

Douglas County: 2013 Comprehensive Plan

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CONTENTS

Executive Summary	2
Douglas County: Yesterday and Today	5
Community Outreach	14
Assets and Challenges	23
Community Vision	37
Future Land Use	40
Appendix	
Future Land Use Map	
Community Work Program	
Report of Accomplishments	

2013 Plan:

Executive Summary



The assets identified are:

- Location
- Large Conservation Areas and Water Supply
- Water Resources
- Major Conservation and Recreation Areas
- Growing Culture/Recreation Activities
- Small Town Character
- Regional Shopping Mall
- Varied Housing Choice

While the challenges are:

- Workforce Development
- Preserve Rural Areas while allowing for Growth
- Provision of Services to Seniors

INTRODUCTION & OVERVIEW

Douglas County has completed its state mandated update of the Comprehensive Plan. This process was achieved with guidance and involvement of a Stakeholder Committee, the County Commission, the Planning and Zoning Board, County Staff and the residents of Douglas County.

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

The Stakeholder Committee and Open House Participants focused on what are the key assets of Douglas County to build upon for the future and what key challenges are facing the county for the future.

Through this planning process the County Vision Statement was revised to be:

Douglas County shall continue to embrace its rural heritage, historical significance, ethnic diversity and small town feel while creating a sense of place that nurtures family, cultural values and educational opportunities.

Responsible stewardship of human, fiscal, natural and historic resources together with improved governmental transparency and accountability through open communications shall be continuing priorities.

Continuing a citizen-driven and professional approach in providing safe, well designed and maintained facilities, schools and programs while maintaining a reasonable and varied tax base shall be encouraged. Promoting intergovernmental communication with unified visionary economic development with a well-trained and educated workforce will help preserve the unique character of Douglas County and its legacy as an attractive place to invest, conduct business and raise a family.

The Community Work Program details specific projects and programs that Douglas County will undertake over the next five years to implement the vision and to help overcome some of the challenges facing Douglas County.

Douglas County: Yesterday & Today



In the late 1800s and early 1900s, Lithia Springs’ therapeutic mineral waters attracted many people to a resort hotel in the area. In 1912, the hotel was destroyed by fire. Over the years, many acres of the county’s natural land and water features have been protected. Douglas County boasts Sweetwater Creek State Park, which was acquired for the state in the late 1960s by the Georgia Conservancy. In 1994, the Dog River Recreational Complex, which offers access to the reservoir, opened to the public. In 1997, 183 acres of hardwoods, wetlands, and a lake were donated to the Atlanta Audubon Society. The Clinton Nature Preserve is another 200-acre park in its natural state that was donated by a local resident. Douglas County also now owns 900 acres of land around the Dog River to protect its drinking water.

Since the middle of the twentieth century, as the Atlanta region has grown, Douglas County also experienced accelerated growth. Over the past fifty years, the County’s population has increased from 16,741 residents in 1960 to 132,403 in 2010. Over the years, the County’s development has grown to include industrial sites, a large retail mall, growing residential subdivisions, restaurants, a local museum, and a number of other attractions.

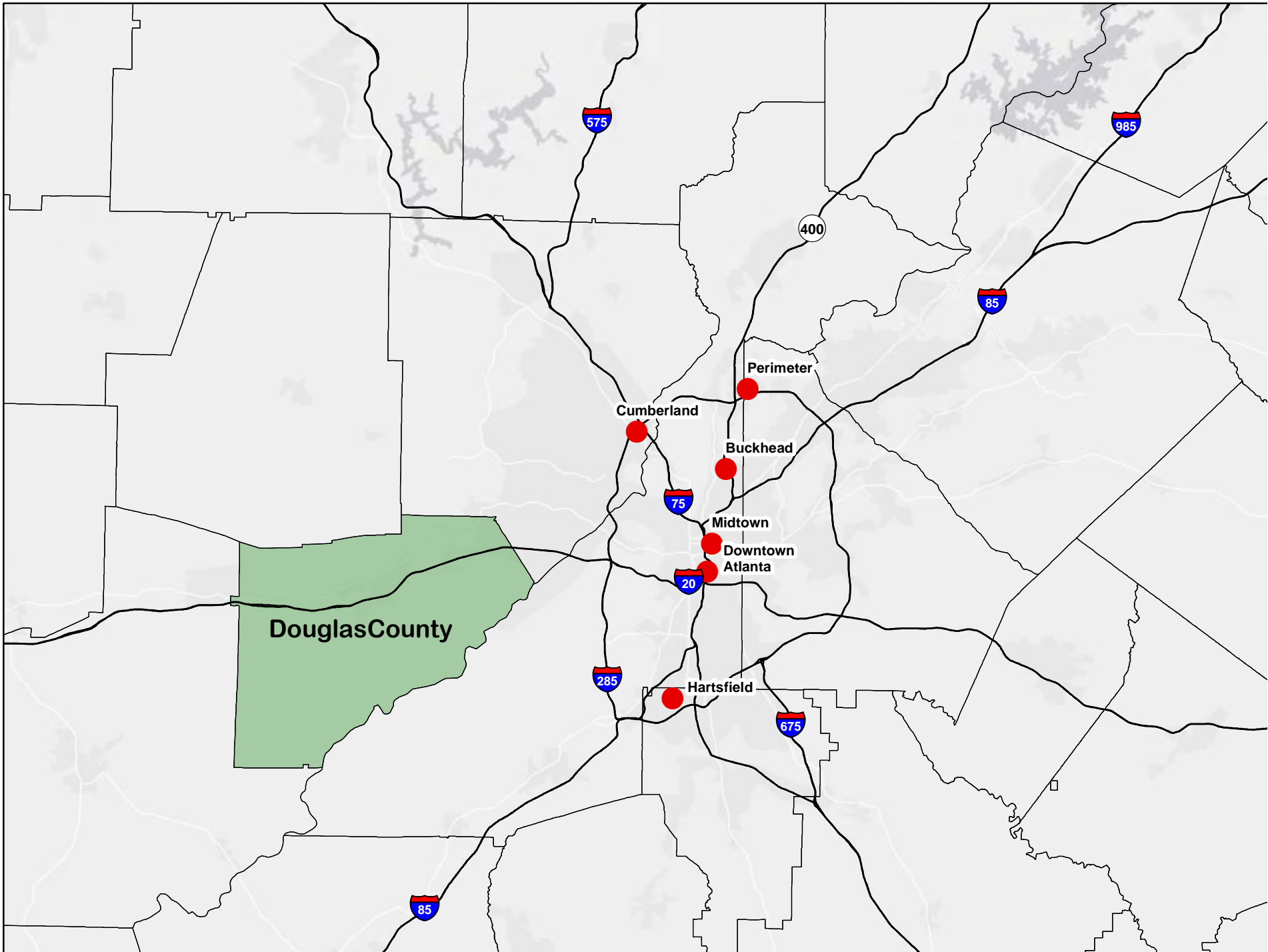
A Brief History of Douglas County

Douglas County is part of the Atlanta region and lies west of the City of Atlanta. The County has an area of approximately 200 square miles.

The County was formed from portions of Campbell and Carroll Counties on October 17, 1870. Prior to the County’s official formation, it had already served as the site for historic events. The area was once home to Creek and Cherokee Indians, and several ceremonial mounds and Native American artifacts are located throughout the County. In 1830, the Native Americans were forced to cede the area to the U.S. federal government and were expelled by 1838. A few decades later, the area became the site of several Civil War battles and was part of Sherman’s march. The New Manchester Manufacturing textile factory and the entire town of New Manchester were burned to the ground on July 9, 1864.

In 1883, the Georgia Western Railroad completed construction of a railroad that stretches from Atlanta to Birmingham, Alabama, and its route went through Douglasville. Downtown Douglasville reflects typical railroad town development. The buildings along the commercial corridor are all on one side of the railroad and mostly face it.





General Trends

People: Growth in Young and Old

Between 2000 and 2010, Douglas County's population increased by 44% from 92,174 residents to 132,403. Douglas County's population is projected to be approximately 256,500 by 2040.

Douglas County's population has also experienced growth and stagnation in particular age categories over the past ten years. While populations between ages 25 and 54 saw similarly proportioned increases, the population of people over 65 rose by 38%. In addition, the population of children (under 18) also rose by largest amount with an increase of 12,000 people. Children under 18 make up 28% of the county's 2010 population.

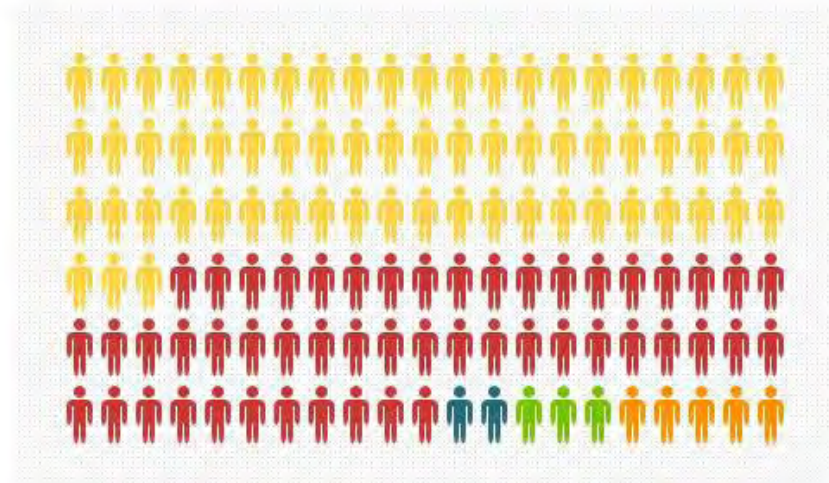
The Atlanta Regional Commission estimates that in 2040, the population of Douglas County will be just over 256,000 people which would be almost a 100% increase in population from 2010.

Housing Development over the past 3 years has been low compared to years past. This lull in growth provides the opportunity to reaffirm or develop policies based upon the Comprehensive Plan outreach.

People: Increasing Diversity

During the past ten years, the demographic make-up of Douglas County has grown more diverse. Douglas County has experienced growth in each minority race category, while it saw a decline of 2.5% in its white population. Atlanta Regional Commission projections for Douglas County forecast that the county's population will continue to grow more diverse over the next thirty years.

