Plan that includes, additional streetscape improvements, design and location of buildings, a downtown housing and retail market analysis		✓				Planning	\$75,000	General Fund, LCI grant
Land Use	Prepare and adopt a downtown-specific zoning district or form-based code (based on the creation of a Downtown Master Plan) that streamlines the uses currently permitted under C-1 zoning and permits upper-story residential uses			✓			Planning	\$40,000	General Fund
Land Use	Prepare and adopt specific guidelines that regulate exterior alterations to existing buildings/homes, as well as building relocation, new construction, demolition and signage in Downtown Auburn and in the surrounding Auburn Historic District			✓			Planning	\$15,000	General Fund



Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Land Use	Prepare and adopt corridor and small area master plans for Commercial Corridor and Transition Corridor character areas; consider Urban Redevelopment Plan as an option that would allow for Tax Allocation Districts			✓	✓		Planning	\$15,000	General Fund
Land Use	Prepare and adopt a corridor overlay district or form-based code (based on the creation of a Small Area (corridor) Master Plan) to regulate building placement and design, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function for the Transitional Corridor and Commercial Corridor character areas.				✓	✓	Planning	\$15,000	General Fund
Land Use	Create more specific development and design review requirements for commercial and mixed use properties						Planning	\$10,000	General Fund
Land Use	Prepare a vacant site inventory that identifies sites suitable for in-fill development		✓	✓			Planning	\$11,000	General Fund
Land Use	Prepare an inventory of buildings suitable for redevelopment		✓	✓	✓		Planning	\$5,000	General Fund
Land Use	Prepare and adopt a Mixed Use Development Ordinance		✓	✓			Planning	\$10,000	General Fund
Land Use	Prepare and adopt a Traditional Neighborhood Development Ordinance						Planning	\$10,000	General Fund
Land Use	Prepare and adopt amendments to the development regulations to require interparcel access, limit curb cuts, and require sidewalks with new development			✓			Planning	\$5,000	General Fund
Land Use	Prepare and adopt amendments to the Zoning Ordinance to include flexible setback provisions to ensure any in-fill development is consistent with surrounding homes, which tend to have large front yards and may exceed the minimum front setback requirement			✓			Planning	NA	Staff Time
Land Use	Prepare and adopt amendments to the Zoning Ordinance to permit garage apartments or mother-in-law units in single-family districts, which would include specific guidelines for size, location on the lot, use, parking, etc. to protect neighborhood character			✓			Planning	NA	Staff Time
Land Use	Prepare and adopt an Appearance and Maintenance Code to require upkeep of buildings			✓			Planning	NA	General Fund
Land Use	Prepare and adopt Big Box ordinance to specify design parameters, maximum square footage requirements, a plan for re-use, etc.			✓	✓		Planning	\$5,000	General Fund
Land Use	Prepare and adopt updates to the Zoning Ordinance requirements for landscape and buffer requirements that require additional landscaping, tree planting, etc.			✓	✓		Planning	\$5,000	General Fund
Land Use	Review Sign Ordinance for inconsistencies with the desired development pattern outlined for Commercial Corridor and Transitional Corridor character areas and amend regulations accordingly			✓			Planning	\$5,000	General Fund
Transportation	Prepare and adopt amendments to the Zoning Ordinance for C-2 and C-3 zoning districts to require sidewalks for establishments as set forth in the PUD	✓					Planning	NA	Staff Time



Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Transportation	Prepare a neighborhood sidewalk inventory and work with local residents to identify needs and prioritize projects: new systems, filling in gaps in existing systems, or replacing sub-standard facilities (can be part of a Bike/Ped/Multi-use Plan)		✓	✓			Planning	\$10,000	General Fund
Transportation	Prepare and adopt a Bike/Ped/Greenways Master Plan		✓	✓			Planning	\$10,000	General Fund
Transportation	Prepare and adopt a connector street plan		✓				Planning	\$10,000	General Fund
Transportation	Prepare and adopt an Access Management Plan, with recommendations that include opportunities for driveway consolidation and interparcel access for the Atlanta Highway/SR 8/U.S. 29 Bus. Route corridor						Planning	\$5,000	General Fund
Transportation	Implement pedestrian, bicycle and multi-modal recommendations of the Barrow County Comprehensive Transportation Plan	✓	✓	✓	✓	✓	Public Works	See CTP	See CTP
Intergovernmental Coordination	Continue established quarterly meeting schedule	✓					Mayor	NA	Staff Time
Intergovernmental Coordination	Coordinate to develop a unified system for sharing permit information in the cities in order to assist schools in estimating future enrollment	✓					Planning	\$3,000	General Fund
Intergovernmental Coordination	Participate with Barrow County and other county municipalities in examination of potential impacts of consolidation of some government services	✓					Mayor, BOC	\$5,000	General Fund
Intergovernmental Coordination	Participate in countywide long range water resources master plan	✓	✓				Public Works	\$10,000	General Fund





Policies

Policies are adopted to provide ongoing guidance and direction to City officials. They provide a basis for making decisions in implementing the Comprehensive Plan, including achieving the Community Vision and appropriately addressing the Community Issues and Opportunities. The following policies are organized by major topic in the following subsections.

Economic Development

- Promote entertainment and restaurant developments both in historic town centers and in emerging activity centers
- Support programs for retention, expansion and creation of businesses that are a good fit for the community's economy in terms of job skill requirements and linkages to existing businesses.
- Target reinvestment to declining, existing neighborhoods, vacant or underutilized sites or buildings in preference to new economic development projects in Greenfield (previously undeveloped) areas of our community.
- Seek to balance the supply of housing and employment in our community and consider their location in relation to each other.
- Consider access to housing and impacts on transportation when considering economic development projects.
- Consider impacts on infrastructure and natural resources in our decision-making on economic development projects.
- Consider the employment needs and skill levels of our existing population in making decisions on proposed economic development projects.
- Carefully consider costs as well as benefits in making decisions on proposed economic development projects.

Housing

- Reduce substandard or dilapidated housing in our community.
- Stimulate infill housing development in existing neighborhoods.
- Create affordable housing opportunities to ensure that all those who work in the community have a viable option to live in the community.
- Encourage development of housing opportunities that enable residents to live close to their places of employment.
- Accommodate the diverse population by encouraging a compatible mixture of housing types, densities and costs in each neighborhood.
- Encourage housing policies, choices and patterns that move people upward on the housing ladder from dependence to independence (home-ownership).
- Increase opportunities for low-to-moderate income families to move into affordable owner-occupied housing.



- Support dispersion of assisted housing throughout the community in order to diversify neighborhoods and eliminate pockets of poverty.
- Maintain an adequate supply of residential land, providing opportunities for various housing types, consistent with city policies for annexation, transpiration, land use and the environment
- Promote new infill housing development consistent with the style and type of housing in the surrounding neighborhood by developing underutilized or undeveloped lots within existing developed neighborhoods
- Encourage joint public and private participation through local, state and federal programs to help cover the financial gap between affordable housing and the actual cost of developing housing.
- Work in conjunction with the private developers and non-profit providers of affordable housing to ensure that an adequate supply of high quality affordable housing is available in Barrow County
- Facilitate the development of low-interest loan programs to assist low-to-moderate income homeowners with housing maintenance.
- Encourage private developers who provide low-cost housing with both financial assistance when appropriate and assistance in planning, building or renovating low-cost housing
- Promote redevelopment projects that will add to the diversity in terms of housing types and price ranges of Barrow County's housing supply
- Promote housing rehabilitation and adaptive re-use in appropriate areas of Barrow County
- Periodically review zoning ordinance provisions and other regulatory tools to ensure that they do not restrict infill or redevelopment by creating barriers to the development of affordable housing. Such regulations include minimum floor areas, minimum lot sizes and standards, garage stall requirements, permit fees, etc.
- Eliminate land use conflicts through code enforcements and housing maintenance assistance and redevelopment to ensure the integrity and long-term viability of residential neighborhoods is protected
- Integrate and disperse affordable housing units throughout the city so that they are not concentrated in one area
- Support infrastructure improvements that contribute to a strong and healthy neighborhood identity
- Promote creative mixed-use development in and near downtown that integrates housing with public places, retail and service commercial
- Encourage site and architectural design that protects the existing characteristics of the natural environment and the neighborhood, especially within the city's historic district
- Ensure that housing renovation and infill housing development/redevelopment are respectful of the design and scale of the surrounding residential neighborhood
- Explore the development of lease-to-purchase programs that enable people to apply rent towards the future purchase of a home



Natural and Cultural Resources

- Promote the use of conservation easements and conservation tax credits by landowners
- Promote the use of Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR)
- Protect historic buildings and neighborhoods in order to preserve downtown character and neighborhoods; the adoption of historic overlay districts with design guidelines is a potential tool
- Encourage tree protection and replacement with each new development
- Protection and conservation of the community's resources will play an important role in the decision-making process when making decisions about future growth and development.
- Maximize inefficient land consumption and encourage more compact urban development in order to preserve green open space and natural resource areas.
- Encourage new development to locate in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archaeological or cultural resources from encroachment.
- Factor potential impacts on air and water quality in making decisions on new developments and transportation improvements.
- Develop infrastructure networks to steer new development away from sensitive natural resource areas.
- Promote the protection and maintenance of trees and green open space in all new development.
- Promote low impact development that preserves the natural topography and existing vegetation of development sites.
- Direct development away from agricultural areas to conserve farmland to protect and preserve this important component of our community.
- Ensure safe and adequate supplies of water through protection of ground and surface water sources.
- Promote enhanced solid waste reduction and recycling initiatives.

Community Facilities and Services

- Efficiently use existing infrastructure and public facilities to minimize the need for costly new/expanded facilities and services.
- Protect existing infrastructure investments (i.e., already paid for) by encouraging infill redevelopment, and compact development patterns.
- Ensure that new development does not cause a decline in existing levels of service for the community's residents and employers.
- Limit development within the community to areas that can be reasonably served by public infrastructure.
- Ensure that capital improvements needed to accommodate future development are provided concurrent with new development.



- Coordinate the provision of public facilities and services with land use planning to promote more compact nodal development at areas identified as suitable for such development.
- Use sequential, phased extension of utilities and services to encourage rational expansion of development to areas immediately contiguous to already developed areas of the community.
- Use planned infrastructure expansion regarding sewer expansion, to support development in areas identified (in the comprehensive plan) as suitable for such development.
- Seek ways for new growth to pay for itself (in terms of public investment in infrastructure and services to support the development) to the maximum extent possible.
- Invest in parks and open space to enhance the quality of life for our citizens.
- Work with the local school board to encourage school location decisions that support the community's overall growth and development plans.

Land Use

- Encourage mixed use development nodes at major intersections along U.S. 29 and the town center to lessen the effects of linear sprawl
- Encourage Traditional Neighborhood Development
- Our decisions on new development will contribute to, not take away from, our community's character and sense of place.
- Encourage development that is sensitive to the historic context, sense of place, and overall setting of the community.
- Seek development whose design, landscaping, lighting, signage, and scale add value to our community.
- Use land efficiently to avoid the costs and problems associated with urban sprawl.
- Preserve the rural character of our community and provide the opportunity for agricultural and forestry activities to remain a vital part of the community.
- Create a "sense of place" along the gateways and corridors of the community
- Encourage the development of downtown as a vibrant center of the community in order to improve overall attractiveness and local quality of life.
- Commit to creating safe and attractive neighborhoods throughout the community, where people have the ability to walk and bicycle and have easy access to schools, parks, and necessary services such as grocery stores.
- Creation of recreational facilities and set-asides of greenspace are important to our community.
- Commit to providing pleasant, accessible public gathering places and parks throughout the community.
- Commit to redeveloping and enhancing encouraging commercial, industrial and higher density residential growth in areas that have show the potential more existing commercial and industrial areas within our community in preference to new development in Greenfield (previously undeveloped) areas of the community.



- Support appropriate residential and non-residential in-fill development and redevelopment in ways that complement surrounding areas.
- Encourage mixed-use developments that are human-scale and less auto-oriented.
- Support increases in residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the increased density.
- Support new land uses that contribute to protecting the environment and preserving meaningful open space.
- Support new land uses that enhance housing options in our community.
- Encourage development of a rational network of commercial nodes (villages, or activity centers) to meet the service needs of citizens while avoiding unattractive and inefficient strip development along major roadways.
- Remain open to land planning and development concepts that may be new to our area but have been tried successfully in other places.

Transportation

- Target transportation improvements to support desired development patterns for the community (recognizing that ready availability of transportation creates demand for land development in adjacent areas).
- Design new and reconstructed roadways appropriately by using context sensitive design considerations, to enhance community aesthetics and to minimize impacts on the environment and our historic resources.
- Make decisions that encourage walking, biking, car-pooling, and other alternative transportation choices.
- Planning of our new and reconstructed roadways will include consideration of whether the roadways can accommodate multiple functions, including pedestrian facilities, parking, bicycle routes, public transit (if applicable) as well as local vehicular circulation.
- Promote connectivity of our road network (such as fostering a grid network of streets, multiple connections between subdivisions) in the non-rural/agricultural areas of Barrow County.
- Support the creation of a community-wide greenway or multi-use path network for pedestrians and cyclists.
- Encourage new development that supports and ties in well with existing and planned public transit options in the community.
- We will ensure (through traffic calming and other design considerations) that excessive vehicular traffic will not harm the peaceful nature of our residential neighborhoods.

Intergovernmental Coordination

- Seek opportunities to share services and facilities with neighboring jurisdictions when mutually beneficial.

- Work jointly with neighboring jurisdictions on developing solutions for shared regional issues (such as growth management, watershed protection, stormwater management).
- Pursue joint processes for collaborative planning and decision-making with neighboring jurisdictions.
- Consult other public entities in our area when making decisions that are likely to impact them.
- Provide input to other public entities in our area when they are making decision that are likely to have an impact on our community or our plans for future development.
- Engage in cooperative planning between the local government and local school board in regard to the appropriate location and use of schools as community facilities.



Town of Bethlehem

Presentation of the Community Vision, Community Issues & Opportunities and Implementation Plan for the Town of Bethlehem

Bethlehem, originally a small village in the early 1800's, grew from the congregation of the Bethlehem Methodist Church. In 1884 the town was named for the church. Streets were laid out to bear the names symbolic of the first Christmas. Bethlehem is located on SR 11 in the south central portion of the county and now has a population of 938 residents

Community Vision

Bethlehem seeks to preserve its small-charm and rural character while providing new opportunities for commercial and industrial development. Bethlehem seeks to capitalize on its location advantage along the SR 316 corridor. Bethlehem seeks to provide its current and future residents with housing and transportation choice. It seeks a vibrant downtown area complete with a diverse offering of shops, restaurants, offices and residential – all provided in a pedestrian-friendly environment centered on the town park. Bethlehem also seeks to create a vibrant, attractive, mixed use gateway corridor from SR 316 into the Town along SR 11.



Greenspace in Downtown Bethlehem between SR 11 and the City Hall

Future Development Map

A key component of the comprehensive planning process is the creation of a Future Development Map that reflects the Town's vision for growth and development for the next 20 years. This vision, which was developed with an extensive public countywide visioning process, is expressed in unique "character areas" that cover the entire incorporated area of the Town of Bethlehem. The following pages present the Future Development Maps/Character Area narratives for Bethlehem.

Character area planning focuses on the way an area looks and how it functions. Tailored development strategies are applied to each area, with the goal of enhancing the existing character/function or promoting a desired character for the future. The character areas recommended for Bethlehem, defined and shown in the Future Development Map, define areas that:

- Presently have unique or special characteristics that need to be preserved
- Have potential to evolve into unique areas

- Require special attention because of unique development issues

The character areas are described in the following pages. Each description includes the following information, which presents an overall vision for future growth and development for a character area:

- Development Pattern
- Preliminary Land Uses
- Implementation Strategies
- Quality Community Objectives

The development pattern describes the nature of preferred development in a character area, such as appropriate design, infrastructure, and intensity. The preliminary land use section lists permissible land uses within each character area. Finally, the Implementation Strategies section identifies the measures the County can take to ensure that the development pattern described by each character area can be implemented.

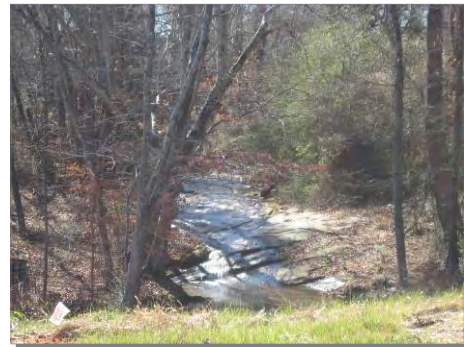
In addition to the three levels of description above, the Quality Community Objectives (QCO) analysis for each Character Area can be found in Appendix A. This identifies the QCOs that will be pursued in the character area. These objectives were adopted by the Georgia Department of Community Affairs (DCA) to measure how communities preserve their unique resources while accommodating future development. Finally, the strategies section identifies the measures the County can take to ensure that the development pattern described by each character area can be implemented.

Preserve

The Preserve character area describes primarily public or privately-owned land intended to remain as open space for preservation and recreation needs and are not suitable for urban or suburban development. Land can be owned outright or subject to conservation easements. This character area includes major parklands, undeveloped natural lands and environmentally sensitive areas such as undeveloped, natural lands with significant natural features including steep slopes, floodplains, wetlands, watersheds, wildlife management areas, conservation areas, and other environmentally sensitive areas not suitable for development of any kind. Barrow County examples of this character area include Fort Yargo State Park and floodplain areas adjacent to the Mulberry River bordering Jackson County.



Single-family residence in Bethlehem



Floodplains and creeks are part of the Preserve area in Bethlehem

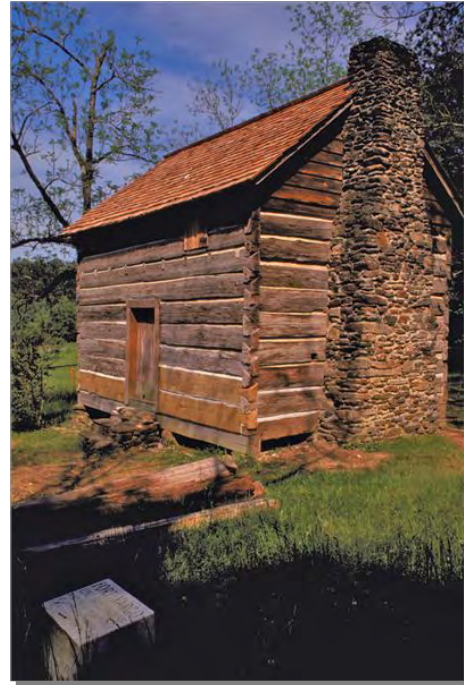


Town of Bethlehem park located in the heart of the Town

Development Patterns

The development pattern should seek to:

- Preserve natural resources, habitats, views, and rural/agricultural character
- Protect open space in a linear pattern, typically following the flood plain of river and stream corridors and accommodate greenways
- Maintain a high degree of open space
- Prevent degradation to natural resources in areas that have already developed or have the potential to develop due to existing zoning
- Minimize impervious surfaces
- Protect water quality with appropriate stream and reservoir buffers and prohibition of uses that are prone to pollution
- Provide opportunities for low-impact recreation (e.g. canoeing, fishing, hunting, hiking, etc.) and environmental education



Primary Land Uses

- Undeveloped areas left in their natural state
- Passive recreation (for environmentally constrained areas)
- Active recreation (for non-environmentally constrained areas)
- Agriculture

Implementation Strategies

- ☞ *Adopt the Georgia Stormwater Management Manual, enforce stormwater BMPs to enhance waterway protection and encourage the use of the manual's Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Participate with Barrow County and other county municipalities in preparation of a Countywide Greenways Master Plan outlines a countywide system of interconnected greenway/ trail corridors, provides for integration into a regional greenway system and defines specific priorities for property acquisition to develop the system.*
- ☞ *Participate with Barrow County in acquire land for a countywide greenway network outlined in proposed Countywide Greenways Master Plan (consult the Atlanta Regional Commission's Green Infrastructure Toolkit for a complete list of acquisition methods)*
- ☞ *Adopt specific cross sections for roads that cross these areas*
- ☞ *Promote these areas as passive-use tourism and recreation destinations*
- ☞ *Encourage use of Agricultural Best Management Practices for Protecting Water Quality*

Ft. Yargo State Park in Winder

- ☞ *Promote the use of Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR)*
- ☞ *Promote the use of conservation easements and conservation tax credits by landowners*
- ☞ *Discourage extension of public utilities, especially sewer, that would encourage development of these areas*
- ☞ *Continue to enforce existing “Part V” Environmental Ordinances (for river corridor and watershed protection)*
- ☞ *Follow Best Management Practices (BMPs) for erosion and sedimentation, as defined in the Georgia Erosion and Sedimentation Act*
- ☞ *Implement the recommendations outlined in the Barrow County Recreation Master Plan*

Agricultural

The Rural/Agricultural Reserve character area includes predominantly rural, undeveloped land that is suited for agricultural, “conservation subdivision” and/or large-lot residential uses. Rural Reserve areas consist of privately owned areas where agricultural uses and low density development are common. These areas are intended and designed to remain rural. These areas contain housing that is clustered in hamlets or are scattered across the landscape in a random pattern and are typically not in proximity to major transportation networks, commercial areas, or infrastructure and are very remote with minimal accessibility. Development in the area should respect the community’s rural tradition and maintain its rural, open spaces. Lack of sewer infrastructure is common, which makes urban and suburban scale development unsuitable. An exception is clustering of homes to preserve significant amounts of open space and preserve as much rural character as possible while also protecting the existing water supply watershed. “Conservation subdivisions” may be an appropriate alternative to large-lot residential uses and an appropriate response to development pressures for lower density residential neighborhoods in order to retain as much of the open space

Rural Reserve character areas are primarily located in east Barrow County, though small pockets can be found in other areas of the county.

Development Patterns

The development pattern should seek to:

- Protect farmland, open space and environmentally-sensitive areas by maintaining large lot sizes



Rural residential lot in east Bethlehem



Typical character of rural residential lots



Conservation Subdivisions allow for the preservation of open space

- Preserve economic function of agriculture, livestock and forestry in Barrow County
- Preserve rural character, view sheds, and natural features/resources
- Preserve natural hydrology and drainage ways and utilize natural features for stormwater management
- Cluster new residential development in a “conservation subdivision” design that incorporates significant amounts of open space and natural conservation areas
- Preserve natural hydrology and drainageways
- Utilize natural features for stormwater management
- Discourage extension of public utilities into these areas (i.e. wastewater collection and treatment)
- Connect new conservation subdivisions to Countywide network of greenways
- Carefully design roadway alterations to minimize scenic and environmental impacts
- Allow unpaved roads and shared driveways that provide access for up to six residences
- Minimize impervious cover
- Limit impacts of new development on the environment, including reducing limits on clearing and grading
- Accommodate low-intensity uses



Farmhouse shown in unincorporated Barrow County is a prime example of the development patterns encouraged in the Rural /Agricultural Reserve areas



Typical rural residential lot in Bethlehem

Primary Land Uses

- Agricultural
- Single Family Residential (very large lot or Conservation Subdivision)
- Passive recreation
- Civic uses/Public/Institutional (at rural scale only)

Implementation Strategies

- ☞ *Adopt a policy that discourages extension of public utilities into these areas*
- ☞ *Continue to follow BMPs for any land disturbance activities, including tree harvesting and utility construction*
- ☞ *Adopt a Conservation Subdivision Ordinance*
- ☞ *Adopt typical street cross-sections for these areas that identify appropriate width and configuration and that require paved roads to use drainage swales in lieu of curb, gutter and sidewalk.*

- ☞ *Adopt the Georgia Stormwater Management Manual, enforce stormwater BMPs to enhance waterway protection and encourage the use of the manual's Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Increase buffer requirements between agricultural and non-agricultural uses*
- ☞ *Adopt policies that require setting aside land as part of subdivision development of a County-wide network of greenways/ trails for non-motorized users*
- ☞ *Adopt a tree protection/ replacement ordinance*
- ☞ *Promote the use of conservation easements and conservation tax credits by landowners to help preserve viable farmland*
- ☞ *Promote the use of TDR s and PDRs*
- ☞ *Protect farmland, open space, and sensitive private lands by maintaining large lot sizes (e.g. min. 10 acres)*



Single-family homes make up most of Bethlehem's Established Residential area

Established Residential

The Established Residential character area describes areas where dwelling units exist now. These include a mix of historic and new suburban homes. Improved pedestrian and bicycle networks, especially near school and other civic uses would provide safer routes and encourage walking and bicycling as a transportation option.

Development Patterns

The development pattern should seek to:

- Promote rehabilitation of existing homes
- Promote sensitive building rehabilitation that is in keeping with a building's existing architectural style and scale and that of neighboring homes
- Maintain existing tree cover
- Provide for neighborhood passive parks/open space
- Respect the traditional building placement, with homes that are closer to the street and have minimum separation between adjacent dwellings
- Promote a pedestrian-scale community, with emphasis on walkability (sidewalks and recessed, detached and/or rear entry garages) and social interaction (large front porches)
- Accommodate senior housing opportunities, which can be integrated into the existing development pattern and



Typical street in the suburban portions of Bethlehem's Established Residential area



Historic home shown in the Bethlehem Established Residential area

can benefit from close proximity to downtown goods and services

- Accommodate in-fill development that compliments the scale, setback and style of existing adjacent homes
- Maintain existing homes and character defining site features (e.g. drives, walls, lighting, landscaping, tree cover)
- Focus on reinforcing stability by encouraging more home ownership and maintenance or upgrade of existing properties
- Locate schools, community centers, or well-designed small commercial activity centers at suitable locations within walking distance of residences
- Provide safe facilities for pedestrians, school buses, and bicyclists using the road right-of-way
- Enhance the pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly multi-use trail/bike routes linking neighboring communities and major destinations such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.
- Add traffic calming improvements, sidewalks and increased street interconnections to improve walkability within existing neighborhoods
- Limit driveway spacing along the highway frontage and align driveways where needed to improve traffic flow

Primary Land Uses

- Single Family Residential
- Multi-Family Residential (though limited)
- Duplexes
- Senior housing
- Parks, Recreation and Conservation
- Public Institutional

Implementation Strategies

- ☞ *Adopt a Tree Protection Ordinance*
- ☞ *Create an inventory of buildings suitable for redevelopment*
- ☞ *Adopt a Senior Housing Ordinance to permit detached, attached and multi-family homes on suitable properties close to the city center*



Historic home shown in Bethlehem's Established Residential area



Typical large-lot residential on the edge of the Bethlehem city limits and included in the Established Residential area



Typical suburban home in the Established Residential area of Bethlehem

- ☞ *Develop vacant site inventory; identify those that are suitable for in-fill development.*
- ☞ *Develop a site inventory for potential neighborhood passive park locations*
- ☞ *Amend Zoning Ordinance to include flexible setback provisions to ensure any in-fill development is consistent with surrounding homes, which tend to have large front yards and may exceed the minimum front setback requirement*
- ☞ *Adopt TND ordinance*
- ☞ *Create a neighborhood sidewalk inventory and work with local residents to identify needs and prioritize projects: new systems, filling in gaps in existing systems, or replacing sub-standard facilities (can be part of a Bike/Ped/Multi-use Plan)*
- ☞ *Adopt a policy framework to prevent encroachment of inappropriate automobile-oriented development that would adversely affect the quality of life and public realm*
- ☞ *Adopt a connector street plan*
- ☞ *Adopt greenspace master plan*
- ☞ *Develop Bike/Ped/Greenways Master Plan*
- ☞ *Update development regulations to address driveway and parking requirements*



Typical suburban street in Established Residential area of Bethlehem



Small businesses make up the bulk of existing commercial uses in Downtown Bethlehem



Bethlehem city hall and community center in Downtown

Downtown

Downtown is intended to be the civic and commercial heart of Bethlehem with a focus on retail and services to provide for local needs. Office, civic, residential, entertainment, and recreational uses may also be incorporated into the district. The character of this area currently consists of small-scale automobile-oriented highway commercial development. It includes the City Hall and greenspace. Important in enhancing Downtown character for the entire area will be the use of traditional urban building façades, buildings close to the street, and the use of sidewalks. Goals of the character area include encouraging a mix of uses to create vitality, reinforcing the area as the central business district of Bethlehem, and promoting a town center development pattern. New development or redevelopment can serve to extend the boundaries and function of downtown by orienting buildings to the street rather than to an on-site parking lot, allowing a mix of uses accessible to the pedestrian, and connecting to the rest of the character area with sidewalks. Critically important is providing safe pedestrian connectivity throughout the area.

Development Patterns

The development pattern should seek to:

- Reinforce traditional pedestrian-scaled development patterns (including building placement, lighting, site features, sidewalk use and amenities, traffic patterns, etc.)
- Encourage a creative, visual environment that encourages exploration and attracts patrons (such as attractive, changing window displays, public art, and outdoor dining)
- Serve surrounding neighborhoods
- Retain and enhance existing building stock with appropriate maintenance and rehabilitation
- Represent a mix of uses that attract residents to the downtown and create vitality
- Encourage mixed use development in buildings with underutilized upper floors (e.g. residential above ground floor retail)
- Accommodate redevelopment and infill opportunities that respect the traditional development patterns and architectural styles
- Reinforce Downtown as the community focal point



Development of Bethlehem's downtown should include a variety of businesses



Existing Downtown Bethlehem business

Primary Land Uses

- Retail/Neighborhood Commercial
- Mixed Use (residential above ground-floor retail)
- Professional office
- Government facilities
- Parks

Implementation Strategies

- ☞ *Adopt specific guidelines that regulate exterior changes to buildings, new construction, demolition and signage*
- ☞ *Adopt an Appearance and Maintenance Code to require upkeep of buildings*
- ☞ *Adopt a downtown-specific zoning district that streamlines the uses currently permitted under C-1 zoning and permits upper-story residential uses*
- ☞ *Prepare a Downtown Master Plan*

Traveling Commercial

SR 11 the main entrance into Downtown Bethlehem and Downtown Winder from Athens. Fort Yargo is located between these highways and the current entrance into the park is from SR 81. The main entrance into the gateway will be the intersections at SR 316. This area has the greatest potential for commercial development. Significant land is available for future development. Downtown Winder is on the north end of these highways and is predominantly mature retail and commercial developments. This gateway has the potential to become the future commercial hub for Barrow County. It is recommended it be developed around a commercial theme.

Traveling Commercial represents areas that the potential to develop a regionally-marketed mixture of uses, including employment and housing opportunities, due to interstate access and proximity to other larger scale areas that are developed or have the potential to develop. “Big box” retail should be limited to these areas and designed to fit into mixed-use planned development with limited parking that is shared with surrounding uses. The SR 11/SR 316 and the area in between is identified as Gateway Regional Mixed Use Node character area for the unincorporated portion of this intersection. The area extends along SR 316 and includes properties surrounding each intersection as well as property located along the corridor between the two major intersections. New retail and mixed use development is planned at each location. SR 81/SR 316 already is home to one large big box retail chain. Many others are to follow.

Development Pattern

The development pattern should seek to:

- Coordinate the Barrow County and Town of Bethlehem approaches to developing this area
- Include a relatively high-density mix of commercial and retail centers, office, services, and employment to serve a regional market area
- Include a diverse mix of higher-density housing types (town homes, apartments, lofts, and condominiums) that can serve a broad range of incomes, including workforce and affordable housing
- Provide strong, walkable connections between different uses
- Provide wide curb lanes or bike lanes to permit bicycling
- Connect to nearby networks of greenspace or multi-use trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreation purposes.
- Depict clear physical boundaries and transitions between the edge of the character area and the surrounding low-density, rural areas
- Incorporate landscaping of commercial sites/parking lots
- Discourage strip development
- Reflect a campus or unified development



Commercial uses that cater to the travelers on SR 386 and SR 11 in the Traveling Commercial area



Desired future character of development in Traveling Commercial

- Require shared driveways and inter-parcel access
- Clearly define road edges by locating buildings at roadside with parking to the rear
- Limit truck traffic by prohibiting warehousing or other operations requiring heavy truck use
- Prohibit new billboards
- Encourage compatible architecture styles that maintain the regional character
- Encourage parking lots to incorporate on-site stormwater mitigation or retention features, such as pervious pavements

Primary Land Uses

- Office, retail, and other typical commercial uses
- Higher density residential uses (including townhomes and condominiums)
- Light industry
- Educational institutions

Implementation Strategies

- ☞ *Coordinate with Barrow County to prepare and adopt a Master Plan for the Traveling Commercial character area*
- ☞ *Coordinate with Barrow County to prepare and adopt zoning overlay or form-based code to implement the development patterns to be outlined in the Master Plan for the Traveling Commercial character area*
- ☞ *Adopt a Landscape and Buffer Ordinance*
- ☞ *Amend Development Regulations to promote the desired development pattern (e.g. requiring sidewalks and interparcel access)*
- ☞ *Extend water and sewer service*

Residential Growth

The Residential Growth character areas are intended to accommodate a vast majority of the County's projected residential growth. The Residential Growth character area describes areas where pressure for suburban residential subdivision development and associated strip commercial development along arterials is greatest.

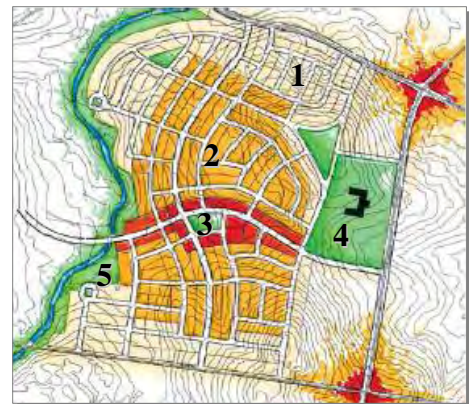
Residential Growth character area land is distinguished from Established Residential character areas in order to emphasize the opportunity for future development to be managed in way that provides for a variety of housing choices, places to work and shop and other civic uses within each new neighborhood.



