



Henry County 2030 Comprehensive Plan: Community Assessment

**Including the Cities of Hampton, Locust Grove,
McDonough, and Stockbridge**

February 28, 2006



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Note: The city limit boundaries shown in the report figures were provided by the Henry County GIS Department in September 2005, and do not reflect annexations that have taken place since that time. These city limit boundaries will be updated later for the preparation of the Community Agenda.

Technical Addendum (Found on the compact disc included at the end of this document)

Section I: Supporting Analysis of Data and Information

1. Introduction
2. Population
3. Economic Development
4. Housing
5. Natural and Cultural Resources
6. Community Facilities and Services
7. Intergovernmental Coordination
8. Transportation System

Section II: Analysis of Consistency with Quality Community Objectives

Section III: Atlas of Supportive Maps

1 Introduction

Purpose

The purpose of the Community Assessment (CA) is to lay the foundation for the update of the Henry County/Cities Joint Comprehensive Plan. This is a plan for all of Henry County (County), including both the unincorporated areas of the County and the incorporated Cities of Hampton, Locust Grove, McDonough (County Seat), and Stockbridge. The goal of this comprehensive plan will be to formulate a vision of “One Henry” and to develop an implementation strategy to make it a reality. In particular, it provides a comprehensive review of the issues and opportunities that will affect the future growth of the community. This CA is based on an analysis and inventory of existing conditions, land use patterns, public policies, and planned improvements. Henry County is one of the fastest growing counties in the nation for its size. Community leaders recognize that this planning effort can play a critical role in directing that growth in a manner that is consistent with the community’s vision for the future.

Another purpose of this report is to meet the intent of the “Standards and Procedures for Local Comprehensive Planning” as established by the Georgia Department of Community Affairs (DCA) on May 1, 2005. Preparation of a Comprehensive Plan in accordance with these standards is an essential requirement in maintaining the County’s status as a Qualified Local Government.

Scope

The County and the Cities have requested a comprehensive planning document and a planning process that is coordinated, yet recognizes each distinct community and their respective priorities and issues. This document has been laid out in a joint County/City format; however, within each section of the document, one can find separate discussions related to the County and Cities, as well as discussions that address areas of joint concern or opportunity for each jurisdiction.

As required in the DCA Standards, this Assessment includes four basic components:

1. List of issues and opportunities that the community wants to address
2. Analysis of existing development patterns
3. Evaluation of current community policies, actions, and development patterns for consistency with the Quality Community Objectives
4. Analysis of supportive data and information

The CA is written in an executive summary-like fashion so that citizens and decision makers can quickly review the essential elements and major findings of this planning effort. Most of the detailed findings of this assessment are included in a “Technical Addendum.” A digital copy of this “Technical Addendum” is provided on compact disc in the back of this report. This Addendum serves as the basis for the report and also provides separate discussions for the County and Cities.

Methodology and Schedule

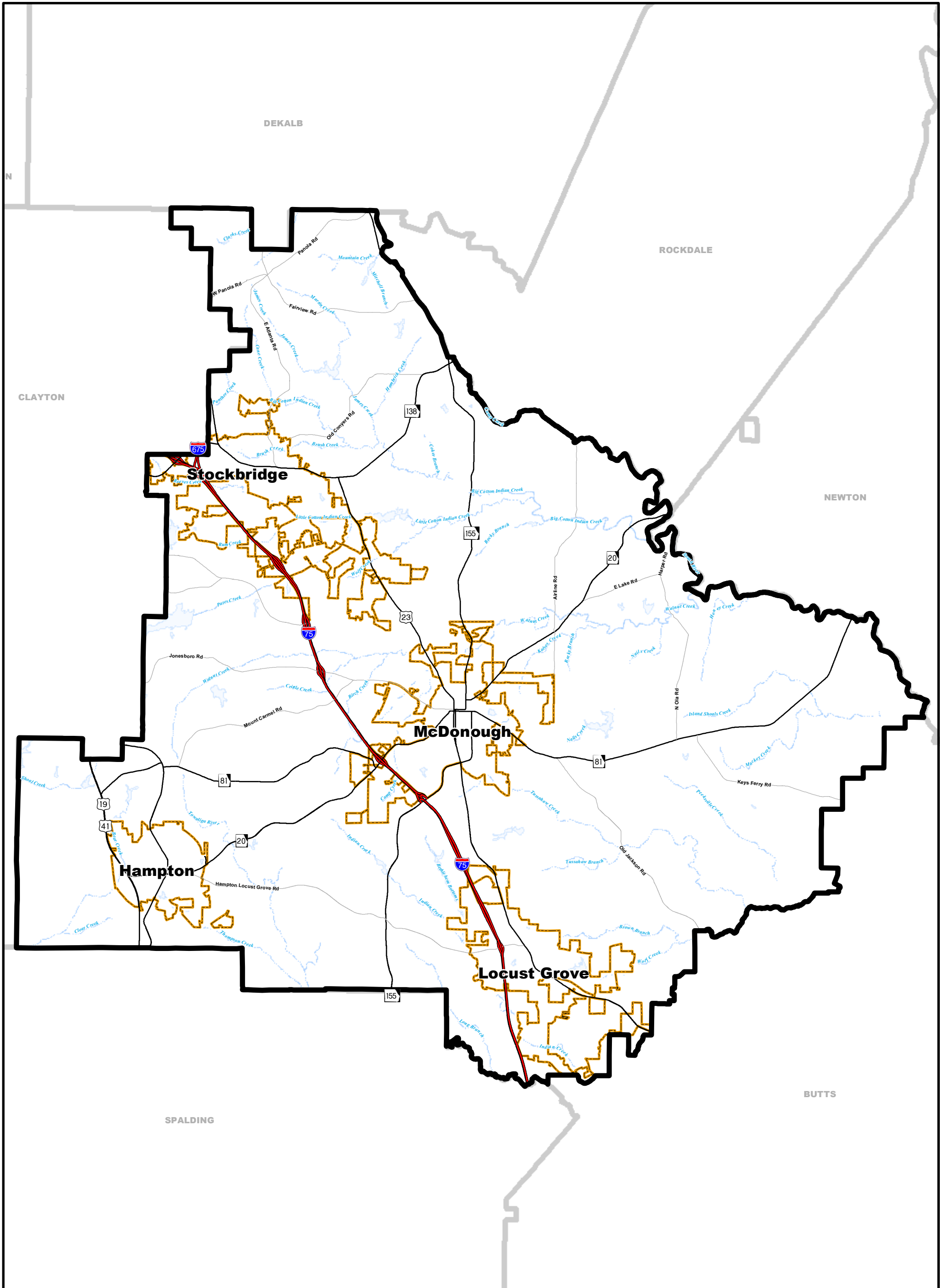
The DCA requires each local government to adopt and maintain a Comprehensive Plan in accordance with Chapter 110-12-1, Standards and Procedures for Local Comprehensive Planning, “Local Planning Requirements” effective May 1, 2005. This Comprehensive Plan is being prepared jointly by Henry County and its Cities. It will be reviewed, and approved by DCA and the Atlanta Regional Commission (ARC) no later than October 31, 2008. Once adopted by the five jurisdictions, the Comprehensive Plan will serve as the official long-range policy for guiding future decisions concerning land use, zoning, and public facilities for Henry County and its municipalities for the 20-year planning period (2008-2028).

As required by the DCA Standards, this Community Assessment is the product of a review of policies, plans, regulations, and development patterns. The study area is the entire County, an area of approximately 209,700 acres. Approximately 12 percent of the County is incorporated, covering approximately 26,090 acres. **Figure 1** on the following page is a location map of the County and the location of the County’s four municipalities: Hampton, Locust Grove, McDonough, and Stockbridge.

This Community Assessment document is the first major step in preparation of County’s Comprehensive Plan. This document and the Community Participation Program will be submitted to the ARC and DCA for a 30-day comment and review period and approval.

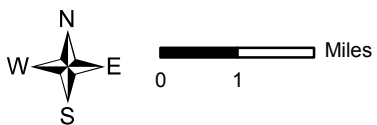
Upon approval of both documents, work on the Community Agenda will commence. The Community Agenda is the most important part of the plan; it includes the community’s vision for the future, key issues and opportunities it chooses to address during the planning period, and its implementation program for achieving this vision and addressing the identified issues and opportunities. The Community Agenda will be prepared in a more compartmentalized fashion than this Community Assessment, in order to allow for discussion of each jurisdiction’s goals, policies, and implementation programs.

Following the public involvement effort outlined in the Community Participation Program, the consultants will work closely with a Steering Committee and County and City staff to develop the Community Agenda. The results of this effort will be presented at a series of Open Houses in the Fall of 2006. These community involvement events will provide the public support and input critical to a successful Comprehensive Plan. The Henry County Board of Commissioners and local City Councils are scheduled to transmit a final draft of the Community Agenda to the ARC and DCA in November 2006. After this, a 3-month review and adoption process begins. This is scheduled to take place between November 2006 and January 2007.



**Henry County 2030
Comprehensive Plan**

Location Map



- Interstate Highway
- U.S. Route
- Feeder Road
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary



Figure 1

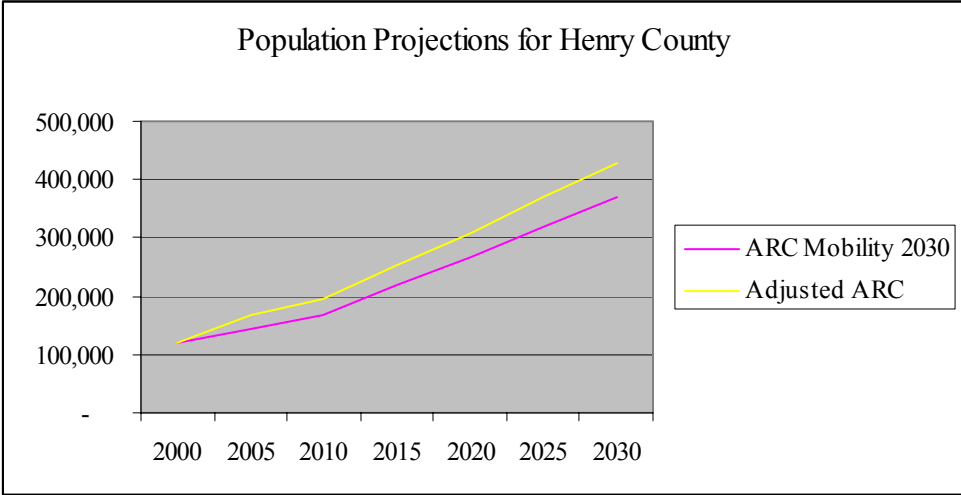
2 Issues and Opportunities

The following issues and opportunities were identified from a review of the “Quality Community Objectives” and “Analysis of Supportive Data and Information;” the documentation of which can be found in the **Technical Addendum** to this report. An Adobe PDF version of the Technical Addendum can be found on a CD located in the binder of this document. The following issues and opportunities are organized under major topics defined in the DCA Local Planning Requirements. These topics are:

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

Population¹

1. Rapid Population Growth. Between 1990 and 2000, Henry County’s population grew by over 60,000 people. From 2000 to 2004, the County’s population inclusive of the Cities increased by almost 40,000. The primary reason for Henry County’s growth has been in-migration – the number of new families moving here from other places. For instance, from 2000 to 2004, in-migration accounted for 85 percent of Henry County’s growth. This trend is expected to continue for the foreseeable future. However, in-migration is very hard to predict, because it is driven by cyclical changes in the job and housing market as well as the County’s



own policies. Therefore, a range of population projections is included to guide the Comprehensive Plan. For 2030, these range from between 370,530 to 429,360.

It is expected that Stockbridge and McDonough will grow at a rate similar

¹ For more detailed analysis of population, projections, demographics, and education refer to the Technical Addendum to this Community Assessment. The methodologies behind the three population projections is in Section 2.1.5 of the Technical Addendum.

to that of the County. The City of Locust Grove, on the other hand, will see the most dramatic growth increase between 2005 and 2030². Currently, only about 2 percent of the County’s population is located in Locust Grove. By 2030, Locust Grove expects to be home to more than 10 percent of the County’s residents.

Table 2-1 Historic Population

	1980	1990	2000	2004	2005
Henry County	36,309	58,741	119,341	156,300	167,000
Unincorporated*	27,890	48,079	94,816	118,872	124,819
Hampton	2,059	2,694	3,857	4,065	4,229
Locust Grove	1,479	1,681	2,322	3,182	3,710
McDonough	2,778	2,928	8,493	12,270	15,030
Stockbridge	2,103	3,359	9,853	17,911	19,212

*County Population Excluding Hampton, Locust Grove, McDonough, and Stockbridge
Sources: US Census Bureau for 1980 through 2000 and ARC 2004 and 2005 estimates

2. Rapidly Growing Population of Seniors. Between 2000 and 2026, the share of residents over 65 is expected to increase faster than the growth of the population as a whole. Based on the ARC Adjusted Population Projection, this translates into nearly 52,000 additional seniors living in Henry County in 2030. Seniors have different preferences than other groups such as families with children or singles. Many seniors desire smaller, single-story homes on smaller lots requiring less upkeep. Quality healthcare, walkability, and transit are typically high priorities for this population segment. Recreationally, seniors prefer amenities like golf courses rather than soccer fields. This presents a clear housing, service, and transportation challenge for the community.

According to the U.S. Census, in the Cities of Hampton, Stockbridge, and McDonough, a higher percentage of seniors live in poverty than in the Atlanta area or Georgia as a whole. As the share of population of seniors grows, addressing the issue of seniors in poverty will become increasingly important.

3. Low Educational Attainment. Residents of Hampton, Locust Grove, and McDonough are less likely to have completed high school than residents in unincorporated Henry County, the Atlanta area, or the state. Eighty-four (84) percent of Henry County residents have a high school diploma; whereas, that number is 74 percent for Hampton, 72 percent for Locust Grove, and 77 percent for McDonough. To increase educational opportunities in the County, the City of Locust Grove has offered 200 acres to the Board of Regents to construct a college campus on the south end of the City. Recently established educational facilities by Mercer University in McDonough and DeVry University in Stockbridge offer post-secondary education for Henry County residents. Also, another major Georgia university is presently (January 2006) in lease negotiations to begin offering classes in Henry County as early as fall 2006.

² *Locust Grove Future Land Use Plan Update*

Economic Development³

1. Supply of available land for industrial development. The County's industrial parks are running out of available sites for future expansion. This is partially a result of success and a result of poor land management practices. In order to continue to attract more industry, the County should set aside prime industrial and office sites for future growth.

2. Diversification of Economic Base. Henry County, like the rest of the country, has seen a dramatic decrease in the number of manufacturing jobs and role of manufacturing in the overall economy. Manufacturing industries had only a 7 percent share of County jobs in 2005, which is down from a 17.25 percent share in 1990. There is an opportunity to nurture the emerging medical, technical, and other professional fields. While manufacturing is declining, the demand for office space is increasing. The County and its Cities should ensure that enough land is available for offices.

3. Tourism. Henry County is fortunate to have a very active tourism industry. The Atlanta Motor Speedway, just outside of Hampton, is host to two of the largest NASCAR events each year. Additionally, the Atlanta Charity Championship, the only Ladies Professional Golf Association (LPGA) Tour event in Georgia, is held at the Eagles Landing Country Club each spring. These major sporting events provide an excellent opportunity not only to support local businesses, but to help attract national and international industries to the community. Also, each city hosts local festivals that attract tourist to the County that should continue to be supported.



Entrance to Atlanta Motor Speedway

4. Retail Services. Due to the rapid growth of residential areas in the County, Henry County has developed into a bedroom community of Atlanta. Residential growth has outpaced retail development, so there is a lack of local commercial services to support the growth in residential development. The emerging retail sector in the County and its Cities should be supported.

5. Educated/Trained Workforce. Henry County is in great need of a local technical school that would supplement the technical opportunities available through local schools. A local technical college would improve the skills of the labor force and help in local business retention and attraction efforts. Increasing post-secondary educational opportunities within the County could create a more highly educated workforce. Discussions have been underway with the Georgia Department of Technical & Adult Education (DTAE) and Griffin Technical College for several years and are moving toward a DTAE presence in Henry County in the future.

³ For more information on Economic Development refer to the Technical Addendum to this Community Assessment.

Housing⁴

1. **Demographic Changes Affect Housing Demand.** There are several demographic factors shaping the local housing market in Henry County. These include:

- The market dominance of family households. According to the U.S. Census, family households represent 66 percent of total households in the County. Nearly half of family households have children that will likely require a more traditional single-family neighborhood. Only the City of McDonough does not share this characteristic; due to its urban form it has a more diverse household composition than both the County and State.
- Non-family households are increasing at a faster rate than family households, and people living alone represent a significant number (15 percent) of these households. These non-family households will create demand for smaller, higher-density housing units.
- Just over a third of householders, are in their child-raising years – 25 to 44 years old – again, creating demand for traditional single-family houses.
- Fourteen (14) percent of the County households earned over \$100,000 in 2000; these higher-income groups are growing at a significant rate, which creates a need for executive-level housing in the County (e.g., \$300,000+). Conversely, 9 percent of householders earn less than \$20,000 and are in need of low-cost housing.

2. **Continuing Need for Workforce Housing.** Although housing prices, or costs, in Henry County are considered relatively affordable compared to more urban counties of metro Atlanta, costs are rising more rapidly than incomes. Median house values in Henry County increased at an average annual growth rate of over 5 percent between 1990 and 2000 to \$122,400. Over 17 percent of the County-wide homeowners are paying more than 30 percent of their income on housing, which indicates a need for more workforce housing. In contrast, over 29 percent County-wide of the renter households are paying more than 30 percent of their income in rent, which indicates that the rental population is underserved with affordable units. This is more pronounced in the City of Hampton and in the City of McDonough, where the percentages of renters paying over 30% of their income, rose above 31 percent.

3. **Jobs-Housing Imbalance.** Jobs-housing balance seeks a geographic equilibrium between housing and jobs. The underlying theory is that as jobs and housing are more evenly distributed and mixed, people will be able to live closer to their jobs, and traffic congestion and vehicular traffic will be reduced. A balanced community generally has a jobs-housing ratio of 1.25 to 1.75, with 1.4 considered ideal. Henry County has a low jobs-housing ratio of 0.95, as of 2000. This ratio has increased only slightly from 0.94 in 1990, which indicates that the County continues to serve as a bedroom community.

Natural and Cultural Resources⁵

1. **Scenic Areas, Open Space, and Agricultural Land.** Henry County is rapidly losing its agricultural land, scenic areas, and open space to development. Development regulations should protect valuable open space and agricultural land and preserve views.

⁴ For more information on Housing refer to the Technical Addendum to this Community Assessment.

⁵ For more information on Natural and Cultural Resources refer to the Technical Addendum to this Community Assessment.

2. Air Quality. Henry County is one of 20 metropolitan Atlanta counties with poor air quality. The County does not meet Clean Air Act standards for particulate matter or ground level ozone. Regionally, the bulk of the problem originates with automobiles. Several ongoing trends will likely exacerbate Henry County’s air quality problem, including:

- The auto-centricity of new developments including the strict segregation of land uses required by regulations.
- Lack of pedestrian or bicycle facilities.
- Loss of tree cover and canopy.
- Increase in commuting outside of the County for employment.

Stemming these trends will require a multi-faceted campaign of zoning and land development regulation reform, public education, and intergovernmental coordination between the County, its Cities, the business community, and the school board.

3. Water Quality. The County and its Cities will need continued monitoring for compliance with the newly adopted water protection ordinances.

4. Preservation of Historic Resources.

The County’s historic resources, districts, and sites need protection from demolition, inappropriate modification, or encroachment of incompatible development. The County has the opportunity to protect its historic resources by adopting both Historic Preservation



Heritage Village in McDonough

Districts and architectural and design guidelines, and by creating a historic preservation commission. The Cities of Hampton and McDonough have designated historic districts with protective ordinances. Locust Grove is in the process of developing its own historic district.

5. Performing Arts Center. The County and its Cities need a multi-use performing arts center. This is both a Cultural and a Community Facilities Issue/Opportunity. Currently, local performing arts groups compete for limited space at local schools. Also, Henry County has no venue for traveling shows.

Community Facilities and Services⁶

1. Regional Coordination for Wastewater Planning. The Metropolitan North Georgia Water Planning District Long-Term Wastewater Plan requires that wastewater facilities be provided through a regional approach. This requires the consolidation of all wastewater treatment facilities in the County and phasing out older facilities, such as the wastewater plants in

⁶ For more information on Community Facilities refer to the Technical Addendum to this Community Assessment.

Hampton, Stockbridge, and McDonough. Currently, these City-owned plants have plans to expand in order to accommodate growth.

2. Growing Demand for Better Fire Protection. The current Insurance Services Office (ISO) rating varies depending on location within the County. In McDonough, the ISO rating is 4. It is 5-6 in Stockbridge. It can be 8 or 9 in the unincorporated areas of the County. The Fire Department has the short-term need for additional stations in the Jodeco Road/Oak Grove Road Area and the Luella Community. The relocation of Station #7, along with Station #13, should improve the fire protection for the northeast side of the County. Additionally, there is a need to develop a Hazardous Materials Response Program to address potential accidents on I-75. At least five additional stations are needed to meet long-term capacity needs associated with population growth.

3. Growing Demand for Public Safety Personnel. The Henry County Police Department (HCPD) provides law enforcement service to unincorporated Henry County and the City of Stockbridge. The HCPD needs an additional 62 officers to bring the Department up to Association of Chiefs of Police standards. The Police Departments in Locust Grove, Hampton, and McDonough have an adequate level of service. However, they will need to continue to add personnel as their populations grow.

4. Growing Demand for Jail Facilities and Emergency Communication Facilities. The County's Jail is overcrowded. Currently, there are 419 beds for over 500 detainees. Investments in detention facilities are needed to address the current deficiency and to maintain an acceptable level of service into the future. Emergency communications for the County and its Cities are provided by the Emergency Communications Center. The Emergency Communications Center, located in the Henry County Government Center, is physically constrained and cannot be expanded further to accommodate further growth.

5. Comprehensive Greenway System. The County has the opportunity to develop a system of parks, recreation, and conservation areas that include greenway, bicycle, and pedestrian connections. The County and its Cities have Stormwater Management Ordinances that help protect greenspace, but a County-wide-wide Comprehensive Greenspace Plan that includes the Cities would provide for passive recreation, scenic corridors, and protection of natural resources.



Future battlefield park site in western Henry County

6. Capital Improvements Planning. The Cities have the opportunity to create Capital Improvements Programs to ensure that adequate facilities and services are provided to residents. Planning ahead to meet future demand allows time for budgeting and planning of facilities.

7. Growing Demand for Senior Services, Youth Services, and Community Centers. Current service levels are not adequate to meet demand. In 2003, the County adopted a LOS standard for recreation centers of 1.0952 sq. ft. per dwelling unit. There were no recreation centers in Henry County in 2003, resulting in a deficiency of 60,246 sq. ft. for this recreational component. The County plans to construct five recreation centers by 2025, which would correct the existing deficiency and maintain the newly adopted LOS standard for recreation centers through the end of the planning period. The Henry County Senior Services Department serves the senior population for all of Henry County. In 2004, this segment of the population totaled over 18,000 individuals. Both existing senior centers are at capacity, and there is currently a waiting list for every service. Nationally, senior citizens are the fastest growing segment of the population; therefore, it can be anticipated that the demand for senior services will continue to increase over current levels in the years to come.

Intergovernmental Coordination⁷

1. Regional Transportation Planning. To ensure the proper coordination and execution of much needed transportation improvements, County officials need to be actively involved in transportation planning activities at the ARC, Georgia Regional Transportation Authority (GRTA), and Georgia Department of Transportation (GDOT).

2. Land Use Conflicts that Result from Annexation. Henry County and its Cities have established future annexation areas and service agreements that could serve as a basis for its extraterritorial jurisdiction. However, from time to time conflicts still arise. It is one of the goals of this plan to establish a joint future land use plan that can help to mitigate these conflicts.

3. Regular County-Municipal Coordination. The County does not have a regular meeting process with its neighboring Cities to discuss joint issues. The Cities have regular Henry Municipal Association Meetings. By attending these meetings regularly, the County could take advantage of this opportunity to communicate with the Cities. Also, the County Stormwater Department has held dozens of inter-jurisdictional meeting with the Cities and neighboring Counties.

4. Shared Services. The County and City governments cooperate with the provision of several community services. Some examples of shared services are Fire Protection and Emergency Services and Parks. The County provides Fire Service County-wide with the exception of a portion of McDonough. They have a cooperative agreement to address service levels east of the Norfolk Southern Railroad tracks where it is more difficult for the County to provide service. Park Construction and Maintenance is provided by the County with assistance from the Cities. There are several opportunities to share more services. For example, more sharing of Water and Sewer Services would lead to greater efficiency and would advance the goals of the Metropolitan

⁷ For more information on Community Facilities refer to the Technical Addendum to this Community Assessment.

North Georgia Water Planning District Plans. For a detailed listing of shared services see Table 6-11 in the Technical Addendum to this report.

Transportation⁸

The following community issues and opportunities have been identified through public workshops, community leader interviews, and feedback at presentations to City Councils and their staff. They were compiled by Parsons Brinckerhoff (PB) in their current efforts to develop the Henry County Comprehensive Transportation Plan.

1. Institutional Issues. The County's transportation system is hampered by poor coordination among local and regional organizations.

- Transportation improvements and issues should be better coordinated among the County, the Cities, the School Board, the Water and Sewer Authority, and utility companies.
- Elected officials and citizens should identify transportation priorities.
- The County and Cities should participate more fully in the regional transportation planning process.

2. Transportation Needs and Options. Severe traffic congestion requires more capacity in both the north-south and east-west corridors.

- Traffic congestion should be addressed, especially in the I-75 corridor.
- There should be more north-south roads in the County to provide alternative routes to I-75.
- There should be more four-lane roads providing east-west connectivity across the I-75 corridor.
- The GA 42 corridor should be improved to handle more traffic.
- The GA 155 corridor, which includes the County's main industrial development areas, should be improved to handle more traffic.
- The ARC is currently conducting a corridor study of US 19/41.

3. Traffic Safety and Operations are Deficient.

- Better traffic incident management should be provided in the southern part of the County.
- Some roads in the County are not paved and should be improved.
- The County and Cities need more traffic signals and better traffic control.
- More roadway/rail grade separations are needed in the County.
- The I-75/I-675 "split" is very congested and should be fixed. This problem appears to be caused by the southbound I-75/I-675 merge.

4. Need for Better Network of Arterial Roadways. Future growth in population will require new and improved arterials. Right-of-way for future roadways and road widening projects should be protected now.

⁸ Parsons, Brinckerhoff, Quade & Douglas, Inc., December 19, 2005. For more information on Transportation refer to the Technical Addendum to this Community Assessment.

5. Henry County is a Major Center for Warehouse/distribution Centers. Truck traffic is a problem in some locations, especially on roads connecting to I-75. The vast majority of warehouse/distribution center truck traffic is focused primarily in the I-75/GA, 155/GA 42 corridor within a few miles of I-75. The industrial area at Eagles Landing does contribute some truck congestion, but this industrial area is virtually built out; however, industrially zoned land is still available on Rock Quarry Road.



Henry County Warehousing

6. Traffic Congestion Threatens to Hamper Economic Development in Henry County and its Cities. Transportation improvements should support economic development.

7. Henry County's Transportation System is Dominated by Highways.

- More attention should be given to providing pedestrian and bicycle facilities is needed such as sidewalks, walking trails, and bike paths, especially in commercial areas and near schools, libraries, government buildings, parks, etc.
- More public transportation services, including commuter rail, express bus service, and park-and-ride lots, should be considered to serve people working in Downtown and Midtown Atlanta, Hartsfield-Jackson International Airport, and other areas of the region.

8. Maintenance and Operating Costs. As the transportation system is expanded, maintenance and operating costs will increase significantly in the future. Funding for ongoing system operations and maintenance should be identified.

9. Funding. Henry's acute transportation problems will strain current City and County resources for implementation.

- Transportation improvement projects should be constructed in a more timely manner.
- Short-term and long-term funding strategies for transportation projects are needed.
- A range of potential funding sources for transportation should be explored, including special purpose local option sales taxes (SPLOST), traffic impact fees, public/private partnerships, tax allocation districts, user fees (tolls), bonds, community improvement districts, federal and state funds, and other innovative sources. Henry County already has the ability to create Community Improvement Districts (CIDs); however, to date this has not been implemented.

Land Use

1. Need for Better Land Use-Transportation Coordination. Much of the County's transportation problems are a result of rapid development, sprawled development patterns, and the lack of a long-range perspective in making land use decisions. This is evident in the lack of transportation connectivity between developments, mixed-use and multi-use developments that would reduce the need for vehicle trips, and of adequate transportation infrastructure to support

large-scale developments. However, the Cities have made efforts to alleviate this problem by encouraging traditional neighborhood development and mixed-use developments.

2. Sprawl Development Patterns. Development over the past 20 years has occurred in a very disorderly fashion. The most common form of development has been isolated single-family residential subdivisions that have been allowed to pop up in the middle of the countryside miles from any supportive services or employment centers. Local governments are often reactive to the needs of the growing population, rather than proactive in determining where growth can best be supported. Sprawled development patterns also strengthen auto dependence and discourage the creation of pedestrian-friendly environments.

3. Outdated Zoning and Development Regulations. The County and its Cities have been struggling over the past 3 years to update their land use regulations. In particular, current codes do not allow for mixed-use developments. Additionally, there is a lack of adequate design standards and sign controls. The Cities and Counties have the opportunity to include standards for development that enable more traditional-scale development and consider historical areas.

4. Annexation and Land Use Controls. Rapid annexation has resulted in inconsistent land use regulations and the perception that municipal decision makers will grant higher densities and make land use concessions not offered by the County. The County and Cities implementing the same vision for future development is one of the goals of the “One Henry” concept.

5. Use of Larger-lot development as a Growth Management Tool. The County has used the policy of approving larger-lot subdivisions (1 acre or larger lots) as a means to control growth. This form of development, however, is one of the most inefficient to service from an infrastructure perspective and does little to maintain the rural character of the County. If rural preservation is a goal of the community, alternative growth management tools must be considered.

6. High-density Residential. Historically, there has been a general lack of support for any development over 4 dwelling units per acre. This acceptance of a low-density residential development pattern exacerbates the sprawling development of the County, does not support transit use, and discourages the construction of workforce housing. There have been recent policy initiatives, however, that indicate growing support for higher densities. In particular, the City of Stockbridge recently established several high-rise districts, along I-75, and the County through its recent work on a draft Unified Land Development Code and the Interim Future Land Use Plan have proposed allowing densities up to 16 units per acre and mixed –use development in a few select areas close to the interstate.

7. Infill Housing (Cities only). There is a need within the local Cities to promote infill housing either within or adjacent to downtown districts and activity centers.

3 Analysis of Existing Development Patterns

The purpose of this analysis of Existing Development Patterns is to gain a clear understanding of the setting within which Henry County and the Cities are growing and to explore further those issues and opportunities that relate directly to the physical environment. The following analysis looks at three aspects of the existing development patterns: Existing Land Use, Areas Requiring Special Attention, and Character Areas. Transportation is discussed in a separate report called *Henry County Transportation Plan*.

Existing Land Use

An existing land use map is a representation of the land uses existing in a community at a given time. For purposes of this analysis, the Henry County Existing Land Use Map shows what is on the ground as of October 2005. The map is based on a number of field surveys undertaken in the Fall of 2005 and an analysis of aerial photography and tax assessor data. The map illustrates uses found throughout the County, including the municipalities. These uses were categorized using a variation of the standard category system prescribed by the DCA. **Figure 2** lists the definitions of each land use category.

Figure 3 shows the amount of land (in acres) categorized under each use by jurisdiction, and **Figure 4** shows the percentage of total acres of land categorized under each use by jurisdiction. **Figure 5** is a small copy of the map; a larger 30"x 40" version of the map is available in PDF format on the CD included with this report.

Figure 2: Existing Land Use Category Definitions

Existing Land Use Category	Definition
Agricultural/Forestry	Land used for agricultural purposes, such as cropland or livestock production, and all land used or potentially used for commercial timber production.
Estate Residential	Single-family residential uses up to 0.3 dwelling units per acre (3-acre or larger residential lots).
Residential	Includes land used for all residential uses at a density greater than 0.3 dwelling units per acres. See descriptions of residential subcategories below.
Single-family Residential	A subcategory of residential that includes detached, single-family residential uses, including single mobile homes on individual lots.
Multi-family Residential	A subcategory of residential that includes residential structures containing three or more units attached.
Mobile Home Park	A subcategory of residential that includes land used for mobile home communities.
Under Construction Residential	A subcategory of residential that includes single-family or multi-family developments that are under construction at the time of the survey. Some lots may be occupied.
Commercial	Land used by commercial uses both built and under construction. See descriptions of subcategories below.
Built Commercial	A subcategory of commercial that includes commercial and office uses; including strip malls, big-box retail, auto-related businesses, restaurants, convenience stores, and office buildings.
Under Construction Commercial	A subcategory of commercial that includes property on which construction activity for future commercial uses was evident at the time of the survey.
Industrial	Land used by industrial uses both built and under construction. See descriptions of subcategories below.
Built Industrial	A subcategory of industrial that includes industrial uses, including manufacturing, quarries, small warehouses and light assembly operations.
Under Construction Industrial	A subcategory of industrial that includes property on which construction activity for future industrial uses was evident at the time of the survey.
Parks/Recreation/Conservation (PRC)	Active and passive recreation areas, parks, and protected lands. Includes land owned by a land trust or public agency, preserved from future development, and maintained as open space.
Public Parks, Recreation ,and Conservation Areas	A subcategory of PRC that includes only public parklands and conservation areas.
Private Parks, Recreation ,and Conservation Areas	A subcategory of PRC that includes private recreation areas, such as private golf courses and subdivision recreation areas.
Public/Institutional (PI)	Community facilities (except utilities), general government, and institutional uses. Examples include schools, public safety stations, city halls, courthouses, jails, health facilities, churches, and libraries.
Public	A subcategory of PI that includes only public uses owned by a government entity.
Private Institutional	A subcategory of PI that includes only private uses, such as churches, clubs, and private schools.

Figure 2: Existing Land Use Category Definitions

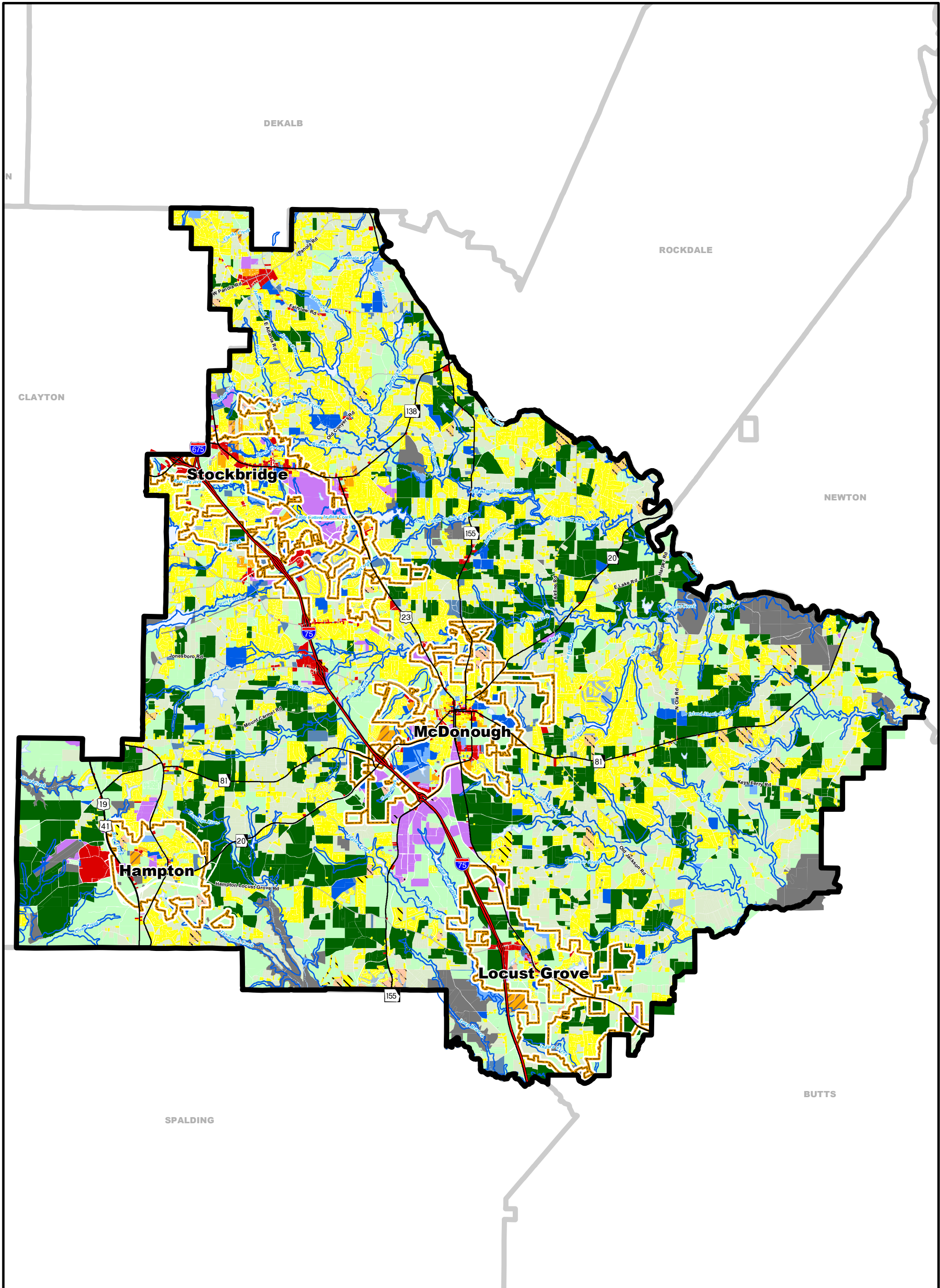
Existing Land Use Category	Definition
Transportation/Communication/Utilities (TCU)	Land used by transportation, communication, or utility facilities; such as airports, cell towers, power stations, sewer plants, water towers, and water treatment facilities.
Road Right-of-Way	Land dedicated to road right-of-way.
Other TCU	A subcategory of TCU that includes all TCU uses, other than road right-of-way
Undeveloped/Vacant (VAC)	No active use on the property, includes property improved for real estate sale (cleared and graded but no structure) and property with vacant or abandoned structures with which no employment or residence can be associated. Property with recently constructed structures will fall under one of the “under construction” categories or the use for which it is intended.

Figure 3: Total Acres by Existing Land Use Category, Henry County and Local Municipalities, October 2005

	Unincorporated	Hampton	Locust Grove	McDonough	Stockbridge	County Total
Agricultural/Forestry/Estate Residential	78,826	430	2,168	1,139	394	82,957
Agricultural/Forestry	35,197	12	1,542	720	112	37,583
Estate Residential	43,629	418	626	419	281	45,373
Residential	41,722	1,133	763	1,976	2,603	48,196
Single-Family Residential	39,168	909	734	1,547	2,128	44,486
Multi-Family Residential	447	30	2	258	213	949
Mobile Home Park	430	67	0	0	80	577
Under Construction Residential	1,677	127	27	170	182	2,184
Public/Institutional	3,440	105	143	668	333	4,690
Public	2,041	39	105	548	136	2,869
Private Institutional	1,399	66	38	120	197	1,821
Parks/Recreation/Conservation (PRC)	2,257	55	132	496	597	3,537
Public PRC	840	40	58	178	85	1,200
Private PRC	1,418	15	74	318	512	2,336
Transportation/Communication/Utilities (TCU)	19,201	432	578	681	1,017	21,909
Right-of-Way	10,230	379	486	663	992	12,749
Other TCU	8,971	53	93	18	26	9,161
Commercial	1,776	114	151	573	741	3,354
Built Commercial	1,720	114	151	568	741	3,294
Under Construction Commercial	56	0	0	5	0	61
Industrial	2,997	65	235	322	972	4,591
Built Industrial	2,924	65	235	322	972	4,518
Under Construction Industrial	73	0	0	0	0	73
Undeveloped/Vacant	33,426	1,225	2,298	1,671	1,884	40,504
Total	183,645	3,558	6,468	7,526	8,541	209,738

Figure 4: Percentage of Land Occupied by each Existing Land Use Category in each Jurisdiction, Henry County and Local Municipalities, October 2005

	Unincorporated	Hampton	Locust Grove	McDonough	Stockbridge	County Total
Agricultural/Forestry/Estate Residential	42.92%	12.09%	33.52%	15.13%	4.61%	39.55%
Agricultural/Forestry	19.17%	0.33%	23.84%	9.57%	1.32%	17.92%
Estate Residential	23.76%	11.76%	9.68%	5.56%	3.29%	21.63%
Residential	22.72%	31.83%	11.80%	26.25%	30.48%	22.98%
Single-Family Residential	21.33%	25.56%	11.35%	20.56%	24.91%	21.21%
Multi-Family Residential	0.24%	0.83%	0.02%	3.43%	2.49%	0.45%
Mobile Home Park	0.23%	1.88%	0.00%	0.00%	0.94%	0.28%
Under Construction Residential	0.91%	3.56%	0.42%	2.26%	2.13%	1.04%
Public/Institutional	1.87%	2.94%	2.21%	8.88%	3.90%	2.24%
Public	1.11%	1.08%	1.63%	7.28%	1.59%	1.37%
Private Institutional	0.76%	1.86%	0.59%	1.60%	2.31%	0.87%
Parks/Recreation/Conservation (PRC)	1.23%	1.56%	2.03%	6.59%	6.99%	1.69%
Public PRC	0.46%	1.14%	0.89%	2.36%	0.99%	0.57%
Private PRC	0.77%	0.42%	1.14%	4.22%	6.00%	1.11%
Transportation/Communication/Utilities (TCU)	10.46%	12.13%	8.94%	9.05%	11.91%	10.45%
Right-of-Way	5.57%	10.64%	7.51%	8.81%	11.61%	6.08%
Other TCU	4.88%	1.49%	1.43%	0.25%	0.30%	4.37%
Commercial	0.97%	3.19%	2.34%	7.62%	8.67%	1.60%
Built Commercial	0.94%	3.19%	2.34%	7.55%	8.67%	1.57%
Under Construction Commercial	0.03%	0.00%	0.00%	0.07%	0.00%	0.03%
Industrial	1.63%	1.84%	3.64%	4.28%	11.38%	2.19%
Built Industrial	1.59%	1.84%	3.64%	4.28%	11.38%	2.15%
Under Construction Industrial	0.04%	0.00%	0.00%	0.00%	0.00%	0.03%
Undeveloped/Vacant	18.20%	34.42%	35.52%	22.20%	22.06%	19.31%
Total	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%



Henry County 2030 Comprehensive Plan

Existing Land Use

Existing Land Use

- Single Family Residential
- Multi-Family Residential
- Estate Residential
- Mobile Home Park
- Under Construction Residential
- Commercial
- Under Construction Commercial
- Industrial

- Under Construction Industrial
- Private Institutional
- Private Recreational
- Public
- Public Recreational/Conservation
- Agricultural/Forestry
- Transportation/Communication/Utilities
- Vacant/Undeveloped

- Interstate Highway
- U.S. Route
- Feeder Road
- 100-Year Floodplain
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

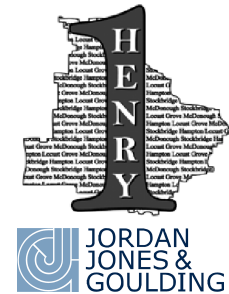
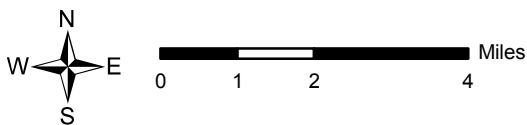


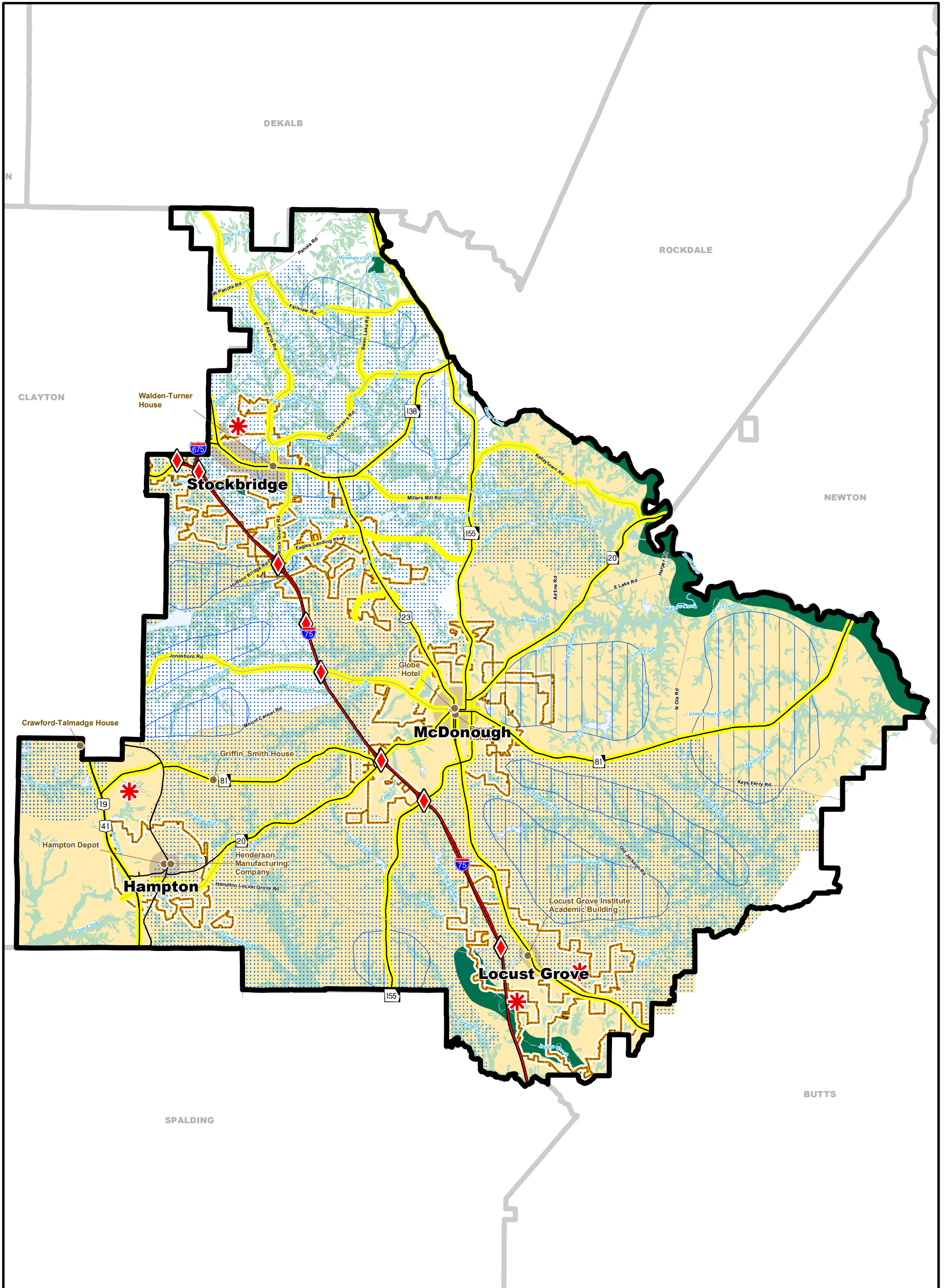
Figure 5

Areas Requiring Special Attention

Continued development in Henry County and the Cities will have significant impacts on the existing residents, natural and cultural resources, community services and facilities, and infrastructure. This section summarizes the locations of some of the likely impacts of growth, including areas where growth should be avoided. Also included are areas in need of additional investment because of aesthetics, pollution, or disinvestment. The following table, **Figure 6**, presents the definitions of each of the special attention areas. **Figure 7** maps the locations of these areas.

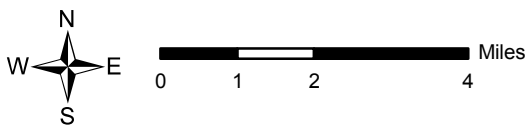
Figure 6: Areas Requiring Special Attention Definitions

Areas Requiring Special Attention	Definition
Corridors Requiring Special Attention	There are several corridors in the County that may need to be considered for special land use controls. These corridors are congested and are being widened to accommodate more traffic.
Conservation Areas	The South River, Wolf Mountain, and areas of concentrated wetlands and rugged terrain should receive special attention.
Historic Neighborhoods and Traditional Downtowns	The downtown central business districts and nearby historic neighborhoods in all the Cities of the County are being threatened by rapid development.
Groundwater Recharge Areas	Pursuant to state regulations, the County has adopted a Groundwater Recharge Protection District ordinance: an overlay of restrictions for the areas of probable thick soils that may function as significant groundwater recharge areas. This ordinance includes restrictions on siting septic tanks and certain hazardous waste facilities.
Water Supply Watersheds	Henry County contains all or part of nine watersheds that are currently being used for water supply. Development will be limited by regulations protecting water quality. These include setbacks, buffers, and others.
Historic Sites	There are many historic sites and districts in Henry County. The County needs to create a policy-regulatory framework for ensuring the long-term integrity of its historic resources.
Reinvestment and Infill Opportunities	Some neighborhoods and commercial strips present an opportunity for redevelopment and infill. Many of these areas have high levels of poverty and could be appropriate for rehabilitation and aesthetic improvements.
Floodplains and Steep Slopes	Floodplains and steep slopes are located throughout Henry County. These will have an impact on future development.
I-75 Interchanges	Currently, many of the County's I-75 interchanges are marked with heavy congestion and confusing signage.
Areas where rapid development has occurred or has the potential to occur	Areas shown on the Special Attention Areas Map under this category are census tracts that have grown faster than the County's annual average population growth of 8% over the past 5 years according to the ARC. These are areas where change in land use is likely to occur, and where development may outpace the availability of community facilities and services. In particular, most of these areas are where suburban residential development is encroaching on the County's rural areas.