Race: Who lives in Douglas County?



White African American Asian Two or More Other

U.S. 2010 Census



Create infographics infogr.am

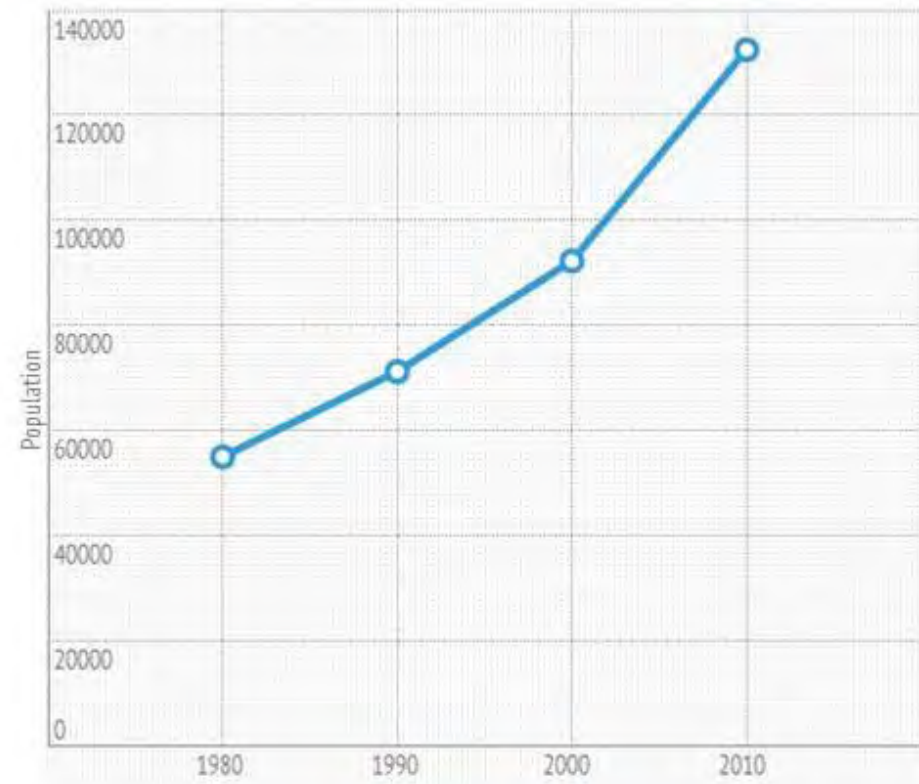
RESIDENTIAL BUILDING PERMITS



Douglas County

SOCDS Building Permits Database
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How much has Douglas County grown?



Douglas County

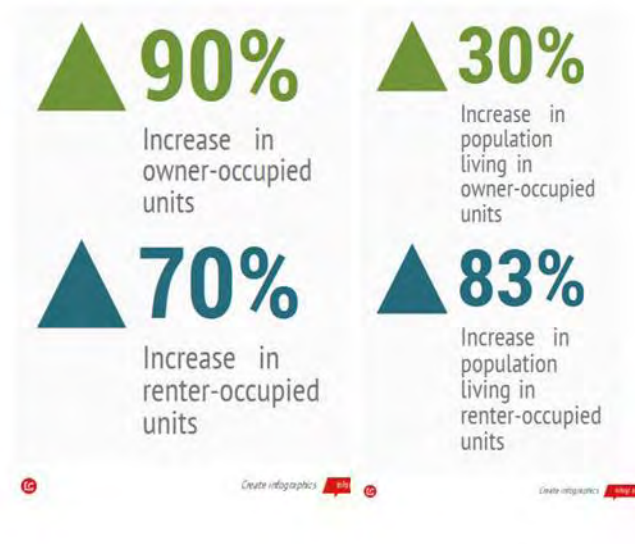
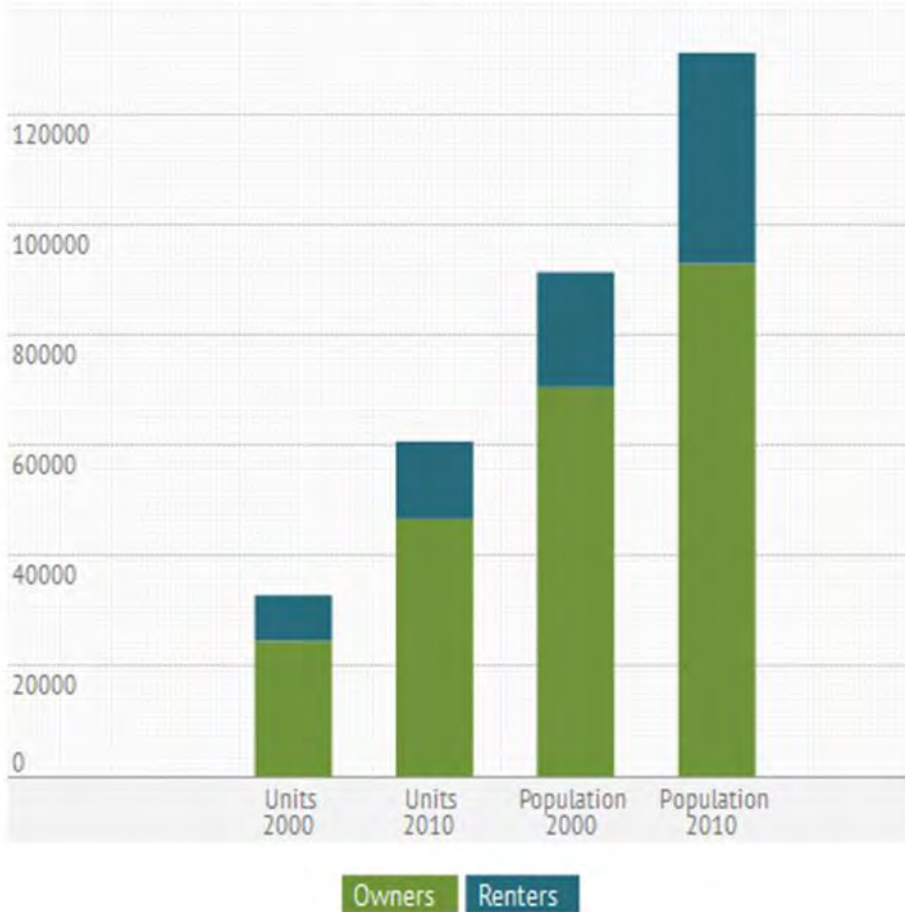
Data Source: U.S. 2010 Census and 2004 Douglas County Comprehensive Plan

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Home Owners and Renters in Douglas County

Housing: Owner and Renter Housing Stock Grows Quickly

Douglas County experienced a 48% overall increase in housing units and saw growth in population of owners and renters. Douglas County added 16,847 housing units in the 2000-2010 period. Population living in rented units added 6% to the overall population share during this period.



U.S. Census 2000 and 2010



Create infographics infoqr.com

Jobs: Retail Sector Leads

Douglas County’s unemployment rate rose to 11.4% in 2009 and has been decreasing at a moderate rate since that time. In April 2013, the unemployment rate was 7.9%.

The largest sector of employment in Douglas County is retail trade, followed by educational services, accommodation and food services, and health care and social assistance. The sector projected to grow the most is health care and social assistance and will have over 9,000 employees in 2040.

Jobs: Commuting in Douglas County

Approximately 41,000 residents commute out of the county to work, while over 26,000 people commute into Douglas County each day from throughout the region.

Transportation

Douglas County is served by one interstate: I-20. I-20 spans the entire east-west length of the County, approximately 18 miles, with access at the following seven interchanges.

Exit 44 — SR 6 (Thornton Road)

Exit 41 — Lee Road

Exit 37 — SR 92 (Fairburn Road)

Exit 36 — Chapel Hill Road / Campbellton Street

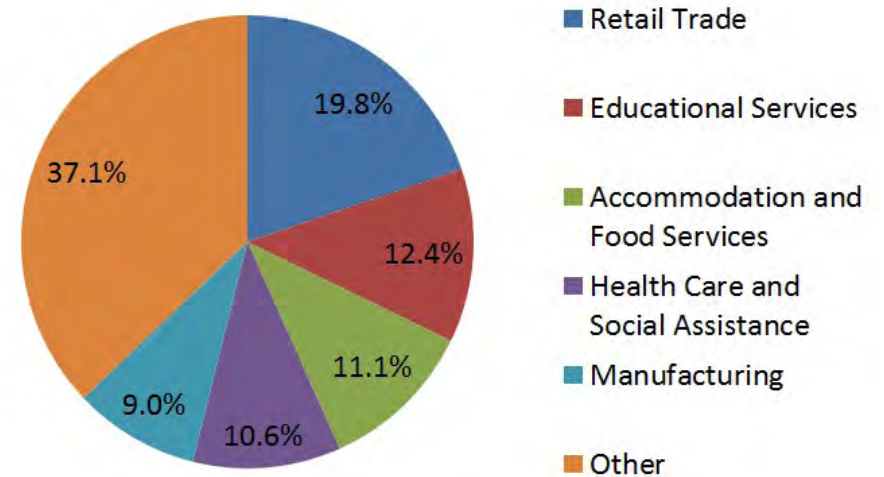
Exit 34 — SR 5 (Bill Arp Road)