Desired residential mix of Residential Growth includes attached homes



Residential Growth will include single family residential



Traditional neighborhood development encouraged for Residential Growth area

Residential Growth character area seeks to avoid the development of neighborhoods with low pedestrian orientation, larger lot sizes, high to moderate degree of building separation, predominantly residential with scattered civic buildings and varied disconnected street patterns (*i.e.* Established Residential). Some Residential areas in Bethlehem and surrounding unincorporated Barrow County currently depend on septic systems and are distant from municipal and County wastewater collection and treatment providers. Wastewater collection and treatment services will be essential for ensuring long-range sustainability in this character area.

Residential Growth areas should include commercial, mixed use, multi-family and other uses as they build out over the next 25 years. For the most part, this should be accommodated at mixed use nodes located along the major arterial serving the neighborhoods (See Gateway Regional Mixed Use Node and Community Mixed Use Node character area descriptions). It is also appropriate, however, for small, neighborhood-scale, traditional neighborhood commercial and mixed use to occur in town centers created as part of an overall community master planned development.

Development Patterns

The development pattern should seek to:

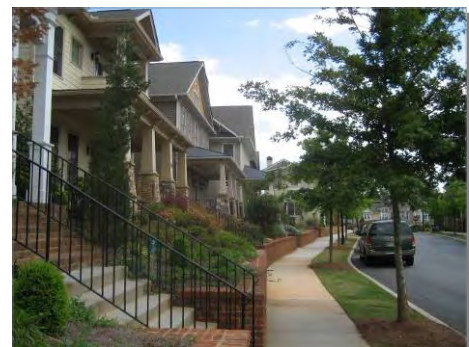
- Encourage master-planned, TND that blends residential development with schools, parks, recreation, retail businesses and services that are linked in a compact pattern that encourages walking and minimizes the need for auto trips within the subdivision
- Promote street design that fosters traffic calming such as narrower residential streets, on-street parking and street trees
- Require multiple stub out streets to allow for future connectivity when adjacent properties develop
- Provide connected system of streets within new subdivisions and connect to existing subdivisions
- Require multiple stub out streets to allow for future connectivity when adjacent properties develop
- Provide safe facilities for pedestrians, schools buses, and bicyclists using the road right-of-way including sidewalks and street trees
- Connect to a network of greenways/trails, wherever possible



Open space should be part of each new development in Residential Growth areas



Pedestrian friendly neighborhoods are envisioned for Residential Growth areas



Pedestrian-friendly streetscapes should be part of Residential Growth areas

- Accommodate a variety of housing choices
- Provide adequate open space with active and passive recreation opportunities for area residents
- Maintain the natural tree canopy as much as possible

Primary Land Uses

- Single-family residential
- Mixed Use (when part of a master plan or outlined by a subarea master plan)
- Multi-family (when part of a master plan or outlined by a subarea master plan)
- Commercial (when part of a master plan or outlined by a subarea master plan)
- Passive and active recreation
- Public/Institutional



Parks and greenspace should be connected to neighboring residences with pedestrian-friendly sidewalks and multi-use trails

Implementation Strategies

- ☞ *Adopt design/ development standards for industrial sites*
- ☞ *Create a “development impact matrix” to determine potential impacts of specific industries on the environment and infrastructure*
- ☞ *Update long-range sewer service master plan*
- ☞ *Expand sewer service to including the all Emerging Suburban and Suburban Neighborhood and Traditional Neighborhood character areas currently underserved*
- ☞ *Adopt a TND Ordinance*
- ☞ *Adopt a Tree Protection/ Replacement Ordinance that limits clearing and grading and therefore maintain the natural tree canopy as much as possible.*
- ☞ *Adopt maximum lot coverage requirements*
- ☞ *Continue to enforce the existing Groundwater Recharge Area Protection Ordinance*
- ☞ *Promote the use of common area drain fields and/ or neighborhood-scale sewerage treatment systems to reduce parcel size in areas that must be served by septic tanks (for areas proposing Conservation Subdivisions only)*

Mixed Use

Public areas represent public school sites across the County. The area represents both the primary school building(s) as well as associated outdoor space such as ballfields. Pedestrian connectivity between schools and neighborhoods is a key goal, both for existing development as well as planned facilities. The location of schools in Emerging Suburban areas provides an opportunity for future residential development to connect to existing neighborhoods and to be within close proximity to schools to make walking and shorter travel distances feasible for school-age children.

Development Patterns

The development pattern should seek to:

- Provide schools sites that create neighborhood and regional focal points
- Provide a quality pedestrian infrastructure to encourage walking
- Provide pedestrian linkages to adjacent neighborhoods

Primary Land Uses

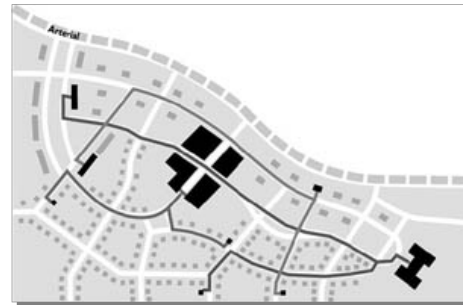
- Schools
- Passive and active park space (including athletic fields, stadiums, etc.)
- Education administration and ancillary uses

Implementation Strategies

- ☞ *Implement the Barrow County Comprehensive Transportation Plan recommendations for providing pedestrian infrastructure around school sites*



New commercial strip mall development located in Mixed-Use area south of Downtown on SR 11



Mixed use areas should be connected with streets that provide choices



Commercial and office uses located in the Mixed-use area should be constructed with residential design and character

Office Professional

This district is intended to allow for a mix of offices, professional services, and potentially residential uses. Primary uses will include office and professional activities that generate higher employment densities than retail sales and services while perhaps including a mix of compatible residential uses.

Development Patterns

The development pattern should seek to:

- Provide diverse employment opportunities
- Protect air and water quality
- Prevent adverse impacts to natural resources and surrounding population
- Address traffic impacts and circulation in site design
- Provide adequate buffers
- Limit visibility of office park operations/parking from the public right of way
- Limit grading and clearing

Primary Land Uses

- Offices,
- Professional services
- Residential

Implementation Strategies

- ☞ *Prepare and adopt design/development standards for industrial sites*
- ☞ *Prepare and incorporate into development review a “development impact matrix” to determine potential impacts of specific industries on the environment and infrastructure*

Heavy Industrial

This is an existing land use category that identifies areas designated on the zoning map for industrial uses. This primarily includes the salvage yard and poultry plant. Zoning typically separates the uses with those characteristics from other uses. Heavy Industrial areas are not appropriate for residential uses. The Heavy Industrial character area describes large tracts of land, campus or unified development with high degree of access by vehicular traffic, on-site parking, low degree of open space, and can include manufacturing, wholesale trade, distribution, assembly and processing activities. While attracting new industry is important to the economic health of Bethlehem and Barrow County, the intent of the Heavy Industrial character area is to balance growth with environmental considerations. The Heavy Industrial character area is intended to accommodate the existing industry.



Existing industry in Bethlehem

Development Patterns

The development pattern should seek to:

- Provide diverse industry
- Protect air and water quality
- Prevent adverse impacts to natural resources and surrounding population
- Address traffic impacts and circulation in site design
- Provide adequate buffers
- Limit visibility of industrial operations/parking from the public right of way
- Limit grading and clearing

Primary Land Uses

- Light industrial
- Heavy industrial

Implementation Strategies

- ☞ *Prepare and adopt design/development standards for industrial sites*
- ☞ *Prepare and incorporate into development review a “development impact matrix” to determine potential impacts of specific industries on the environment and infrastructure*



Back entrance to existing industrial uses in Bethlehem

Warehouse/Industrial

This district is intended primarily for larger-scale industrial, wholesale, and office uses that may be land intensive, generate high consumer traffic, or create noise, odor, or other impacts associated with manufacturing and production uses. Zoning typically separates the uses with those characteristics from other uses. Industrial areas are not appropriate for residential uses. The Industrial character area describes large tracts of land, campus or unified development with high degree of access by vehicular traffic, on-site parking, low degree of open space, and can include manufacturing, wholesale trade, distribution, assembly and processing activities. While attracting new industry is important to the economic health of Bethlehem and Barrow County, the intent of this character area is to balance growth with environmental considerations. This character area is intended benefit from access to SR 316. Warehouse/Industrial extends along the north side of the SR 316 between SR 11 and Argonne Road.

Development Patterns

The development pattern should seek to:

- Provide diverse industry
- Protect air and water quality
- Prevent adverse impacts to natural resources and surrounding population

- Address traffic impacts and circulation in site design
- Provide adequate buffers
- Limit visibility of industrial operations/parking from the public right of way
- Limit grading and clearing

Primary Land Uses

- Office
- Warehouse/Light industrial

Implementation Strategies

- ☞ *Prepare and adopt design/development standards for industrial sites*
- ☞ *Prepare and incorporate into development review a “development impact matrix” to determine potential impacts of specific industries on the environment and infrastructure*

Public/Institutional

Public/Institutional represents civic functions throughout the city. These areas shown on the Future Development Map illustrate the existing locations of civic functions such as city government offices, school, emergency services, and churches.

Development Patterns

The development pattern should seek to:

- Provide public sites that create neighborhood and regional focal points
- Provide a quality pedestrian infrastructure to encourage walking
- Provide pedestrian linkages to adjacent neighborhoods

Primary Land Uses

- Government offices
- Emergency services
- Religious/Institutional
- Schools
- Passive and active park space (including athletic fields, stadiums, etc.)

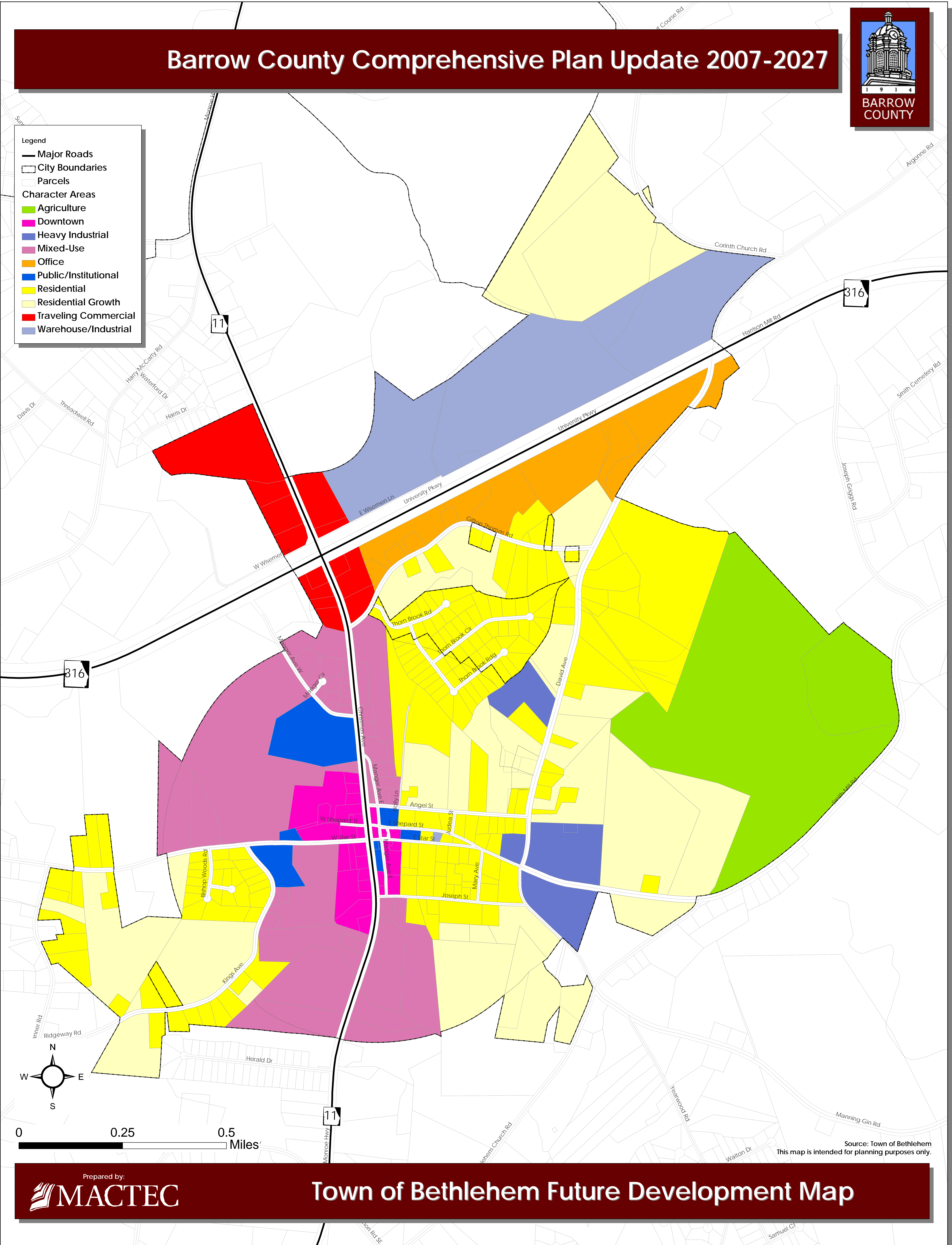
Implementation Strategies

- ☞ *Implement the Barrow County Comprehensive Transportation Plan recommendations for providing pedestrian infrastructure around school and civic sites*

Barrow County Comprehensive Plan Update 2007-2027



- Legend**
- Major Roads
 - City Boundaries
 - Parcels
 - Character Areas**
 - Agriculture
 - Downtown
 - Heavy Industrial
 - Mixed-Use
 - Office
 - Public/Institutional
 - Residential
 - Residential Growth
 - Traveling Commercial
 - Warehouse/Industrial



Source: Town of Bethlehem
This map is intended for planning purposes only.



Town of Bethlehem Future Development Map

Community Issues and Opportunities

This section provides an updated list of issues and opportunities for Bethlehem that were identified in the *Community Assessment* portion of the Comprehensive Plan. This updated version reflects public comments gained from the community participation activities as well as other input gathered during the review of the *Community Assessment*. The following information is organized by the major topics defined in the DCA Local Planning Requirements:

- Population
- Housing
- Economic Development
- Natural and Cultural Resources
- Community Facilities and Services
- Transportation
- Land Use
- Intergovernmental Coordination

1 Population Projections - Bethlehem

2005	2010	2015	2020	2025	2030
938	1,143	1,458	1,777	2,422	2,483

Note: Methodology is presented in the Analysis of Supporting Data

Source: MACTEC, NEGRDC

Population

Issues

- Projections show continued growth
 - ☞ *Update comprehensive plan frequently to insure planned growth and enact appropriate growth management ordinances*

Economic Development

Issues

- Evolution of SR 316 into a regional “technology corridor” has thus far occurred slowly, meaning the vision for creating of hundreds high-paying, professional positions has yet to materialize

☞ *Encourage bioscience research facilities to locate along the State Route (SR) 316 corridor*

- Lack of sewer and other infrastructure needed to promote gateway areas for development

☞ *Continue implementation of sewer master plan which expands infrastructure in key areas*

- Lack of industrial base (and therefore jobs) in Bethlehem making the town primarily a bedroom community where most residents must leave the area for work

☞ *Implementation of strategies outlined by the Barrow Summit report*

- Limited entertainment opportunities for families, teens, college students and young professionals

☞ *Promote entertainment and restaurant developments both in Downtown and at the intersection of SR 11/SR 316*



Bethlehem currently has few job opportunities, such as that shown above, however, the proximity to SR 316 could entice others to follow

- Need for downtown redevelopment and investment

☞ Examine the potential for Commercial Improvement Districts, Business Improvement Districts and Tax Allocation Districts in downtown and along important corridors

Opportunities

- Location advantage between Atlanta and Athens as well as the transportation infrastructure such as the railroad and SR 316

Housing

Issues

- Jobs/Housing imbalance

☞ Adopt zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types

- Limited choice of housing types

☞ Adopt zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types

☞ Encourage TND

Opportunities

- Mixed use activity centers could provide more housing choices for current and future residents in locations suitable for more intense, walkable, mixed-use neighborhood development

☞ Adopt zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types

Natural & Cultural Resources

Issues

- A Historic Preservation Ordinance has not been adopted that would establish a Historic Preservation Commission to provide for the designation, protection, preservation and rehabilitation of historic and cultural resources.

☞ Adopt a Historic Preservation Ordinance that will establish a HP Commission to provide for the designation, protection, preservation and rehabilitation of historic properties and historic districts and to participate in federal or state programs to do the



Single-family suburban home located in a west Bethlehem subdivision



Religious institutions are prominent in Bethlehem

same.

- Preservation of cultural and historic resources as new development increases pressure on important cultural and historic sites
 - ☞ *Protect historic buildings and neighborhoods in order to preserve downtown character and neighborhoods; the adoption of historic overlay districts with design guidelines is a potential tool*
- Clear cutting of tracts to make way for new development
 - ☞ *Encourage tree protection and replacement with each new development*
 - ☞ *Encourage the use of Conservation Subdivisions to preserve rural character and sensitive natural resources*
 - ☞ *Consider TDRs as tool for preservation of rural, agricultural areas*



Fire Station in Bethlehem

Opportunities

- The establishment of a Historic Preservation Ordinance will help to stimulate revitalization of the business districts and historic neighborhoods and protect and enhance local historic and aesthetic attractions to tourists and thereby promote and stimulate business;
 - ☞ *Adopt a Historic Preservation Ordinance that will establish a HP Commission to provide for the designation, protection, preservation and rehabilitation of historic properties and historic districts and to participate in federal or state programs to do the same.*
- Preservation of cultural and historic resources allows the community to remain aware of and celebrate its history and identity
 - ☞ *Protect historic buildings and neighborhoods in order to preserve downtown character and neighborhoods; the adoption of historic overlay districts with design guidelines is a potential tool*



Public school in Bethlehem

Community Facilities & Services

Issues

- Lack of infrastructure in “Gateway” areas designated by the Barrow Summit report as important future economic development sites (SR 11/SR 316)
- Lack of sewer infrastructure
 - ☞ *Expand sewer to developed areas*
- Lack of water resources to meet expected long-range



Public buildings in downtown Bethlehem

demand caused by growing population

☞ *Complete and implement long range water resources master plan*

- School overcrowding and playing catch up with residential growth

☞ *Coordinate school planning and community planning efforts; establish requirements for land dedication for new schools in large planned developments*

- Securing funding for new facilities to meet the service demand of a growing population

☞ *Continue to promote SPLOST as successful local funding source and implement impact fees as supplemental funding source for some community facilities*



Downtown Bethlehem business

Opportunities

- City, county and municipal government leaders for other Barrow County cities are working together to locate long range water resources to support new and exiting population

☞ *Controlling new growth with coordination of land use, transportation, and facilities planning – providing infrastructure to encourage development where the future development map recommends it*

- Special Purpose Local Option Sales Tax (SPLOST) provides local funding

☞ *Continue to promote SPLOST as successful local funding source and implement impact fees as supplemental funding source for some community facilities*

- Barrow County Recreation Master Plan outlines long-range needs and provides implementation plan to increase the County’s park space and facilities

☞ *Implement the Barrow County Recreation Master Plan recommendations*



Typical neighborhood street in Bethlehem

Land Use

Issues

- Potential for strip commercial development along SR 11 as it transitions over time from agricultural and rural uses.

☞ *Encourage mixed use development nodes at major intersections along SR 11 to lessen the effects of linear sprawl*

- Popularity of “Butler buildings” in inappropriate areas

- Conflicts that arise from new suburban residential land uses locating next to existing agricultural land uses

☞ Encourage mixed use development nodes at major intersections along SR 11 to lessen the effects of linear sprawl

- No TND regulations for Bethlehem

☞ Adopt a TND Ordinance

Opportunities

- TND ordinances would offer opportunities for development of pedestrian-friendly neighborhoods and should be encouraged in designated areas of the cities and unincorporated portions of the County

☞ Adopt a TND Ordinance



Neighborhood street in Bethlehem

Transportation

Issues

- Large portions of Bethlehem and adjacent areas of unincorporated Barrow County have been developed according to suburban development patterns offer few opportunities for walking and bicycling (e.g., suburban development that is now part of or adjacent to Bethlehem generally lacks sidewalks). Need more sidewalks, especially in locations near schools and other community facilities.

☞ Implement pedestrian, bicycle and multi-modal recommendations of the Barrow County Comprehensive Transportation Plan

- Major corridors in Bethlehem unfriendly to pedestrians due to a lack of sidewalks (or in some cases sidewalks built to meet the minimum GDOT requirements), lack of streetscape (pedestrian-scaled lighting, street trees, street furniture, on-street parking, orientation of buildings in relation to the street), lack of bike lanes, wide travel lanes for automobiles, high automobile speeds, etc.

☞ Adopt street standards that prescribe Complete Streets that provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.

- Lack of transportation choices (i.e., lack of public transportation, limited sidewalks and bicycle infrastructure, etc.)

☞ Participate in regional efforts to promote the Athens to Atlanta commuter rail route

- Limited suburban residential connectivity among existing subdivisions in many parts of the City and surrounding unincorporated Barrow County

☞ Using the Comprehensive Transportation Plan as a basis, prepare a study of potential modifications to improve connectivity in existing neighborhoods

- Plans for SR 316 to become limited access freeway remain in the distant future

☞ Continue to lobby for SR 316 controlled-access improvements, but in the meantime follow development policies that will not make improvements to the corridor unfeasible

- Increasing traffic backups along SR 11 resulting of the signalized intersection SR 11/SR 316
 - ☞ *Implement Comprehensive Transportation Plan recommendations concerning these specific roads and complete additional detailed studies and plans as needed*
- No signal at Carl-Bethlehem and SR 11
 - ☞ *Implement Comprehensive Transportation Plan recommendations concerning these specific roads and complete additional detailed studies and plans as needed*

Opportunities

- Complete streets provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.
 - ☞ *Adopt street standards that prescribe Complete Streets that provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.*

Intergovernmental Coordination

Issues

- Conflicts over municipal annexation
 - ☞ *Maintain an adequate Barrow County service delivery strategy and intergovernmental agreement concerning annexation*
- No unified system for sharing permit information in the cities, which would help schools to estimate future enrollment
 - ☞ *Coordinate to develop a unified system for sharing permit information in the cities in order to assist schools in estimating future enrollment*

Opportunities

- Quarterly meetings held among municipalities and County elected officials
 - ☞ *Continue established quarterly meeting schedule*
- Coordination among municipalities and the County focused on seeking water sources for the future
 - ☞ *Complete long range water supply master plan as joint planning effort*
- County Planning Department has resources to provide planning technical support and assistance to municipalities; already provides such for Bethlehem
 - ☞ *Study potential impacts of consolidation of government services*

Implementation Program

The Implementation Program outlines the overall strategy for achieving the Vision for Future Development and for addressing the Community Issues and Opportunities. It section identifies the specific measures to be undertaken by the Town of Bethlehem to implement the Community Agenda. The Implementation Program includes the following sections:

- 2002-2006 Short Term Work Program Report of Accomplishments
- 2007-2011 Short Term Work Program
- Policies

Report of Accomplishments

The Report of Accomplishments (ROA) provides a status of each work item identified in the Town’s 2002-2006 Short Term Work Program. For each activity the ROA identifies whether it was completed, postponed, or dropped, or if it is underway. Reasons are provided for a dropped or postponed activity, and a projected completion date is provided for items that are underway.

Element	Activity	Status			
		Complete	Underway	Postponed	Dropped
Community Facilities and Services	Develop incentives for water conservation (2004)				Water from the City of Winder; No involvement in water incentives.
Community Facilities and Services	Participate in regional solid waste efforts (2003-2007)		No participation in regional solid waste efforts; promote paper, plastics and glass separation with garbage pickup (separate containers); town promotes local recycling.		
Community Facilities and Services	Construct turn lane at intersection of GA11 and Star Street (2003)		Recent discussions with GDOT reveal that construction of the turn lane is a pre-requisite to receiving traffic signal.		
Community Facilities and Services	Acquire acreage downtown for creation of central park area (2004)	Additional acreage acquired downtown in 2007; plan to expand the downtown park.			
Economic Development	Participate in municipal/county forum that meets periodically to encourage economic development consensus and ideas among the various jurisdictions (2003-2007)		Town participating in financing of the New Economic Office started as a result of Economic summit.		



Element	Activity	Status			
		Complete	Underway	Postponed	Dropped
Land Use	Incorporate Comprehensive Plan into plan review (2003-2007)		✓		
Land Use	Implement zoning decisions in accordance with the Future Land Use map (2003-2007)		Zoning decisions are made using the land use map as a guide.		
Land Use	Incorporate Community Greenspace Program into all land use decisions (2003-2007)		Mindful of the need to incorporate Green space into land decisions.		

2007-2011 Short Term Work Program

The Short-Term Work Program (STWP) identifies specific implementation actions the Town government or other entities intend to take during the first five-year timeframe of the planning period. This includes ordinances, administrative systems, community improvements or investments, and financing arrangements or other programs/initiatives to be put in place to implement the Comprehensive Plan. For each action the STWP outlines the following information:

- Brief Description
- Timeframe for undertaking the activity
- Responsible party for implementing the activity
- Estimated cost
- Funding source

Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Economic Development	Prepare a study examining the potential for Commercial Improvement Districts, Business Improvement Districts and Tax Allocation Districts in the Downtown and Traveling Commercial character areas		✓	✓			Mayor/Council	\$10,000	General Fund
Housing	Develop vacant site inventory; identify those that are suitable for in-fill development.		✓				Mayor/Council	\$7,000	General Fund
Housing	Prepare and adopt a Senior Housing Ordinance to permit detached, attached and multi-family homes on suitable properties close to the city center			✓			Mayor/Council	\$5,000	General Fund
Housing	Prepare and adopt an Appearance and Maintenance Code to require upkeep of buildings		✓				Mayor/Council	\$5,000	General Fund
Natural & Cultural Resources	Prepare and adopt a Tree Protection/Replacement Ordinance that limits clearing and grading and therefore maintain the natural tree canopy as much as possible.		✓	✓			Mayor/Council	\$5,000	General Fund
Natural & Cultural Resources	Amend the Conservation Subdivision Ordinance to require an increased dedication of land set aside for open space, especially in rural areas	✓					Mayor/Council/County Planning	\$5,000	General Fund/Staff Time



Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Natural and Cultural Resources	Prepare and adopt a Historic Preservation Ordinance that will establish a HP Commission to provide for the designation, protection, preservation and rehabilitation of historic properties and historic districts and to participate in federal or state programs to do the same.	✓					Mayor/ Council/ County Planning	\$5,000	General Fund/ Staff Time
Natural and Cultural Resources	Prepare and adopt historic overlay districts with design guidelines to protect historic buildings and neighborhoods				✓	✓	Mayor/ Council/ County Planning	\$14,000	General Fund/ Staff Time
Community Facilities & Services	Coordinate with the Barrow County Water & Sewer Authority to expand sewer service to the Traveling Commercial, Established Residential and Residential Growth character areas currently underserved	✓	✓	✓			Mayor/ Council	NA	Staff Time
Community Facilities & Services	Prepare and adopt Greenspace Master Plan that includes a site inventory for potential neighborhood passive park and community active park locations				✓	✓	Mayor/ Council	\$5,000	General Fund
Land Use	Prepare and adopt a Downtown Master Plan		✓	✓			Mayor/ Council	\$15,000	General Fund
Land Use	Prepare and adopt a downtown-specific zoning district or form-based code that implements the development patterns to be outlined in the Master Plan for the Downtown character area.			✓	✓		Mayor/ Council/ County Planning	\$15,000	General Fund
Land Use	Prepare and adopt a Traditional Neighborhood Development Ordinance (in association with County Planning Dept.)		✓				Mayor/ Council/ County Planning	\$3,000	General Fund
Transportation	Implement pedestrian, bicycle and multi-modal recommendations of the Barrow County Comprehensive Transportation Plan	✓	✓	✓	✓	✓	Mayor/ Council	See CTP	See CTP
Transportation	Prepare a neighborhood sidewalk inventory and work with local residents to identify needs and prioritize projects: new systems, filling in gaps in existing systems, or replacing sub-standard facilities (can be part of a Bike/Ped/Multi-use Plan)		✓	✓			Mayor, Council	\$5,000	General Fund
Transportation	Using the Comprehensive Transportation Plan as a basis, prepare a study of potential modifications to improve connectivity in existing neighborhoods					✓	Mayor/ Council	\$5,000	General Fund
Intergovernmental Coordination	Participate in countywide long range water resources master plan	✓	✓				Mayor/ Council/ BCWSA	NA	Staff Time
Intergovernmental Coordination	Continue established quarterly meeting schedule	✓	✓	✓	✓	✓	Mayor	NA	Staff Time
Intergovernmental Coordination	Coordinate to develop a unified system for sharing permit information in the cities in order to assist schools in estimating future enrollment	✓					BCBOE, Mayor/ Council	NA	Staff Time
Intergovernmental Coordination	Participate with Barrow County and other county municipalities in examination of potential impacts of consolidation of some government services	✓	✓	✓			Mayor/ Council/ BOC	NA	Staff Time



Policies

Policies are adopted to provide ongoing guidance and direction to Town officials. They provide a basis for making decisions in implementing the Comprehensive Plan, including achieving the Community Vision and appropriately addressing the Community Issues and Opportunities. The following policies are organized by major topic in the following subsections.

Economic Development

- Promote entertainment and restaurant developments both in Downtown and at the intersection of SR 11/SR 316
- Encourage bioscience research facilities to locate along the State Route (SR) 316 corridor
- Support programs for retention, expansion and creation of businesses that are a good fit for the community's economy in terms of job skill requirements and linkages to existing businesses.
- Target reinvestment to declining, existing neighborhoods, vacant or underutilized sites or buildings in preference to new economic development projects in Greenfield (previously undeveloped) areas of our community.
- Seek to balance the supply of housing and employment in our community and consider their location in relation to each other.
- Consider access to housing and impacts on transportation when considering economic development projects.
- Consider impacts on infrastructure and natural resources in our decision-making on economic development projects.
- Consider the employment needs and skill levels of our existing population in making decisions on proposed economic development projects.
- Carefully consider costs as well as benefits in making decisions on proposed economic development projects.

Housing

- Encourage Traditional Neighborhood Development (TND)
- Reduce substandard or dilapidated housing in our community.
- Stimulate infill housing development in existing neighborhoods.
- Create affordable housing opportunities to ensure that all those who work in the community have a viable option to live in the community.
- Encourage development of housing opportunities that enable residents to live close to their places of employment.
- Accommodate the diverse population by encouraging a compatible mixture of housing types, densities and costs in each neighborhood.
- Encourage housing policies, choices and patterns that move people upward on the housing ladder from dependence to independence (home-ownership).



- Increase opportunities for low-to-moderate income families to move into affordable owner-occupied housing.
- Support dispersion of assisted housing throughout the community in order to diversify neighborhoods and eliminate pockets of poverty.
- Maintain an adequate supply of residential land, providing opportunities for various housing types, consistent with city policies for annexation, transpiration, land use and the environment
- Promote new infill housing development consistent with the style and type of housing in the surrounding neighborhood by developing underutilized or undeveloped lots within existing developed neighborhoods
- Encourage joint public and private participation through local, state and federal programs to help cover the financial gap between affordable housing and the actual cost of developing housing.
- Work in conjunction with the private developers and non-profit providers of affordable housing to ensure that an adequate supply of high quality affordable housing is available in Barrow County
- Facilitate the development of low-interest loan programs to assist low-to-moderate income homeowners with housing maintenance.
- Encourage private developers who provide low-cost housing with both financial assistance when appropriate and assistance in planning, building or renovating low-cost housing
- Promote redevelopment projects that will add to the diversity in terms of housing types and price ranges of Barrow County's housing supply
- Promote housing rehabilitation and adaptive re-use in appropriate areas of Barrow County
- Periodically review zoning ordinance provisions and other regulatory tools to ensure that they do not restrict infill or redevelopment by creating barriers to the development of affordable housing. Such regulations include minimum floor areas, minimum lot sizes and standards, garage stall requirements, permit fees, etc.
- Eliminate land use conflicts through code enforcements and housing maintenance assistance and redevelopment to ensure the integrity and long-term viability of residential neighborhoods is protected
- Integrate and disperse affordable housing units throughout the city so that they are not concentrated in one area
- Support infrastructure improvements that contribute to a strong and healthy neighborhood identity
- Promote creative mixed-use development in and near downtown that integrates housing with public places, retail and service commercial
- Encourage site and architectural design that protects the existing characteristics of the natural environment and the neighborhood, especially within the city's historic district
- Ensure that housing renovation and infill housing development/redevelopment are respectful of the design and scale of the surrounding residential neighborhood
- Explore the development of lease-to-purchase programs that enable people to apply rent towards the future purchase of a home



Natural and Cultural Resources

- Encourage use of Agricultural Best Management Practices for Protecting Water Quality
- Promote the use of Conservation Easements, Conservation Tax Credits, Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR)
- Protect farmland, open space, and environmentally-sensitive private lands by maintaining large lot sizes (e.g. at least 10 acres)
- Promote the use of conservation easements and conservation tax credits by landowners to help preserve viable farmland
- Encourage the use of Conservation Subdivisions to preserve rural character and sensitive natural resources
- Encourage tree protection and replacement with each new development
- Protection and conservation of the community's resources will play an important role in the decision-making process when making decisions about future growth and development.
- Maximize inefficient land consumption and encourage more compact urban development in order to preserve green open space and natural resource areas.
- Encourage new development to locate in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archaeological or cultural resources from encroachment.
- Factor potential impacts on air and water quality in making decisions on new developments and transportation improvements.
- Develop infrastructure networks to steer new development away from sensitive natural resource areas.
- Promote the protection and maintenance of trees and green open space in all new development.
- Promote low impact development that preserves the natural topography and existing vegetation of development sites.
- Direct development away from agricultural areas to conserve farmland to protect and preserve this important component of our community.
- Ensure safe and adequate supplies of water through protection of ground and surface water sources.
- Promote enhanced solid waste reduction and recycling initiatives.