Henry County 2030 Comprehensive Plan

Areas Requiring Special Attention



- Historic Site
- ◆ Interchange
- ★ Reinvestment Opportunity

- Corridor Requiring Special Attention
- Recharge Area
- ⋯ Water Supply Watershed
- Traditional Downtown
- Conservation Area
- 100-Year Floodplain and Steep Slope
- Areas Where Rapid Development Has or is Likely to Occur

- Interstate Highway
- U.S. Route
- Road
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

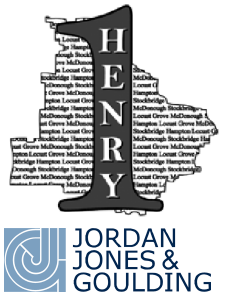


Figure 7

Recommended Character Areas

The patterns of development throughout a community create individual areas that have an identifiable character. These “Character Areas” are defined as specific geographical areas that (1) presently have unique characteristics; (2) have the potential to evolve into a unique area when provided specific and intentional guidance; or (3) require special attention because of unique developmental issues. The use of character areas in planning acknowledges the visual and functional differences that exist today among the districts of Henry County and helps guide future development through policies and implementation strategies that are tailored to each situation. **Figure 8** offers a description of each character area and possible development strategies to apply to them. **Figure 9** shows the proposed location for each of these character areas. **Figures 10 through 13** are zoomed-in versions of this map for each of the Cities.

Figure 8: Character Area Definitions

Character Area	Description/Location	Development Strategy
Downtown	The traditional central business district and immediately surrounding commercial, industrial, or mixed-use areas of Hampton, Locust Grove, McDonough, and Stockbridge.	Downtown should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. Residential development should reinforce the traditional town center through a combination of rehabilitation of historic buildings in the downtown area and compatible new infill development targeted to a broad range of income levels; including multi-family town homes, apartments, lofts, and condominiums where appropriate. Residential densities should help support and sustain downtown businesses. Design should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. The pedestrian-friendly environment should be enhanced by adding sidewalks and creating other pedestrian-friendly rail/bike routes linking to neighboring communities and major destinations; such as libraries, neighborhood centers, health facilities, parks, schools, etc. New residential and commercial development should be concentrated in and around the downtown and adjacent neighborhoods on infill sites.

Figure 8: Character Area Definitions

Character Area	Description/Location	Development Strategy
High-rise/Mid-rise District	Two high-rise overlay districts along I-75 in Stockbridge where vertical mixed-use development is encouraged. Exit 218 area in McDonough.	Developments should be high-density, mixed-use with integrated greenspace, on-site parking, and attractive streetscapes. They should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. Additionally, these developments should provide a diverse mix of higher-density housing types; including multi-family town homes, apartments, lofts, and condominiums, including affordable and workforce housing. Design should be very pedestrian-oriented, with well-defined, walkable connections between different uses and direct connections to nearby networks of greenspace or trails. These trails or greenspaces should be available to pedestrians and bicyclists for both tourism and recreation purposes. Compatible architecture styles that maintain the regional character should be encouraged; “franchise” or “corporate” architecture should be discouraged.
Industrial Area	These areas consist of industries, warehouses, and distribution facilities on level sites having close access to I-75, railroads, and utilities, and space for expansion.	Areas should provide adequate infrastructure capacity and maintain designated truck routes to I-75 that are safe and maneuverable for heavy vehicles and minimize noise, vibration, and intrusion of trucks in residential areas. Design should provide adequate room for expansion and the development of ancillary business and employee services. Landscaped entrances and grounds should be encouraged, environmentally sensitive areas protected, and surrounding neighborhoods buffered. Truck docks and waste handling areas should be screened from public view. The intrusion of obnoxious uses into industrial parks should be discouraged. Strong design standards are necessary to help ensure that the aesthetic qualities of the built environment around each of the I-75 interchanges is reflective of the community’s vision for the future and the image they want to portray to visitors. In particular, there should be strong signage controls to direct visitors to local activity centers, which are reflective of community pride and local architectural styles, and still promote local businesses.
Conservation Area	Wolf Mountain, the South River Corridor, areas of dense wetland and rugged topography, and parks over 100 acres.	Maintain natural, rural character by prohibiting new development and promoting use of conservation easements. Roadways in these areas should be widened only when absolutely necessary and then carefully designed so that the roadway alterations have minimal visual impact. These areas should be promoted as passive-use tourism and recreation destinations.

Figure 8: Character Area Definitions

Character Area	Description/Location	Development Strategy
Rural Residential	<p>Unique rural neighborhoods and undeveloped land that help establish the rural character of the County. These areas have low pedestrian orientation and accessibility, no transit, large lots, open space, pastoral views, and a high degree of building separation.</p>	<p>The rural atmosphere of these areas should be maintained while accommodating new residential development as rural cluster or conservation subdivision design that incorporate significant amounts of open space. Maintain the regional rural character by encouraging compatible architectural styles. Foster establishment of a regional network of greenspace and trails, available to pedestrians and bicyclists for both tourism and recreational purposes.</p>
Suburban Residential	<p>Areas experiencing the greatest pressure for the typical types of suburban residential subdivision development are greatest.</p>	<p>Promote moderate density, traditional development (TND) style residential subdivisions. New development should be master planned with mixed uses, blending residential development with schools, parks, recreation, retail businesses and services, linked in a compact pattern that encourages walking and minimizes the need for auto trips. There should be connectivity and continuity between master planned developments. There should be good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple site access points. This type of development pattern also can help foster the establishment of a regional network of greenspace and trails, available to pedestrians and bicyclists for both tourism and recreational purposes.</p>
Rural Village	<p>Commercial activity areas located at highway intersections that provide a mixture of uses to serve highway passers-by, and rural and agricultural areas.</p>	<p>Maintain rural atmosphere while accommodating new retail and commercial uses with attractive character. Rural Villages must have clear boundaries so that they don't promote sprawl-type development in rural areas. Compatible architecture styles that maintain the regional rural character and do not include "franchise" or "corporate" architecture should be promoted. Wherever possible, these areas should connect to regional network of greenspace and trails, available to pedestrians, and bicyclists for both tourism and recreational purposes. Through the attractive clustering of buildings, Rural Villages can provide greater pedestrian access and help preserve open space.</p>

Figure 8: Character Area Definitions

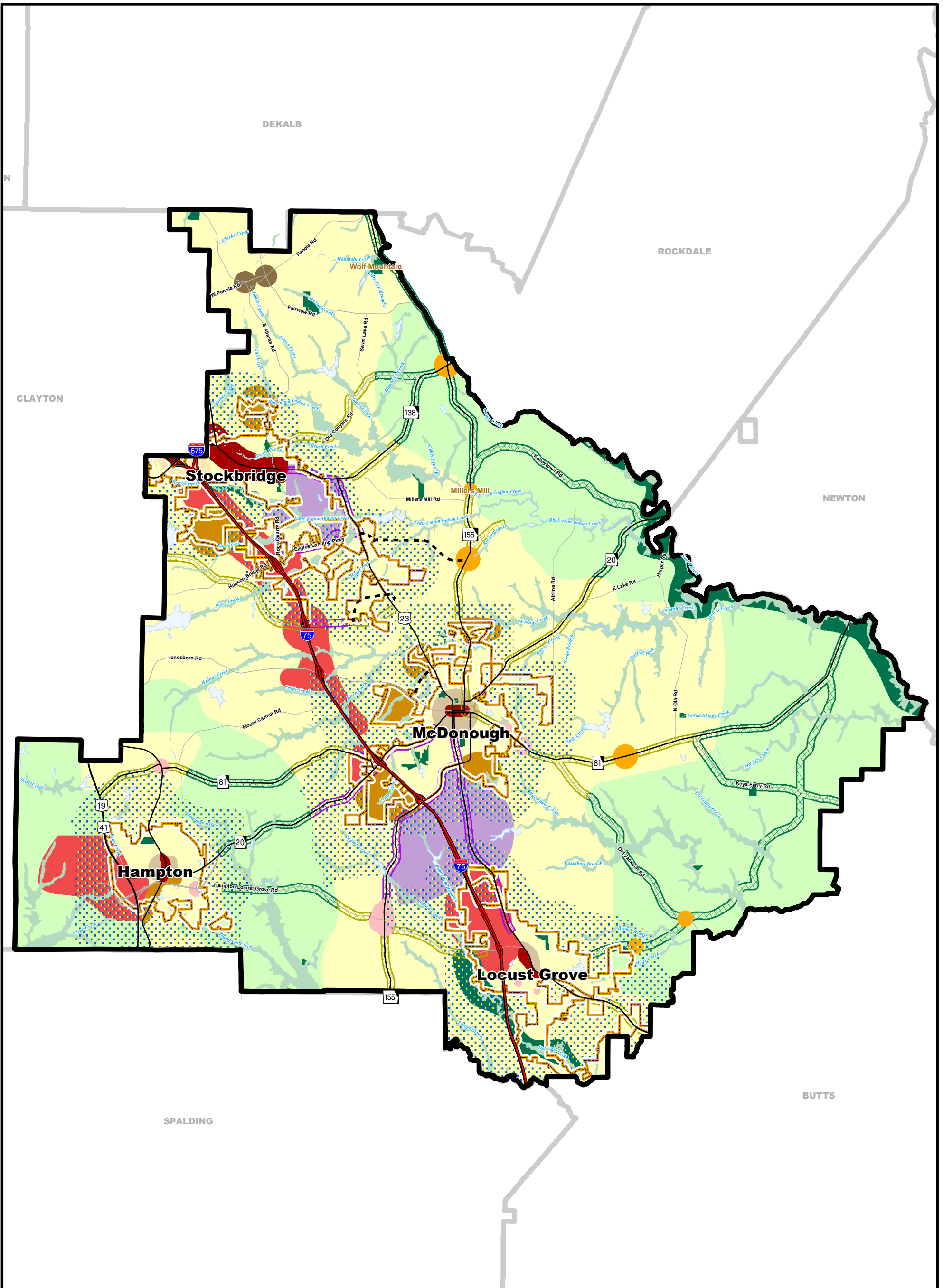
Character Area	Description/Location	Development Strategy
Community Center	A major activity center, easily accessible by pedestrians, serving several neighborhoods that has a concentration of activities such as general retail, service commercial, professional office, higher-density housing and appropriate public and open space uses.	The Community Center should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. It should be centrally located at the intersection of major thoroughfares with a connected street network. Design standards should be provided to promote a sense of place. Locating higher-density housing options adjacent to the center will reinforce the community center. Housing should target a broad range of income levels by including multi-family town homes, apartments, and condominiums. Community Center design should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Community Center design also should include direct connections to the greenspace and trail networks. Adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations; such as libraries, neighborhood centers, health facilities, commercial clusters, parks, and schools will enhance the pedestrian environment.
Neighborhood Center	Neighborhood focal points providing a collection of activities such as restaurants, neighborhood-oriented shops and services, housing, and appropriate public and open space uses easily accessible by pedestrians.	Similar to a Community Center, but at a smaller scale, each Neighborhood Center should include a mix of retail, office, and services, to serve neighborhood residents' day-to-day needs. Residential development should reinforce the center through the location of higher-density housing options adjacent to the center. Design for each center should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Include direct connections to the greenspace and trail networks.
Scenic Corridor	Scenic Corridors are located along thoroughfares in the rural portions of the County. These corridors are noteworthy for their natural, scenic, and pastoral views.	Maintain scenic and rural character while accommodating new development within the corridor. Residential development should be clustered and screened in such a way as to preserve rural views from the corridor. Scenic corridors should be designed to accommodate all users, including pedestrians and bicyclists. Billboards should be banned within these corridors.

Figure 8: Character Area Definitions

Character Area	Description/Location	Development Strategy
Residential Corridor	A highway corridor designated for residential uses. Located throughout the County, Residential Corridors often connect non-residential areas together.	Encourage moderate-speed vehicular travel so that pedestrians, school children, and bicyclists can be accommodated. The predominant land use along Residential Corridors should be residential subdivisions. These should be designed so that homes front the corridor, with alley access leading to common subdivision entrances spaced every 1,000 feet to provide adequate connectivity. Opposing entrances should be aligned and served by a common traffic signal. Where appropriate, incidental or accessory commercial uses may be incorporated into a Residential Corridor. These should be designed as part of, and integrated into the design of a subdivision.
Commercial/Industrial Corridor	An uninterrupted channel of developed or developing land on both sides of designated high-volume transportation facilities.	Older commercial strip centers should be retrofitted to be more aesthetically appealing and, therefore, more marketable to prospective tenants. Complete and integrated pedestrian improvements and crosswalks throughout the corridor should be required to promote pedestrian comfort, safety and convenience. High standards of landscape should be promoted and sign controls put in place to improve corridor appearance. Access management and inter-parcel access should be designed to maintain traffic speeds and capacity. This use should be limited to existing Commercial/ Industrial Corridors in the County as nodal development is now the preferred development pattern.
Multiple Use	Large areas of land for planned development. These include the Planned Unit Developments around McDonough and transportation-oriented development south of downtown Hampton.	Moderate density, traditional development (TND) style residential subdivisions should be promoted in these areas. New development should be master planned, blending residential development with schools, parks, recreation, retail businesses and services, linked in a compact pattern that encourages walking and minimizes the need for auto trips.

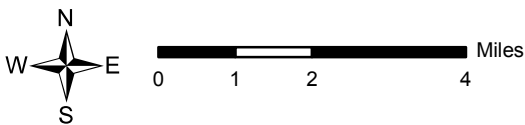
Figure 8: Character Area Definitions

Character Area	Description/Location	Development Strategy
Regional Activity Center	Concentration of regionally marketed commercial and retail centers, office and employment areas, higher education facilities, low- to mid-rise residential, and sports and recreational complexes. These areas are characterized by a high degree of access by vehicular traffic, transit use, including stops, shelters and transfer points; on-site parking; low degree of internal open space and a high floor-area-ratio: large tracts of land, campus or unified development.	Should include relatively high-density mix of retail, office, services, and employment to serve a regional market area diverse mix of higher-density housing types, including multi-family town homes, apartments, lofts, and condominiums, including affordable and workforce housing should be included in these areas. Design should be very pedestrian-oriented, with strong, walkable connections between different uses and direct connections to nearby networks of greenspace or trails. Architecture styles should maintain the regional character and should not include “franchise” or “corporate” architecture. For Regional Activity Centers off I-75, streetscaping enhancements and strong design standards should be in place to help ensure that the aesthetic qualities of the built environment around each of the interchanges is reflective of the community’s vision for the future and the image they want to portray to visitors.



Henry County 2030 Comprehensive Plan

Character Areas



Corridors

- Commercial/Industrial
- Residential
- Scenic
- Municipal Gateway
- 100-Year Floodplain
- Conservation Area
- Downtown
- Historic Residential

- Highrise/Midrise District
- Industrial
- Multiple Use
- Neighborhood Center
- Regional Activity Center
- Rural Residential
- Rural Village
- Suburban Residential
- Community Center

- Interstate Highway
- U.S. Route
- Road
- New Road Project
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

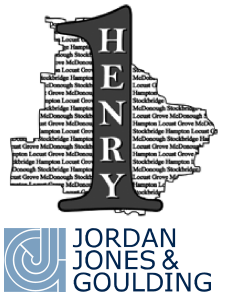
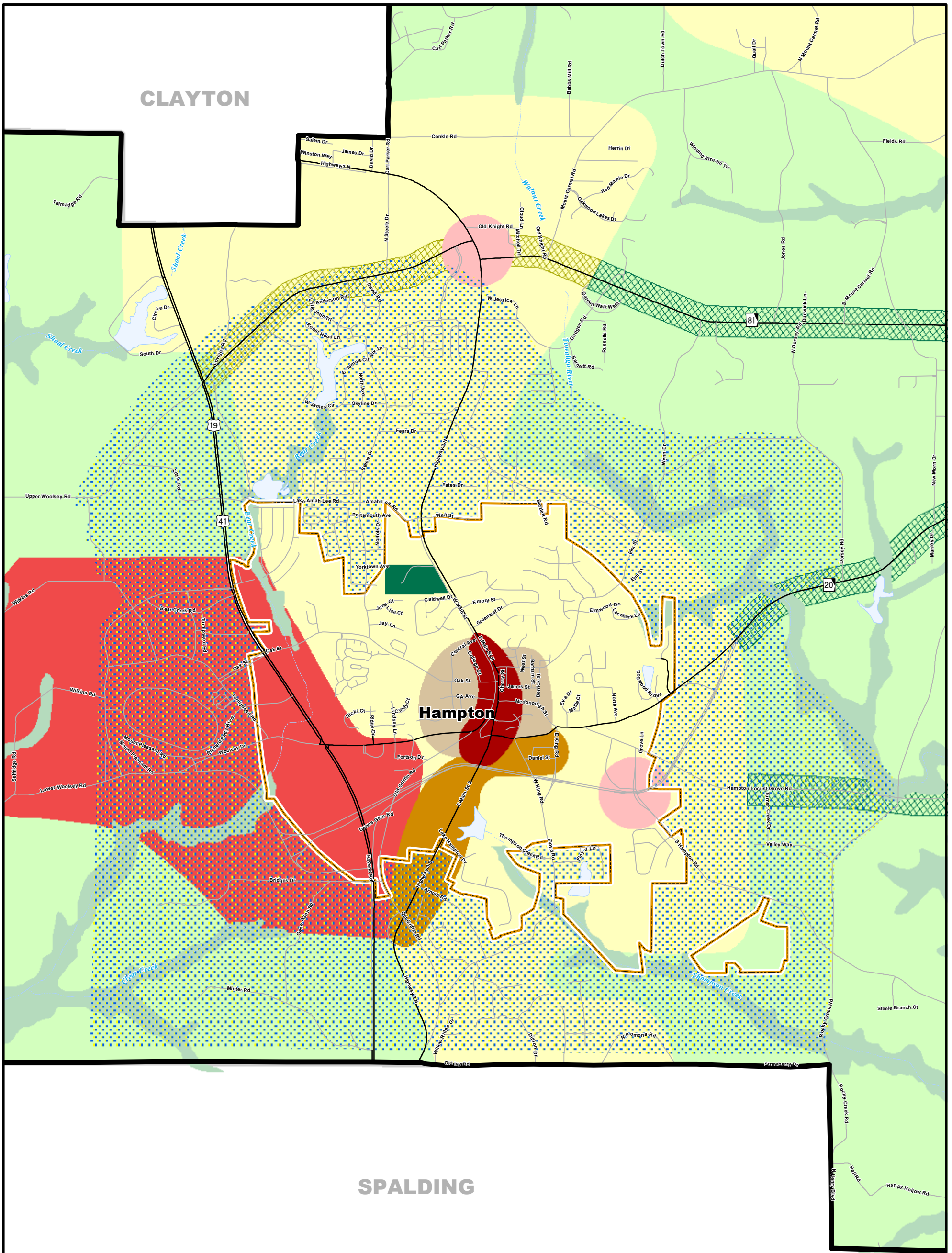


Figure 9



Henry County 2030 Comprehensive Plan

City of Hampton Character Areas



0 1,500 3,000 Feet

Corridors

- Commercial/Industrial
- Residential
- Scenic
- Municipal Gateway
- 100-Year Floodplain
- Conservation Area
- Downtown
- Historic Residential

- Highrise/Midrise District
- Industrial
- Multiple Use
- Neighborhood Center
- Regional Activity Center
- Rural Residential
- Rural Village
- Suburban Residential
- Community Center

- Interstate Highway
- U.S. Route
- Road
- New Road Project
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

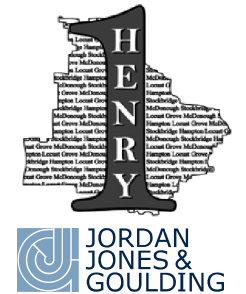
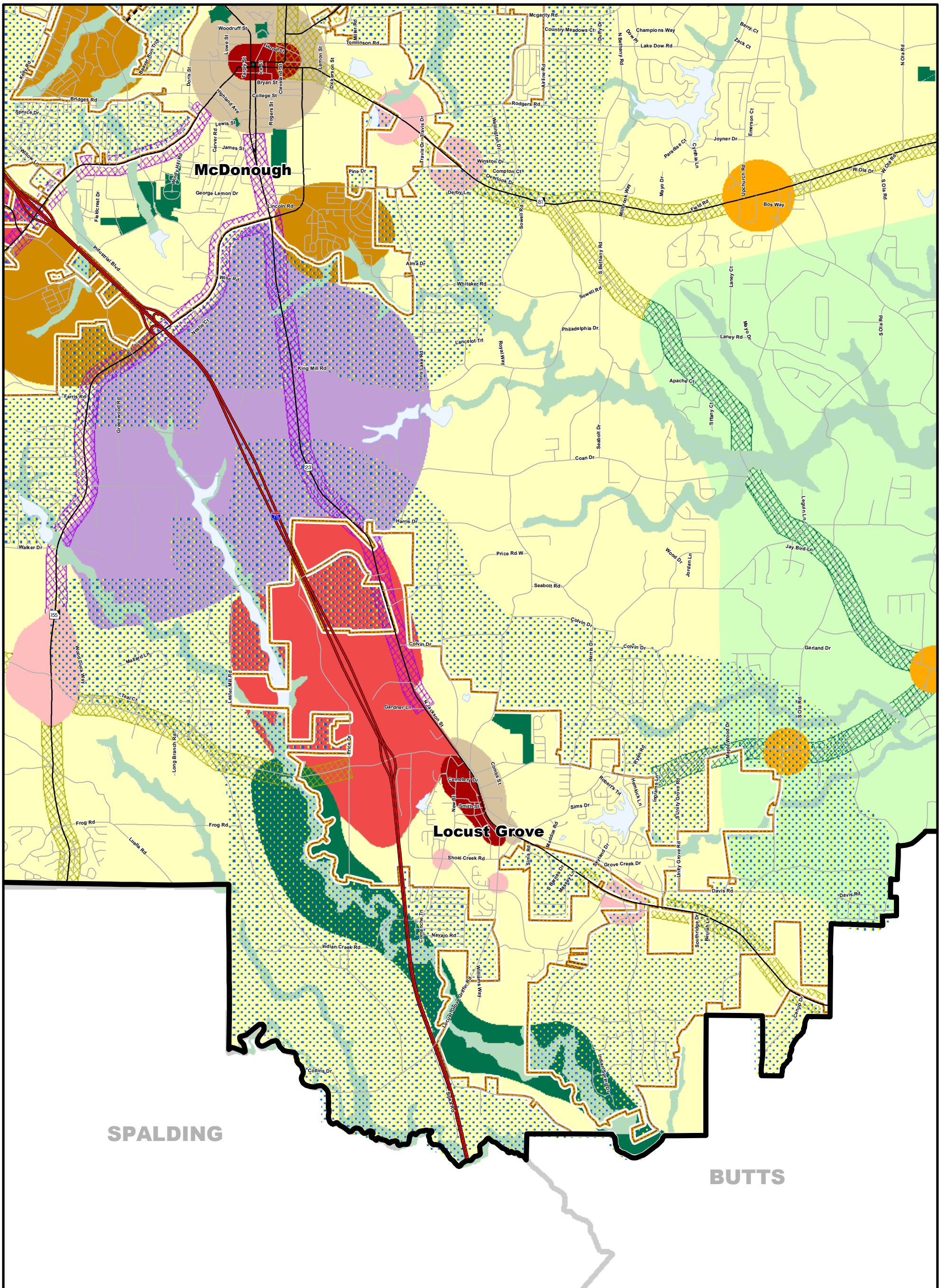
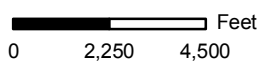


Figure 10



Henry County 2030 Comprehensive Plan

City of Locust Grove Character Areas



Corridors

- Commercial/Industrial
- Residential
- Scenic
- Municipal Gateway
- 100-Year Floodplain
- Conservation Area
- Downtown
- Historic Residential

- Highrise/Midrise District
- Industrial
- Multiple Use
- Neighborhood Center
- Regional Activity Center
- Rural Residential
- Rural Village
- Suburban Residential
- Community Center

- Interstate Highway
- U.S. Route
- Road
- New Road Project
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

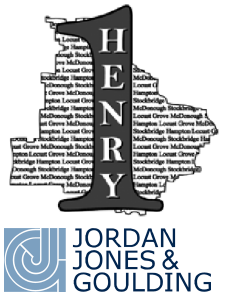
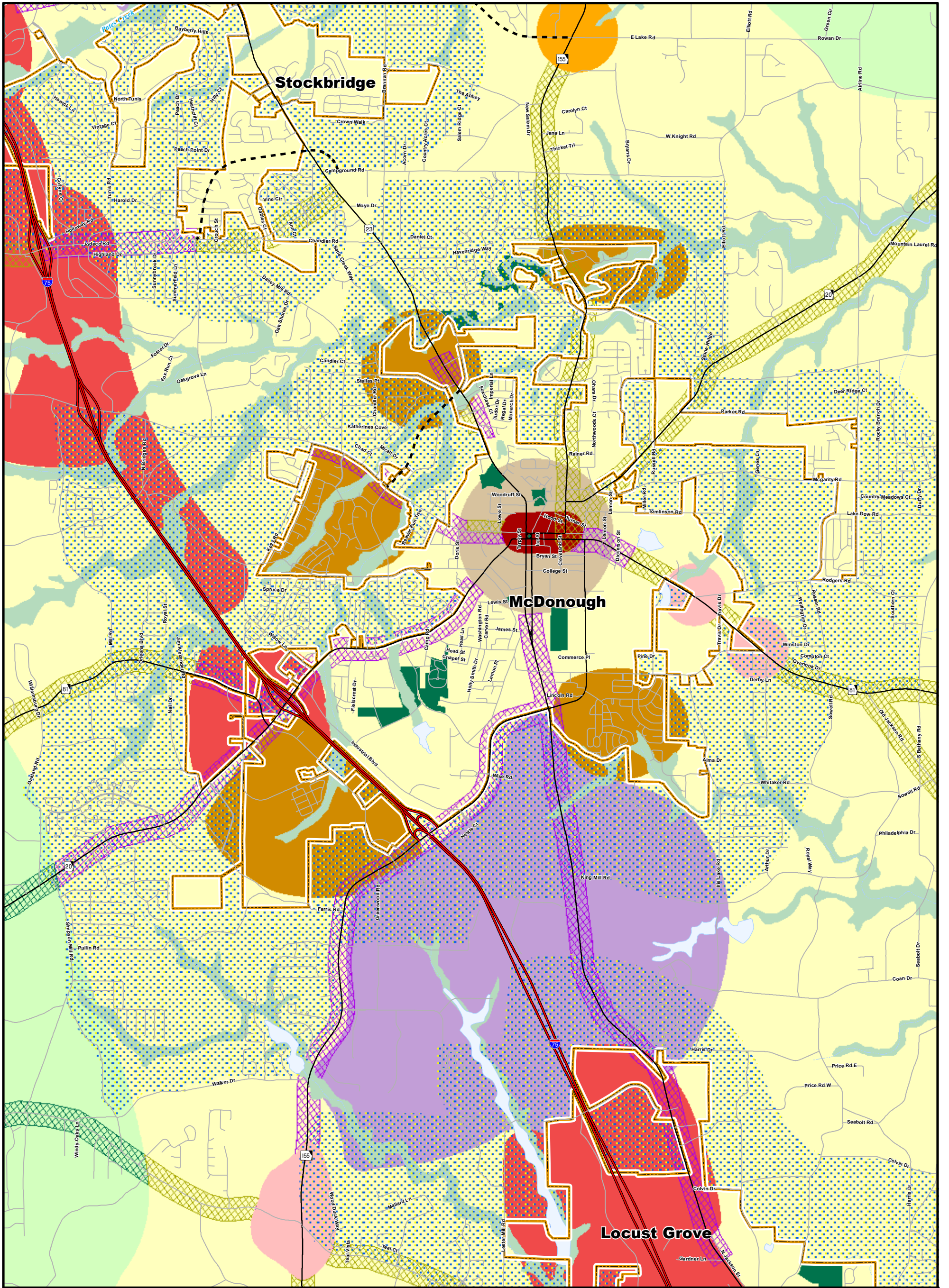


Figure 11



**Henry County 2030
Comprehensive Plan**

*City of McDonough
Character Areas*



0 2,000 4,000 Feet

Corridors

- Commercial/Industrial
- Residential
- Scenic
- Municipal Gateway
- 100-Year Floodplain
- Conservation Area
- Downtown
- Historic Residential

- Highrise/Midrise District
- Industrial
- Multiple Use
- Neighborhood Center
- Regional Activity Center
- Rural Residential
- Rural Village
- Suburban Residential
- Community Center

- Interstate Highway
- U.S. Route
- Road
- New Road Project
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

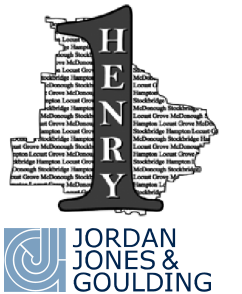
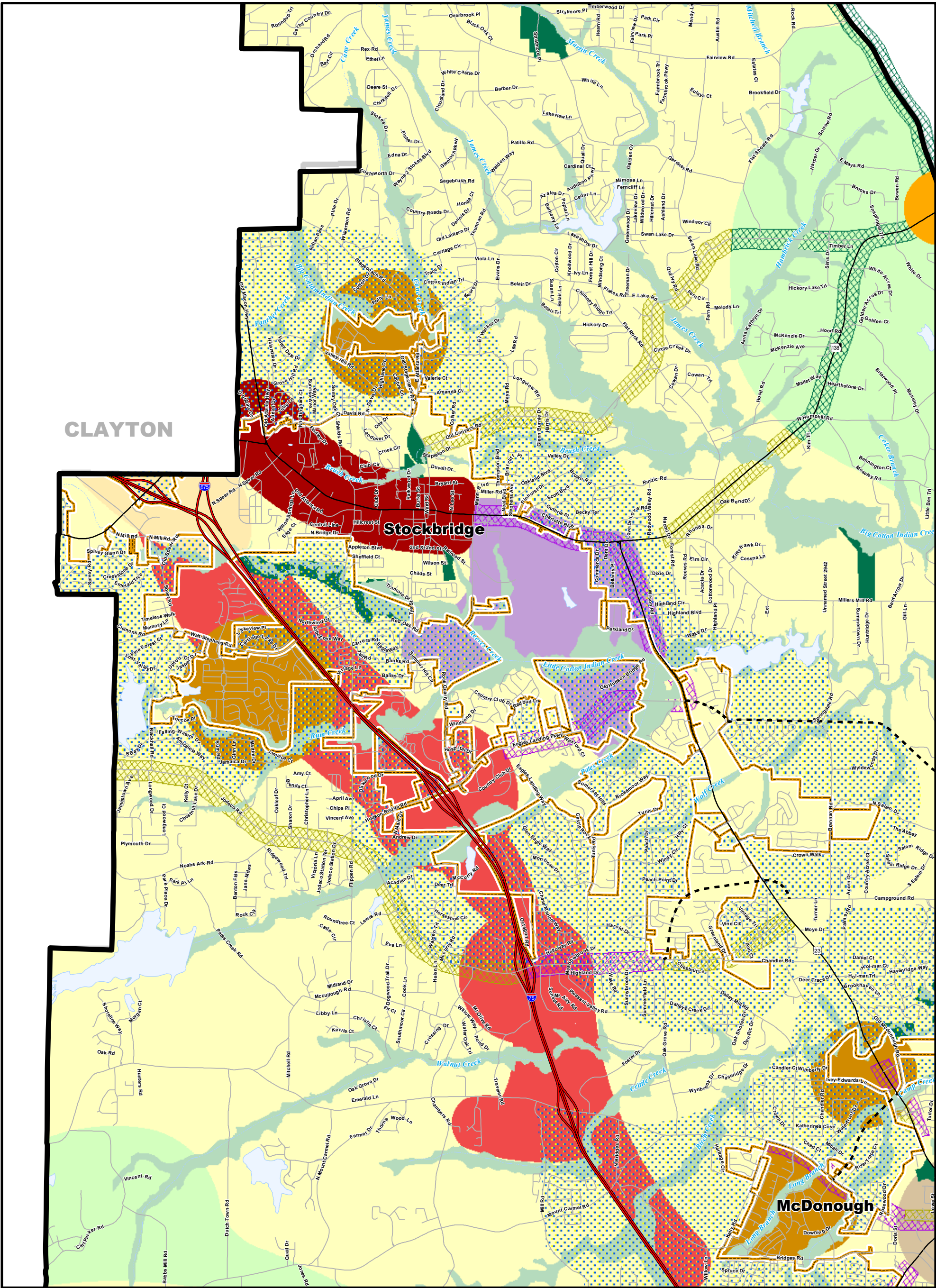


Figure 12



CLAYTON

Stockbridge

McDonough

**Henry County 2030
Comprehensive Plan**

*City of Stockbridge
Character Areas*

Corridors

- Commercial/Industrial
- Residential
- Scenic
- Municipal Gateway
- 100-Year Floodplain
- Conservation Area
- Downtown
- Historic Residential

- Highrise/Midrise District
- Industrial
- Multiple Use
- Neighborhood Center
- Regional Activity Center
- Rural Residential
- Rural Village
- Suburban Residential
- Community Center

- Interstate Highway
- U.S. Route
- Road
- New Road Project
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary



0 2,250 4,500 Feet

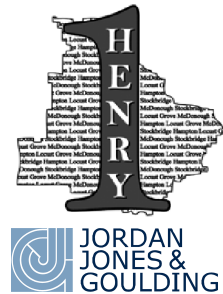


Figure 13

Glossary of Terms

Activity Center – An activity center is an area that includes office, retail, service, residential or civic uses that create a central focus for a larger area. An activity center also has generally recognizable boundaries.

Alternative Mode – Loosely defined term generally used to identify any form of travel other than driving alone in a single-occupant vehicle (SOV), including carpooling, transit, walking, and bicycling.

Annexation – Is the legal incorporation of some territory into another political entity (either adjacent or non-contiguous).

ARC – The Atlanta Regional Commission (ARC) is the regional planning and inter-governmental coordination agency (see RDC) for the 10-county area that includes Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale Counties, as well as the City of Atlanta. It is also the Metropolitan Planning Organization (MPO) for the 20-county Atlanta area that coordinates all transportation improvement spending for roads, highways, transit and bike/pedestrian projects.

Arterial – A major thoroughfare that is vital for moving people and goods; feeds into the interstate and freeway systems. An arterial generally serves as a major route for movement of goods and people across several jurisdictions or even the entire region. Primary examples of an arterial are Highway 42 (SR 42/US 23) and all other state/US routes in the County-Cities.

Attainment Area – An urbanized area that meets federal air quality standards defined in the Clean Air Act (see CAAA).

Bicycle Lane – A designated portion of the roadway reserved for the use of bicyclists, accompanied by appropriate signing and marking. Bicycle lanes are one-way facilities in the same direction as motor vehicle traffic and are generally located to the outside edge of the roadway.

Brownfield – An area that was previously used for industrial purposes. These may pose environmental challenges to new developments and must be cleaned up before they can be redeveloped. Atlantic Station is an example of a brownfield development.

Central Business District (CBD) – A business, office, and residential district providing a full range of services and a variety of uses in a downtown atmosphere.

Character Areas - are specific geographical areas that (1) presently have unique characteristics; (2) have the potential to evolve into a unique area when provided specific and intentional guidance; or (3) require special attention because of unique developmental issues.

Clean Air Act Amendments of 1990 (CAAA) – Federal legislation that establishes acceptable levels of certain pollutants. Regional Transportation Plans and Transportation Improvement Programs must demonstrate conformity to the air quality attainment plans that serve as a blueprint outlining how a region will reach attainment of the air quality standards by a particular year.

Collector – A street intended to balance access and mobility considerations by serving through movement as well as access to land. Collector streets often link subdivisions and/or commercial and industrial uses to the arterial street network and are shorter in overall length compared to arterial streets. An example of a collector street would be Davis Road (Stockbridge), Kelly Road (McDonough), South Hampton Road (Hampton), Grove Road (Locust Grove) and Brannan Road (unincorporated Henry County).

Community Improvement District (CID) – A self-taxing district, established by the appropriate local government but usually managed by a private board, which generates revenue to implement a variety of projects and programs.

Commuter Rail – Transit service that utilizes a multi-car system along an existing rail corridor. Commuter rail usually connects cities and does not have many stops.

Comprehensive Transportation Plan (CTP) – The Comprehensive Transportation Plan was initiated in response to the concerns of local elected officials and citizens about the rapid growth of the County and its impact on the quality of the transportation system in the County and its Cities and the increasing level of traffic congestion. The Plan will identify the current need for transportation system improvements throughout the County, including new and widened roads, turn lanes at intersections, traffic signals, safety improvements, sidewalks, bicycle paths, and new and expanded public transportation services for commuters, seniors, and disabled individuals. Special attention will be given to identifying the transportation projects that will be needed to serve newly developing and expanding areas of the County and the Cities. The CTP will also examine a range of possible financial resources which could be used to fund the new transportation system improvements.

DCA – The Georgia Department of Community Affairs (DCA) was created in 1977 to serve as an advocate for local governments. DCA operates a host of state and federal grant programs; serves as the state’s lead agency in housing finance and development; promulgates building codes to be adopted by local governments; provides comprehensive planning, technical and research assistance to local governments; and serves as the lead agency for the state’s solid waste reduction efforts.

Density – A measure of intensity of use per land area, typically expressed for residential purposes as [dwelling] units per acre or floor area ratio (FAR, the ratio of structure space per

acre) for commercial uses. This may be expressed as either gross or net (less streets, floodplain, or other areas) density for residential purposes.

Development Policies - Collectively, the established regulations, ordinances, or other policies that set the direction and standards for how development is addressed in a community. Development policies include, but are not limited to, the local comprehensive plan, zoning ordinance, and subdivision regulations.

Development of Regional Impact (DRI) – A development project, regardless of the mix of land uses, which is likely to have impacts to the transportation network and environment beyond the limits of the jurisdiction in which it is being constructed (www.dca.state.ga.us). These developments require regional and state review before rezoning or permitting.

Georgia Department of Natural Resources (DNR) - The mission of the Department of Natural Resources is to sustain, enhance, protect, and conserve Georgia's natural, historic, and cultural resources for present and future generations, while recognizing the importance of promoting the development of commerce and industry that utilize sound environmental practices.

Environmentally Sensitive Areas – Natural resource areas that are susceptible to contamination or other negative impact from growth and development. Examples of these would be wetlands and small water supply watershed areas.

Facility – The means by which a transportation mode is provided. For example, sidewalks are a facility serving the walking mode, a roadway is a facility serving the driving mode, and a heavy rail line is a facility serving the transit mode.

Georgia Department of Transportation (GDOT) – The Georgia Department of Transportation was created in 1972. The agency plans, constructs, maintains and improves the state's roads and bridges; provides planning and financial support for other modes of transportation such as mass transit and airports; provides airport and air safety planning; and provides air travel to state departments. GDOT also provides administrative support to the State Tollway Authority and the Georgia Rail Passenger Authority.

Georgia Planning Act – The Georgia Planning Act was adopted by the Georgia General Assembly in 1989 as a means to encourage better management of growth in the booming areas of the state while encouraging the less prosperous parts to avail themselves of opportunities for growth. DCA's Coordinated Planning Program has responsibility for the overall management of the planning process created by the Georgia Planning Act. The Act established a “bottom-up,” comprehensive planning approach initially to be conducted at the local government level, then at the regional and state levels. DCA reviews all comprehensive plans submitted by local governments for compliance with the Minimum Standards and Procedures for Local Comprehensive Planning.

Greenfield – Land area where there has been no prior construction or development activity. Typically used in context of “Greenfield development,” meaning new construction on vacant

land, as opposed to infill (greyfield) or brownfield (industrial sites) development/redevelopment. Most development occurring within Henry County and its Cities is greenfield development.

Greenspace – Permanently protected land and water, including agricultural and forest land whose development rights have been severed from the property that is in its undeveloped, natural state.

Greenway – A corridor of undeveloped land that features multi-use paths or trails and that is designated for the exclusive use of bicycles, pedestrians and other non-motorized modes of transportation.

Greyfield – An old, obsolete, and abandoned retail and commercial site. The average greyfield is about 45 acres, a parcel large enough to develop into multiple options that could include housing, retail, and commercial uses. Lindbergh Plaza in Atlanta is an example of greyfield development.

Grid Street Pattern – A block pattern characterized by regular (i.e. rectangular or trapezoidal) blocks. This pattern eliminates or minimizes offset intersections, loop roads, and cul-de-sacs and optimizes traffic circulation.

Growth Management – The use, by a community, of a wide range of techniques to determine the amount, type and rate of development desired by the community and to channel that growth into the most appropriate areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban growth boundaries, standards for levels of service, and other programs.

GRTA – The Georgia Regional Transportation Authority was created by the General Assembly in 1999. The authority is charged with combating air pollution, traffic congestion and poorly planned development in the metropolitan Atlanta region, which is currently designated non-attainment under the federal Clean Air Act. As other areas of the state fall out of attainment, they will also fall under the purview of GRTA. GRTA was formed to insure that metropolitan Atlanta can sustain its economic growth, while maintaining the excellent quality of life that has made the area so attractive to businesses and workers. GRTA is also charged in the review of DRI projects for transportation impacts.

Historic Preservation – A comprehensive and inclusive planning tool dedicated to recognizing, protecting, using, and appreciating our nation’s historic resources. The preservation of these resources helps maintain the character and sense of place that defines an area.

Infill Development – Infill is characterized by development of small vacant parcels within a predominately vacant area. This type of development may have a higher intensity of use than the immediate surroundings.

Infrastructure – The basic facilities such as roads, water and sewer lines, schools, power plants, and communication systems on which the quality of life and growth of a community depends.

Intergovernmental Coordination – Coordination of efforts among two or more governments (i.e. county, city, or town) to accomplish a shared goal.

Job-Housing Match/Balance – The match/balance between jobs and housing in a community, typically expressed as a ratio of the number of jobs to the number of housing units. A balanced community generally has a jobs-housing ratio of 1.25 to 1.75, with 1.4 considered ideal. The notion of balancing jobs and housing goes well beyond trying to attain a numerical goal. Ideally, the jobs available in a community need to match the labor force skills, and housing should be available at prices, sizes, and locations appropriate for workers who wish to live in the area.

Local Planning Requirements –The State of Georgia standards and procedures for local comprehensive planning that shall be followed in preparation of local comprehensive plans, for implementation of local comprehensive plans, and for participation in the comprehensive planning process. These requirements are administered by the Georgia Department of Community Affairs.

Metropolitan North Georgia Water Planning District (MNGWPD) - The Metropolitan North Georgia Water Planning District was signed into law on April 5, 2001, (2001 S.B. 130) and developed regional and watershed specific plans for stormwater management, wastewater management, and water supply and conservation in a 16-county area: Bartow, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Fulton, Forsyth, Gwinnett, Hall, Henry, Paulding, Rockdale and Walton Counties.

Mixed-housing Type – A development that includes a variety of housing types on the same parcel or in proximity to each other. Housing types could include, but are not limited to, a combination of single-family homes, apartments, town homes, lofts, accessory dwelling units, or assisted living facilities. Providing a mixture of housing types gives buyers housing choices by need, price, and preference. It also addresses the needs of a diverse population.

Mixed-income Housing – The concept of intentionally providing housing for people with a broad range of incomes within the same development or immediate neighborhood.

Mixed-use Development – A single building (often mid- or high-rise) containing more than one type of land use or a single development (typically low or mid-rise) of more than one building and use, where the different type of land uses are in proximity, planned as a unified complementary whole, and functionally integrated to the use of shared vehicular and pedestrian access and parking areas.

“One Henry” - “One Henry” is a community effort to help create a new future for Henry County. “One Henry” is comprised of Henry County and the Cities of Hampton, Locust Grove, McDonough, and Stockbridge working together in a unified way to create a unified vision for Henry County.

Pocket Parks – Small greenspaces found most often in compact urban areas where large recreational parks are not practical. NOTE: often these parks are constructed and may be partly or mostly hardscape.

Regional Development Center (RDC) – Sixteen regional development centers were created by the state as public agencies on behalf of their members to facilitate coordinated and comprehensive planning in conformity with state standards and procedures. (See ARC)

Regional Development Plan (RDP) – A comprehensive planning document, policies, and work program produced by ARC to provide regional guidance for growth and public investment decisions. The first RDP was adopted by ARC in 1952. Current RDPs are produced to meet requirements under the Georgia Planning Act. The RDP seeks to integrate analysis and policies from functional plans such as the Regional Transportation Plan (RTP) and plans adopted for the Metro North Georgia Water Planning District. RDP development policies have been adopted periodically since 1999 to provide guidance to local governments on techniques to more efficiently integrate new population, jobs, and development in the region.

Regional Transportation Plan (RTP) – A multi-modal set of transportation projects and initiatives developed by an MPO for its urbanized area. RTPs are required by the federal government and must cover a minimum of 20 years and be updated at least every third year in non-attainment area (5 years for attainment areas), be fiscally constrained, and must also demonstrate conformity with applicable federal air quality standards.

State Historic Preservation Officer (SHPO) – SHPO is charged with protecting and interpreting the historic and cultural resources located within the state. The SHPO administers programs and services specific to each particular state; including, but not limited to, tax incentives, easements, grants, technical assistance, Section 106 review, and education programs.

Smart Growth – Economically viable and environmentally sustainable development that stresses balanced, inclusive community planning.

Sprawl - A pattern of development that appears unplanned or uncoordinated that consumes more land area than more compact types of development. Sprawl typically places large distances between land uses, encourages dependence on the automobile, is more expensive to serve with urban infrastructure and services. Sprawl also places greater demands on natural resources as compared to more traditional development patterns.

Stakeholder – An individual or organization involved in or affected by the planning processes. In a broad sense, everyone is a stakeholder in planning.

Town Center – A town center typically represents the center of a municipality. These areas were historically the center of the community with a mix of commercial and civic uses. A town center should have a recognizable boundary.

Traditional Neighborhood Development (TND) – A development approach that fosters compact, walkable communities. The planning and urban design of new TND developments take their form from the structure and layout of pre-automobile (i.e., 1940s and earlier) neighborhoods, with their human, walkable scale and lively mix of uses. TND neighborhoods typically include small-lot, single-family homes, multi-family residences, and neighborhood commercial developments within easy walking distance of one another.

Transit-oriented Development (TOD) – A strategy of planning land use and organizing development to allow people to easily use alternative means of transportation (transit, bicycles, etc.) to get to places where they live, work, and play. This generally involves concentrating a higher density mix of residential and commercial development in areas near transit stops or routes.

Zoning Regulation – An ordinance enacted by the local government that sets forth regulations and standards relating to the nature and extent of uses of land and structures. It includes a zoning map that is consistent with local comprehensive plans. In addition, zoning is a police power of local government as enabled by the state of Georgia and is a key tool in the implementation of the comprehensive plan goals and objectives.

**Henry County 2030 Comprehensive Plan:
Technical Addendum to the Community Assessment**

**Including the Cities of Hampton, Locust Grove,
McDonough, and Stockbridge**

March 28, 2006



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Section I: Supporting Analysis of Data and Information

1 Introduction

This Technical Addendum has been prepared following the guidelines of the Rules of Georgia Department of Community Affairs, Chapter 110-12-1, Standards and Procedures for Local Comprehensive Planning, effective May 1, 2005. It is an extension of the “Analysis of Supportive Data and Information” in the *Community Assessment*. All of the maps associated with this document can be found at the end in the “Atlas of Supportive Maps.”

2 Population

2.1 Total Population

2.1.1 Historic Population

Henry County’s (County) population is growing rapidly. The U.S. Census Bureau estimates that the County population on July 1, 2005, was 167,848. The Atlanta Regional Commission rounds this figure down to 167,000. Between 2000 and 2005, the County grew by approximately 8 percent annually. According to the U.S. Census Bureau, from 2000 to 2005, Henry County was the 7th fastest growing County in the nation and the 2nd fastest in the State of Georgia, based on percentage change. Since 1980, Henry County has grown significantly faster than the state as a whole. The Cities of Locust Grove, McDonough, and Stockbridge are the fastest growing areas of Henry County. As a result, the proportion of the population living in the Cities is growing. In 2000, the Cities contained 20.6 percent of the County population; and, in 2005, the Cities contained 25.2 percent of the County population.