Exit 30 — Post Road

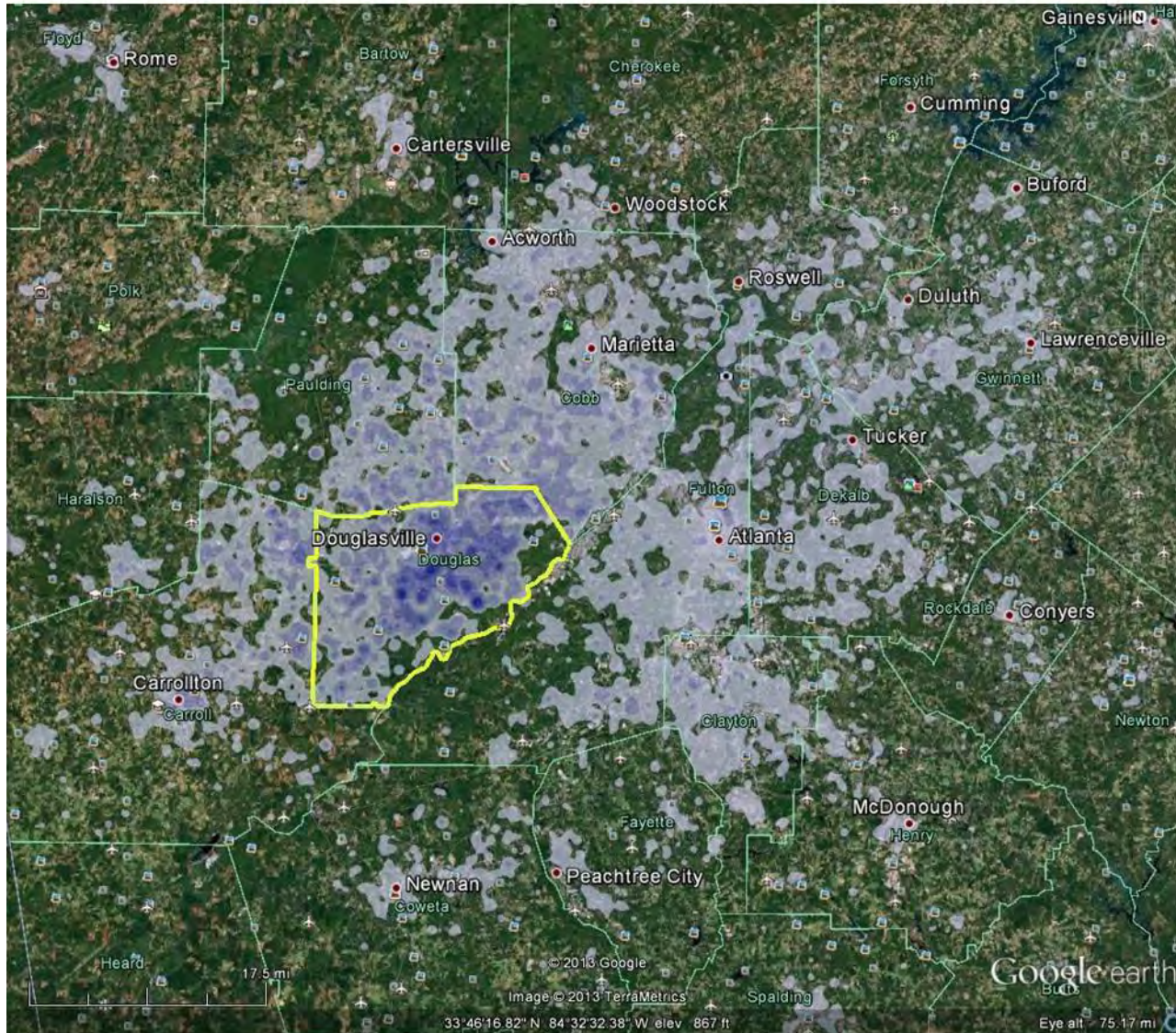
Exit 26 — Liberty Road

Additional regional access is provided via US 78 (Bankhead Highway), which runs generally parallel to and north of I-20, and SR 92, SR 5, SR6, SR 166, which provides connections to the surrounding counties and employment centers.

Douglas County has a separate transportation plan, which was adopted in 2009. This plan contains a detailed look at Douglas County’s transportation needs.



Work Locations of Douglas County Residents



Inflow and Outflow of Commuters

 **26,707**

Number of people who commute into Douglas County each day

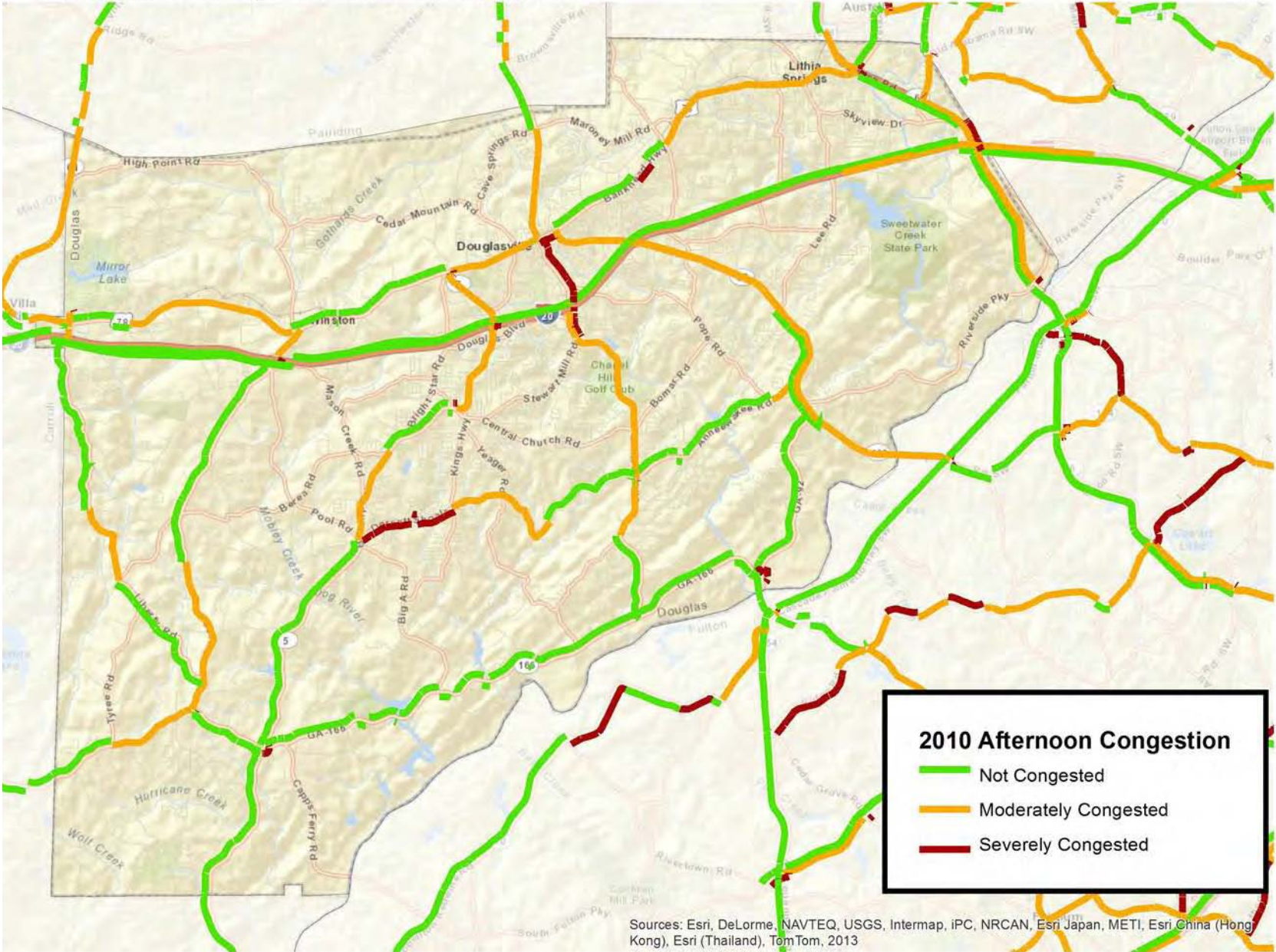
 **41,423**

Number of people who commute out of Douglas County each day

 **10,270**

Number of people who live and work in Douglas County

Douglas County Afternoon Congestion



Douglas County: Community Input

Approach to Community Engagement

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

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

The Steering Committee met seven times beginning with a kick-off gathering in April 2013 to identify the city's assets and challenges, in May 2013 to discuss the assets and challenges, in June 2013 to discuss the land use vision and areas of improvement, in July to discuss transportation needs and Rural Development and in August 2013 to review the Land Use element and county vision and goals.



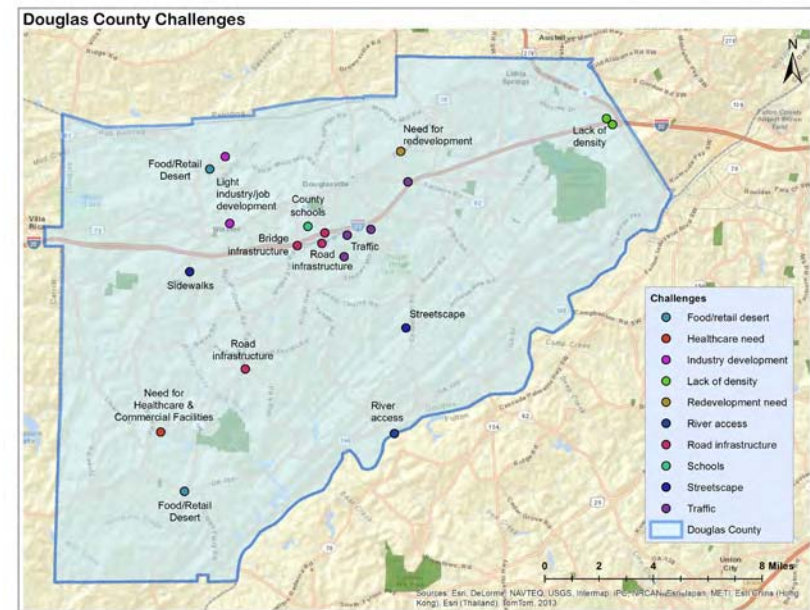
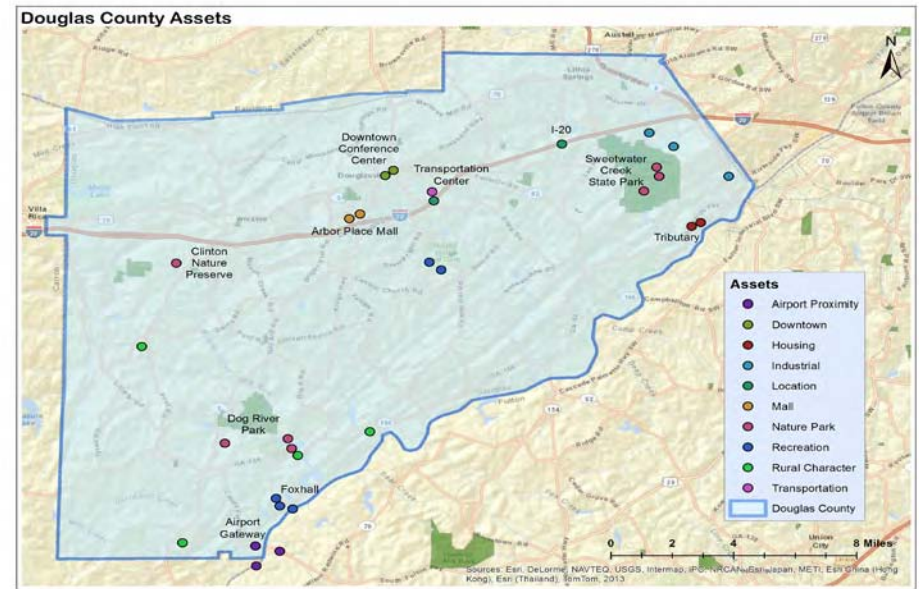
Douglas County's Assets to Build Upon (above) and Challenges for the Future (below) as identified by the Steering Committee at the April 2013 Meeting.