Community Facilities and Services

- Discourage extension of public utilities, especially sewer, that would encourage development of these areas
- Promote the use of common area drain fields and/or neighborhood-scale sewerage treatment systems to reduce parcel size in areas that must be served by septic tanks (for areas proposing Conservation Subdivisions only)



- Continue to promote SPLOST as successful local funding source and implement impact fees as supplemental funding source for some community facilities
- Control new growth with coordination of land use, transportation, and facilities planning – providing infrastructure to encourage development where the future development map recommends it
- Efficiently use existing infrastructure and public facilities to minimize the need for costly new/expanded facilities and services.
- Protect existing infrastructure investments (i.e., already paid for) by encouraging infill redevelopment, and compact development patterns.
- Ensure that new development does not cause a decline in existing levels of service for the community's residents and employers.
- Limit development within the community to areas that can be reasonably served by public infrastructure.
- Ensure that capital improvements needed to accommodate future development are provided concurrent with new development.
- Coordinate the provision of public facilities and services with land use planning to promote more compact nodal development at areas identified as suitable for such development.
- Use sequential, phased extension of utilities and services to encourage rational expansion of development to areas immediately contiguous to already developed areas of the community.
- Use planned infrastructure expansion regarding sewer expansion, to support development in areas identified (in the comprehensive plan) as suitable for such development.
- Seek ways for new growth to pay for itself (in terms of public investment in infrastructure and services to support the development) to the maximum extent possible.
- Invest in parks and open space to enhance the quality of life for our citizens.
- Work with the local school board to encourage school location decisions that support the community's overall growth and development plans.

Land Use

- Encourage mixed use development nodes at major intersections along SR 11 to lessen the effects of linear sprawl
- Maintain up to date ordinances that adequately preserve the rights of local farmers and that provide for adequate buffers between agriculture and residential uses
- Our decisions on new development will contribute to, not take away from, our community's character and sense of place.
- Encourage development that is sensitive to the historic context, sense of place, and overall setting of the community.
- Seek development whose design, landscaping, lighting, signage, and scale add value to our community.
- Use land efficiently to avoid the costs and problems associated with urban sprawl.



- Preserve the rural character of our community and provide the opportunity for agricultural and forestry activities to remain a vital part of the community.
- Create a “sense of place” along the gateways and corridors of the community
- Encourage the development of downtown as a vibrant center of the community in order to improve overall attractiveness and local quality of life.
- Commit to creating safe and attractive neighborhoods throughout the community, where people have the ability to walk and bicycle and have easy access to schools, parks, and necessary services such as grocery stores.
- Creation of recreational facilities and set-asides of greenspace are important to our community.
- Commit to providing pleasant, accessible public gathering places and parks throughout the community.
- Commit to redeveloping and enhancing encouraging commercial, industrial and higher density residential growth in areas that have show the potential more existing commercial and industrial areas within our community in preference to new development in Greenfield (previously undeveloped) areas of the community.
- Support appropriate residential and non-residential in-fill development and redevelopment in ways that complement surrounding areas.
- Encourage mixed-use developments that are human-scale and less auto-oriented.
- Support increases in residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the increased density.
- Support new land uses that contribute to protecting the environment and preserving meaningful open space.
- Support new land uses that enhance housing options in our community.
- Encourage development of a rational network of commercial nodes (villages, or activity centers) to meet the service needs of citizens while avoiding unattractive and inefficient strip development along major roadways.
- Remain open to land planning and development concepts that may be new to our area but have been tried successfully in other places.

Transportation

- Target transportation improvements to support desired development patterns for the community (recognizing that ready availability of transportation creates demand for land development in adjacent areas).
- Design new and reconstructed roadways appropriately by using context sensitive design considerations, to enhance community aesthetics and to minimize impacts on the environment and our historic resources.
- Make decisions that encourage walking, biking, car-pooling, and other alternative transportation choices.



- Planning of our new and reconstructed roadways will include consideration of whether the roadways can accommodate multiple functions, including pedestrian facilities, parking, bicycle routes, public transit (if applicable) as well as local vehicular circulation.
- Promote connectivity of our road network (such as fostering a grid network of streets, multiple connections between subdivisions) in the non-rural/agricultural areas of Barrow County.
- Support the creation of a community-wide greenway or multi-use path network for pedestrians and cyclists.
- Encourage new development that supports and ties in well with existing and planned public transit options in the community.
- We will ensure (through traffic calming and other design considerations) that excessive vehicular traffic will not harm the peaceful nature of our residential neighborhoods.

Intergovernmental Coordination

- Seek opportunities to share services and facilities with neighboring jurisdictions when mutually beneficial.
- Work jointly with neighboring jurisdictions on developing solutions for shared regional issues (such as growth management, watershed protection, stormwater management).
- Pursue joint processes for collaborative planning and decision-making with neighboring jurisdictions.
- Consult other public entities in our area when making decisions that are likely to impact them.
- Provide input to other public entities in our area when they are making decision that are likely to have an impact on our community or our plans for future development.
- Engage in cooperative planning between the local government and local school board in regard to the appropriate location and use of schools as community facilities.



Town of Carl

Presentation of the Community Vision, Community Issues & Opportunities and Implementation Plan for the Town of Carl

Carl, formerly Dillard's Cross Roads and Lawson, was named by the state legislature in 1906 in honor of Carl Pate, the son of the general store operator. The town is located on U.S. 29 immediately east of Auburn and had a 2005 population of 258.

Community Vision

The Town of Carl envisions a vibrant Downtown area that can incorporate additional housing choices and provide residents with a more diverse menu of businesses. It also envisions new residential development in undeveloped areas of the town and redevelopment and infill development where appropriate.

Future Development Map

A key component of the comprehensive planning process is the creation of a Future Development Map that reflects the County's vision for growth and development for the next 20 years. This vision, which was developed with an extensive public countywide visioning process, is expressed in unique "character areas" that cover the entire County. The following pages present the Future Development Maps/Character Area narratives for unincorporated Barrow County. The Future Development Maps include a countywide map as well as individual maps for each Framework community in the County, providing for a more focused view of each area of the County.

Character area planning focuses on the way an area looks and how it functions. Tailored development strategies are applied to each area, with the goal of enhancing the existing character/function or promoting a desired character for the future. The character areas recommended for Carl, defined and shown in the Future Development Map, define areas that:

- Presently have unique or special characteristics that need to be preserved
- Have potential to evolve into unique areas
- Require special attention because of unique development issues



Carl welcome sign located along Atlanta Highway/SR 8

The character areas are described in the following pages. Each description includes the following information, which presents an overall vision for future growth and development for a character area:

- Development Pattern
- Preliminary Land Uses
- Implementation Strategies
- Quality Community Objectives

The development pattern describes the nature of preferred development in a character area, such as appropriate design, infrastructure, and intensity. The preliminary land use section lists permissible land uses within each character area. Finally, the Implementation Strategies section identifies the measures the County can take to ensure that the development pattern described by each character area can be implemented.

In addition to the three levels of description above, the Quality Community Objectives (QCO) analysis for each Character Area can be found in Appendix A. This identifies the QCOs that will be pursued in the character area. These objectives were adopted by the Georgia Department of Community Affairs (DCA) to measure how communities preserve their unique resources while accommodating future development. Finally, the strategies section identifies the measures the County can take to ensure that the development pattern described by each character area can be implemented.



Scenic Carl-Bethlehem Road southeast of Downtown Carl

Preserve

The Preserve character area describes primarily public or privately-owned land intended to remain as open space for preservation and recreation needs and are not suitable for urban or suburban development. Land can be owned outright or subject to conservation easements. This character area includes parkland, undeveloped natural lands and environmentally sensitive areas such as floodplains, wetlands and other environmentally sensitive areas not suitable for development of any kind. The parkland adjacent to city hall is an example of this character area.



Community park adjacent to City Hall

Development Patterns

The development pattern should seek to:

- Preserve natural resources, habitats, views, and rural/agricultural character
- Protect open space in a linear pattern, typically following the flood plain of river and stream corridors and accommodate greenways
- Maintain a high degree of open space
- Prevent degradation to natural resources in areas that have already developed or have the potential to develop due to existing zoning
- Minimize impervious surfaces
- Protect water quality with appropriate stream and reservoir buffers and prohibition of uses that are prone to pollution
- Provide opportunities for low-impact recreation (e.g. canoeing, fishing, hunting, hiking, etc.) and environmental education

Primary Land Uses

- Undeveloped areas left in their natural state
- Passive recreation (for environmentally constrained areas)
- Active recreation (for non-environmentally constrained areas)

Implementation Strategies

- ☞ *Participate with Barrow County and other county municipalities in preparation of a Countywide Greenways Master Plan outlines a countywide system of interconnected greenway/ trail corridors, provides for integration into a regional greenway system and defines specific priorities for property acquisition to develop the system.*
- ☞ *Participate with Barrow County in acquisition of land for a countywide greenway network outlined in proposed Countywide Greenways Master Plan*
- ☞ *Promote these areas as passive-use tourism and recreation destinations*
- ☞ *Implement the recommendations outlined in the Barrow County Recreation Master Plan*

Traditional Neighborhood

The area consists of neighborhoods with a distinct identity through architectural design, building placement, street design, and presence of sidewalks and street trees. The neighborhoods are generally thought of as “in-town” due to their proximity and accessibility to the central business district. Traditional Neighborhood areas are made up predominantly of single-family housing, though other housing types are often part of the historic neighborhood mix (e.g. duplex, townhouse, small-scale apartment buildings). Typically developed prior to World War II, Traditional Neighborhood area characteristics include high pedestrian orientation, sidewalks, street trees, on-street parking, small, regular lots, shallow yards (relative to Suburban Neighborhood areas), less space between buildings, and can include small neighborhood businesses. Traditional Neighborhood in Carl includes a small area that surrounds the City’s downtown, which extends along the CSX railroad and Atlanta Highway.

Development Patterns

The development pattern should seek to:

- Promote rehabilitation of existing homes
- Promote sensitive building rehabilitation that is in keeping with a building’s existing architectural style and scale and that of neighboring homes
- Maintain existing tree cover
- Provide for neighborhood passive parks/open space
- Respect the traditional building placement, with homes that are closer to the street and have minimum separation between adjacent dwellings
- Promote a pedestrian-scale community, with emphasis on walkability (sidewalks and recessed, detached and/or rear entry garages) and social interaction (large front porches)
- Accommodate senior housing opportunities, which can be integrated into the existing development pattern and can benefit from close proximity to downtown goods and services
- Accommodate in-fill development that compliments the scale, setback and style of existing adjacent homes
- Maintain existing homes and character defining site



Historic home in Carl's Traditional Neighborhood area



Typical home in Carl's Traditional Neighborhood area



Historic home in Carl's Traditional Neighborhood area

features (e.g. drives, walls, lighting, landscaping, tree cover)

Primary Land Uses

- Single-family residential
- Duplexes
- Active and passive recreation
- Multi-family (not apartment complexes)
- Senior housing

Implementation Strategies

- ☞ *Adopt a Tree Protection Ordinance*
- ☞ *Amend zoning ordinance to permit garage apartments or mother-in-law units in single-family districts, which would include specific guidelines for size, location on the lot, use, parking, etc. to protect neighborhood character*
- ☞ *Create an inventory of buildings suitable for redevelopment*
- ☞ *Adopt a Senior Housing Ordinance to permit detached, attached and multi-family homes on suitable properties close to the city center*
- ☞ *Develop vacant site inventory; identify those that are suitable for in-fill development.*
- ☞ *Develop a site inventory for potential neighborhood passive park locations*

Suburban Neighborhood

The Suburban Neighborhood character area describes areas where typical types of suburban residential subdivision development have occurred in the post World War II era. Neighborhoods are characterized by low pedestrian orientation, larger lot sizes, high to moderate degree of building separation, and are predominantly residential with scattered civic buildings and varied street patterns (often curvilinear) that include cul-de-sacs. Neighborhoods included in this character area are generally stable. Improved pedestrian and bicycle networks, especially near school and other civic uses would provide safer routes and encourage walking and bicycling as a transportation option. Suburban Neighborhood areas in Carl are located on the north and south ends of the City and the development pattern extends into adjacent areas in the City of Auburn and unincorporated Barrow County.

Development Patterns

The development pattern should seek to:

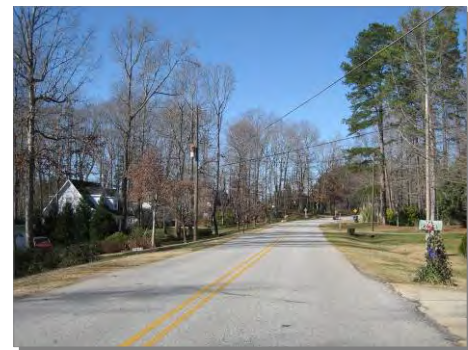
- Accommodate in-fill development that compliments the scale, setback and style of existing adjacent homes
- Accommodate senior housing opportunities, which can be integrated into neighborhoods that benefit from close proximity to goods and services
- Maintain single-family uses
- Maintain existing tree cover
- Focus on reinforcing stability by encouraging more home ownership and maintenance or upgrade of existing properties
- Locate schools, community centers, or well-designed small commercial activity centers at suitable locations within walking distance of residences
- Provide safe facilities for pedestrians, school buses, and bicyclists using the road right-of-way
- Enhance the pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly multi-use trail/bike routes linking neighboring communities and major destinations such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.



Single-family residence in Carl's Suburban Neighborhood area



Typical single-family home in Carl's Suburban Neighborhood area



Typical street in Carl's Suburban Neighborhood area

- Add traffic calming improvements, sidewalks and increased street interconnections to improve walkability within existing neighborhoods
- Limit driveway spacing along the highway frontage and align driveways where needed to improve traffic flow

Primary Land Uses

- Parks, Recreation and Conservation
- Single Family Residential
- Multi-Family Residential (though limited)
- Public Institutional

Implementation Strategies

- ☞ *Amend Zoning Ordinance to include flexible setback provisions to ensure any in-fill development is consistent with surrounding homes, which tend to have large front yards and may exceed the minimum front setback requirement*
- ☞ *Adopt Traditional Neighborhood Development (TND) ordinance*
- ☞ *Create a neighborhood sidewalk inventory and work with local residents to identify needs and prioritize projects: new systems, filling in gaps in existing systems, or replacing sub-standard facilities (can be part of a Bike/Ped/Multi-use Plan)*
- ☞ *Adopt a policy framework to prevent encroachment of inappropriate automobile-oriented development that would adversely affect the quality of life and public realm*
- ☞ *Adopt a connector street plan*
- ☞ *Adopt greenspace master plan*
- ☞ *Develop Bike/Ped/Greenways Master Plan*
- ☞ *Update development regulations to address driveway and parking requirements*



Example from Braselton of a Suburban Neighborhood with sidewalks.

Downtown

Downtown Carl includes the town's commercial and civic center, home to a mixture of businesses, religious institutions and residences centered on the convergence of Atlanta Highway, CSX Railroad, Carl-Bethlehem Road and Carl-Midway Church Road. Downtown is intended to be the civic and commercial heart of Carl with a focus on retail and services to provide for local needs. The character of this area currently consists of small-scale automobile-oriented highway commercial development. It includes property on both sides of the CSX railroad, including the Carl City Hall and surrounding greenspace. It currently lacks a defined sense of place or overall character. Important in establishing Downtown character for the entire area will be the use of traditional urban building façades, buildings close to the street, and the use of sidewalks. Goals of the character area include encouraging a mix of uses to create vitality, reinforcing the area as the central business district of Carl, and promoting a town center development pattern. New development or redevelopment can serve to extend the boundaries and function of downtown by orienting buildings to the street rather than to an on-site parking lot, allowing a mix of uses accessible to the pedestrian, and connecting to the rest of the character area with sidewalks. Critically important is providing safe pedestrian connectivity throughout the area.

Development Patterns

The development pattern should seek to:

- Reinforce traditional pedestrian-scaled development patterns (including building placement, lighting, site features, sidewalk use and amenities, traffic patterns, etc.)
- Encourage a creative, visual environment that encourages exploration and attracts patrons (such as attractive, changing window displays, public art, and outdoor dining)
- Serve surrounding neighborhoods
- Retain and enhance existing building stock with appropriate maintenance and rehabilitation
- Represent a mix of uses that attract residents to the downtown and create vitality
- Encourage mixed use development in buildings with underutilized upper floors (e.g. residential above ground floor retail)



Businesses in Downtown Carl



Relatively new office building in Downtown Carl



Mixed housing is envisioned for Downtown Carl

- Accommodate redevelopment and infill opportunities that respect the traditional development patterns and architectural styles
- Reinforce Downtown as the community focal point

Primary Land Uses

- Retail/Neighborhood Commercial
- Mixed Use (residential above ground-floor retail)
- Professional office
- Government facilities
- Parks



Vertical mixed use development is encouraged in Downtown Carl

Implementation Strategies

- ☞ *Prepare and submit an application for Livable Centers Initiative Study funds from the Atlanta Regional Commission for develop a Downtown and Transitional Corridors Master Plan (includes a 20% local match)*
- ☞ *Prepare a Downtown and Transitional Corridors Master Plan (includes Downtown and Transitional Corridor character areas)*
- ☞ *Adopt specific guidelines that regulate exterior changes to buildings, new construction, demolition and signage*
- ☞ *Adopt an Appearance and Maintenance Code to require upkeep of buildings*

Transitional Corridor

Areas originally developed for single-family residential that have been impacted by increased traffic volume and associated impacts (*e.g.*, noise, increased trash, street widening, etc) that may no longer be suitable for single-family residential use. These include SR 211, U.S. 29, and SR 8. Zoning changes have started to occur along these corridors one request at a time which has resulted in front yard conversions to parking lots, unsightly home-to-business building additions and conversions, and signage out of proportion to the structure. Without a coordinated plan to guide the development of the property with a long-range vision in mind, these undesirable transitions will continue to occur.

Development Patterns

The development pattern should seek to:

- Serve surrounding neighborhoods
- Connect existing businesses to one another and to surrounding neighborhoods with sidewalks
- Depict clear physical boundaries and transitions between the edge of the character area and the surrounding residential areas
- Encourage interparcel access
- Prohibit encroachment (including parking and light trespass) into the adjacent residential areas
- Incorporate landscaping into parking areas and along sidewalks
- Provide a walkable, safe and attractive environment for residents
- Enhance City gateway
- Encourage development that transitions the area to a commercial corridor
- Depict clear physical boundaries and transitions between the highway and adjacent residential uses
- Incorporate access management techniques into site design, including shared driveways and interparcel access
- Adopt landscaping and site design standards to enhance overall appearance of a site, reduce impervious surfaces, and better integrate stormwater treatment
- Limit signs and billboards



Typical single-family home in disrepair in Carl's Transition Corridor



Carl House is a prime example of a successful commercial use in the Transitional Corridor that has preserved a historic hime



Redevelopment of Transition Corridors should preserve mature trees

- Limit clearing and grading

Primary Land Uses

- Neighborhood commercial uses (commercial uses not intended to serve a large market area)
- Professional office

Implementation Strategies

- ☞ *Prepare and submit an application for Livable Centers Initiative Study funds from the Atlanta Regional Commission for develop a Downtown and Transitional Corridors Master Plan (includes a 20% local match)*
- ☞ *Prepare a Downtown and Transitional Corridors Master Plan (includes Downtown and Transitional Corridor character areas)*
- ☞ *Adopt a corridor overlay district to regulate building placement and design, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the corridor.*



Car wash located in the Transition Corridor along Atlanta Highway/SR 8

Emerging Suburban

The Emerging Suburban character area is intended to accommodate a vast majority of the County's projected residential growth. The Emerging Suburban character area describes areas where pressure for suburban residential subdivision development and associated strip commercial development along arterials is greatest. Suburban-type residential development (smaller-lot neighborhoods versus individual, large lots) has occurred to a great extent in areas surrounding unincorporated Barrow County. These residential subdivisions, generally included in the Suburban Neighborhood character area, have typically developed in a leap-frog fashion, and they lack connectivity when they do abut. In many cases, Emerging Suburban areas abut these Suburban Neighborhood and provide new opportunities to introduce new development variety with increased pedestrian orientation and connectivity. New development should connect to Suburban Neighborhood areas where possible in order to provide residents and visitors with more choices for moving through the neighborhoods.

Emerging Suburban character area land is distinguished from Suburban Neighborhood character areas in order to emphasize the opportunity for future development to be managed in way that provides for a variety of housing choices, places to work and shop and other civic uses within each new neighborhood. Emerging Suburban character area seeks to avoid the development of neighborhoods with low pedestrian orientation, larger lot sizes, high to moderate degree of building separation, predominantly residential with scattered civic buildings and varied disconnected street patterns (*i.e.* Suburban Neighborhood). Some Emerging Suburban areas in Barrow County currently depend on septic systems and are distant from municipal and County wastewater collection and treatment providers. Wastewater collection and treatment services will be essential for ensuring long-range sustainability in this character area.

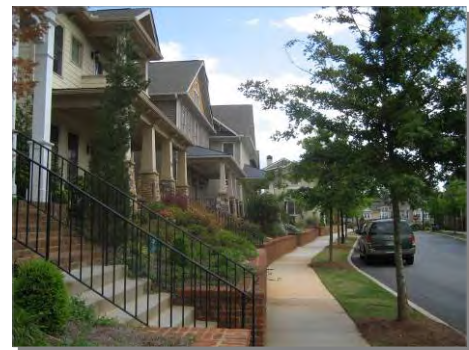
Emerging Suburban areas should include commercial, mixed use, multi-family and other uses as they build out over the next 25 years. For the most part, this should be accommodated at mixed use nodes located along the major arterial serving the neighborhoods (See Gateway Regional Mixed Use Node and Community Mixed Use Node character area descriptions). It is also appropriate, however, for small, neighborhood-scale, traditional neighborhood commercial and mixed use to occur in town centers created as part of an overall community master planned development.



Single-family homes are part of the mix of housing choices in Emerging Suburban areas



Attached homes should be part of the mix of housing choices in Emerging Suburban areas



Pedestrian-friendly neighborhoods are encouraged for Emerging Suburban areas

Development Patterns

The development pattern should seek to:

- Encourage master-planned, TND that blends residential development with schools, parks, recreation, retail businesses and services that are linked in a compact pattern that encourages walking and minimizes the need for auto trips within the subdivision
- Promote street design that fosters traffic calming such as narrower residential streets, on-street parking and street trees
- Require multiple stub out streets to allow for future connectivity when adjacent properties develop
- Provide connected system of streets within new subdivisions and connect to existing subdivisions
- Require multiple stub out streets to allow for future connectivity when adjacent properties develop
- Provide safe facilities for pedestrians, schools buses, and bicyclists using the road right-of-way including sidewalks and street trees
- Connect to a network of greenways/trails, wherever possible
- Accommodate a variety of housing choices
- Provide adequate open space with active and passive recreation opportunities for area residents
- Maintain the natural tree canopy as much as possible



Traditional neighborhood development encouraged for Emerging Suburban areas



Single-family homes will be part of the housing mix in Emerging Suburban areas

Primary Land Uses

- Single-family residential
- Mixed Use (when part of a master plan or outlined by a subarea master plan)
- Multi-family (when part of a master plan or outlined by a subarea master plan)
- Commercial (when part of a master plan or outlined by a subarea master plan)
- Passive and active recreation
- Public/Institutional



Open space should be encouraged with new development in Emerging Suburban areas

Implementation Strategies

- ☞ Update long-range sewer service master plan

- ☞ *Expand sewer service to including the all Emerging Suburban and Suburban Neighborhood and Traditional Neighborhood character areas currently underserved*
- ☞ *Adopt a TND Ordinance*
- ☞ *Adopt a Tree Protection/Replacement Ordinance that limits clearing and grading and therefore maintain the natural tree canopy as much as possible.*
- ☞ *Adopt maximum lot coverage requirements*
- ☞ *Continue to enforce the existing Groundwater Recharge Area Protection Ordinance*
- ☞ *Promote the use of common area drain fields and/or neighborhood-scale sewerage treatment systems to reduce parcel size in areas that must be served by septic tanks (for areas proposing Conservation Subdivisions only)*



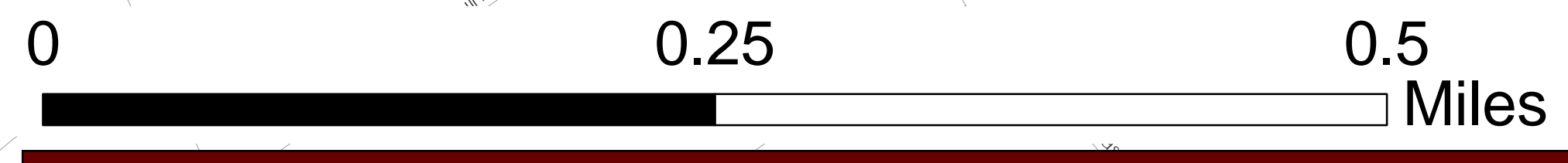
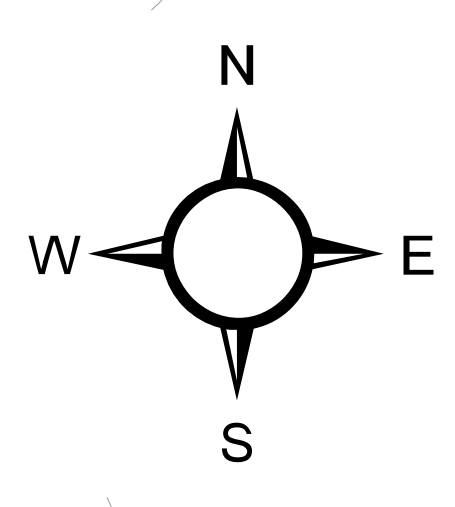
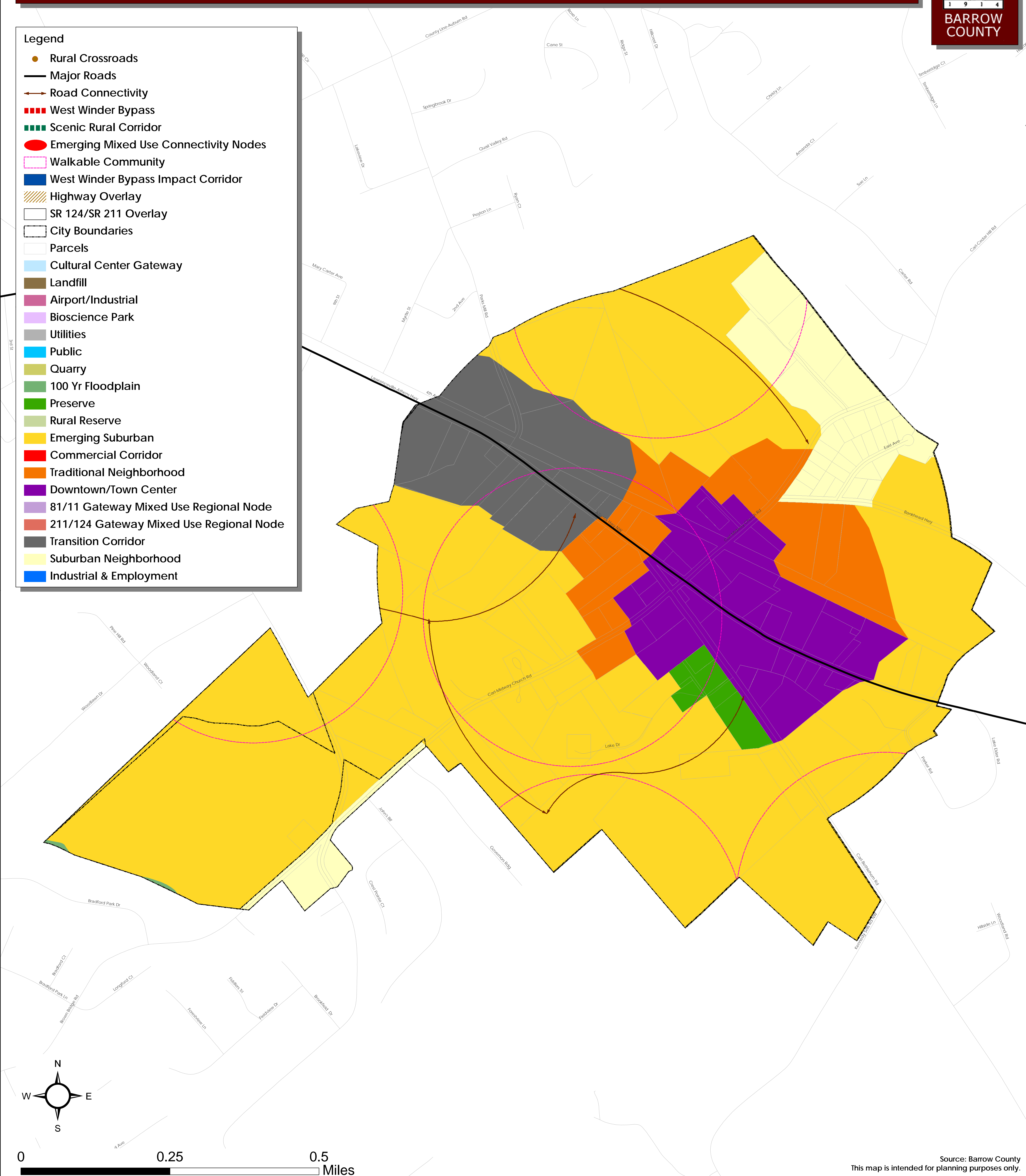
Wide sidewalks, street trees and on-street parking work together to create the safe, welcoming pedestrian environment that is envisioned for Emerging Suburban areas

Barrow County Comprehensive Plan Update 2007-2027



Legend

- Rural Crossroads
- Major Roads
- Road Connectivity
- West Winder Bypass
- Scenic Rural Corridor
- Emerging Mixed Use Connectivity Nodes
- Walkable Community
- West Winder Bypass Impact Corridor
- Highway Overlay
- SR 124/SR 211 Overlay
- City Boundaries
- Parcels
- Cultural Center Gateway
- Landfill
- Airport/Industrial
- Bioscience Park
- Utilities
- Public
- Quarry
- 100 Yr Floodplain
- Preserve
- Rural Reserve
- Emerging Suburban
- Commercial Corridor
- Traditional Neighborhood
- Downtown/Town Center
- 81/11 Gateway Mixed Use Regional Node
- 211/124 Gateway Mixed Use Regional Node
- Transition Corridor
- Suburban Neighborhood
- Industrial & Employment



Source: Barrow County
This map is intended for planning purposes only.



Town of Carl Future Development Map

Community Issues and Opportunities

This section provides an updated list of issues and opportunities for Carl that was identified in the *Community Assessment* portion of the Comprehensive Plan. This updated version reflects public comments gained from the community participation activities as well as other input gathered during the review of the *Community Assessment*. The following information is organized by the major topics defined in the DCA Local Planning Requirements:

- Population
- Housing
- Economic Development
- Natural and Cultural Resources
- Community Facilities and Services
- Transportation
- Land Use
- Intergovernmental Coordination

Population Projections - Carl

2005	2010	2015	2020	2025	2030
258	469	598	729	994	1,019

Note: Methodology is presented in the Analysis of Supporting Data

Source: MACTEC, NEGRDC

Population

Issues

- Projections show growth

☞ Update comprehensive plan frequently to insure planned growth and enact appropriate growth management ordinances

Economic Development

Issues

- Limited grocery store/retail variety in Carl and surrounding west Barrow County area

☞ Prepare a GIS analysis comparing the locations of existing grocery stores with population (existing and projected) and communicate determined needs to developers

- Lack of industrial base (and therefore jobs) in the city and surrounding area, meaning many city residents must leave the area for work

☞ Implementation of strategies outlined by the Barrow Summit report

- Lack of viable downtown

☞ Examine the potential for Commercial Improvement Districts, Business Improvement Districts and Tax Allocation Districts in downtown and along important corridors



Commercial uses in the Carl business district

Community Issues and Opportunities

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Commerical uses in the Carl business district

Opportunities

- Mixed use activity centers could provide more housing choices for current and future residents in locations suitable for more intense, walkable, mixed-use neighborhood development

Housing

Issues

- Aging housing stock in some city neighborhoods
 - ☞ *Encourage the revitalization and retrofit of existing neighborhoods*
- Jobs/Housing imbalance
 - ☞ *Adopt zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types*
- Limited choice of housing types
 - ☞ *Adopt TND Ordinance*
 - ☞ *Adopt zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types*



Single family homes in a Carl subdivision

Opportunities

- Revitalization and retrofit of existing neighborhoods provide opportunities for maintaining existing housing stock in addition to creating new housing choices for existing and future residents
 - ☞ *Encourage the revitalization and retrofit of existing neighborhoods*
- Mixed use activity centers could provide more housing choices for current and future residents in locations suitable for more intense, walkable, mixed-use neighborhood development
 - ☞ *Encourage TND*
 - ☞ *Adopt zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types*
- Healthy supply of affordable housing



Prominent building in in Downtown Carl

Natural & Cultural Resources

Issues

- A Historic Preservation Ordinance has not been adopted that would establish a Historic Preservation Commission to provide for the designation, protection, preservation and rehabilitation of historic and cultural resources.