Figure 2-1 Historic Population of Henry County and Cities

	1980	1990	2000	2005
Henry County	36,309	58,741	119,341	167,000
Unincorporated*	27,890	48,079	94,816	124,819
Hampton	2,059	2,694	3,857	4,229
Locust Grove	1,479	1,681	2,322	3,710
McDonough	2,778	2,928	8,493	15,030
Stockbridge	2,103	3,359	9,853	19,212

*County Population Excluding Hampton, Locust Grove, McDonough, and Stockbridge
Sources: US Census Bureau for 1980 through 2000 and ARC 2005 estimates

Figure 2-2 Average Annual Growth Rates

	1980-1990	1990-2000	2000-2005
State of Georgia	1.9%	2.6%	1.6%
Henry County	6.2%	10.3%	8.0%
Unincorporated Henry County	7.2%	9.7%	6.4%
Hampton	3.1%	4.3%	1.9%
Locust Grove	1.4%	3.8%	12.0%
McDonough	0.5%	19.0%	15.0%
Stockbridge	6.0%	19.3%	19.0%

Sources: JJG using data from US Census Bureau for 1980 through 2000, US Census State estimate, and ARC 2005 estimates

Figure 2-3 Share of Historic Population of Henry County and Cities

	1980	1990	2000	2005
Henry County	100%	100%	100%	100%
Unincorporated*	77%	82%	79%	75%
Hampton	6%	5%	3%	3%
Locust Grove	4%	3%	2%	2%
McDonough	8%	5%	7%	9%
Stockbridge	6%	6%	8%	12%

Sources: US Census Bureau for 1980 through 2000 and ARC 2005 estimates

2.1.2 Population Growth in Area Counties

Figure 2-4: Population Trends in Atlanta Region Counties

County	Total Pop. 2005	Total Pop. 2000	Average Annual Chg. 2000 - 2005	Annual % Change
Atlanta Region	3,813,700	3,429,379	76,864	2.2%
Cherokee County	179,300	141,903	7,479	5.3%
Clayton County	263,900	236,517	5,477	2.3%
Cobb County	643,700	607,751	7,190	1.2%
DeKalb County	700,500	665,865	6,927	1.0%
Douglas County	112,900	92,174	4,145	4.5%
Fayette County	101,500	91,263	2,047	2.2%
Fulton County	874,100	816,006	11,619	1.4%
Gwinnett County	693,900	588,448	21,090	3.6%
Henry County	167,000	119,341	9,532	8.0%
Rockdale County	76,900	70,111	1,358	1.9%

Source: ARC 2005

2.1.3 Seasonal Population

According to the 2000 Census, just 138 of Henry County's 43,166 housing units were classified as "seasonal, recreational, or occasional use." It is unknown how many of those 138 housing units are seasonal. The few remaining farms in the County may employ a small number of seasonal workers.

2.1.4 Daytime Population

In 2000, the daytime population of Henry County was 79 percent of its nighttime population. In 2000:

- 34,173 people worked in Henry County.
- 34,861 residents were under the age of 18 (presumably at school within the County).
- 24,955 Henry County residents were not in the labor force.

Thus, the total daytime population was approximately 93,989, compared with a total residential population of 119,341.

2.1.5 County Population Projections

Future population in Henry County is partly a function of the growth strategy the County and its Cities implement over the coming years. Because these factors are somewhat unpredictable, a range of population projections is included to guide planning and growth management decisions. The ranges and their methodologies are described below.

ARC

The Atlanta Regional Commission (ARC) has prepared what are generally considered relatively conservative population projections for Henry County. These are shown as "ARC" in Figure 2-5. These projections were produced as part of the regional Mobility 2030 study conducted by ARC in 2004.

Adjusted ARC

The Adjusted ARC population projection uses the ARC growth rates from the *Mobility 2030* study just like the ARC projection, but it uses a different starting point for 2005. The ARC has recently developed a 2005 population estimate for the County. The 2005 projection from *Mobility 2030* is 144,118, while the more recent ARC estimate for 2005 is 167,000. When the *Mobility 2030* growth rate is applied to the recent 2005 estimate, the resulting population projection through 2030 is significantly higher. This is represented as the Adjusted ARC projection in Figure 2-5.

Figure 2-5: Population Projections for Henry County and Georgia

Year	ARC Mobility 2030	% growth	Adjusted ARC*
2000	119,341		119,341
2005	144,118		167,000
2010	168,895	17.19%	195,711
2015	218,063	29.11%	252,685
2020	267,231	22.55%	309,660
2025	318,881	19.33%	369,511
2030	370,530	16.20%	429,360

Sources: ARC, PB, JGG.

2.1.6 City Population Projections

The projections for the Cities in Henry County are based on the “Adjusted ARC” population projection for the County. This projection is considered to be the most accurate, because it applies widely accepted ARC growth rates to very recent population estimates. These projections will continue to be refined as ARC completes updates to forecasts for the cities and counties in the region.

Hampton

The City of Hampton approved 1,114 new residential lots in 9 subdivisions in 2004. In 2005, Hampton approved another 305 lots. The 2010 population projection includes the additional population from these new residential units. After 2010, the population of Hampton is projected using a linear extrapolation of the City’s growth during the previous 20-year period (1990-2010). These projections show that the City of Hampton will grow by over 30,000 residents by 2030.

Locust Grove

The population projection for Locust Grove is based on the recently completed *Locust Grove Future Land Use Plan Update*. The projection shows a dramatic annual increase in population through 2010. After 2010, the growth rate levels off to more closely model the rest of the County. The City expects to grow more than tenfold by 2030.

McDonough

The population of McDonough is projected to grow proportion to the growth of the County as a whole. The anticipated average annual growth rate for the City of McDonough is 6.28 percent. The population of McDonough is expected to grow from just over 15,000 in 2005 to nearly 39,000 by 2030.

Stockbridge

The population of Stockbridge is expected to more than double by 2030; growing from 19,212 residents in 2005 to 49,376 in 2030. The growth rate is based on its historical share of County growth of 11.5 percent. This amounts to an average annual growth rate for Stockbridge of approximately 6 percent through 2030.

Unincorporated County

The share of the population in the County’s unincorporated areas is expected to decrease. However, despite the decrease in County share, the population of unincorporated Henry County is expected to increase by more than 4 percent per year.

Figure 2-6: Population Projections for Henry County and Incorporated Areas, Total Population

	2005	2010	2015	2020	2025	2030
Henry County	167,000	195,711	252,685	309,660	369,511	429,360
Unincorporated Henry County	124,819	128,791	157,597	191,184	229,431	259,375
Hampton	4,229	10,492	11,983	17,361	25,153	36,444
Locust Grove	3,710	16,307	31,305	37,635	39,177	45,522
McDonough	15,030	17,614	22,742	27,869	33,256	38,642
Stockbridge	19,212	22,507	29,059	35,611	42,494	49,376

Sources: All 2005 populations are ARC estimates. Henry County projection is from ARC Adjusted from Figure 2-5.

Figure 2-7: Population Projections for Henry County and Incorporated Areas, Share of County Population

	2000	2005	2010	2015	2020	2025	2030
Henry County	100.0%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Unincorporated Henry County	79.4%	74.74%	65.81%	62.37%	61.74%	62.09%	60.41%
Hampton	3.2%	2.53%	5.36%	4.74%	5.61%	6.81%	8.49%
Locust Grove	1.9%	2.22%	8.33%	12.39%	12.15%	10.60%	10.60%
McDonough	7.1%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
Stockbridge	8.3%	11.50%	11.50%	11.50%	11.50%	11.50%	11.50%

Sources: All 2005 populations are ARC estimates. Henry County projection is from ARC Adjusted from Figure 2-5. Methodologies for each City are described in this section of the report text.

2.2 Age

2.2.1 Age Distribution

Between 1990 and 2000, the significant population growth in Henry County was driven by an influx of persons between the ages of 35 and 54 and children. The same is true for the Cities of Henry County.

Figure 2-8: Age Distribution for Henry County

	1990	2000	% Change 1990 - 2000
0 – 4 Years Old	4,730	9,688	105%
5 – 13 Years Old	8,978	19,933	122%
14 – 17 Years Old	2,508	5,240	109%
18 – 20 Years Old	2,344	3,959	69%
21 – 24 Years Old	3,268	4,926	51%
25 – 34 Years Old	11,037	19,444	76%
35 – 44 Years Old	9,550	22,245	133%
45 – 54 Years Old	6,725	15,788	135%
55 – 64 Years Old	4,672	9,294	99%
65 and over	4,929	8,824	79%

Source: US Bureau of the Census

Figure 2-9: Age Distribution for Hampton

	1990	2000	% Change 1990 - 2000
0 – 4 Years Old	289	333	15%
5 – 13 Years Old	419	666	59%
14 – 17 Years Old	92	150	63%
18 – 20 Years Old	112	109	-3%
21 – 24 Years Old	173	230	33%
25 – 34 Years Old	573	728	27%
35 – 44 Years Old	330	639	94%
45 – 54 Years Old	247	380	54%
55 – 64 Years Old	214	277	29%
65 and over	245	345	41%

Source: US Bureau of the Census

Figure 2-10: Age Distribution for Locust Grove

	1990	2000	% Change 1990 - 2000
0 – 4 Years Old	108	195	81%
5 – 13 Years Old	275	368	34%
14 – 17 Years Old	86	119	38%
18 – 20 Years Old	74	105	42%
21 – 24 Years Old	97	97	0%
25 – 34 Years Old	282	423	50%
35 – 44 Years Old	247	395	60%
45 – 54 Years Old	217	244	12%
55 – 64 Years Old	153	183	20%
65 and over	142	193	36%

Source: US Bureau of the Census

Figure 2-11: Age Distribution for McDonough

	1990	2000	% Change 1990 - 2000
0 – 4 Years Old	192	742	286%
5 – 13 Years Old	333	1,227	268%
14 – 17 Years Old	110	271	146%
18 – 20 Years Old	158	386	144%
21 – 24 Years Old	172	517	201%
25 – 34 Years Old	423	1,628	285%
35 – 44 Years Old	367	1,270	246%
45 – 54 Years Old	265	880	232%
55 – 64 Years Old	224	544	143%
65 and over	685	1,028	50%

Source: US Bureau of the Census

Figure 2-12: Age Distribution for Stockbridge

	1990	2000	% Change 1990 - 2000
0 – 4 Years Old	258	954	270%
5 – 13 Years Old	421	1,427	239%
14 – 17 Years Old	125	403	222%
18 – 20 Years Old	156	312	100%
21 – 24 Years Old	269	559	108%
25 – 34 Years Old	690	2,044	196%
35 – 44 Years Old	486	1,713	252%
45 – 54 Years Old	357	1,137	218%
55 – 64 Years Old	269	645	140%
65 and over	328	659	101%

Source: US Bureau of the Census

2.2.2 Trends in Age Distribution

One of the most important trends for the future is the rapidly growing population of seniors. Between 2005 and 2030, the share of residents over 65 is expected to increase from 7.6 percent to 13.2 percent. Assuming the “ARC Adjusted” population projection becomes a reality, this translates into more than 52,000 additional seniors living in Henry County in 2030. This presents a clear housing, service, and transportation challenge for the community.

Figure 2-13: Projected Share of Total Population by Age – Henry County

	2005	2010	2015	2020	2025	2030
0 - 5 Years Old	7.6%	7.7%	7.8%	7.7%	7.6%	7.5%
5 - 9 Years Old	7.3%	6.9%	7.0%	7.2%	7.2%	7.2%
10 - 14 Years Old	7.7%	6.6%	6.3%	6.4%	6.7%	6.7%
15 - 19 Years Old	7.5%	7.1%	6.1%	5.9%	6.1%	6.3%
20 - 24 Years Old	7.3%	7.9%	7.5%	6.5%	6.3%	6.5%
25 - 29 Years Old	7.7%	8.9%	9.6%	9.0%	7.9%	7.7%
30 - 34 Years Old	7.7%	7.4%	8.5%	9.2%	8.8%	7.7%
35 - 39 Years Old	8.9%	7.1%	6.8%	7.9%	8.6%	8.2%
40 - 44 Years Old	8.9%	8.0%	6.5%	6.2%	7.2%	7.9%
45 - 49 Years Old	7.4%	7.9%	7.1%	5.8%	5.6%	6.5%
50 - 54 Years Old	5.9%	6.6%	7.0%	6.4%	5.2%	5.0%
55 - 59 Years Old	5.0%	5.2%	5.7%	6.1%	5.6%	4.6%
60 - 64 Years Old	3.6%	4.3%	4.5%	5.0%	5.3%	4.9%
65 and over	7.6%	8.4%	9.6%	10.6%	11.9%	13.2%

Source: Woods & Poole Economics, Inc. 2004

2.3 Households

2.3.1 Household Size

Figure 2-14 shows that household size in Georgia is expected to continue to decrease from 2.61 to 2.59 over the next 10 or 15 years. Then, it is expected to level off and then increase slightly by 2030. Households in Henry County tend to be larger than in the state as a whole. Households in the County will continue to be larger than in the state through 2030. However, they are likely to follow the state's trend and decrease from 2.82 to 2.80 through 2010. After 2015, household size is projected to level off at 2.8 persons per household.

Hampton

In Hampton, households tend to be smaller than in the County as a whole (2.68 persons per household). In recent years, households have become smaller at a faster rate than for the County and the state. However, they are still larger than the state average. It is expected that, after 2005, household size will follow the same rate of change as for the State.

Locust Grove

Households in Locust Grove tend to be larger than in the state as a whole (2.82 persons per household). It is expected that household size in Locust Grove will mirror the trends in Henry County. It will continue to decrease through 2015. After 2015, it is projected to level off at 2.8 persons per household.

McDonough

Households in McDonough are smaller than in the unincorporated County (2.63 persons per household). They are projected to increase in size slowly over time. However, it is not expected that average household size will be as large as in the unincorporated County by the end of the planning period.

Stockbridge

The City of Stockbridge has the smallest household size of all of the Cities in Henry County (2.58 persons per household). Their size increased slightly between 1990 and 2000. However, in recent years, they have followed the same trend as the state and County. It is expected that they will continue to follow the state and County trend.

Households tend to be the largest in the unincorporated areas of the County. Household size is expected to decrease slowly in the unincorporated areas over the next 25 years.

Figure 2-14: Household Size

	Hampton	Locust Grove	McDonough	Stockbridge	Unincorporated Henry County	Henry County	Georgia
1990	2.88	2.86	2.56	2.53	2.97	2.91	2.66
2000	2.73	2.84	2.61	2.61	2.93	2.87	2.65
2004	2.69	2.83	2.63	2.59	2.89	2.83	2.62
2005	2.68	2.82	2.63	2.58	2.89	2.82	2.61
2010	2.66	2.80	2.64	2.56	2.87	2.80	2.59
2015	2.66	2.80	2.65	2.56	2.88	2.80	2.59
2020	2.67	2.80	2.65	2.57	2.88	2.80	2.60
2025	2.69	2.80	2.66	2.59	2.87	2.80	2.62
2030	2.72	2.80	2.66	2.62	2.87	2.80	2.65

Source: Woods & Poole Economics and JIG

2.3.2 Household Type

Figure 2-15 compiles household type information for 2000. Henry County has a remarkably high number of families with children. The percentage of traditional households with children in the County is 34.7 percent, compared to 24.4 percent in the state. Generally, Henry County has a higher share of married couples, a smaller share of single persons living alone, and a smaller share of single mothers than in the state.

The Cities of Hampton and Locust Grove have similar distributions of household type. They have a smaller proportion of traditional married couples with children than the County. However, their proportion is still higher than that of the state.

McDonough has the highest proportion of single mothers and seniors living alone. The City's proportion of these household types is higher than the County or the state. Also, they have a smaller proportion of traditional married couple households.

The City of Stockbridge mirrored the distribution of the state, except they have a smaller share of householders living alone, over 65.

Nearly 75 percent of households in Henry County are married couples. Almost 30 percent of all the households in this area are traditional married couples with children.

As public schools are typically a community's greatest expense, this could present a fiscal challenge for the County.

Figure 2-15: Distribution of Household Types, 2000

	Hampton	Locust Grove	McDonough	Stockbridge	Unincorporated Henry County	Henry County	Georgia
Total Households	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Married couple families	55.3%	55.9%	45.2%	51.7%	70.9%	66.4%	51.5%
Married couple families with children	28.6%	29.5%	22.4%	27.7%	37.1%	34.7%	24.4%
Female householder, no husband present with children	9.4%	8.3%	11.1%	9.0%	5.2%	6.2%	8.6%
Householder living alone	19.6%	18.1%	25.4%	22.3%	13.4%	15.4%	23.6%
Householder living alone, 65 and over	6.9%	6.4%	8.0%	4.5%	3.4%	4.0%	7.0%

Source: US Bureau of the Census

2.4 Race and Hispanic Origin

The population of non-whites in Henry County is growing faster than whites. This is true for the Cities and unincorporated areas alike. However, the Cities have experienced faster growth in non-white population than the unincorporated areas. Notably, the non-white population of Stockbridge nearly tripled, and the non-white population of Locust Grove more than doubled from 2000 to 2004.

Figure 2-16: White and Non-white Population

	White 2000	White 2004	% Change 2000 vs. 2004	Nonwhite 2000	Nonwhite 2004	% Change 2000 vs. 2004
Hampton	3,246	3,412	5%	611	653	7%
Locust Grove	1,904	2,458	29%	418	724	73%
McDonough	5,213	7,025	35%	3,280	5,245	60%
Stockbridge	7,058	11,044	56%	2,795	6,867	146%
Unincorporated Henry County	79,695	98,354	23%	15,121	20,518	36%
Henry County	97,116	122,293	26%	22,225	34,007	53%

Source: ARC

Figure 2-17: Regional Trends in Race and Hispanic Origin

	1990 Share of Total				2000 Share of Total			
	White	African-American	Hispanic Origin	Asian	White	African-American	Hispanic Origin	Asian
Butts	64%	35%	1%	0%	69%	29%	1%	0%
Clayton	72%	24%	2%	3%	38%	52%	8%	5%
DeKalb	54%	42%	3%	3%	36%	54%	8%	4%
Henry	89%	10%	1%	1%	81%	15%	2%	2%
Newton	77%	22%	1%	0%	75%	22%	2%	1%
Rockdale	90%	8%	1%	1%	76%	18%	6%	2%
Spalding	70%	29%	1%	0%	67%	31%	2%	1%

Source: US Bureau of the Census, STF 1

2.5 Income and Poverty

2.5.1 Income

The average income of Henry County residents is increasing. In 2000, the share of total households earning less than \$20,000 had decreased by more than half from 1990 levels. At the same time, the share of households earning more than \$100,000 increased dramatically. This is also true in the Cities. In the City of McDonough, the share of households with incomes between \$20,000 and \$49,999 increased, along with the higher income households. In all other areas of the County, only the shares of households earning \$50,000 or more increased.

Figure 2-18: Household Income Distribution, 1990 and 2000, Henry County

	1990	2000
Total	100.00%	100.00%
Less than \$20,000	20.60%	9.20%
\$20,000 - \$49,000	49.70%	31.90%
\$50,000 - \$99,000	27.30%	44.60%
\$100,000 or more	2.40%	14.40%

Source: U.S. Bureau of the Census (SF3)

Figure 2-19: Household Income Distribution, 1990 and 2000, Hampton

	1990	2000
Total	100.00%	100.00%
Less than \$20,000	33.00%	15.70%
\$20,000 - \$49,000	53.20%	41.50%
\$50,000 - \$99,000	12.50%	34.70%
\$100,000 or more	1.40%	7.80%

Source: U.S. Bureau of the Census (SF3)

Figure 2-20: Household Income Distribution, 1990 and 2000, Locust Grove

	1990	2000
Total	100.00%	100.00%
Less than \$20,000	32.90%	15.30%
\$20,000 - \$49,000	47.20%	44.90%
\$50,000 - \$99,000	18.80%	33.90%
\$100,000 or more	1.20%	5.80%

Source: U.S. Bureau of the Census (SF3)

Figure 2-21: Household Income Distribution, 1990 and 2000, McDonough

	1990	2000
Total	100.00%	100.00%
Less than \$20,000	43.60%	17.20%
\$20,000 - \$49,000	37.20%	43.00%
\$50,000 - \$99,000	16.80%	33.70%
\$100,000 or more	2.40%	6.10%

Source: U.S. Bureau of the Census (SF3)

Figure 2-22: Household Income Distribution, 1990 and 2000, Stockbridge

	1990	2000
Total	100.00%	100.00%
Less than \$20,000	28.80%	11.70%
\$20,000 - \$49,000	51.90%	41.40%
\$50,000 - \$99,000	19.30%	35.50%
\$100,000 or more	0.00%	11.30%

Source: U.S. Bureau of the Census (SF3)

2.5.2 Poverty

In every category, the poverty level in Henry County was lower than for the state and the Atlanta Metropolitan Statistical Area (MSA) in 1999. However, a greater proportion of seniors over 65 lived in poverty in the Cities of Hampton, McDonough, and Stockbridge compared to state or Atlanta MSA levels. It is estimated that nearly 9 percent of the County's children lived below the poverty level in 2002 (source: U.S. Census Bureau, Housing and Household Economic Statistics Division, Small Area Estimates Branch).

Figure 2-23: Percent Below Poverty Level in 1999

	Hampton	Locust Grove	McDonough	Stock-bridge	Henry County	Atlanta MSA	Georgia
Families in Poverty	2%	6%	10%	6%	4%	7%	10%
with related children	3%	8%	11%	7%	5%	10%	14%
Families with female householder, no husband present	6%	14%	18%	17%	15%	21%	29%
with related children	6%	29%	19%	19%	18%	26%	35%
Persons in poverty	5%	9%	13%	7%	5%	9%	13%
Under 18	2%	12%	13%	6%	6%	12%	17%
Over 65	15%	9%	18%	17%	8%	10%	14%

Source: US Bureau of the Census

2.6 Education

The following figures indicate the educational attainment percentages for Henry County, its Cities, and trends in the Atlanta MSA.

Figure 2-24: Educational Attainment for Henry County and Its Cities

	Hampton	Locust Grove	McDonough	Stock-bridge	Henry County	Georgia
Population 25 years and older	100%	100%	100%	100%	100%	100%
Less than 9th grade	9%	5%	10%	4%	4%	8%
Some high school, no diploma	18%	23%	14%	12%	12%	14%
High school graduate	39%	44%	27%	32%	34%	29%
Some college, no degree	20%	15%	23%	22%	24%	20%
Associate's degree	4%	5%	6%	6%	7%	5%
Bachelor's degree	9%	7%	15%	17%	14%	16%
Graduate of profession degree	2%	2%	6%	7%	6%	8%
% high school graduate or higher	74%	72%	77%	85%	84%	79%
% bachelor's degree or higher	11%	9%	21%	24%	20%	24%

Source: US Census Bureau, Census 2000

Figure 2-25: Trend in Educational Attainment for the Atlanta MSA

	2000	2001	2002	2003	2004
Population 25 years and over					
Less than 9th grade	5.4%	4.5%	4.5%	4.8%	5.2%
9th to 12th grade, no diploma	10.6%	8.7%	7.5%	8.7%	8.8%
High school graduate (including equivalency)	24.4%	27.5%	28.3%	25.2%	25.0%
Some college, no degree	21.8%	20.4%	21.3%	20.6%	20.8%
Associate's degree	5.7%	5.7%	5.4%	5.9%	6.0%
Bachelor's degree	21.6%	22.4%	22.8%	23.0%	23.0%
Graduate or professional degree	10.4%	10.7%	10.1%	11.6%	11.2%
Percent high school graduate or higher	83.9%	86.8%	88.0%	86.5%	85.9%
Percent bachelor's degree or higher	32.0%	33.1%	32.9%	34.7%	34.2%

Source: U.S. Census Bureau, 2004 American Community Survey

Residents of Hampton, Locust Grove, and McDonough are less likely to have completed high school than residents in unincorporated Henry County, the Atlanta area, or the State. Eighty-four (84) percent of Henry County residents have a high school diploma, whereas that number is 74 percent for Hampton, 72 percent for Locust Grove, and 77 percent for McDonough. To increase educational opportunities in the County, the City of Locust Grove has offered 200 acres to the Board of Regents to construct a college campus on the south end of the City. Recently established educational facilities by Mercer University in McDonough and DeVry University in Stockbridge offer post-secondary education for Henry County residents. Also, another major Georgia university is presently (January 2006) in lease negotiations to begin offering classes in Henry County as early as fall 2006.

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3 Economic Development

This Economic Development Assessment identifies general economic issues facing Henry County and the Cities of Hampton, Locust Grove, McDonough, and Stockbridge today; as well as development trends, opportunities, and resources. The Comprehensive Plan (Plan), once completed, will provide direction for the future and, thereby, assist governments and developers in:

- Making informed investment decisions.
- Promoting a diversified and sustainable tax base.
- Protecting the integrity of real estate investments.
- Protecting against overbuilding and urban sprawl.
- Protecting against unnecessary losses of resource land.
- Protecting against losses of open space and natural systems.
- Stimulating job growth in the targeted industries, as well as cultural and arts industries.
- Improving regional and global competitiveness.

This Plan realizes that Henry County and the four municipalities need to act in coordination with neighboring municipalities and private enterprise because of the economic relationships that exist between the geographic areas and the private sector. This Assessment is a starting point and the basis of an “economic development tool box.” This report describes current conditions in the County; selects a direction for economic development; and develops goals, objectives, and policies to advance the plan for joint economic development.

3.1 Economic Base

Figure 3-1 provides a list of the key employers in Henry County in 2004. The largest employers in the County are related to government and medical services (the Board of Education, the Medical Center, and the Henry County Government). Figure 3-2 provides information from the Census concerning the historic employment for Henry County and Georgia. Henry County’s employment mix is comparable to that of the state. Individual figures for each City are not available. As can be seen, the Retail Trade and Services sectors of the economy dominate, providing over 50 percent of local jobs. Figure 3-3 provides employment projections based on the most recent ARC estimates for employment and population.

Figure 3-1 Top Employers in 2004

Employers	Number of Employees
Henry County Board of Education	3,784
Henry Medical Center	1,287
Henry County Government	1,260
Wal-Mart Associates, Inc.	1,010
SunTrust Service Corporation	700
Federal Aviation Administration	533
Georgia Power Company	458
Snapper Inc	457
Toys"R"Us	450

3.2 Labor Force

The County's population for 2005 is estimated to be close to 167,000, with almost 125,000 residents living in the unincorporated area. Over the next 5 to 6 years, Henry County is projected to grow to a population of almost 196,000. The increase in population results in an increase in labor force. Unemployment is very low. According to the 2004 data released by the Georgia Department of Labor, the labor force in Henry County was 79,947, with only 3,194 or 4 percent being unemployed (see Figure 3-4).

Figure 3-2 Employment by Sector (Total employees and %) for Henry Co. and Georgia

Henry County	1990		2000	
	Count	Share	Count	Share
Total Employment	20,020	100%	32,900	100%
Farm Employment	540	3%	329	1%
Agricultural Services	253	1%	329	1%
Mining	45	0%	-	0%
Construction	2,036	10%	3,290	10%
Manufacturing	3,453	17%	2,303	7%
TCU (Transportation, Communications, Utilities)	832	4%	1,645	5%
Wholesale Trade	703	4%	987	3%
Retail Trade	3,119	16%	7,896	24%
FIRE (Finance, Insurance, Real Estate)	1,069	5%	2,303	7%
Services	3,998	20%	9,212	28%
Federal Civilian Government	867	4%	658	2%
Federal Military Government	264	1%	329	1%
State and Local Government	2,841	14%	3,290	10%
Georgia	Count	Share	Count	Share
Total Employment	3,690,607	100%	4,918,110	100%
Farm Employment	74,286	2%	67,199	1%
Agricultural Services	31,488	1%	56,452	1%
Mining	10,591	0%	9,479	0%
Construction	212,342	6%	303,901	6%
Manufacturing	572,477	16%	600,868	12%
TCU (Transportation, Communications, Utilities)	216,341	6%	303,363	6%
Wholesale Trade	228,210	6%	274,809	6%
Retail Trade	606,608	16%	821,587	17%
FIRE (Finance, Insurance, Real Estate)	244,948	7%	348,068	7%
Services	876,599	24%	1,437,305	29%
Federal Civilian Government	102,981	3%	96,615	2%
Federal Military Government	90,745	2%	94,373	2%
State and Local Government	422,991	11%	504,091	10%

Figure 3-3 Employment Projections for Henry County

Henry County	1990		2000		2005		2010		2015		2020		2025		2030	
	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share
Total Employment	20,020	100%	32,900	100%	48,018	100%	57,768	100%	71,928	100%	84,891	100%	102,444	100%	120,369	100%
Farm Employment	540	3%	329	1%	480	1%	578	1%	719	1%	849	1%	1,024	1%	-	0%
Agricultural Services	253	1%	329	1%	480	1%	1,155	2%	1,439	2%	1,698	2%	2,049	2%	1,204	1%
Mining	45	0%	-	0%	-	0%	-	0%	-	0%	-	0%	-	0%	-	0%
Construction	2,036	10%	3,290	10%	4,322	9%	5,199	9%	6,474	9%	7,640	9%	8,196	8%	9,630	8%
Manufacturing	3,453	17%	2,303	7%	2,881	6%	3,466	6%	3,596	5%	4,245	5%	4,098	4%	4,815	4%
TCU (Transportation, Communications, Utilities)	832	4%	1,645	5%	2,401	5%	2,888	5%	4,316	6%	5,093	6%	6,147	6%	7,222	6%
Wholesale Trade	703	4%	987	3%	1,921	4%	2,311	4%	3,596	5%	4,245	5%	6,147	6%	7,222	6%
Retail Trade	3,119	16%	7,896	24%	11,524	24%	13,287	23%	16,544	23%	18,676	22%	22,538	22%	26,481	22%
FIRE (Finance, Insurance, Real Estate)	1,069	5%	2,303	7%	3,361	7%	4,044	7%	5,035	7%	5,942	7%	7,171	7%	8,426	7%
Services	3,998	20%	9,212	28%	13,925	29%	16,753	29%	21,579	30%	25,467	30%	31,758	31%	38,518	32%
Federal Civilian Government	867	4%	658	2%	960	2%	1,155	2%	719	1%	849	1%	1,024	1%	1,204	1%
Federal Military Government	264	1%	329	1%	480	1%	578	1%	719	1%	849	1%	1,024	1%	-	0%
State and Local Government	2,841	14%	3,290	10%	5,282	11%	6,354	11%	7,912	11%	10,187	12%	12,293	12%	14,444	12%

Figure 3-4 Unemployment Rates

	Unemployment Rate		Employed		Unemployed	
	Georgia	Henry County	Georgia	Henry County	Georgia	Henry County
2000	3.5	2.7	4,084,062	65,833	149,326	1,803
2001	4.0	2.9	4,107,109	69,583	170,858	2,059
2002	4.8	3.9	4,308,229	75,220	208,110	2,901
2003	4.7	4.0	4,340,666	78,979	206,141	3,147
2004	4.6	4.0	4,390,395	79,947	202,124	3,194

Source: Georgia Department of Labor, 2005

Figure 3-5 shows the occupations of Henry County residents in 2000, including residents of the Cities. As can be seen, management and sales occupations are the predominant types of jobs held by local residents.

Figure 3-5 Occupations of Employed Residents – 2000

	Henry County	Hampton	Locust Grove	McDonough	Stockbridge
Total (employed residents 16 years or older)	60,999	1,922	1,089	3,796	4,837
Management, professional, and related occupations	18,505	404	200	1,234	1,366
Service occupations	6,336	190	88	453	633
Sales and office occupations	18,922	553	352	1,148	1,718
Farming, fishing, and forestry occupations	68	0	0	21	0
Construction, extraction, and maintenance occupations	8,250	313	189	370	398
Production, transportation, and material moving occupations	8,918	462	260	570	722

Source: U.S. Bureau of the Census, 2000

3.2.1 Income and Wages

Figure 3-6 gives the earnings and income for Henry County residents in 1990 and 2000. Figure 3-7 gives the weekly wages by sector in 2003. The mix of the businesses operating in a community greatly affects its economic health and potential for raising its residents' standard of living. Over the last several years, Henry County lost jobs in the higher income sectors of Manufacturing, Transportation, Communications and Utilities, and Government. The unemployment rate is low. These high paying jobs have been replaced by jobs in the growing Retail Trade and Services sectors, two of the lowest

paying employment sectors in the County. In 2005, the Retail and Services sectors represented 52 percent of all jobs in Henry County but, outside of Agriculture, were the lowest and second lowest job sectors by wages. The lack of high-paying employment opportunities and the disproportionately high number of low-paying retail and service sector jobs contribute significantly to the low average income figure for all of Henry County.

Figure 3-6 Earnings and Income for Henry County

	1990	2000
Total Earnings (Millions 1996 \$)	\$480	\$1,116
Farm Earnings	\$2	\$3
Agricultural Services	\$4	\$10
Mining	\$1	\$3
Construction	\$54	\$128
Manufacturing	\$96	\$113
TCU (Transportation, Communications, Utilities)	\$29	\$80
Wholesale Trade	\$24	\$54
Retail Trade	\$41	\$172
FIRE (Finance, Insurance, Real Estate)	\$15	\$59
Services	\$61	\$257
Federal Civilian Government	\$69	\$91
Federal Military Government	\$3	\$5
State and Local Government	\$79	\$142
Personal Income (Millions 1996 \$)	\$1,173	\$2,696
Wages and Salaries	\$356	\$867
Other Labor Income	\$59	\$106
Proprietors Income	\$64	\$144
Dividends, Interest and Rent	\$169	\$364
Transfer Payments to Persons	\$109	\$252
Less Social Insurance Contributions	\$24	\$61
Residence Adjustment	\$439	\$1,024
Income per capita (1996 \$)	\$19,585	\$22,160
Income per capita (current \$)	\$16,771	\$23,798
Source: Woods and Poole Economics, Inc. 2004		

Figure 3-7 Henry County Weekly Wages by Sector 2003

Category	Number of Firms	Weekly Wage
Total Number of Firms	2,823	\$572
Agricultural Services, Other	7	\$400
Mining	4	\$873
Construction	487	\$660
Manufacturing	107	\$743
Trans, Comm, & Public Utilities	153	\$660
Wholesale Trade	146	\$692
Retail Trade	395	\$422
Finance, Insurance, & Real Estate	310	\$656
Services	1,094	\$460
Federal Civilian Government	12	\$1,868
Federal Military Government	*	
State & Local Government	63	\$592

Source: Georgia Dept. of Labor 2004 Area Labor Profile

* included in Federal Civilian Government

3.2.2 Commuting Patterns

The lack of employment opportunities also is reflected in the high number of out-commuters from Henry County to surrounding counties. Figure 3-8 shows the most recent commuting trends for Henry County. Only 31 percent of Henry County residents work in Henry County. Approximately 55 percent of Henry residents work in Fulton, DeKalb, or Clayton County.

Figure 3-8 Commuting Patterns of Employed Residents of Henry County

County where Employed	Number	% of Total
Henry	18,751	31.1
Fulton	14,157	23.4
Clayton	13,541	22.4
DeKalb	5,597	9.3
Gwinnett	1,531	2.5
Cobb	1,365	1.9
Fayette	1,137	1.9
Spalding	1,005	1.7
Other	3,297	5.5
Total	60,381	100.0

Source: U.S. Bureau of the Census, 2000

3.3 Economic Development Resources

3.3.1 Agencies

Today, the two primary economic development agencies in Henry County are the Henry County Development Authority and the Henry County Chamber of Commerce. Other major economic development contributors are McDonough’s Main Street Program, Hampton’s Better Hometown Program, the Henry Council for Quality Growth, and the Downtown Development Authorities in Hampton, Locust Grove, McDonough, and Stockbridge.

Henry County Development Authority

The Henry County Development Authority (Authority) was created in 1966 as the result of a local amendment to the Georgia Constitution. The duties and powers of the Henry County Development Authority are spelled out in the original constitutional amendment and six subsequent legislative amendments. The purpose of the Authority, as stated within the enabling legislation, is “promoting and expanding for the public good and welfare of industry and trade within Henry County and reducing unemployment to the greatest extent possible.” The Henry County Development Authority receives the majority of its operating budget directly from the Board of Commissioners, although the Authority also receives income derived from fees associated with the issuance of Industrial Development Bonds (IDBs), the sale of Authority-owned property, and revenue from investments. The Henry County Development Authority consists of five members, representing the five geographic commissioner districts, who are appointed by the Board of Commissioners of Henry County.

Henry County Chamber of Commerce

Founded in 1979, the Henry County Chamber of Commerce (Chamber) is a private, non-profit organization. It is governed by a Board of Directors. The Chamber provides information and networking for new businesses, serves as an information source for economic statistics, and supports the Henry County Development Authority in industrial recruitment. Many of the Chamber's activities are expedited through several committees made up of members. These committees help the Chamber in surveying the needs of businesses and industries and in coordinating efforts with the governments in Henry County. The Chamber of Commerce also is teaming with educational institutions to provide continuing education and training for the workforce.

Henry County for Quality Growth

The Henry Council for Quality Growth (Council) is creating an environment of quality growth in one of America's fastest growing counties. The Council was formed in 2001 to promote the continued, balanced, and responsible growth of Henry County. Influencing infrastructure and regulatory issues, the Council works to ensure the economic vitality of Henry County, while offering numerous benefits to its members and the community at large. The Council's goals are to:

- Promote long-range planning and adequate delivery of government services for all citizens.
- Serve as a catalyst for consensus on growth issues.
- Provide a forum for discussion of responsible development and economic or technical expertise as needed.

In 2001, these various groups undertook a County-wide effort to develop a community development strategy. The result of this effort was the "Henry Tomorrow" Economic Development Strategy. The Henry Tomorrow process grew out of discussions between business leaders, educators, local officials, and other residents of the County.

The Henry Tomorrow process developed a vision for Henry County and the Cities of Hampton, Locust Grove, McDonough, and Stockbridge; which included the following recommendations:

- Commit the resources necessary to upgrade the local infrastructure and successfully plan for a high quality of life.
- Diversify the business mix and target higher quality jobs to strengthen the economy and increase per capita income levels.
- Improve the quality of the workforce to meet current and future needs of businesses.
- Develop stronger community leadership through inclusiveness, public-private partnerships, and effective local governments.

- Expand options for an enriching lifestyle while maintaining the small town atmosphere and scenic areas.

3.3.2 Geographic Setting

During the 1990s, Henry County emerged as one of the 10 fastest growing counties in the U.S. with a 2005 population of nearly 167,000 residents and still growing. Henry County is located 20 miles south of Atlanta and only about 13 miles south of Hartsfield-Jackson Atlanta International Airport, the world's busiest passenger airport.

One of the greatest influences upon the mobility and economic development of Henry County is the highway network, with six interchanges on I-75 and two interchanges on I-675. The proximity and accessibility to I-75, I-675, and the Hartsfield-Jackson Atlanta International Airport provides access to markets throughout Georgia, the U.S., and even internationally. As economies globalize, Henry County's linkages with other geographic areas will become more evident and more important. It is, therefore, necessary to view the County's economy not as an isolated unit, but within a broader context. As Henry County's population and household income rise, retailers are increasingly turning to Henry County as their new location of choice.

3.3.3 Existing Land Use

While industrially zoned land is distributed throughout the County, the vast majority of major industrial activity since 1990 has occurred in two major areas: the Eagle's Landing area along Eagle's Landing Parkway and US 23/SR 42, and the I-75/SR 155 corridor. Companies such as International Paper and Bell South Materials Control located at Eagle's Landing in the 1980s, in an area formerly referred to as the Atlanta Tech Center. In 1994, major distribution facilities for Dunlop Tire Company and Kelly Springfield Tire Company located adjacent to the Norfolk-Southern rail line in the Eagle's Landing Trade Center.

The I-75/SR 155 corridor was the dominant center of industrial development activity in the County in the 1990s. The major industrial parks, Midland, Liberty, and Greenwood, accounted for much of the industrial growth in the area.

Massive traffic congestion in and around Atlanta's northern suburbs has driven many companies and businesses to seek other sites in the Atlanta area for their expansions and relocations. Henry County's proximity, strong population growth, and excellent transportation access have been increasingly viewed as strong magnets for business and residential development alike.

Currently there are 14 industrial/business parks located within Henry County. The following is an overview of the location and size of the parks.

Figure 3-9 Henry County Business/ Industrial Parks

Site/Park Name	Location	Total Acreage	Remaining Acreage
Eagle's Landing Trade Center	Eagle's Landing area	220	0
Eagle's Landing Office Campus	Eagle's Landing area	85	85
Technology Pointe	Eagle's Landing area	350	0*
Northbridge (formerly Stockbridge Station)	1-675/ SR 138 area in Stockbridge	212	0*
South Crest	I-75/SR 138 in Stockbridge	15	15
Hampton Industrial District	SR-3 in Hampton	207	--
Midland South	US 23/SR 42 in Locust Grove	234	--
Meredith Park	I-75/SR 155 area	69	13
Midland Industrial Park	I-75/SR 155 area	463	120
Liberty Industrial Park	I-75/SR 155 area	500	130
Greenwood Industrial Park	I-75/SR 155 area	800	220
Interstate South Industrial Park	I-75/SR 155 area	225	125
Parkway Business Center	I-75/SR 155 area	350	0*
King Mill Distribution Park	I-75/SR 155/SR 42 area	181	181
Westridge Distribution Center	SR 20/SR 155 area	105	105
ProLogis Park I-75 (formerly Carlino Site)	I-75/SR 155 area	225	225
North Park Business Centre	Eagle's Landing area	70	30

*rezoned

-- unknown at this time

Development activity at all parks within the I-75 corridor has been strong for several years. This is credited to the incredible market access, which includes the proximity to Hartsfield, rail, and interstates.

3.4 Economic Trends

3.4.1 Issues

Open Space

Much of Henry County still consists of open space, greenspace, water reservoirs, and agricultural uses. These areas are located primarily in the unincorporated areas of the County, away from the I-75 and I-675 development corridors. The challenge in any economic development effort will be to increase the density along the major corridors to prevent urban sprawl preserving the open areas and greenways to the maximum extent possible, while increasing efficiency of use for any public infrastructure such as roads and water and sewer.

Industry/Manufacturing

Currently, manufacturing industries only have about a 7 percent of County jobs, which represents a decrease from 17.25 percent in 1990. Manufacturing jobs have been lost largely as a result of increased automation and the relocation of manufacturing jobs overseas in response to cheaper labor and production costs.

Since 1990, one of the major manufacturing employers in Henry County, NEC Technologies, closed its facility. At its peak, the company employed more than 500 people. Other companies such as Snapper reduced manufacturing employment. At one time, Snapper employed up to 1,200 people, but now employees about 450. However, there has been growth in large distribution centers in Henry County. Nestle and Ford Motor Company have logistics facilities in the County.

New manufacturing jobs have been added such as those for Ken's Foods, Behr Process Corporation, ALPLA, and Aero Plastics. The overall job base has grown since 1990. As a result, the relative position of manufacturing to the overall local economy has declined.

Existing property with a future land use/zoning designation suitable for industrial development is experiencing development pressures from potential residential developers. Because of the location and accessibility of most of those parcels, both residential and industrial interests compete for the same parcels. This may result in an increase in property price that may exceed the price range of where a business can stay compatible. It is recommended to undertake a land use study to determine existing acreage of industrial, commercial, and residential land compared to the projected demand of these uses. Based on the results of this study, existing non-residential acreage may be maintained or increased based on projected demand.

Tourism

Tourism provides strong support to Henry County's economy. There are two basic types of tourism – active and passive. Each type has different impacts on the economy. In

general, active tourism requires a higher level of service and, therefore, creates a higher amount of employment per tourist. Private interests generally provide active recreation facilities, and they are revenue-producing. Common examples include golfing and golf tournaments, as well as other sports center and recreation facilities and events. Examples of active tourism in Henry County are:

- The Atlanta Motor Speedway, located in Hampton, is home to the largest revenue-producing event in Georgia. It has 124,000 seats and 141 luxury suites. The facility annually hosts two NASCAR Nextel Cup races, the Busch Grand National, and ARCA event, attracting many spectators to the County.
- The Atlanta Charity Championship, the only Ladies Professional Golf Association (LPGA) Tour event in Georgia, is held at the Eagles Landing Country Club each spring. 85,000 people attended this week-long event in 2001.

Another form of tourism is the eco/heritage/cultural tourism sector in the U.S. Successful protection, development, and promotion of natural environment, historical elements, and the quality of life in an area can improve the economic viability of a community. Eco-heritage tourism involves direct, guided experience of the natural environment or historical elements and education about natural and historical resources, without threatening the environment. Local examples of this passive form of tourism are:

- McDonough's historic character with 298 properties on the National Register contributes to heritage tourism activities, including the development of the Downtown Square.
- The future development of the Jonesboro/Alexander Park as a botanical garden, with an Environmental Arts and Science Center, would add a major tourism attraction and contribute to the expansion of active eco/natural tourism activity as well as the expansion of the year round tourism.
- The Tanger Outlet Mall was recently expanded by over 46,000 sq. ft., to a total of 248,854 sq. ft., with more than 70 shops attracting many shoppers annually.

The seasonal pattern of tourism, however, creates a gap of low economic activity during the winter months. To close this gap, there is a need to expand the tourist season through special annual events and explore ways to capture a larger share of the international market.

The promotion of existing attractions, special events, and festivals in the County is a fundamental component of tourist development. Henry County also needs to seize the opportunity to draw on the pool of visitors who come to Atlanta for vacations, conferences, and other events. The key to tourist development will be for Henry County to find a tourist destination niche and market it aggressively in order to capture a greater share of tourism revenue.

Wholesale Trade

Wholesale Trade is a relatively minor activity in Henry County and, in 2005, accounted for only 3.9 percent of total employment (Figure 3-2).

Retail Trade

Over 20 percent (23.18 percent) of the total jobs in Henry County are in the retail trade (Figure 3-2). Rapid population growth is the reason for the demand in retail jobs, largely fueled by the single-family residential growth in the unincorporated area of the County. Henry County's attractiveness to the retail sector is the relatively high household income level of the incoming residents, the lack of existing quality retail opportunities, and a consumer preference for newer shopping facilities. Sales tax leakage to nearby counties, specifically Clayton County, is a strong motivator to increase recruitment of high-end commercial and retail development.

Construction

The construction sector in Henry County comprises 10.55 percent of total employment (Figure 3-2). This share has grown by ½ percent since 1990. The rapid population growth and its need for additional housing explain the sector's high percentage of overall jobs. Building permit activities for Henry County are provided in Figure 4-2 in the following section, "Housing."

The future performance of this sector will be affected by long-term trends in population, income, availability and interest of loans, and to some extent the funding of public works projects.

Services

Services Sector employment accounts for a total of 48.36 percent of employment (see Table 3-1). The Services Sector is divided into three divisions:

- Finance, Insurance, and Real Estate (FIRE) with 7.27 percent.
- Commercial and Professional Services with 28.78 percent.
- Public Administration (Government) Services with 12.31 percent.

In contrast to the other major economic divisions and sectors that are more closely associated with an area's natural resources and infrastructure, activities within the services sector are more related to an area's demographic character and the nature of services requested by the residents.

Housing

Demand for workforce housing, assumed to be housing for which a household does not have to spend more than 30 percent of its household income, is exceeding the supply in the market. Most of the houses in the County are new construction, with a relatively high median housing price, resulting in a lack of a skilled workforce suitable for manufacturing or other industry. This trend results in difficulties for people in job categories such as firefighters or teachers to find housing and live in the area, thereby reducing quality of life for all residents of Henry County.

Market Access

Henry County, just 30 minutes south of Atlanta, is one of the fastest growing markets in the country. A key reason for the growth rate is Henry County's strategic location:

- 20 miles along I-75 with six interchanges in Henry County
- Three interchanges on I-675 in neighboring Clayton County, which provide easy access to I-85 north and I-20 east via I-285.
- 30 minutes south of Hartsfield-Jackson Atlanta International Airport, the world's busiest passenger airport with more than 630 daily flights to 120 domestic destinations and more than 200 weekly international flights with 45 international destinations.
- 80 percent of the U.S. population within reach of 2 hours by air and 2 days driving time.
- Norfolk-Southern Railroad, which provides direct main line service to Henry County, has inter-modal piggyback capabilities with the company's largest inter-modal yard located in Atlanta.
- Passenger rail service is provided from Atlanta by Amtrak, with regular service to New York and New Orleans.
- Georgia's two deepwater ports – Savannah and Brunswick – are just a few hours to the south via I-75, I-16, and I-95. Opportunities for satellite/ inland port facilities are being explored along major railway lines and areas containing Foreign Trade Zones.

Public Infrastructure

The ability of Henry County to attract and sustain economic development depends on the quality of its infrastructure. Infrastructure includes roadways and bridges, airports, drainage and stormwater facilities, water and wastewater systems, electric generation and transmission systems, natural gas lines, solid waste collection, recycling and disposal facilities, schools, and parks. These facilities are the skeletal structure that support community life, determines quality of life, and doarwe economic development. The planning of these facilities needs to occur in a sustainable manner that promotes the development and redevelopment of existing and/or underutilized land in already developed areas and promotes the development of more compact, mixed-use, and pedestrian-oriented development.

Transportation

- Capacity of the road infrastructure has not kept pace with approved development. Roads, especially major collector roads, are over capacity caused by out-of-County commuting. According to the 2000 Census, 70 percent of all Henry County residents commute out of the County, either to Atlanta or surrounding counties. Complicating this issue is the fact that new road construction and improvements face restrictions because of the region's non-compliance with the Clean Air Act.
- Right-of-way protection needs to be addressed through advanced planning of capacity improvements. A right-of-way protection map and plan needs to be

developed that mirrors the 2030 transportation plan and Future Land Use map. This will enable local governments to preserve and receive needed right-of-way for planned improvements concurrent with development approvals.

- The prospective Traffic Impact Fee Structure needs to be refined to fairly and accurately reflect traffic impact by various types of developments and to be collected for construction of capacity improvements, including right-of-way acquisition within the zone of impact.
- Frontage roads are needed along I-75 to provide more accessibility and visibility for interstate commercial development.
- The potential of the proposed commuter rail line should be considered as a valid alternative to reduce dependency on I-75 as the primary commuter and business corridor and contribute to the diversification of business. Other opportunities include the development of a high-end, mixed-use transit village at the end point of the rail line near Hampton.
- The lack of existing east-west corridors - their planning and construction should be included in the 2035 Transportation and Right-of-Way Protection Plan.
- An additional interchange north of I-75 exit 212 is needed at the Bethlehem crossover.
- Norfolk-Southern Railroad, with a major north-south freight line bisecting the interstate strategically at McDonough, affords often critical rail service to distribution-driven companies.