Collaborative Map

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

Open House



The Douglas County Comprehensive Plan open house on September 17, 2013 hosted over 20 residents who shared feedback on what they imagine for the future of their county. Having already collected feedback from the stakeholder committee at several meetings, the open house provided an opportunity for the community-at-large to participate in interactive planning activities that speak to the values and needs of Douglas County.

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

Where You Live

Douglas County residents located their homes on a map of Douglas County to better understand which areas of Douglas County were most represented in the feedback.



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

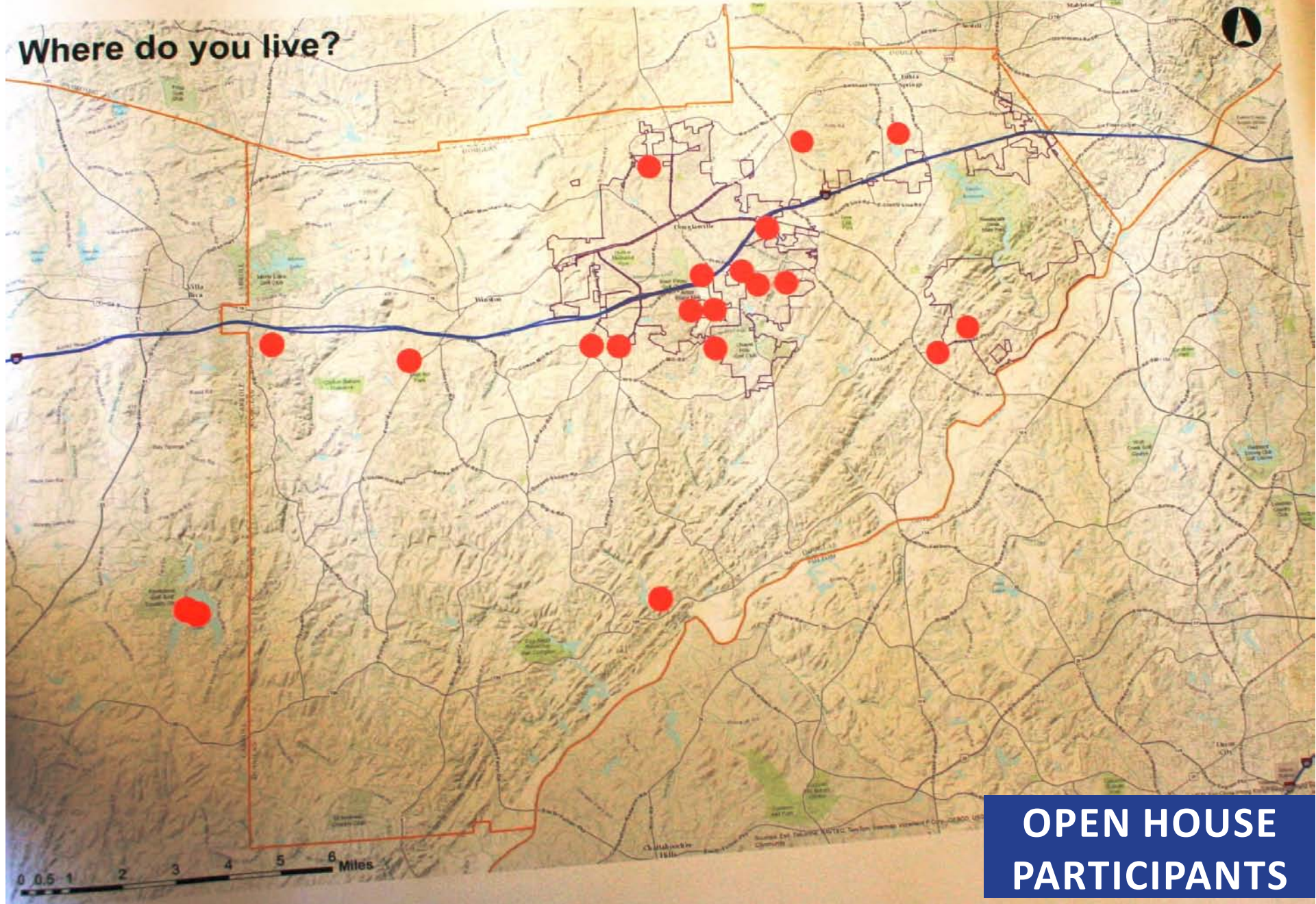
Tuesday, September 17th, 2013
Citizen's Hall
8700 Hospital Drive
Douglasville GA 30134

Afternoon Session 1:30-4:30. Evening Session and Public Hearing 6:00- 8:00 PM.



Please Direct Questions to
Jared Lombard jlombard@atlantaregional.com • Tracy Rye trye@co.douglas.ga.us

Where do you live?



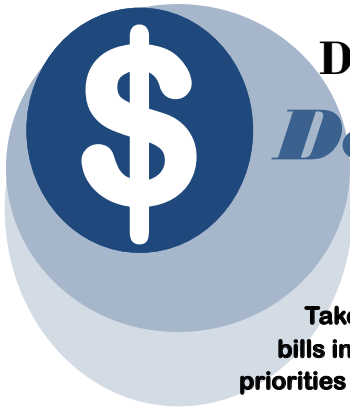
**OPEN HOUSE
PARTICIPANTS**

DIY (Do-It-Yourself) County Budgeting

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

Four planning areas emerged as attendees’ favorites: public safety, transportation networks, economic development, and arts and culture. Youth Services received the largest share of \$100 bill allocations from 21% of attendees. Economic development received the largest percentage of \$50 bill allocations at 43% of attendees.

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



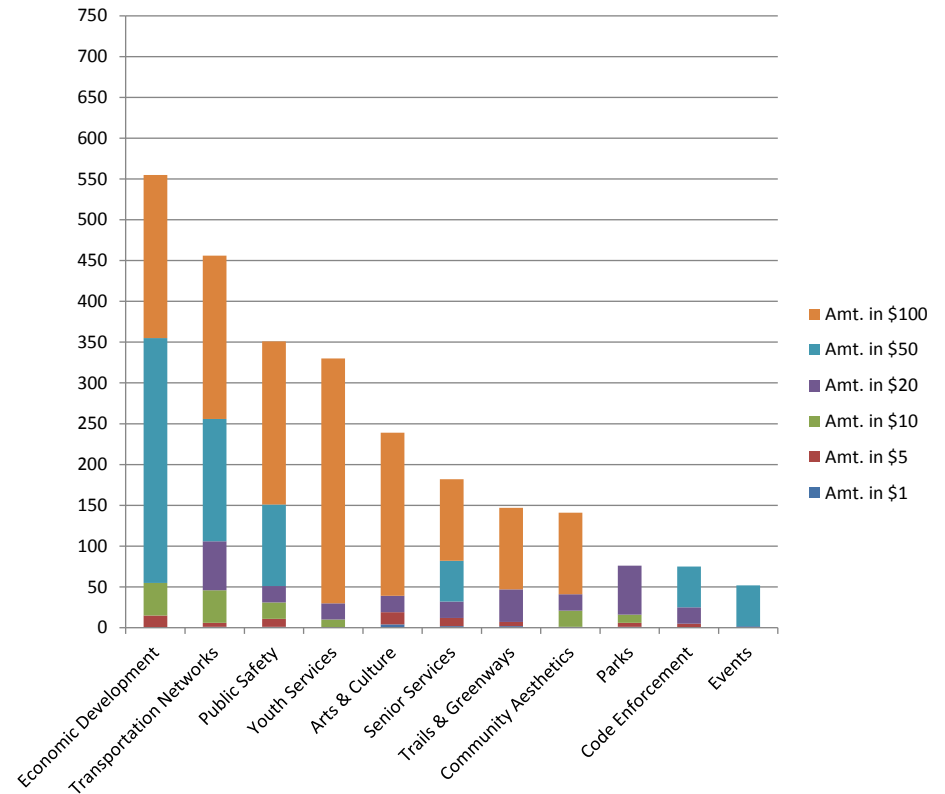
DIY COUNTY BUDGETING
Do it yourself!