- ☞ *Adopt a Historic Preservation Ordinance that will establish a HP Commission to provide for the designation, protection, preservation and rehabilitation of historic properties and historic districts and to participate in federal or state programs to do the same.*
- Preservation of cultural and historic resources as new development increases pressure on important cultural and historic sites
 - ☞ *Protect historic buildings and neighborhoods in order to preserve downtown character and neighborhoods; the adoption of historic overlay districts with design guidelines is a potential tool*
 - ☞ *Consider TDRs as tool for preservation of rural, agricultural areas*
- Clear cutting of tracts to make way for new development
 - ☞ *Encourage tree protection and replacement with each new development*

Opportunities

- The establishment of a Historic Preservation Ordinance will help to stimulate revitalization of the business districts and historic neighborhoods and protect and enhance local historic and aesthetic attractions to tourists and thereby promote and stimulate business;
 - ☞ *Adopt a Historic Preservation Ordinance that will establish a HP Commission to provide for the designation, protection, preservation and rehabilitation of historic properties and historic districts and to participate in federal or state programs to do the same.*
- Preservation of cultural and historic resources allows the community to remain aware of and celebrate its history and identity
 - ☞ *Protect historic buildings and neighborhoods in order to preserve downtown character and neighborhoods; the adoption of historic overlay districts with design guidelines is a potential tool*



Carl City Hall



Carl business with City of Winder water tower in the background

Community Facilities & Services

Issues

- Lack of water resources to meet expected long-range demand caused by growing population
 - ☞ *Controlling new growth with coordination of land use, transportation, and facilities planning – providing infrastructure to encourage development where the future development map recommends it*
- Securing funding for new facilities to meet the service demand of a growing population
 - ☞ *Continue to promote SPLOST as successful local funding source and implement impact fees as supplemental funding source for some community facilities*
- Lack of sewer infrastructure

☞ Expand sewer to developed areas

Opportunities

- City, county and municipal government leaders for other Barrow County cities are working together to locate long range water resources to support new and exiting population
 - ☞ Controlling new growth with coordination of land use, transportation, and facilities planning – providing infrastructure to encourage development where the future development map recommends it*
- Special Purpose Local Option Sales Tax (SPLOST) provides local funding
 - ☞ Continue to promote SPLOST as successful local funding source and implement impact fees as supplemental funding source for some community facilities*
- Barrow County Recreation Master Plan outlines long-range needs and provides implementation plan to increase the County’s park space and facilities
 - ☞ Implement the Barrow County Recreation Master Plan recommendations*
 - ☞ Increase open space requirements for new development*



Commercial uses on Atlanta Highway in Carl



Single-family residence in Carl for sale as commercial property near Downtown

Land Use

Issues

- No TND regulations
 - ☞ Adopt TND ordinance*
- Over commercializing of community corridors (Bus. U.S. 29/SR 8)
 - ☞ Prepare and submit an application for Livable Centers Initiative Study funds from the Atlanta Regional Commission for develop a Downtown and Transitional Corridors Master Plan (includes a 20% local match)*
 - ☞ Prepare a Downtown and Transitional Corridors Master Plan (includes Downtown and Transitional Corridor character areas)*
 - ☞ Encourage mixed use development nodes at major intersections along U.S. 29 and the town center to lessen the effects of linear sprawl*



Billboards along Atlanta Highway/SR 8

Opportunities

- TND Ordinances offer opportunities for development of pedestrian-friendly neighborhoods and should be encouraged in designated areas of the cities and unincorporated portions of the County

☞ *Encourage mixed use development nodes at major intersections along U.S. 29 and the town center to lessen the effects of linear sprawl*

Transportation

Issues

- Large portions of Carl and adjacent areas of unincorporated Barrow County have been developed according to suburban development patterns offer few opportunities for walking and bicycling (e.g., suburban development that is now part of or adjacent to Carl generally lacks sidewalks). Sidewalks are especially important for locations near schools and other community facilities.

☞ *Implement pedestrian, bicycle and multi-modal recommendations of the Barrow County Comprehensive Transportation Plan*

- Major corridors in Carl are unfriendly to pedestrians due to a lack of sidewalks (or in some cases sidewalks built to meet the minimum GDOT requirements), lack of streetscape (pedestrian-scaled lighting, street trees, street furniture, on-street parking, orientation of buildings in relation to the street), lack of bike lanes, wide travel lanes for automobiles, high automobile speeds, etc.

☞ *Adopt street standards that prescribe Complete Streets that provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.*

- Lack of transportation choices (i.e., lack of public transportation, limited sidewalks and bicycle infrastructure, etc.)

☞ *Participate in regional efforts to promote the Athens to Atlanta commuter rail route*

- Limited suburban residential connectivity among existing subdivisions in many parts of the City and surrounding unincorporated Barrow County

☞ *Using the Comprehensive Transportation Plan as a basis, prepare a study of potential modifications to improve connectivity in existing neighborhoods*

- Lack of places to walk and bike safely; Need more sidewalks, especially in locations near schools and other community facilities.

☞ *Prepare a Bicycle and Pedestrian Plan*



Carl-Bethlehem Road in east Carl



Intersectin of Carl-Midway Church Road and Atlanta Highway/SR 8

Opportunities

- Complete streets provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.
 - ☞ *Adopt street standards that prescribe Complete Streets that provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.*

Intergovernmental Coordination

Issues

- Conflicts over municipal annexation
 - ☞ *Maintain an adequate Barrow County service delivery strategy and intergovernmental agreement concerning annexation*
- No unified system for sharing permit information in the cities, which would help schools to estimate future enrollment
 - ☞ *Coordinate to develop a unified system for sharing permit information in the cities in order to assist schools in estimating future enrollment*

Opportunities

- Quarterly meetings held among municipalities and County elected officials
 - ☞ *Continue established quarterly meeting schedule*
- Coordination among municipalities and the County focused on seeking water sources for the future
 - ☞ *Complete long range water supply master plan as joint planning effort*
- County Planning Department has resources to provide planning technical support and assistance to municipalities; already provides such for Bethlehem
 - ☞ *Study potential impacts of consolidation of government services*

Implementation Program

The Implementation Program outlines the overall strategy for achieving the Vision for Future Development and for addressing the Community Issues and Opportunities. It section identifies the specific measures to be undertaken by the Town of Bethlehem to implement the Community Agenda. The Implementation Program includes the following sections:

- 2002-2006 Short Term Work Program Report of Accomplishments
- 2007-2011 Short Term Work Program
- Policies

Report of Accomplishments

The Report of Accomplishments (ROA) provides a status of each work item identified in the Town’s 2002-2006 Short Term Work Program. For each activity the ROA identifies whether it was completed, postponed, or dropped, or if it is underway. Reasons are provided for a dropped or postponed activity, and a projected completion date is provided for items that are underway.

Element	Activity	Status			
		Complete	Underway	Postponed	Dropped
Community Facilities and Services	Develop incentives for water conservation (2003)				Water from the City of Winder; No involvement in water incentives.
Community Facilities and Services	Participate in regional solid waste efforts (2003)		No participation in regional solid waste efforts		
Community Facilities and Services	Increase the number and quality of books at library (2007)				Library is located in City of Auburn
Community Facilities and Services	Improve and expand public water system to ensure the effectiveness of distribution systems and their ability to accommodate growth (2003-2007)				Winder provides water service.
Economic Development	Continue participation in the municipal/county forum that meets paradoxically to encourage economic development consensus and ideas among the various jurisdictions (2003-2007)		✓		
Historical Resources	Nominate eligible historic resources to the National Register (2003-2007)			No list of eligible sites	
Land Use	Implement zoning decisions in accordance with the Future Land Use map (2003-2007)		✓		
Land Use	Incorporate Comprehensive Plan into plan review (2003-2007)		✓		
Land Use	Incorporate Community Greenspace Program into all land use decisions (2003-2007)			No greenspace program in place	



2007-2011 Short Term Work Program

The Short-Term Work Program (STWP) identifies specific implementation actions the Town government or other entities intend to take during the first five-year timeframe of the planning period. This includes ordinances, administrative systems, community improvements or investments, and financing arrangements or other programs/initiatives to be put in place to implement the Comprehensive Plan. For each action the STWP outlines the following information:

- Brief Description
- Timeframe for undertaking the activity
- Responsible party for implementing the activity
- Estimated cost
- Funding source

Category	Action	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Housing	Prepare and adopt an Appearance and Maintenance Code to require upkeep of buildings					✓	Mayor/Council	\$5,000	General Fund
Natural & Cultural Resources	Prepare and adopt a Tree Protection/Replacement Ordinance that limits clearing and grading and therefore maintain the natural tree canopy as much as possible.		✓				Mayor/Council	\$5,000	General Fund
Community Facilities and Services	Coordinate with Barrow County Water & Sewer Authority to provide sewer to Suburban Neighborhood, Traditional Neighborhood, Transitional Corridor, Downtown and Emerging Suburban character areas		✓	✓	✓	✓	City/BWSA	NA	Staff Time
Community Facilities and Services	Prepare a site inventory for potential neighborhood passive park locations		✓				Mayor/Council	\$4,000	General Fund
Land Use	Prepare and submit an application for Livable Centers Initiative Study funds from the Atlanta Regional Commission for develop a Downtown Master Plan (includes a 20% local match)	✓	✓				Mayor/Council	\$4,000	General Fund
Land Use	Prepare a Downtown and Transitional Corridors Master Plan (includes Downtown and Transitional Corridor character areas)			✓			Mayor/Council	\$40,000	General Fund
Transportation	Implement pedestrian, bicycle and multi-modal recommendations of the Barrow County Comprehensive Transportation Plan	✓	✓	✓	✓	✓	Mayor/Council	See CTP	See CTP
Transportation	Prepare and adopt a Connector Street Pan		✓	✓			Mayor/Council	\$5,000	General Fund
Intergovernmental Coordination	Continue established quarterly meeting schedule	✓	✓	✓	✓	✓	Mayor	Staff Time	General Fund
Intergovernmental Coordination	Coordinate to develop a unified system for sharing permit information in the cities in order to assist schools in estimating future enrollment	✓	✓	✓	✓	✓	Mayor/Council/BOE	NA	Staff Time
Intergovernmental Coordination	Participate with Barrow County and other county municipalities in examination of potential impacts of consolidation of some government services	✓	✓	✓			Mayor/Council/BOC	NA	Staff Time



Policies

Policies are adopted to provide ongoing guidance and direction to Town officials. They provide a basis for making decisions in implementing the Comprehensive Plan, including achieving the Community Vision and appropriately addressing the Community Issues and Opportunities. The following policies are organized by major topic in the following subsections.

Economic Development

- Support programs for retention, expansion and creation of businesses that are a good fit for the community's economy in terms of job skill requirements and linkages to existing businesses.
- Target reinvestment to declining, existing neighborhoods, vacant or underutilized sites or buildings in preference to new economic development projects in Greenfield (previously undeveloped) areas of our community.
- Seek to balance the supply of housing and employment in our community and consider their location in relation to each other.
- Consider access to housing and impacts on transportation when considering economic development projects.
- Consider impacts on infrastructure and natural resources in our decision-making on economic development projects.
- Consider the employment needs and skill levels of our existing population in making decisions on proposed economic development projects.
- Carefully consider costs as well as benefits in making decisions on proposed economic development projects.

Housing

- Encourage the revitalization and retrofit of existing neighborhoods
- Reduce substandard or dilapidated housing in our community.
- Stimulate infill housing development in existing neighborhoods.
- Create affordable housing opportunities to ensure that all those who work in the community have a viable option to live in the community.
- Encourage development of housing opportunities that enable residents to live close to their places of employment.
- Accommodate the diverse population by encouraging a compatible mixture of housing types, densities and costs in each neighborhood.
- Encourage housing policies, choices and patterns that move people upward on the housing ladder from dependence to independence (home-ownership).
- Increase opportunities for low-to-moderate income families to move into affordable owner-occupied housing.



- Support dispersion of assisted housing throughout the community in order to diversify neighborhoods and eliminate pockets of poverty.
- Maintain an adequate supply of residential land, providing opportunities for various housing types, consistent with city policies for annexation, transpiration, land use and the environment
- Promote new infill housing development consistent with the style and type of housing in the surrounding neighborhood by developing underutilized or undeveloped lots within existing developed neighborhoods
- Encourage joint public and private participation through local, state and federal programs to help cover the financial gap between affordable housing and the actual cost of developing housing.
- Work in conjunction with the private developers and non-profit providers of affordable housing to ensure that an adequate supply of high quality affordable housing is available in Barrow County
- Facilitate the development of low-interest loan programs to assist low-to-moderate income homeowners with housing maintenance.
- Encourage private developers who provide low-cost housing with both financial assistance when appropriate and assistance in planning, building or renovating low-cost housing
- Promote redevelopment projects that will add to the diversity in terms of housing types and price ranges of Barrow County's housing supply
- Promote housing rehabilitation and adaptive re-use in appropriate areas of Barrow County
- Periodically review zoning ordinance provisions and other regulatory tools to ensure that they do not restrict infill or redevelopment by creating barriers to the development of affordable housing. Such regulations include minimum floor areas, minimum lot sizes and standards, garage stall requirements, permit fees, etc.
- Eliminate land use conflicts through code enforcements and housing maintenance assistance and redevelopment to ensure the integrity and long-term viability of residential neighborhoods is protected
- Integrate and disperse affordable housing units throughout the city so that they are not concentrated in one area
- Support infrastructure improvements that contribute to a strong and healthy neighborhood identity
- Promote creative mixed-use development in and near downtown that integrates housing with public places, retail and service commercial
- Encourage site and architectural design that protects the existing characteristics of the natural environment and the neighborhood, especially within the city's historic district
- Ensure that housing renovation and infill housing development/redevelopment are respectful of the design and scale of the surrounding residential neighborhood
- Explore the development of lease-to-purchase programs that enable people to apply rent towards the future purchase of a home



Natural and Cultural Resources

- Encourage tree protection and replacement with each new development
- Protection and conservation of the community's resources will play an important role in the decision-making process when making decisions about future growth and development.
- Maximize inefficient land consumption and encourage more compact urban development in order to preserve green open space and natural resource areas.
- Encourage new development to locate in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archaeological or cultural resources from encroachment.
- Factor potential impacts on air and water quality in making decisions on new developments and transportation improvements.
- Develop infrastructure networks to steer new development away from sensitive natural resource areas.
- Promote the protection and maintenance of trees and green open space in all new development.
- Promote low impact development that preserves the natural topography and existing vegetation of development sites.
- Direct development away from agricultural areas to conserve farmland to protect and preserve this important component of our community.
- Ensure safe and adequate supplies of water through protection of ground and surface water sources.
- Promote enhanced solid waste reduction and recycling initiatives.

Community Facilities and Services

- Control new growth with coordination of land use, transportation, and facilities planning – providing infrastructure to encourage development where the future development map recommends
- Efficiently use existing infrastructure and public facilities to minimize the need for costly new/expanded facilities and services.
- Protect existing infrastructure investments (i.e., already paid for) by encouraging infill redevelopment, and compact development patterns.
- Ensure that new development does not cause a decline in existing levels of service for the community's residents and employers.
- Limit development within the community to areas that can be reasonably served by public infrastructure.
- Ensure that capital improvements needed to accommodate future development are provided concurrent with new development.
- Coordinate the provision of public facilities and services with land use planning to promote more compact nodal development at areas identified as suitable for such development.



- Use sequential, phased extension of utilities and services to encourage rational expansion of development to areas immediately contiguous to already developed areas of the community.
- Use planned infrastructure expansion regarding sewer expansion, to support development in areas identified (in the comprehensive plan) as suitable for such development.
- Seek ways for new growth to pay for itself (in terms of public investment in infrastructure and services to support the development) to the maximum extent possible.
- Invest in parks and open space to enhance the quality of life for our citizens.
- Work with the local school board to encourage school location decisions that support the community's overall growth and development plans.

Land Use

- Encourage Traditional Neighborhood Development.
- Encourage mixed use development nodes at major intersection of U.S. 29, Carl-Midway Church Road and Carl-Bethlehem Road (Downtown Carl character area) and to lessen the effects of linear sprawl.
- Our decisions on new development will contribute to, not take away from, our community's character and sense of place.
- Encourage development that is sensitive to the historic context, sense of place, and overall setting of the community.
- Seek development whose design, landscaping, lighting, signage, and scale add value to our community.
- Use land efficiently to avoid the costs and problems associated with urban sprawl.
- Preserve the rural character of our community and provide the opportunity for agricultural and forestry activities to remain a vital part of the community.
- Create a "sense of place" along the gateways and corridors of the community
- Encourage the development of downtown as a vibrant center of the community in order to improve overall attractiveness and local quality of life.
- Commit to creating safe and attractive neighborhoods throughout the community, where people have the ability to walk and bicycle and have easy access to schools, parks, and necessary services such as grocery stores.
- Creation of recreational facilities and set-asides of greenspace are important to our community.
- Commit to providing pleasant, accessible public gathering places and parks throughout the community.
- Commit to redeveloping and enhancing encouraging commercial, industrial and higher density residential growth in areas that have show the potential more existing commercial and industrial areas within our community in preference to new development in Greenfield (previously undeveloped) areas of the community.



- Support appropriate residential and non-residential in-fill development and redevelopment in ways that complement surrounding areas.
- Encourage mixed-use developments that are human-scale and less auto-oriented.
- Support increases in residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the increased density.
- Support new land uses that contribute to protecting the environment and preserving meaningful open space.
- Support new land uses that enhance housing options in our community.
- Encourage development of a rational network of commercial nodes (villages, or activity centers) to meet the service needs of citizens while avoiding unattractive and inefficient strip development along major roadways.
- Remain open to land planning and development concepts that may be new to our area but have been tried successfully in other places.

Transportation

- Target transportation improvements to support desired development patterns for the community (recognizing that ready availability of transportation creates demand for land development in adjacent areas).
- Design new and reconstructed roadways appropriately by using context sensitive design considerations, to enhance community aesthetics and to minimize impacts on the environment and our historic resources.
- Make decisions that encourage walking, biking, car-pooling, and other alternative transportation choices.
- Planning of our new and reconstructed roadways will include consideration of whether the roadways can accommodate multiple functions, including pedestrian facilities, parking, bicycle routes, public transit (if applicable) as well as local vehicular circulation.
- Promote connectivity of our road network (such as fostering a grid network of streets, multiple connections between subdivisions) in the non-rural/agricultural areas of Barrow County.
- Support the creation of a community-wide greenway or multi-use path network for pedestrians and cyclists.
- Encourage new development that supports and ties in well with existing and planned public transit options in the community.
- We will ensure (through traffic calming and other design considerations) that excessive vehicular traffic will not harm the peaceful nature of our residential neighborhoods.

Intergovernmental Coordination

- Seek opportunities to share services and facilities with neighboring jurisdictions when mutually beneficial.



- Work jointly with neighboring jurisdictions on developing solutions for shared regional issues (such as growth management, watershed protection, stormwater management).
- Pursue joint processes for collaborative planning and decision-making with neighboring jurisdictions.
- Consult other public entities in our area when making decisions that are likely to impact them.
- Provide input to other public entities in our area when they are making decision that are likely to have an impact on our community or our plans for future development.
- Engage in cooperative planning between the local government and local school board in regard to the appropriate location and use of schools as community facilities.



City of Statham

Presentation of the Community Vision, Community Issues & Opportunities and Implementation Plan for the City of Statham

Statham, incorporated in 1892, grew with the construction of the railroad, from a combination country store and post office belonging to J.C. Statham. The town is located on U.S. 29 in eastern Barrow County and has a 2006 population of 2,555.

Community Vision

The City of Statham envisions a vibrant Downtown offering an increased number and variety of shops, restaurants and services to meet the needs of Statham area residents. In addition, the City envisions attracting new larger-scale commercial development at strategic intersections along SR 316. The City envisions the Transition Corridors that provide the gateway into the City as attractive commercial and mixed use development corridors that preserve the small-town charm and historic architecture of homes in businesses while also providing opportunities for growth and progress. Finally, the City envisions and expanded multi-use trail and sidewalk system that provides a pedestrian and bicycle infrastructure that links existing and future development.



Statham welcome sign located on SR 211 near the intersection with SR 316

Future Development Map

The key component of the comprehensive planning process is the creation of a Future Development Map that reflects the City’s vision for growth and development for the next 20 years. This vision, which was developed with an extensive public countywide visioning process, is expressed in unique “character areas” that cover the entire City. The following pages present the Future Development Map/Character Area narratives for the City of Statham.

Character area planning focuses on the way an area looks and how it functions. Tailored development strategies are applied to each area, with the goal of enhancing the existing character/function or promoting a desired character for the future. The character areas recommended for Statham, defined and shown in the Future Development Map, define areas that::

- Presently have unique or special characteristics that need to be preserved
- Have potential to evolve into unique areas
- Require special attention because of unique development issues

The character areas are described in the following pages. Each description includes the following information, which presents an overall vision for future growth and development for a character area:

- Development Pattern
- Preliminary Land Uses
- Implementation Strategies
- Quality Community Objectives

The development pattern describes the nature of preferred development in a character area, such as appropriate design, infrastructure, and intensity. The preliminary land use section lists permissible land uses within each character area. Finally, the Implementation Strategies section identifies the measures the County can take to ensure that the development pattern described by each character area can be implemented.

In addition to the three levels of description above, the Quality Community Objectives (QCO) analysis for each Character Area can be found in Appendix A. This identifies the QCOs that will be pursued in the character area. These objectives were adopted by the Georgia Department of Community Affairs (DCA) to measure how communities preserve their unique resources while accommodating future development. Finally, the strategies section identifies the measures the County can take to ensure that the development pattern described by each character area can be implemented.



Looking west toward Downtown Statham

Preserve

The Preserve character area describes primarily public or privately-owned land intended to remain as open space for preservation and recreation needs and are not suitable for urban or suburban development. Land can be owned outright or subject to conservation easements. This character area includes parkland, undeveloped natural lands and environmentally sensitive areas such as floodplains, wetlands and other environmentally sensitive areas not suitable for development of any kind. Statham examples of this character area include Statham Park and floodplain areas adjacent to the Bear Creek.

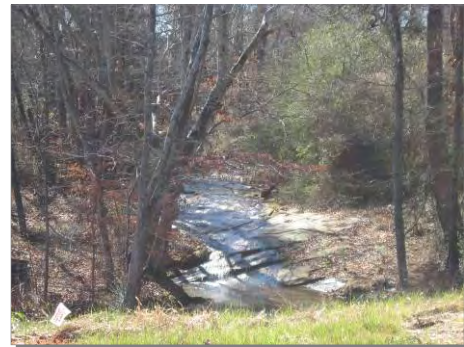


Statham's Downtown park is an example of Preserve area

Development Patterns

The development pattern should seek to:

- Preserve natural resources, habitats, views, and rural/agricultural character
- Protect open space in a linear pattern, typically following the flood plain of river and stream corridors and accommodate greenways
- Maintain a high degree of open space
- Prevent degradation to natural resources in areas that have already developed or have the potential to develop due to existing zoning
- Minimize impervious surfaces
- Protect water quality with appropriate stream and reservoir buffers and prohibition of uses that are prone to pollution
- Provide opportunities for low-impact recreation (e.g. canoeing, fishing, hunting, hiking, etc.) and environmental education



Creeks and floodplains make up a large portion of Statham's Preserve area

Primary Land Uses

- Undeveloped areas left in their natural state
- Passive recreation (for environmentally constrained areas)
- Active recreation (for non-environmentally constrained areas)



Statham's Downtown area includes a linear park/open space

Implementation Strategies

- ☞ *Update comprehensive plan frequently to insure planned growth*

and enact appropriate growth management ordinances

- ☞ *Adopt the Georgia Stormwater Management Manual, enforce stormwater BMPs to enhance waterway protection and encourage the use of the manual's Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Participate with Barrow County and other county municipalities in preparation of a Countywide Greenways Master Plan outlines a countywide system of interconnected greenway/trail corridors, provides for integration into a regional greenway system and defines specific priorities for property acquisition to develop the system.*
- ☞ *Participate with Barrow County in acquire land for a countywide greenway network outlined in proposed Countywide Greenways Master Plan (consult the Atlanta Regional Commission's Green Infrastructure Toolkit for a complete list of acquisition methods)*
- ☞ *Adopt specific cross sections for roads that cross these areas*
- ☞ *Promote these areas as passive-use tourism and recreation destinations*
- ☞ *Promote the use of Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR)*
- ☞ *Promote the use of conservation easements and conservation tax credits by landowners*
- ☞ *Continue to enforce existing "Part V" Environmental Ordinances (for river corridor and watershed protection)*
- ☞ *Continue to follow Best Management Practices (BMPs) for erosion and sedimentation, as defined in the Georgia Erosion and Sedimentation Act*
- ☞ *Implement the recommendations outlined in the Barrow County Recreation Master Plan*



Braselton's Mulberry Riverwalk provides an example of how paths can be created in floodplain areas

Emerging Suburban

The Emerging Suburban character areas are intended to accommodate a vast majority of the City's projected residential growth. The Emerging Suburban character area describes areas where pressure for suburban residential subdivision development and associated strip commercial development along arterials is greatest. Suburban-type residential development (smaller-lot neighborhoods versus individual, large lots) has occurred to a great extent in surrounding unincorporated Barrow County. These residential subdivisions, generally included in the Suburban Neighborhood character area, have typically developed in a leap-frog fashion, and they lack connectivity when they do abut. In many cases, Emerging Suburban areas abut Suburban Neighborhood and provide new opportunities to introduce development variety with increased pedestrian orientation and connectivity. New development should connect to Suburban Neighborhood areas where possible in order to provide residents and visitors with more choices for moving through the neighborhoods.

Emerging Suburban character area land is distinguished from Suburban Neighborhood character areas in order to emphasize the opportunity for future development to be managed in way that provides for a variety of housing choices, places to work and shop and other civic uses within each new neighborhood. Emerging Suburban character area seeks to avoid the development of neighborhoods with low pedestrian orientation, larger lot sizes, high to moderate degree of building separation, predominantly residential with scattered civic buildings and varied disconnected street patterns (*i.e.* Suburban Neighborhood). Wastewater collection and treatment services will be essential for ensuring long-range sustainability in this character area.

Emerging Suburban areas should include commercial, mixed use, multi-family and other uses as they build out over the next 25 years. For the most part, this should be accommodated at mixed use nodes located along the major arterial serving the neighborhoods. It is also appropriate, however, for small, neighborhood-scale, traditional neighborhood commercial and mixed use to occur in town centers created as part of an overall community master planned development.

Development Patterns

The development pattern should seek to:

- Encourage master-planned, traditional neighborhood development (TND) that blends residential



Emerging Suburban areas include single-family residential in the mix of housing choices



Emerging Suburban areas include attached residential in the mix of housing choices



Emerging Suburban areas include single-family residential in the mix of housing choices

development with schools, parks, recreation, retail businesses and services that are linked in a compact pattern that encourages walking and minimizes the need for auto trips within the subdivision

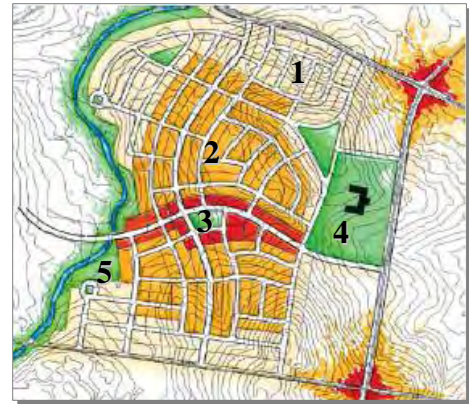
- Promote street design that fosters traffic calming such as narrower residential streets, on-street parking and street trees
- Require multiple stub out streets to allow for future connectivity when adjacent properties develop
- Provide connected system of streets within new subdivisions and connect to existing subdivisions
- Require multiple stub out streets to allow for future connectivity when adjacent properties develop
- Provide safe facilities for pedestrians, schools buses, and bicyclists using the road right-of-way including sidewalks and street trees
- Connect to a network of greenways/trails, wherever possible
- Accommodate a variety of housing choices
- Provide adequate open space with active and passive recreation opportunities for area residents
- Maintain the natural tree canopy as much as possible

Primary Land Uses

- Single-family residential
- Mixed Use (when part of a master plan or outlined by a subarea master plan)
- Multi-family (when part of a master plan or outlined by a subarea master plan)
- Commercial (when part of a master plan or outlined by a subarea master plan)
- Passive and active recreation
- Public/Institutional

Implementation Strategies

- ☞ *Adopt a Traditional Neighborhood Development Ordinance*
- ☞ *Review the City Tree Protection ordinance and consider adding amendments designed to maintain as much of the natural tree canopy as possible*



Traditional neighborhood development encouraged for Emerging Suburban areas



Open space should be encouraged with new development in Emerging Suburban areas



Wide sidewalks, street trees and on-street parking work together to create the safe, welcoming pedestrian environment that is envisioned for Emerging Suburban areas

Traditional Neighborhood

The area consists of neighborhoods differentiated from other areas of the city due to their historic architectural design, building placement on smaller, narrower lots, connected grid street pattern, and presence of sidewalks and street trees. A mature tree canopy shades much of this character area, which provides another distinguishing feature. Portions of this character area are included in the Statham Historic District, a distinction recognized by the National Register of Historic Places. The Traditional Neighborhood areas of Statham are located within walking distance to Downtown Statham and are made up predominantly of single-family housing. Traditional Neighborhood in Statham includes a significant portion of the City's developed area north of downtown and the CSX railroad and extending north along SR 211.



Historic homes shown in Statham's Traditional Neighborhood area

Development Patterns

The development pattern should seek to:

- Promote rehabilitation of existing homes
- Promote sensitive building rehabilitation that is in keeping with a building's existing architectural style and scale and that of neighboring homes
- Maintain existing tree cover
- Provide for neighborhood passive parks/open space
- Protect and stabilize existing dwellings, many of which have historic value and are inside the current boundaries of the Statham Historic District.
- Respect the traditional building placement, with homes that are closer to the street and have minimum separation between adjacent dwellings
- Promote a pedestrian-scale community, with emphasis on walkability (sidewalks and recessed, detached and/or rear entry garages) and social interaction (large front porches)
- Accommodate senior housing opportunities, which can be integrated into the existing development pattern and can benefit from close proximity to downtown goods and services
- Accommodate in-fill development that complements the scale, setback and style of existing adjacent homes



Historic home shown in Statham's Traditional Neighborhood area



Historic home in Statham's Traditional Neighborhood area

- Maintain existing homes and character defining site features (e.g. drives, walls, lighting, landscaping, tree cover)

Primary Land Uses

- Single-family residential
- Duplexes
- Active and passive recreation
- Multi-family (not apartment complexes)
- Senior housing

Implementation Strategies

- ☞ *Adopt specific design guidelines for the Statham Historic District to regulate exterior alterations to existing homes, as well as building relocation, demolition and new construction*
- ☞ *Create an inventory of buildings suitable for redevelopment and vacant lots suitable for in-fill development*



Sidewalks shown in Traditional Neighborhood area

Suburban Neighborhood

The Suburban Neighborhood character area describes areas where typical types of suburban residential subdivision development have occurred in the post World War II era. Neighborhoods are characterized by low pedestrian orientation, larger lot sizes, high to moderate degree of building separation, and are predominantly residential with scattered civic buildings and varied street patterns (often curvilinear) that include cul-de-sacs. Neighborhoods included in this character area are generally stable. Improved pedestrian and bicycle networks would provide safer routes and encourage walking and bicycling as a transportation option. Suburban Neighborhood areas in Statham are located around the outer perimeter of the city and in many cases the development pattern extends into adjacent areas in unincorporated Barrow County.

Development Patterns

The development pattern should seek to:

- Accommodate in-fill development that compliments the scale, setback and style of existing adjacent homes
- Accommodate senior housing opportunities, which can be integrated into neighborhoods that benefit from close proximity to goods and services
- Maintain single-family uses
- Maintain existing tree cover
- Focus on reinforcing stability by encouraging more home ownership and maintenance or upgrade of existing properties
- Locate schools, community centers, or well-designed small commercial activity centers at suitable locations within walking distance of residences
- Provide safe facilities for pedestrians, school buses, and bicyclists using the road right-of-way
- Enhance the pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly multi-use trail/bike routes linking neighboring communities and major destinations such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.
- Add traffic calming improvements, sidewalks and increased street interconnections to improve walkability



Typical single-family neighborhood in Suburban Neighborhood



More recent Suburban Neighborhoods areas developed with sidewalks



Suburban Neighborhoods can offer a variety of single-family housing options

within existing neighborhoods

- Limit driveway spacing along the highway frontage and align driveways where needed to improve traffic flow

Primary Land Uses

- Parks, Recreation and Conservation
- Single Family Residential
- Multi-Family Residential (though limited)
- Public Institutional

Implementation Strategies

- ☞ *Adopt Traditional Neighborhood Development ordinance*
- ☞ *Create a neighborhood sidewalk inventory and work with local residents to identify needs and prioritize projects: new systems, filling in gaps in existing systems, or replacing sub-standard facilities (can be part of a Bike/Ped/Multi-use Plan)*
- ☞ *Adopt a policy framework to prevent encroachment of inappropriate automobile-oriented development that would adversely affect the quality of life and public realm*
- ☞ *Adopt a connector street plan*



**Typical Suburban Neighborhood home
in Barrow County**

Downtown

Downtown includes the Statham central business district centered at the intersection of the CSX railroad/Atlanta Highway and SR 211. The area includes areas on the south side of the railroad tracks that have the potential to develop in a manner that is consistent with the historic strip of the central business district located on the north side of the tracks: traditional building façades, buildings close to the street, and the use of sidewalks. Goals of the character area include encouraging a mix of uses to create vitality, reinforcing the area as the central business district of Statham, and respecting and promoting the established development pattern of the downtown core. New development or redevelopment can serve to extend the boundaries and function of downtown by orienting buildings to the street rather than to an on-site parking lot, allowing a mix of uses accessible to the pedestrian, and connecting to the rest of the character area with sidewalks. Critically important is providing safe pedestrian connectivity between the north and south sides of the CSX railroad tracks. Maintaining the historic integrity of the downtown is paramount.