Utilities

- Central water and wastewater services are especially critical to economic development, because the ability to connect to these services often determines the types and intensities of development that can be constructed and operated. The high costs of extending lines and constructing additional treatment facilities limits many types of development to locations where central water and wastewater services currently exist, or to areas that likely will receive those services in the near future. These costs, which must be paid prior to completion of construction, represent a significant portion of the start-up expenses associated with a business or development.
- The Metropolitan North Georgia Water Planning District requires regional coordination for water and wastewater planning. A Utility Master Plan covering the entire County is needed to properly prepare for new development. It should outline the expansion of the utility infrastructure in order to make more efficient use of existing infrastructure and plan for new infrastructure, while minimizing impacts on open space and conservation lands.

Local Business Climate

- Henry County and its municipalities need to strive to provide for a climate conducive to conducting business while maintaining and improving their quality of life.
- The goals of adding business and industry to increase and diversify the tax base and adding more jobs to reduce commuter traffic are recognized as common goals for all local governments within the County. It will be necessary to increase

cooperation and coordination at all levels of government to pursue business opportunities and select locations for new business or business expansions that will make the most sense for overall Henry County and will provide Henry County with a competitive edge over neighboring counties and their municipalities.

- Annexations to circumvent local development regulations should be minimized, specifically where it would conflict with goals that would benefit all citizens of Henry County such as open space preservation, conservation of environmentally sensitive habitat, or decrease of water quality.

Public Incentives for Investment

Financial Incentives

- Historically, Henry County has been very conservative in offering relocation incentives. They have been used in the past on a case-by-case basis. Reductions in building and development permit fees and impact fees, road and infrastructure extensions or improvements are some incentives that have been used. Conventional financing programs through financial institutions and the Industrial Revenue Bond financing through the Henry County Development Authority; or state and federal programs such as the Foreign Trade Zone, Job Tax Credit, Investment Tax Credit, or other exemption and credit programs also have been used. Incentives typically are considered in the latter stages of the site selection process through which a company proceeds, and they become critical in the decision to invest in an area. Incentive programs have become a popular method used to encourage companies to relocate or expand. These programs include tax exemptions, tax abatement programs, business and employee relocation grants, up-front cash investment, job creation investment incentives, tax credits, and utility rate and deposit waivers.
- Henry County has one of the highest millage rate property taxes in the Atlanta Metro area. Reduction or off-set of property taxes through reduction in other taxes or tax credits could provide a significant competitive advantage in the future.
- Incentives, as part of a carefully considered economic development program to attract quality jobs and investment, can provide a significant competitive advantage for Henry County. The Development Authority submitted a draft incentives program to the Henry County Board of Commissioners in 2004. No formal action on this matter has taken place as of this writing.

Other incentives

- In the Cities, one-stop permitting and/or fast-track permitting concepts need to be explored and implemented to encourage development that meets or exceeds standards and development principles set out by the local governments.
- Local zoning codes need to be studied to determine where such fast-track permitting or other non-monetary incentives would be of benefit to the local governments and would function as an incentive for business recruitment or expansion. Such incentives could range from credit of impact fees for right-of-way dedication to density bonuses for increased conservation of open space and

native habitat or increase in permissible height of buildings for adherence to stricter architectural standards.

Quality of Life

Factors influencing the quality of life in a community include the natural environment, recreation, culture, education, crime, housing, and health services. The perception of Henry County having a good quality of life will be critical for many businesses in determining whether to invest in a particular location or look elsewhere.

- Increased congestion impacts quality of life.
- Decrease in water quality of streams and other water bodies negatively impacts quality of life.
- Location halfway between the Georgia mountains and the beaches increases quality of life.
- Quality and existence of water reservoirs increases quality of life.
- The existing healthcare system is undergoing a big expansion through the expansion of the existing hospital. Planning for a second hospital in the southern part of the County should be encouraged to promote the development of other medical services in the southern part of the County.

Education and Training

- Mercer University's Henry County Campus is a local institution of higher learning within Henry County. The Regional Academic Center of Mercer University in Henry County offers evening and weekend courses to fit the schedules of adult learners. Mercer University is planning to add a Ph.D. program in educational leadership starting in 2006.
- DeVry University has a facility offering undergraduate and graduate degree programs at its Stockbridge location, and Clayton State University offers some courses in Locust Grove.
- Locust Grove has offered nearly 200 acres to the Board of Regents for the construction of a possible university or trade school.
- Clayton State University and Gordon College, in Barnesville, are in close proximity and are available for Henry County residents.
- The Chamber of Commerce, in collaboration with the Small Business Administration, Clayton State University, and the Development Authority, is already offering the "Entrepreneurial Success Series," a training series geared to working professionals. Training opportunities such as this need to be encouraged and are important in developing an increased skill set in the local labor force.
- Henry County is in great need of a technical school that would supplement the technical opportunities available at Griffin Technical College. Griffin Technical College is the closest adult technical education facility for area residents. The school is a fully accredited college that provides technical and skills training in 19 different courses. Cooperative training programs are offered for students who work full-time to enhance and refresh their skills. Both academic and vocational training are available with day and evening classes. Griffin Tech would like to continue to expand opportunities and courses that lead to a bachelor's degree. Another goal for the college is to track economic trends and proactively offer

training in emerging fields to attract new businesses, rather than just offering demand-driven courses.

Establishing Locations for Economic Development

- Priority should be given to renovating existing and creating new locations for economic development and business. Land use planning, zoning, infrastructure planning, and fiscal policy should encourage patterns of development that will foster redevelopment and infill of existing commercial and industrial areas, and encourage new areas to form in a way that will increase the number and availability of good locations for economic development. Criteria for good business locations include a good transportation network; dense infrastructure; close proximity to neighborhoods (employees) and schools; high density of customers and support businesses; and proximity to cultural, recreational, and educational opportunities.
- Infill opportunities to construct new or rehabilitate older buildings for compatible industries in centralized locations should be pursued.
- Areas in proximity to residential neighborhoods could be developed with transitional, campus-type office parks in order to minimize negative impacts and provide employment opportunities for nearby residents.

3.4.2 Targeted Industries

According to previous focus and vision groups, Henry County is targeting the industries listed below as those that need to be encouraged to locate or expand in the area. However, Henry County falls into the non-attainment area boundary of Metro Atlanta, which limits the type of industries and businesses that can be targeted.

a) Existing Business Cluster Targets:

- Logistics with Transportation and Transportation Services
- Warehousing
- International Trade and Distribution
- Government and Not-for-Profit Facilities

b) Existing Business Concentration Targets:

- Tourism and Hospitality
- Botanical Gardens with Environmental Arts & Science Center
- Golf and Recreation Industries
- Tourism & Cultural/ Eco/Heritage and Arts Tourism
- Data Processing and Information Services

c) Potential Business Targets:

- Professional Offices
- Corporate Activities
- High Tech Industries
- Incubator

- Large-scale Retail
- Information and Technology Services

3.4.3 Conclusions

Henry County and the Cities of Hampton, Locust Grove, McDonough, and Stockbridge must work closely with other government agencies, the private sector, and the public to ensure that the directions taken by “One Henry” in regard to economic development meet common needs and goals and take into consideration the unique features of each of the five partners in “One Henry.”

Henry County’s (unincorporated Henry County and the four Cities) goal is to create the best possible environment for economic development opportunities that will benefit both City and County residents. The business climate should encourage the creation, expansion, retention, and relocation of desirable businesses. This goal can be achieved if the local government pursues the following objectives:

- Diversify the economic base County-wide.
- Increase the skill level in the available workforce.
- Increase the availability of higher skilled jobs with higher wages.
- Increase educational opportunities for adult education and higher education.
- Encourage a high-quality, neighborhood-style school system to increase competitiveness with neighboring counties.
- Ensure that adequate areas of commercial, industrial, and tourism/cultural/arts recreational related parcels, parks, and structures exist to meet current and future needs.
- Provide the proper regulatory and financial incentives to encourage desirable and compatible development in those areas.

The “One Henry” Partners have a variety of means at their disposal to accomplish these objectives. They include, but are not limited to:

- Provide adequate infrastructure concurrent with development that will support the location and expansion of industry.
- Adopt land use and zoning policies that will encourage business centers and growth centers.
- Develop and implement a competitive incentives package to attract target industries and businesses.
- Develop an extensive marketing and communication campaign to convey a positive attitude and perception of Henry County.

4 Housing

4.1 Housing Inventory

Following is a series of briefly discussed topics that provide a description of the existing housing conditions for Henry County and its municipalities.

4.1.1 Housing Types

The total number of housing units slightly more than doubled between 1990 and 2000 from 21,275 to 43,166 units and has almost grown by the same amount, 19,555 units, in from 2000 to 2005 (see Figure 4-2). These numbers confirm the trend that the growth from the Atlanta Metro area is spreading south in pursuit of available land and affordable housing costs.

Detached, single-family structures dominated the residential housing types in the County in 1990, this trend strengthened by 2000. During the same time period, however, the number of multi-family units also increased from a share of 6.9 percent of the total units in 1990 to a share of 8.5 percent in 2000. Additionally, the number of mobile homes and trailers increased, but overall lost share in the total number of units, declining from around 12 percent of the total to 7.2 percent. Individual building permit information collected through 2005 confirms the continued domination of single-family construction throughout Henry County. The multi-family units constructed since 2000 have been located mainly in the City of McDonough and the unincorporated area of the County. The following figures show the distribution of housing by type in Henry County.

Figure 4-1 Housing Unit Types, 1990 – 2000, Henry County

Category	1990	2000
Total Housing Units	21,275 100%	43,166 100%
Detached SFR	16,782 78.9%	35,881 83.1%
Attached SFR	266 1.2%	487 1.1%
Duplexes	619 2.9%	513 1.2%
3 to 9 Units	782 3.7%	1,814 4.2%
10 to 19 Units	60 0.3%	459 1.1%
20 or more Units	0 0.0%	875 2.0%
Mobile Home/Trailer	2,528 11.9%	3,127 7.2%
Boat/RV, Van etc.	238 1.1%	10 0.0%

Source: U.S. Bureau of the Census

Figure 4-2 New Housing Units by Type, Henry County, 2000-2005

Location	2000-2005 SFR	2000-2005 MF	Total Number of New Units 2000-2005
Henry County	17,503	2,052	19,555
Locust Grove*	288	0	288
McDonough	2,076	761	2,837

Source: Individual Building Departments

*included in Henry County data through 2003

4.1.2 Housing Distribution

Figure 4-3 presents the total housing unit distribution in Henry County, as well as for the Cities within the County, for 1990 and 2000. Figure 4-3 indicates two trends: (1) that the County and Cities experienced tremendous growth in housing units in the 1990s, a trend that has continued over the past 5 years; and (2) that the distribution of housing units is shifting more in favor of the local Cities. In 1990, the unincorporated County contained approximately 80 percent of the total housing units in Henry County. The remainder of the units was distributed within the four municipalities: City of Hampton at 4.6 percent, City of Locust Grove at 3 percent, City of McDonough at 5 percent, and City of Stockbridge at 6.7 percent. By 2000, the percentage of housing units within the unincorporated portion of the County had decreased to 77 percent, while the Cities of McDonough and Stockbridge showed an increase of 2.5 percent each. Figures 4-4 and 4-5 present information on new housing units based on available building permit information.

Figure 4-3 Housing Unit Distribution, 1990 – 2000, Henry County

Location	1990 Total Housing Units		2000 Total Housing Units	
	Number	% County	Number	% County
County-wide	21,275	100.00%	43,166	100.00%
Unincorporated	17,152	80.62%	33,553	77.73%
Hampton	984	4.63%	1,525	3.53%
Locust Grove	634	2.98%	863	2.00%
McDonough	1,067	5.01%	3,234	7.49%
Stockbridge	1,438	6.76%	3,991	9.25%

Source: 1990 and 2000 U.S. Census

Figure 4-4 New Housing Units in Henry County and Local Municipalities, 2001-2003

Location	2001 New Units		2002 New Units		2003 New Units	
	Number	% County	Number	% County	Number	% County
County-wide	3,781	100%	4,689	100%	4,466	100%
Unincorporated	n/a		n/a		n/a	
Hampton*	n/a		n/a			
Locust Grove**	n/a		n/a		n/a	
McDonough	195	5.15%	489	10.4%	959	21.5%
Stockbridge****	n/a		n/a		n/a	

Source: Local buildings permit data, 2001 – August 2005

Figure 4-5 New Housing Units in Henry County and Local Municipalities, 2004-2005

Location	2004 New Units		2005 New Units***	
	Number	% County	Number	% County
County-Wide	3,855	100%	2,577	100%
Unincorporated	n/a		n/a	
Hampton*	n/a		n/a	
Locust Grove**	149		139	
McDonough***	839	21.8%	357	13.8%
Stockbridge****	n/a		n/a	

Source: Local buildings permit data, 2001 – August 2005

* City of Hampton building permit information was included in Henry County data through 2004, current information was not available

** Locust Grove building permit information was included in Henry County data through 2003

*** Data were collected through August 2005

****Stockbridge building permit information still reported as part of Henry County data

Figure 4-6 Estimate of total Housing units in Henry County and Local Municipalities, 2005

Location	2005 Total Housing Units	
	Number	% County
County-wide	62,537	100.00%
Unincorporated	n/a	n/a
Hampton	n/a	n/a
Locust Grove	n/a	n/a
McDonough	6,073	19.4%
Stockbridge	n/a	n/a

Source: US Bureau of Census

Figure 4-7 New Housing Units by Type, Henry County, 2000-2005

Location	2000-2005 SFR	2000-2005 MF	Total Number of New Units 2000-2005
Henry County	17,503	2,052	19,555
Hampton	1419	0	1419
Locust Grove*	288	0	288
McDonough	2,076	761	2,837

Source: Local buildings permit data, 2001 – August 2005

- Locust Grove and Hampton building permit information was included in Henry County data through 2003

- Data were collected through August 2005-

- Stockbridge building permit information reported as part of Henry County data

4.1.3 Age of Housing Units

Figure 4-8 indicates the age of the housing units located in Henry County, in both the unincorporated area and municipalities, as of 2005. The period of greatest construction activity between 1995 and 2000 began in 1995 with 25.6 percent of all housing units constructed. Construction has remained strong during the last 5 years, with more than 30 percent of all County housing stock being constructed during that time.

Figure 4-8 Age of Housing Units 2005, Henry County Georgia

Year Constructed	Number	Percent
January 2001- August 2005	19,555	31.2%
1995 – 2000	15,937	25.6%
1990 – 1994	9,067	14.5%
1980 – 1989	8,908	14.2%
1970 – 1979	4,669	7.3%
1960 – 1969	1,983	3.2%
1940 - 1959	1,611	2.5%
1939 or earlier	991	1.5%
Total Units	62,721	100%

Source: Individual Building Departments, *US Census Bureau

As the following figure shows, the quality housing stock in Henry County is adequate with very few of the units lacking modern conveniences.

Figure 4-9 Select Housing Characteristics 2000, Henry County Georgia

	Housing Units	Median Rooms	SFR	MFR	Lacking complete plumbing facilities	Lacking complete kitchen facilities	Built 1990 to 2000	Built 1939 or earlier
Percent								
Henry County	43,166	6.0	84.3%	3.1%	0.3%	0.5%	57.9%	2.3%
Hampton	1,567	5.3	66.2%	0.5%	3.2%	4.1%	46.6%	4.9%
Locust Grove	883	5.6	58.4%	0.0%	0.5%	2.8%	38.5%	8.9%
McDonough	3,146	5.3	66.6%	8.9%	0.3%	0.0%	56.5%	5.9%
Stockbridge	3,953	5.6	74.0%	7.3%	0.4%	0.6%	66.1%	0.0%

Source: US Census Bureau

4.1.4 Housing Occupancy

Figure 4-10 presents housing occupancy patterns for Henry County. The numbers show a decline in the vacancy rate in all areas, except in the City of Hampton where the relative vacancy rate grew by 2.5 percent. Though the absolute number of vacant housing units increased from 1990 to 2000, their relative share decreased by almost 2 percent overall. Increasing occupancy rates point to a strong demand for both new and existing housing units.

Figure 4-10 Household/Units by Occupancy 1990 & 2000, Henry County Georgia

Location	1990					2000				
	Total Units	Occupied Units		Vacant Units		Total Units	Occupied Units		Vacant Units	
Henry County	21,275	20,012	94.1%	1,263	5.9%	43,166	41,373	95.8%	1,793	4.2%
Hampton	984	935	95.0%	49	5%	1,525	1,411	92.5%	114	7.5%
Locust Grove	634	588	92.7%	46	7.3%	863	817	94.7%	46	5.3%
McDonough	1,067	994	93.2%	73	6.8%	3,234	3,069	94.9%	165	5.1%
Stockbridge	1,438	1,329	92.4%	109	7.6%	3,991	3,749	93.9%	242	6.1%

Source: US Census Bureau

Figure 4-11 presents housing tenure patterns. The numbers show that, in 1990, 83.4 percent of the housing in the unincorporated County was owner-occupied. The Cities of Locust Grove and Hampton showed similar numbers; whereas, the Cities of McDonough and Stockbridge had a much higher percentage share of renter-occupied housing with only 65 percent and 56 percent owner occupancy rates respectively. By 2000, of owner-occupied housing increased to 85 percent for the unincorporated County and 81.5 percent for the Cities of Hampton and Locust Grove. The City of Stockbridge also sharply increased its percentage of owner-occupied housing; whereas, the City of McDonough did not show much of a change in percentage share.

Figure 4-11 Household/Units by Tenure 1990 & 2000, Henry County, Georgia

Location	1990				2000			
	Number		Percentage		Number		Percentage	
	Owner	Renter	Owner	Renter	Owner	Renter	Owner	Renter
Henry County	16,691	3,321	83.4%	16.6%	35,268	6,105	85.2%	14.8%
Hampton	708	227	75.7%	24.3%	1,150	261	81.5%	18.5%
Locust Grove	481	107	81.8%	18.2%	666	151	81.5%	18.5%
McDonough	558	436	56.1%	43.9%	1,785	1,284	58.2%	41.8%
Stockbridge	868	461	65.3%	34.7%	2,780	969	74.2%	25.8%

Source: US Census Bureau

4.1.5 Housing Cost

Cost of housing involves several variables: rent, value of owner-occupied units, monthly cost of owner-occupied units, and rent-to-income ratio for renter-occupied units.

Figure 4-12 presents monthly gross rents of renter-occupied units in Henry County in 2000. The majority of the households (66.9 percent) paid a monthly rent between \$500 and \$999. The median rent was similar for the unincorporated portions of the County, the City of Stockbridge (\$742), and the City of McDonough (\$707); whereas, the median rent for the Cities of Hampton and Locust Grove was significantly lower at \$581.

Figure 4-12 Gross Rent – Specified Renter-occupied Units 2000, Henry County, Georgia

Rent Amount	Henry County	Hampton	Locust Grove	McDonough	Stockbridge
Total	5,966	274	151	1,245	870
< \$200	85	10	0	39	0
\$200 - \$299	105	25	4	45	38
\$300 - \$499	668	63	42	164	43
\$500 - \$749	2,077	110	111	427	378
\$750 - \$999	1,913	31	16	370	352
\$1,000 - \$1,499	678	17	10	65	34
>\$1,500	46	0	0	20	9
No cash rent	394	18	10	55	16
Median (\$)	\$740	\$581	\$581	\$707	\$742

Figure 4-13 Gross Rent – percentage of Specified Renter-occupied Units 2000, Henry County, Georgia

Rent Amount	Henry County	Hampton	Locust Grove	McDonough	Stockbridge
Total	5,966	274	151	1,245	870
< \$200	1.4%	3.6%	0.0%	3.1%	0.0%
\$200 - \$299	1.8%	9.1%	2.6%	3.6%	4.4%
\$300 - \$499	11.2%	23.0%	27.8%	13.2%	4.9%
\$500 - \$749	34.8%	40.1%	73.5%	34.3%	43.4%
\$750 - \$999	32.1%	11.3%	10.6%	29.7%	40.5%
\$1,000 - \$1,499	11.4%	6.2%	6.6%	5.2%	3.9%
>\$1,500	0.8%	0.0%	0.0%	1.6%	1.0%
No cash rent	6.6%	6.6%	6.6%	4.4%	1.8%

Source: US Census Bureau

The value of owner-occupied housing units in 2000 is presented in Figure 4-14. Value distribution was slightly higher in the unincorporated County, with a median housing value of \$122,400, an increase from 1990 by nearly 51.1 percent. This increase was matched in the City of Hampton and topped by the City of Locust Grove, where median value increased by 66.5 percent. The Cities of McDonough and Stockbridge both increased their median housing value by approximately 40 percent.

Figure 4-14 Specified Owner-occupied Units by Value Ranges, 1990 - 2000, Henry County, Georgia

Value	Henry County		Hampton		Locust Grove		McDonough		Stockbridge	
	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000
< \$50,000	1,323	638	121	29	96	25	88	169	79	40
\$50,000 - \$99,999	8,172	8,388	245	466	101	237	299	538	545	1095
\$100,000 - \$149,999	2,313	12,996	23	311	15	101	75	614	47	686
\$150,000 - \$199,999	553	5,259	4	76	3	11	23	225	13	367
\$200,000 - \$299,999	155	2,565	2	16	0	0	7	108	4	264
\$300,000 - \$499,999	45	628	0	0	0	6	0	9	1	9
\$500,000 - \$999,999	8	170	0	0	0	0	1	22	0	13
> \$1,000,000	n/a	30	n/a	0	n/a	4	n/a	0	n/a	0
Median (\$)	81,200	122,400	61,900	97,900	54,300	90,400	74,000	108,200	76,600	105,600

Source: US Census Bureau

Another measure of the cost of housing is the monthly owner cost of owner-occupied housing units. Figure 4-16 indicates that 65.9 percent of all households County-wide had monthly costs greater than \$1,000, and Figure 4-16 shows that over 21 percent of all households paid more than 30 percent of their income on housing costs. It is assumed that households should not pay more than 30 percent of their income on owner's costs. Figure 4-16 shows the percentage of households paying more than 30 percent of their

income for rent. Over 29 percent County-wide of the renter households are paying more than 30 percent of their income in rent, which indicates that the rental population is underserved with affordable units. This is more pronounced in the City of Hampton and in the City of McDonough, where the percentages of cost-burdened renters rise above 31 percent. Owner-occupies housing is most affordable for owners in the City of Hampton and least affordable in the Cities of McDonough and Stockbridge, where the percent of cost-burdened owners rise over 25 percent.

Figure 4-15 Monthly Owner Costs for Owner-occupied Units, 1999, Henry County, Georgia

	Henry County	Hampton	Locust Grove	McDonough	Stockbridge
Total	30,674	898	384	1,685	2,474
With mortgage	26,133	743	293	1,318	2,147
< \$300	81	13	4	0	0
\$300 - \$499	425	10	20	75	50
\$500 - \$699	1,689	52	33	160	214
\$700 - \$999	8,257	357	136	432	804
\$1,000 - \$1,499	11,331	282	92	515	647
\$1,500 - 1,999	3,007	29	4	64	279
>\$2,000	1,334	0	4	72	152
Not Mortgaged	4,541	155	91	367	327

Figure 4-16 Monthly Owner Costs as a Percentage of Household Income, 1999, Henry County, Georgia

	Henry County		Hampton		Locust Grove		McDonough		Stockbridge	
Less than 15%	8,876	28.9%	325	36.2%	112	29.2%	403	23.8%	577	23.3%
15 – 19 %	6,382	20.8%	128	14.3%	87	22.6%	346	20.5%	482	19.5%
20 – 24%	5,378	17.5%	137	15.3%	76	19.8%	258	15.3%	303	12.2%
25 – 29%	3,517	11.5%	166	18.5%	24	6.2%	197	11.7%	310	12.5%
30 – 34%	2,134	7.0%	45	5.0%	36	9.4%	181	10.7%	133	5.4%
35 % or more	4,283	14.0%	87	9.7%	43	11.2%	300	17.8%	516	20.9%
Not computed	103	0.3%	10	1.1%	6	1.6%	0	0%	19	0.8%

Figure 4-17 Monthly Renter Costs as a Percentage of Household Income, 1999, Henry County, Georgia

	Henry County		Hampton		Locust Grove		McDonough		Stockbridge	
Less than 15%	1,190	19.9%	89	32.5%	42	27.8%	202	16.2%	138	15.9%
15 – 19 %	1,018	17.1%	44	16.0%	17	11.3%	246	19.8%	151	17.4%
20 – 24%	974	16.3%	29	10.6%	29	19.2%	183	14.7%	177	20.3%
25 – 29%	572	9.6%	9	3.3%	2	1.3%	159	12.8%	108	12.4%
30 – 34%	489	8.2%	10	3.6%	2	1.3%	122	9.8%	65	7.5%
35 % or more	1,248	20.9%	75	27.4%	39	25.8%	278	22.3%	174	20.0%
Not computed	475	8.0%	18	6.6%	20	13.2%	55	4.4%	57	6.6%

4.2 Projected Population and Housing Need

Population projections provide the basis for estimating future housing needs for Henry County. The population projections are used to project the number of households. The difference between the number of households and the number of non-seasonal housing units, when adjusted for the need of vacancies to allow a smoothly functioning housing market, is equal to the need for additional housing units.

County-wide population projections from the “Adjusted ARC,” as shown in the Population Assessment, were used to project housing demand for Henry County. Persons per household then were projected and applied to the total population to determine projected households or occupied housing units for the entire County.

Projections of population, persons per household, and number of households for Henry County and the four Cities are provided in the following figures. The population is projected to increase dramatically over the next 25 years, while the number of persons per household is expected to continue to decline, a trend that matches what is occurring at the state and national levels.

Figure 4-18 Population Projections for Henry County, 2000-2030

Year	ARC	Adjusted ARC
2000	119,341	119,341
2005	144,118	167,000
2010	168,895	195,711
2015	218,063	252,685
2020	267,231	309,660
2025	318,881	369,511
2030	370,530	429,360

Sources: US Bureau of the Census, Atlanta Regional Commission.

Figure 4-19 Population Projections for Henry County and Incorporated Areas, 2005-2030

	2005	2010	2015	2020	2025	2030
Henry County	167,000	195,711	252,685	309,660	369,511	429,360
Unincorporated Henry County	124,819	128,791	157,597	191,184	229,431	259,375
Hampton	4,229	10,492	11,983	17,361	25,153	36,444
Locust Grove	3,710	16,307	31,305	37,635	39,177	45,522
McDonough	15,030	17,614	22,742	27,869	33,256	38,642
Stockbridge	19,212	22,507	29,059	35,611	42,494	49,376

Sources: US Bureau of the Census, Atlanta Regional Commission, Woods & Poole Economics, Inc

Figure 4-20 Household Size

	Hampton	Locust Grove	McDonough	Stockbridge	Unincorporated Henry County	Henry County
1990	2.88	2.86	2.56	2.53	2.97	2.91
2000	2.73	2.84	2.61	2.61	2.93	2.87
2004	2.69	2.83	2.63	2.59	2.89	2.83
2005	2.68	2.82	2.63	2.58	2.89	2.82
2010	2.66	2.80	2.64	2.56	2.87	2.80
2015	2.66	2.80	2.65	2.56	2.88	2.80
2020	2.67	2.80	2.65	2.57	2.88	2.80
2025	2.69	2.80	2.66	2.59	2.87	2.80
2030	2.72	2.80	2.66	2.62	2.87	2.80

Sources: US Bureau of the Census, Atlanta Regional Commission, Woods & Poole Economics, Inc

Figure 4-21 Projected Number of Households for Henry County and Incorporated Areas

	2005	2010	2015	2020	2025	2030
Henry County	59,220	69,897	90,245	110,593	131,968	153,343
Unincorporated Henry County	43,190	44,875	54,721	66,383	79,941	90,374
Hampton	1,639	4,098	4,681	6,755	9,712	13,910
Locust Grove	1,411	6,177	11,813	14,202	14,728	17,114
McDonough	5,330	6,291	8,122	9,953	11,877	13,801
Stockbridge	7,169	8,461	10,924	13,337	15,797	18,153

4.2.1 Projected Demand and Need for Housing

The number of housing units that are in demand at any time is equal to the number of households plus the number needed to provide an adequate vacant supply for market turnover. Therefore, to determine the total number of additional housing units that will be in demand in Henry County through the year 2030, the 2000 vacancy rate for non-seasonal housing units was applied to the household projection data. The results are shown in Figure 4-22. In 2010, the demand for housing units will be 72,832 and 159,783 by the year 2030.

Figure 4-22 Projected Demand for Housing 2005-2030

	Vacancy Rate	2005	2010	2015	2020	2025	2030
Henry County	4.20%	61,707	72,832	94,035	115,238	137,511	159,783
Unincorporated Henry County	4.20%	45,004	46,760	57,019	69,171	83,299	94,170
Hampton	7.50%	1,762	4,406	5,032	7,262	10,440	14,953
Locust Grove	7.60%	1,518	6,646	12,711	15,281	15,848	18,414
McDonough	4.20%	5,554	6,555	8,463	10,371	12,376	14,380
Stockbridge	6.40%	7,627	9,003	11,624	14,191	16,808	19,315

The number of housing units that will be needed is represented by the difference between supply and demand. The supply is considered to be the number of housing units existing in 2005, which is subtracted from the demand projections to estimate housing need. An additional 11,125 units will be needed to meet the housing demand for all of Henry County from 2005 to 2010, and an additional 98,076 units will be needed to meet the 2030 housing demand. This represents an increase of nearly 160 percent over the number of units supplied in 2005.

4.3 Special Housing Needs

This section of the housing element analyzes special housing needs for Henry County. Data was obtained from housing providers in the County such as the McDonough Housing Authority and the Hampton Housing Authority, the Bureau of Census 2000 Census Data, the 2004 Georgia County Guide, and the 2003 Farm Gate Survey. Interviews with service providers and the analysis of the above hard data sources revealed the following about special housing needs in Henry County:

- **Elderly:** A total of 5,100 householders in Henry County are aged 65 and over per the 2000 Census, which represents 12.3 percent of all households in the County. Of these, 1,012 senior householders (19.8 percent) earn less than \$15,000 per year and 1,067 (20.92 percent) earn under \$25,000 per year. Because of the rising home prices and loss of older, affordable housing stock, there exists a need for additional housing for senior households.
- **Homeless:** There were no population estimates available for the homeless segment of the population in the County; however, Calvary Refuge in Clayton County is in the process of surveying the homeless population in Henry County, which is part of their service area. Calvary Refuge and the Christian Woman Center in Griffin provide the closest homeless shelters available to Henry County, according to local service providers. Local service providers noted that not a single transitional home is available in Henry County, which would help transition people from their stay in shelters to life in mainstream society.
- **Domestic Violence Victims:** There were no population estimates for domestic violence victims in the County. One local shelter, Haven House, serves this population. Haven House has 18 beds and typically is filled over capacity. The

organization running Haven House is currently trying to raise funds for a second 48-bed shelter.

- **Migrant Farm Workers:** According to local service providers, there is not a notable population of migrant workers in Henry County that require housing assistance.
- **Disabled Persons (Mental and Physical):** According to the Georgia Statistics 2004 County Guide data, there are 17,781 people (age 5+) with disabilities in Henry County, representing 16.32 percent of the population. This includes 36.6 percent who are of working age, of which 63.5 percent were employed. The most common disabilities were physical disabilities (23.75 percent), mental disability (13.47 percent), sensory disability (8.58 percent) and self-care disabilities (6.67 percent). 56.37 percent of the disabled population included are people age 75. No special housing exists in the County for disabled persons, so there is likely a need.
- **HIV/AIDS Patients:** Between 1981 and 2003, only 98 AIDS cases were reported in Henry County according to the 2004 Georgia County Guide. This does not create a notable unmet housing need for this group.
- **Persons Recovering from Substance Abuse:** There was no population estimate for this group. The closest facility serving this population group is the Pinewood Center in Barnesville.

5 Natural and Cultural Resources

Maps illustrating the location of resources described in this analysis can be found at the end of this report in the “Atlas of Supportive Maps” (Atlas). Note that the “Local Planning Requirements” call for an assessment of Protected Mountains and Coastal Resources. Neither of these resources is located in Henry County and, therefore, are not included in the analysis that follows.

5.1 Wetlands

5.1.1 Wetlands in Henry County

Figure NC-1 illustrates the locations of wetlands within Henry County. The data included in Figure NC-1 is based on the National Wetland Inventory (NWI) maps provided by the Department of the Interior, Fish and Wildlife Service for planning purposes. These maps are general and are used only as a guide to identify possible wetland locations.

5.1.2 Regulatory and Policy Assessment

In Georgia, wetland protection rests with the U.S. Army Corps of Engineers (ACOE), Section 404 of the Clean Water Act, which gives ACOE authority to protect navigation channels, and regulates the discharge of dredged or fill material in waters or wetlands. Only wetlands adjacent to navigable waterways are protected under Section 404. Disturbing wetlands through drainage or discharge of fill is prohibited, unless there is "no practicable alternative." Practicable alternatives can consider cost, existing technology, and logistics and can include the acquisition of other suitable property.

Henry County and its Cities have adopted Wetland Protection Ordinances pursuant to the Rules of Georgia Department of Natural Resources Environmental Protection Division Chapter 391-3-16 Rules for Environmental Planning Criteria. The ordinance facilitates coordination with the ACOE permitting process for delineation and alteration of wetlands. In addition, the ordinance prohibits hazardous waste facilities and landfills in wetland areas and requires a 25-foot undisturbed buffer surrounding all wetland edges.

5.2 Groundwater Recharge Areas

5.2.1 Recharge Areas in Henry County

Figure NC-2 illustrates probable groundwater recharge areas in Henry County. Many of the residents of Henry County rely on wells for water. This dependency is not limited to individual wells, because some of the Cities in Henry County also use wells to supply part of their public drinking water supply.

5.2.2 Regulatory and Policy Assessment

Henry County and the City of Stockbridge have adopted Groundwater Recharge Protection Ordinances pursuant to the Rules of the Georgia Department of Natural Resources Environmental Protection Division Chapter 391-3-16 Rules for Environmental

Planning Criteria. The Groundwater Recharge Protection Ordinances protects groundwater recharge areas in three ways:

- Restricting land uses that generate, use, or store dangerous pollutants in recharge areas.
- Limiting density of development in recharge areas.
- Ensuring that any development that occurs within the recharge area shall have no adverse effect on groundwater quality.

5.3 Protected Rivers: South River

5.3.1 The South River in Henry County

The portion of the South River that is south of Big Cotton Indian Creek is protected under the Georgia Mountain and River Corridor Protection Act of 1991 and is included on EPD 303(d) list. This portion of the river forms the boundary between Henry County and Newton County. The South River is also one of the County's most significant natural resources.

5.3.2 Policy and Regulatory Assessment

Henry County has adopted a River Corridor Protection Ordinance that applies to the portion of the South River in Henry County, downstream of Big Cotton Indian Creek. The ordinance establishes a 150-foot River Corridor Protection Area on either side of the river in which permitted land uses are limited and septic tanks and hazardous waste facilities are prohibited. However, according to the Rules for Environmental Planning Criteria, the 150-foot River Corridor Protection Area also should include a 100-foot natural vegetated buffer adjacent to the river.

5.4 Water Supply Watershed and Water Supply Sources

5.4.1 Water Supply Watersheds and Water Supply Sources

Figure NC-3 illustrates the locations of the water supply watersheds and drinking water sources within Henry County. The County contains all or part of nine watersheds that are currently being used for water supply. These are classified as either large or small water supply watersheds by the Georgia Department of Natural Resources. The classification of the watershed determines minimum setbacks, buffers, and other regulations.

The Big Cotton Indian Creek and Flint River Watersheds are classified as Large Water Supply Watersheds. These watersheds supply water for the existing Clayton County Reservoirs on Big Cotton Indian Creek. The Flint River Water Supply Watershed drains to water withdrawal locations on the Flint River utilized by both Clayton County and Fayette County.

5.4.2 Regulatory and Policy Assessment

The County has established a County-wide Watershed Protection Area Ordinance for the protection of water supply watersheds. Henry County currently regulates six Watershed

Protection Areas (WPAs) for small water supply watersheds. The protected watersheds include:

- The Indian Creek WPA, which protects the land draining to the S. Howell Gardner (Indian Creek) Reservoir, is operated by the Henry County Water and Sewage Authority.
- The Long Branch Creek WPA, which protects the land draining to the Rowland (Long Branch) Reservoir, is operated by the Henry County Water and Sewage Authority.
- The Shoal Creek WPA, which protects the land draining to the J.W. Smith and Shoal Creek Reservoirs, is operated by the Clayton County Water Authority.
- The Towaliga River WPA, which protects the land draining to the Towaliga River Reservoirs (Strickland and Cole), is operated by the Henry County Water and Sewage Authority.
- The Tussahaw Creek WPA, which protects the land draining to the Tussahaw Creek Reservoir, is operated by the Henry County Water and Sewage Authority. Locust Grove has a separate ordinance for protecting the Tussahaw Creek Watershed within its jurisdiction.
- The Walnut Creek WPA protects the land draining to the John Fargason (Walnut Creek) Reservoir and is operated by the City of McDonough.

The Little Cotton Indian Creek Water Supply Watershed (including Pates Creek Sub-basin) is not protected by the Henry County Watershed Protection Ordinance. This watershed drains to the Edgar Blalock Jr. Reservoir/Pates Creek and the W. J. Hooper Reservoir (Clayton County Reservoir), both operated by the Clayton County Water Authority

The City of McDonough also has watershed protection ordinances that protect small water supply watersheds within its jurisdictional boundaries.

5.5 Steep Slopes

5.5.1 Steep Slopes in Henry County

Figure NC-4 illustrates the locations of all slopes in the County greater than 10 percent. Most of the steep slopes within the County are located adjacent to streams, the South River, and floodplains. The slopes and poor soils associated with these areas are not well suited for development. However, under current Henry County codes, they may be developed.

5.5.2 Regulatory and Policy Assessment

The possibility of soil erosion from steep slopes during development is managed through County and City ordinances adopted pursuant to the Georgia Erosion and Sedimentation Act of 1975 as amended. However, greater protection of steep slopes within Henry County through tougher ordinance provisions may be warranted. In addition, some isolated areas of the County are actively eroding, particularly those associated with dirt

roads and adjacent embankments and side ditches. The County should consider capital projects to stabilize these soils and eventually pave the roads, especially those with steep grades. The steep slopes along the South River are somewhat protected through the 150-foot buffer mandated by the Georgia Mountain and River Corridor Protection Act of 1991. However, Henry County should consider widening this buffer and/or acquiring critical areas along the South River not protected by the current buffer.

5.6 Prime Agricultural Land

5.6.1 Prime Agricultural Land

The prime farmlands in Henry County are defined by soil type and are shown on Figure NC-5. Henry County has 6,630 acres of prime farmland. These prime farmlands generally occur in upland areas, outside of floodplains and steep slopes. Prime farmland is distributed throughout the County, with slightly less occurring in the Stockbridge area than in the rest of the County. The prime farmland that is in production in Henry County is used mostly for pasture/hay and forestland, with some land in row crops.

Henry County also contains additional soils meeting the criteria for farmlands of state-wide importance, which is a more extensive list of soils than those classified as prime farmland. The County is rapidly losing its agricultural land to development.

5.6.2 Regulatory and Policy Assessment

Most farmland in the County is in the Conservation Use Tax Program. In 2003, the University of Georgia Center for Agribusiness and Economic Development reported 658 acres of Henry County farmland acreage in the Crop Reserve Program.

5.7 Floodplain

5.7.1 Floodplain Location

Figure NC-6 shows the locations of the 100-year floodplains in Henry County based on the Federal Emergency Management Agency's (FEMA's) 1983 study. The revised 2005 FEMA flood maps and study are currently being finalized. The revised map and study will be adopted later this year and will supersede the 1983 map. The 100-year floodplain has a 1 percent probability of inundation in any given year.

5.7.2 Regulatory and Policy Assessment

Henry County and its Cities are adopting a floodplain protection ordinance pursuant to the mandates of the Metropolitan North Georgia Water Planning District. This ordinance limits flood damage by restricting construction within the regulated floodplain, which is the 100-year floodplain under built-out conditions. New construction of primary buildings is prohibited in the regulatory floodplain. Currently, Locust Grove has a separate ordinance, but likely will re-adopt the Metropolitan North Georgia Water Planning District ordinance when it is revised. The County will update the floodplain ordinance as required by Metropolitan North Georgia Water Planning District recommendations.

5.8 Air Quality

5.8.1 Air Quality in Henry County

Air quality in metropolitan Atlanta is among the worst in the United States. Henry County is part of a 21-county air quality non-attainment area. The County is in violation of the Clean Air Act standards for ground-level ozone and fine particulate matter (PM 2.5). This non-attainment status directly affects the County's ability to expand its system of regionally significant roadways, because automobile emissions are directly linked to these high levels of air pollution.

5.8.2 Regulatory and Policy Assessment

Henry County is part of the Atlanta region's air quality non-attainment area. The primary contributor to increased ozone levels is automobile exhaust; therefore, many programs exist in the region to reduce automobile emissions in an effort to bring ozone levels to acceptable standards. Several initiatives have been implemented state-wide and within the Atlanta metropolitan area to improve the air quality status. The two prominent programs within the Atlanta metropolitan area are Georgia's Clean Air Force Program and the Clean Air Campaign (CAC). Georgia's Clean Air Force Program requires a yearly emission inspection of cars and light-duty trucks, excluding the year 2004 and newer vehicles. The Georgia Clean Air Campaign is a coalition of more than 70 public and private organizations that represent government, health, and educational interests. This program primarily educates businesses on congestion and current air quality problems, as well as provides methods employees can use to improve air quality.

Georgia's State Implementation Plan (SIP) was approved by the EPA in June 2002. The SIP provides direction for local planning and transportation authorities to assure that programs and projects are consistent with, and conform to, the long-term maintenance of air quality standards.

5.9 Water Quality

Henry County falls within the Ocmulgee and Flint River drainage basins and is part of the Metropolitan North Georgia Water Planning District. The Ocmulgee River Drainage Basin makes up approximately 95 percent of the total drainage area of the County. The South River, Big Cotton Indian Creek, Walnut Creek, Towaliga River, and Tussahaw Creek are the major tributaries of the Ocmulgee River within Henry County. The Flint River Drainage Basin makes up the remaining 5 percent of the drainage area of the County. The principal tributaries of the Flint River within Henry County are Shoal Creek and Bear Creek.

5.9.1 Regulatory and Policy Assessment

A 150-foot buffer, pursuant to the Georgia Mountain and River Corridor Protection Act of 1991, currently protects the South River, one of the County's most significant natural resources. The Metropolitan North Georgia Water Planning District mandates 75-foot stream buffers. The County's buffer ordinance provides for a 50-foot undisturbed buffer adjacent to the stream plus an additional 25-foot non-impervious surface zone. Additionally, the Georgia Erosion and Sedimentation Act of 1975 as amended, requires

an undisturbed buffer adjacent to the County's streams, variances to which must be approved by the state.

Henry County also has adopted stream and water supply reservoir buffer requirements pursuant to the Rules of the Georgia Department of Natural Resources Environmental Protection Division Chapter 391-3-16 Rules for Environmental Planning Criteria.

Henry County has seven water supply reservoirs with buffer requirements as follows: S. Howell Gardner (Indian Creek) Reservoir, Rowland (Long Branch) Reservoir, Lower Towaliga River Reservoir, Upper and Lower Towaliga River (Strickland and Cole) Reservoirs, Tussahaw Creek Reservoir, Shoal Creek Reservoir, and City of McDonough Reservoir (John Fargason or Walnut Creek) Reservoir. Additional water supply reservoirs in Henry County currently are not protected through the Henry County Watershed Protection Areas Ordinance. These include the Clayton County Reservoirs on Big Cotton Indian Creek, J.W. Smith Reservoir on Shoal Creek, Edgar Blalock Jr. Reservoir/Pates Creek Reservoir on Pates Creek, and the W. J. Hooper Reservoir (Clayton County Reservoir) on Little Cotton Indian Creek.

In addition to water supply reservoirs, Henry County has several other large lakes. These include Lake Spivey on the Henry/Clayton County line; Swan Lake in north Henry County; Lake Dow east of McDonough; Iris Lakes south of McDonough; Lake Erma near Jonesboro Road; and Lake Twelve Oaks and Club Lake on the Clayton County line near Lovejoy. These lakes are regulated under the Georgia Safe Dams Act, but have no other protection. Henry County also contains numerous small lakes and farm ponds; including Lonnie Lake, Harps Lake, Jingo Lake, and Scotts Lake in north Henry County, Crumbley Lake near Big Cotton Indian Creek; and Lake Cindy, Lake Alma Lee, and Lake Talmadge near Hampton. These water bodies currently are not regulated under local code.

While some protections to Henry County's rivers, streams, lakes, and ponds are offered by the ordinances mentioned above, additional protections may be warranted. In the context of natural resource protection, buffer requirements could be expanded to include adjacent floodplains, wetlands, and steep slopes. In this manner, a comprehensive regulatory approach could evolve offering multi-resource protection. In addition, the County should consider supplementing regulatory protections with fee and easement acquisition in critical areas. Also, the use of conservation subdivisions can set aside critical areas for protection. These approaches are particularly important in corridors that could be utilized for bicycle and pedestrian connectivity and for passive recreational use. Examples include the South River Corridor, Walnut Creek, and Big Cotton Indian Creek.

Figure 5-1 shows Henry County water bodies that were partially supporting or not supporting their designated use. The Georgia 2002 305(b)/303(d) list of waters was prepared as a part of the Georgia 2000-2001 assessment of water quality prepared in accordance with Sections 305(b) and 303(d) of the Federal Clean Water Act and guidance from the U.S. Environmental Protection Agency. Assessed water bodies were classified as supporting, partially supporting, or not supporting designated water uses

according to a comparison of water quality monitoring results to water quality standards and other pertinent information. All Henry County water bodies in violation were streams draining to the Ocmulgee River, whose designated use is fishing. Henry County and other local jurisdictions will be responsible for developing and implementing remedial actions to improve the water quality in these water bodies. The remedial action strategy will be coordinated through the statewide effort to implement Total Maximum Daily Loads (TMDLs) for impaired water bodies.

Figure 5-1 State-listed Impaired Waterways

Stream Name	Location	Violations	Sources	Status	Actions Required to Improve Water Quality
South River	Pole Bridge Creek to Hwy 20, Henry/Rockdale County Line	Fecal Coliform	Urban Runoff, Combined Sewer Overflow	Not Supporting	Impairment will be addressed by implementing a locally developed plan that includes the remedial actions necessary for problem resolution. City of Atlanta's Federal CSO Consent Decree requires compliance with water quality standards by 2/1/07.
South River	Hwy 20 to Snapping Shoals Creek, Henry/Newton County Line	Fecal Coliform, Fish Consumption Guidance	NonPoint/Unknown	Partially Supporting	Impairment will be addressed by implementing a locally developed plan that includes the remedial actions necessary for problem resolution. Fish Consumption Guidelines due to PCBs in fish tissue. PCBs have been banned in the U.S.
Tussehaw Creek	Wolf Creek to Lake Jackson located primarily in Butts County	Fecal Coliform	NonPoint/Unknown	Not Supporting	Impairment will be addressed by implementing a locally developed plan that includes the remedial actions necessary for problem resolution.
Brown Branch	Headwaters (Locust Grove) to Wolf Creek	Biota Impacted	NonPoint/Unknown	Partially Supporting	Impairment will be addressed by implementing a locally developed plan that includes the remedial actions necessary for problem resolution.
South River	Snapping Shoals to Jackson Lake, Henry/Newton County Line	Fecal Coliform	NonPoint/Unknown	Not Supporting	Impairment will be addressed by implementing a locally developed plan that includes the remedial actions necessary for problem resolution.
Big Cotton Indian Creek	Panther Creek to Brush Creek	Fecal Coliform	Urban Runoff, Combined Sewer Overflow	Not Supporting	Impairment will be addressed by implementing a locally developed plan that includes the remedial actions necessary for problem resolution.

5.9.2 Watershed Management

Watershed management concerns for Henry County and its Cities relate to stormwater, wastewater, and water supply management. Because of the complex interrelationships between stormwater, wastewater, and water supply; all three systems are addressed collectively in a comprehensive watershed management approach.

5.10 Plant and Animal Habitats

Rare and endangered plant and animal species that may be located in Henry County are described in the following sections. These listings are compiled from the U.S. Fish and Wildlife Service and from the Georgia Department of Natural Resources (DNR).

5.10.1 Plants

Three rare plant species are found in Henry County. These include two threatened species that only occur in rock outcrop environments. The greatest threat to these rare species is the loss of habitat.

1. *Amthianthus pusillus*

Common Names: Pool Sprite, Little Amphianthus, and Snorklewort.

Habitat: Shallow pools in granite outcrops.

Status: U.S. and Georgia Threatened

2. *Sedum pusillum*

Common Names: Granite Stonecrop and Dwarf Stonecrop

Habitat: Groves of red cedar on granite outcrops.

Status: Georgia Threatened

3. *Cypripedium acaule*

Common Names: Pink Ladyslipper.

Habitat: Upland oak-hickory-pine forests; piney woods

Status: Unusual in Georgia and subject to exploitation

5.10.2 Animals

The bald eagle is currently the only listed animal species that has been identified as possibly living in Henry County. The bald eagle is listed as threatened in the U.S. but is listed as endangered in Georgia.