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

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

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

DIY County Budgeting

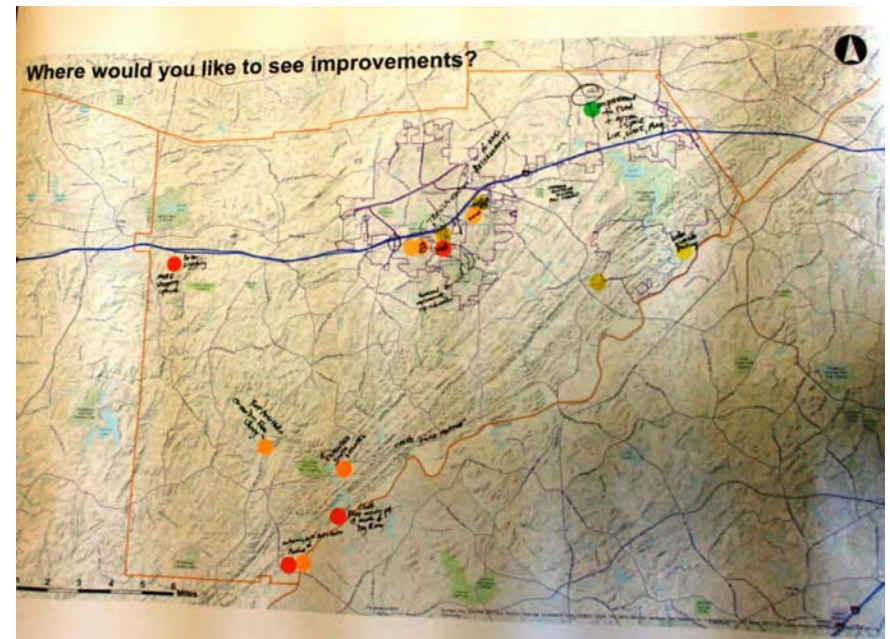
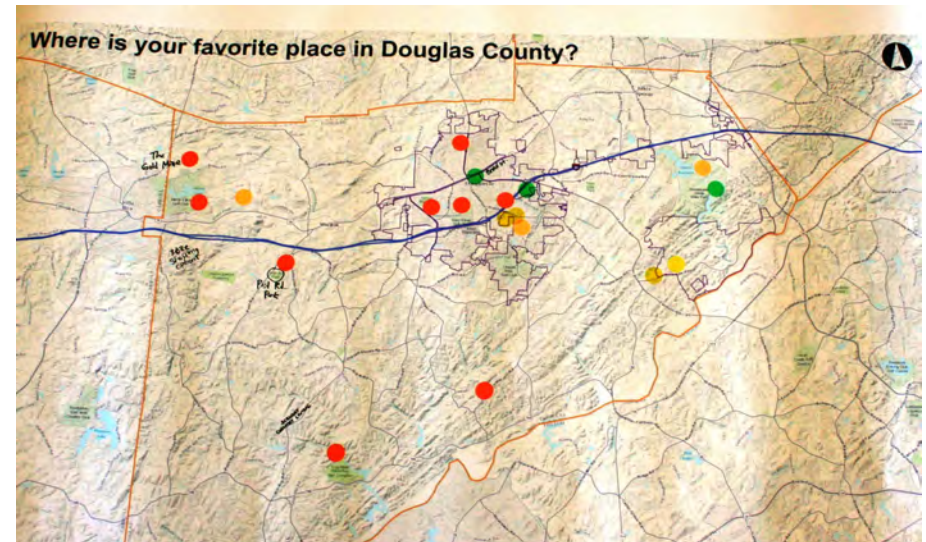


Favorite Places

No spots in Douglas County were strong favorites among attendees. County Parks and places within the City of Douglasville received the majority of stickers, while Sweetwater Creek State Park and Tributary also received significant numbers. This placement represents a theme communicated by residents and the stakeholder committee throughout the planning process: Douglas County unique combination of small-town charm, represented by Douglasville, and its surrounding natural beauty are what residents most appreciate about their hometown.

Places Needing Improvement

The Arbor Place Mall area and access points along the Chattahoochee River received the most stickers. Other items mentioned were Riverside Parkway and improvements to the Lithia Springs area were mentioned as well.



Commuting: Now and Later

Many residents in Douglas County are used to driving to get where they need to go. Some residents live near the I-20 Commercial Corridor, and everything they need is within fifteen minutes. Others live further away from the corridor and prefer to drive to various areas in the Atlanta region for entertainment, recreation, and shopping. Many residents seemed satisfied with their current commute times, and aside from some traffic issues within the county, they felt like their commute times to key locations in the Atlanta region (the airport and downtown Atlanta) was relatively short when compared with other parts of the Atlanta region.

The image below shows information shared by residents on their current commute times. Most people who live in the southeastern half of the county commute to their daily destinations within fifteen minutes. Many southwestern residents travel 15-30 minutes for a number of their regular destinations, including shopping, restaurants, entertainment, and work. Overall, Douglas County residents travel the furthest for shopping, work, entertainment, and groceries.

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



Water Infrastructure

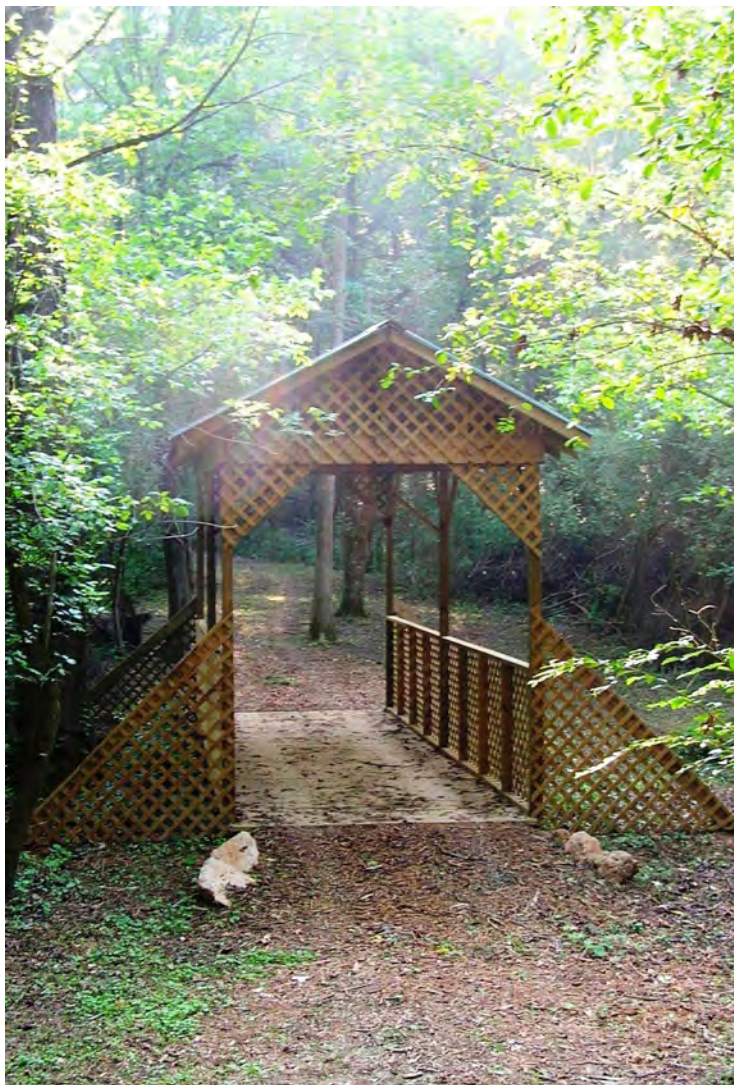
In a cooperative effort, the City of Douglasville and Douglas County joined together to form the Douglasville-Douglas County Water and Sewer Authority (WSA). Douglas County's drinking water comes primarily from the Authority's 1.9 billion gallon Dog River Reservoir. Raw water is removed from the reservoir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

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

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



Douglas County: Assets & Challenges



ASSETS FOR THE FUTURE

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

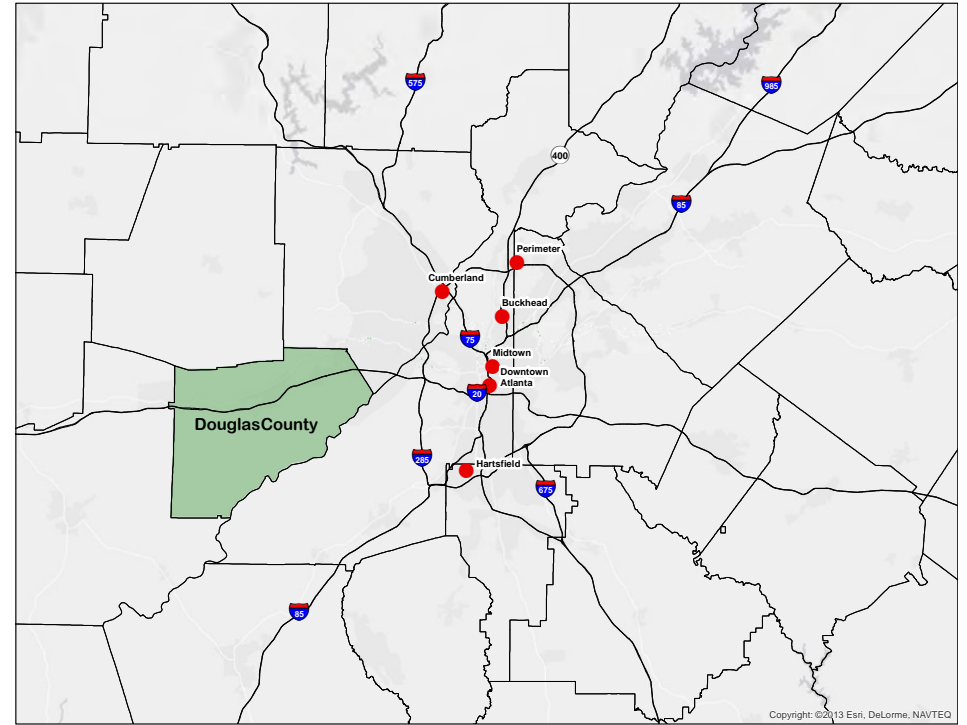
Assets

Location

Douglas County's adjacency to Interstate 20 and its close proximity to the Hartsfield-Jackson Atlanta International Airport (H-J AIA) provide local residents and businesses with easy access to the Atlanta region and the world.

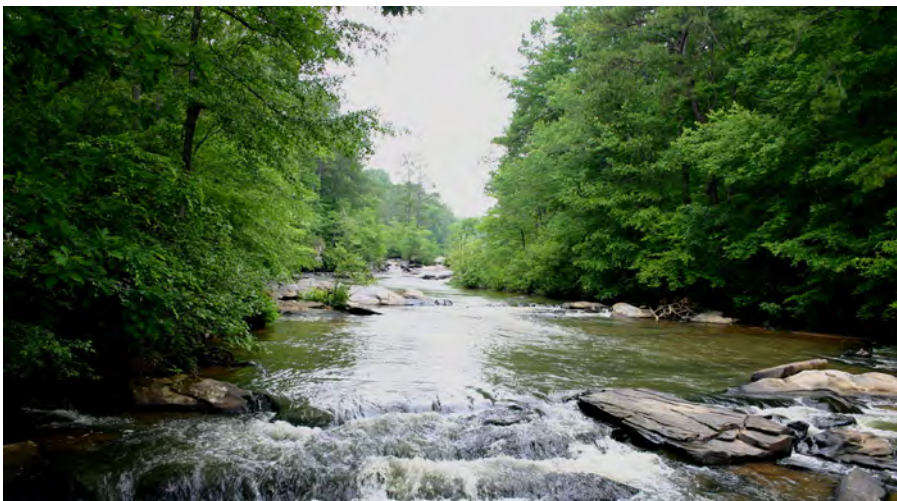
Five major state and US highways connect Douglasville to the region, US 78, State Route 92, State Route 166, State Route 5, and State Route 6. Not only do these routes connect the city to the region, but they are major regional transportation corridors as well. US 78 (Broad Street) is the primary alternative east-west route to Interstate 20 through Douglas County and connects it to the City of Atlanta. State Route 166 also provides east-west travel across the county and runs parallel to the Chattahoochee River on the southern edge of the county.