Development Patterns

The development pattern should seek to:

- Reinforce traditional pedestrian-scaled development patterns (including building placement, lighting, site features, sidewalk use and amenities, traffic patterns, etc.)
- Encourage a creative, visual environment that encourages exploration and attracts patrons (such as attractive, changing window displays, public art, and outdoor dining)
- Serve surrounding neighborhoods
- Retain and enhance existing building stock with appropriate maintenance and rehabilitation
- Represent a mix of uses that attract residents to the downtown and create vitality
- Encourage mixed use development in buildings with underutilized upper floors (e.g. residential above ground floor retail)
- Accommodate redevelopment and infill opportunities that respect the traditional development patterns and



Downtown Statham existing businesses facing the railroad



Downtown Statham currently includes a mix of commercial and office uses



Downtown Statham is envisioned to include more vertically-mixed use development

architectural styles

- Reinforce Downtown as the community focal point

Primary Land Uses

- Retail/Neighborhood Commercial
- Mixed Use (residential above ground-floor retail)
- Professional office
- Government facilities
- Parks

Implementation Strategies

- ☞ *Develop a Downtown Master Plan*
- ☞ *Adopt specific guidelines that regulate exterior changes to buildings, new construction, demolition and signage*
- ☞ *Adopt Historic District Overlay to manage signage, exterior changes to existing building facades, and new construction in the designated Statham Historic District*



Downtown Statham streetscape provides a pedestrian-friendly environment

Transitional Corridor

Transitional Corridor character areas in Statham represent rural, single-family residential, agricultural land and existing strip commercial located on the U.S. 29 and SR 211 corridors leading into Downtown. Residential and agricultural uses have been impacted by increased traffic volume and associated impacts (e.g., noise, increased trash, street widening, etc). Market forces are putting pressure on these residential and agricultural properties to become commercial and no longer be suitable for single-family residential use. The shift to more intensive development need not occur one piece at a time without an overall strategy for long-term corridor development. For now, piecemeal zoning changes have started to occur along these corridors one request at a time which has resulted in front yard conversions to parking lots, unsightly home-to-business building additions and conversions, and signage out of proportion to the structure. Without a coordinated plan to guide the development of the property with a long-range vision in mind, these undesirable transitions will continue to occur.

For the commercial strips included in this character area, such as U.S. 29 east of Downtown, the Transitional Corridor reflects commercial developments that are typical of U.S. highways outside of downtowns / town centers. Rural-scale strip commercial development has occurred. Commercial corridors are often characterized by large signs that can dominate the visual landscape, numerous curb cuts and driveways that slow traffic flow, large parking areas void of landscaping, and a few, if any, sidewalks. Buildings are typically single-story, single-use and are generally separated from the street and sidewalk (when a sidewalk is part of the streetscape) by parking lots with few shade trees. Generally there is a high degree of traffic congestion.

In addition to meeting area residents' shopping needs, these corridors act as gateways to the City. As such, the community recognizes that these corridors should provide a more pleasant appearance to those entering the city than currently presented.

Development Patterns

The development pattern should seek to:

- Enhance City gateway
- Depict clear physical boundaries and transitions between the edge of the character area and adjacent character areas, in particularly those that include residential uses to reduce encroachment (including



Transition Corridors are envisioned to include a mix of uses



Transition Corridors area envisioned to include some vertically-mixed use buildings



Transition Corridors should include architectural designs that are in keeping with the residential character along some corridors

parking and light trespass) into the adjacent residential areas

- Encourage development that transitions the area to a commercial corridor
- Provide a walkable, safe and attractive environment that includes sidewalks that connect businesses to one another and to adjacent neighborhoods and include landscaped buffers between the roadway and sidewalks and placing buildings closer to the street
- Encourage redevelopment that permits minimal building setbacks, mixed use development, parking to the rear of a building, and requires quality materials and design (related to the building, the site, and signage)
- Cluster high-density development at nodes along the corridor, such as major intersections
- Better integrate stormwater treatment in site planning and design with additional site design standards
- Preserve or increase traffic flow by incorporating access management techniques into site design such as consolidating driveways and encouraging interparcel access
- Incorporate landscaping into parking areas and along sidewalks that enhance overall appearance of a site, reduce impervious surfaces, and better integrate stormwater treatment
- Incorporate streetscape enhancements such as landscaping and decorative streetlights to improve the overall appearance of this “gateway corridor”
- Increase landscaping along the corridor, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor
- Limit clearing and grading
- Limit signs and billboards
- Serve surrounding neighborhoods



Development along Transition Corridors should preserve mature trees

Primary Land Uses

- Commercial and retail uses
- Professional offices
- Mixed use development (including residential uses above ground-floor retail or office space)

Implementation Strategies

- ☞ *Adopt a Mixed Use Development Ordinance*
- ☞ *Prepare and adopt Big Box ordinance to specify design parameters, maximum square footage requirements, a plan for re-use, etc.*

- ☞ *Prepare and adopt a corridor overlay district to regulate building placement, design and size, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the corridor*
- ☞ *Prepare and adopt an Access Management Plan, with recommendations that include opportunities for driveway consolidation and interparcel access*
- ☞ *Prepare and adopt development regulations amendments to require interparcel access, limit curb cuts, and require sidewalks with new development*
- ☞ *Prepare and adopt Corridor/ Streetscape Master Plans for Transitional Corridor character area locations to guide enhancements*
- ☞ *Prepare and adopt form-based code enabling legislation into the City's zoning ordinance*
- ☞ *Prepare and adopt a form-based development regulations specific to each Transition Corridor character area to regulate building placement and design, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the corridor.*
- ☞ *Encourage the use of the Georgia Stormwater Management Manual's Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Encourage creation of TAD, CID or BID as a means for financing, including leveraging local funds to receive federal funds, corridor planning and plan implementation improvement projects for Transitional Corridor character area locations*
- ☞

Emerging Community Mixed Use Node

Emerging Community Mixed Use Node character area represents locations at major crossroads primarily surrounded by the Emerging Suburban and Suburban Neighborhood character areas. Not yet highly developed, these areas include some commercial uses and/or community facilities that serve local residents and have the potential to meet additional goods and service needs to reduce vehicular trips to more established commercial areas. This character area is intended to support mixed-use development that provides additional housing choice at increased densities, community shopping opportunities, and space for civic and institutional uses such as public schools and recreational facilities. These uses are intended to be in close proximity to one another and easily accessible on foot and by car.

Development Pattern

The development pattern should seek to:

- Concentrate commercial and mixed-use development at major roadway intersections (nodal development)
- Accommodate housing at higher densities than what is typically found in rural and suburban areas
- Provide a range in housing types, including opportunities for senior housing due to the close proximity of goods and services
- Provide a mix of uses that serve surrounding residential areas
- Incorporate traditional neighborhood design elements, including reduced building and yard setbacks to accommodate higher residential densities
- Create safe, convenient pedestrian or multi-use trail connections to residential areas
- Depict clear physical boundaries and transitions between the edge of the character area and the surrounding low-density, rural areas
- Discourage strip development
- Develop with a series of interconnected, pedestrian-scale mixed uses
- Limit driveway spacing along the highway frontage and align driveways wherever possible



Mixed use centers can provide places to live, work and play within the same community



On-street parking, landscaping and street furniture are important components of mixed-use centers



Building materials and design are encouraged in these areas

- Require shared driveways and inter-parcel access
- Incorporate landscaping of commercial sites/parking lots
- Provide sidewalks between businesses
- Provide pedestrian connectivity between residences and major destinations such as recreation centers, libraries, schools, and shops
- Incorporate quality signs that are scaled and placed appropriately

Primary Land Uses

- Mixed use (commercial, retail, residential; vertical mix is appropriate)
- Civic/institutional
- Passive and active parks

Implementation Strategies

- ☞ *Prepare and adopt small-area master plans for each of Emerging Community Mixed Use Node character area location*
- ☞ *Prepare and adopt form-based code enabling legislation into the City zoning ordinance*
- ☞ *Prepare and adopt form-based development regulations to implement each Emerging Community Mixed Use Node character area master plan*
- ☞ *Extend sewer infrastructure to Emerging Community Mixed Use Node character area locations currently without service*

Industrial and Employment Center

Industrial and Employment Center character area includes land used in low and high intensity manufacturing, wholesale trade, distribution, assembly, processing, etc., that may or may not generate excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics. Zoning typically separates the uses with those characteristics from other uses. Industrial areas are not appropriate for residential uses. The Industrial and Employment Center character area describes large tracts of land, campus or unified development with high degree of access by vehicular traffic, on-site parking, low degree of open space, and can include manufacturing, wholesale trade, distribution, assembly and processing activities. While attracting new industry is important to the economic health of the city, the intent of the Industrial and Employment Center character area is to balance growth with environmental considerations. The Industrial and Employment Center character area is intended to accommodate low and high intensity industry in locations that have state route and rail access, notably south of downtown and along SR 211 and SR 316.

Development Patterns

The development pattern should seek to:

- Provide diverse industry
- Protect air and water quality
- Prevent adverse impacts to natural resources and surrounding population
- Address traffic impacts and circulation in site design
- Provide adequate buffers
- Limit visibility of industrial operations/parking from the public right of way
- Limit grading and clearing

Primary Land Uses

- Light industrial
- Heavy industrial

Implementation Strategies

- ☞ *Adopt design/development standards for industrial sites*



Industrial park in Statham



Aerial view of existing industrial park area in Statham



Existing industrial building in Statham

- ☞ *Create a “development impact matrix” to determine potential impacts of specific industries on the environment and infrastructure*
- ☞ *Prepare plans for and construct new connector streets connecting the Statham Industrial Park to U.S. 29 as shown in the Future Development Map*



Existing industrial park building in Statham

Bioscience Park

Bioscience Park encompasses the area around Highway 316 and Highway 211. It is intended to accommodate a mix of uses as part of a Bioscience Park with labs and offices in a pedestrian-friendly, campus-like setting. Potential supporting uses include hotels, a conference center, restaurants and retail. Its proximity to Atlanta, Athens and I-85 and its location on Hwy 316 make the area attractive to biotech firms.

Development Patterns

The development pattern should seek to:

- Accommodate large-scale research structures with ancillary uses to create opportunities for high-skilled employment within near shops and entertainment
- Accommodate housing at higher densities than what is typically found in rural and suburban areas and provide a range in housing types, including opportunities for senior housing due to the close proximity of goods and services
- Provide a mix of uses that serve employees and surrounding residential areas
- Create safe, convenient pedestrian or multi-use trail connections to residential areas
- Develop with a series of interconnected, pedestrian-scale mixed uses
- Limit driveway spacing along the highway frontage and align driveways wherever possible
- Require shared driveways and inter-parcel access
- Incorporate landscaping of commercial sites/parking lots
- Provide sidewalks between businesses
- Provide pedestrian connectivity between residences and major destinations such as recreation centers, libraries, schools, and shops
- Prevent adverse impacts to natural resources and surrounding population
- Protect air and water quality
- Provide diverse industry
- Address traffic impacts and circulation in site design
- Limit grading and clearing
- Limit visibility of industrial operations/parking from the public right of way



Bioscience Park includes large research buildings



Commercial retail uses are part of the Bioscience Park area

- Provide adequate buffers

Primary Land Uses

- Research
- Industrial
- Mixed use (commercial, retail, residential; vertical mix is appropriate)
- Civic/institutional
- Passive and active parks

Implementation Strategies

- ☞ *Prepare and adopt design/development standards for industrial sites*
- ☞ *Prepare and incorporate into development review a “development impact matrix” to determine potential impacts of specific industries on the environment and infrastructure*
- ☞ *Establish formal process for coordination with Economic Development activities for recruiting research and office park*

Public

Public areas represent public school sites across the County. The area represents both the primary school building(s) as well as associated outdoor space such as ballfields. Pedestrian connectivity between schools and neighborhoods is a key goal, both for existing development as well as planned facilities. The location of schools in Emerging Suburban areas provides an opportunity for future residential development to connect to existing neighborhoods and to be within close proximity to schools to make walking and shorter travel distances feasible for school-age children.

Development Patterns

The development pattern should seek to:

- Provide schools sites that create neighborhood and regional focal points
- Provide a quality pedestrian infrastructure to encourage walking
- Provide pedestrian linkages to adjacent neighborhoods

Primary Land Uses

- Schools
- Passive and active park space (including athletic fields, stadiums, etc.)
- Education administration and ancillary uses

Implementation Strategies

- ☞ *Implement the Barrow County Comprehensive Transportation Plan recommendations for providing pedestrian infrastructure around school sites*

Utilities

This area includes wastewater treatment and other water/sewer infrastructure facilities.

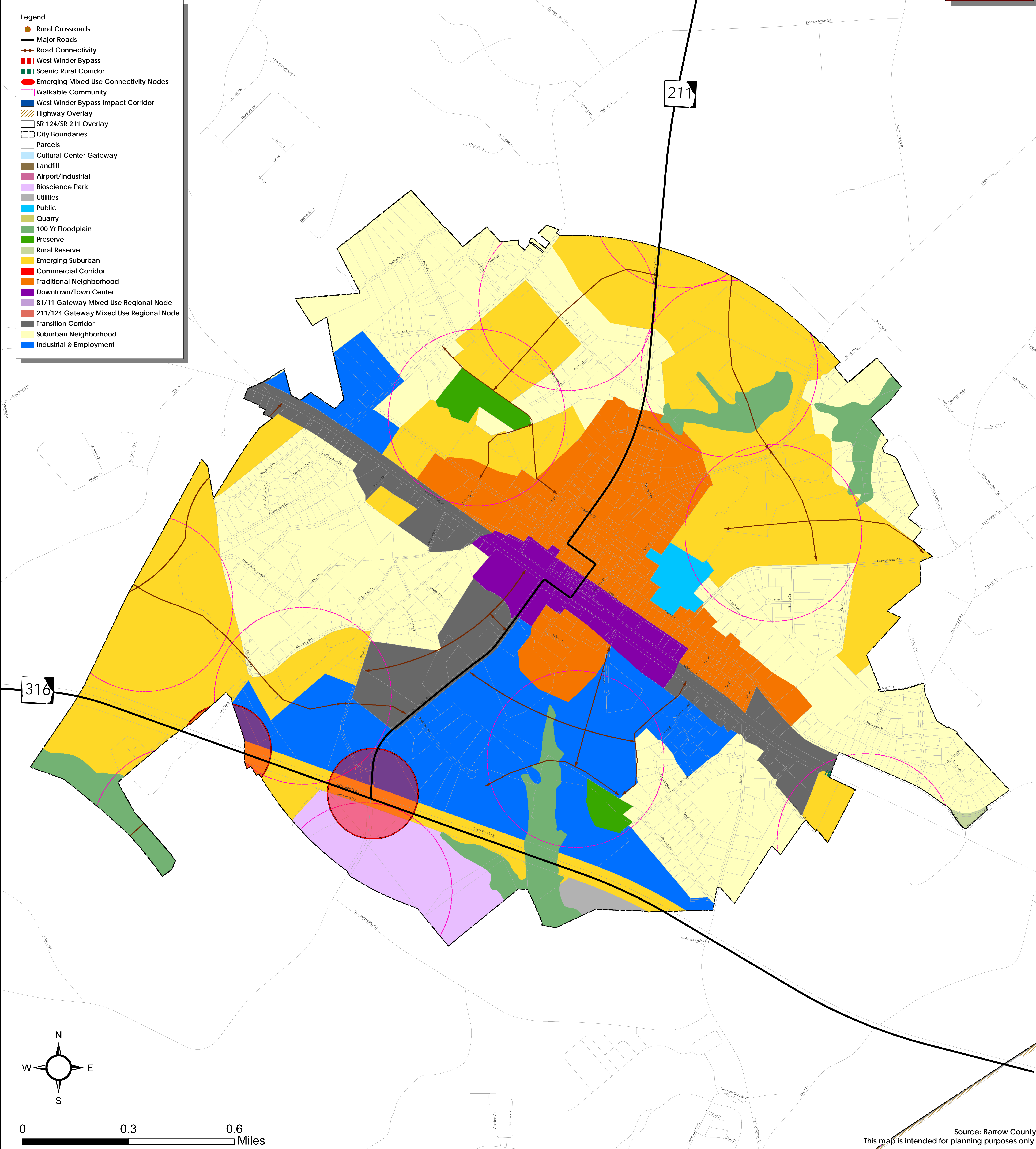
Primary Land Uses

- Utilities (e.g. water, sewer, electric, etc.)

Barrow County Comprehensive Plan Update 2007-2027



- Legend**
- Rural Crossroads
 - Major Roads
 - Road Connectivity
 - West Winder Bypass
 - Scenic Rural Corridor
 - Emerging Mixed Use Connectivity Nodes
 - Walkable Community
 - West Winder Bypass Impact Corridor
 - Highway Overlay
 - SR 124/SR 211 Overlay
 - City Boundaries
 - Parcels
 - Cultural Center Gateway
 - Landfill
 - Airport/Industrial
 - Bioscience Park
 - Utilities
 - Public
 - Quarry
 - 100 Yr Floodplain
 - Preserve
 - Rural Reserve
 - Emerging Suburban
 - Commercial Corridor
 - Traditional Neighborhood
 - Downtown/Town Center
 - 81/11 Gateway Mixed Use Regional Node
 - 211/124 Gateway Mixed Use Regional Node
 - Transition Corridor
 - Suburban Neighborhood
 - Industrial & Employment



Source: Barrow County
This map is intended for planning purposes only.

Community Issues and Opportunities

This section provides an updated list of issues and opportunities for Statham that were identified in the *Community Assessment* portion of the Comprehensive Plan. This updated version reflects public comments gained from the community participation activities as well as other input gathered during the review of the *Community Assessment*. The following information is organized by the major topics defined in the DCA Local Planning Requirements:

- Population
- Housing
- Economic Development
- Natural and Cultural Resources
- Community Facilities and Services
- Transportation
- Land Use
- Intergovernmental Coordination

Population Projections - Statham

2005	2010	2015	2020	2025	2030
2,555	3,536	4,508	5,408	5,497	7,679

Note: Methodology is presented in the Analysis of Supporting Data

Source: MACTEC, NEGRDC

Population

Issues

- Projections show continued growth in population, housing and employment
 - ☞ *Update comprehensive plan frequently to insure planned growth and enact appropriate growth management ordinances*

Housing

Issues

- Aging housing stock in some city neighborhoods
 - ☞ *Encourage the revitalization and retrofit of existing neighborhoods*
- Jobs/Housing imbalance
 - ☞ *Adopt zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types*
 - ☞ *Encourage Traditional Neighborhood Development (TND)*
- Limited choice of housing types
 - ☞ *Adopt zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types*
 - ☞ *Encourage TND*



Historic home in Statham

Opportunities

- Historic housing stock near downtown adds variety to the supply of housing currently on the market in Barrow County, creating more choices for existing and future residents

☞ Encourage the revitalization and retrofit of existing neighborhoods

- Revitalization and retrofit of existing neighborhoods provide opportunities for maintaining existing housing stock in addition to creating new housing choices for existing and future residents

☞ Encourage the revitalization and retrofit of existing neighborhoods

- Mixed use activity centers could provide more housing choices for current and future residents in locations suitable for more intense, walkable, mixed-use neighborhood development

☞ Adopt zoning districts that prescribe more intense, walkable, mixed-use neighborhood development and also encourage a variety of housing types



Businessses in Downtown Statham

Economic Development

Issues

- Job growth not keeping up with population growth

☞ Promote industrial and employment growth in the Industrial & Employment Center character area

- Lack of Industrial base in the city and surrounding area, meaning many city residents must leave the area for work

☞ Expand infrastructure, where needed, to serve Industrial and Employment Center character area and Transitional Corridors

- Limited entertainment and restaurant opportunities to meet the needs of the growing evermore suburban population

☞ Promote entertainment and restaurant developments both in Downtown Statham, Emerging Mixed Use Community Node and Bioscience Park character areas

- There is a lack of resident oriented retail in the downtown and surrounding areas

☞ Consider organizing a Statham area business association/chamber of commerce (e.g. new organization or division of Barrow County Chamber)

☞ Work with the State Department of Community Affairs Office of Downtown Development to establish a Better Hometown Program (similar to Main Street Program, for cities with less than 5,000)

- Limited grocery store, retail and service variety in Statham and east Barrow County, which means area residents must leave the area for regular shopping trips



Businessses in Downtown Statham

- ☞ *Prepare a GIS analysis comparing the locations of existing grocery stores with population (existing and projected) and communicate determined needs to developers*
- Evolution of SR 316 into a regional “technology corridor” has thus far occurred slowly, meaning the vision for creating of hundreds high-paying, professional positions has yet to materialize
 - ☞ *Encourage bioscience research facilities to locate along the State Route (SR) 316 corridor*
- Limited entertainment opportunities for families, teens, college students and young professionals
 - ☞ *Examine the potential for Commercial Improvement Districts, Business Improvement Districts and Tax Allocation Districts in downtowns and along important corridors*

Opportunities

- Location advantage between Atlanta and Athens as well as the transportation infrastructure such as the railroad and SR 316
 - ☞ *Encourage bioscience research facilities to locate along the State Route (SR) 316 corridor*



Prominent church in Statham

Natural & Cultural Resources

Issues

- Preservation of cultural and historic resources as new development increases pressure on important cultural and historic sites
 - ☞ *Adopt a Historic Preservation Ordinance that will establish a HP Commission to provide for the designation, protection, preservation and rehabilitation of historic properties and historic districts and to participate in federal or state programs to do the same.*
- A Historic Preservation Ordinance has not been adopted that would establish a Historic Preservation Commission to provide for the designation, protection, preservation and rehabilitation of historic and cultural resources.
 - ☞ *Adopt a Historic Preservation Ordinance that will establish a HP Commission to provide for the designation, protection, preservation and rehabilitation of historic properties and historic districts and to participate in federal or state programs to do the same.*
- Clear cutting of tracts to make way for new development
 - ☞ *Encourage tree protection and replacement with each new development*



Historic downtown buildings in downtown Statham

Opportunities

- The establishment of a Historic Preservation Ordinance will help to stimulate revitalization of the business districts and historic neighborhoods and protect and enhance local historic and aesthetic attractions to tourists and thereby promote and stimulate business
- With a largely intact historic downtown and surrounding neighborhoods, the preservation of its cultural and historic resources will be essential to maintaining of Statham as a potential heritage tourism attraction
- Preservation of cultural and historic resources such as historic homes or the historic row of buildings that make up downtown allows the city to remain aware of and celebrate its history and identity

☞ Adopt a Historic Preservation Ordinance that will establish a HP Commission to provide for the designation, protection, preservation and rehabilitation of historic properties and historic districts and to participate in federal or state programs to do the same.



Statham City Hall

Community Facilities & Services

Issues

- Lack of infrastructure in “Gateway” areas designated by the Barrow Summit report as important future economic development sites
 - ☞ Expand infrastructure to serve the proposed New Craft Road corridor*
 - ☞ Participate in countywide long-range water resources master plan*
 - ☞ Controlling new growth with coordination of land use, transportation, and facilities planning – providing infrastructure to encourage development where the future development map recommends it*
- School overcrowding and playing catch up with residential growth
 - ☞ Controlling new growth with coordination of land use, transportation, and facilities planning – providing infrastructure to encourage development where the future development map recommends it*
- Securing funding for new facilities to meet the service demand of a growing population
 - ☞ Participate in future efforts to promote SPLOST referendum success*
- Limited locations for skateboarding within the City
 - ☞ Study potential to convert former City water lagoon in Statham Park into skate park*

Opportunities

- City, county and municipal government leaders for other Barrow County cities are working together to locate long range water resources to support new and exiting population
 - ☞ *Participate in countywide long-range water resources master plan*
- Expansion and improvement of sewer and wastewater treatment facilities (e.g., new Statham Wastewater Treatment Plant [WWTP] and other improvements)
 - ☞ *Controlling new growth with coordination of land use, transportation, and facilities planning – providing infrastructure to encourage development where the future development map recommends it*
- Special Purpose Local Option Sales Tax (SPLOST) provides local funding
 - ☞ *Participate in future efforts to promote SPLOST referendum success*
- Barrow County Recreation Master Plan outlines long-range needs and provides implementation plan to increase the County’s park space and facilities
 - ☞ *Implement the Barrow County Recreation Master Plan recommendations*
 - ☞ *Prepare and adopt an update to the Statham Trails and Recreation Plan*



Car wash in Statham



Downtown Statham includes a mixture of land uses, including restaurants, as shown

Land Use

Issues

- No TND regulations
 - ☞ *Adopt a Traditional Neighborhood Development Ordinance*
- Sprawling suburban residential development throughout areas adjacent to the City
 - ☞ *Encourage Traditional Neighborhood Development*
 - ☞ *Adopt a Traditional Neighborhood Development Ordinance*
 - ☞ *Encourage Conservation Subdivisions that cluster development, and protect greenspace and natural resources*
- Encroachment of commercial onto Broad Street
 - ☞ *Develop a Downtown Statham Master Plan*
 - ☞ *Adopt an Appearance and Maintenance Code to require upkeep of buildings*
 - ☞ *Adopt Historic District Overlay to manage signage, exterior changes to existing building facades, and new construction in the designated Statham Historic District*

Opportunities

- Rules adopted to manage sign appearance and preserve historic structures have resulted in an improved downtown appearance

☞ Adopt specific guidelines that regulate exterior changes to buildings, new construction, demolition and signage

Transportation

Issues

- Traffic congestion, accidents and too many individual intersections coming out of cul-de-sacs along SR 211 north of Statham

☞ Study potential opportunities to provide pedestrian and bicycle infrastructure to the SR 211 corridor (e.g. path/trails, sidewalks, etc.)

- Portions of the SR 211 corridor are unfriendly to pedestrians

☞ Study potential opportunities to provide pedestrian and bicycle infrastructure to the SR 211 corridor (e.g. path/trails, sidewalks, etc.)

- Some areas in Statham and significantly sized areas in adjacent unincorporated Barrow County have been developed according to suburban development patterns offer few opportunities for walking and bicycling safely (e.g., suburban development that is now part of or adjacent to Statham generally lacks sidewalks). Sidewalks are especially important for locations near schools and other community facilities

☞ Adopt street standards that prescribe Complete Streets that provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.

- Lack of transportation choices (i.e., lack of public transportation, limited sidewalks and bicycle infrastructure, etc.)

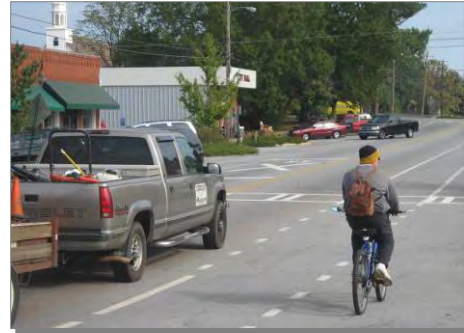
☞ Evaluate the potential for including a Statham stop on the proposed commuter rail line

☞ Implement pedestrian, bicycle and multi-modal recommendations of the Barrow County Comprehensive Transportation Plan

- Limited suburban residential connectivity among existing subdivisions in many parts of the City and surrounding unincorporated Barrow County

☞ Encourage recommended develop pattern for Suburban Neighborhood and Emerging Suburban character areas

- Plans for SR 316 to become limited access freeway remain in the distant future



Bicyclists share the road in Downtown Statham



Bike lanes on SR 211 in Statham provide opportunity for alternative transportation modes

- ☞ *Continue to lobby for SR 316 controlled-access improvements, but in the meantime follow development policies that will not make improvements to the corridor unfeasible*

Opportunities

- Complete streets provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.
 - ☞ *Study potential opportunities to provide pedestrian and bicycle infrastructure to the SR 211 corridor (e.g. path/trails, sidewalks, etc.)*
- With a pedestrian oriented road and sidewalk system that also includes a bike lane in the downtown and the Broad Street neighborhood area, there is potential for enhanced connectivity to other neighborhoods to the downtown
 - ☞ *Adopt street standards that prescribe Complete Streets that provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.*
- Statham TE Grant allows the city to continue to improve its multi-modal transportation infrastructure and offer a variety of transportation choices
 - ☞ *Study potential opportunities to provide pedestrian and bicycle infrastructure to the SR 211 corridor (e.g. path/trails, sidewalks, etc.)*

Intergovernmental Coordination

Issues

- No unified system for sharing permit information in the cities, which would help schools to estimate future enrollment
 - ☞ *Coordinate to develop a unified system for sharing permit information in the cities in order to assist schools in estimating future enrollment*

Opportunities

- Quarterly meetings held among municipalities and County elected officials
 - ☞ *Continue established quarterly meeting schedule*
- Coordination among municipalities and the County focused on seeking water sources for the future
 - ☞ *Complete long range water supply master plan as joint planning effort*
- County Planning Department has resources to provide planning technical support and assistance to municipalities; already provides such for Bethlehem
 - ☞ *Study potential impacts of consolidation of government services*

Implementation Program

The Implementation Program outlines the overall strategy for achieving the Vision for Future Development and for addressing the Community Issues and Opportunities. It section identifies the specific measures to be undertaken by the City of Statham to implement the Community Agenda. The Implementation Program includes the following sections:

- 2002-2006 Short Term Work Program Report of Accomplishments
- 2007-2011 Short Term Work Program
- Policies

Report of Accomplishments

The Report of Accomplishments (ROA) provides a status of each work item identified in the City’s 2002-2006 Short Term Work Program. For each activity the ROA identifies whether it was completed, postponed, or dropped, or if it is underway. Reasons are provided for a dropped or postponed activity, and a projected completion date is provided for items that are underway.

Element	Activity	Status			
		Complete	Underway	Postponed	Dropped
Community Facilities and Services	Require traffic impact studies to be included in development plans (2003)		✓		
Community Facilities and Services	Participate in regional solid waste efforts (2003-2007)		✓		
Community Facilities and Services	Improve and expand the public water systems to ensure the effectiveness of distribution systems and their ability to accommodate growth (2003-2007)	✓			
Community Facilities and Services	Develop parks and recreation plan to address service delivery, needs, and potential funding sources (2004)		✓		
Community Facilities and Services	Increase the number and quality of books at library (2007)		✓		
Community Facilities and Services	Acquire and construct additional parks and recreation facilities and increase and improve equipment to meet demands (2003-2007)		✓		
Community Facilities and Services	Upgrade and replace inadequate sewer lines (2003)		✓		
Community Facilities and Services	Upgrade wastewater treatment facility (2007)	✓			
Economic Development	Participate in municipal/county forum that meets periodically to encourage economic development consensus and ideas among the various jurisdictions (2003-2007)		✓		
Historical Resources	Identify and document cemeteries (2003-2007)	✓			
Historical Resources	Nominate eligible historic resources to the National Register (2003-2007)		✓		
Historical Resources	Produce and provide education materials about historic preservation. Incorporate heritage education programs into school curriculum (2003-2007)		✓		
Historical Resources	Encourage revitalization of historic commercial buildings (2003-2007)		✓		
Historical Resources	Adopt local Historic Preservation ordinance (2004)		✓		



Element	Activity	Status			
		Complete	Underway	Postponed	Dropped
Historical Resources	Seek funding for preservation projects in downtown (2003-2007)		✓		
Land Use	Implement zoning decisions in accordance with the Future Land Use map (2003-2007)		✓		
Land Use	Incorporate Community Greenspace Program into all land use decisions (2003-2007)		✓		
Land Use	Update technology to facilitate local database maintenance (2004)		✓		
Land Use	Incorporate Comprehensive Plan into plan review (2003-2007)		✓		

2007-2011 Short Term Work Program

The Short-Term Work Program (STWP) identifies specific implementation actions the City government or other entities intend to take during the first five-year timeframe of the planning period. This includes ordinances, administrative systems, community improvements or investments, and financing arrangements or other programs/initiatives to be put in place to implement the Comprehensive Plan. For each action the STWP outlines the following information:

- Brief Description
- Timeframe for undertaking the activity
- Responsible party for implementing the activity
- Estimated cost
- Funding source

Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Economic Development	Consider organizing a Statham area business association/chamber of commerce (e.g. new organization or division of Barrow County Chamber)		✓	✓			City, Chamber	NA	General Fund
Economic Development	Examine the potential for Commercial Improvement Districts, Business Improvement Districts and Tax Allocation Districts in Downtown and along the Transition Corridor character areas		✓	✓			P&D, Mayor/Council, County, Chamber	NA	Staff Time
Economic Development	Expand infrastructure, where needed, to serve Industrial and Employment Center character area and Transitional Corridors			✓			Public Works/BCWSA	TBD	TBD
Economic Development	Work with the State Department of Community Affairs Office of Downtown Development to establish a Better Hometown Program		✓				P&D	NA	Staff Time
Housing	Create an inventory of buildings suitable for redevelopment and vacant lots suitable for in-fill development		✓				P&D	\$5,000	General Fund
Natural & Cultural Resources	Review the City Tree Protection ordinance and consider adding amendments designed to maintain as the City's tree canopy				✓		P&D	NA	Staff Time
Community Facilities & Services	Expand infrastructure to serve the proposed New Craft Road corridor		✓	✓			Public Works/BCWSA/GDOT	TBD	TBD
Community Facilities & Services	Participate in future efforts to promote SPLOST referendum success	✓	✓	✓	✓	✓	Mayor/Council	NA	Staff Time



Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Community Facilities & Services	Prepare and adopt an update to the Statham Trails and Recreation Plan		✓				Rec. Dept.	\$5,000	General Fund
Community Facilities & Services	Study potential to convert former City water lagoon in Statham Park into skate park		✓				Rec. Dept.	\$5,000	General Fund
Land Use	Prepare and adopt form-based code enabling legislation into the City zoning ordinance			✓			P&D	NA	Staff Time
Land Use	Adopt a Historic Preservation Ordinance that enables establishment of a HP Commission			✓			P&D	NA	Staff Time
Land Use	Develop a Downtown Master Plan			✓			P&D/ Mayor/ Council	\$24,000	General Fund, Grants
Land Use	Adopt Historic District zoning overlay for the Statham Historic District that includes form-based code to implement the Downtown Master Plan				✓		P&D/ Mayor/ Council	\$10,000	General Fund
Land Use	Prepare and adopt a Traditional Neighborhood Development Ordinance for implementation in Emerging Suburban character areas				✓		P&D	\$15,000	General Fund
Land Use	Adopt design/development standards for industrial sites			✓			P&D	NA	Staff Time
Land Use	Prepare and adopt Corridor/Streetscape Master Plans for Transitional Corridor character area locations to guide enhancements				✓	✓	P&D/ Mayor/ Council	\$50,000	Staff Time, Grants
Land Use	Prepare and adopt development regulations amendments to require interparcel access, limit curb cuts, and require sidewalks with new development			✓			P&D	\$5,000	General Fund
Land Use	Prepare and adopt Big Box ordinance to specify design parameters, maximum square footage requirements, a plan for re-use, etc.		✓				P&D	\$5,000	General Fund
Land Use	Prepare and adopt small-area master plans for each of Emerging Community Mixed Use Node character area location					✓	Mayor/ Council/ P&D	\$15,000	General Fund
Transportation	Prepare and adopt a connector street plan			✓			P&D/ Public Works	\$12,000	General Fund
Transportation	Create a neighborhood sidewalk inventory and work with citizens to identify needs and prioritize projects: new systems, filling in gaps in existing systems, or replacing sub-standard facilities (can be part of a Bike/Ped/Multi-use Plan)			✓			P&D/ Public Works	\$5,000	General Fund, Grants
Transportation	Evaluate the potential for including a Statham stop on the proposed commuter rail line			✓			P&D/ County/ GDOT/ ARC/GRTA	TBD	TBD
Transportation	Implement pedestrian, bicycle and multi-modal recommendations of the Barrow County Comprehensive Transportation Plan			✓			Mayor/ Council/ P&D	See CTP	See CTP
Transportation	Prepare and adopt an Access Management Plan, with recommendations that include opportunities for driveway consolidation and interparcel access			✓			P&D/ GDOT, County	\$9,000	General Fund
Transportation	Prepare plans for and construct new connector streets connecting the Statham Industrial Park to U.S. 29 as shown in the Future Development Map			✓			P&D/ Public Works/ GDOT		TBA



Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Transportation	Study potential opportunities to provide pedestrian and bicycle infrastructure to the SR 211 corridor (e.g. path/trails, sidewalks, etc.)			✓			P&D/ Public Works/ GDOT	\$15,000	GDOT, Grants, General Fund
Intergovernmental Coordination	Participate in continued countywide long range water supply master plan as joint planning effort		✓	✓			Public Works/ BCWSA	TBD	General Fund
Intergovernmental Coordination	Continue established quarterly meeting schedule	✓	✓	✓	✓	✓	Mayor	TBA	TBA
Intergovernmental Coordination	Coordinate to develop a unified system for sharing permit information in the cities in order to assist schools in estimating future enrollment	✓					Mayor/ Council/ P&D/ BOE	NA	Staff Time
Intergovernmental Coordination	Participate with Barrow County and other county municipalities in examination of potential impacts of consolidation of some government services	✓	✓	✓			Mayor/ Council/ BOC	NA	Staff Time



Policies

Policies are adopted to provide ongoing guidance and direction to City officials. They provide a basis for making decisions in implementing the Comprehensive Plan, including achieving the Community Vision and appropriately addressing the Community Issues and Opportunities. The following policies are organized by major topic in the following subsections.