5.10.3 Natural Communities

There are no natural communities of rare species listed in Henry County.

5.11 Greenspace

Henry County has a Community Greenspace Program and Plan that complies with and allows the County to participate in the Georgia Greenspace Program. The Georgia Greenspace Program was created in 2000. Under this program, greenspace is defined as

permanently protected land and water, including agricultural and forestry land, which is in its undeveloped, natural state or that has been developed only to the extent consistent with, or is restored to be consistent with, one or more listed goals for natural resource protection or informal recreation.

As a participating County, Henry County is eligible to receive state funds for the acquisition and permanent protection of greenspace. The Georgia Greenspace Program requires that participating jurisdictions adopt a goal or policy to set aside at least 20 percent of their land area as permanently protected open and connected greenspace. Henry County has adopted this goal and has acquired some greenspace property, including Wolf Mountain, a rock outcrop located in the northern end of the County.

In addition to state greenspace funds, the Henry County Greenspace Program is funded by development impact fees, effective October 2003. Impact fees for greenspace were determined for the entire County service area. The 2003 inventory of permanently protected greenspace properties in the County included 81 acres of state-owned land and 18 acres of locally owned land. Although the Governor's Greenspace Program sets a goal for 20 percent of the County to be preserved as open space (which would be an additional 41,058 acres), for the purposes of the impact fee program the level of service standard is based on the 2003 level of service. Based on the 2003 population and 99 acres of greenspace inventory, an impact fee of \$15.39 per new dwelling unit was established for greenspace. This fee should allow the County to acquire future greenspace to keep pace with anticipated increases in the residential and employment population at the current level of service of 0.0005 acres of greenspace per functional population unit. Based on the current level of service, the existing greenspace inventory meets current demands, and there is no deficiency.

The Georgia Greenspace Program encourages the integration of greenspace planning into the comprehensive planning process in much the same way as water or sewer infrastructure. To that end, the Greenspace Program promotes planning for a green infrastructure system. The green infrastructure system should include interconnected greenspace that serves a multitude of purposes from passive recreation to stormwater management.

5.11.1 Greenspace in the Cities

The Cities within Henry County have adopted Stormwater Management Ordinances in compliance with the Metropolitan North Georgia Water Planning District requirements. These ordinances protect greenspace by encouraging developments to:

- Provide for the preservation of greenspace as a non-structural stormwater runoff and watershed protection measure.
- To promote contiguous greenspace with adjacent jurisdictions.
- Potential connections with existing greenspace and trails.
- Encourage the use of non-structural stormwater management and stormwater better site design practices, such as the preservation of greenspace and other

conservation areas, to the maximum extent practicable. Coordinate site design plans, which include greenspace, with the County's greenspace protection plan.

The City of Hampton has developed the “Hampton Greenway Master Plan.” The Hampton Greenway Master Plan is the initial step toward implementing the development of 8.5 miles of connected trails and greenways. With this plan, Hampton hopes to transform itself into a true walkable City with a quality of life that other cities will envy. The Plan is sponsored by the community and support by the City’s Council, but is has not yet been adopted.

The Cities also use conservation residential subdivisions for Greenspace Protection.

5.12 Scenic Views

Scenic corridors are roadways of any functional type, which are characterized by specific attributes, are officially designated by the County through the Comprehensive Plan, and whose abutting properties receive special regulations regarding roadway access and appearance. Scenic corridors may:

- Exhibit aesthetic or environmental qualities of County-wide significance.
- Move through large open areas.
- Contain an abundant landscape.
- Control access points.
- Limit non-residential uses along the corridor.

Designated scenic corridors may not be scenic today; however, they are intended to provide a valuable link in the overall system and should be enhanced. Scenic corridors may connect different areas of the County, improving the appearance of areas through which they pass. Currently, there are no designated scenic corridors in Henry County. However, there are several strong candidates in the County, they include:

- The South River Corridor; including Peach Stone Shoals, Snapping Shoals, and Island Shoals.
- The mill pond located on Big Cotton Indian Creek at Stagecoach Road.
- Tussahaw Creek at Leguin Mill Road.
- Millers Mill on Big Cotton Indian Creek at Hwy. 155.
- The open farmland around the Luella Community.
- The rock outcrops located along Hwy. 155 near Panola Mountain State Park.
- Gardner Peach Orchard north of Locust Grove.
- The Weems Plantation and the surrounding area.
- Oak Lea Plantation and the surrounding area.
- The historic business and residential districts of McDonough, Stockbridge, Hampton, and Locust Grove.

To reinforce, enhance, and create the attractive features of scenic corridors, development regulations must be revised to:

- Provide and preserve views to particular scenic or unique features such as water bodies, farms, or views.
- Prohibit billboards and limit signs.
- Require a wide buffer zone along roadways to be kept in a natural or agrarian state.

5.13 Major Park, Recreation, and Conservation Areas

The only state park located within Henry County is Panola Mountain State Conservation Park. Most of the park is located in Rockdale County, on the east side of Hwy. 155, north of Rock Road. Panola Mountain is a granite outcrop similar to Stone Mountain and Arabia Mountain in DeKalb County. Panola Mountain State Conservation Park is minimally developed and has been designed to provide a forum for environmental education. The park totals 915 acres and includes trails, an interpretive center, playground, and four picnic shelters. The park provides a learning environment for schools, civic organizations, youth groups, and the general public. Because of its unique ecological features, Panola Mountain was designated a National Natural Landmark.

Park and Recreation Facilities operated by Henry County and its Cities are discussed in the Community Facilities Assessment.

5.14 Cultural Resources

Figure NC-7 in the Atlas of Supportive Maps shows the location of historic sites in Henry County.

5.14.1 Local History

Recorded history in the Henry County area began in approximately 1821 with the arrival of European, African, and American-born settlers. Prior to that time, the area was inhabited by a succession of Native Americans culminating in the Creek Indian culture. The Creeks were a loose confederation of small tribes, which were the primary culture in parts of South Carolina, middle and southern Georgia, and southeastern Alabama. Creek occupancy usually is dated from 1500 A.D. until the Treaty of 1821, which ceded the area of Henry County to the State of Georgia.

During Creek occupancy, larger rivers were the major "highways" for trade; however, there was also a need for good pedestrian trails throughout the region. These pedestrian routes were generally located along the ridgelines to avoid difficult slopes, radical elevation changes, and numerous small streams located in the valleys. These trails also were used by the first settlers who entered the area. Later, pioneers continued to use many of these routes, and they have become the foundation of the modern-day road system throughout the Piedmont region. Although a few white settlers may have pushed into the area as early as 1815, it was the Treaty of 1821 that signaled the rapid spread of white settlers into the area of Georgia that included Henry County. The County was formally created by an act of the Georgia Legislature on May 15, 1821, and was named for Patrick Henry, the Revolutionary War patriot from Virginia.

Originally, Henry County was much larger than it is today. It included parts of Rockdale, Clayton, Fulton, DeKalb, Newton, Spalding, and Butts Counties. Gradually, these counties were divided from Henry County by the state legislature, and the County's present boundaries have been substantially the same since 1870.

The Civil War brought extensive destruction to Henry County. In December of 1864, Sherman's troops moved southeastward from Jonesboro through present-day Stockbridge and McDonough on their march to the sea. Although a promise not to burn McDonough had been provided, there was considerable looting of the City. Sherman's troops split at McDonough, and Blair's 17th Corps marched east, exiting the County by way of Keys Ferry Road. The remainder (Ousterhaus's 4th Corps and Kilpatrick's Calvary) moved south down Macon Road.

After the Civil War, McDonough suffered a period of decline, because Hampton's location on the reconstructed railroad attracted many citizens. When the Macon and Brunswick Railroad was proposed in 1879, McDonough fought hard to get the line relocated through the City. The original alignment was proposed to be located about 6 miles east of McDonough in the vicinity of Sandy Ridge and White House. On August 1, 1881, however, the decision was made to route the new railroad through McDonough. The first train left McDonough for Macon on June 16, 1882, and the new line was completed from Chattanooga (through Atlanta and Macon) to Brunswick in 1885. This line was originally named the East Tennessee, Virginia, and Georgia Railroad, and it later became known as the Southern Railway.

City of McDonough

McDonough was established as the County seat for Henry County on May 15, 1823, and the Town was incorporated on December 17, 1823. McDonough was named for a naval hero of the War of 1812. McDonough's plan was designed as a Savannah Style layout, with the most distinguishing feature being the intersection of roads at the corners of the courthouse Square. The first buildings in McDonough were constructed predominately of wood. Few buildings survive in McDonough from its early history; the Globe Hotel, moved from its original location, is extant, as is the Brown House. Two other structures within the proposed district, surviving from the 1830's are still present. The first courthouse, constructed in late 1823, was destroyed by fire in 1824. The period between 1890 and 1920 was McDonough's "golden age." As commerce and residential populations increased, so did industrial growth. Most of the industry at that time was related in some way to cotton, although building supply stores did a brisk business as well.

City of Locust Grove

The City of Locust Grove derived its name from a beautiful grove of locust trees that could be seen throughout the town. In 1870, the first store was built on Main Street but the town did not become incorporated until 1893. The original city limits extended 1/4 mile in every direction from the train depot in the heart of town. The town was a major rail distribution center for cotton, peaches, and other farm products. Locust Grove had

three cotton gins and several warehouses. The town was reincorporated in 1922 and a new charter was established.

City of Hampton

The City of Hampton named after Civil War Confederate General Wade Hampton Gen. Wade Hampton, began as the Community of Bear Creek around 1846, following extension of the Monroe Railroad northward from Forsyth to Atlanta. The first building, "Lowery's Store" was erected in the year 1848. The structure also housed the community's first Post Office. The Community of Bear Creek was incorporated as in 1872 and changed its name to the City of Hampton one year later. In 1851 the Central of Georgia came through Hampton and for a while it was the only railroad in the area. As a result, Hampton became the center of every business activity within a radius of forty miles. All the cotton in surrounding counties was shipped from Hampton over the Central to its destination.

City of Stockbridge

The City of Stockbridge was incorporated as a town in 1895 and as a city August 6, 1920. The original Old Stockbridge was a crossroads community when it applied for a post office. The City of Stockbridge was granted its first post office on April 5, 1847 and when the post office needed a name, the citizens decided to name their post office and village for a Professor Stockbridge, a Yankee school teacher. The coming of the Southern Railroad in the year 1881 was an epoch and made great changes. The railroad was built from Macon to Atlanta. The settlers who owned the land about Old Stockbridge advanced the price of their land to such a degree the railroad would not buy the land to locate a depot. Two prominent Atlanta Citizens, John W. Grant and George W. Adair bought a tract of land about a mile south of Old Stockbridge and offered lots at a reasonable price. This offer was readily accepted by many. On this tract of land a depot was built and the present Stockbridge began its existence in 1882.

Many other small communities developed in the vicinity of major intersections, churches, and mills located within the County. Each of these communities has its own unique characteristics, which lend a sense of history and "community" to its residents. Other small communities that developed in the County include:

- Luella (located on the Southern Railway Training Line towards Griffin).
- Ola (6 miles east of McDonough).
- Leadmore (5 miles east of Ola in the eastern-most corner of the County).
- Peeksville (6 miles south of Ola near the Butts County line).
- Kelleytown (8 miles east of Stockbridge and 7 miles northeast of McDonough).
- White House (6 miles east of Stockbridge at the intersection of Kelleytown Road and S.R. 155).
- Scarborough's Cross Roads (6 miles north of Stockbridge at the intersection of Austin and Panola Roads).
- Fairview (5 miles north of Stockbridge at the intersection of Fairview and Panola Roads).
- Flippen (at the Flippen Road Crossing over the Southern Railroad Line).

- Greenwood (4 miles southwest of McDonough on the Southern Railway Training Line).

5.14.2 Identification of Historic Resources

Two books, *Landmark Houses of Henry County* by Vessie Thrasher Rainer and *Pictorial History of Henry County* by Gene Morris, partially document the history of Henry County; however, a complete inventory and pictorial documentation of the County’s historic resources has not been performed. Additionally, no comprehensive heritage book has been compiled to record the stories of the places, families, and events that have formed Henry County. Henry County does have a Genealogical Society but does not have a Historical Society. Therefore, an organization does not exist that is dedicated to documenting and preserving the history of Henry County.

Henry County has a County Historian, which is a lifetime voluntary appointment. The current County Historian conducts research, writing, and lectures. There is, however, no current paid County staff position dedicated to historic resources preservation. This staffing structure does not lend itself to sophisticated administrative programs such as locally designated historic districts and sites, historic preservation ordinances, historic easement programs, transfer of development rights to preserve historic structures, or extensive consideration of historic preservation in the development review process.

Currently, there are no provisions in the County Code regarding historic resources. Some historic buildings are located in Heritage Park, which is a park owned and operated by Henry County.

The integration of historic names, markers, or plaques into new development is not formalized through policy and is not formally integrated into the development review process.

Some historic resources were identified during the public involvement component of the Henry County 2025 Comprehensive Plan. Conditions or development pressure made the following resources of high priority for historic preservation:

- Miller’s Mill, which is the last water-powered mill and cotton gin in the County.
- Shingleroof Camp Meeting Grounds is one of the County’s most significant historic and cultural resources and includes about 100 acres of land that needs attention.
- The old fire department on Selfridge Road.
- McDonough Square and surrounding area.
- Old farm houses and complexes, in general.

5.14.3 Sites Listed on the National Register of Historic Places

The National Register of Historic Places (National Register) is the official list of the nation’s significant historic properties. Authorized under the National Historic

Preservation Act of 1966, the National Register is essentially a program to support and coordinate efforts to identify, evaluate, and protect our nation's historic and archaeological resources. The U.S. Department of the Interior maintains the National Register nationally. The sites in Henry County currently listed on the National Register are included in the following list:

Figure 5-2: Sites currently listed on the National Register of Historic Places in Henry County

Historic Site	City	Location	Date of registration
Brown House	McDonough	71 Macon St.	8/1/1991
Crawford-Talmadge House	Hampton	NW of Hampton at U.S. 19/41 and Talmadge Rd.	4/1/1980
Globe Hotel	McDonough	20 Jonesboro St.	9/5/1985
Griffin-Smith House	Hampton	Off Wynn Dr. NE of GA 20	12/19/1985
Hampton Depot	Hampton	E. Main St.	9/10/1979
Henderson Manufacturing Company	Hampton	10 James St.	10/27/2004
Henry County Courthouse	McDonough	Courthouse Sq.	9/18/1980
Locust Grove Institute Academic Building	Locust Grove	3644 GA 42	9/4/1986
Walden-Turner House	Stockbridge	GA 42 and Ward St.	4/9/1980

5.14.4 List of Historic Markers

Historical markers serve to educate citizens and visitors alike about the people and events which have shaped Georgia's past and present. The following is a list of State Historic Markers that are located throughout Henry County.

Figure 5-3: List of Historic Markers in Henry County

Site	Marker ID	Location
Cavalry Skirmish at Bear Creek Station	GHM 075-7	About 1 mile west of Hampton
Henry County Courthouse	GHM 075-1	Courthouse in McDonough
Locust Grove Institute 1894-1929	GHM 075-8	US 23 at the north edge of Locust Grove
Shingleroof Campground	GHM 075-9	Ga 155 and Shingleroof Road 2.5 miles north of McDonough
The March to the Sea	GHM 075-6	About 2 miles south of Locust Grove
The Orphan Brigade	GHM 075-2	At the Stockbridge Presbyterian Church on US 23, Stockbridge

Figure 5-3: List of Historic Markers in Henry County

Site	Marker ID	Location
The Right Wing at McDonough	GHM 075-5	US 23 at the north City limits of McDonough near the park
The Right Wing at Stockbridge	GHM 075-4	US 23 at the First United Methodist Church in Stockbridge

5.14.5 Regulatory and Policy Assessment

The National Register of Historic Places’ listing of a property is a federal recognition of its significance, but it does not offer protection for the site. Federally funded undertakings will avoid a listed or eligible resource as much as possible, but the listing does not protect a historic home or district from changes. To protect historic structures and sites, Henry County can create historic overlay zoning districts to protect them from future changes. The districts should include structure standards and guidelines to maintain the character and integrity of a district or historic area. The creation of design guidelines for historic resources located in Henry County would act as a guide for both appropriate maintenance and for new construction of structures within historic districts. The design guidelines also could act as a guide for maintenance for existing resources. They are meant to do the following:

- Reinforce the historic character of properties within Henry County.
- Protect its visual aspects.
- Serve as a tool for designers and clients in making design decisions.
- Increase public awareness.
- Discourage inappropriate new construction.
- Deal with exterior only.
- Guarantee “high quality” construction.
- Be specific but not restrictive.

The Cities of McDonough, Hampton, and Locust Grove have historic districts in place or underway. These districts provide many of the protections listed above.

A Civil War Historic Site was recently purchased by the County. It is located on Jonesboro Road at the Clayton County Line.

5.14.6 Archeological Resources

Henry County contains several archeological sites, although their location and condition is generally not well documented. These sites are not preserved or protected. The lack of knowledge regarding the location of these sites, coupled with Henry County’s rapid development pace, puts these sites in danger. The archaeological sites reported in Henry County vary widely in cultural time period, location, state of preservation, and endangerment by modern disturbance. No specific pattern of site location could be ascertained with available information.

Examples of archeological sites in Henry County include cemeteries (including family cemeteries), Civil War battlefields and encampments, Native American sites, important stream and river crossings, mill complexes, plantation/farm complexes, and campgrounds. These sites could offer important information about Henry County's past; and efforts should be made to inventory the sites and suggest appropriate preservation, excavation, and research activities pertaining to each. Also, no provision exists in the current Henry County code to protect archeological sites through the development review process.

5.14.7 Other Cultural Resources

Henry County Parks and Recreation offers a variety of fine arts and performing arts instruction for all ages. Many of these classes are offered at Henry County school facilities. In addition, some arts and crafts programs are offered through the senior centers for senior adults, and fine arts and performing arts classes are offered through Henry County Schools to school-aged children. As Henry County continues to grow in population, arts, crafts, and other cultural programs will need to expand. In addition, facilities to house these programs will be needed.

The County and its Cities need a multi-use performing arts center. This is both a Cultural and a Community Facilities Issue/Opportunity. Currently, local performing arts groups compete for limited space at local schools. Also, Henry County has no venue for traveling shows. Henry County residents must travel to Spivey Hall in Clayton County or further north to Atlanta for cultural offerings. A quality venue would draw from all over the region and could serve as a revenue generator and focal point for tourism and quality development.

Currently, Henry County has no cultural facilities outside of the Henry County Schools' facilities. However, the County is in the planning stage for the Heritage Arena. The Heritage Arena will be located at Heritage Park in McDonough. The arena will provide an 1,800-seat covered venue for everything from rodeos and high school graduations to arts festivals.

6 Community Facilities and Services

Following the requirements of the Local Planning Requirements, this review of community services and facilities covers several key aspects of community services that impact future development, including:

- Water supply and treatment.
- Sewerage system and wastewater treatment.
- Other community facilities.
 - Fire Protection
 - Public Safety
 - Animal Control
 - Parks & Recreation
 - Stormwater Management
 - Solid Waste
 - Senior Citizen Services
 - Hospital and Other Public Health Facilities
 - Libraries
 - Education Facilities
 - General Government
- Consistency with the Service Delivery Strategy.

In 2003, the County completed an Impact Fee Study, adopted the Capital Improvements Element, and levied development impact fees. The items included in the 2003 study were:

- | | |
|-------------------|------------------------|
| • Police | • Library |
| • Sheriff | • Greenspace |
| • Fire Protection | • Parks and Recreation |
| • E-911 | • Administration |

The Henry County Water & Sewerage Authority enacted impact fees through a separate process. The Level of Service standards shown in this section are the results of these processes. Maps related to this analysis can be found in the “Atlas of Supportive Maps” at the end of this document.

6.1 Water Supply & Treatment

6.1.1 Water Supply & Treatment in Unincorporated Henry County

Service Area. The Henry County Water and Sewerage Authority (HCWSA) supplies water to the unincorporated portions of Henry County and some areas within municipal boundaries. With few exceptions, the unincorporated portions of the County are served by the public water distribution network. Each City in the County maintains its own water service. The Cities of McDonough, Locust Grove, Stockbridge, and Hampton all purchase some or most of their water from the HCSWA.

HCWSA has approximately 49,000 residential water customers and 1,400 commercial/industrial connections. Figure NC-3 shows the water intakes operated by the HCWSA. The HCWSA has a contract with DeKalb County, the Clayton County Water Authority, Newton County, and the City of McDonough to purchase water in cases of emergency and/or increased demand.

The HCWSA has a number of inter-County water purchase and sale agreements with neighboring water authorities and/or County governments for cases of emergency and/or increased demand.

Water Distribution System. The HCWSA's water distribution network consists of approximately 1,458 miles of pipelines, ranging in size from 6 inches to 48 inches in diameter. Most of the transmission system pipelines are made of ductile iron, and most of the distribution system pipelines are made of ductile iron and C900 PVC. Approximately 25 percent of the pipelines have been in service for 14 years or more, with the oldest pipelines installed approximately 30 years ago.

Existing Water Supply and Demand. The HCWSA's current average demand is 15.3 million gallons per day (MGD), with a maximum daily demand reaching 24.4 MGD in 2004.

The County has four natural resources for obtaining raw water for water production: (1) Indian Creek, (2) Long Branch Creek, (3) the Upper Towaliga River, and (4) the Lower Towaliga River. The HCWSA currently is constructing the Tussahaw Reservoir to add to the area's raw water supply. From these resources, the HCWSA maintains raw water storage capacity in the form of an extensive network of reservoirs. The reservoir system includes: (1) the 210-acre Gardner Reservoir (also known as Indian Creek); (2) the 230-acre Rowland Reservoir (also known as Long Branch); (3) the 89-acre Strickland Reservoir (also known as the Lower Towaliga); and (4) the 1,100-acre Cole Reservoir (also known as the Upper Towaliga).

The HCWSA has raw water storage capacity of approximately 2,200 acre-feet or 717 MG at its Gardner Reservoir. The HCWSA owns a raw water pump station located at its Gardner Reservoir, with a raw water pumping capacity of 12 MGD. This raw water pump station originally was constructed in 1982 and was improved in 1992 and 1999. The HCWSA also has raw water storage capacity of approximately 425 acre-feet or 138 MG at its Strickland Reservoir. The HCWSA owns a raw water pump station located at its Strickland Reservoir, with a raw water pumping capacity of 18 MGD. This raw water pump station originally was constructed in 1975 and improved in 1992 and 1999. The HCWSA has raw water storage capacity of approximately 4,600 acre-feet or 1.5 billion gallons (BG) at its Rowland Reservoir. The HCWSA has the ability to release raw water from its Rowland Reservoir into its Strickland Reservoir, without the necessity of a raw water pump station. However, they also own a raw water pump station at its Rowland Reservoir, with a raw water pumping capacity of 10 MGD. Finally, the HCWSA has potential raw water storage capacity at its Cole Reservoir of 18,300 acre-feet, or 6 BG.

Water is released from the Cole Reservoir into the Lower Towaliga River, where it flows into the Strickland Reservoir and then is pumped to the water treatment plant.

The HCWSA owns four ground storage tanks with an aggregate storage capacity for treated water of 11.3 MG. The HCWSA also owns nine elevated storage tanks with an aggregate storage capacity for treated water of 6.9 MG. In addition, the HCWSA has 5.5 MG of clearwell water storage capacity at its water treatment plant. The HCWSA also has an additional ground storage tank and re-pumping station, with a storage capacity for treated water of 5 MG.

The HCWSA has entered into a contract with DeKalb County that expires in January 2010. DeKalb has agreed to sell to the HCWSA up to 2.0 MGD of treated water at the rates charged to retail customers in the unincorporated area of DeKalb County, times a multiplier of 1.25. DeKalb County also may sell to the HCWSA, on an informal basis, an additional 1.5 MGD of treated water at the same rates charged pursuant to the contract. The HCWSA purchases treated water from DeKalb County when demand exceeds the ability of the HCWSA's distribution system to pump water to the northern portion of Henry County.

The HCWSA also has entered into a contract with the Clayton County Water Authority (CCWA), in which the CCWA agrees to sell finished drinking water to the HCWSA in the event of an emergency. Treated water from the CCWA is exchanged at the rates the CCWA charges its municipal customers and in amounts that will not jeopardize the CCWA's ability to effectively serve its residential and commercial customer base.

In addition, the HCWSA has a contract with the City of McDonough in which the City agrees to sell to the HCWSA, on an emergency basis, water that is available in excess of the needs of its customers, at appropriate rates negotiable at the time of the sale.

Finally, the HCWSA has entered into a contract with Newton County in which Newton County agrees to sell to the HCWSA treated water as needed, at a rate equal to its intra-County wholesale rate, plus 10 percent.

Water Treatment. The HCWSA owns one water treatment facility - the Towaliga Water Treatment Facility, with a rated capacity for treatment of 24 MGD, and a (treated) water pumping rated capacity of 30 MGD. The HCWSA is in the process of constructing another facility, the Tussahaw Water Treatment Facility. It will initially provide 13 MG of finished drinking water per day to HCWSA customers, though the facility is designed to expand to 26 MGD if necessary in the future.

The HCWSA's master plan, also referred to as "System Improvements" or "Capital Projects," includes plans for the construction of a solids handling facility at the water treatment facility, which will improve the means of dewatering sediments produced (byproducts) in the treatment of water.

6.1.2 Water Supply and Treatment in Hampton

The City of Hampton provides water to customers located within the City limits. The City purchases its water from the HCWSA. The City continues to expand and upgrade its water piping distribution system. With over 25 miles of piping, the overall care and maintenance of the piping system is critical to the continued operation of the water system. Each year, a select number of water mains are added or replaced to ensure that the City will continue to supply its citizens with a safe, dependable supply of water for many years into the future.

The City of Hampton provides approximately 1,700 customers with drinking water. A connection with Henry County provides 65 to 75 percent of water for the City and its residents, while municipal wells supplement this supply. The City is currently in the exploration and development phase of several new wells located at various locations in or near the City limits.

6.1.3 Water Supply and Treatment in Locust Grove

The City of Locust Grove Water and Sewer Department provides water to customers located within the City limits. Locust Grove gets its water from the following sources:

- A spring located on Davis Lake Road that provides 350 gallons per minute (gpm).
- Two wells at Warren Holder Park that provide 250 gpm.
- Additional wells on the southwest side of the City.
- Back-up water available from HCWSA.
- Water tank on Price Drive with 500,000-gallon storage capacity.
- Water tank on Highway 42 with 250,000-gallon storage capacity.
- Water tank on Locust Grove-Griffin Road with 750,000-gallon storage capacity.

No information is available on the City's water distribution system. Approximately 20 percent of the existing City limits lie within the HCWSA water service delivery area.

6.1.4 Water Supply and Treatment in Stockbridge

The City of Stockbridge Water and Sewer Department provides water to customers located within a 3.2-square mile area in the older part of the City. The water distribution system for the City of Stockbridge has approximately 37 miles of pipelines, consisting of 84,000 linear feet of PVC pipe, 32,430 linear feet of ductile iron pipe, and 80,500 linear feet of AC pipe.

Average daily water demand is 850,000 gallons per day (gpd), and peak demand is 1.2 MGD. The current system meets demand. However, it is expected that the system will not meet demand for the entire 20-year planning period.

The City gets 350,000 gpd from three City of Stockbridge-owned wells. This well water does not require any treatment except for the addition of chlorine, fluoride, and phosphate. The City purchases 500,000 gpd of treated water from the HCWSA.

The system has four storage tanks. These include a 100,000-gallon elevated tank that is not in service, a 500,000-gallon elevated tank, a 1-MG elevated tank that was put into service in November 2005, and a 300,000-gallon standpipe tank.

Water from the City's wells is treated with chlorine, fluoride, and phosphate. The City purchases treated water from the HCWSA.

6.1.5 Water Supply and Treatment in McDonough

Currently, the average daily flow for the City of McDonough is 1.09 MGD. The average per capita gallons per day is 83.81, and peak per capita daily demand is 105.59 gallons. The Public Works Department recently applied for a withdrawal permit for 100,000 gallons per day (GPD) for Big Springs Well and an increase in withdrawal from John Ferguson Reservoir. The current permit on the reservoir allows 2.4 MGD; the new permit, if approved, will raise the withdrawal limit to 3.1 MGD.

6.1.6 County-wide Future Water Supply and Demand

The HCWSA tries to anticipate growth based on the Future Land Use Plan. The Metropolitan North Georgia Water Planning District found that the increased capacity gained from the new Tussahaw Treatment Facility should sustain Henry County through 2020. At that time, the District Plan suggests the expansion of either the Tussahaw or Towaliga Treatment Facility to maintain water supplies for the County through 2030.

The HCWSA is in the construction phase of an additional reservoir of approximately 1,500 acres, designed to increase the raw water storage and pumping capacity of the system. The Tussahaw Reservoir is necessary to accommodate the current unprecedented growth in Henry County. The Tussahaw Reservoir is located on Tussahaw Creek, at the confluence of Peeksville Creek and Malholms Creek, in Henry and Butts Counties. This reservoir is designed to provide a reliable raw water supply of 26 MGD.

6.2 Sewerage System and Wastewater Treatment

The Long-term Wastewater Management Plan (2003) was developed by the Metropolitan North Georgia Water Planning District through a 2-year planning effort. Henry County and its Cities, as well as other jurisdictions in the 16-County Metropolitan North Georgia Water Planning District, will be responsible for implementing the provisions of the Long-term Wastewater Management Plan. Within the District, the total volume of wastewater is expected to double during the next 30 years. The additional needed treatment capacity throughout the District will focus on larger facilities and developing areas. The Long-term Wastewater Management Plan recommends consolidation of many small treatment facilities by 2030 to reduce costs, improve performance, and replenish water supplies. The Long-term Plan anticipates a future of high performance treatment facilities that produce reusable water. The Plan recommends more intensive management of public and private wastewater collection systems and privately owned septic systems. Finally, the Plan includes new policies and programs to coordinate wastewater management decisions among local governments in the District. Implementation of the Long-term Wastewater Management Plan will be monitored by the Metropolitan North Georgia Water Planning

District and enforced by the EPD through wastewater discharge, surface-water withdrawal, and stormwater discharge permitting.

6.2.1 Sewerage System and Wastewater Treatment in Unincorporated Henry County

Service Areas: Figure CF-1 in the map atlas shows Henry County's existing sewer service areas for both the HCWSA and the Cities.

Wastewater Collection System: The HCWSA wastewater collection and conveyance system consists of 30 wastewater pump stations and approximately 214 miles of collection sewers, which transport primarily sanitary sewage. Approximately 78 percent of the sewer system drains by gravity, and the remainder requires pumping.

The collection and conveyance system uses a combination of 8-inch to 42-inch sewers. The trunk sewers are made of reinforced concrete pipe and ductile iron pipe, while most of the collector sewers are made of PVC pipe. Approximately 40 percent of the sewers have been in service for 20 years or more, with the oldest sewers installed approximately 32 years ago. The collection and conveyance system has standby pumps and auxiliary generators for safe operation.

Wastewater Treatment: The HCWSA owns and operates the following facilities:

- The Springdale Road facility, constructed in 1994 with a capacity of 2.0 MGD. Springdale Road now handles the wastewater that was formerly treated at the Hudson Bridge Road facility, which was decommissioned. In addition, the Little Cotton Indian interceptor picks up any additional sewage from the Springdale facility, in excess of 2.0 MGD, and transfers it for treatment at the Walnut Creek plant.
- The Bear Creek facility, constructed in 1997, has a rated treatment capacity of .25 MGD currently, but plans are to increase this capacity (to 1.5 MGD). The Bear Creek facility serves the large commercial account at the Atlanta Motor Speedway. In addition, Bear Creek now handles the wastewater treatment that was being processed at the HCWSA's old Hampton Industrial Park facility.
- The Indian Creek Water Reclamation Facility is one of the newest major projects of the HCWSA. Phase I of the facility, a \$12.5-million project, provides the HCWSA with 1.5 MGD of wastewater treatment capacity. In addition, the facility already has the necessary pipes and tanks to accommodate 3.0 MGD. All the HCWSA will need to do in order to access this additional capacity is install the necessary plant equipment. Ultimately, the new Indian Creek facility will have the capability of treating 12 MGD, so the HCWSA is poised to handle additional consumer demand that is expected through the next decade and beyond.
- The Walnut Creek Water Reclamation Facility is the largest, most innovative and technically advanced facility of the HCWSA. In addition to offering 4 MGD of wastewater treatment capacity, it is providing the HCWSA with operations flexibility and increased efficiency, as flow from the old Camp Creek plant now can be diverted to the new facility. Part of the long-term plan of the HCWSA is to

have the ability to accommodate expansion at Walnut Creek, which is equipped to increase its capacity in the future, if necessary

Capacity and Demand. The HCWSA current average daily treated wastewater flow is 4.5 MGD. The HCWSA has 14,000 total sewer customer connections.

The HCWSA handles sewer service for the unincorporated portions of Henry County. Public sewer service currently is not provided for a significant portion of unincorporated Henry County. Thus, many areas of the County use on-site septic tank disposal systems. A portion of Locust Grove and McDonough are served by the HCWSA.

The Metropolitan North Georgia Water Planning District recommends that, over the next 30 years, the HCWSA consolidate to three major wastewater treatment facilities. Further expansions then would occur at these facilities in order to accommodate future growth. With the construction of the Indian Creek Water Reclamation Facility, the HCWSA has the ability to expand treatment capacity, which should be adequate for the needs of Henry County through 2030.

6.2.2 Sewerage System and Wastewater Treatment in Hampton

Service Area. The City provides sewer service to customers located within the City limits. The service area is shown on the Sewer Service Area Map.

Wastewater Collection System. The City operates four sewage pumping stations to deliver flows to the single wastewater treatment plant. The three primary pumping stations are 26 years old and employ Gorman Rupp Suction Lift pumps. A new Flygt submersible station serves developing commercial areas at the western side of the City.

Wastewater Treatment and Capacity/Demand. The City of Hampton owns and operates a municipal wastewater collection and treatment system, serving essentially all of the incorporated area of the community. Wastewater collection and treatment facilities serving Hampton have evolved with the growing community over the past 44 years. In 1976, the original trickling filter plant was converted to an extended aeration facility; with new aeration basin, new blower facilities, new final clarifier, and new chlorine contact chamber. During the 1976 project, the original anaerobic digester was converted to an aerobic digester. The 1976 plant design provided a nominal plant capacity of 0.5 MGD and was designed to accommodate an expansion to 1.0 MGD. During late 2001 and early 2002, the plant was upgraded to convert the original trickling filter tank into an 180,000-gallon flow equalization basin. Peak daily flows and high flows resulting from storm events can be stored temporarily to allow new equalization basin transfer pumps to discharge to the aeration basin at a uniform rate. The resulting steady state flow conditions allow the treatment process to be refined and balanced to obtain optimum treatment conditions. The recent plant improvements also included the construction of a new bypass pumping station and associated force main that allow influent flows to excess of plant capacity to be diverted to HCWSA treatment facilities. The sewer treatment plant is currently at maximum capacity and aged.

6.2.3 Sewerage and Wastewater Treatment in Locust Grove

The City does not have an inventory of its wastewater collection system.

On November 17, 2005, the City opened the new Indian Creek Wastewater Facility on Indian Creek at the Butts County line on Locust Road. The plant has an initial capacity of 1.5 MGD and replaces West Pond and the Skyland Plant. The East Pond (Jackson Street) and the Skyland Plant have both been taken off line. The West Pond will be closed shortly as new interceptors reach that facility. As part of the new plant, a new interceptor on Wolf Creek follows that creek to South Ola Road, and a new force main pumps effluent across Hwy. 42 to a new interceptor system at the end of South Singley Circle. Interceptor "B" has been completed to Locust Grove Station/Linden Park area, with Interceptor "C" currently under bid to collect wastewater on the western portion of the City. Approximately 10 percent of the City lies within the HCWSA Indian Creek treatment facility. The City hopes to gain approval for a total of 3 MGD within the next 3 years, with ultimate capacity of 6 to 7 MGD at the City's Indian Creek Wastewater Treatment Plant.

6.2.4 Sewerage and Wastewater Treatment in Stockbridge

The City does not have an inventory of its wastewater collection system. Average sewer daily demand is 700,000 gallons per day. Peak demand is 1.1 MGD. Wastewater is treated by a City-owned SBR system rated at 1.5 MGD. The treatment plant serves the 3.2-square mile area of the old City center. The remainder of the City is served by the HCWSA. Currently, the system meets its demand. However, as the downtown area improves and demand increases, the current system will not be adequate.

6.2.5 Sewerage and Wastewater Treatment in McDonough

The City does not have an inventory of its wastewater collection system. Current average wastewater flow is 1.1 MGD. The treatment plant currently is permitted for 2.5 MGD. The department has applied for a construction permit for an additional 1.0 MGD by 2007. The HCWSA services the area in McDonough west of the railroad.

6.2.6 On-site Septic Systems

A significant portion of unincorporated Henry County uses on-site septic tank disposal systems. Existing and proposed sewer service areas are shown on the map entitled Sewer Service Areas. The HCWSA is actively expanding the public sewer system into areas of the County that currently rely on private septic systems for wastewater treatment. In areas that are not served by public sewer, development should not be permitted on soils that do not support septic systems. Soils with severe septic limitations are displayed on the map entitled Soils with Septic Limitations. These soils flood, have severe slopes, or have a limited depth to rock.

6.3 Other Community Facilities and Services

6.3.1 Fire Service

6.3.1.1 Henry County Fire Department

Service Area. The Henry County Fire Department (Department) provides fire protection and emergency medical services (EMS) for the entire County, including the City of McDonough, with an automatic aid agreement. The Department's call volume was 14,704 in 2004. This was an increase of 11 percent over 2003. The Office of the Fire Chief directs the activities of both the Fire and EMS divisions. The Chief also serves as the Emergency Management Agency (EMA) Director. The EMA provides oversight and management of all County-wide emergency activities. The Office of the Fire Chief is supported by the Operations Department headed by the Assistant Chief.

The Henry County Fire Department includes EMS, Training, and Fire Prevention Divisions. The EMS and Training Divisions are headed by Deputy Chiefs. A Fire Marshall heads the Prevention Division. The EMS Division is responsible for departmental emergency service functions. The Division's Deputy Chief serves as the primary medical officer for the Department and maintains relationships with other local, regional, and state medical services. The Training Division is responsible for employee training and development programs. The Prevention Division is responsible for fire safety and prevention programs as well as accessibility codes.

The Henry County Fire Department currently operates 12 stations from which both fire and EMS services are provided. Currently, the Department has 15 fire engines (one for each station), 4 ladder trucks, 12 ambulances, and 3 medium and 1 heavy duty rescue trucks. Henry County fire stations are listed below and are shown on the Community Facilities Map. Additionally, the Department has a fully functional Hazardous Materials Response Team (HAZMAT). This team is available 24 hours per day, 7 days per week and can handle the majority of transportation and industrial hazardous material emergencies within Henry County.

Figure 6-1 Henry County Fire Stations

Station #	Address	Sq. Ft.	Stn. #	Address	Sq.Ft.
1 (Headquarters)	664 Industrial Blvd McDonough, GA 30253	11,800	7	51 Price Quarters Rd. McDonough, GA 30253	1,862
2	35 Frances Ward Blvd Locust Grove, GA 30248	3,180	8	1672 Flippen Rd. Stockbridge, GA 30281	2,800
3	3030 Highway 42 North McDonough, GA 30253	8,576	9	132 Berry St. Stockbridge, GA 30281	4,200
4	1201 Keys Ferry Road McDonough, GA 30256	3,200	10	1059 Upchurch Rd. McDonough, GA 30253	9,700
5	10 Elm Street Hampton, GA 30228	8,126	11	792 Flatrock Rd. Stockbridge, GA 30281	8,164
6	680 Fairview Road Ellenwood, GA 30049	5,100	12	1123 Old Jackson Rd Locust Grove, GA 30248	7,435

Level of Service. The National Fire Protection Association (NFPA) provides guidance for level of service (LOS) standards for fire protection. NFPA current response time standards require that the first fire apparatus (fire fighting vehicle or group of vehicles) must arrive at the scene of a fire incident in 4 minutes or less, 90 percent of the time. Meeting this response time standard drives the need for additional facilities and staff as well as the location of stations.

The County conducted an Impact Fee Study in 2003, which examined LOS standards for Henry County fire protection over a service area covering the entire County, with the exception of the City of McDonough. In 2003, the LOS for Henry County fire protection was 0.3707 square feet (sq. ft.) and 0.0002 vehicles per functional population. The determination was made that the existing LOS was adequate to meet existing demand. Therefore, the County adopted the 2003 existing LOS for fire protection.

The Department's ISO rating varies, depending on location within the County and presence of public water. In McDonough, the ISO rating is 4. It is 5-6 in Stockbridge. In unincorporated areas of the county it is 5 with public water service and 9 for dwellings not on public water.

The Henry County Fire Department has identified short-term and long-term staffing, facility, and training needs to keep pace with increases in functional population. The Department completed the replacement of Station Number 4 on Keys Ferry Road in January 2005 and is in the process of relocating Station Number 7 from Price Quarters Road to Highway 155 adjacent to Salem Baptist Church. A 13th station is being built near GA 20 and East Lake Drive (Kelleytown). The Department has the short-term need for

additional stations in the Jodeco Road/Oak Grove Road area, the North Mt. Carmel Road area, and the Luella Community. The relocation of Station Number 7, should improve the fire protection for the northeast side of the County.

In order to meet long-term capacity needs, the Department anticipates the need for 5 additional stations. Each additional station would require about 19 new personnel. Four new supervisors would be needed for every 3 additional stations. The Department also would need about 8 additional fire engines, 2 ladder trucks, and 13 ambulances to equip the new fire stations. The Henry County Fire Department typically has 2 firefighters per apparatus and 2 EMS staff per ambulance. The Department has a long-term goal of increasing the LOS from 2 to 4 firefighters per Engine Company to comply with National Fire Prevention Act Standards. This would require an additional 42 firefighters. The LOS for EMS personnel and equipment is planned to remain the same.

6.3.1.2 McDonough Fire Department

Service Area. The McDonough Fire Department delivers public safety services to the residents of McDonough through two fire stations. These services include public education, fire safety inspections, arson investigations, fire suppression, emergency medical first responder, fire fighting, and HAZMAT response.

Level of Service. The City currently has an ISO rating of 4, with an average response time of 3-5 minutes. The City of McDonough also has an automatic aid agreement with the Henry County Fire Department. The current LOS for the McDonough Fire Department is adequate. As the population of McDonough continues to grow, so will its need for fire protection services.

The Department has 21 full-time and 12 volunteer firefighters. The McDonough Fire Department answered 1,415 calls for assistance in 2004. The Department also reached its fiscal year's goal to acquire 6 additional full-time personnel to staff the Avalon Fire and Police Station, located west of I-75 and add a full-time fire inspector to effectively deal with fire code enforcement, pre-fire planning, and plan reviews. The location of McDonough's fire protection services are as follows:

Station 51	Station 52 (Avalon Station)
88 Keys Ferry Street McDonough, Ga. 30253	1063 Industrial Pkwy McDonough, Ga. 30253
Equipment: 1 - Engine (1st out) 1 - Reserve Engine 1 - Squad (Can be used as brush truck) 1 - 100 ft Ladder Truck	Equipment: 1 - Engine 1 - Reserve Engine 1 - Squad (Can be used as a brush truck) 1 - 70 ft Ladder truck

6.3.2 Public Safety

6.3.2.1 Police in Unincorporated Henry County and the City of Stockbridge

Service Area. The Henry County Police Department provides law enforcement service for unincorporated Henry County and the City of Stockbridge. The Department is organized into four main divisions headed by the Office of the Chief. The divisions are Office of the Chief, Uniform Patrol, Criminal Investigations, and Support Services. Within the Office of the Chief is the Chief of Police and Major. The Office of the Chief also contains the following departments: Internal Affairs, Community-oriented Policing, Drug Unit, and Crime Analyst. The largest division is the Uniform Patrol Division, consisting of two thirds of the Department's personnel. The division provides basic patrol operations, as well as special services such as S.W.A.T., K-9 Units, Domestic Violence, Traffic, and Tactical Area Command. The Department also has a Criminal Investigations Division staffed by detectives. This division includes four sections: Crimes Against Persons, Property Crimes, Crime Scene Techs, and Evidence Custodian. The Support Services Division includes the Quartermaster, Records/Telecommunications, Training Unit, and School Resource Officers. The Department patrols an area encompassing approximately 300 square miles divided into 11 zones. The Department currently uses 189 police vehicles.

The Department is headquartered in McDonough and divided into two main precincts and one mini-precinct. The North Precinct is located in Stockbridge, and the Central Precinct is located at the headquarters in McDonough. A mini-precinct is located in the southern portion of the County in Locust Grove at the Tanger Mall. Police facilities are shown on the Community Facilities Map.

Level of Service. The County conducted an Impact Fee Study in 2003, which examined LOS standards for Henry County police protection over a service area covering the unincorporated portion of the County. In 2003, the LOS for Henry County police protection was 0.2156 sq. ft. of precinct space per functional population. The determination was made that the existing level of service is adequate to meet existing demand. Therefore, the County adopted the existing LOS for police protection. To maintain this LOS, a Public Safety Complex is being considered to house the Police and Fire Departments, and Emergency Communications. Another measure of LOS is number of officers. The County needs 62 additional police officers to bring the Department up to Association of Chiefs of Police Standards.

6.3.2.2 Police in Hampton

Service Area. The City of Hampton Police Department serves the incorporated area of the City.

Level of Service The Hampton Police Department is located at 4 McDonough Street in Hampton. They have 13 full-time officers, an administrative assistant, and a clerk. They have no plans to expand their facility; however, they have requested 3 additional positions and 3 additional vehicles for 2006.

6.3.2.3 Police in Locust Grove

Service Area. The Locust Grove Police Department serves the incorporated area of the City.

Level of Service. The City currently employs 16 officers and adds officers as needed to maintain a LOS of approximately 210-220 residents per officer.

The police department will be moving to two duplex homes located on the government campus in 2006. In 2012, the City is planning to build a 16,000-sq.ft. building to house police and courts.

6.3.2.4 Police in McDonough

Service Area The McDonough Police Department serves the incorporated area of the City.

Level of Service. The McDonough Police Department currently has 43 officers and 8 staff persons. The officers respond to routine calls for service and enforce the traffic laws for the City.

The Department conducts all phases of investigations; including criminal investigations, narcotics investigations, and all vice crimes. The staff has 3 full-time criminal investigators and 2 narcotics investigators. The narcotics investigators recently created a multi-jurisdictional drug task force that includes the Cities of Hampton and Locust Grove.

The Department also carries out the following programs.

- **Special Response Team-** This highly trained team assists the Police Department in the execution of search warrants and responds to hostage situations, kidnappings, and lost children. The team is made up of 1 Commander and 11 SWAT officers.
- **Motorcycle Unit-** This unit consists of 3 officers who ride 2005 Harley Davidson motorcycles and assist in answering calls and managing the day-to-day traffic issues in the City of McDonough.
- **Traffic Direction-** There are 8 part-time employees whose sole responsibility is to direct traffic. They are trained in traffic safety and are deployed to move traffic safely through the McDonough Square and other parts of the City.
- **Classes for the Community-** The Department conducts classes in schools and organizations on such topics as teen driving, drug and alcohol awareness, neighborhood watch programs, child safety seat and seat belt instruction, and other programs on crime prevention.
- **Neighborhood-directed Patrol Units-** These Patrol Units include bicycle patrol and were created to strictly patrol each neighborhood and apartment complex.

- **State Certification Program-** The Department participates in the State Certification Program, which, when completed, will certify this Department as a State Certified Police Department whose policies meet and comply with National Standards.

The current headquarters, located at 88 Keys Ferry Street, has 9,000 sq. ft. of office space. The new Avalon Park precinct, located west of I-75, has approximately 100 sq. ft. in its small office. The Department has determined that the size of the main headquarters is not large enough to meet its needs. They are actively looking at properties with the goal of increasing the headquarters office space.

The Department currently has 43 officers and has budgeted for 3 additional officers in 2006. The Department has 45 vehicles and has plans to purchase 4 additional vehicles next year. It is expected that traffic management will continue to be the Department's greatest challenge. Their strategy of addressing staffing and equipment needs immediately is effectively maintaining the desired LOS.

6.3.2.5 Sheriff, Jails, and Detention Facilities

Service Area. The Henry County Sheriff's Department serves both incorporated and unincorporated Henry County. The Sheriff's Department operates from a facility that includes the administrative offices as well as the primary detention facility. The former detention facility is now used as a minimum security inmate housing facility. Sheriff's Department facilities are shown on the Community Facilities Map, Figure CF-2.

The Sheriff's Department's main responsibilities include serving warrants and other court-related orders, operating the County jail, providing inmate transportation, and serving civil papers. The Department consists of three divisions: Administrative, Field Operations, and Jail Operations. The Administrative Division is headed by the Sheriff and is responsible for all internal and administrative functions of the Sheriff's Department. The Field Operations Division is headed by a Major and contains 6 sections; including court, civil, prisoner transport, warrant/fugitive unit, and public relations. The Jail Operations Division manages and operates the County's jail. The jail has 73 officers and 10 civilian personnel.