State Route 92 provides important north-south connections with the cities of Fairburn and Dallas, as well as providing connections to the Tributary/New Manchester Development area. It also provides access to Interstate 85. State Route 6 connects Douglas County and communities outside the county to the HJAIA but also to the Norfolk Southern's Whitaker Intermodal Terminal in Austell and I-20. This corridor is a major transportation and freight route for the Atlanta region. Capps Ferry Road also serves as an access route to Hartsfield-Jackson Airport.





The Dog River provides both natural beauty and recreation to the residents and visitors of Douglas County



Large Conservation Areas and Water Supply

Douglas County's rolling topography has created a natural water drainage system that provides the county with creeks, lakes, and rivers. Douglas County has a number of major conservation areas that protect many of these water resources and additional natural areas around the county. They also provide recreational opportunities to the public. The county has a master plan in place for protection of a greenway trail along the Chattahoochee River that would connect to trails running parallel to the river in three surrounding counties. In addition, the county has a significant amount of undeveloped agricultural and forest land. The presence of so many natural resources in close proximity to Atlanta is a unique asset for Douglas County.

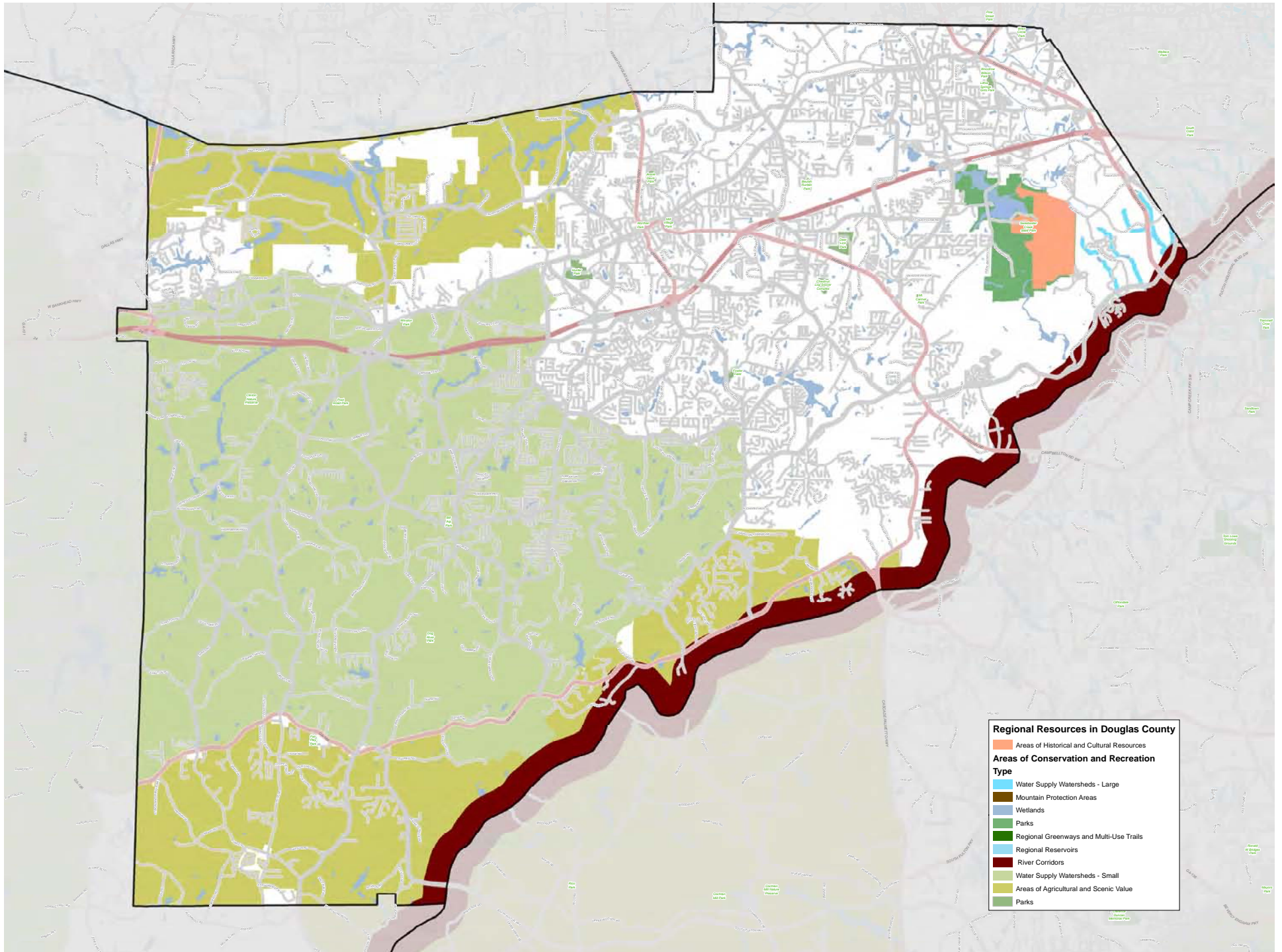
Water Resources

The Chattahoochee River makes up a significant portion of the County's southern border. All land in the County that is within 2000 feet of the River is in the Chattahoochee River Corridor and is subject to the requirements of the Metropolitan River Protection Act and the Chattahoochee Corridor Plan. The Corridor Plan includes standards for development in the Corridor, including limits on land disturbance and impervious surface, as well as a 50-foot undisturbed buffer and 150-foot impervious surface setback along the River. In addition, Douglas County has several other protective mechanisms that apply to lands adjacent to the Chattahoochee including a 100-foot natural vegetative greenway along the river's banks.

The Chattahoochee River is also an opportunity to develop new water recreation opportunities while still preserving its natural beauty. Any recreation plan should be developed in accordance with the requirements of the Metropolitan River Protection Act and the Chattahoochee Corridor Plan.

Douglas County owns approximately 900 acres of land surrounding Dog River, which is the County's drinking water source, to protect the water's quality and provide recreation for residents. The Dog River feeds into the Chattahoochee River.

Douglas County is home to many reservoirs, lakes, and creeks, including George Sparks Reservoir, Lake Val-Do Mar, Lake Sweetwater, Lake Sarah Glenn, Basket Creek Lake, Hudson Lake, Sweetwater Creek, Annawakee Creek, and Crooked Creek.



Major Conservation and Recreation Areas

Buzzard Roost Island

This island in the Chattahoochee River identified the starting point for the Indian National Boundary line and was a major Civil War site. Today it is the corner point of Douglas, Cobb and Fulton Counties. In 2011 it was deeded to Fulton County and today is part of Fulton's greenspace program and is protected by a conservation easement.

Clinton Nature Preserve.

The Clinton Nature Preserve in the western part of the County is accessible to Interstate 20. Its 200 acres are kept in their natural state and contain nature trails.

Geltner Nature Preserve.

The Atlanta Audubon Society has a 187-acre conservation easement that serves as a nature preserve and wildlife sanctuary in eastern Douglas County. Anneewakee Creek and Crooked Creek run through the property and form Lake Monroe.

Sweetwater Creek State Park.

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

Boundary Waters Park

Boundary Waters Park is a beautiful 500-acre facility located along the Chattahoochee River. Much of the park is dedicated to active recreation which encompasses a state of the art Aquatic Center, Baseball, and Soccer Complexes. Other amenities include a children's playground, 10 acre fishing pond, 12+ miles of multi-use trails for equestrian, mountain biking, hiking, and/or running. Boundary Waters Park's newest asset, the Douglas County segment of the C.H.C. Greenway Trail, was completed in May of 2013. This is a new $\frac{3}{4}$ mile stretch of paved trail that connects to the current "natural" trail segment at Boundary Waters. Boundary Waters has been reviewed as part of the MRPA program and is a potential future site for Chattahoochee River access and other water recreation.



Boundary Waters Park and Sweetwater Creek State Park are two popular parks in Douglas County



Forest and Agricultural Land

In 2010, the county’s land use included over 45,000 acres of agricultural and forest land, which is approximately 35% of the county’s total acreage.

The Chattahoochee Hill Country Regional Greenway Trail runs parallel to the Chattahoochee River and includes portions of four counties (Carroll, Coweta, Douglas, and Fulton). A 98-mile trail is planned to connect greenways along the Chattahoochee River. The first trail segment (3/4 mile) in the Boundary Waters Park opened in May 2013.

Growing Culture/Recreation Activities Golf and Sporting

Foxhall Resort and Sporting Club is an 1,100 acre community featuring residential developments, indoor and outdoor venue space, fishing, hunting, and equestrian activities. It is bordered by the Chattahoochee River. Several golf courses and clubs provide recreational opportunities as well. St. Andrews Golf & Country Club is located along the southern border of the county. Mirror Lake Golf Club is in the western part of the county. West Pines and Chapel Hill Golf Clubs are centrally located along Interstate 20 in Douglasville.

Festivals, Community Events, and Cultural Programs

Community festivals in Douglas County are a treasured aspect of the community. Douglas County is home to the Penny McHenry Hydrangea Festival and September Saturdays, which occurs on two Saturdays every September on the Douglas County Courthouse grounds. Rodeos are held on a regular basis at horse farms in the County. The joint Douglas County-Douglasville Cultural Arts Council has been active since 1986. Their facility, located in Douglasville, hosts cultural performances and exhibits.

Small Town Character

Douglas County’s development pattern, historical town and buildings, and railroad create the small town character are asset to preserve. Douglasville’s historic downtown’s one-to-two story buildings with storefronts and small, locally-owned restaurants and retail shopping contribute to this character.