Economic Development

- Support programs for retention, expansion and creation of businesses that are a good fit for the community's economy in terms of job skill requirements and linkages to existing businesses.
- Target reinvestment to declining, existing neighborhoods, vacant or underutilized sites or buildings in preference to new economic development projects in Greenfield (previously undeveloped) areas of our community.
- Seek to balance the supply of housing and employment in our community and consider their location in relation to each other.
- Consider access to housing and impacts on transportation when considering economic development projects.
- Consider impacts on infrastructure and natural resources in our decision-making on economic development projects.
- Consider the employment needs and skill levels of our existing population in making decisions on proposed economic development projects.
- Carefully consider costs as well as benefits in making decisions on proposed economic development projects.

Natural and Cultural Resources

- Protection and conservation of the community's resources will play an important role in the decision-making process when making decisions about future growth and development.
- Maximize inefficient land consumption and encourage more compact urban development in order to preserve green open space and natural resource areas.
- Encourage new development to locate in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archaeological or cultural resources from encroachment.
- Factor potential impacts on air and water quality in making decisions on new developments and transportation improvements.
- Develop infrastructure networks to steer new development away from sensitive natural resource areas.
- Promote the protection and maintenance of trees and green open space in all new development.
- Promote low impact development that preserves the natural topography and existing vegetation of development sites.



- Direct development away from agricultural areas to conserve farmland to protect and preserve this important component of our community.
- Ensure safe and adequate supplies of water through protection of ground and surface water sources.
- Promote enhanced solid waste reduction and recycling initiatives.

Facilities and Services

- Efficiently use existing infrastructure and public facilities to minimize the need for costly new/expanded facilities and services.
- Protect existing infrastructure investments (i.e., already paid for) by encouraging infill redevelopment, and compact development patterns.
- Ensure that new development does not cause a decline in existing levels of service for the community's residents and employers.
- Limit development within the community to areas that can be reasonably served by public infrastructure.
- Ensure that capital improvements needed to accommodate future development are provided concurrent with new development.
- Coordinate the provision of public facilities and services with land use planning to promote more compact nodal development at areas identified as suitable for such development.
- Use sequential, phased extension of utilities and services to encourage rational expansion of development to areas immediately contiguous to already developed areas of the community.
- Use planned infrastructure expansion regarding sewer expansion, to support development in areas identified (in the comprehensive plan) as suitable for such development.
- Seek ways for new growth to pay for itself (in terms of public investment in infrastructure and services to support the development) to the maximum extent possible.
- Invest in parks and open space to enhance the quality of life for our citizens.
- Work with the local school board to encourage school location decisions that support the community's overall growth and development plans.

Housing

- Reduce substandard or dilapidated housing in our community.
- Stimulate infill housing development in existing neighborhoods.
- Create affordable housing opportunities to ensure that all those who work in the community have a viable option to live in the community.
- Encourage development of housing opportunities that enable residents to live close to their places of employment.
- Accommodate the diverse population by encouraging a compatible mixture of housing types, densities and costs in each neighborhood.



- Encourage housing policies, choices and patterns that move people upward on the housing ladder from dependence to independence (home-ownership).
- Increase opportunities for low-to-moderate income families to move into affordable owner-occupied housing.
- Support dispersion of assisted housing throughout the community in order to diversify neighborhoods and eliminate pockets of poverty.
- Maintain an adequate supply of residential land, providing opportunities for various housing types, consistent with city policies for annexation, transpiration, land use and the environment
- Promote new infill housing development consistent with the style and type of housing in the surrounding neighborhood by developing underutilized or undeveloped lots within existing developed neighborhoods
- Encourage joint public and private participation through local, state and federal programs to help cover the financial gap between affordable housing and the actual cost of developing housing.
- Work in conjunction with the private developers and non-profit providers of affordable housing to ensure that an adequate supply of high quality affordable housing is available in Barrow County
- Facilitate the development of low-interest loan programs to assist low-to-moderate income homeowners with housing maintenance.
- Encourage private developers who provide low-cost housing with both financial assistance when appropriate and assistance in planning, building or renovating low-cost housing
- Promote redevelopment projects that will add to the diversity in terms of housing types and price ranges of Barrow County's housing supply
- Promote housing rehabilitation and adaptive re-use in appropriate areas of Barrow County
- Periodically review zoning ordinance provisions and other regulatory tools to ensure that they do not restrict infill or redevelopment by creating barriers to the development of affordable housing. Such regulations include minimum floor areas, minimum lot sizes and standards, garage stall requirements, permit fees, etc.
- Eliminate land use conflicts through code enforcements and housing maintenance assistance and redevelopment to ensure the integrity and long-term viability of residential neighborhoods is protected
- Integrate and disperse affordable housing units throughout the city so that they are not concentrated in one area
- Support infrastructure improvements that contribute to a strong and healthy neighborhood identity
- Promote creative mixed-use development in and near downtown that integrates housing with public places, retail and service commercial
- Encourage site and architectural design that protects the existing characteristics of the natural environment and the neighborhood, especially within the city's historic district
- Ensure that housing renovation and infill housing development/redevelopment are respectful of the design and scale of the surrounding residential neighborhood



- Explore the development of lease-to-purchase programs that enable people to apply rent towards the future purchase of a home

Land Use

- Our decisions on new development will contribute to, not take away from, our community's character and sense of place.
- Encourage development that is sensitive to the historic context, sense of place, and overall setting of the community.
- Seek development whose design, landscaping, lighting, signage, and scale add value to our community.
- Use land efficiently to avoid the costs and problems associated with urban sprawl.
- Preserve the rural character of our community and provide the opportunity for agricultural and forestry activities to remain a vital part of the community.
- Create a “sense of place” along the gateways and corridors of the community
- Encourage the development of downtown as a vibrant center of the community in order to improve overall attractiveness and local quality of life.
- Commit to creating safe and attractive neighborhoods throughout the community, where people have the ability to walk and bicycle and have easy access to schools, parks, and necessary services such as grocery stores.
- Creation of recreational facilities and set-asides of greenspace are important to our community.
- Commit to providing pleasant, accessible public gathering places and parks throughout the community.
- Commit to redeveloping and enhancing encouraging commercial, industrial and higher density residential growth in areas that have show the potential more existing commercial and industrial areas within our community in preference to new development in Greenfield (previously undeveloped) areas of the community.
- Support appropriate residential and non-residential in-fill development and redevelopment in ways that complement surrounding areas.
- Encourage mixed-use developments that are human-scale and less auto-oriented.
- Support increases in residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the increased density.
- Support new land uses that contribute to protecting the environment and preserving meaningful open space.
- Support new land uses that enhance housing options in our community.
- Encourage development of a rational network of commercial nodes (villages, or activity centers) to meet the service needs of citizens while avoiding unattractive and inefficient strip development along major roadways.



- Remain open to land planning and development concepts that may be new to our area but have been tried successfully in other places.

Transportation

- Target transportation improvements to support desired development patterns for the community (recognizing that ready availability of transportation creates demand for land development in adjacent areas).
- Design new and reconstructed roadways appropriately by using context sensitive design considerations, to enhance community aesthetics and to minimize impacts on the environment and our historic resources.
- Make decisions that encourage walking, biking, car-pooling, and other alternative transportation choices.
- Planning of our new and reconstructed roadways will include consideration of whether the roadways can accommodate multiple functions, including pedestrian facilities, parking, bicycle routes, public transit (if applicable) as well as local vehicular circulation.
- Promote connectivity of our road network (such as fostering a grid network of streets, multiple connections between subdivisions) in the non-rural/agricultural areas of Barrow County.
- Support the creation of a community-wide greenway or multi-use path network for pedestrians and cyclists.
- Encourage new development that supports and ties in well with existing and planned public transit options in the community.
- We will ensure (through traffic calming and other design considerations) that excessive vehicular traffic will not harm the peaceful nature of our residential neighborhoods.

Intergovernmental Coordination

- Seek opportunities to share services and facilities with neighboring jurisdictions when mutually beneficial.
- Work jointly with neighboring jurisdictions on developing solutions for shared regional issues (such as growth management, watershed protection, stormwater management).
- Pursue joint processes for collaborative planning and decision-making with neighboring jurisdictions.
- Consult other public entities in our area when making decisions that are likely to impact them.
- Provide input to other public entities in our area when they are making decision that are likely to have an impact on our community or our plans for future development.
- Engage in cooperative planning between the local government and local school board in regard to the appropriate location and use of schools as community facilities.



City of Winder

Presentation of the Community Agenda, Community Issues & Opportunities and the Implementation Plan for the City of Winder

Winder, originally located in Jackson County, was incorporated in 1872 as Jug Tavern. The city is located at the intersection of U.S. 29 and GA 53 and 11. With the construction of the railroad, population and commercial growth was rapid. By 1895 the town population was 1,200. The 2005 estimated population of Winder was 12,451.

Community Vision

Winder envisions itself as a thriving city with a vibrant downtown offering expanded education and job training options. The City envisions its downtown providing a hub for the county’s arts and entertainment community, offering a variety of housing types and opportunities for live, work and play. The City envisions the downtown becoming a transit oriented development, served by the “Brain Train” commuter rail line connecting the City to Athens and Atlanta by passenger rail. The City envisions an expanded and improved network of neighborhood parks, improved pedestrian infrastructure and new linkages throughout the City to new and existing development. The City envisions revitalized and redeveloped commercial corridors and centers with mixed-use developments offering existing and future residents increased housing and transportation choice. The City envisions revitalized and preserved historic neighborhoods offering yet another quality housing choice to existing and future residents. The City envisions a new relationship with Ft. Yargo, connecting the park into the fabric of the City allowing it to become better connected to neighboring communities. With all of these changes, however, the City envisions a family-friendly community that provides opportunity for growth and change while also maintaining its small-town charm and character.



Downtown Winder

Future Development Map

A key component of the comprehensive planning process is the creation of a Future Development Map that reflects the County’s vision for growth and development for the next 20 years. This vision, which was developed with an extensive public countywide visioning process, is expressed in unique “character areas” that cover the entire County. The following pages present the Future Development Maps/Character Area

narratives for unincorporated Barrow County. The Future Development Maps include a countywide map as well as individual maps for each Framework community in the County, providing for a more focused view of each area of the County.

Character area planning focuses on the way an area looks and how it functions. Tailored development strategies are applied to each area, with the goal of enhancing the existing character/function or promoting a desired character for the future. The character areas recommended for Winder, defined and shown in the Future Development Map, define areas that:

- Presently have unique or special characteristics that need to be preserved
- Have potential to evolve into unique areas
- Require special attention because of unique development issues

The character areas are described in the following pages. Each description includes the following information, which presents an overall vision for future growth and development for a character area:

- Development Pattern
- Preliminary Land Uses
- Implementation Strategies
- Quality Community Objectives

The development pattern describes the nature of preferred development in a character area, such as appropriate design, infrastructure, and intensity. The preliminary land use section lists permissible land uses within each character area. Finally, the Implementation Strategies section identifies the measures the County can take to ensure that the development pattern described by each character area can be implemented.

In addition to the three levels of description above, the Quality Community Objectives (QCO) analysis for each Character Area can be found in Appendix A. This identifies the QCOs that will be pursued in the character area. These objectives were adopted by the Georgia Department of Community Affairs (DCA) to measure how communities preserve their unique resources while accommodating future development. Finally, the strategies section identifies the measures the County can take to ensure that the development pattern described by each character area can be implemented.



*Williams Community Theater in
Downtown Winder*



*Mixed-use historc comercial building in
Downtown Winder*

Preserve

The Preserve character area describes primarily public or privately-owned land intended to remain as open space for preservation and recreation needs and are not suitable for urban or suburban development. Land can be owned outright or subject to conservation easements. This character area includes major parklands, undeveloped natural lands and environmentally sensitive areas such as undeveloped, natural lands with significant natural features including steep slopes, floodplains, wetlands, watersheds, wildlife management areas, conservation areas, and other environmentally sensitive areas not suitable for development of any kind. Barrow County examples of this character area include Fort Yargo State Park and floodplain areas adjacent to the Mulberry River bordering Jackson County.

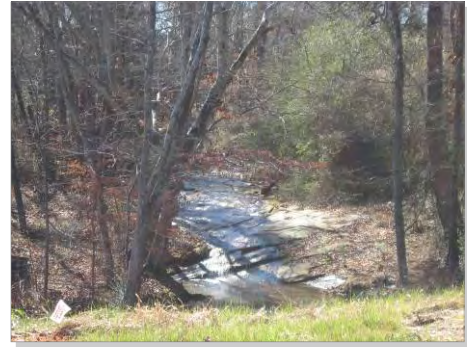
Development Patterns

The development pattern should seek to:

- Preserve natural resources, habitats, views, and rural/agricultural character
- Protect open space in a linear pattern, typically following the flood plain of river and stream corridors and accommodate greenways
- Maintain a high degree of open space
- Prevent degradation to natural resources in areas that have already developed or have the potential to develop due to existing zoning
- Minimize impervious surfaces
- Protect water quality with appropriate stream and reservoir buffers and prohibition of uses that are prone to pollution
- Provide opportunities for low-impact recreation (e.g. canoeing, fishing, hunting, hiking, etc.) and environmental education

Primary Land Uses

- Undeveloped areas left in their natural state
- Passive recreation (for environmentally constrained areas)
- Active recreation (for non-environmentally constrained areas)
- Agriculture



Mulberry River shown here near the Town of Braselton in unincorporated Barrow County is a Preserve area example



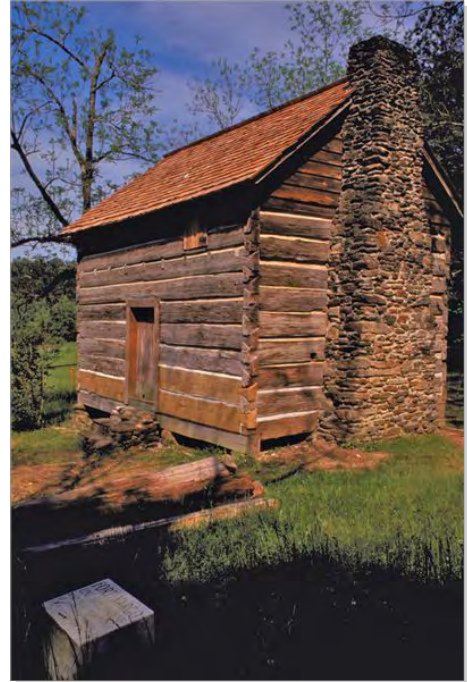
Veterans Park in Downtown Winder



Campers shown here enjoying recreation activities at Ft. Yargo State Park, the County's largest Preserve area

Implementation Strategies

- ☞ *Encourage the use of the Georgia Stormwater Management Manual's Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Participate with Barrow County and other county municipalities in maintenance and implementation of the Countywide Greenways Master Plan that outlines a countywide system of interconnected greenway/trail corridors, provides for integration into a regional greenway system and defines specific priorities for property acquisition to develop the system.*
- ☞ *Participate with Barrow County in acquire land for a countywide greenway network outlined in proposed Countywide Greenways Master Plan (consult the Atlanta Regional Commission's Green Infrastructure Toolkit for a complete list of acquisition methods)*
- ☞ *Prepare and adopt specific cross sections for roads that cross these areas*
- ☞ *Promote these areas as passive-use tourism and recreation destinations*
- ☞ *Encourage use of Agricultural Best Management Practices for Protecting Water Quality*
- ☞ *Promote the use of Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR)*
- ☞ *Promote the use of conservation easements and conservation tax credits by landowners*
- ☞ *Discourage extension of public utilities, especially sewer, that would encourage development of these areas*
- ☞ *Continue to enforce existing "Part V" Environmental Ordinances (for river corridor and watershed protection)*
- ☞ *Follow Best Management Practices (BMPs) for erosion and sedimentation, as defined in the Georgia Erosion and Sedimentation Act*



Historic cabin shown here from Ft. Yargo State Park in Winder, the County's largest Preserve area

Traditional Neighborhood

The area consists of neighborhoods with a distinct identity through architectural design, building placement, street design, and presence of sidewalks and street trees. The neighborhoods are generally thought of as “in-town” due to their proximity and accessibility to the central business district. Traditional Neighborhood areas are made up predominantly of single-family housing, though other housing types are often part of the historic neighborhood mix (e.g. duplex, townhouse, small-scale apartment buildings). Typically developed prior to World War II, Traditional Neighborhood area characteristics include high pedestrian orientation, sidewalks, street trees, on-street parking, small, regular lots, shallow yards (relative to Suburban Neighborhood areas), less space between buildings, and can include small neighborhood businesses. Traditional Neighborhood in Winder includes a large portion of the city north of the CSX railroad and downtown.

Development Patterns

The development pattern should seek to:

- Promote rehabilitation of existing homes
- Promote sensitive building rehabilitation that is in keeping with a building’s existing architectural style and scale and that of neighboring homes
- Maintain existing tree cover
- Provide for neighborhood passive parks/open space
- Protect and stabilize existing dwellings, some of which have historic value and are inside the current boundaries of the Winder Historic District, a locally designated historic district that is also listed on the National Register of Historic Places.
- Protect and stabilize existing dwellings, many of which have historic value and are inside the current boundaries of the North Broad Street Residential Historic District, which is listed on the National Register of Historic Places.
- Respect the traditional building placement, with homes that are closer to the street and have minimum separation between adjacent dwellings
- Promote a pedestrian-scale community, with emphasis on walkability (sidewalks and recessed, detached and/or



Traditional Neighborhood areas in Winder are more likely to include sidewalks, mature trees and historic homes than other residential areas



Historic home in Traditional Neighborhood area of Winder



Historic home in Traditional Neighborhood area of Winder

rear entry garages) and social interaction (large front porches)

- Accommodate senior housing opportunities, which can be integrated into the existing development pattern and can benefit from close proximity to downtown goods and services
- Accommodate in-fill development that compliments the scale, setback and style of existing adjacent homes
- Maintain existing homes and character defining site features (e.g. drives, walls, lighting, landscaping, tree cover)



Historic home in Traditional Neighborhood area of Winder

Primary Land Uses

- Single-family residential
- Duplexes
- Active and passive recreation
- Multi-family (not apartment complexes)
- Senior housing

Implementation Strategies

- ☞ *Prepare and adopt amendments to the Zoning Ordinance that include flexible setback provisions to ensure any in-fill development is consistent with surrounding homes, which tend to have large front yards and may exceed the minimum front setback requirement*
- ☞ *Encourage use of the Traditional Neighborhood Development ordinance*
- ☞ *Complete inventory and analysis of the City's sidewalks that is currently underway by the Street Department to identify needs and prioritize projects: new systems, filling in gaps in existing systems, or replacing sub-standard facilities*
- ☞ *Prepare and adopt a policy framework to prevent encroachment of inappropriate automobile-oriented development that would adversely affect the quality of life and public realm*
- ☞ *Prepare and adopt greenspace master plan*
- ☞ *Prepare and adopt a Bike/Ped/Greenways Master Plan*
- ☞ *Prepare and adopt development regulations updates to address driveway and parking requirements*

Suburban Neighborhood

The Suburban Neighborhood character area describes areas where typical types of suburban residential subdivision development have occurred in the post World War II era. Neighborhoods are characterized by low pedestrian orientation, larger lot sizes, high to moderate degree of building separation, and are predominantly residential with scattered civic buildings and varied street patterns (often curvilinear) that include cul-de-sacs. Neighborhoods included in this character area are generally stable. Improved pedestrian and bicycle networks, especially near school and other civic uses would provide safer routes and encourage walking and bicycling as a transportation option. Suburban Neighborhood areas in Winder are located around the outer perimeter of the city and in many cases, the development pattern extends into adjacent areas in unincorporated Barrow County.

Development Patterns

The development pattern should seek to:

- Accommodate in-fill development that compliments the scale, setback and style of existing adjacent homes
- Accommodate senior housing opportunities, which can be integrated into neighborhoods that benefit from close proximity to goods and services
- Maintain single-family uses
- Maintain existing tree cover
- Focus on reinforcing stability by encouraging more home ownership and maintenance or upgrade of existing properties
- Locate schools, community centers, or well-designed small commercial activity centers at suitable locations within walking distance of residences
- Provide safe facilities for pedestrians, school buses, and bicyclists using the road right-of-way
- Enhance the pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly multi-use trail/bike routes linking neighboring communities and major destinations such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.



Single-family home in mature Suburban Neighborhood area



Typical neighborhood in a more recently-developed Winder's Suburban Neighborhood area



Single-family ranch-style home in Winder Suburban Neighborhood area

- Add traffic calming improvements, sidewalks and increased street interconnections to improve walkability within existing neighborhoods
- Limit driveway spacing along the highway frontage and align driveways where needed to improve traffic flow

Primary Land Uses

- Parks, Recreation and Conservation
- Single Family Residential
- Multi-Family Residential (though limited)
- Public Institutional

Implementation Strategies

- ☞ *Complete inventory and analysis of the City's sidewalks that is currently underway by the Street Department to identify needs and prioritize projects: new systems, filling in gaps in existing systems, or replacing sub-standard facilities*
- ☞ *Prepare and adopt a policy framework to prevent encroachment of inappropriate automobile-oriented development that would adversely affect the quality of life and public realm*
- ☞ *Prepare and adopt greenspace master plan*
- ☞ *Prepare and adopt a Bike/Ped/ Greenways Master Plan*
- ☞ *Prepare and adopt development regulations updates to address driveway and parking requirements*

Downtown

Downtown includes the Winder central business district north of the CSX railroad and extends east-to-west along the railroad corridor. The area includes areas that have the potential to develop in a manner that is consistent with the historic downtown: traditional building façades, buildings close to the street, and the use of sidewalks.

Goals of the character area include encouraging a mix of uses to create vitality, reinforcing the area as the central business district of Winder, and respecting and promoting the established development pattern of the downtown core. New development or redevelopment can serve to extend the boundaries and function of downtown by orienting buildings to the street rather than to an on-site parking lot, allowing a mix of uses accessible to the pedestrian, and connecting to the rest of the character area with sidewalks. Maintaining the historic integrity of the downtown is paramount; signage, exterior changes to existing building facades, and new construction in the designated



Multi-family residential is found in Winder's Suburban Neighborhood area



New homes in the Braselton area are examples of additional housing choices available in Suburban Neighborhood infill areas



Historic commercial buildings define the character of Downtown Winder

Downtown Winder Historic District (inside the boundaries of the character area) are subject to review by the Winder Historic Preservation Commission.

Development Patterns

The development pattern should seek to:

- Reinforce traditional pedestrian-scaled development patterns (including building placement, lighting, site features, sidewalk use and amenities, traffic patterns, etc.)
- Encourage a creative, visual environment that encourages exploration and attracts patrons (such as attractive, changing window displays, public art, and outdoor dining)
- Serve surrounding neighborhoods
- Retain and enhance existing building stock with appropriate maintenance and rehabilitation
- Encourage mixed use development in buildings with underutilized upper floors (e.g. residential above ground floor retail)
- Accommodate redevelopment and infill opportunities that respect the traditional development patterns and architectural styles
- Reinforce Downtown as the community focal point

Primary Land Uses

- Retail/Neighborhood Commercial
- Mixed Use (residential above ground-floor retail)
- Professional office
- Government facilities
- Parks

Implementation Strategies

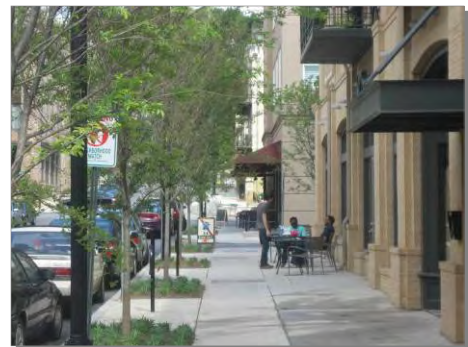
- ☞ *Apply for LCI Study funding from the Atlanta Regional Commission*
- ☞ *Prepare and adopt a Downtown Master Plan*
- ☞ *Prepare and adopt a form-based development regulations specific to the Downtown Winder area to implement a the Downtown Master Plan*
- ☞ *Encourage expansion and further investments in Downtown by Lanier Technical College and other potential educational offerings*



New construction in Downtown Winder should contribute to the existing historic commercial character



Outdoor dining, street trees and pedestrian-friendly environment are envisioned for Downtown Winder



Improved sidewalks, on-street parking and new mixed-use buildings, as shown here, are needed in Downtown Winder

Commercial Corridor

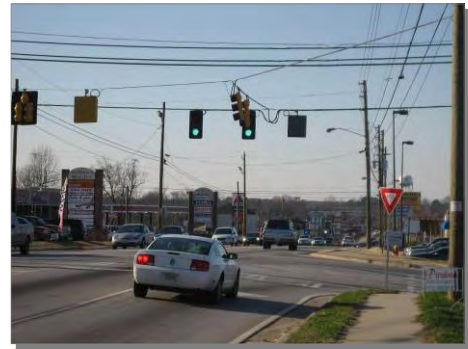
Commercial Corridor reflects larger-scale commercial developments that are typical of U.S. highways outside of downtowns / town centers. “Strip center” development is common, represented by a grocery store surrounded by complimentary commercial uses or smaller shopping centers that have a few businesses catering to the surrounding community. Commercial corridors are often characterized by large signs that can dominate the visual landscape, numerous curb cuts and driveways that slow traffic flow, large parking areas void of landscaping, and a few, if any, sidewalks. Buildings are typically single-story, single-use and are generally separated from the street and sidewalk (when a sidewalk is part of the streetscape) by parking lots with few shade trees. Generally there is a high degree of traffic congestion. In addition to meeting area residents’ shopping needs, the corridor acts as a gateway to the City. As such, the community recognizes that these corridors should provide a more pleasant appearance to those entering the city than currently presented.

Commercial Corridor character areas in Winder include the SR 211/Athens Street corridor, the SR 8 corridor that cuts through the heart of the city and the north SR 8/SR 11 commercial corridor that extends northeast from downtown Winder.

Development Patterns

The development pattern should seek to:

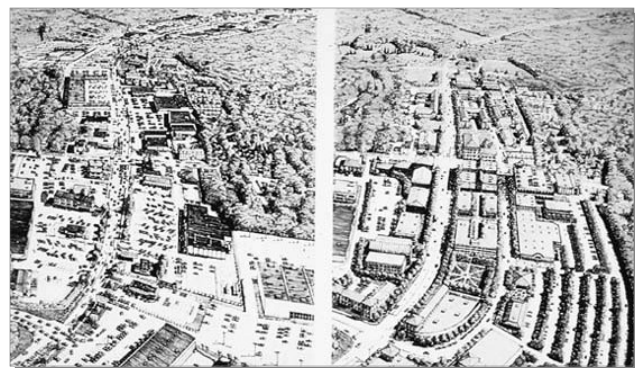
- Preserve or increase traffic flow by consolidating driveways and encouraging interparcel access
- Provide sidewalks and a more pedestrian-friendly environment by incorporating landscaped buffers between the roadway and sidewalks and placing buildings closer to the street
- Limit signs and billboards
- Cluster high-density development at nodes along the corridor, such as major intersections
- Incorporate streetscape enhancements such as landscaping and decorative streetlights to improve the overall appearance of this “gateway corridor”
- Depict clear physical boundaries and transitions between the edge of the



Existing character along Commercial Corridor areas is defined by excessive signage, overhead utilities, congested roadways and one-story strip malls



Existing shopping centers along Commercial Corridors are defined by a sea of pavement with little to no vegetation



Redevelopment of Commercial Corridors should strive to create the connected, mixed-use corridor shown on the right and avoid recreating the existing condition shown on the left in the above graphic.

character area and adjacent character areas, in particularly those that include residential uses

- Strengthen pedestrian connections to adjacent residential areas
- Provide sidewalk connections to adjacent residential areas
- Increase landscaping along the corridor, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor
- Encourage redevelopment that permits minimal building setbacks, mixed use development, parking to the rear of a building, and requires quality materials and design (related to the building, the site, and signage)
- Limit signs and billboards
- Coordinate land use planning with bike, pedestrian and transit opportunities
- Better integrate stormwater treatment in site planning and design with additional site design standards

Primary Land Uses

- Commercial and retail uses
- Professional offices
- Mixed use development (including residential uses above ground-floor retail or office space)

Implementation Strategies

- ☞ *Prepare and adopt a Mixed Use Development Ordinance to facilitate “greyfield redevelopment” for Commercial Corridor character area locations*
- ☞ *Encourage the use of the Georgia Stormwater Management Manual’s Stormwater Better Site Design Standards section to conserve natural areas, reduce impervious surfaces and better integrate stormwater treatment in site planning and design*
- ☞ *Follow BMPs for any land disturbance activities*
- ☞ *Prepare and adopt Big Box ordinance to specify design parameters, maximum square footage requirements, a plan for re-use, etc.*
- ☞ *Coordinate with WalMart Realty and other “big box” retailers regarding adaptive reuse; WalMart Realty touts its ability to find alternative tenants and work with local governments once a existing store closes*



Mixed use development should occur as the Commercial Corridor redevelops



Corridor Commercial areas should over time redevelop as mixed use, pedestrian-friendly communities

Residential architecture should be used to help blend new development into surrounding neighborhoods

- ☞ *Prepare and adopt a corridor overlay district to regulate building placement, design and size, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the corridor*
- ☞ *Undertake an Access Management Plan, with recommendations that include opportunities for driveway consolidation and interparcel access to address concerns in Commercial Corridor and Transition Corridor character areas*
- ☞ *Amend development regulations to require interparcel access and limit curb cuts with new development*
- ☞ *Review Sign Ordinance for inconsistencies with the desired development pattern and amend accordingly*
- ☞ *Adopt a Landscape and Buffer Ordinance*
- ☞ *Create a Streetscape Master Plan to guide enhancements*



When setback from the street, site design should encourage protection of mature trees and include new landscaping

Transitional Corridor

Areas originally developed for single-family residential that have been impacted by increased traffic volume and associated impacts (e.g., noise, increased trash, street widening, etc) that may no longer be suitable for single-family residential use. These include SR 211, U.S. 29, and SR 8. Zoning changes have started to occur along these corridors one request at a time which has resulted in front yard conversions to parking lots, unsightly home-to-business building additions and conversions, and signage out of proportion to the structure. Without a coordinated plan to guide the development of the property with a long-range vision in mind, these undesirable transitions will continue to occur. Transition Corridor character areas in Winder include the Athens Street corridor northwest of Downtown and the west Winder corridor west of Downtown on SR 8. Much of this character area, however, occurs outside of the Winder city limits in unincorporated Barrow County.