Level of Service. The County conducted an Impact Fee Study in 2003, which examined LOS standards for Henry County Sheriff services over a County-wide service area. In 2003, the LOS for Henry County Sheriff services was 0.3160 sq. ft. of detention facilities per functional population. The determination was made that the existing LOS was not adequate to meet existing demand. Therefore, the County adopted an LOS standard for Sheriff services of 0.3426 sq. ft. of detention facilities per capita. The new LOS standard revealed a deficiency in 2003 of 5,499 sq. ft. of detention facility space. As further evidence of the deficiency, there are only 419 available beds for over 500 detainees. Future investments in detention facilities are needed to address the current deficiency and to maintain the adopted LOS into the future. The County staff is developing jail expansion options to address the current deficiency.

6.3.2.6 Emergency Communications

Service Area. The Henry County Emergency Communications Center serves as the primary 911 and 7-digit call and coordination center for the County's major public safety agencies. The center serves County public safety agencies, as well as public safety agencies for the Cities within the County. The center provides other services; including an in-house quality assurance program, 911 education, emergency warning system maintenance, and Doppler Radar. Emergency services operations are governed by the Georgia Emergency Management Agency (GEMA) for 911 and by the Henry County Emergency Communications Standard Operating Guidelines.

Level of Service. The Emergency Communications Center is located in the Henry County Government Center. The Emergency Communications building is equipped to handle 8 communicators, 1 supervisor, and 2 call-takers at a time and has 10 stations, including 1 training station.

There have been several recent improvements to the 911 system. The computer system has been upgraded to handle wireless calls and locate the caller's signal. The center has expanded through two additions to the Emergency Communications building adding office space, a training center, a prime site for radio, and a trunk wireless emergency communication system. The building is currently physically constrained and presents a problem for future growth.

The center has identified the following needs that should be addressed to meet its goals:

- Equipment upgrades.
- Ability to link all public data systems together with the same system and equipment.
- Ability to keep pace with increasing call volume resulting from the County's residential and commercial growth.
- Ability to link to the GDOT navigation equipment, which is currently on line along I-75 and ability to coordinate calls with the GDOT HERO units.

Currently, no future expansion projects are planned.

6.3.3 Animal Control

Animal control services in Henry County are provided on a County-wide basis by Henry County Animal Control, a division of the Code Enforcement Department. The Henry County Animal Control Center accepts and houses animals that are strays, given away by owners, or dropped off at the center. The center also enforces the County's Animal Control Ordinances. The center does not provide veterinary services.

Henry County Animal Control is housed in one facility located at 527 Highway 20/81 East in McDonough. The facility is approximately 14,000 sq. ft. The facility can house approximately 125 dogs and 60 cats, according to Humane Society of the United States

recommendations (90 sq. ft. per dog and 45 sq. ft. per cat). Expansion of the kennel area is anticipated in the near future.


6.3.4 Parks & Recreation

Service Area. Parks and recreation services are provided on a County-wide basis by the Henry County Recreation Department (HCRD). The HCRD is managed by 33 full-time and 8 part-time staff positions. In addition, the Board of Commissioners appoints members to the Henry County Recreation Advisory Board to represent the parks and recreation interests of each Commission District.

Public recreational opportunities are available in Henry County through a variety of parks and facilities, some of which are owned and operated by the County. Others are City-owned facilities, and some are operated by private, non-profit associations with programmatic assistance from the County. The Henry County Recreation Department operates and maintains the County's parks and coordinates its recreational programs, both directly and through non-profit associations. General assistance is provided to the Cities as needed.

There are currently 26 parks covering nearly 897 acres of land throughout Henry County. Henry County parks and existing acreage are listed below. Major Parks, Recreation and Conservation Areas, the County Greenspace Program, and Hampton's Greenway Plan are discussed in the Natural & Cultural Resources Element of this Plan.

Figure 6-3 Parks in Henry County

		Maintained By	Acres	Baseball/Softball Fields	Basketball Courts (Outside)	BMX Track	Competition Starts / Restrooms	Community Building	District	Football Fields	Gazebos	Golf	Handicap Accessible	League Play - A-Adult / Y-Youth	Open Space	Outlook Classroom	Pavilion / Picnic Area	Playground Area	Roller Hockey Rink	Soccer Fields	Tennis Courts	Walking / Jogging / Track	# of Parking Spaces
County Parks																							
Alexander Park Hwy. 42, McD.	City/HCRD	12.5	4		1		III						*	*	Y	*		2	1			0.3	130
Big Springs 64 Veterans St., McD.	HCRD	15	2	1	1		III						*	*	Y			2	2			0.2	35
Cochran Park 305 E. Atlanta Rd., Stk.	HCRD	20	8		3	1	IV						*	Y			3					0.4	300
Fairview Rd. Property @ Wolf Mt. Stockbridge	HCRD	60					V																
Franklin Rape Park 20 S. Ola Rd., McD.	HCRD	4	2		1		I						Y				1					0.3	50
Henry County Soccer Complex 143 Henry Pkwy., McD.	HCRD	26			1		I		*	*	Y	*			1			5				0.2	230
Heritage Park 101 Lake Dow Rd., McD.	HCRD	129	4		1		III						*	A			3	2				0.9	250
Hidden Valley Park 1 Fairview Rd., Stk.	HCRD	102	9	1	2		V		*	*	Y				2	2				2		0.3	425
J.P. Moseley Park 1041 Millers Mill Rd., Stk.	HCRD	100	4		1		IV	1					Y		1	1						1.4	270
Mickie D. Cochran Park 301 Banks Rd., Stk.	HCRD	12.4		1	1		IV	1	*	*	Y	*			2	2			2			0.3	150
Mt. Carmel Park 307 N. Mt. Carmel Rd., Hampton	HCRD	129	2				II						*		2				4			0.3	110
North Forty Park 79 W. Main St., Hampton	City/HCRD	40	7		2		II						*	Y			1	1					145
North Ola Park 364 N. Ola Rd., McD.	HCRD	11	4		1		III						*	Y	*		1	1				0.3	150
Pates Creek Nature Preserve 1309 Jodeco Rd., Stk.	BOE/HCRD	12	1				II		*	*		*	*	1								0.7	25
Patrick Henry Park Stockbridge	BOE/HCRD	5	1				IV	1					Y						1				40
Red Hawk Nature Preserve 143 Henry Pkwy., McD.	HCRD	39					I		*			*											
Richard Craig Park 125 S. Cedar St., McD.	City/HCRD	26	5	1	3	1	I	2		*	Y	*			2	2				12		0.8	500
Sandy Ridge Park 1200 Keys Ferry Rd., McD.	HCRD	34	1	1	1	1	I		*	*	Y				1	2			2			0.7	75
Warren Holder Park 301 Club Dr., L.G.	City/HCRD	40	7		2		I	1		*	Y	*			1	1				2			300
Windy Hill Park 100 Windy Hill Rd., McD.	HCRD	30	5	1	1	1	I		*	*	Y	*			2	1						0.5	325
Totals		846.9	66	6	1	22	3	6							28	18	10	20	7.6	35	10	7.6	3510
City Parks																							
Avalon Park 1045 Industrial Pkwy., McD.	City	20			1		II	1											1				
Bobby McBrayer	City						II												1				
Clark Community Park 111 Davis Rd., Stk.	City	11.8					IV		*	*	*				2	1						0.75	
Gardner Park 160 E. Atlanta St., Stk.	City	9.1					IV		*	*	*				2	1				2		0.3	
Memorial Park 106 Cemetery St., Stk.	City	11					IV		*	*	*				2	1						0.5	
Simpson Street Park 300 Simpson St., McD.	City	2					I		*	*					1	1						0.2	
Totals		33.9			1		1								7	4	1	2	1.75	2	1.75	1.75	1.75
Special Facilities																							
Henry County Reservoir Locust Grove	HCWA	1328											*	*	1								*
Panola State Park 2600 Hwy. 155 SW., Stk.	State	633							*	*		*	*		1	1							*
Totals		1961													2	1							1.75

Existing schools contain different recreational facilities for both indoor and outdoor activities. There is an agreement between the school system and the Henry County government in which some of the school facilities and County facilities are mutually shared, mostly for recreational activities. Overall, the Henry County Recreation Department uses 23 school facilities for approximately 25 hours a week for 12 weeks to support its recreational programming. Additionally, the County has been locating senior centers in County parks, along with libraries, so that facilities can be better utilized and accessed by walking trails.

In November 2005, the Henry County SPLOST Department broke ground on the County's first public indoor recreation facility to be located at J.P. Moseley Park in Stockbridge. The 23,000-sq. ft. facility will feature two full-sized basketball courts, an indoor running/walking track, activity rooms, and office space. The building is expected to cost \$2.5 million and be complete by summer 2006.

Level of Service. Based on the 2004 Annual Report, HCRD's programs garnered nearly 103,000 participants. As there is no registration for events, this participation number does not account for individuals participating in multiple programs.

The County conducted an Impact Fee Study in 2003, which examined LOS standards for Henry County parks and recreation over a County-wide service area. In 2003, the LOS for Henry County parks and recreation was 0.0146 acres of developed parks per dwelling unit. The determination was made that the existing LOS is adequate to meet existing demand. Additionally, the LOS was examined for recreational components, shown in Figure 5.7. The LOS for these recreational components also was deemed adequate to meet existing demand. Therefore, the County adopted the 2003 LOS standards for developed parks and their recreational components. Future investments in facilities will need to be made to maintain the adopted LOS as population and dwelling units increase.

In 2003, the County adopted a LOS standard for recreation centers of 1.0952 sq. ft. per dwelling unit. There were no recreation centers in Henry County in 2003, resulting in a deficiency of 60,246 sq. ft. for this recreational component. The County plans to construct five recreation centers by 2025, which would correct the existing deficiency and maintain the newly adopted LOS standard for recreation centers through the end of the planning period.

Figure 6-4 Level of Service by Recreational Component

Recreational Component	2003 Inventory	2003 LOS/1,000 persons
Ball Fields	61	1.1089
Football Fields	4	0.0727
Soccer Fields	10	0.1818
Tennis Courts	20	0.3636
Basketball Courts	4	0.0727
Trails*	14	0.2545
Pavilions	17	0.309
Playgrounds	14	0.2545

Source: "Impact Fee Methodology Report, July 2003"

*Includes multi-purpose, walking, & jogging trails.

6.3.5 Stormwater Management Facilities

6.3.5.1 Stormwater Management in Unincorporated Henry County

In March 2003, Henry County responded to an environmental mandate from the EPD to develop a comprehensive watershed and stormwater management program to protect water quality in the state's waterways. This program was necessary to comply with the National Pollutant Discharge Elimination System (NPDES) Stormwater Phase II Permit regulations of the EPA. As of August 1, 2004, all new development plans have to comply with the water quality standards as presented in the latest edition of the Georgia Stormwater Management Manual.

The Stormwater Department protects water quality in the County's waterways through the following methods:

- Education and outreach.
- Development plan review.
- Stricter code enforcement of stormwater pollution violators.
- Updating of County government operations to ensure they are environmentally sound.
- Inspection, repair, and maintenance of publicly-owned stormwater management devices (i.e. storm drains, retention ponds, sand filters, and drainage ditches).
- Implementation of a number of best management practices (BMPs).
- Inspection of creeks and streams for illegal dumping.
- Mapping the County's entire stormwater system (including ponds, pipe, inlets, drainage ditches, etc).
- Dry-weather field surveys.

The Henry County Board of Commissioners created the Department of Stormwater Management to serve the unincorporated portion of the County. According to the County's Service Delivery Strategy, the County also will provide Stormwater Management Plan Review to the City of Stockbridge. One of the Stormwater Management Department's objectives is to safeguard the health and welfare of the County's residents and their properties by providing stormwater facilities for drainage, flood control, and pollution reduction.

Stormwater management facilities collect, convey, and treat stormwater. They include retention/detention ponds, swales, ditches, bio-retention areas, underground storage/treatment units, storm sewers, ditches, curbs and gutters, and other stormwater systems. Existing stormwater management facilities in Henry County generally fall into two categories 1) those associated with public road infrastructure and roadway drainage, and 2) retention/detention facilities associated with private development.

Roadway drainage structures include ditches, swales, catch basins, culverts, drainage inlets, pipes, and stormwater outfalls associated with removing stormwater from roadways. The County is actively converting roadside dirt drainage ditches to vegetated bio-retention swales. The County also is considering a policy to convert roadway piped drainage systems to vegetated swales to improve water quality and to decrease stormwater velocity. Currently, roadway stormwater drainage systems convey stormwater directly to surface water bodies such as streams or ponds with minimal treatment. The Henry County Department of Transportation (DOT) currently maintains all roadway-associated stormwater drainage systems in unincorporated Henry County.

Currently, the maintenance of private stormwater retention and detention facilities is the responsibility of private property owners. As part of the County's comprehensive Stormwater Management Program, the ongoing operation and maintenance of these facilities will have to be addressed in the context of overall watershed management strategies. As part of the proposed post-development stormwater management ordinance, the County is considering the use of a binding Operation & Maintenance Agreement for all private on-site stormwater management facilities prior to the issuance of a grading permit or building permit. Such an agreement would provide for access, at reasonable times, to the facility by virtue of a non-exclusive perpetual easement in favor of Henry County for regular inspection by County staff. The agreement would provide for preventive maintenance inspections and corrections by the County that would be paid for by the owner.

The Stormwater Management Department also is investigating the creation of public retention/detention facilities. For example, in lieu of an Operations & Maintenance Agreement for a private stormwater facility, the County could accept the dedication of any existing or future stormwater management facility for Henry County maintenance. Additionally, the Department could implement regional stormwater facilities that would supplant the need for numerous, private on-site facilities.

The County is currently completing an inventory of existing stormwater facilities in the County. Additionally, the location of existing stormwater management facilities is currently being mapped. Until this inventory process is complete, the location, condition, and useful life of the facilities are unknown. It is known that existing needs are not being met with current facilities. Once the inventory of existing facilities is complete, a strategy for both new facilities and the retrofit of existing facilities will be developed. Retrofit of existing stormwater conveyance systems that discharge directly into natural water bodies is needed to prevent physical damage/alteration resulting from discharge velocity and water quality impacts.

6.3.5.2 Stormwater Management in McDonough

McDonough is in the third year of implementing its stormwater management program as approved by the EPD in 2003. The City maintains an NPDES Permit for discharge of stormwater from areas within the City, as mandated by the federal Clean Water Act and regulated by EPD. Many municipalities in Georgia, including the City of McDonough, are covered by this mandate.

Over the past year, the City has undertaken many activities as part of its stormwater program. Several different brochures are available to the public that describe the types and causes of stormwater pollution and what residents and businesses can do to minimize pollution in their daily activities. Brochures can be obtained at City Hall and the Welcome Center. The County also has made this information available on the internet.

City ordinances are being updated to prevent pollution of streams as a result of development activities, illicit discharges, and littering. City staff is being trained to ensure that proper stormwater management procedures are followed in City field operations. Additionally, McDonough has embarked on the development of a Geographic Information System-based (GIS) mapping of the City's stormwater infrastructure. This information will form the backbone of the comprehensive plan to operate and maintain the City's stormwater management system.

McDonough has successfully operated a street sweeping program for the last several years. Routine sweeping is an effective means to collect pollutants, such as trash, oil, and sediment, from street surfaces before they are washed away by rain into City streams.

6.3.5.3 Stormwater Management in Hampton

The City of Hampton has a Stormwater Program with the following objectives:

- Public education.
- Public involvement and participation.
- Illicit discharge detection and elimination.
- Construction site stormwater runoff control.
- Post-development stormwater management.
- Good housekeeping for municipal operations.

The primary Stormwater Program activities in Hampton have been public education and public involvement. Also, a map of the City's storm sewer infrastructure has been completed. The map includes stormwater inlets, catch basins, outlets, detention ponds, pipes, drainage ditches, and outfalls to streams and rivers.

6.3.5.4 Stormwater Management in Locust Grove

Currently, the City of Locust Grove is not required to have a Stormwater Program. The City does not expect to reach that level and designation until after 2012. However, the City is in the process of establishing a stormwater department and has begun mapping its existing stormwater facilities. The City has approved all of the Metropolitan North Georgia Water Planning District regulations for stormwater management.

6.3.5.5 Stormwater Management in Stockbridge

The Henry County Stormwater Department provides plan review services to the City of Stockbridge. The City has updated its ordinances to meet the requirements of the Metropolitan North Georgia Water Planning District recommendations.

6.3.6 Solid Waste Management

Henry County has no active sanitary landfills within the County. The nearest active sanitary landfill is located in Clayton County. Henry County is responsible for monitoring (inspecting groundwater and methane gas wells) at one closed sanitary landfill, which is in post-closure care. The closed landfill is currently the location of the Citizens Recycling Center located at 65 West Asbury Road in McDonough. The Citizens Recycling Center is a full-service recycling center operated by Keep Henry County Recycling, LLC. A dumpster is provided at the recycling center where trash (15 and 30-gallon bags) can be deposited for a fee.

The County and its Cities have implemented a County-wide Education and Public Awareness Program. Waste reduction efforts and recycling information is provided through brochures and media announcements. Also, Henry County Clean and Beautiful prepares quarterly new releases regarding waste management issues.

6.3.6.1 Solid Waste Management in Unincorporated Henry County

Henry County has a Solid Waste Management Plan that complies with the state law and with the DCA Implementing Rules and Regulations. Henry County's Solid Waste Management Plan focuses on collection, disposal, waste reduction, and public education.

Trash pickup in the unincorporated portion of Henry County is provided by licensed private haulers. The County requires all private trash haulers to record tons of waste picked up by land use classification (residential, commercial, construction/demolition, and recyclables). A County-wide curbside recycling program was implemented as part of Henry County Code (Sec. 3-5-105(3)). This measure was part of the waste reduction section of the Solid Waste Management Plan. The County does not provide yard waste pick up.

6.3.6.2 Solid Waste Management in Stockbridge

The City of Stockbridge provides sanitation services for all of its residents. All residents residing within the City limits are required to have garbage pickup through City Ordinance, and pickup is provided by the City. Lamar County maintains the transfer station and leases it to Waste Management, Inc. Household and commercial waste is disposed of in regional landfills.

The City participates in the County-wide Public Education and Involvement Program and plans to continue its strategy of solid waste management for a minimum of 5 years, as indicated in the Solid Waste Management Plan, revised 8/1/2005. Capacity assurance letters have been included as a part of the County-wide Solid Waste Management Plan.

6.3.6.3 Solid Waste Management in McDonough

The City of McDonough hires private haulers to collect and dispose of solid waste. Unusual and bulk items are collected by City crews. The City categorizes solid waste and recycling provided by the private hauler.

The City participates in the County-wide Public Education and Involvement Program and plans to continue its strategy of solid waste management for a minimum of 5 years, as indicated in the Solid Waste Management Plan, revised 8/1/2005. Capacity assurance letters have been included as a part of the County-wide Solid Waste Management Plan.

6.3.6.4 Solid Waste Management in Locust Grove

The City hires private haulers to collect and dispose of solid waste. Unusual and bulk items are brought to the Rubbish Collection Station, located at 186 Cleveland Street. A newspaper recycling container is located in the City parking lot at the corner of Main Street (Highway 42) and Peeksville Road. Metal items also are separated from rubbish and other items at the Rubbish Collection Station.

The City has determined that its voluntary recycling program is adequate to reach their 25 percent waste reduction goal. The City participates in the County-wide Public Education and Involvement Program and plans to continue its strategy of solid waste management for a minimum of 5 years as indicated in the Solid Waste Management Plan, revised 8/1/2005. Capacity assurance letters have been included as a part of the County-wide Solid Waste Management Plan.

6.3.6.5 Solid Waste Management in Hampton

In 2004, the City of Hampton contracted with private haulers for collection and disposal of household waste, special items, and yard trimmings. The City collects and disposes of collected commercial waste at regional landfills. The City participates in the County-wide Public Education and Involvement Program and plans to continue its strategy of solid waste management for a minimum of 5 years as indicated in the Solid Waste Management Plan, revised 8/1/2005. Capacity assurance letters have been included as a part of the County-wide Solid Waste Management Plan.

6.3.7 Senior Citizen Services

The Henry County Senior Services Department serves senior citizens in both incorporated and unincorporated areas of the County. Currently, the County is divided into two service areas by Hudson Bridge Road. The Heritage Senior Center in McDonough serves the southern portion of the County, and the Hidden Valley Senior Center in Fairview serves the northern portion of the County. Both centers are shown on the Community Facilities Map. A third facility, to be located in the southern end of the County, is scheduled to open in the next 3-5 years.

Both existing facilities house day programs for seniors and serve breakfast and lunch. The Heritage Senior Center is home to the meals-on-wheels program, in-home services, and the administration offices for information and assistance, volunteer services, care management, and Medicaid. The County has been locating senior centers in County parks, along with libraries, so that facilities can be better utilized and accessed by walking trails.

The Henry County Senior Services Department currently provides the following services:

- Information and Assistance (provided through the Aging Connection Hotline).
- Case Management (provides seniors with a care plan of services).
- In-home Health Service (includes nurse visits and respite care).
- Home-delivered Meals (delivered Monday through Friday).
- Volunteer Services (includes the coordination of volunteers).
- Congregate Meals/Recreational Services (provided at the Senior Centers).

Current service levels are not adequate to meet demand. The Henry County Senior Services Department serves the senior population for all of Henry County. In 2004, this segment of the population totaled over 18,000 individuals. Both existing senior centers are at capacity, and there is currently a waiting list for every service. There is a projected need for new facilities to meet both current and future demand. Nationally, senior citizens are the fastest growing segment of the population; therefore, it can be anticipated that the demand for senior services will continue to increase over current levels in the years to come.

6.3.8 Hospitals and Other Public Health Facilities

Henry Medical Center is a not-for-profit community hospital located in Stockbridge at 1133 Eagle's Landing Parkway. Henry Medical Center is the only hospital located in Henry County. It is operated by the Hospital Authority of Henry County, whose members are appointed by the Henry County Commission, and a volunteer board of directors.

Henry Medical Center specializes in a number of areas; including women's services, neonatal intensive care, critical care, cardiac care, inpatient services, emergency services, surgery, and diagnostic care. Phenomenal growth has been experienced in all areas. Demand for care is expected to double over the next few years.

In 2005, the Hospital discharged 10,033 inpatients, treated 50,043 emergency room patients, performed 29,127 outpatient visits and 8,201 surgeries, and had more than 400 doctors on staff. The high demand for services and the lack of space to meet those demands led to the largest expansion project in the Hospital's history. The expansion, including a comprehensive women's program and a heart center, will greatly enhance the specialized LOS offered to the community. The project will include a new, five-floor patient care building attached to the northwest side of the Hospital, as well as extensive renovation of existing patient care areas on the first and second floors of the main building. In total, 91 beds will be added increasing licensed capacity from 124 to 215 beds and will be completed in the summer of 2006. The newly expanded facilities are expected to have enough capacity to meet the needs of Henry County for 5 to 8 years after completion.

Along with the main facility, the hospital operates several satellite facilities located throughout the County. Henry Healthcare McDonough is located at 101 Regency Park Drive in McDonough. This facility provides minor emergency care and diagnostic services; including mammography, bone density and x-ray, occupational medicine, and rehabilitation services. Henry Healthcare Eagle Spring is located at 150 Eagle Spring Court in Stockbridge. This facility includes pain management, wound care, sleep studies, and physician offices. Laurel Park Skilled Nursing and Rehabilitation is located at 1050 Hospital Drive in Stockbridge. This facility has 89 beds and provides both short-term and long-term care. These locations are identified on the Community Facilities Map.

The current hospital is located in the northern end of the County. As population growth increases, a full-service satellite facility or second hospital location may be warranted in the southern end of the County.

6.3.9 Libraries

Service Area. Library services in Henry County are provided by the Henry County Library System.

Level Of Service. The system consists of four libraries. The Alexander Public Library in McDonough serves as the main library and houses the administrative and support offices. The other libraries include the Cochran Public Library in Stockbridge, the Fortson Public Library in Hampton, and the Locust Grove Public Library in Locust Grove. Existing libraries are identified on the Community Facilities Map (Figure CF-2).

The Henry County Library System maintains a popular materials collection, the preschooler's door to learning, a reference library, and a formal education support center. The popular materials collection includes fiction, non-fiction, and audio titles for adults and children. The preschooler's door to learning includes programs and stories presented to preschoolers and their parents. The reference library includes books, as well as an electronic database and the internet. The formal education support center is a partnership between the library system and Henry County Public Schools, private schools, Clayton/Henry Adult Education, and Mercer University.

The County conducted an Impact Fee Study in 2003, which examined LOS standards for the Henry County Library System over a County-wide service area. In 2003, the LOS for the Henry County Library System was 0.5435 sq. ft. per dwelling unit and 1.9426 collection materials per dwelling unit. The determination was made that existing facilities are not adequate to meet existing demand. Therefore, the County adopted a LOS for the library system of 1.3600 sq. ft. per dwelling unit and 5.5091 collection materials per dwelling unit. These adopted LOS are in line with state recommendations. The adopted LOS standards resulted in a deficiency of 44,912 sq. ft. and 196,189 collection materials in 2003.

Henry County currently is addressing library space needs through the construction of new facilities. Plans include the relocation of the Cochran Library to a larger 15,000-sq. ft. facility, renovation of the Fortson Library with a 10,000-sq. ft. addition, and the construction of a new library in Fairview with an estimated 10-15,000 sq. ft. The completion of these projects will bring the Henry County Library System total square footage to 78,000 sq. ft.

6.3.10 Educational Facilities

6.3.10.1 Public Preschool, Elementary, and Secondary Education

Public preschool, elementary, and secondary education in Henry County is provided by Henry County Schools. The school system is administered from a central administration facility located in McDonough. The Henry County Public School System currently consists of 21 elementary schools, 7 middle schools, 6 high schools, 1 alternative school (housing grades 6-12), and 1 evening academy. Existing schools are at or over capacity.

Four elementary schools, 2 middle schools, and 2 high schools are currently under construction. They are all located east of I-75. Additionally, there are 2 new middle schools and 1 new elementary school in the planning stages. Figure CF-3 shows the location of existing public schools in Henry County, schools under construction, and schools proposed for construction in the future. Existing schools and current enrollment are shown in Figure 6-5).

Henry County Schools has a prototype plan for elementary, middle, and high schools based on state standards, including square footage requirements and maximum class size. According to the prototype, class sizes should be limited to 800 students for elementary schools, 1,200 students for middle schools, and 1,600 students for high schools. A typical classroom will house 20-25 students, while a special education classroom will house 8-10 students.

Evaluation of student population for the 2005-2006 school year indicates that the County's elementary schools made up 46 percent of the total students enrolled in Henry County public schools. Henry County's public middle schools accounted for 25 percent of enrolled students. The 7 public high schools in Henry County made up the final 29 percent. Enrollment for the County's schools is shown in the following figure:

Figure 6-5 2005-2006 Public School Enrollments

School	Enrollment
Austin Road Elementary	565
Cotton Indian Elementary	602
Dutchtown Elementary	420
East Lake Elementary	1156
Flippen Elementary	949
Fairview Elementary	695
Hampton Elementary	578
Hickory Flat Elementary	838
Luella Elementary	1,124
Locust Grove Elementary	646
McDonough Elementary	949
Mount Carmel Elementary	631
Oakland Elementary	518
Ola Elementary	1,249
Pate's Creek Elementary	666
Pleasant Grove Elementary	837
Red Oak Elementary	802
Smith Barnes Elementary	339
Stockbridge Elementary	757
Unity Grove Elementary	1,116
Wesley Lakes Elementary	837
Elementary School Total	16,274
Austin Road Middle	838
Dutchtown Middle	1,258
Eagle's Landing Middle	891
Henry County Middle	1,454
Luella Middle	1,800
Patrick Henry Middle School (with PH High School)	40
Stockbridge Middle	706
Union Grove Middle	1,757
Middle School Total	8,744
Dutchtown High	1,074
Eagle's Landing High	1,331
Henry County High	1,607
Luella High	1,961
Patrick Henry High School	189
Stockbridge High	1,970
Union Grove High	2,188
High School Total	10,320

In addition to the growing population, changes to the maximum class size requirements also have affected the capabilities of existing schools. All individual classrooms were required to conform to the maximum class size requirements by the 2003-2004 school year.

Future and Projected Public School Enrollment

According to Henry County Schools, 35,000 additional students will be enrolled in the system by 2014. These students are accommodated in the school system's plans to build

15 new elementary schools, 5 new middle schools, and 4 new high schools by the 2014-2015 school year.

Figure 6-6 Projected Growth in Henry County Public School Enrollment

	2005-2006 Enrollment	2014-2015 Projected Enrollment	Change	% Change
Elementary Schools	16,274	32,020	15,746	97%
Middle Schools	8,744	17,765	9,021	103%
High Schools	10,320	20,680	10,360	100%
Total	35,338	70,465	35,127	99%

Source: Henry County Schools

6.3.10.2 Private Preschool, Elementary, and Secondary Education

The enrollment for private schools in the 2003-2004 school year was 3,383 students, which was 10 percent of the total number of students enrolled in both public and private schools in Henry County. Private school enrollments are detailed below.

Figure 6-7 Henry County Private School Enrollment 2003-2004 School Year

School Name	Students	Grades
BIBLE BAPTIST CHRISTIAN SCHOOL 2780 Mount Carmel Rd, Hampton, GA 30228	244	PK-12
COMMUNITY CHRISTIAN SCHOOL 2001 Jodeco Road, Stockbridge, GA 30281-5115	793	PK-10
EAGLE S LANDING CHRISTIAN ACAD 2400 Highway 42 N, McDonough, GA 30253-4738	1,124	PK-12
MCDONOUGH CHRISTIAN ACADEMY 2000 Jonesboro Rd, McDonough, GA 30253-5927	140	PK-5
MOUNT VERNON CHRISTIAN SCHOOL 1738 Fairview Rd, Stockbridge, GA 30281-1245	337	PK-12
NEW TESTAMENT CHRISTIAN ACAD 115 Old Conyers Road, Stockbridge, GA 30281-3406	141	PK-12
NORTH HENRY ACADEMY 1093 Flat Rock Rd, Stockbridge, GA 30281-2729	155	PK-3
PEOPLES BAPTIST ACADEMY 850 Mill Road, McDonough, GA 30253-6462	332	PK-12
TABERNACLE CHRISTIAN SCHOOL Po Box 275, McDonough, GA 30253	117	PK-12

Sources: <http://nces.ed.gov>

6.3.10.3 Higher Education, Adult Education, and Vocational Education

Henry County has several opportunities for higher education. Mercer University has a Regional Academic Center located on Henry Parkway in McDonough. The campus offers evening and weekend courses in its Schools of Business, Education, and Continuing and Professional Studies. DeVry University has a campus in Stockbridge offering graduate and undergraduate studies. Clayton State University and Gordon College, in Barnesville, are in close proximity and are available for Henry County residents. Also, the City of Locust Grove has offered nearly 200 acres to the Board of Regents for the construction of a possible university or trade school.

6.3.11 General Government

Henry County's general government facilities are administered and maintained by the Department of Building & Capital Projects Maintenance. Most of Henry County's governmental services are centrally located in the Henry County Government Center near the City of McDonough. The main government administration building is located on Henry Parkway and serves as the primary location for citizen-related transactions and services. Henry County court facilities are centrally located in downtown McDonough and include the Henry County Courthouse, Probate Court, Juvenile Court, and Magistrate Court.

The location of County Administration and Court Facilities are shown below. The existing Administration Building is quickly becoming inadequate to meet the needs of the growing County. Currently, there are no plans to increase general administration space. The need for more administration space warrants further study. An \$11-million courthouse annex is under construction to meet those needs into the future.

Figure 6-8 Henry County Administration and Court Facilities

Occupancy Description	Address	City
Administration Building	140 Henry Pkwy	McDonough
Communications	100 Henry Pkwy.	McDonough
Courthouse	1 Courthouse Square	McDonough
D F A C S	125 Henry Parkway	McDonough
D O T Office	533 Hampton Road	McDonough
District Attorney	20 Lawrenceville Street	McDonough
DDS Building	619 Stanley Tanger Blvd	Locust Grove
E911 & Sheriff	100-120 Henry Pkwy.	McDonough
Early Release/ Community Service	505 Hwy 20/81	McDonough
Elections/Registrar	66 Veterans Street	McDonough
Fleet Services	121 Workcamp Road	McDonough
Health Dept	Eagles Landing Pkwy Bldg B	Stockbridge
Juvenile Court	43 Lawrenceville Street	McDonough
Magistrate	301Atlanta Street	McDonough
Mental Retardation	672 Industrial Blvd	McDonough
New Health Dept	135 Henry Parkway	McDonough
New Tag Office	165 Burke Street	Stockbridge
Polk Bldg	34 Covington Street	McDonough
Probate Office	99 Sims Street	McDonough
SPLOST Management	80 J F Ward	McDonough
State Court	40Atlanta Street	McDonough
State Ct Solicitor	40 Atlanta Street	McDonough
Stormwater Mgt	120 Workcamp Rd	McDonough
Transit Services	94 Work Camp Road	McDonough
USDA	333 Phillips	McDonough

The majority of the general government facilities are not over capacity. Current needs include a new maintenance warehouse and a separate archive building to store the County's records.

Figure 6-10 Locust Grove General Administration Facilities

Facility	Location
City Hall	3644 Highway 42
Public Works	Cleveland and Smith Street
New Police and Administration Buildings to be constructed 2012-2015	City Hall Site
New Public Works Facility to be constructed in 2007	Bowden St./S. Bethany

6.4 Consistency with Service Delivery Strategy

The Service Delivery Strategy (SDS) agreement was last updated in February 2005. The following table outlines the general provisions of the SDS. The provisions of the SDS, as shown in this table, reflect changes made in response to the 2004 Henry County Comprehensive Plan update.

Figure 6-11 Consistency with Service Delivery Strategy

Services Provided	Henry County Provides Service	City Provides Service
Administration	Unincorporated area	Locust Grove, Hampton, Stockbridge, and McDonough
Animal Control	County and all its Cities	
Building Permits and Inspections	Unincorporated area and Stockbridge	Locust Grove, Hampton, and McDonough
Building, Grounds Maintenance, Janitorial	Unincorporated area	Locust Grove, Hampton, Stockbridge, and McDonough
Cemeteries	Unincorporated area, Hampton, and Locust Grove	Stockbridge and McDonough
Code Enforcement	County and all its Cities	
Coroner	County and all its Cities	
Court Security, Service of Process, and Subpoenas	County and all its Cities	
Courts	Unincorporated area	Locust Grove, Hampton, Stockbridge, and McDonough
Development Authority	County and all its Cities	
Development Plan Review	Unincorporated area and Stockbridge	Locust Grove, Hampton, and McDonough
Elections	Unincorporated area and McDonough	Locust Grove, Hampton, and Stockbridge
Electric	Unincorporated areas, Stockbridge, Locust Grove, and McDonough	Hampton
Emergency Communications	County and all its Cities	
Environmental Health	County and all its Cities	
Fire Protection and Emergency Services	Unincorporated areas, Stockbridge, and Locust Grove, and McDonough west of Norfolk Southern tracks.	McDonough - east of Norfolk Southern Tracks
Horticulture and Agriculture	County and all its Cities	
Housing Authority	Unincorporated area, Hampton, Stockbridge, and Locust Grove	McDonough
Jail	County and all its Cities	
Library	County and all its Cities	
Mapping Services and GIS Services	County and all its Cities	
Park Construction and Maintenance	County and all its Cities	Cities maintain passive parks and pay 35% of new construction within City boundaries
Planning and Zoning	Unincorporated area and Stockbridge	Locust Grove, Hampton, and McDonough
Police	Unincorporated area and Stockbridge	Hampton, Locust Grove, and McDonough (hourly rate for supplemental services from County)

Services Provided	Henry County Provides Service	City Provides Service
Public Health	County and all its Cities	
Residential Recycling	County and all its Cities	
Road Improvements (traffic signals)	Costs are divided according to % of road outside City boundaries.	Costs are divided according to % of road inside City boundaries.
Road Improvements (widening)	No less than 50% of cost for any signal	No more than 50% of cost for any signal. Total cost depends on number of corners within City boundaries.
Road/Street Maintenance	Responsible for roads outside City boundaries.	Responsible for roads within City boundaries.
Roadside Litter Control and Prison Detail	County and all its Cities	
Senior Citizens Centers and Transportation	County and all its Cities	
Sewerage System and Wastewater Treatment	HCWSA provides service to Unincorporated area	Locust Grove, Hampton, Stockbridge, and McDonough
Sidewalks and Street Sweeping	Unincorporated area	Locust Grove, Hampton, Stockbridge, and McDonough
Soil Erosion/Sedimentation Inspection	Unincorporated area and Stockbridge	Locust Grove, Hampton, and McDonough
Solid Waste Garbage Collection and Yard Waste Collection	none	Locust Grove, Hampton, Stockbridge, and McDonough
Stormwater Management	Unincorporated area and permit review in Stockbridge	Hampton, Locust Grove, and McDonough
Vehicle Maintenance and Fleet	Unincorporated area	Locust Grove, Hampton, Stockbridge, and McDonough
Water Supply and Treatment	HCWSA provides service to Unincorporated area and provides water to Locust Grove, Hampton, and Stockbridge	Locust Grove, Hampton, Stockbridge, and McDonough

7 Intergovernmental Coordination

7.1 Purpose

According to the State Planning Goals and Objectives of *the Standards and Procedures for Local Comprehensive Planning, Chapter 110-12-1-.06*, local governments must evaluate the consistency of its policies, activities, and development patterns with the following goal for Intergovernmental Coordination:

“To ensure the coordination of local planning efforts with other local service providers and authorities, with neighboring communities and with state and regional plans and programs”.

The Community Assessment is intended to evaluate the community’s current policies, activities, and development patterns for consistency with the Quality Community Objectives; identify potential issues and opportunities for further study; and use supportive data and information to check the validity of potential issues and opportunities.

According to the *Standards and Procedures for Local Comprehensive Planning, Chapter 110-12-1-.07*, this is to be done by identifying existing coordination mechanisms and processes with adjacent local governments, independent special authorities and districts, independent development authorities and districts, school boards, and federal, state, or regional programs and activities that relate to local planning.

7.2 Coordination Partners

Henry County is governed by an elected Board of County Commissioners with six members, including an elected Chairman, and an appointed County Manager. There are four independent municipalities within the County: Hampton, Locust Grove, McDonough, and Stockbridge. Each of these municipalities has a strong council form of government.

The City of McDonough, the County seat, had a 2005 population of 15,030; Hampton 4,229; Locust Grove 3,710; and Stockbridge 19,212 with the remainder of the County at 124,819, for a total County population of 167,000. From 1990 to 2005, the overall County population increased by almost 184 percent. The City of McDonough increased by over 410 percent since the 1990 census, and the City of Stockbridge experienced an even greater increase of almost 475 percent since 1990. This rate of rapid growth makes it essential that close cooperation be maintained among the incorporated municipalities and the unincorporated County, as well as with the surrounding governments. These surrounding governments include:

- Clayton County
- DeKalb County
- Rockdale County
- Newton County

- Butts County
- Spalding County

In addition, Henry County government and the municipal governments coordinate with the School Board and several authorities that serve the County. The 2005 DCA Directory of Registered Local Government Authorities lists the following Authorities within Henry County:

- City of Stockbridge, Georgia Downtown Development Authority.
- Urban Redevelopment Authority.
- Downtown Development Authority of Hampton.
- Downtown Development Authority of the City of Locust Grove.
- Downtown Development Authority of McDonough.
- Henry County Development Authority.
- Henry County Water and Sewer Authority.
- Hospital Authority of Henry County.
- Housing Authority of the City of Hampton, Georgia.
- Housing Authority of the City of McDonough, Georgia.

Henry County and the municipalities coordinate with two primary regional entities. These are the ARC, which has been active in Henry County by providing information and planning services and the Metropolitan North Georgia Water Planning District.

There are several state departments and agencies that also play an active role in local planning including:

- Georgia Department of Community Affairs (DCA)
- Georgia Department of Natural Resources (DNR)
- Georgia Department of Transportation (GDOT)
- Georgia Regional Transportation Authority (GRTA)
- Georgia Forestry Commission

Additionally, three types of local constitutional officers that play a vital role in local government:

- County and State Judges
- Henry County Sheriff
- Henry County Tax Commissioner

7.3 Existing Policy and Activities

Existing intergovernmental coordination efforts are well documented in the Henry County Service Delivery Agreement (SDA), which was summarized in the Community Facilities and Services Assessment. The SDA provides agreement on the delivery of 36 specific services. The SDA was first adopted by Henry County, the four Cities, and the Henry County Water and Sewer Authority on December 13, 1999; since then, meetings

have been held to negotiate changes in the delivery of such services as police, public safety, and road maintenance.

Some ongoing forms of intergovernmental cooperation in Henry County include:

- Clayton County currently operates Tara Field Airport near Hampton.
- The Tussahaw Water Supply Reservoir for Henry County is located in both Butts County and Henry County.
- There are three reservoirs that straddle both Henry and Spalding Counties. They are the Ed Cole Reservoir, the Long Branch Reservoir, and the Lower Towaliga Reservoir
- DeKalb County current provides sewerage treatment capacity in northern Henry County. The two Counties also coordinate on solid waste issues.
- Henry and Rockdale Counties currently coordinate on road improvements and bridges that impact both Counties.
- Henry and Newton Counties also currently coordinate on road improvements and bridges that impact both Counties.
- Local County and municipal governments coordinate planning activities through the ARC.
- The HCWSA has a contract with DeKalb County, the Clayton County Water Authority, Newton County, and the City of McDonough to purchase water in cases of emergency and/or increased demand.
- The HCWSA also has agreements in place to sell water to each of the Cities. These agreements are necessary to meet the water needs of the Cities.

7.4 Intergovernmental Coordination Opportunities

As the County continues to grow and, particularly, as demands on County staff grow, maintaining strong and productive coordination efforts will be more difficult. Potential intergovernmental opportunities for later consideration in the Community Agenda include:

- Coordinating planning for growth with the Henry County Board of Education.
- Regional coordination with adjoining counties on health and human services planning.
- Active participation in regional planning activities at ARC, particularly through such groups as the Land Use Coordinating Committee (LUCC) and the Transportation Coordinating Committee (TCC).
- Continued work with the Metropolitan North Georgia Water Planning District to help plan for and meet the regional long-range water needs.
- Implementation of impact fees.
- NPDES/ Stormwater management implementation and coordination.
- Economic and industrial development.
- Annexation and land use coordination issues.
- SPLOST renewal and how funding and projects will be coordinated.
- Continued discussions of shared community services.

8 Transportation

8.1 Introduction

Henry County's transportation system consists of roadways, as well as other modes of transportation. An inventory of existing conditions was performed by Parson Brinckerhoff as part of the effort to update the Comprehensive Transportation Plan and was based on available data. A discussion of the following transportation elements is included in this assessment:

- Functional Classifications of Roadways
- Traffic Volumes
- Level of Service
- Freight Conditions
- Bridges
- Bicycle Facilities
- Pedestrian Facilities
- Parking Facilities
- Public Transportation and Services
- Freight Movements
- Railroads
- Airports

The inventory of existing conditions was developed with information (field verified, where appropriate) from Henry County, the GDOT, and the ARC.

8.2 Streets, Roads, and Highways

I-75 passes north to south through Henry County, with seven interchanges in the County. Other significant roadways include:

- I-675
- US 19/41
- GA 20
- GA 81
- US 23/GA 42
- GA 155
- GA 138

The existing roadway inventory with the number of lanes for each facility is shown in Figure T-1 in the Map Atlas.

8.2.1 Functional Classifications

Roadways can be classified according to the function they serve with respect to access and movement of vehicles. Freeways generally serve through traffic and have very limited accessibility. Local roads, on the other hand, have as their primary purpose to provide access to adjacent properties, but they move very little through traffic. Figure T-2 in the Map Atlas shows the functional classifications for the roadways in Henry County according to the GDOT.

8.2.2 Traffic Conditions

Traffic conditions were determined using the regional travel demand model. This model was originally developed by ARC. Figure T-3 in the Map Atlas shows the daily traffic volumes for all roadways in Henry County that are included in the model network (many local roads are not included in the network because of their low traffic volumes). This data is for 2004, the most recent year for which model data were available.

An analysis of volume to capacity ratio has not been done as of the writing of this document (December 2005). However, the data does indicate that, from these volumes, the following facilities are the primary travel corridors:

- I-75
- US 19/41
- US 23
- GA 155
- GA 20
- GA 81
- GA 138
- Jonesboro Road

8.2.3 Overview of the Road Freight Conditions

Several national and state highways serve Henry County. A number of these are suitable for over-the-road freight movement. I-75 serves as the primary freight route through the County and is designated as an oversized truck route by GDOT. Other facilities in the County designated as oversized truck routes include:

- I-675
- US 19/41 (federal)
- US 23 (STAA)
- GA 155 (STAA)
- GA 20 (STAA)

8.2.5 Bridge Inventory and Conditions

Bridge inventory data were obtained from GDOT for Henry County. The overall bridge rating is indicated by its sufficiency rating where a sufficiency rating greater than 50 is considered satisfactory, and a rating less than 50 is considered unsatisfactory (i.e. needing replacement). A total of 98 bridge reports were reviewed. This review indicated that 15 bridges are considered to be in unsatisfactory condition. Figure 8.1 shows the location

and condition of bridges. These bridges may need to be reconstructed or replaced. For the bridges in satisfactory condition, some routine maintenance will still be needed to preserve their condition. Figure T-4 in the Map Atlas shows all bridges rated as unsatisfactory in Henry County.

Figure 8.1: Deficient Bridges

Road	Feature	Sufficiency Rating
Flat Rock Rd ⁽²⁾	Brush Creek	3.00
Crumbley Rd ⁽²⁾	Big Cotton Indian Creek	3.00
Stockbridge Rd	Big Cotton Indian Creek	9.84
Foster Dr	Walnut Creek	17.56
Eagles Landing Pkwy	Pates Creek	25.00
Selfridge Rd ⁽²⁾	Little Cotton Indian Creek	25.71
GA 138 ⁽¹⁾	Big Cotton Indian Creek	31.36
GA 155 ⁽¹⁾	Walnut Creek	34.19
Blackhall Rd	Rum Creek	37.68
Old Conyers Rd ⁽²⁾	James Creek	38.98
GA 155 ⁽¹⁾	Little Cotton Indian Creek	39.39
GA 155 ⁽¹⁾	Big Cotton Indian Creek	41.83
GA 20 ⁽¹⁾	Big Cotton Indian Creek	45.80
South Ola Rd	Tusahaw Creek	47.42
Jackson Lake Rd	Mackey Creek	49.45

Source: GDOT Planned & Programmed Projects

8.3 Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities in Henry County are very limited. There is a bicycle route indicated in the GDOT Statewide Bicycle and Pedestrian Plan– the Central Route Corridor, which runs along Hwy. 3 (6.7 miles). There are also plans for two multi-use trails: (1) The Reeve’s Creek Trail (STIP) and (2) Locust Grove Connection Trail (CWP)

There are very few sidewalks in unincorporated Henry County; most of the sidewalks in the County are within the municipalities. The locations of sidewalk facilities were determined during the field review and are shown in Figure T-5 in the Map Atlas.

8.4 Parking Conditions

There is free on-street parking located within most of the incorporated areas of Henry County, which is adequate to serve the local businesses. The one noted exception to this is in McDonough where parking was identified as an issue as part of the City's Livable Centers Initiative Study in 2004. Parking is still free in the downtown area; but court traffic, the convergence of several local highways, and the needed parking for local businesses often make for a difficult parking situation. To address this, the study called for the construction of three parking decks.

8.5 Public Transportation and Services

Public transportation is fairly limited in Henry County. The Georgia Regional Transportation Authority (GRTA) does offer an express bus service. GRTA's Xpress bus service has two existing routes (430 & 440) and one proposed (432). There is GRTA Xpress service to Exit 218 in McDonough. Efforts are underway to extend this service to Exit 212 in Locust Grove. Additionally, Henry Transit, a Federal Transportation Administration Section 5311 program, provides limited public transportation services, primarily to elderly and disabled individuals in the County.

There also has been discussion of a proposed commuter rail that will run along the Norfolk-Southern Line, which generally follows Hwy. 3 in Henry. There is no firm timeline for this proposal; it has been identified as a long-range project.

8.6 Railroads and Airports

8.6.1 Freight Railroads

In Henry County, there are two active Norfolk-Southern lines that run from Atlanta to Macon. A main line primarily parallels US 23 and runs through Stockbridge, McDonough, and Locust Grove. It carries approximately 52 MGTM/M annually. A secondary line parallels Hwy. 3 and goes through Hampton. It carries less than 3 MGTM/M annually.

Most of the railroad crossings in the County are at-grade with the roadways. At locations with high traffic volumes, flashing light signals and gates are provided; but, at many crossings, the only traffic control is a stop sign.

8.6.2 Passenger Railroads

There is currently no passenger railroad service in Henry County.

8.6.3 Airports

There is only one public airport located in Henry County, Tara Field (CTAF)(4A7) which is actually operated by Clayton County. Tara Field has 1 runway, which is 4,500 ft. x 75 ft. in dimensions with a non-precision approach. There are 181 aircraft based at the airport, with 96 operations per day. Traffic can be classified as 43 percent local general aviation, 57 percent transient general aviation, and no military operations.

8.7 Planned Improvements

As a result of prior and ongoing transportation planning efforts, several transportation projects within Henry County are included in local plans (CWP), the ARC 2005 – 2010 Transportation Improvement Program (TIP), the ARC 2030 Regional Transportation Plan (RTP), the State Transportation Improvement Program (STIP), and the Fast Forward Congestion Relief Program. These planned improvements are listed below in Figure 8.2, a map showing their location can be found in Figure T-6 in the Atlas of Supportive Maps.