Regional Shopping Mall

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

Varied Housing Choice

Douglas County has a variety of housing options available at different purchase price points and a significant share of housing for renters. 72% of the County’s housing units are owner occupied. This diversity in housing options has allowed for people of varying ages, incomes, and backgrounds to settle in Douglas County.





CHALLENGES FOR THE FUTURE

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

Challenges

Workforce Development

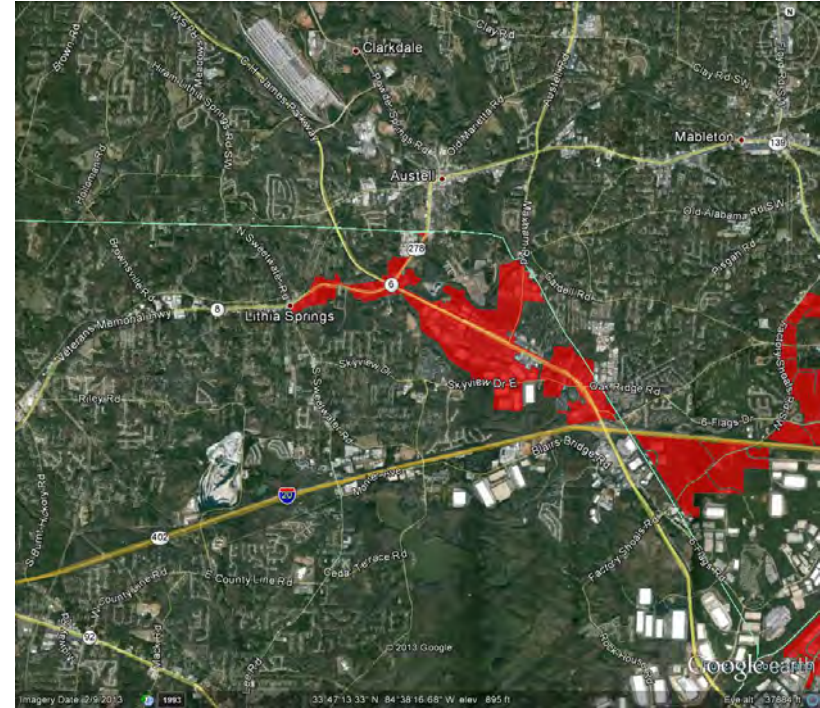
Attracting high-wage industries is dependent on having an educated workforce capable of providing the knowledge and experience needed. Douglas County's workforce is less educated than the Atlanta region. Retail trade is the largest employment sector within the county, but Health Care and Social Assistance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

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

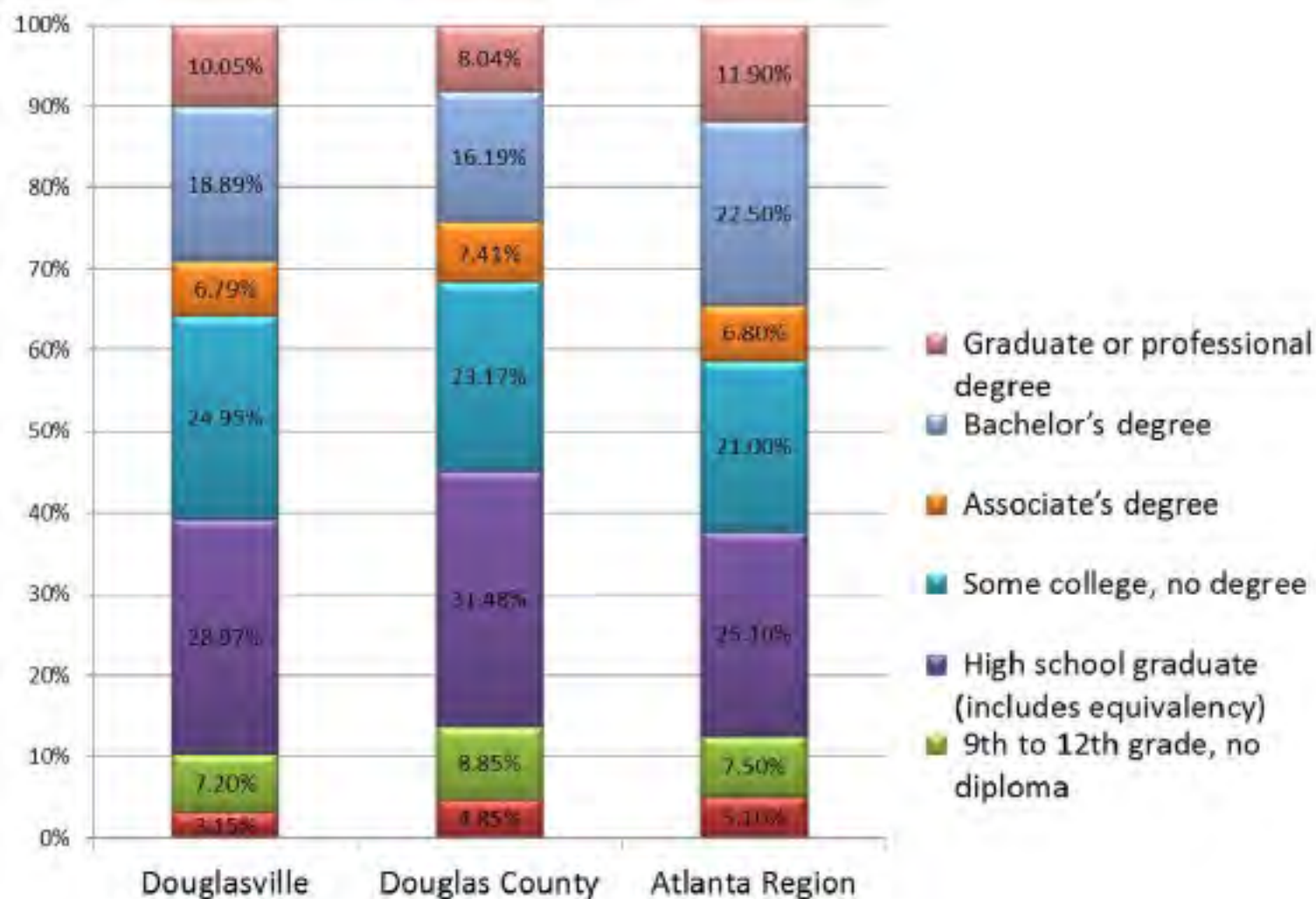
The City of Douglasville contains a campus of West Georgia Technical College. Located on Timber Ridge Drive, West Georgia Technical College has over 130 certificate, diploma and associate degree programs in business, health care, technical, skilled trades, and personal care fields. These programs provide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

A key concern heard throughout this process is the perception of the Douglas County School quality and is a barrier to recruiting new companies to the area. At the elementary level, Douglas County receives pass rates on par with 19 counties in the metro-Atlanta area. At the middle school level, Douglas County lags behind the Atlanta region for 8th grade math pass rates by 12 percentage points.

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



Boundary of the Douglas County Opportunity Zone



Preserve Rural Areas while allowing for Growth

Unlike the rest of metro Atlanta, Douglas County has large portions of rural development. These areas were identified as areas that could attract high quality housing but the areas need services such as grocery or pharmacies for day to day living. The Future Land Use map currently identifies key areas for these services but attracting these services has been difficult.

Throughout this process, the Rural and Small Town Character of Douglas County has been identified as an asset for Douglas County. But participants through in this process identified the need to have high quality gateways and corridors through Douglas County. In 2008, Douglas County completed a Livable Centers Initiative Corridor Study along Hwy 92. After this process, the county adopted design guidelines for the corridor to improve the look and maintain the transportation mobility of the corridor. This process could be used as a model to maintain the rural feel of Douglas County but to increase the quality of corridors.

The Georgia Department of Transportation manages the state Scenic Byways Program. This program could be implemented along SR 166 in Southern Douglas County to preserve and manage that corridor's scenic attributes and promote that area for tourism.