Transitional Corridor shown east of Carl along Atlanta Highway/SR 8

Development Patterns

The development pattern should seek to:

- Serve surrounding neighborhoods
- Connect existing businesses to one another and to surrounding neighborhoods with sidewalks
- Depict clear physical boundaries and transitions between the edge of the character area and the surrounding residential areas



SR 211 northwest of Winder includes a mix of residential and commercial uses – a Master Plan is necessary to guide future changes

- Encourage interparcel access
- Prohibit encroachment (including parking and light trespass) into the adjacent residential areas
- Incorporate landscaping into parking areas and along sidewalks
- Provide a walkable, safe and attractive environment for residents
- Enhance City gateway
- Encourage development that transitions the area to a commercial corridor
- Depict clear physical boundaries and transitions between the highway and adjacent residential uses
- Incorporate access management techniques into site design, including shared driveways and interparcel access
- Adopt landscaping and site design standards to enhance overall appearance of a site, reduce impervious surfaces, and better integrate stormwater treatment
- Limit signs and billboards
- Limit clearing and grading

Primary Land Uses

- Neighborhood commercial uses (commercial uses not intended to serve a large market area)
- Professional office

Implementation Strategies

- ☞ *Adopt a corridor overlay district to regulate building placement and design, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the corridor.*



Aerial of west Winder area Transitional Corridor along Atlanta Highway/SR 8



New development set back from the street should protect mature trees where possible and include new landscaping and quality architectural design

Emerging Suburban

The Emerging Suburban character areas are intended to accommodate a vast majority of the County's projected residential growth. The Emerging Suburban character area describes areas where pressure for suburban residential subdivision development and associated strip commercial development along arterials is greatest. Suburban-type residential development (smaller-lot neighborhoods versus individual, large lots) has occurred to a great extent in west Northwest and southwest Barrow County. These residential subdivisions, generally included in the Suburban Neighborhood character area, have typically developed in a leap-frog fashion, and they lack connectivity when they do abut. In many cases, Emerging Suburban areas abut these Suburban Neighborhood areas and provide new opportunities to introduce new development variety with increased pedestrian orientation and connectivity. New development should connect to Suburban Neighborhood areas where possible in order to provide residents and visitors with more choices for moving through the neighborhoods.

Emerging Suburban character area land is distinguished from Suburban Neighborhood character areas in order to emphasize the opportunity for future development to be managed in way that provides for a variety of housing choices, places to work and shop and other civic uses within each new neighborhood. Emerging Suburban character area seeks to avoid the development of neighborhoods with low pedestrian orientation, larger lot sizes, high to moderate degree of building separation, predominantly residential with scattered civic buildings and varied disconnected street patterns (*i.e.* Suburban Neighborhood). Some Emerging Suburban areas in Barrow County currently depend on septic systems and are distant from municipal and County wastewater collection and treatment providers. Wastewater collection and treatment services will be essential for ensuring long-range sustainability in this character area.

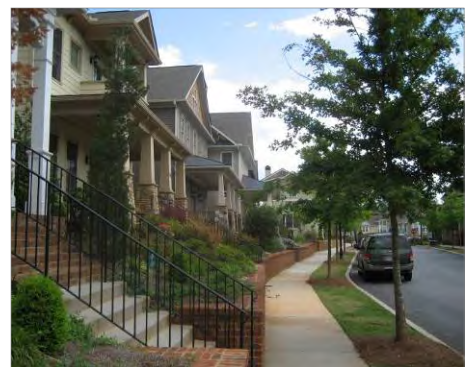
Emerging Suburban areas should include commercial, mixed use, multi-family and other uses as they build out over the next 25 years. For the most part, this should be accommodated at mixed use nodes located along the major arterial serving the neighborhoods (See Gateway Regional Mixed Use Node and Community Mixed Use Node character area descriptions). It is also appropriate, however, for small, neighborhood-scale, traditional neighborhood commercial and mixed use to occur in town centers created as part of an overall community master planned development.



Emerging Suburban areas will include pedestrian-friendly single-family uses



Attached housing provides housing choice and is encouraged in Emerging Suburban



Pedestrian-friendly streets with sidewalks, street trees and homes with front porches are encouraged in Emerging Suburban

Development Patterns

The development pattern should seek to:

- Encourage master-planned, traditional neighborhood development (TND) that blends residential development with schools, parks, recreation, retail businesses and services that are linked in a compact pattern that encourages walking and minimizes the need for auto trips within the subdivision
- Promote street design that fosters traffic calming such as narrower residential streets, on-street parking and street trees
- Require multiple stub out streets to allow for future connectivity when adjacent properties develop
- Provide connected system of streets within new subdivisions and connect to existing subdivisions
- Require multiple stub out streets to allow for future connectivity when adjacent properties develop
- Provide safe facilities for pedestrians, schools buses, and bicyclists using the road right-of-way including sidewalks and street trees
- Connect to a network of greenways/trails, wherever possible
- Accommodate a variety of housing choices
- Provide adequate open space with active and passive recreation opportunities for area residents
- Maintain the natural tree canopy as much as possible



A variety of open space and park areas are encouraged in Emerging Suburban areas to serve adjacent residents



Neighborhoods in Emerging Suburban areas should include a mix of housing, with more intense housing and mixed use (2) centered around greenspace (3)

Primary Land Uses

- Single-family residential
- Mixed Use (when part of a master plan or outlined by a subarea master plan)
- Multi-family (when part of a master plan or outlined by a subarea master plan)
- Commercial (when part of a master plan or outlined by a subarea master plan)
- Passive and active recreation
- Public/Institutional

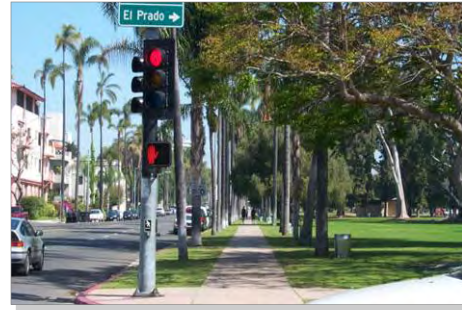


Housing on narrow lots provides an alternative design encouraged as a housing choice in Emerging Suburban

Implementation Strategies

- ☞ Update long-range sewer service master plan

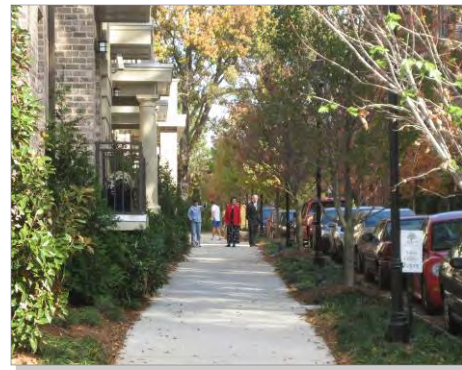
- ☞ *Expand sewer service to including the all Emerging Suburban and Suburban Neighborhood and Traditional Neighborhood character areas currently underserved*
- ☞ *Encourage use of the Traditional Neighborhood Development ordinance*
- ☞ *Adopt a Tree Protection/Replacement Ordinance that limits clearing and grading and therefore maintain the natural tree canopy as much as possible.*
- ☞ *Adopt maximum lot coverage requirements*
- ☞ *Continue to enforce the existing Groundwater Recharge Area Protection Ordinance*



Greenspace connected to adjacent neighborhoods by sidewalks is encouraged in Emerging Suburban

Public

Public areas represent public school sites across the County. The area represents both the primary school building(s) as well as associated outdoor space such as ballfields. Pedestrian connectivity between schools and neighborhoods is a key goal, both for existing development as well as planned facilities. The location of schools in Emerging Suburban areas provides an opportunity for future residential development to connect to existing neighborhoods and to be within close proximity to schools to make walking and shorter travel distances feasible for school-age children.



Pedestrian-friendly neighborhoods include wide sidewalks, street trees and on-street parking in this example of an Emerging Suburban area

Development Patterns

The development pattern should seek to:

- Provide schools sites that create neighborhood and regional focal points
- Provide a quality pedestrian infrastructure to encourage walking
- Provide pedestrian linkages to adjacent neighborhoods

Primary Land Uses

- Schools
- Passive and active park space (including athletic fields, stadiums, etc.)
- Education administration and ancillary uses

Implementation Strategies

- ☞ *Implement the Barrow County Comprehensive Transportation Plan recommendations for providing pedestrian infrastructure around school sites*

Utilities

This area includes wastewater treatment and other water/sewer infrastructure facilities.

West Winder Bypass Corridor

The West Winder Bypass Corridor character area reflects the proposed alignment of the four-lane parkway bypass that is planned west of Winder. In addition to helping route truck traffic around downtown Winder, it has the potential to accommodate additional industrial opportunities in the western portion of the County. This segment of the West Winder Bypass connects SR 211 to SR 316. The West Winder Bypass Corridor describes large tracts of land, campus or unified development with high degree of access by vehicular traffic, on-site parking, low degree of open space, and can include light manufacturing, wholesale trade, distribution, assembly and processing activities. While attracting new industry is important to the economic health of the County, the intent of the West Winder Bypass Corridor Industrial character area is to balance growth with environmental considerations. The West Winder Bypass Corridor character area is intended to accommodate low and high intensity industry.

The section of Patrick Mill Road located between SR 316 and SR 8. The proposed West Winder bypass will parallel most of this section of Patrick Mill (see mapping detail). The gateway is anchored at SR 316 with the Barrow County Industrial Park, and at SR 8 with mature industrial development. There is additional potential for industrial development along the corridor with good connectivity via feeder roadways to residential and commercial areas. It is recommended the community consider developing this gateway with an industrial theme.

The majority of this character area occurs outside the city limits of Winder in unincorporated Barrow County.

Development Pattern

The development pattern should seek to:

- Take the form of corridor development, with clear physical boundaries and transitions between the edge of the character area and surrounding residential areas
- Accommodate diverse industries
- Protect air and water quality
- Prevent adverse impacts to natural resources and surrounding population
- Address traffic impacts and circulation in site design
- Provide adequate vegetative buffers along the corridor



Industrial buildings typically include large building footprints



Quality architectural building and site design is encouraged to blend with surrounding communities



Preservation of mature trees is encouraged where possible

- Limit grading and clearing
- Prohibit billboards and promote sign, landscaping and site standards that enhance the aesthetics of the corridor

Primary Land Uses

- Light industrial
- Ancillary commercial uses

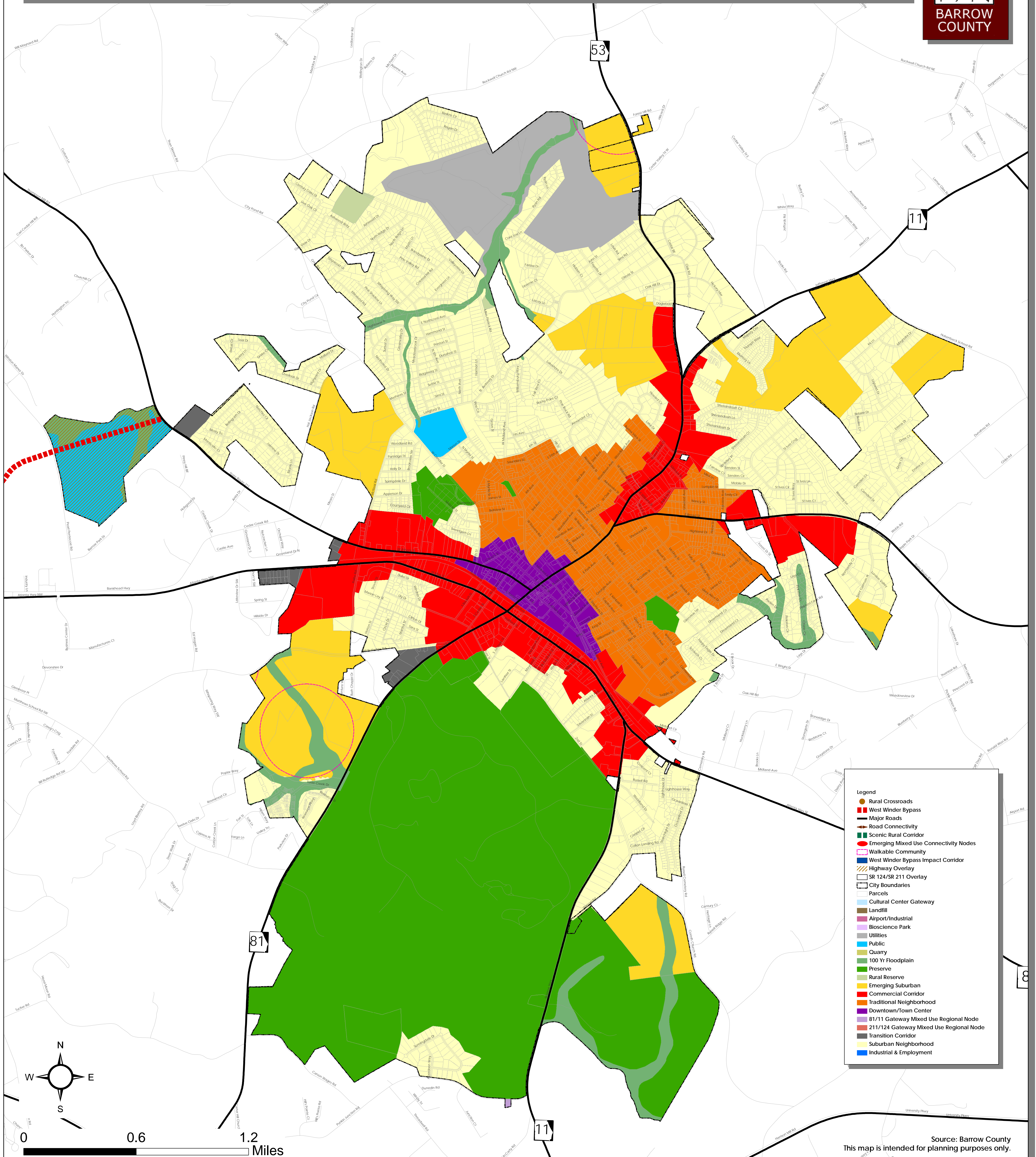
Implementation Strategies

- ☞ *Prepare and adopt design/development standards for industrial sites*
- ☞ *Coordinate with the City of Winder to provide water and sewer service to the West Winder Bypass Corridor character area*
- ☞ *Recruit businesses that are suitable for the West Winder Bypass Corridor character area*



Commercial uses that provide support and services to the work force is encouraged

Barrow County Comprehensive Plan Update 2007-2027



- Rural Crossroads
- West Winder Bypass
- Major Roads
- Road Connectivity
- Scenic Rural Corridor
- Emerging Mixed Use Connectivity Nodes
- Walkable Community
- West Winder Bypass Impact Corridor
- Highway Overlay
- SR 124/SR 211 Overlay
- City Boundaries
- Parcels
- Cultural Center Gateway
- Landfill
- Airport/Industrial
- Bioscience Park
- Utilities
- Public
- Quarry
- 100 Yr Floodplain
- Preserve
- Rural Reserve
- Emerging Suburban
- Commercial Corridor
- Traditional Neighborhood
- Downtown/Town Center
- 81/11 Gateway Mixed Use Regional Node
- 211/124 Gateway Mixed Use Regional Node
- Transition Corridor
- Suburban Neighborhood
- Industrial & Employment

Source: Barrow County
This map is intended for planning purposes only.

Prepared by:
MACTEC

City of Winder Future Development Map

Community Issues and Opportunities

This section provides an updated list of issues and opportunities for Winder that was identified in the *Community Assessment* portion of the Comprehensive Plan. This updated version reflects public comments gained from the community participation activities as well as other input gathered during the review of the *Community Assessment*. The following information is organized by the major topics defined in the DCA Local Planning Requirements:

- Population
- Housing
- Economic Development
- Natural and Cultural Resources
- Community Facilities and Services
- Land Use
- Transportation
- Intergovernmental Coordination

Population Projections - Winder

2005	2010	2015	2020	2025	2030
12,451	18,048	23,012	28,059	38,239	39,199

Note: Methodology is presented in the Analysis of Supporting Data

Source: MACTEC, NEGRDC

Population

Issues

- Rapid population and household growth
 - ☞ *Update comprehensive plan frequently to insure planned growth and enact appropriate growth management ordinances*
- Projections show continued growth
 - ☞ *Update comprehensive plan frequently to insure planned growth and enact appropriate growth management ordinances*

Economic Development

Issues

- Job growth not keeping up with population growth
 - ☞ *Support expansion of job training services*
- Lack of sewer and other infrastructure needed to promote gateway areas for development
 - ☞ *Continue implementation of sewer master plan which expands infrastructure in key areas*
- Limited entertainment and restaurant opportunities to meet the needs of the growing evermore suburban population
- Over abundance of convenience stores
- Currently attracting lower skill service positions rather than higher-paying professional, technical positions



Attached housing off of Turtle Creek Drive in Winder offers new housing choices

- ☞ *Support expansion of job training services*
- Limited entertainment opportunities for families, teens, college students and young professionals
 - ☞ *Promote entertainment and restaurant developments both in Downtown Winder and in emerging activity centers*
 - ☞ *Prepare and Adopt a Downtown Area Master Plan that includes a downtown housing and retail market analysis in addition to preparation of necessary development regulations to assist in implementation of the plan*
 - ☞ *Examine the potential for Commercial Improvement Districts, Business Improvement Districts and Tax Allocation Districts in downtowns and along important corridors*



Suburban residential growth in northwest Winder

Opportunities

- Downtown Winder streetscape and transportation projects make downtown attractive for new business investment
 - ☞ *Move forward with plans for downtown streetscape improvements*
- Workforce development plan implementation
 - ☞ *Support expansion of job training services*
- Location advantage between Atlanta and Athens as well as the transportation infrastructure such as the railroad, SR 316 and Interstate 85 (via SR 211)
 - ☞ *Encourage bioscience research facilities to locate along the State Route (SR) 316 corridor*
- Unique features and important assets within the County such as Fort Yargo, Winder Barrow Airport, Chateau Elan, the Georgia Club, and the existing farming activities
 - ☞ *Promote unique features of the community residents*



Historic homes on Broad Street help define Winder's architectural character

Housing

Issues

- Aging housing stock in some city neighborhoods
 - ☞ *Encourage the revitalization and retrofit of existing neighborhoods*
- Few homes are in close proximity to everyday goods/services
 - ☞ *Encourage the use of the City's TND zoning district that prescribe more intense, walkable, mixed-use neighborhood developments and also encourage a variety of housing types*

- Jobs/Housing imbalance
 - ☞ *Encourage the use of the City's TND zoning district that prescribe more intense, walkable, mixed-use neighborhood developments and also encourage a variety of housing types*
- Limited choice of housing types
 - ☞ *Encourage the use of the City's TND zoning district that prescribe more intense, walkable, mixed-use neighborhood developments and also encourage a variety of housing types*
- Lack of housing options in downtown area
 - ☞ *Prepare and Adopt a Downtown Area Master Plan that includes a downtown housing and retail market analysis in addition to preparation of necessary development regulations to assist in implementation of the plan*
 - ☞ *Prepare and adopt incentives for developing new housing in downtown such as density bonuses, shared parking*



Duplex in Winder

Opportunities

- Revitalization and retrofit of existing neighborhoods provide opportunities for maintaining existing housing stock in addition to creating new housing choices for existing and future residents
 - ☞ *Encourage the revitalization and retrofit of existing neighborhoods*
- Historic housing stock near downtown adds variety to the supply of housing currently on the market in Barrow County, creating more choices for existing and future residents
 - ☞ *Encourage the revitalization and retrofit of existing neighborhoods*
- Mixed use activity centers (including redeveloped underutilized shopping centers) could provide more housing choices for current and future residents in locations suitable for more intense, walkable, mixed-use neighborhood development
 - ☞ *Encourage the use of the City's TND zoning district that prescribe more intense, walkable, mixed-use neighborhood developments and also encourage a variety of housing types*
- Healthy supply of affordable housing
 - ☞ *Move forward with plans for downtown streetscape improvements*



Multi-family buildings in Winder

Natural & Cultural Resources

Issues

- Only one historic district with development design guidelines exists in Winder

- ☞ *Protect historic buildings and neighborhoods by adopting historic overlay districts*
- Preservation of cultural and historic resources as new development increases pressure on important cultural and historic sites
 - ☞ *Protect historic buildings and neighborhoods in order to preserve downtown character and neighborhoods; the adoption of historic overlay districts with design guidelines is a potential tool*
 - ☞ *Coordinate with Barrow County and Georgia DNR to develop a long-range master plan for Ft. Yargo*
- Maintaining small town character has become a challenge
 - ☞ *Encourage the development of neighborhood associations to aid in preservation, property maintenance, civic identity, create a sense of place with neighborhood identity*
- Not enough historic character in lighting and street trees
- Clear cutting of tracts to make way for new development
 - ☞ *Encourage tree protection and replacement with each new development*



Winder City Hall located downtown

Opportunities

- Preservation of cultural and historic resources, including historic homes, neighborhoods and the downtown historic district, allows the community to remain aware of and celebrate its history and identity
 - ☞ *Protect historic buildings and neighborhoods by adopting historic overlay districts*
- With a largely intact group of historic neighborhoods surrounding downtown in addition to the historic sites such as Ft. Yargo State Park and the Russell House, the preservation of its cultural and historic resources will be essential to maintaining of Winder as a potential heritage tourism attraction
- Old Gant Hotel renovation
- Strong church and civic organizations aid in maintaining community character and assist in generating sense of community



Winder Fire Department

Community Facilities & Services

Issues

- Lack of water resources to meet expected long-range demand caused by growing population
 - ☞ *Complete and implement long range water resources master plan*
- Lack of infrastructure in “Gateway” areas designated by the Barrow Summit report as important future economic development sites

- ☞ *Continue to promote SPLOST as successful local funding source and implement impact fees as supplemental funding source for some community facilities*
- ☞ *Control new growth with coordination of land use, transportation, and facilities planning – providing infrastructure to encourage development where the future development map recommends it*
- Lack of small neighborhood parks
 - ☞ *Identify new park land for small neighborhood parks*
- Limited local use of Ft. Yargo
 - ☞ *Increase efforts to promote activities at Ft. Yargo*
- Limited physical connections between Ft. Yargo and the surrounding area and no direct connection from downtown Winder to the park.
 - ☞ *Consider creating a pedestrian-bike plan for the entire SR 11 and SR 81 from SR 316 to State 81 (area identified by the Barrow Summit Report as a gateway).*
- School overcrowding and playing catch up with residential growth
 - ☞ *Coordinate school planning and community planning efforts; establish requirements for land dedication for new schools in large planned developments*



Barrow County historic courthouse

Opportunities

- City, county and municipal government leaders for other Barrow County cities are working together to locate long range water resources to support new and exiting population
 - ☞ *Complete and implement long range water resources master plan*
- Impact Fee Program study underway for Barrow County focusing on public safety, parks and recreation, and libraries, but also includes all other impact fee-eligible community facilities
 - ☞ *Controlling new growth with coordination of land use, transportation, and facilities planning – providing infrastructure to encourage development where the future development map recommends it*
- Special Purpose Local Option Sales Tax (SPLOST) provides local funding
 - ☞ *Continue to promote SPLOST as successful local funding source and implement impact fees as supplemental funding source for some community facilities*
- Fort Yargo has a growing reputation as a good facility for triathlon and adventure racing events. Creating additional opportunities for mobility and recreation will provide new opportunities for Fort Yargo, downtown Winder, and new development near 316



Barrow Community Hospital

- ☞ *Continue planning efforts aimed at providing improved bicycle-pedestrian infrastructure for the SR 11 and SR 81 corridors from SR 316 to Downtown Winder*
- ☞ *Recent and planned school expansions provide some relief to overcrowded schools*
- Barrow County Recreation Master Plan outlines long-range needs and provides implementation plan to increase the County's park space and facilities
 - ☞ *Implement the Barrow County Recreation Master Plan recommendations*

Land Use

Issues

- Limited use of available TND regulations
 - ☞ *Encourage Traditional Neighborhood Development*
- Strip commercial development and underutilized shopping centers and commercial buildings along major corridors (U.S. 29, Broad Street, SR 11 and SR 53) Auburn, Strip commercial along U.S. 29



Strip mall located in north Winder near the SR 82/SR 53 split

- ☞ *Develop "big box" retail development guidelines*
- ☞ *Encourage the redevelopment of existing underutilized shopping centers with mixed use development*
- Downtown Winder in need of revitalization



Commercial development located in north Winder

- ☞ *Encourage new mixed use development in downtown Winder*
- ☞ *Expand educational offerings in downtown Winder*
- ☞ *Prepare and Adopt a Downtown Area Master Plan that includes a downtown housing and retail market analysis in addition to preparation of necessary development regulations to assist in implementation of e plan*
- ☞ *Examine the potential for Commercial Improvement Districts, Business Improvement Districts and Tax Allocation Districts in downtowns and along important corridors*
- Fears that the Courthouse move from downtown will further drain retail and service uses from downtown and create demand for new development north of Winder on SR 211
 - ☞ *Prepare and Adopt a Downtown Area Master Plan that includes a downtown housing and retail market analysis in addition to preparation of necessary development regulations to assist in implementation of e plan*

- North, South, East, and West blighted entrances into the city; center of town and to the east in need of revitalization
 - ☞ *Encourage the redevelopment of existing underutilized shopping centers with mixed use development*
- Popularity of “Butler buildings” in inappropriate areas
 - ☞ *Create more specific development and design review requirements for commercial and mixed use properties*
- Public perception that the city will zone pretty much anything commercial if zoning change requested
- Sections of Atlanta Highway/May Street in Winder and parts of downtown Winder (Broad Street) in need of revitalization
 - ☞ *Prepare and adopt corridor and small area master plans for these areas; consider Urban Redevelopment Plan as an option that would allow for Tax Allocation Districts*
- Signage is out of control and confusing
 - ☞ *Prepare and adopt sign ordinance amendments to address concerns*

Opportunities

- TND Ordinances in place offer opportunities for development of pedestrian-friendly neighborhoods and should be encouraged in designated areas of the cities and unincorporated portions of the County

☞ *Encourage Traditional Neighborhood Development*

- Everything is central in Winder related to shopping, banking and other errands
- Barrow County Summit identified “Gateways” and provided the first step in creating a vision and implementation plan for preparing these areas for future development and redevelopment (I-85/SR 211, Patrick Mill/SR 316, SR 81 and SR 11 south of Winder, SR 53/SR 316 and SR 316/Georgia Club)



Congestion in downtown Winder on Broad Street near May Street and Atlanta Highway

Transportation

Issues

- Heavy truck traffic as well as general traffic congestion in downtown Winder
 - ☞ *Implement recommendations of the Barrow County Comprehensive Transportation Plan*
- Large portions of Winder and adjacent areas of unincorporated Barrow County have been developed according to suburban development patterns offer few opportunities for walking and bicycling (e.g., suburban development that is now part of or adjacent to Winder generally lacks sidewalks)
 - ☞ *Adopt street standards that prescribe Complete Streets that provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.*

- Major corridors in Winder are unfriendly to pedestrians due to a lack of sidewalks (or in some cases sidewalks built to meet the minimum GDOT requirements), lack of streetscape (pedestrian-scaled lighting, street trees, street furniture, on-street parking, orientation of buildings in relation to the street), lack of bike lanes, wide travel lanes for automobiles, high automobile speeds, etc.

☞ *Implement pedestrian, bicycle and multi-modal recommendations of the Barrow County Comprehensive Transportation Plan*

- Few grade-separated railroad crossings in Winder causes traffic congestion and limits emergency vehicle access when trains move through the city

☞ *Implement recommendations of the Barrow County Comprehensive Transportation Plan*

- Lack of transportation choices (i.e., lack of public transportation, limited sidewalks and bicycle infrastructure, etc.)

☞ *Participate in regional efforts to promote the Athens to Atlanta commuter rail route*

- Limited connectivity between Fort Yargo and surrounding city

☞ *Coordinate with Barrow County and the Georgia DNR to develop opportunities to connect Ft. Yargo to Winder (especially downtown) and surrounding communities with trails, bike lanes, etc.*

- Limited suburban residential connectivity among existing subdivisions in many parts of the City and surrounding unincorporated Barrow County

☞ *Using the Comprehensive Transportation Plan as a basis, prepare a study of potential modifications to improve connectivity in existing neighborhoods*

- Plans for SR 316 to become limited access freeway remain in the distant future

☞ *Continue to lobby for SR 316 controlled-access improvements, but in the meantime follow development policies that will not make improvements to the corridor unfeasible*

- Lack of an arterial road connection between SR 211 and SR 53 in north Barrow County forces trucks and other traffic, which would otherwise bypass downtown Winder, to travel through Winder since County roads aren't up to arterial standards

☞ *Implement recommendations of the Barrow County Comprehensive Transportation Plan*

- Lack of places to walk and bike safely has created the need for more sidewalks, especially in locations near schools and other community facilities

☞ *Prepare a Bicycle and Pedestrian Plan*

- No signs directing to SR 81 from US 29 (for use of Horton St. as a shortcut)

☞ *Evaluate the possibility of placing signs directing to SR 81 from US 29 (for use of Horton St. as a shortcut)*

- Speed and volume of traffic



New sidewalks shown above provide improved pedestrian infrastructure in

☞ Implement recommendations of the Barrow County Comprehensive Transportation Plan

- Traffic in congestion, especially in downtown Winder
- Trash on the roads in Winder

☞ Increase support of clean up

Opportunities

- Downtown Winder Thoroughfare System Improvements Study underway and searching for solutions to congestion problems

☞ Implement recommendations of the Barrow County Comprehensive Transportation Plan

- Complete streets provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.

☞ Adopt street standards that prescribe Complete Streets that provide room for pedestrians, cyclists and automobiles, thus offering residents and those traveling through each community a variety of transportation choices.

- Commuter rail service planned for the railroad corridor connecting Athens and Atlanta with a stop in downtown Winder will provide area residents and customers with additional transportation choice, especially for trips to Athens and Atlanta.

☞ Participate in regional efforts to promote the Athens to Atlanta commuter rail route

- Streetscape improvements planned in downtown Winder will aid in creating more complete streets that make walking a more attractive transportation choice in downtown

☞ Move forward with plans for downtown streetscape improvements

- West Winder Bypass planned to connect SR 211 to SR 316 has the potential to reduce the congestion that occurs in and around Winder by providing improved connectivity between two major roadways

☞ Continue process to implement plan to develop West Winder Bypass

Intergovernmental Coordination

Issues

- Conflicts over municipal annexation

☞ Maintain an adequate Barrow County service delivery strategy and intergovernmental agreement concerning annexation

- No unified system for sharing permit information in the cities, which would help schools to estimate future enrollment

☞ Coordinate to develop a unified system for sharing permit information in the cities in order to assist schools in estimating future enrollment

Opportunities

- Quarterly meetings held among municipalities and County elected officials

☞ Continue established quarterly meeting schedule

- Coordination among municipalities and the County focused on seeking water sources for the future
 - ☞ *Complete long range water supply master plan as joint planning effort*
- County Planning Department has resources to provide planning technical support and assistance to municipalities; already provides such for Bethlehem
 - ☞ *Study potential impacts of consolidation of government services*



Implementation Program

The Implementation Program outlines the overall strategy for achieving the Vision for Future Development and for addressing the Community Issues and Opportunities. It section identifies the specific measures to be undertaken by the City of Winder to implement the Community Agenda. The Implementation Program includes the following sections:

- 2002-2006 Short Term Work Program Report of Accomplishments
- 2007-2011 Short Term Work Program
- Policies



Report of Accomplishments

The Report of Accomplishments (ROA) provides a status of each work item identified in the City’s 2002-2006 Short Term Work Program. For each activity the ROA identifies whether it was completed, postponed, or dropped, or if it is underway. Reasons are provided for a dropped or postponed activity, and a projected completion date is provided for items that are underway.