Figure 8.2 Planned Transportation Improvements in Henry County

Project Id	Prime Work Type	Description	Program	Program Date
0000294	Widening	GA 3/US 19-41 from Laprade Rd/CR 18 to GA 20	STIP, TIP	After 2008
0000298	Intersection Improvement	GA 155 from S of Moseley Dr to N of Reagan Rd	STIP, CWP, TIP	2006
0000528	Lighting	I-75 at Bill Gardner Pkwy Interchange	STIP, CWP	Lump
0000561	Roadway Project	Campground Rd Ext from Jodeco Rd to GA 42	STIP, TIP	2006
0000562	Minor Widen & Resurface	Hampton-Locust Grove Rd from Strickland Rd to I-75	STIP, TIP	2006
0000883	Intersection Improvement	GA 138 at Flat Rock Rd	STIP, CWP	Lump
0001055	Intersection Improvement	GA 155 at Race Track Rd	STIP	Lump
0001096	Roadway Project	McDonough Pkwy Ext from Jonesboro Rd to GA 42/US 23	STIP, CWP, TIP	2005
0002638	Widening	Eagle's Landing Pkwy from GA 42 to Jodeco Rd	STIP, CWP, TIP	2006
0002857	Bike/Ped Facility	Old Atlanta Rd/East Atlanta Rd/Reeves Creek Trail (LCI)	STIP, CWP	Lump
0002858	Bike/Ped Facility	South Lee St from US 23 to Rock Quarry Rd (LCI)	STIP, CWP	Lump
0002882	Shoulder Work	GA 155 from W Broadway St (Spalding) to E of I-75	CWP	Lump
0003167	HOV Lanes	I-75 from GA 54 (Clayton) to Eagles Landing Pkwy	STIP	After 2008
0003436	HOV Lanes	I-75 from Eagles Landing Pkwy to GA 155	STIP	After 2008
0003784	Intersection Improvement	GA 3/US 19-41 at GA 81/Upper Woolsey Rd	STIP	Lump
0003903	Intersection Improvement	GA 20 at Airline Rd	STIP, CWP	Lump
0003905	Intersection Improvement	GA 155 at Hampton-Locust Grove Rd	STIP	Lump
0004431	Roadway Project	Patrick Henry Pkwy from end of existing road to Eagles Landing Pkwy	STIP, CWP, TIP	2005
0004432	Widening	Rock Quarry Rd from Eagles Landing Pkwy to Red Oak Rd	STIP, TIP	2006
0004645	Roadway Project	East Lake Rd Ext from Springdale Rd to GA 155	STIP, CWP	2005
0006278	Sidewalks	Ridgeway Extension & Hospital Connector - LCI	STIP, CWP	Lump

Project Id	Prime Work Type	Description	Program	Program Date
0006307	Water Pollution Mitigation	Towaliga River Restoration and Wetland Mitigation	STIP, CWP	Lump
0006317	Bridges	Hampton-Locust Grove Rd at Towaliga River	CWP, TIP	2008
0006333	ATMS/ITS	ATMS/I-75 Communication/Surveillance from Hudson Bridge to GA 155	STIP, CWP	2006
0006401	ATMS/ITS	ATMS/ I-75 Ramp Meters from Hudson Bridge to Cleveland Ave	STIP, CWP	2007
0006646	Streetscapes	Downtown Locust Grove Streetscape	STIP, CWP	Lump
0006647	Multi-Use Trail	Reeves Creek Trail & Greenway	STIP, CWP	Lump
0006650	Streetscapes	Downtown Hampton Streetscape Improvements	STIP, CWP	Lump
0006840	Multi-Use Trail	Locust Grove Connecting Trails	CWP, TIP	2008
0006927	Widening	Hudson Bridge Rd from Jodeco Rd to I-75	CWP	2008
0007234	Operational Improvement	GA 155 at CR 277/CR 1736/Liberty Industrial Blvd	CWP	Lump
0007347	Signals	GA 155 at 1 location and GA 42 at 2 locations	CWP	Lump
0007546	Intersection Improvement	GA 42 at Harris Dr	CWP	2007
0007547	Intersection Improvement	GA 81 at Lake Dow Rd	CWP	2007
0007669	Signals	GA 20, GA 155, CR 650, I-75 at 14 locations	CWP	2007
245380-	Bridges	GA 20 at South River (Newton)	STIP	2005
312160-	Interchange	I-75 at Jodeco Rd	STIP, CWP, TIP	After 2008
32150-	Widening	GA 20 from I-75 to E of Southern RR (McDonough)	CWP, TIP	2010
321530-	Realignment	E-W 1-Way/GA 20 from Highland Ave to Lemon St	STIP, CWP, TIP	After 2008
322050-	Widening	GA 42 from GA 138/Stockbridge to I-675 NB Ramps	STIP, CWP	After 2008
323050-	Bridges	GA 138 at Big Cotton Indian Creek	STIP, TIP	2005
323070-	Intersection Improvement	GA 138 at Millers Mill Rd	STIP, CWP, TIP	2008
323075-	Intersection Improvement	GA 138 at GA 155	STIP, CWP	Lump
331980-	Widening	GA 920/Jonesboro Rd from I-75 to 1-Way Pair /McDonough & Br	STIP, TIP	2005
331990-	Bridges	GA 920/Jonesboro Rd at Birch Creek	STIP	2007
332467-	Bridges	GA 155 at Little Cotton Indian Creek	STIP, CWP, TIP	2006
332945-	Signals	GA 81 at Keys Ferry Rd	STIP, CWP	Lump
332970-	Signals	GA 81 at New Hope Rd	STIP, CWP	Lump
332975-	Intersection Improvement	GA 81 at Racetrack Rd	STIP, CWP	Lump

Project Id	Prime Work Type	Description	Program	Program Date
332980-	Signals	GA 155 at Fairview Rd	STIP, CWP	Lump
333126-	Bridges	GA 155 at Walnut Creek	STIP, TIP	2005
333127-	Bridges	GA 155 at Big Cotton Indian Creek	STIP, CWP, TIP	2006
333295-	Intersection Improvement	GA 155 at Millers Mill Rd	STIP, CWP	Lump
342970-	Widening	GA 920 from GA 3/US 19-41 (Clayton) to I-75 (Henry)	STIP	After 2008
343395-	Bridges	GA 20 at Walnut Creek	STIP, CWP, TIP	2006
343396-	Bridges	GA 20 at Big Cotton Indian Creek	STIP, TIP	2005
343500-	Intersection Improvement	Old Conyers Rd at Flat Rock Rd	STIP, CWP, TIP	2006
351230-	Signals	Walt Stephens Rd at Speer Rd	STIP	2006
351240-	Intersection Improvement	Fairview Rd at Thurman Dr	STIP, CWP	2007
721480-	Widening	GA 138 from Walt Stephens Rd (Clayton) E to I-75 (Henry)	STIP	2005
770321-	Rail Projects	Commuter Rail Atlanta to Griffin/Macon (Park & Ride Lots)	STIP, CWP	2005
M001994	Bridges	Bridge Jacking at several locations in Butts/Spalding/Henry Counties	STIP	Lump
M002785	Bridges	I-75 at Cabin Creek (Butts) & GA 20 (Henry) - Deck Rehab	STIP, CWP	Lump
M003332	Resurface & Maintenance	GA 20 from Newton County to W of Regency Park Dr	CWP	2006
M003405	Resurface & Maintenance	GA 42/US 23 from S of Woodruff St to GA 138	CWP	Lump
S007154	Grade, Drain, Base & Surface	Oak St (Hampton)	CWP	2004
T000599	Transit Projects	FY 2005 Section 5310 Capital for Henry County	STIP	2005
T000996	Transit Projects	FY 2006 Section 5310 Capital for Henry County	STIP	2006
T001276	Transit Projects	FY 2007 Section 5310 Capital for Henry County	STIP, CWP	2007
T001364	Rail Projects	Commuter Rail Atlanta/Lovejoy (Operations Assistance)	STIP	2006
T001430	Transit Facilities	Henry County Transit Facilities FY06	CWP	2006
T001431	Transit Facilities	Henry County Transit Facilities FY07	CWP	2007
T001519	Transit Projects	FY 2007 Section 5310 Capital for Henry County	CWP	
T001620	Transit Facilities	Henry County Transit Facilities FY08	CWP	2008

Project Id	Prime Work Type	Description	Program	Program Date
T001640	Transit Projects	FY 2008 Section 5310 Capital for Henry County	CWP	2008

Source: 2005-2007 STIP, TIP, CWP

8.8 Transportation and Land Use Connection

In the past few years, Henry County has been one of the fastest-growing counties in the U.S.; and its growth is expected to continue at a rapid rate well into the planning period. Its current stock of undeveloped land located within a 30- to 45-minute drive of much of the central core and first-ring suburbs of Atlanta, together with its scenic, historic, and community amenities is drawing residents at a noteworthy rate.

While this rapid growth brings many opportunities; but, it also brings challenges, those related to planning and developing the built environment, including its transportation system. As the County evolves from an auto-oriented place to one that is more urban, the nature of the transportation system and how it relates to the land uses around it will need to change. Among the challenges and opportunities in coordinating land use and transportation in Henry County are:

- Locating and expanding transportation corridors near clusters of new homes and businesses in the County in order to develop an efficient, balanced multi-modal transportation system.
- Addressing the lack of east-west connectivity in Henry County because of the I-75 corridor and its interchanges.
- Dealing with connectivity issues related to the presence of a major rail freight line running through the central parts of Stockbridge, McDonough, and Locust Grove.
- Making appropriate land use and transportation decisions in and near the I-75 corridor; which is a route of national, state, and regional significance, especially for interstate, interurban, and freight transport.
- Managing access to the transportation system in a manner that supports the viability of businesses but protects the public in terms of safety.
- Identifying important existing and future travel corridors so right-of-way can be protected for this purpose.
- Addressing the serious periodic traffic impacts from the Atlanta Motor Speedway, one of Georgia's largest visitor venues.
- Providing more travel choices, which will enable people to be mobile without making all of their travel by auto. These choices include including more pedestrian, bicycle, and public transportation services, especially in town centers and other activity centers.

Section II. Analysis of Consistency with Quality Community Objectives

This section is intended to meet the requirements for Local Comprehensive Planning that the Community Assessment include an evaluation of the community's current policies, activities, and development patterns for consistency with the Quality Community Objectives contained in the State Planning Goals and Objectives. Each of the 15 Quality Community Objectives is listed below with a brief summary of the strengths, issues, and opportunities of the County and its Cities with respect to the objective. The objectives are organized around the six state-wide planning goals:

- 1. Economic Development Goal:** To achieve a growing and balance economy, consistent with the prudent management of the state's resources, that equitably benefits all segments of the population.
 - 2. Natural and Cultural Resources Goal:** To conserve and protect the environmental, natural, and cultural resources of Georgia's communities, regions, and the state.
 - 3. Community Facilities and Services Goal:** To ensure the provision of community facilities and services throughout the state to support efficient growth and development patterns that will protect and enhance the quality of life of Georgia's residents.
 - 4. Housing Goal:** To ensure that all residents of the state have access to adequate and affordable housing.
 - 5. Land Use and Transportation Goal:** To ensure the coordination of land use planning and transportation planning throughout the state in support of efficient growth and development patterns that will promote sustainable economic development, protection of natural and cultural resources, and provision of adequate and affordable housing.
 - 6. Intergovernmental Coordination Goal:** To ensure the coordination of local planning efforts with local service providers and authorities, with neighboring communities, and with state and regional plans and programs.
- (a) Regional Identity Objective:** Regions should promote and preserve an "identity," defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.

Strengths

1. Henry County and its Cities have areas with distinct historic character that help to establish a strong identity for the region in terms of architectural styles and heritage.
2. Henry County and its Cities have regional centers for manufacturing employment, post-secondary education, and economic development.
3. Henry County and the City of McDonough participate in the Georgia Department of Economic Development's regional tourism partnership.
4. Henry County and its Cities contribute to the region and draw from the region, as a source of local culture, commerce, entertainment, education.
5. Henry County and its Cities have attractive settings that are visible from the principal gateways into each community.
6. The Cities in Henry County have historic cores and historic neighborhoods.

Needs for Improvement

1. The land uses along some highway corridors form stereotypical commercial strips that detract from the County's rural character and regional identity.

(b) Growth Preparedness Objective: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer, and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.

Strengths

1. The County and its Cities have population projections for the next 20 years that are referenced when making infrastructure decisions.
2. The County is preparing for growth in future water needs with regional reservoirs.
3. The County has designated areas where growth is desired.
4. The County has a Capital Improvements Program that supports current and future growth.
5. The County has initiated a Comprehensive Transportation Plan to establish the need for specific transportation improvements needed to prepare for continued growth.
6. Henry County and its Cities have established future annexation areas and service agreements that serve as a basis for its extraterritorial jurisdiction.

Henry County's Need for Improvement

1. The County does not have specific statistical targets for the magnitude and timing of its future growth and development.
2. Many County residents commute to other counties. Job growth has not kept up with population growth.
3. Existing infrastructure investments are not being protected by encouraging compact development.

4. The Henry community is physically locating schools, sewer, and other services in areas that support unplanned growth or sprawl.
5. The age and capacity of some the Cities' water and sewer collection/distribution systems has not been inventoried.

(c) Appropriate Business Objective: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, 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.

Strengths

1. The County's economic development organization has considered the community's strengths, assets, and weaknesses and has created a business development strategy based on them.
2. The County's economic development organization has considered the types of businesses already in the community and has a plan to recruit business/industry that will be compatible.
3. The County's land use plan and zoning map sets aside large areas near I-75 for future industrial expansion.
4. The County recruits businesses that provide or create sustainable products.
5. The County has a diverse jobs base, so that one employer leaving would not cripple the local economy.

Need for Improvement

1. More land needs to be set aside for future industrial expansion.
2. The County's retail and services sector has not kept pace with local residents' needs.
3. The economic base should be diversified by allowing for more office space.

(d) Educational Opportunities Objective: Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills adapt to technological advances, or to pursue entrepreneurial ambitions.

Strengths

1. The community provides work-force training options for its citizens.
2. The County's workforce training programs provide citizens with skills for jobs that are available in the community.
3. Mercer University and at Devry University provide higher education opportunities for the citizens of Henry County.
4. Henry County has job opportunities for college graduates, so that residents' children may live and work in Henry County after graduation, if they choose.

Need for Improvement

1. Additional work-force training options are needed. Although the community does have local options for higher education, one could argue that the demand for such training is higher than the supply.

(e) Employment Options Objective: A range of job types should be provided in each community to meet the diverse needs of the local workforce.

Strengths

1. The County economic development program has an entrepreneur support program.
2. The County has jobs for unskilled labor.
3. The County has jobs for skilled labor.
4. The County has professional and managerial jobs.

Need for Improvement

1. More analysis is needed to determine what types of employment opportunities will be needed for Henry County's future labor force.
2. More jobs are needed in the community to improve the low jobs-housing balance of 0.95.

(f) Heritage Preservation Objective 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.

Strengths

1. The County's Comprehensive Plan has many policies that support the preservation of historic resources.
2. There are well-recognized and well-protected historic districts in some of the County's Cities.
3. Many cities are preparing ordinances to ensure the compatibility of new development with established development in historic districts.

Need for Improvement

1. Many historical and cultural resources worthy of protection have not been inventoried.

(g) Open Space Preservation Objective 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.

Strengths

1. The County has the opportunity to create a local land conservation program to preserve environmentally and culturally important areas in the community.

2. The County zoning ordinance allows for the development of conservation subdivisions.
3. Locust Grove has a conservation subdivision ordinance.

Need for Improvement

1. The rural scenery in and around Henry County is disappearing

(h) Environmental Protection Objective Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, 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.

Strengths

1. Henry County and its Cities have passed the necessary Part V Environmental Ordinances.
2. The County a natural resources inventory and the opportunity to inventory wetlands in more detail.
3. The County has adopted land use measures that will protect some of the natural resources in our community; but, it has an opportunity to fully protect floodplains, steep slopes, and prime agricultural lands.

Need for Improvement

1. The natural resources inventory should be employed to steer development away from environmentally sensitive areas.
2. The County's land use plan and development regulations ensure most developments will be auto-centric and not support improved air quality.
3. The County's natural resources do not play a significant role in the local land use decision-making process.

(i) Regional Cooperation Objective: 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.

Strengths

1. The County participates actively in the Atlanta Regional Commission.
2. The County plans jointly with the Cities for transportation planning purposes.
3. The County and its Cities are satisfied with their Service Delivery Strategies.
4. The County and its Cities cooperate to provide or share services (parks and recreation, E911, Emergency Services, Police or Sheriff's Office, schools, water, sewer, other).

Need for Improvement

1. There is not a regular meeting process with the County and neighboring Cities to discuss regional issues.

(j) Transportations Alternatives Objective: 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.

Strengths

1. The Comprehensive Plan includes a policy to support the creation of a more balanced multi-modal transportation system that is less reliant on the automobile and another policy to support the state's efforts to develop a commuter rail system.
2. The Comprehensive Plan has a policy to provide safe access to commercial centers by pedestrians and bicyclists and to designate more bike lanes as an alternative to automobile transportation.
3. The County is in the process of preparing a County-wide Comprehensive Transportation Plan that will identify transportation alternatives.
4. There are sidewalk ordinances in place in the County and Cities.
5. There is a plan for bicycle routes and greenways through the County.
6. Locust Grove has ordinances for multiuse paths and is working on a network of paths.
7. The Cities have programmed streetscape projects.

Needs to Improve

1. There is not a public transportation system in the County.
2. Existing development regulations do not require new development to connect with existing development through a street network.
3. The County lacks a good network of sidewalks.
4. We do not have a sidewalk ordinance in many areas of our community.

(k) Regional Solutions Objective: 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.

Strengths

1. The County and Cities plan jointly for transportation planning purposes.
2. The County cooperates with at least one local government to provide or share services (parks and recreation, E911, Emergency Services, Police or Sheriff's Office, schools, water, sewer, other).
3. The County and Cities are discussing the potential of adopting a joint program of impact fees.

Need for Improvement

1. The County and neighboring Cities do not have a regular meeting process with to discuss solutions to regional issues.

(l) Housing Opportunities Objectives: Quality housing and 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.

Strengths

1. The Comprehensive Plan includes housing policies to promote and make available a wide range of housing types and designs for all income groups.
2. Local Zoning Ordinances allow small-lot, single-family, detached and attached housing.
3. Most people who work in Henry County can afford to live in the community.
4. Henry County has enough housing for low- and moderate-income households.

Needs for Improvement

1. Local development ordinances do not allow accessory units like garage apartments or mother-in-law units.
2. The County has a sufficient supply of housing for people of moderate means, but needs to develop more housing to attract corporate management.

(m) Traditional Neighborhood Objective: Traditional neighborhood development patterns should be encouraged, including the use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

Strengths

1. The Comprehensive Plan has policies that promote renovation of older homes, the adaptive use of vacant buildings, and cluster residential development that provides for open space and landscape preservation.
2. The County has an historic downtown and several original neighborhoods that embody many of the principles of Traditional Neighborhood Design.
3. The County has several zoning districts in its Zoning Ordinance that allow mixed-use development, including the Community-oriented Residential Development District.
4. The County has a tree preservation and replacement ordinance that requires new development to protect existing trees and to plant indigenous shade trees.
5. The County has a program to keep our public areas (commercial, retail districts) clean and safe.
6. Our community maintains its sidewalks and vegetation well so that walking is a viable option.
7. In some areas, several errands can be made on foot, if so desired.
8. The City of McDonough has made great strides as part of their 2004 LCI Program.

Needs for Improvement

1. The adopted Comprehensive Plan does not define or encourage Traditional Neighborhood Design, as such.
2. Current zoning ordinances lack design guidelines for traditional neighborhoods.

3. Segregation of land uses throughout the unincorporated County makes errands on foot undesirable, dangerous, or impossible for most residents. The County does have a PUD district that does allow for some mixing of uses.
4. The County and many Cities do not have a street tree ordinance that requires new developments to plant shade-bearing street trees.
5. The locations of new schools and their lack of orientation to surrounding subdivisions deter children from walking or bicycling to school.

(n) Infill Development Objective: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

Strengths

1. Henry County's adopted Comprehensive Plan has a policy to promote and create incentives for infill development, older home renovation, and the adaptive use of vacant buildings for affordable housing. Other policies support infill development in areas with adequate infrastructure and discourage scattered residential development.
2. The County is actively working to promote greyfield redevelopment.
3. Nodal development (compacted near intersections rather than spread along a major road) is being planned in many locations in the County.
4. Existing ordinances allow small-lot development (5,000 sq. ft. or less) for some uses.

Needs for Improvement

1. The County has not identified specific areas that are appropriate for infill development.
2. The County does not have specific incentives for encouraging infill development.
3. The County does not have an overlay district with compatibility guidelines for infill development.
4. The County has not prepared an inventory of vacant sites and buildings that are available for redevelopment and/or infill development.

(o) Sense of Place Objective: Traditional downtown areas should be maintained as the focal point of the community or, for 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.

Strengths

1. Through planning processes, the Henry community has delineated the areas that are important to its history and heritage and have taken some steps to protect these areas.

2. There are ordinances regulating the size and type of signage allowed in the County and Cities.
3. Henry County's Cities have distinctive downtowns.
4. The City of McDonough is a National Main Street City, a City of Character, and a City of Ethics.

Needs for Improvement

1. Some of the highway entrances to the County are typical of most commercial strips and lacks a distinct character or attractive visual quality. Better gateways are needed.
2. Local ordinances do not regulate building materials in highly visible areas.
3. The unincorporated County lacks attractive, mixed-use, pedestrian-friendly community focal points.
4. The County does not have a plan to protect farmland.

Section III. Atlas of Supportive Maps

Following are a series of maps that were described and referenced in the previous analysis.

Figure NC-1: Wetlands

Figure NC-2: Groundwater Recharge Areas

Figure NC-3: Water Supply Watersheds and Water Intakes

Figure NC-4: Steep Slopes

Figure NC-5: Prime Farmland

Figure NC-6: Floodplains

Figure NC-7: Historic Sites

Figure CF-1: Sewer Service Areas

Figure CF-2: Community Facilities

Figure CF-3: Public Schools

Figure T-1: Road Network

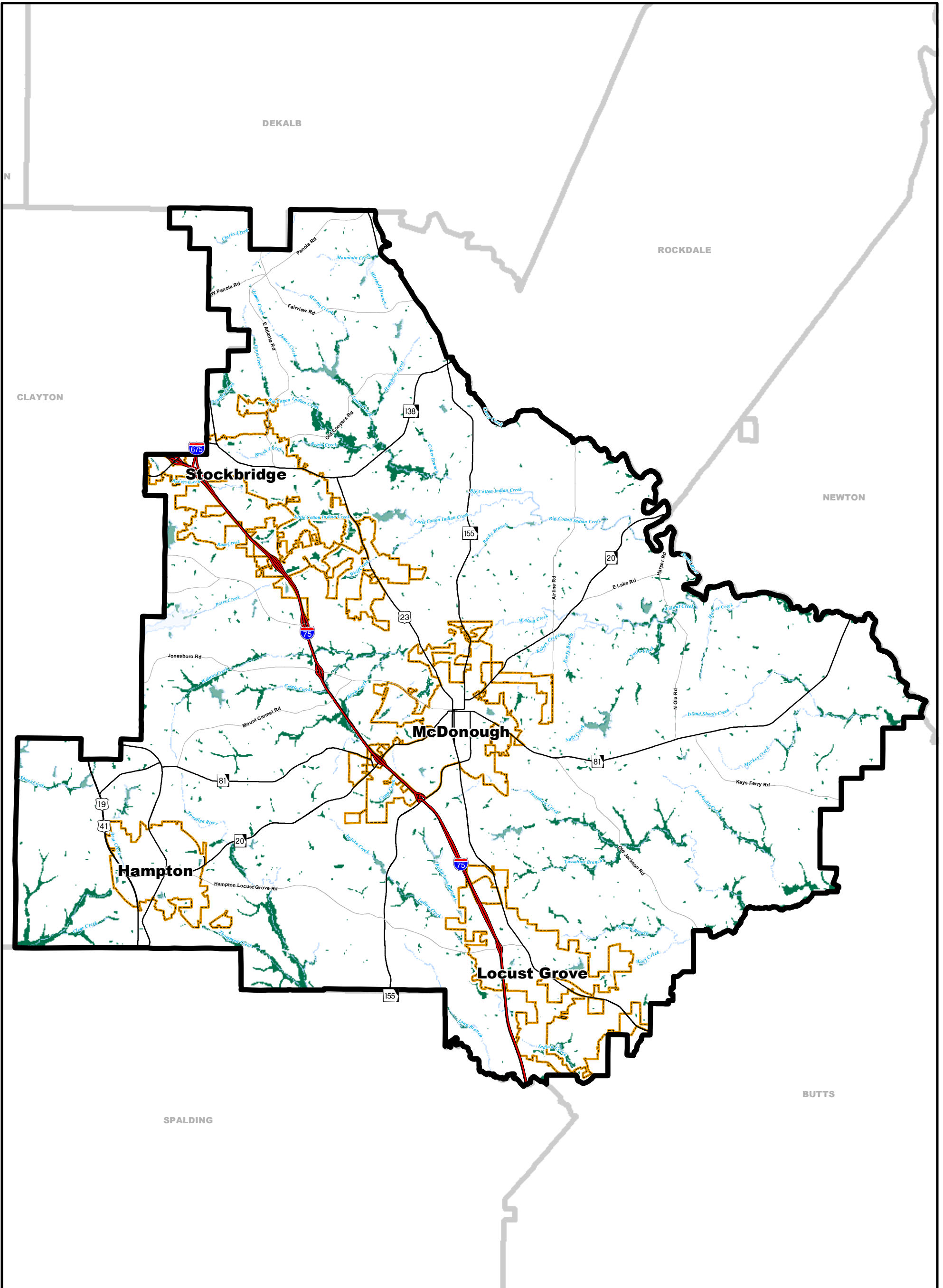
Figure T-2: Functional Classification

Figure T-3: Traffic Counts

Figure T-4: Deficient Bridges

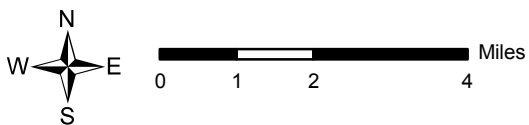
Figure T-5: Sidewalks

Figure T-6: Planned Improvements



**Henry County 2030
Comprehensive Plan**

NWI Wetlands

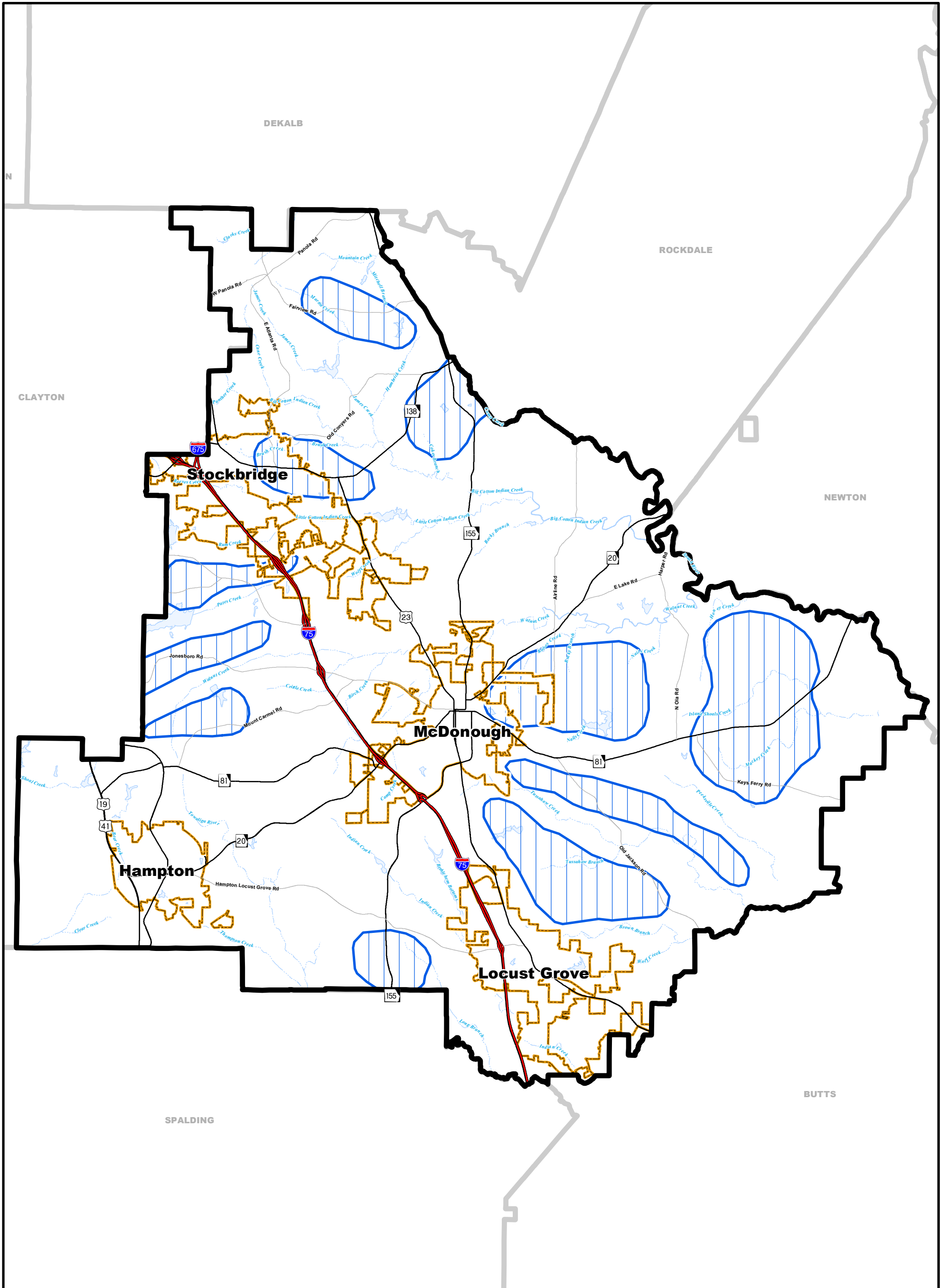


NWI Wetland

- Interstate Highway
- U.S. Route
- Feeder Road
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

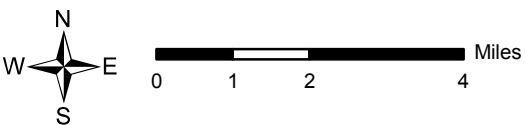


Figure NC-1



**Henry County 2030
Comprehensive Plan**

Groundwater Recharge Areas



 Groundwater Recharge Area









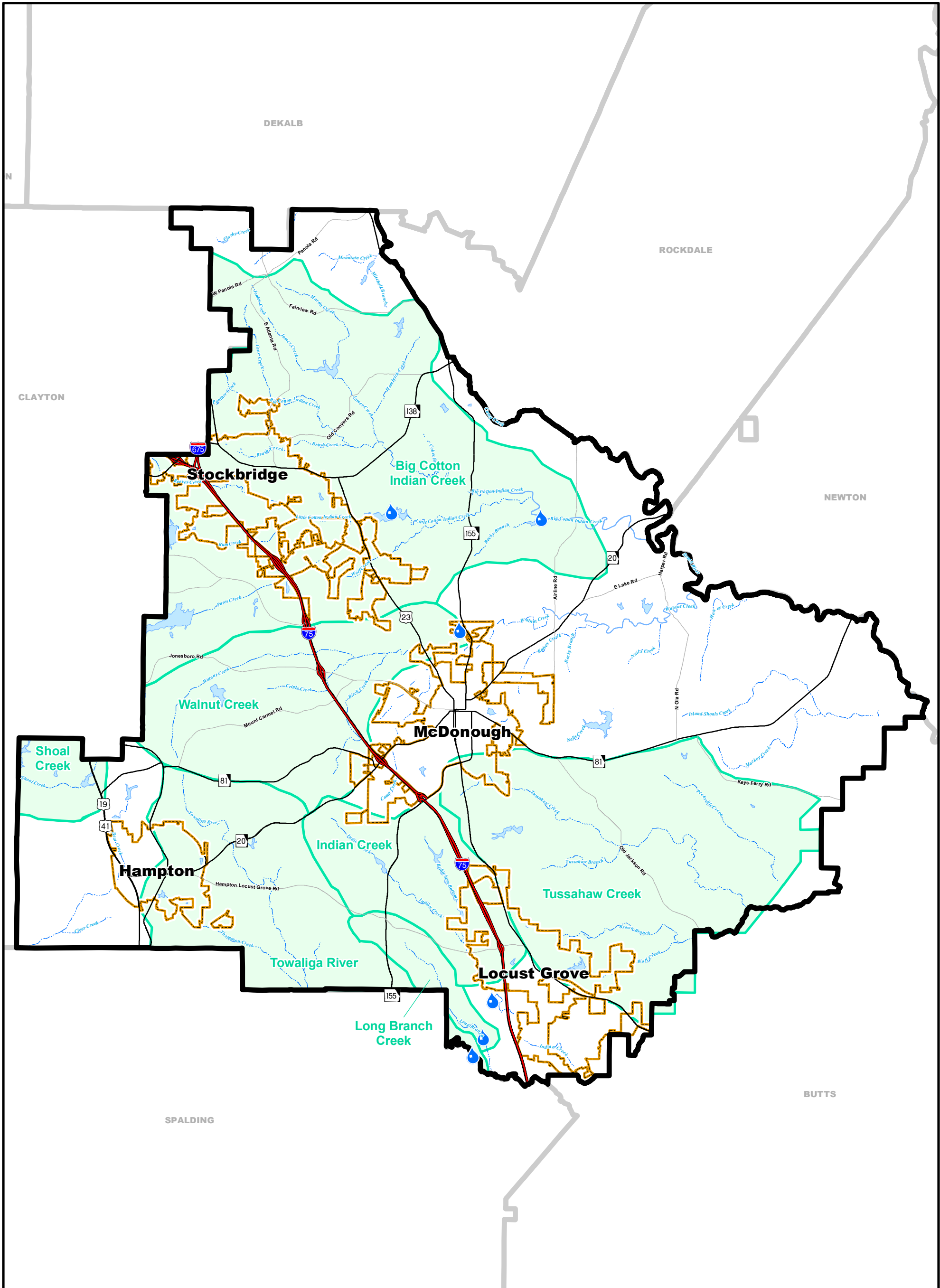
-  Interstate Highway
-  U.S. Route
-  Feeder Road
-  River/Stream
-  Lake/Pond
-  City Boundary
-  County Boundary
-  Other County Boundary

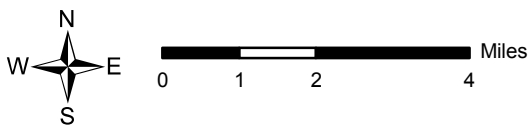




Figure NC-2



**Henry County 2030
Comprehensive Plan**

*Water Supply Watersheds
and Surface Water Intakes*



-  Municipal Surface Water Intake
-  Portions of Water Supply Watershed Protected by Local Ordinance









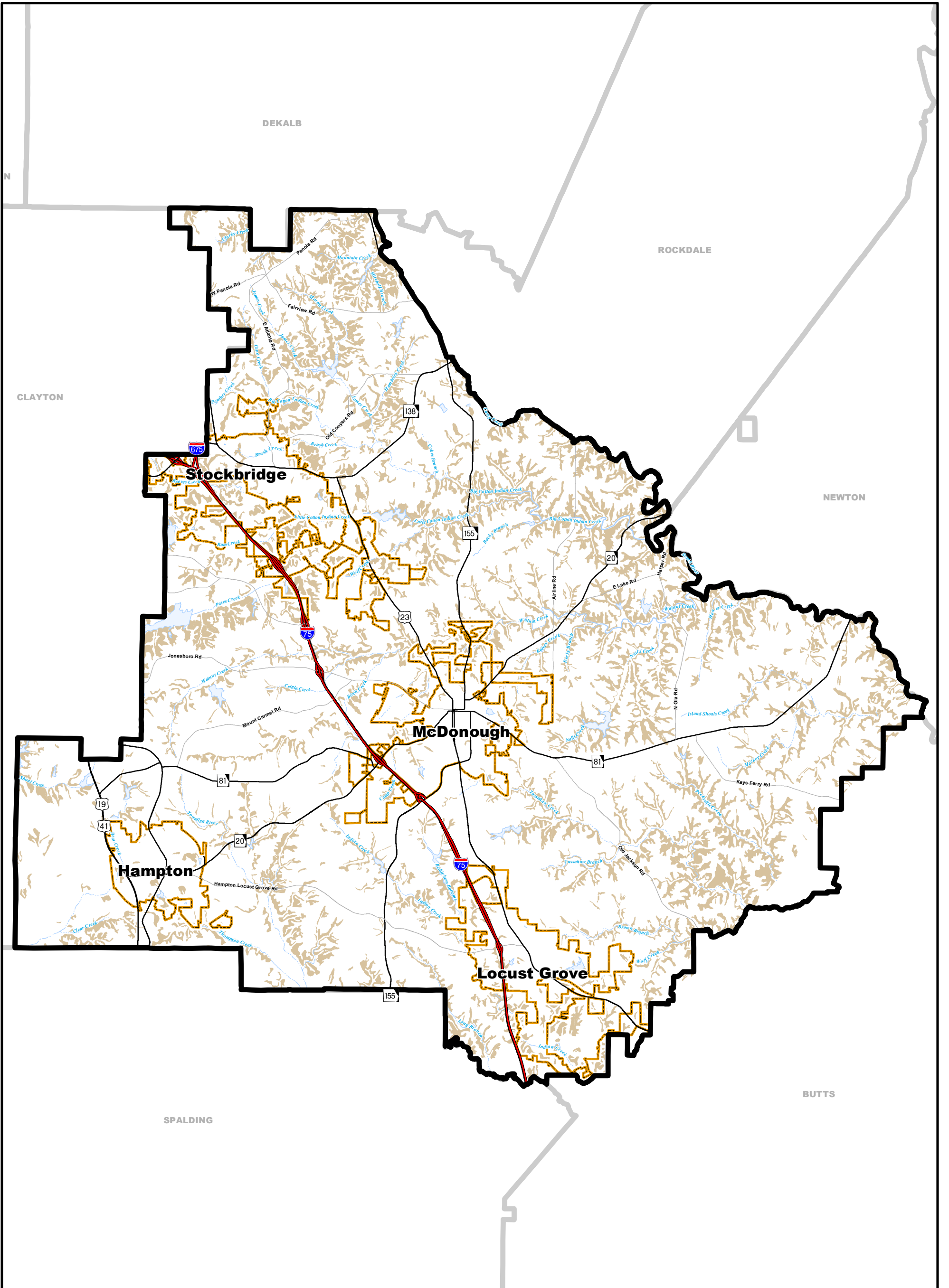
-  Interstate Highway
-  U.S. Route
-  Feeder Road
-  River/Stream
-  Lake/Pond
-  City Boundary
-  County Boundary
-  Other County Boundary



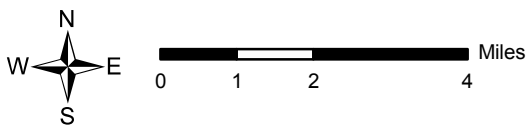
Figure NC-3



**Henry County 2030
Comprehensive Plan**

Steep Slopes

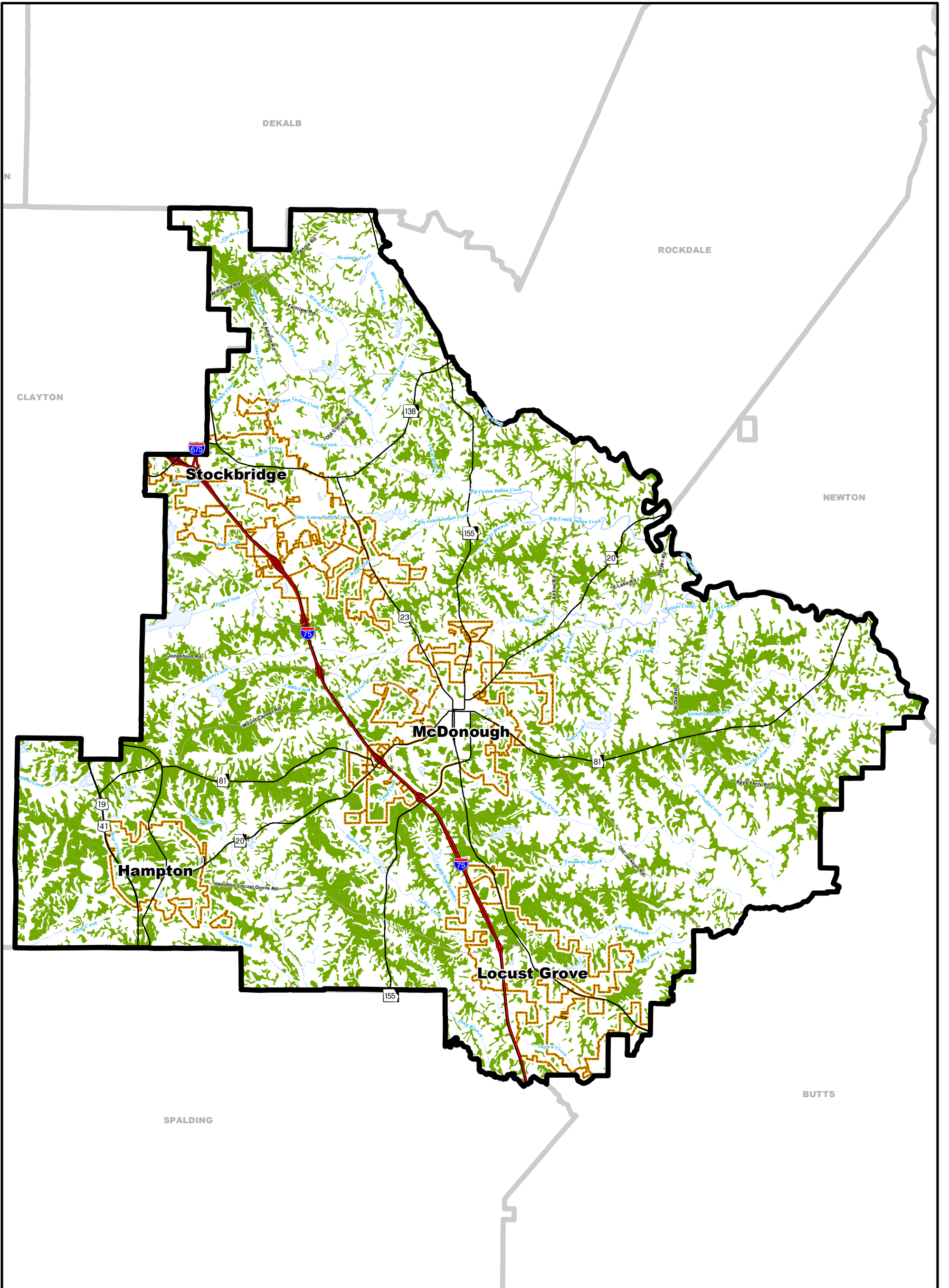
Steep Slope



- Interstate Highway
- U.S. Route
- Feeder Road
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary



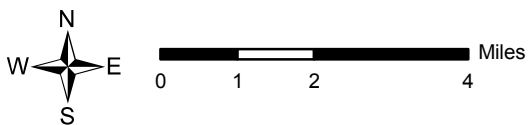
Figure NC-4



**Henry County 2030
Comprehensive Plan**

Prime Farmlands

 Prime Farmland











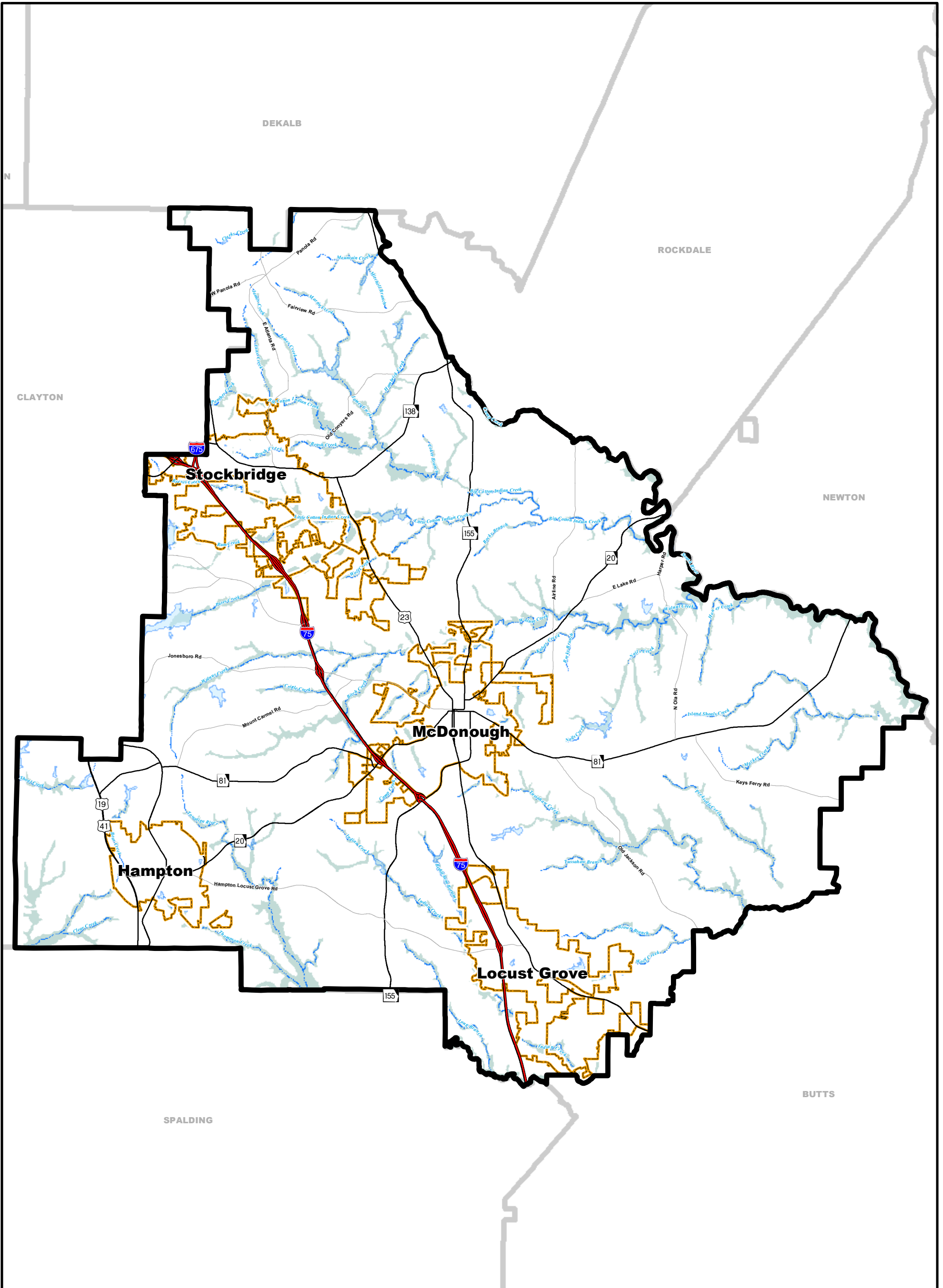
-  Interstate Highway
-  U.S. Route
-  Feeder Road
-  River/Stream
-  Lake/Pond
-  City Boundary
-  County Boundary
-  Other County Boundary

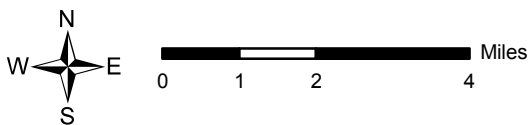


Figure NC-5



**Henry County 2030
Comprehensive Plan**

100-Year Floodplains

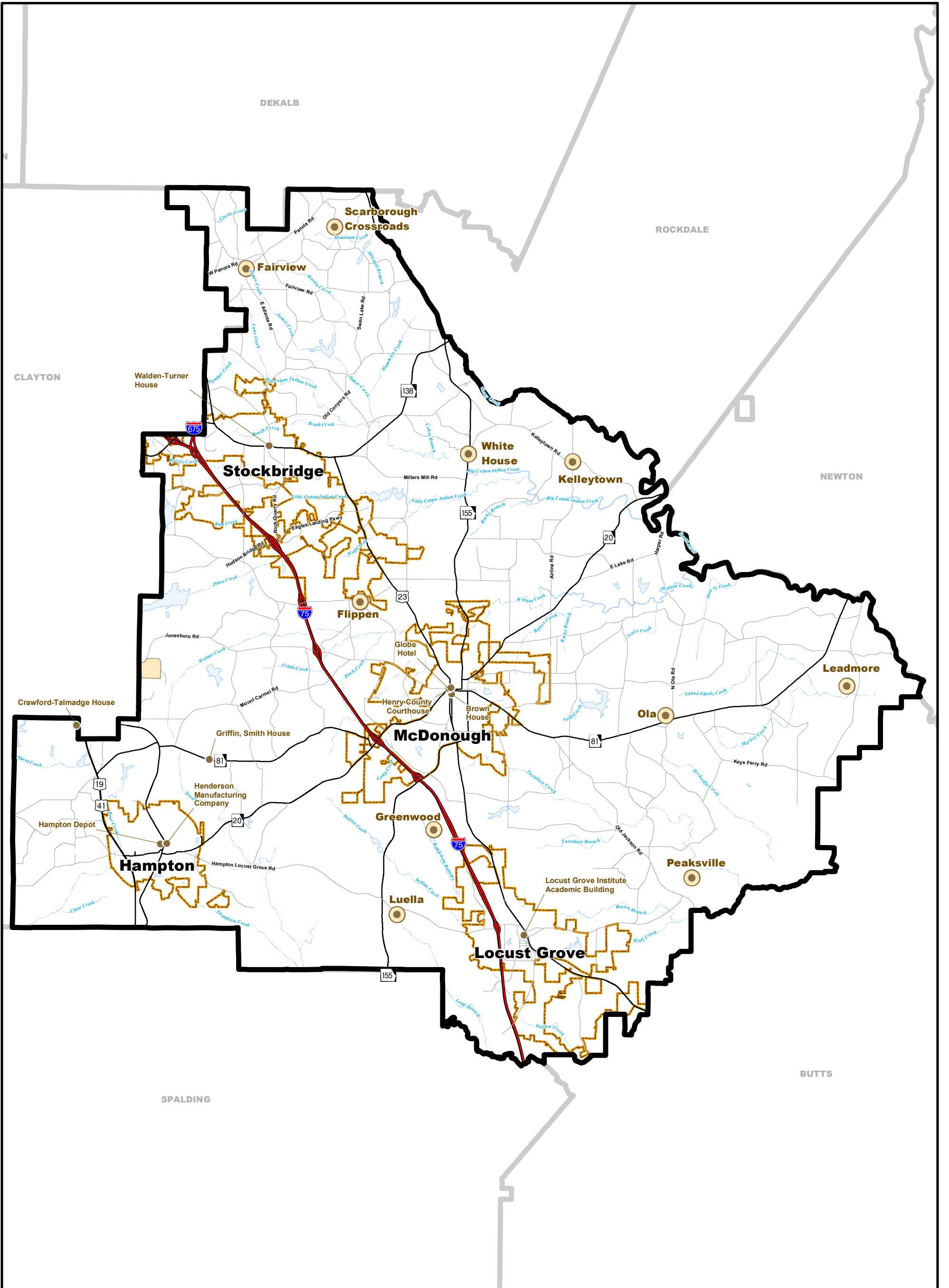


100-Year Floodplain

- Interstate Highway
- U.S. Route
- Feeder Road
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

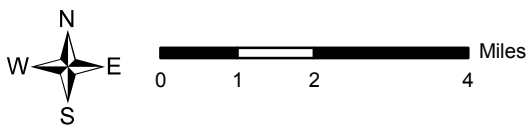


Figure NC-6



Henry County 2030 Comprehensive Plan

Historic Sites



- Historic Site Listed on National Register of Historic Places
- Historic Community
- Civil War Park

- Interstate Highway
- U.S. Route
- Road
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

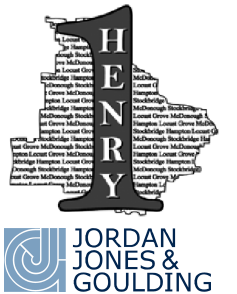
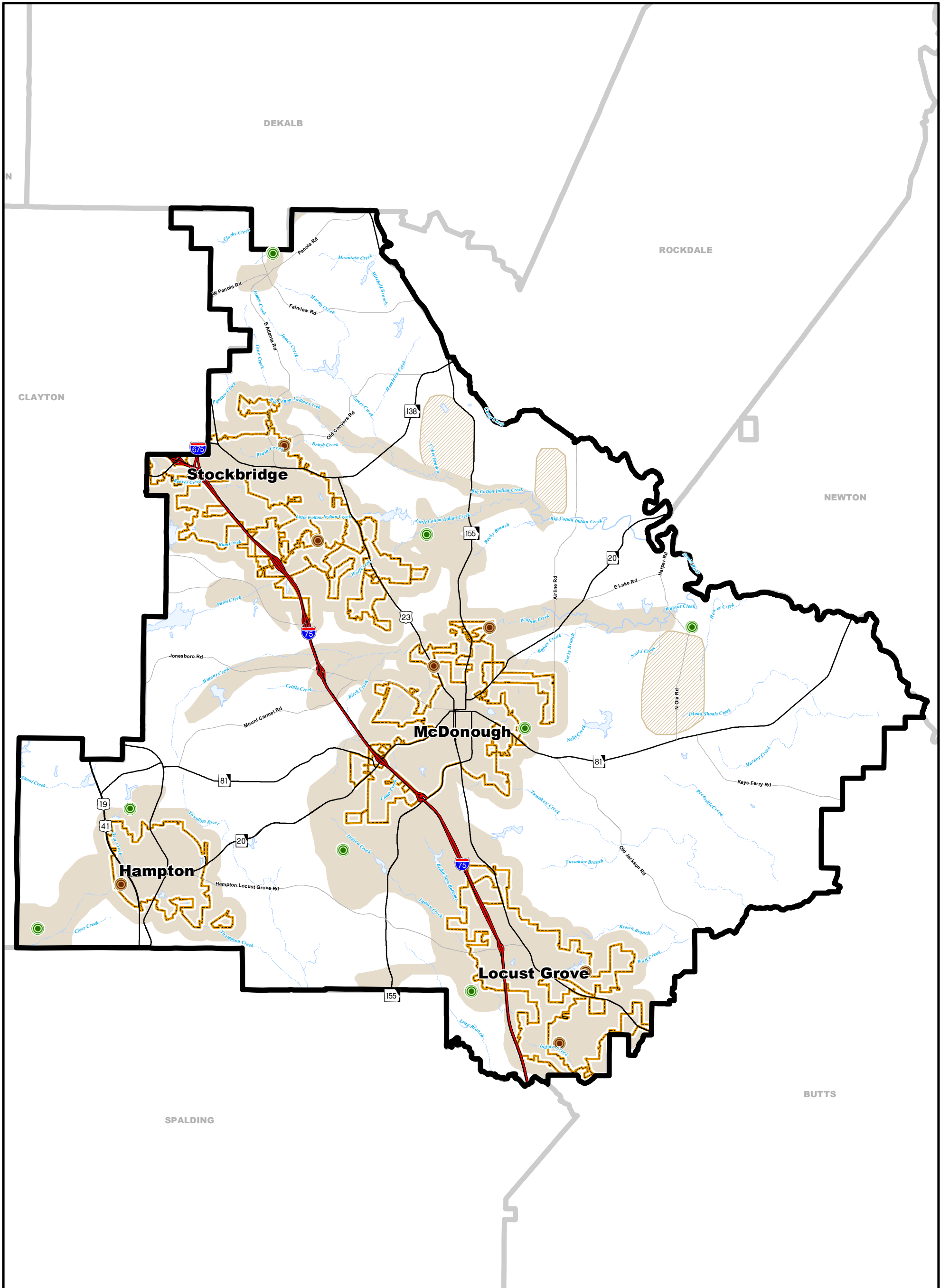
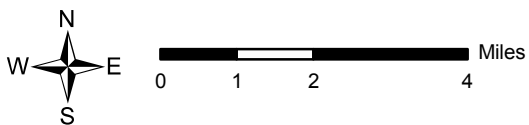


Figure NC-7



**Henry County 2030
Comprehensive Plan**

Sewer Service Areas

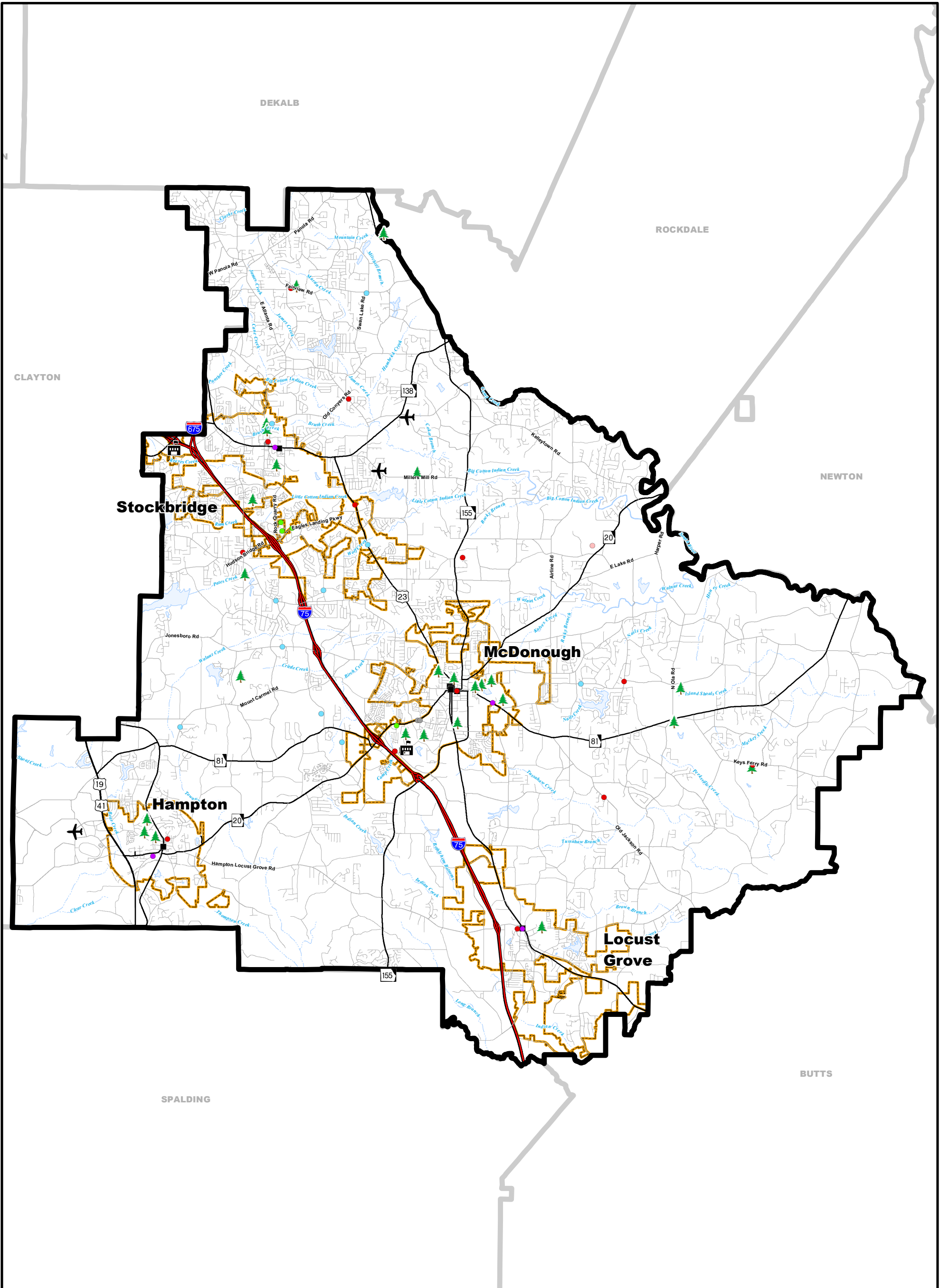


- County Wastewater Treatment Plant
- City Wastewater Treatment Plant
- Sewer Service Area
- Future Sewer Service Area

- Interstate Highway
- U.S. Route
- Feeder Road
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

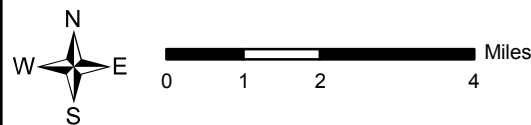


Figure CF-1



Henry County 2030 Comprehensive Plan

Community Facilities



- | | | |
|---------------------|-----------------------|-----------------------|
| Airport | Hospital | Interstate Highway |
| Government Building | Fire Station | U.S. Route |
| Private School | Proposed Fire Station | Road |
| College/University | Police Station | River/Stream |
| Library | Sheriff's Office | Lake/Pond |
| | Park | City Boundary |
| | | County Boundary |
| | | Other County Boundary |

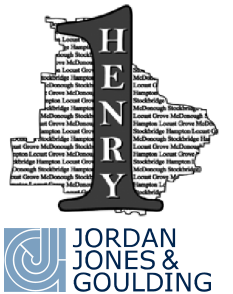
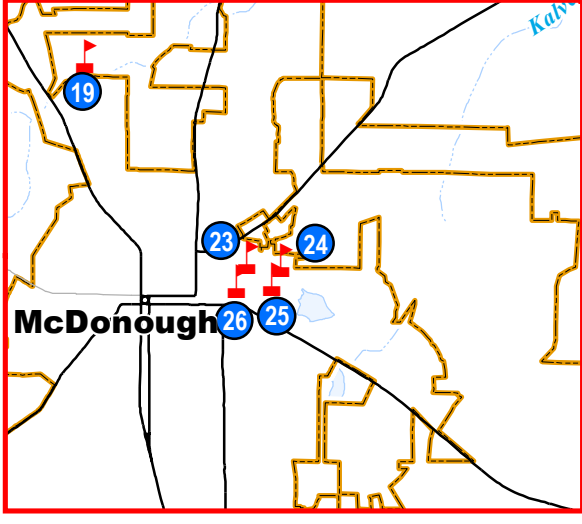
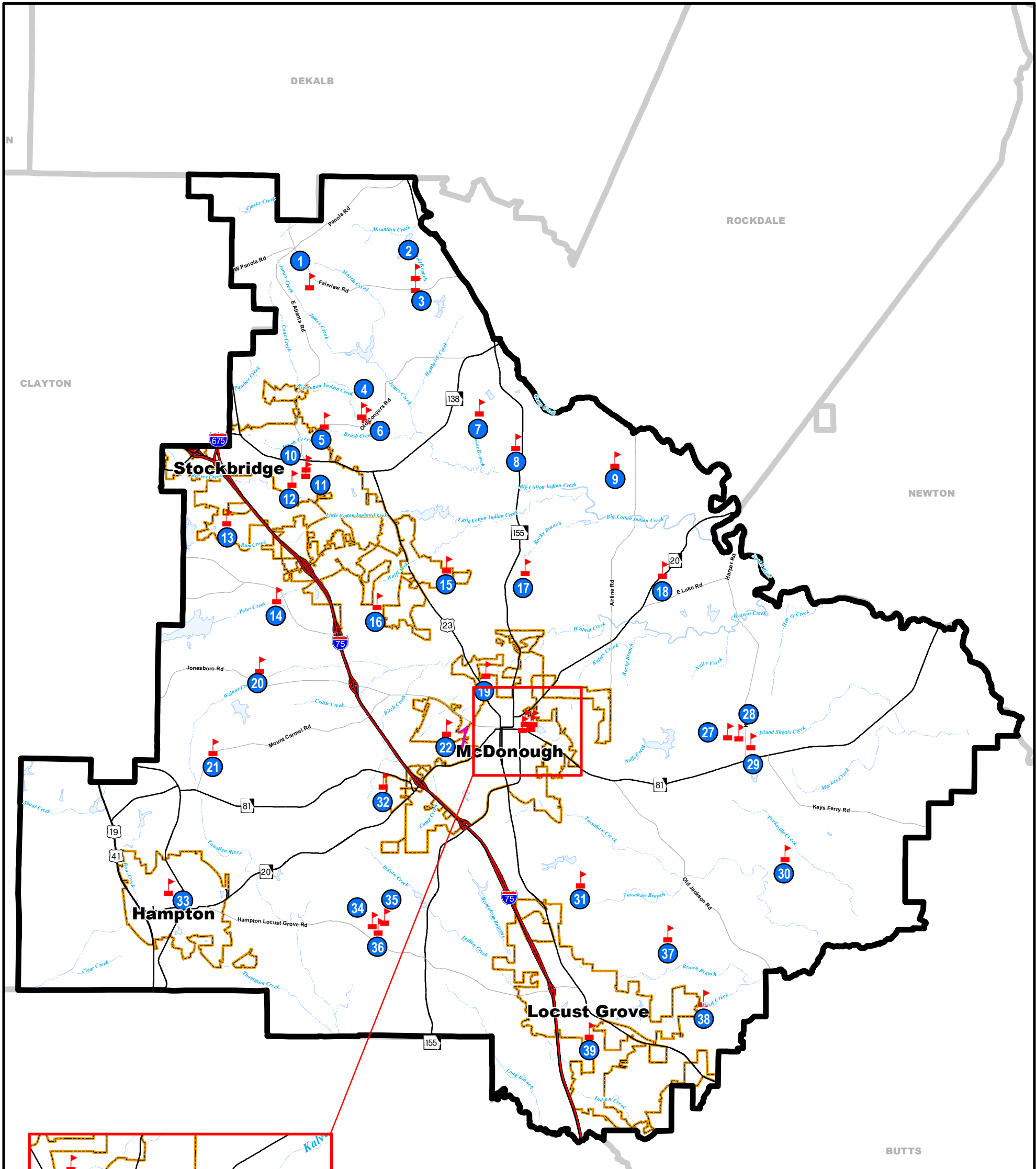


Figure CF-2



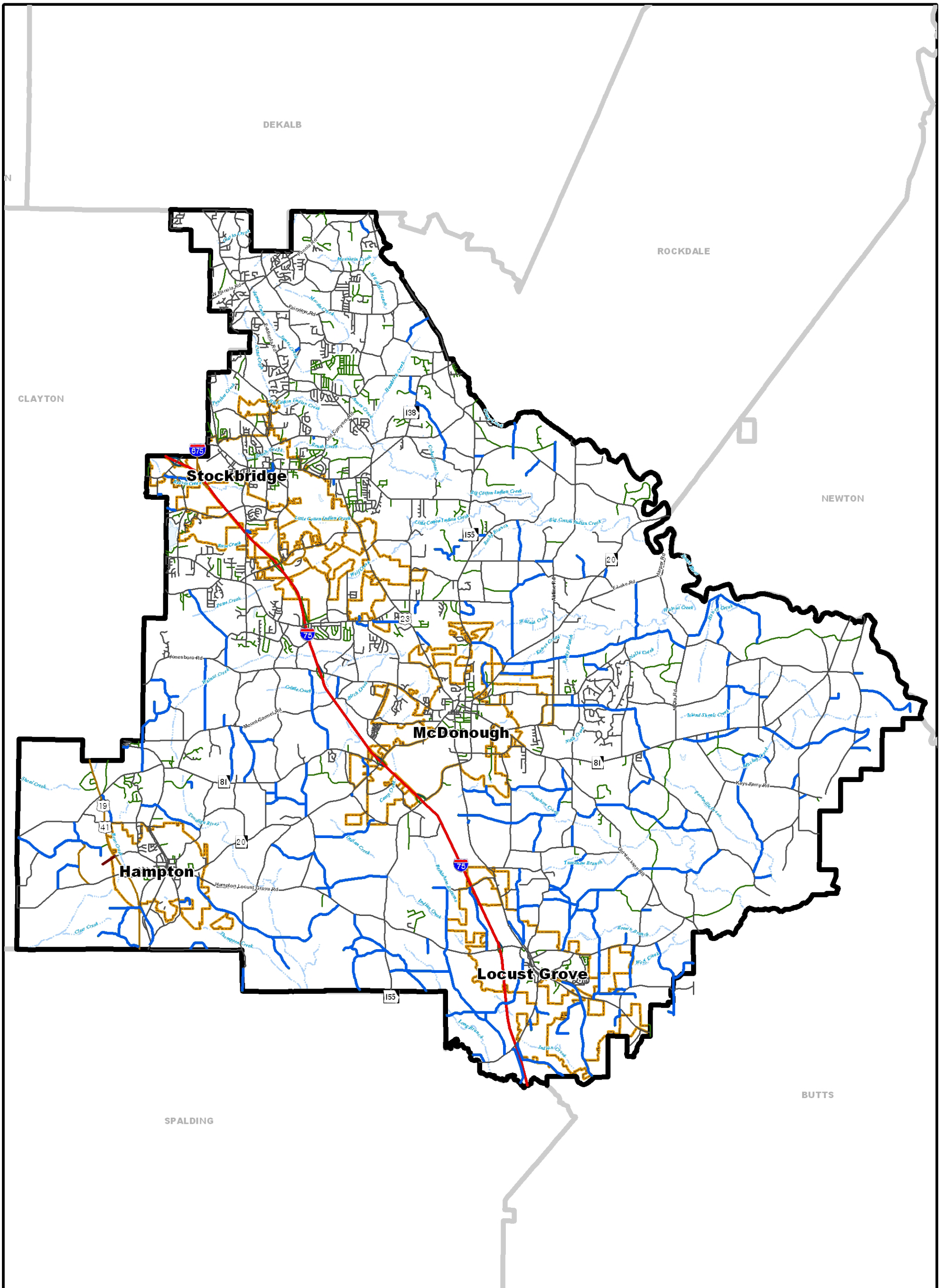
School Names			
1	Fairview ES	27	Ola MS
2	Austin Road ES	28	Ola HS
3	Austin Road MS	29	Ola Es
4	Stockbridge HS	30	New Hope ES
5	Stockbridge MS	31	Tussahaw ES
6	Cotton Indian ES	32	Oakland ES
7	Woodland ES, MS & HS	33	Hampton ES
8	Pleasant Grove ES	34	Luella HS
9	Kelleytown ES	35	Luella ES
10	Stockbridge ES	36	Luella MS
11	Patrick Henry HS	37	Unity Grove ES
12	Smith Barnes ES	38	Future MS & HS
13	Red Oak ES	39	Locust Grove ES
14	Pates Creek ES		
15	Hickory Flat ES		
16	Flippen ES		
17	Union Grove MS & HS		
18	Timber Ridge ES		
19	Walnut Creek ES		
20	Dutchtown ES, MS & HS		
21	Mt. Carmel ES		
22	Wesley Lakes ES		
23	McDonough ES		
24	Henry Co. Schools Admin. Annex		
25	Henry Co. HS		
26	Henry Co. Schools Admin. Offices		

Henry County 2030 Comprehensive Plan

Public Schools

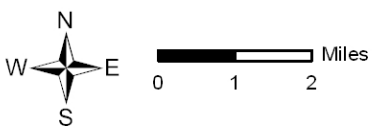
School (red flag icon)

Figure CF-3



Henry County 2030
Comprehensive Plan

Laneage



Two-Way Facilities

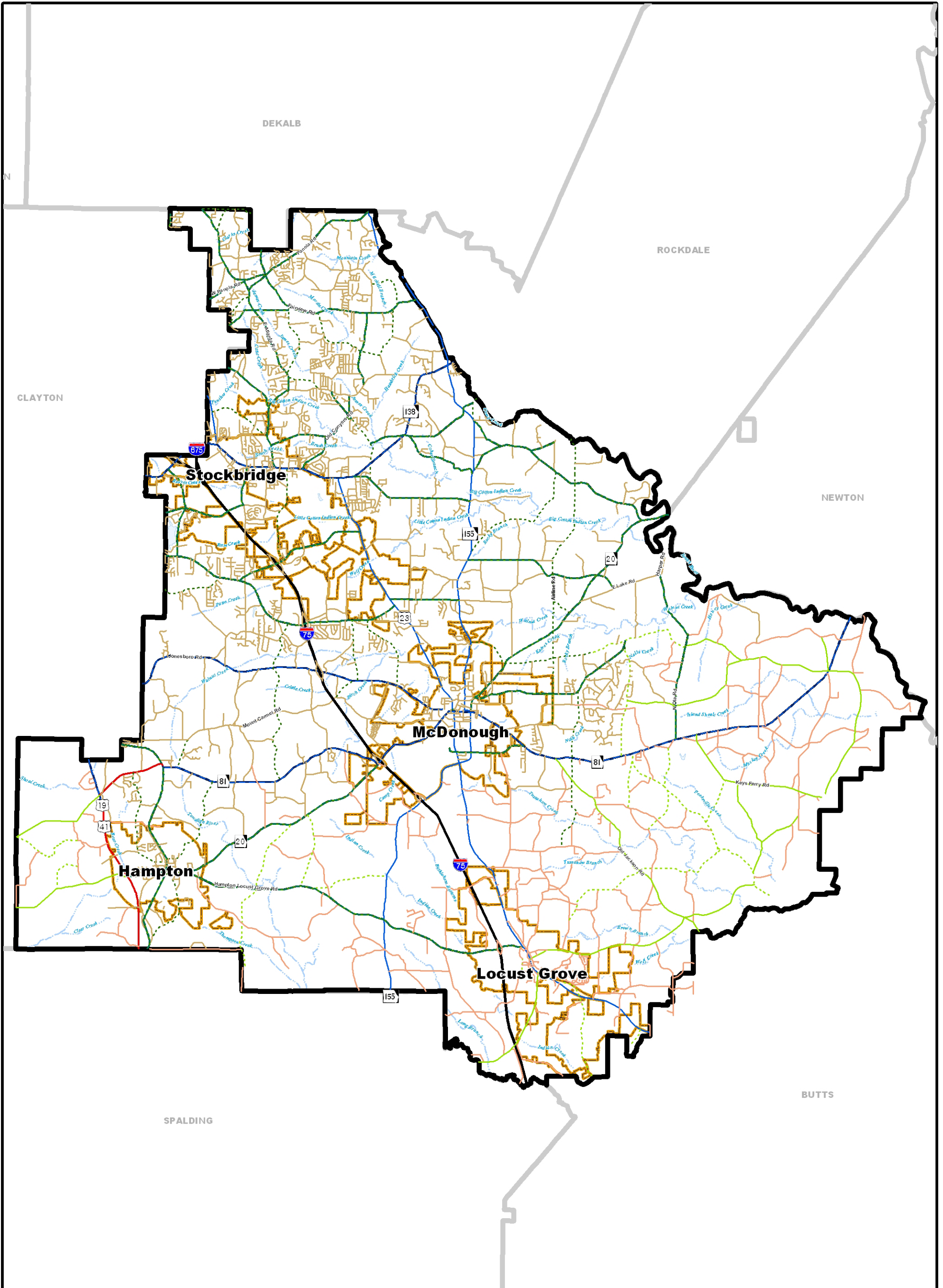
- 2 Lanes
- 3 - 5 Lanes
- 6 Lanes
- 7 - 8 Lanes

One-Way Facilities

- 1 Lane
- 2 Lanes
- 3 Lanes
- Unpaved Road

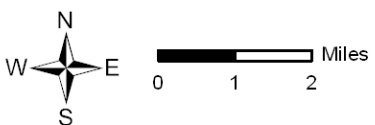


Figure T-1



**Henry County 2030
Comprehensive Plan**

Functional Class

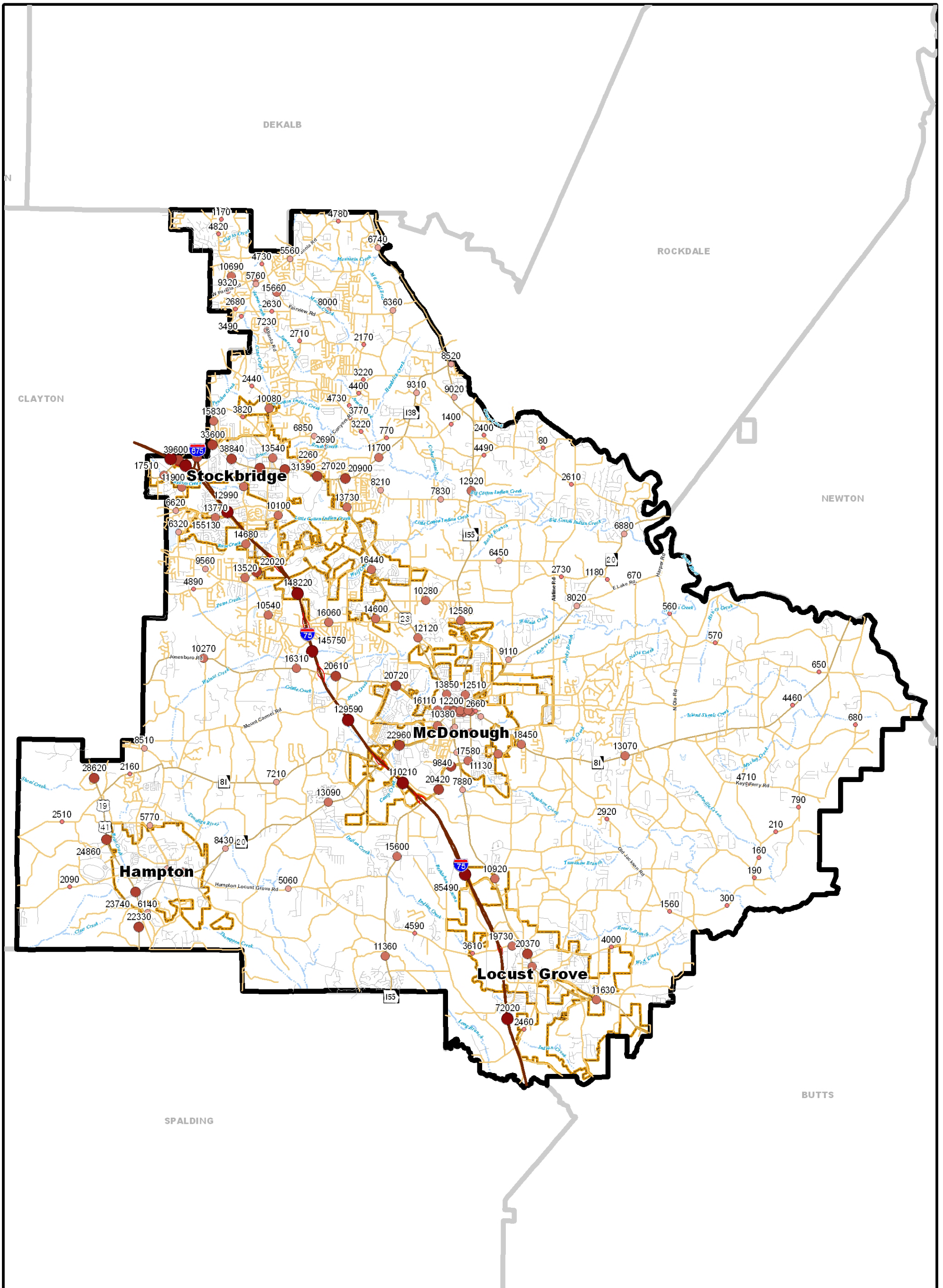


Functional Classification

- Interstate Principal Arterial
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local
- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector Street
- Urban Local

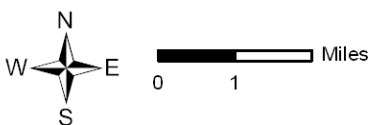


Figure T-2



**Henry County 2030
Comprehensive Plan**

Traffic Counts



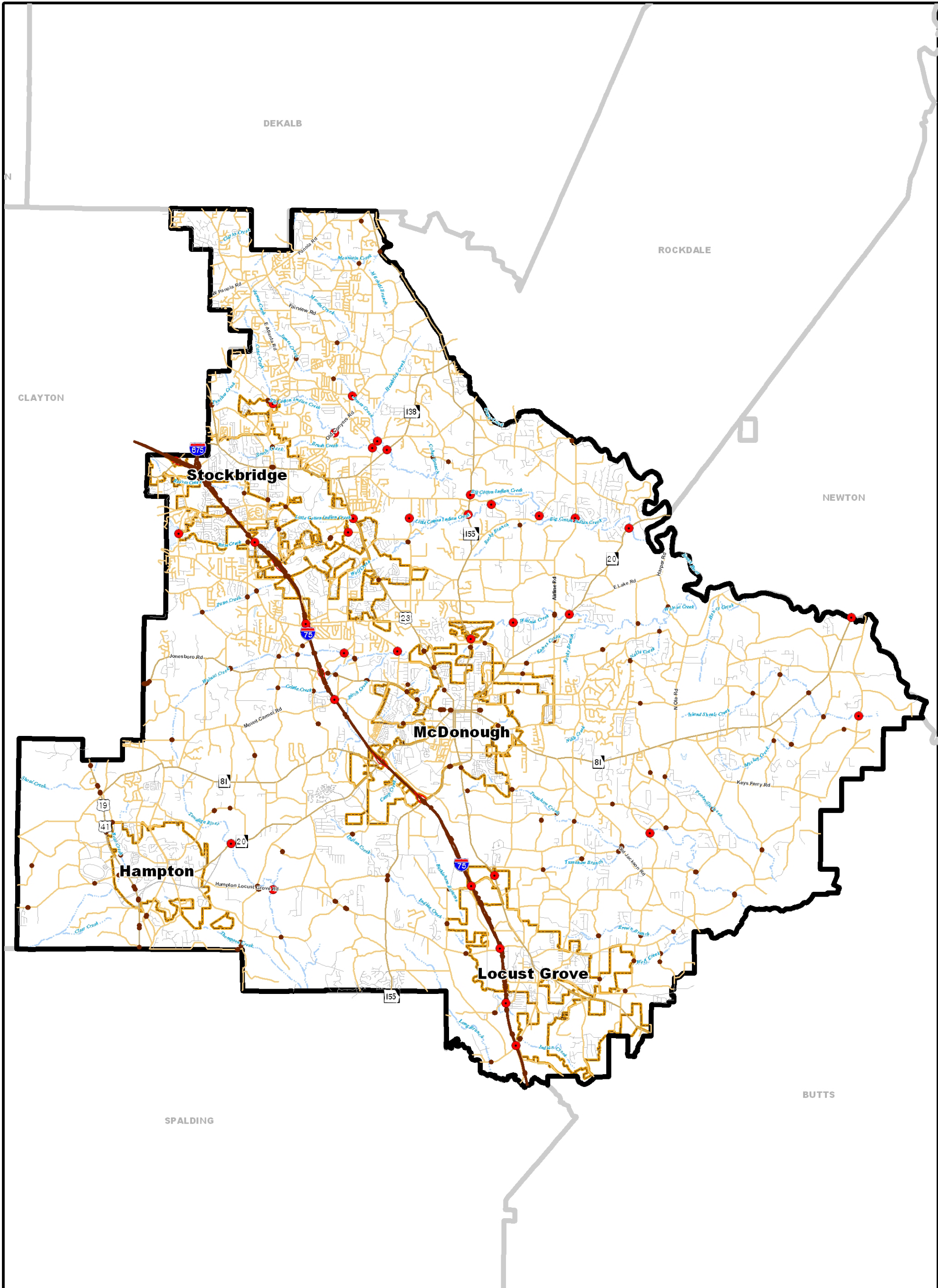
- Interstate
- State Highway
- County Road
- Ramp
- Unknown; City Street;

GDOT Traffic Counts (2004)

- 80 - 5000
- 5001 - 10000
- 10001 - 20000
- 20001 - 50000
- 50001 - 155130



Figure T-3



Henry County 2030
Comprehensive Plan

Deficient Bridges



- Interstate
- State Highway
- County Road
- Ramp
- Unknown: City Street;
- Bridges_Deficient
- Bridges

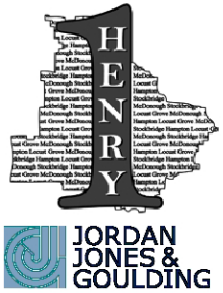
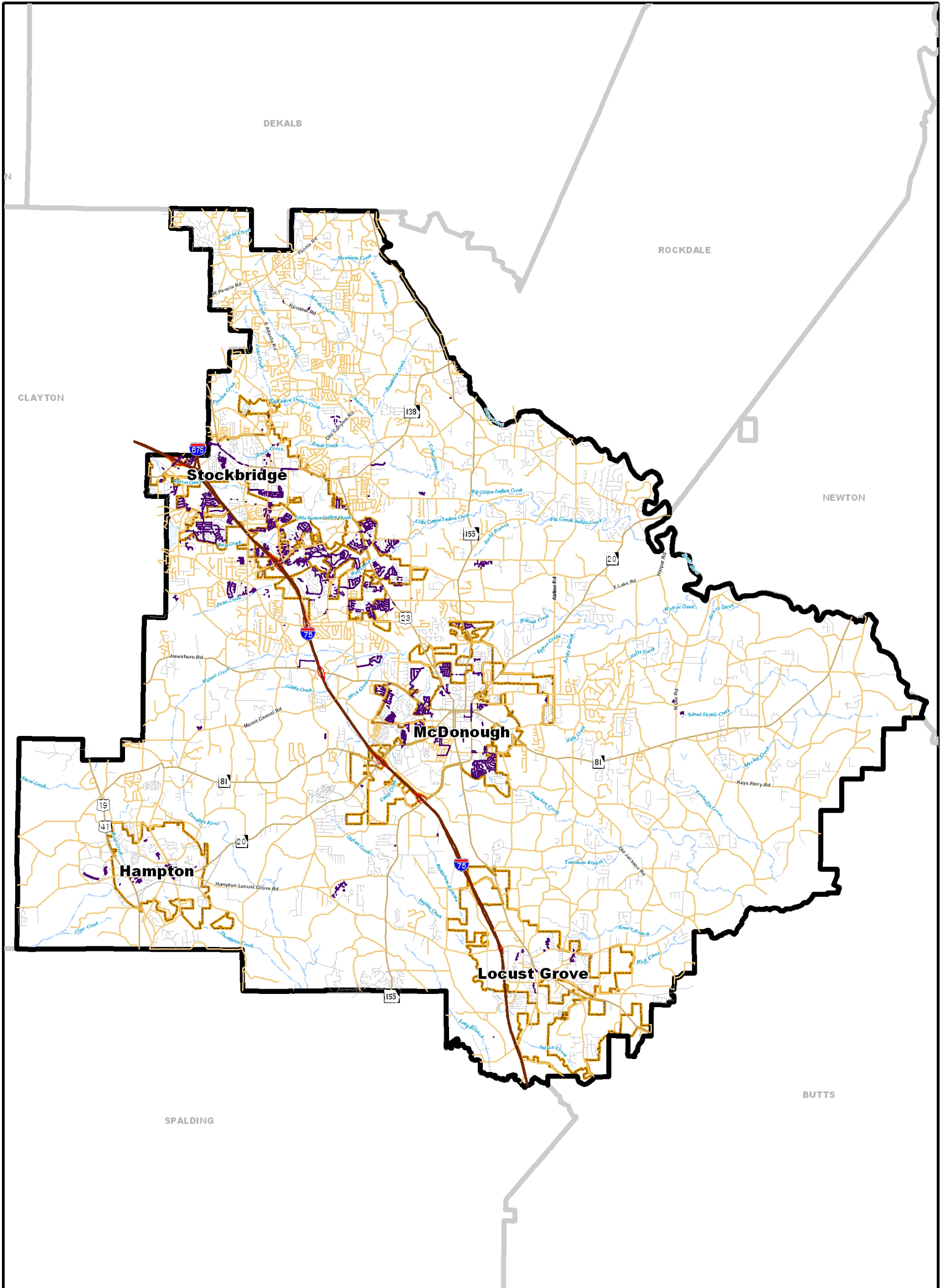


Figure T-4



**Henry County 2030
Comprehensive Plan**

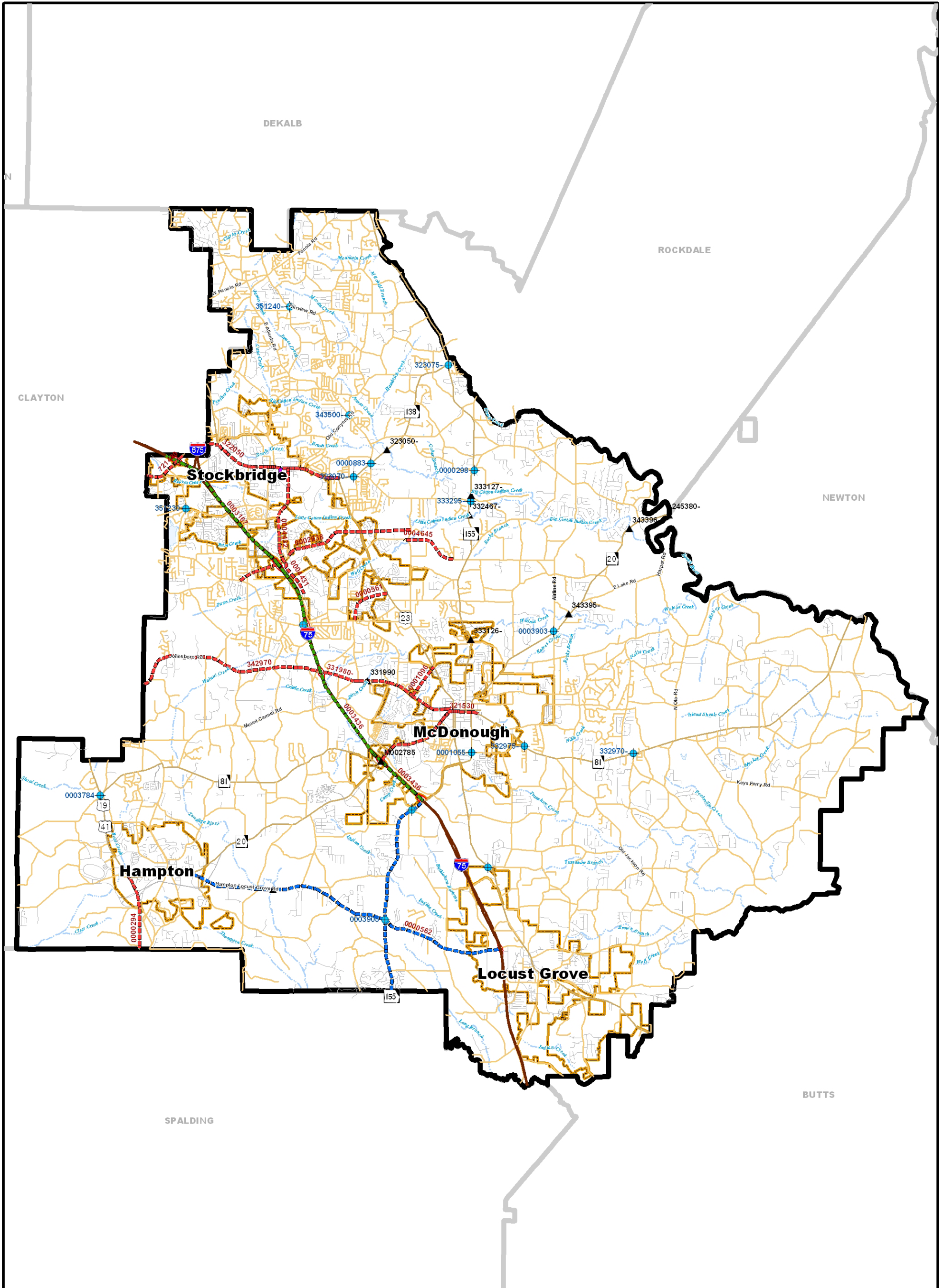
Sidewalks



- Interstate
- State Highway
- County Road
- Ramp
- Unknown: City Street;
- Sidewalks

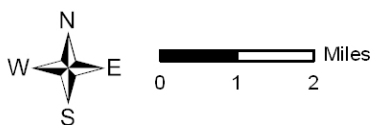


Figure T-5



**Henry County 2030
Comprehensive Plan**

Planned Projects



- Interstate
- State Highway
- County Road
- Ramp
- Unknown; City Street;
- ▲ Bridge Upgrade
- + Intersection Improvement
- ▬▬▬ Capacity Improvements
- ▬▬▬ Bicycle/Ped Facility
- ▬▬▬ HOV Lanes
- ▬▬▬ Operational Improvements

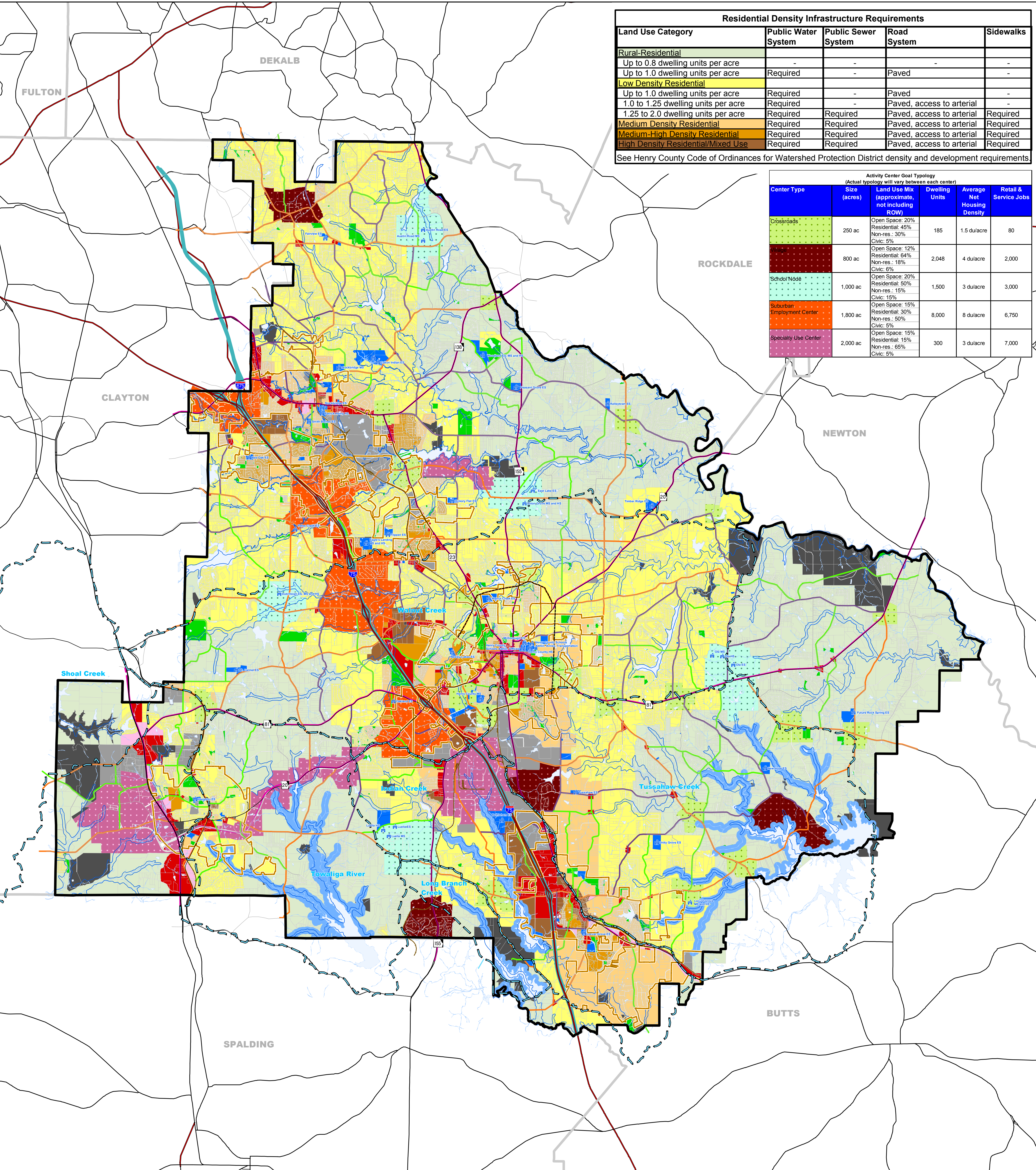


Figure T-6

Residential Density Infrastructure Requirements				
Land Use Category	Public Water System	Public Sewer System	Road System	Sidewalks
Rural-Residential				
Up to 0.8 dwelling units per acre	-	-	-	-
Up to 1.0 dwelling units per acre	Required	-	Paved	-
Low Density Residential				
Up to 1.0 dwelling units per acre	Required	-	Paved	-
1.0 to 1.25 dwelling units per acre	Required	-	Paved, access to arterial	-
1.25 to 2.0 dwelling units per acre	Required	Required	Paved, access to arterial	Required
Medium Density Residential	Required	Required	Paved, access to arterial	Required
Medium-High Density Residential	Required	Required	Paved, access to arterial	Required
High Density Residential/Mixed Use	Required	Required	Paved, access to arterial	Required

See Henry County Code of Ordinances for Watershed Protection District density and development requirements.

Activity Center Goal Typology (Actual typology will vary between each center)					
Center Type	Size (acres)	Land Use Mix (approximate, not including ROW)	Dwelling Units	Average Net Housing Density	Retail & Service Jobs
Crossroads	250 ac	Open Space: 20% Residential: 45% Non-res.: 30% Civic: 5%	185	1.5 du/acre	80
Village	800 ac	Open Space: 12% Residential: 64% Non-res.: 18% Civic: 6%	2,048	4 du/acre	2,000
School Node	1,000 ac	Open Space: 20% Residential: 50% Non-res.: 15% Civic: 15%	1,500	3 du/acre	3,000
Suburban Employment Center	1,800 ac	Open Space: 15% Residential: 30% Non-res.: 50% Civic: 5%	8,000	8 du/acre	6,750
Specialty Use Center	2,000 ac	Open Space: 15% Residential: 15% Non-res.: 65% Civic: 5%	300	3 du/acre	7,000



Henry County/Cities Joint 2030 Comprehensive Plan

Future Land Use
October 9, 2007



- | | | | | |
|--|---|--|---|---|
| <p>Future Land Use</p> <ul style="list-style-type: none"> Rural Residential (≤1 Unit/Acre) Low Density Residential (1.0-2.0 Units/Acre) Medium Density Residential (2.0-3.6 Units/Acre) Medium-High Density Residential (3.6-6 Units/Acre) High Density Residential/ Mixed Use (6-16 Units/Acre) Commercial Office Institutional Industrial | <p>Activity Centers</p> <ul style="list-style-type: none"> Public Institutional Park/Recreation/Conservation Transportation/Communication/ Utilities Crossroads School Node Suburban Employment Center Village Center | <p>Functional Road Plan</p> <ul style="list-style-type: none"> Interstate Highways Major Arterials - US and State Major Arterials - Other Minor Arterials Collector Roads Planned Transportation Improvements School Interstate Highway Major Road Road | <p>Specialty Use Center</p> <ul style="list-style-type: none"> Specialty Use Center | <ul style="list-style-type: none"> Railroad 100-Year Floodplain River/Stream Watershed Boundary Water Quality Critical Areas Lake/Pond Parcel Boundary City Boundary as of 10/03/06 County Boundary Other County Boundary |
|--|---|--|---|---|

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