Element	Activity	Status			
		Underway	Postponed	Dropped	
Community Facilities and Services	Develop a comprehensive traffic study to address the effectiveness of constructing an over/underpass and other potential improvements (2004)		Many projects in the planning stages		
Community Facilities and Services	Participate in regional solid waste efforts (2003-2007)		Participating		
Community Facilities and Services	Acquire funding to secure right-of-way for Winder Bypass (2007)			Lack of Funding	
Economic Development	Participate in municipal/county forum that meets periodically to encourage economic development consensus and ideas among the various jurisdictions (2003-2007)		✓		
Historical Resources	Initiate a comprehensive survey and inventory of historic resources (2003-2007)		City has defined Historic District and active HPC		
Historical Resources	Nominate individual buildings to National Register (2003-2007)		This is done on an as needed basis.		
Historical Resources	Identify and document cemeteries (2003-2007)	✓			
Housing	Develop and adopt ordinance requiring manufactured homes to be placed on permanent foundations (2003)				✓
Land Use	Develop ordinances allowing infill/mixed use development in downtown district (2004)		Mixed use developments allowed downtown		
Land Use	Implement zoning decisions in accordance with the Future Land Use map (2003-2007)		Every effort is made to do this.		
Land Use	Incorporate Community Greenspace Program into all land use decisions (2003-2007)		Adopted a Parking ordinance that requires landscape areas, etc.		
Land Use	Complete downtown revitalization study (2003)		Traffic studies underway; streetscape project		
Land Use	Implement findings from downtown revitalization study (2004-2007)		✓		
Land Use	Incorporate Comprehensive Plan into plan review (2003-2007)		✓		



2007-2011 Short Term Work Program

The Short-Term Work Program (STWP) identifies specific implementation actions the City government or other entities intend to take during the first five-year timeframe of the planning period. This includes ordinances, administrative systems, community improvements or investments, and financing arrangements or other programs/initiatives to be put in place to implement the Comprehensive Plan. For each action the STWP outlines the following information:

- Brief Description
- Timeframe for undertaking the activity
- Responsible party for implementing the activity
- Estimated cost
- Funding source

Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Housing	Develop vacant site inventory; identify those that are suitable for in-fill development.		✓				Planning	\$5,000	General Fund
Housing	Prepare and adopt incentives for developing new housing in downtown such as density bonuses, shared parking		✓	✓			Planning/ DDA	NA	Staff Time
Land Use	Apply for a Livable Centers Initiative (LCI) grant (offering a local 20% match) to fund a Downtown Winder area LCI/Master Plan	✓	✓				Planning	\$2,000	General Fund
Land Use	Prepare a downtown master plan that includes a downtown housing and retail market analysis		✓	✓			Planning	\$100,000	ARC, City (20%)
Economic Development	Examine the potential for Commercial Improvement Districts, Business Improvement Districts and Tax Allocation Districts in Downtown Winder and along important corridors			✓	✓		Planning/ Main St./ DDA	\$10,000	General Fund
Economic Development	Promote entertainment and restaurant developments both in Downtown Winder and in emerging activity centers	✓					Main St./ DDA	NA	Staff Time
Economic Development	Promote Preserve character areas as passive-use tourism and recreation destinations	✓					Chamber	NA	Staff Time
Economic Development	Create an inventory of buildings suitable for redevelopment	✓					Planning	NA	Staff Time
Natural & Cultural Resources	Adopt a Tree Protection/Replacement Ordinance that limits clearing and grading and therefore maintain the natural tree canopy as much as possible.			✓			Planning	NA	Staff Time
Natural and Cultural Resources	Protect historic buildings and neighborhoods by adopting historic overlay districts (in addition to the existing Historic District)	✓					Planning	\$5,000	General Fund/ Staff Time
Community Facilities and Services	Increase efforts to promote activities at Ft. Yargo and continue ongoing discussions of ways to better connect Downtown Winder to Ft. Yargo.	✓					Chamber	NA	Staff Time
Community Facilities and Services	Continue planning efforts aimed a providing improved bicycle-pedestrian infrastructure for the SR 11 and SR 81 corridors from SR 316 to Downtown Winder	✓					Public Works/ County, GDOT, ARC, GRTA		General Fund
Land Use	Create a "development impact matrix" to determine potential impacts of specific industries on the environment and infrastructure				✓		Planning	NA	Staff Time



Category	Implementation Strategy	2008	2009	2010	2011	2012	Responsible Party	Cost Estimate	Funding Source
Land Use	Create a Streetscape Master Plan similar in nature to that which was prepared for Downtown Winder to guide enhancements for Commercial Corridor character areas			✓			Planning/ Public Works	TBA	TBA
Land Use	Encourage expansion and further investments in Downtown by Lanier Technical College and other potential educational offerings	✓	✓	✓	✓	✓	Lanier Tech, DDA, County, BOE	TBA	TBA
Land Use	Prepare and adopt corridor and small area master plans for Commercial Corridor and Transition Corridor character areas; consider Urban Redevelopment Plan as an option that would allow for Tax Allocation Districts				✓	✓	Planning	\$150,000	General Fund, Grants
Land Use	Prepare and adopt a corridor overlay or form-based codes district to regulate building placement, design and size, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the corridor (specifically for Transition Corridor and Commercial Corridor character areas)					✓	Planning	\$40,000	General Fund
Land Use	Prepare and adopt a form-based development regulations specific to the Downtown Winder area to implement a the Downtown Master Plan					✓	Planning	\$20,000	General Fund
Transportation	Complete inventory and analysis of the City's sidewalks that is currently underway by the Street Department to identify needs and prioritize projects: new systems, filling in gaps in existing systems, or replacing sub-standard facilities	✓					Public Works	NA	Staff Time
Transportation	Coordinate with Barrow County and the Georgia DNR to develop opportunities to connect Ft. Yargo to Winder (especially downtown) and surrounding communities with trails, bike lanes, etc.		✓				Mayor/ Council/ DNR	NA	Staff Time
Transportation	Evaluate the possibility of placing signs directing to SR 81 from US 29 (for use of Horton St. as a shortcut)		✓				Planning/ Public Works	NA	Staff Time
Transportation	Increase support of clean up		✓				Public Works/ Mayor/ Council	TBD	TBD
Transportation	Prepare and adopt development regulations updates to address driveway and parking requirements	✓					Planning	NA	Staff Time
Transportation	Undertake an Access Management Plan, with recommendations that include opportunities for driveway consolidation and interparcel access to address concerns in Commercial Corridor and Transition Corridor character areas		✓				Planning, Public Works, GDOT	\$75,000	Staff Time, General Fund, Grants, GDOT
Transportation	Using the Comprehensive Transportation Plan as a basis, prepare a study of potential modifications to improve connectivity in existing neighborhoods		✓				Planning	\$45,000	General Fund
Intergovernmental Coordination	Continue established quarterly meeting schedule	✓	✓	✓	✓	✓	Mayor	NA	Staff Time
Intergovernmental Coordination	Coordinate to develop a unified system for sharing permit information in the cities in order to assist schools in estimating future enrollment			✓			Planning/ BOE	NA	Staff Time



Policies

Policies are adopted to provide ongoing guidance and direction to City officials. They provide a basis for making decisions in implementing the Comprehensive Plan, including achieving the Community Vision and appropriately addressing the Community Issues and Opportunities. The following policies are organized by major topic in the following subsections.

Economic Development

- Support programs for retention, expansion and creation of businesses that are a good fit for the community's economy in terms of job skill requirements and linkages to existing businesses.
- Target reinvestment to declining, existing neighborhoods, vacant or underutilized sites or buildings in preference to new economic development projects in Greenfield (previously undeveloped) areas of our community.
- Seek to balance the supply of housing and employment in our community and consider their location in relation to each other.
- Consider access to housing and impacts on transportation when considering economic development projects.
- Consider impacts on infrastructure and natural resources in our decision-making on economic development projects.
- Consider the employment needs and skill levels of our existing population in making decisions on proposed economic development projects.
- Carefully consider costs as well as benefits in making decisions on proposed economic development projects.

Housing

- Encourage the revitalization and retrofit of existing neighborhoods.
- Reduce substandard or dilapidated housing in our community.
- Stimulate infill housing development in existing neighborhoods.
- Create affordable housing opportunities to ensure that all those who work in the community have a viable option to live in the community.
- Encourage development of housing opportunities that enable residents to live close to their places of employment.
- Accommodate the diverse population by encouraging a compatible mixture of housing types, densities and costs in each neighborhood.
- Encourage housing policies, choices and patterns that move people upward on the housing ladder from dependence to independence (home-ownership).
- Increase opportunities for low-to-moderate income families to move into affordable owner-occupied housing.

- Support dispersion of assisted housing throughout the community in order to diversify neighborhoods and eliminate pockets of poverty.
- Maintain an adequate supply of residential land, providing opportunities for various housing types, consistent with city policies for annexation, transpiration, land use and the environment
- Promote new infill housing development consistent with the style and type of housing in the surrounding neighborhood by developing underutilized or undeveloped lots within existing developed neighborhoods
- Encourage joint public and private participation through local, state and federal programs to help cover the financial gap between affordable housing and the actual cost of developing housing.
- Work in conjunction with the private developers and non-profit providers of affordable housing to ensure that an adequate supply of high quality affordable housing is available in Barrow County
- Facilitate the development of low-interest loan programs to assist low-to-moderate income homeowners with housing maintenance.
- Encourage private developers who provide low-cost housing with both financial assistance when appropriate and assistance in planning, building or renovating low-cost housing
- Promote redevelopment projects that will add to the diversity in terms of housing types and price ranges of Barrow County's housing supply
- Promote housing rehabilitation and adaptive re-use in appropriate areas of Barrow County
- Periodically review zoning ordinance provisions and other regulatory tools to ensure that they do not restrict infill or redevelopment by creating barriers to the development of affordable housing. Such regulations include minimum floor areas, minimum lot sizes and standards, garage stall requirements, permit fees, etc.
- Eliminate land use conflicts through code enforcements and housing maintenance assistance and redevelopment to ensure the integrity and long-term viability of residential neighborhoods is protected
- Integrate and disperse affordable housing units throughout the city so that they are not concentrated in one area
- Support infrastructure improvements that contribute to a strong and healthy neighborhood identity
- Promote creative mixed-use development in and near downtown that integrates housing with public places, retail and service commercial
- Encourage site and architectural design that protects the existing characteristics of the natural environment and the neighborhood, especially within the city's historic district
- Ensure that housing renovation and infill housing development/redevelopment are respectful of the design and scale of the surrounding residential neighborhood
- Explore the development of lease-to-purchase programs that enable people to apply rent towards the future purchase of a home



Natural and Cultural Resources

- Encourage the development of neighborhood associations to aid in preservation, property maintenance, civic identity and to maintain a sense of place with neighborhood identity
- Encourage tree protection and replacement with each new development
- Protection and conservation of the community's resources will play an important role in the decision-making process when making decisions about future growth and development.
- Maximize inefficient land consumption and encourage more compact urban development in order to preserve green open space and natural resource areas.
- Encourage new development to locate in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archaeological or cultural resources from encroachment.
- Factor potential impacts on air and water quality in making decisions on new developments and transportation improvements.
- Develop infrastructure networks to steer new development away from sensitive natural resource areas.
- Promote the protection and maintenance of trees and green open space in all new development.
- Promote low impact development that preserves the natural topography and existing vegetation of development sites.
- Direct development away from agricultural areas to conserve farmland to protect and preserve this important component of our community.
- Ensure safe and adequate supplies of water through protection of ground and surface water sources.
- Promote enhanced solid waste reduction and recycling initiatives.

Community Facilities and Services

- Efficiently use existing infrastructure and public facilities to minimize the need for costly new/expanded facilities and services.
- Protect existing infrastructure investments (i.e., already paid for) by encouraging infill redevelopment, and compact development patterns.
- Ensure that new development does not cause a decline in existing levels of service for the community's residents and employers.
- Limit development within the community to areas that can be reasonably served by public infrastructure.
- Ensure that capital improvements needed to accommodate future development are provided concurrent with new development.
- Coordinate the provision of public facilities and services with land use planning to promote more compact nodal development at areas identified as suitable for such development.



- Use sequential, phased extension of utilities and services to encourage rational expansion of development to areas immediately contiguous to already developed areas of the community.
- Use planned infrastructure expansion regarding sewer expansion, to support development in areas identified (in the comprehensive plan) as suitable for such development.
- Seek ways for new growth to pay for itself (in terms of public investment in infrastructure and services to support the development) to the maximum extent possible.
- Invest in parks and open space to enhance the quality of life for our citizens.
- Work with the local school board to encourage school location decisions that support the community's overall growth and development plans.

Land Use

- Encourage new mixed use development in downtown Winder
- Encourage the redevelopment of existing underutilized shopping centers with mixed use development
- Encourage Traditional Neighborhood Development
- Our decisions on new development will contribute to, not take away from, our community's character and sense of place.
- Encourage development that is sensitive to the historic context, sense of place, and overall setting of the community.
- Seek development whose design, landscaping, lighting, signage, and scale add value to our community.
- Use land efficiently to avoid the costs and problems associated with urban sprawl.
- Preserve the rural character of our community and provide the opportunity for agricultural and forestry activities to remain a vital part of the community.
- Create a "sense of place" along the gateways and corridors of the community
- Encourage the development of downtown as a vibrant center of the community in order to improve overall attractiveness and local quality of life.
- Commit to creating safe and attractive neighborhoods throughout the community, where people have the ability to walk and bicycle and have easy access to schools, parks, and necessary services such as grocery stores.
- Creation of recreational facilities and set-asides of greenspace are important to our community.
- Commit to providing pleasant, accessible public gathering places and parks throughout the community.
- Commit to redeveloping and enhancing encouraging commercial, industrial and higher density residential growth in areas that have show the potential more existing commercial and industrial areas within our community in preference to new development in Greenfield (previously undeveloped) areas of the community.



- Support appropriate residential and non-residential in-fill development and redevelopment in ways that complement surrounding areas.
- Encourage mixed-use developments that are human-scale and less auto-oriented.
- Support increases in residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the increased density.
- Support new land uses that contribute to protecting the environment and preserving meaningful open space.
- Support new land uses that enhance housing options in our community.
- Encourage development of a rational network of commercial nodes (villages, or activity centers) to meet the service needs of citizens while avoiding unattractive and inefficient strip development along major roadways.
- Remain open to land planning and development concepts that may be new to our area but have been tried successfully in other places.

Transportation

- Target transportation improvements to support desired development patterns for the community (recognizing that ready availability of transportation creates demand for land development in adjacent areas).
- Design new and reconstructed roadways appropriately by using context sensitive design considerations, to enhance community aesthetics and to minimize impacts on the environment and our historic resources.
- Make decisions that encourage walking, biking, car-pooling, and other alternative transportation choices.
- Planning of our new and reconstructed roadways will include consideration of whether the roadways can accommodate multiple functions, including pedestrian facilities, parking, bicycle routes, public transit (if applicable) as well as local vehicular circulation.
- Promote connectivity of our road network (such as fostering a grid network of streets, multiple connections between subdivisions) in the non-rural/agricultural areas of Barrow County.
- Support the creation of a community-wide greenway or multi-use path network for pedestrians and cyclists.
- Encourage new development that supports and ties in well with existing and planned public transit options in the community.
- We will ensure (through traffic calming and other design considerations) that excessive vehicular traffic will not harm the peaceful nature of our residential neighborhoods.

Intergovernmental Coordination

- Seek opportunities to share services and facilities with neighboring jurisdictions when mutually beneficial.



- Work jointly with neighboring jurisdictions on developing solutions for shared regional issues (such as growth management, watershed protection, stormwater management).
- Pursue joint processes for collaborative planning and decision-making with neighboring jurisdictions.
- Consult other public entities in our area when making decisions that are likely to impact them.
- Provide input to other public entities in our area when they are making decision that are likely to have an impact on our community or our plans for future development.
- Engage in cooperative planning between the local government and local school board in regard to the appropriate location and use of schools as community facilities.



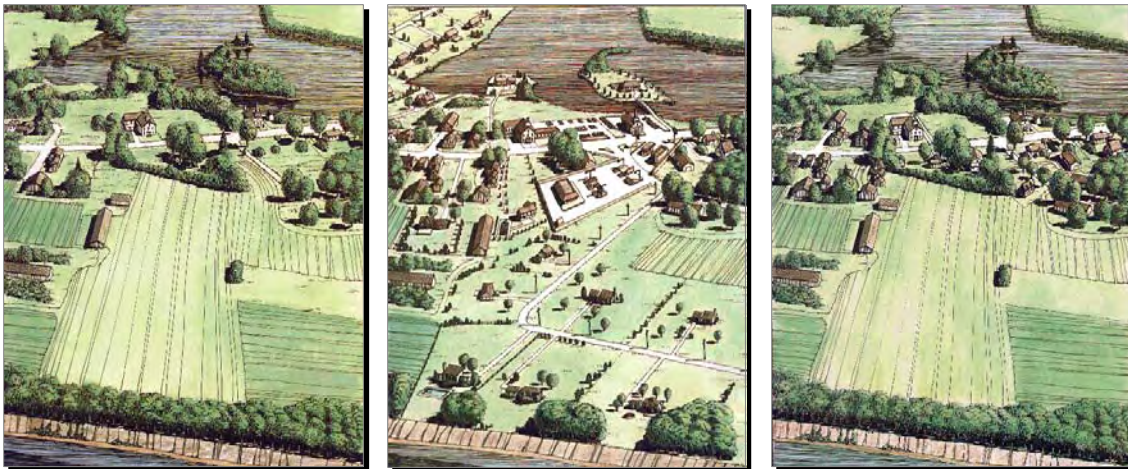
Community Design Concepts

Taking a closer look at some of the tools recommended for implementation in Barrow County and each municipality

Community Design Concepts provide graphic design concepts and general strategy outlines for the strategies listed throughout the Community Agenda. The concepts shown on the following pages provide a wide range of solutions to the issues identified in the Barrow County.

Conservation Subdivisions

Conservation subdivisions (also called cluster subdivisions) are an alternative to conventional residential lot designs. Designers identify land resources (e.g. scenic views, steep slopes, riparian areas, etc.) worthy of conservation, then design development in a way that respects and preserves the resources identified. Conservation subdivisions make development in Greenfield, or undeveloped, areas much more sustainable since open space is protected. By clustering homes, future households are accommodated more efficiently on less developed land. A chief component of the conservation subdivision is that the developer can develop the same number of lots with conservation subdivisions as he can with conventional subdivisions. The difference is that conservation subdivisions allow the development to occur with much smaller lots that are clustered in order to preserve the areas for open space.



Conservation Subdivisions

The images above show development alternatives for a rural area (left) with equal residential and commercial square footage developed with conventional large-lot rural zoning regulations (center) and with conservation subdivision regulations (right.)

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Conservation subdivisions can be residential or mixed-use developments in which a significant portion of overall acreage is set aside as undivided, permanently protected open space, while houses are clustered on the remainder of the property. They are similar in many respects to golf course communities, but instead of a manicured golf course, they feature natural forests, meadows, wetlands and community gardens or farmland. They contrast with conventional subdivisions in which nearly the entire parcel is subdivided into house lots and streets. Conventional subdivisions provide few green spaces for walking, little habitat for wildlife and few opportunities for residents to interact with their neighbors. Conservation subdivisions, on the other hand, provide all of these things.

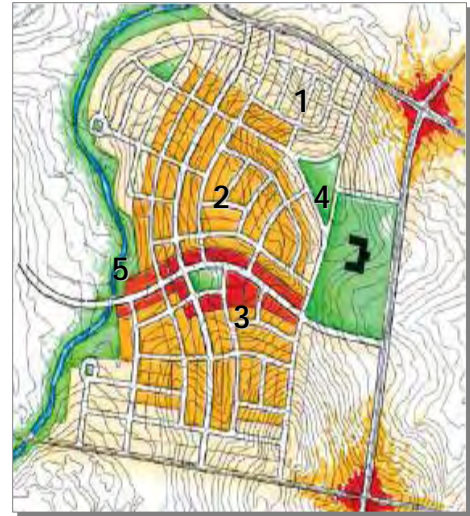
Traditional Neighborhood Development

The term traditional neighborhood development describes the planning and urban design of pre- and early 20th-Century urban neighborhoods for the automobile. The early forms of these neighborhoods are primarily streetcar and commuter rail suburbs. On a smaller scale they resemble traditional American small towns of the early 20th Century. More recent forms are primarily large master planned communities.

In general, TNDs consist of the following characteristics:

- Compact defined urban neighborhoods composed of compatible mix of uses and housing types
- Network of connected streets with sidewalks and trees for convenient and safe movement throughout the neighborhoods for all modes of transportation
- Focus on pedestrian over the automobile, while retaining automobile convenience
Integrate parks and public spaces into each neighborhood
- Placement of important civic buildings and key sites to create landmarks and a strong sense of place

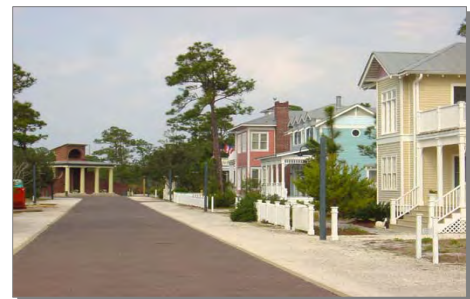
Instead of isolating uses from one another, traditional neighborhood development places emphasis on creating quality environments that are not left behind for the newest area next door. TNDs accommodate growth for a diverse array of lifestyles, incomes, and needs. They provide marketable and viable choices that will retain a sense of belonging and identity. The TND philosophy contends that an appropriate mix of uses, housing types, and strong design provide the backbone livable and sustainable neighborhoods.



TND form: (1) Lower-density residential, (2) urban residential, (3) Mixed-Use center, (4) Open Space and Civic Site, (5) Linear Park.



TND residential area of Seaside, Florida
Source: Duany Plater-Zyberk & Company



Single Family Street in the Village of Tannin TND, Orange Beach, Alabama
Source: Duany Plater-Zyberk & Company



TNDs built over the last 20 years in the United States have been developed using form-based zoning regulations that prescribe traditional neighborhood form. The form-based TND ordinance is distinguished from conventional zoning in that it places more emphasis on the arrangement and form of buildings and spaces than on how they will be used. Historic neighborhoods in Auburn, Bethlehem, Carl, Statham and Winder share many of the components of the traditional neighborhood.

Traditional neighborhood development concepts are key to Barrow County's future as development moves east from Gwinnett County and west from Athens-Clarke County into Greenfield areas of Barrow County. In addition, these concepts also hold the key for preserving existing historic neighborhoods and town centers and for redevelopment in historic corridors developed in the post-World War II era of automobile oriented development. For example, the Holly Hill Mall located west of downtown Winder on SR 211 is an ideal size for redevelopment as a traditional mixed-use neighborhood.

Mixed Use

Mixed use development combines numerous uses on one site in a strategic way, including office, retail, residential, hotel, services, and public transportation. Historically mixed use was a common form of development in America, and today is returning in response to land use segregation and the desire for an improved sense of community.

Developing with a mixed use approach can alleviate traffic and help reduce pollution, while providing residents a cherished place to call downtown. Accessibility becomes a major benefit, as various stores, restaurants, and homes are located in the same vicinity. Parking needs of the different uses vary throughout the day, and can be skillfully shared and placed in the backs of buildings or on-street as to not discourage pedestrian movement. Also, 'pocket parks,' parks which are tucked within the urban fabric of a downtown, balance with density to create an enjoyable, livable atmosphere.

Mixed land uses can create convenient places to live for people of various ages and income levels, enhancing the vitality of a community and its streets. Substantial fiscal and economic benefits can also be generated out of mixed use development, as the area becomes more attractive to residents and to businesses who acknowledge the benefits related to areas able to appeal to more people.



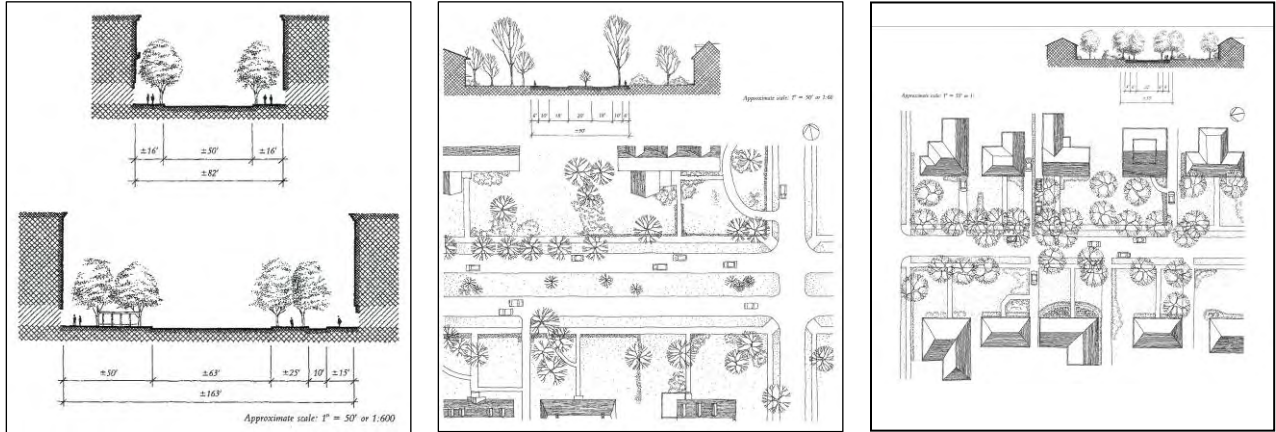
Mixed Use on Dauphin Street, Mobile



Mixed use building type - recent construction

Roads and Sidewalks /Streetscape-

Streets inform the structure and comfort of urban communities. Their sizes and arrangements influence the form of growth in an area, affecting the amount of activity afforded to a region. Streets also shape how people relate to one another and their community, whether traveling in vehicle or pedestrian traffic. A hierarchy of roads becomes important to the centralization of an urban core and its surrounding vicinity, organizing patterns of density and focusing attention on one or many centers. Following are descriptions of three major road typologies which will become pertinent to Barrow County planning.



Examples of Avenue, Boulevard and Residential Street -

Source: Great Streets, Allan B. Jacobs

Avenue

An avenue describes a straight, broad roadway bordered on both sides with either trees or large shrubs at regular intervals. The presence of an avenue often indicates an arrival to a landscape or architectural feature. Trees planted along avenues are typically of the same species or cultivar, creating a uniform appearance and emphasizing the full length of the street.

Boulevard

A boulevard indicates a wide, multi-lane thoroughfare, often planted with rows of trees. The boulevard can be perceived as three distinct routes: two sidewalks and the roadway itself, trees separating each of these components. Boulevards can affect the structure and comprehension of a city's layout, linking important localities, and can also become popular destinations themselves. The boulevard can accommodate and even promote residential, business, and retail purposes, and, as in traditional use, often exists as a special place of promenade. In addition to the movement of vehicles and goods, the design purpose of a boulevard is about pedestrian traffic. Boulevards become a way for people to enjoy a city, and help to create identity.

Residential Street

Residential streets are designed to create a quiet, traffic-protected area. The feeling throughout is pedestrian friendly. Often the curb-to-curb width of the street is wide enough to allow some on-street parking. Residential streets can be emphasized by the planting of trees and shrubs.

Housing Infill

Infill development is construction on vacant parcels of land that are usually served by utilities and surrounded by older urban growth. This description could also include development or re-use of all vacant or underutilized land. Infill development occurs in a variety of forms, though typically it is small-scale residential or commercial development. Infill development can reduce consumption of forest and agricultural land, increase access of people to jobs and jobs to the labor force, make better use of existing infrastructure and lower costs of public services such as transit, sidewalks, water and sewer, school and public safety (fire, police, ambulance) and reduce the time, money, energy and air pollution.

Because the overall pattern of development in Barrow County is generally low density, there are many opportunities where vacant and underutilized land exists. Vacant lots throughout Barrow County (primarily in incorporated) would benefit greatly from infill construction. Residential infill can renew neighborhoods that have an older housing stock, and in so doing, it can help stabilize potentially declining neighborhoods and enhance urban character. Infill construction should maintain the urban design and character of the surrounding neighborhood with careful attention paid to the scale of new buildings, location of parking spaces and garages and the use of design elements (such as front porches, stoops or other common finishing touches) to ensure that the new buildings contribute to the architectural quality of the street rather than drain them of their historic value.



Infill Housing



Successful infill housing on narrow lots

Brownfield Redevelopment

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressure off of undeveloped, open land and both improves and protects the environment.

Greyfield Redevelopment

Today’s American urban landscape is dotted with shopping malls which have become obsolete. These shopping centers, built primarily in the 1970’s and 1980’s, are dying due to various factors including differences in the market, changes in accessibility, and increased competition. A new tool for design experts is to turn these fading centers, named ‘greyfields’ for the typically empty parking lots surrounding them, into thriving downtown communities.

Greyfield revitalization efforts attempt to exchange afflicting influences with smart new growth that is both more environmentally friendly and establishes a strong sense of place. Revitalization of greyfield sites often consists of major redevelopment rather than conventional regional retail or simple face-lifts. Design initiatives are inspired by classic urban form and characterized by attractive, walkable streets and high density. Many greyfield sites are more suitable to be converted into housing, retail, office, services, and public space rather than standard retail. In these cases mixed-use development becomes an attractive option.

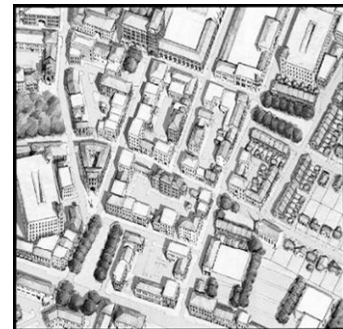
In Winder, one area, Holly Hill Mall located west of downtown, can be considered a greyfield. The County and City should promote the redevelopment of Greyfields and provide flexible guidelines for design and development that will encourage the creation of mixed use communities.

The mixed-use development plan concept replaces an isolated big box store with large parking lot with traditional, urban design that places buildings close to the street, separated only by a sidewalk and landscaped strip. Parking is located in the rear or to the side of the commercial buildings in order to create a friendly pedestrian environment along each street. The design connects the development to the adjacent community’s street grid with pedestrian-friendly streetscapes.

The development concept accomplished the goal of providing housing, employment, shopping, recreation and entertainment within walking distance of each other. In addition, this new destination point is convenient to a potential “Brian Train” commuter rail stop and thus supports mass transit by creating an activity center where multiple activities can take place in one location. The development also is sensitive the adjacent single and multi-family uses and makes a gradual transition from higher intensity uses to single family uses.

Purchase of Development Rights

The purchase of development rights (PDR) involves the voluntary sale by a landowner of the right to develop a property to a government agency or private nonprofit land trust. The land owner receives a cash payment in return of signing a legally binding agreement, a deed of easement that restricts the use of the land, usually in perpetuity to farming and open space. The land remains private property with no right of public access. State and local governments have relied primarily on the sale of bonds to finance the purchase of development rights. The sale of development rights lowers the value of the farm for estate tax purposes, aiding in the transfer of the farm to the next generation. The price of the development rights is determined by an appraisal. Although future generations that farm a preserved farm will have development rights to sell, the farm will retain a value for farming, and the land can be sold to someone else to farm.



Eastgate Town Center, before (top) and proposed after (bottom) in Chattanooga, Tennessee

Dover Kohl & Partners

PDR and the purchase of conservation easement are the same thing. By convention, however, PDR refers to the purchase of a conservation easement by a government agency, whereas the acquisition of conservation easements is done by private land trusts. The PDR also tends to refer to the preservation of active farm and forestlands. When development rights are purchased from several; contiguous farms, development can be more effectively directed away from the farming area, allowing farm owners to invest in their farms without complains from non-farm neighbors.

Transfer of Development Rights

Transfer of Development Rights (TDR) programs are typically instituted to preserve open space or ecologically sensitive areas, such as wetlands, agricultural or forest uses or historic buildings or landmarks. In each case, the purpose is to protect the underlying resource while compensating the owner of the resources for its use. Detaching development rights from agricultural land means that such land cannot be developed or could only be developed at a very low intensity. When TDR is applied to historic buildings located in high-value areas, those buildings are preserved, because development pressure that would otherwise result in building's demolition and replacement is alleviated.

TDR features moving development potential from a property targeted for preservation to a property planned for development. The owner of the first property receives cash compensation from a developer or local government. The transfer of development rights (TDR) means that the development right can be moved to another site to develop that other property at a higher density than would normally be allowed. The first step is for a local government to establish a 'TDR market. This includes identifying a sending area, from which TDRs will be sent, and a receiving area, where developers use the TDRs to build at a higher density. For farmland preservation purposes, after the development rights are transferred, the sending area is then restricted to farming.

The two leading TDR programs for preserving farmland are in Montgomery County, Maryland and in the New Jersey Pinelands. Purchase of development rights has been far more popular than TDRs, however, partly because of the controversy in identifying sending and receiving area.

Form-Based Code

The form-based code approach seeks to regulate building form rather than, or in addition to, land use. It establishes zones of building type based on pedestrian accessibility and the scale and character of surrounding development, but largely allows building owners to determine how the buildings will be used. Form-based codes typically contain a regulating plan that identifies which building envelope standards apply to which block frontages, building envelope standards that set basic parameters for building height, setbacks, roof design, and fenestration; and architectural and streetscape standards.

Tax Increment Financing and Tax Allocation Districts

A Tax Allocation District (TAD) is established for the purpose of publicly financing certain redevelopment activities in underdeveloped areas. Redevelopment costs are financed through the pledge of future incremental increase in property taxes generated by the resulting new development. Typically, upon creation, TADs have vacant commercial and residential properties, blighted conditions and numerous vacant buildings or are in need of significant environmental remediation.

The Georgia Redevelopment Powers Law was enacted in 1985 to give additional powers to local municipalities in order to facilitate the redevelopment of blighted or economically depressed areas. One of the powers that was granted to local governments in this law was to issue tax allocation bonds to finance



infrastructure and other redevelopment costs within a tax allocation district. In order for an area to be designated a TAD, the government must verify that the area is need of redevelopment. These findings are reported in a Redevelopment Plan, which demonstrates why the area needs to be redeveloped and how the municipality plans to revitalize the area. The plan provides the redevelopment agency with the powers to improve dilapidated facilities and to use tax increment financing to achieve the goals of the redevelopment plan.

A tax increment is the difference between the amount of property tax revenue generated before TIF district designation and the amount of property tax revenue generated after the TAD designation. Establishment of a TAD does not reduce property tax revenues. Property taxes collected on properties included in the TAD at the time of its designation continue to be distributed to the school districts, county, community college and all other taxing districts in the same manner as if the TAD did not exist. Only property taxes generated by the incremental increase in the values of these properties after that time are available for use by the TAD. The only change is that during the life of the TAD the property tax revenues are distributed differently with the incremental increase going into a special fund to finance some of the redevelopment expenditures within the TAD.

Tax Increment Financing is a widely used economic development tool that offers local governments a way to revitalize their communities by expanding their tax base, offsetting, in part, federal and state funds that are no longer available. TADs can act as the catalyst to attract further private investment into economically depressed areas. For instance, the City of East Point established a TAD to facilitate the development of Camp Creek Marketplace in a historically underserved market, thus providing hundreds of new jobs and access to retailers. TADs help local governments attract private development and new businesses which create jobs, attract customers, and in turn generate additional private investment. Essentially, the creation of a TAD generally leads to an increase in tax revenues, above what already existed.

TADs create short and long-term benefits to communities. For example, the Atlantic Station TAD was created in order to provide funding for clean-up of an environmentally contaminated site and construction of basic infrastructure. The direct result of this investment is a vibrant new community that will provide over 4,000 residential units and create 30,000 new jobs in the City of Atlanta.

Business Improvement Districts /Community Improvement Districts

A Community Improvement District (CID) is a self-taxing district that uses additional property tax dollars to make improvements within a defined district. CIDs are controlled by the private property owners and the property owners decide how to spend the money raised via a Board of Directors. In order to form a CID, a simple majority of the commercial property owners within the CID must agree to form a CID. In addition, these property owners must represent at least 75% of the assessed tax value within the proposed CID boundaries. CIDs typically use the tax dollars they receive as matching funds (matched with state and federal dollars) for various infrastructure improvements. Successful CIDs in North Georgia have received as much as \$50 of state and federal grant money for each \$1 collected locally and have funded projects such as:

- Marketing and Promotion
- Maintenance
- Construct roads, sidewalks, street lights, and devices to control the flow of traffic.
- Parks and recreational areas and facilities.
- Storm water and sewage disposal systems.
- Development and distribution of water
- Provide off duty police for traffic control during peak traffic periods