Mobility and Access

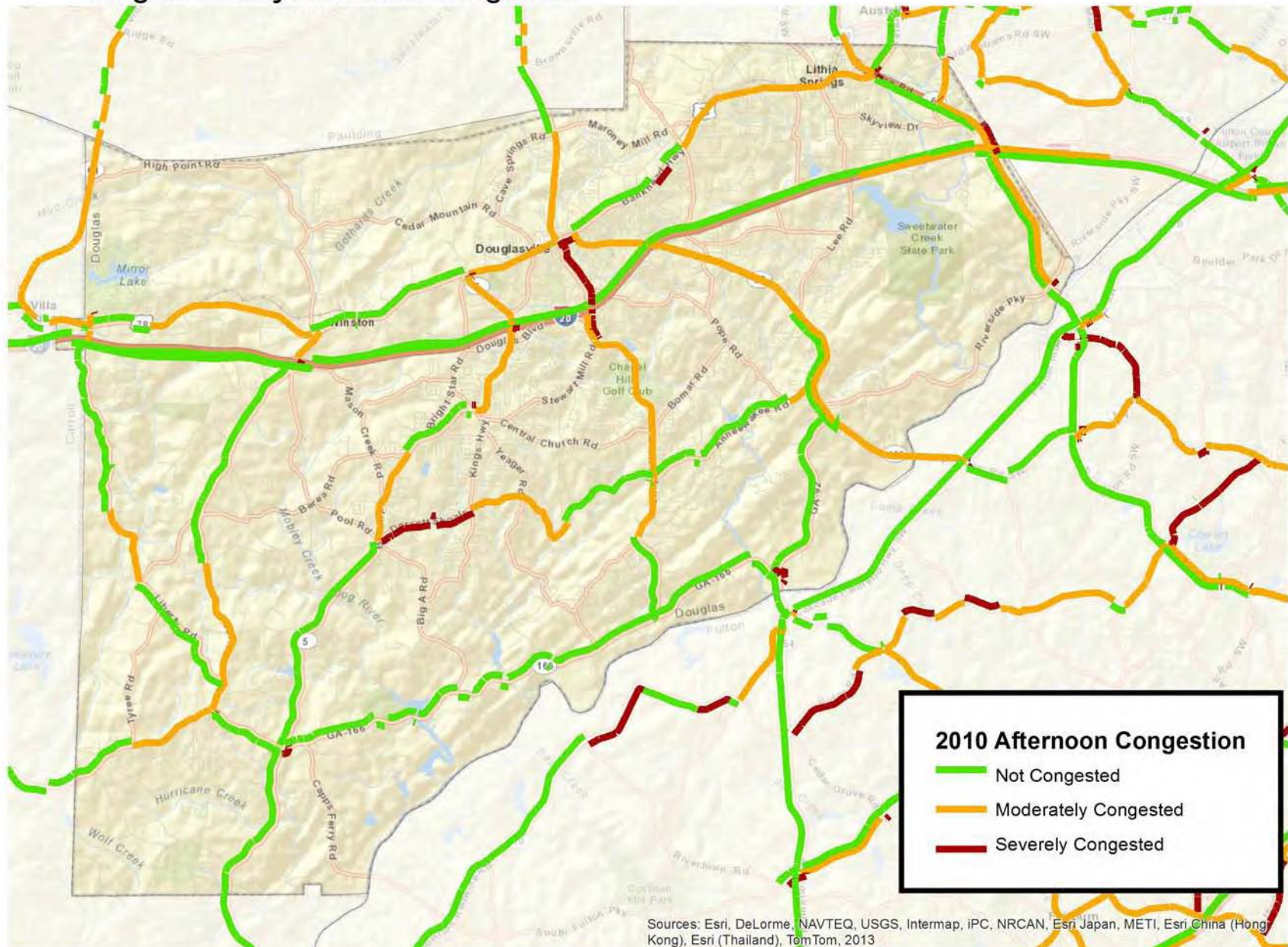
Transportation Infrastructure

Douglas County has a variety of transportation needs due to increased development and more volume on the roads. The county experiences heavy traffic congestion at points along Interstate 20, including Thornton Road and Campbellton Street/Chapel Hill Road. It also experiences congestion at the intersection of Bright Star Road and State Route 5, Dorsett Shoals Road between Mason Creek Road and Kings Highway. Throughout this process it has been noted for the more accessible north-south and east-west corridors in the portion of the county south of Interstate 20. Access to the lower portions of the county will offer up opportunity to build developments that accentuate the natural beauty and recreational opportunities the county has to offer.



Douglas County has invested in construction projects throughout the county.

Douglas County Afternoon Congestion



Public Transit

Douglas County has a robust rideshare program that operates work-trip van-pools, provides carpool-matching assistance, builds and maintains commuter facilities, and participates in transit planning. Douglas County's Transportation Center hosts the Georgia Regional Transportation Authority's (GRTA) X-press Bus Service, which travels to downtown and midtown Atlanta on weekdays.

However, Douglas County does not have a public transportation option for those who need an alternate form of transportation for travel within the county.

Walkability

Douglas County's current land use patterns make it an impractical place to traverse as a pedestrian. The county is aware of its lack of walkable areas, and its Unified Development Code (UDC) requires sidewalks along all public right-of-ways.

Provision of Services to Seniors

As Douglas County adds more seniors to its population over the next thirty years, administration of needed services to these residents will be a growing challenge. Currently, Douglas County Senior Services administers senior service programs within the county.

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

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

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



The Community Work Program provided on the following pages, lists all proposed projects, along with timelines, the parties responsible for implementation, and cost estimates. The matrix is intended to serve as a blueprint for achieving the community's vision for the future.

Douglas County: Vision for the Future

DOUGLAS COUNTY VISION STATEMENT

Based upon the outreach and work of the Stakeholder Committee the Planning and Zoning Board led the development of a revised vision statement for Douglas County. The vision statement was revised to read:

Douglas County shall continue to embrace its rural heritage, historical significance, ethnic diversity and small town feel while creating a sense of place that nurtures family, cultural values and educational opportunities.

Responsible stewardship of human, fiscal, natural and historic resources together with improved governmental transparency and accountability through open communications shall be continuing priorities.

Continuing a citizen-driven and professional approach in providing safe, well designed and maintained facilities, schools and programs while maintaining a reasonable and varied tax base shall be encouraged.

Promoting intergovernmental communication with unified visionary economic development with a well-trained and educated workforce will help preserve the unique character of Douglas County and its legacy as an attractive place to invest, conduct business and raise a family.



Douglas County: Future Land Use

Urban Design

Overview

Urban design refers to the dynamic relationship of land uses and how they are connected within the built environment. More specifically, urban design strategies determine the configuration of buildings, massing and density, the appearance and character of places, open spaces, parks and plazas, transportation networks (pedestrian and automotive), as well as the relationships among land uses and the linkages within the community as a whole. Ultimately, urban design is about creating a sense of place that achieves the community's desired vision.

At the scale of “the village or center,” urban design elements such as lighting, signage, landscaping, street furniture and architectural guidelines, create the visual character and identity of a place, making it recognizable and distinct from other areas. When applied within a comprehensive system of connected streets, sidewalks, greenways, and open space, urban design has the power to transform intersections into walkable districts, and subdivisions into neighborhoods.

At the scale of “the county,” urban design focuses on the linkages between communities and their relationships to one another. Thus, at the level of a comprehensive plan, urban design strategies focus less on the visual appearance of buildings and streets and more on the organization of neighborhoods, commercial areas and open spaces and their connectivity to one another within a larger framework.

Architectural Themes

A carefully developed set of design guidelines can be an ideal tool for bringing visual and spatial unity to an existing or developing area. Design guidelines should respond both to the conditions of the built environment and to the expressed goals of the community. In areas featuring a well-defined concentration of mostly historic structures, design guidelines can focus on restoring the buildings to a dominant or common period of their past. In new communities, or in communities whose historic character is not a priority, design guidelines can foster a particular atmosphere or image by creating an entirely new look. Communities that have adopted this rather extreme approach, such as Helen, Georgia, often feature an architectural style that has no historic precedent but creates visual unity. The building stock of many communities—including Douglas—falls somewhere in the middle, combining traditional storefronts and residences with later construction which may differ

considerably in terms of form and function. These conditions present a challenge to the development of comprehensive design guidelines, but the task is not an impossible one.

Douglas is typical of communities that possess a diminished stock of historic structures, but have expressed a desire to project an image that respects the community's overall desire to preserve its small town feel. Situations vary, but a common approach is to research, identify, and restore the area's remaining landmarks to their original appearance or to their appearance during a unifying, influential period. The materials, proportions, and character-defining details of this influential period then become the basis for design standards for the area as a whole. New construction is then executed in forms and materials that are compatible with an overall theme in order to create a visually unified area “signature.”

Comprehensive Plan Context

There are a variety of ways to achieve the County's vision for the future. From an urban design standpoint, the key is to avoid dispersed development projects that are unrelated to one another and exist in isolation at random locations. Instead, by focusing appropriate development within distinct character areas, corridors and centers and arranging these areas within a comprehensive circulation system that incorporates multiple modes of transportation, the County will achieve a sustainable development pattern that will carry them through to the year 2020.

As a first step in creating an appropriate development atmosphere, the County has developed “Community Character Areas.” In the context of the Comprehensive Plan, urban design through distinct character areas describes a classification of development patterns, their distinct differences and their relationship to one another as the County continues to grow over the next 20-years.

Quality of New Development

All new public buildings, institutional buildings, residential and non-residential private developments should be characterized by high-quality architectural design and construction and should reflect Douglas County's unique community image and character. These types of improvements help us create an identity or sense of place for the business community and will ultimately set Douglas County apart from other communities and provide our residents and businesses a reason for investing in Douglas County.

Residential Development

The Comprehensive Plan anticipates that Douglas County will continue to be primarily a single-family low-density residential community, and that its neighborhoods and subdivisions be enhanced as important community assets. To address diversity and special housing needs within the county, transitional areas have been designated to accommodate and incorporate medium density and mixed housing types. New residential development should reflect the overall quality and character of the Douglas County community vision, and compatibility as an integral part of the surrounding neighborhoods and character areas.

Considerations in evaluating new residential development should include:

- Compatibility with adjacent and nearby uses;
- The availability of public services and facilities;
- The character of the landscape;
- The continuity of local roads, walkways, pathways and opens spaces;
- Protection from traffic and other undesirable impacts.

The County's newly adopted Unified Development Code outlines several quality enhancements for new residential construction, such as the developments of open space, recreational amenities and sidewalks in every subdivision over 25 units, landscaping requirements and a minimum house size. The UDC also encourages master planned and open spaced subdivisions whenever possible. These developments would utilize innovative techniques such as traditional neighborhood design, human scale development and pedestrian linkages. All quality objectives within the plan aim to create a "sense of place" within communities.

The following additional enhancements that would further the development of communities should be added whenever possible:

- Internal multi-use trail system should be incorporated into the design of large residential developments to increase bicycle and pedestrian accessibility to schools, public faculties, employment and shopping areas and parks and open spaces, and connected where possible to the County's Planned Trail System.
- Site planning within new residential development should include the

use of effective and attractive buffers to protect residential areas from adjacent arterial roadways and non-residential developments

- An "anti-monotony" code should be considered for major subdivisions to promote diversity among housing products, densities and site development characteristics.

The designation of land for residential uses recognizes the need to provide land for support services to the individuals living in the area. Uses such as schools, parks and churches are compatible with the residential designations. However, in introducing such additional related uses into these residential environments, it is intended that they be designed, located and maintained with full and complete regard for the surrounding residential environment. In addition, to ensure that quality is an integral component in residential development, infrastructure should be adequate to support residents' needs.

Non-Residential Development

The Comprehensive Plan promotes high quality commercial and business development with Douglas County during the next 20 years emphasizing non-residential in order to enhance the County's tax base, create new jobs, and provide convenient shopping opportunities for local residents. Commercial and other non-residential uses have been separated into several character areas according to intensity, locational requirements and land use compatibility.

By establishing these guidelines the County proposes to encourage several important public and private objectives:

- Improve the quality of physical alterations to commercial corridors and village centers.
- Enhance the quality of the pedestrian experience along a commercial corridor and within a village by providing a pleasant shopping experience for business patrons.
- Enhance economic investment for business and property owners.
- Protect, preserve or create neighborhood communities and architectural character.
- Promote community awareness of the physical environment.
- Encourage flexible and individual creativity rather than anonymous uniformity.

Commercial corridors often lack a sense of organizational structure, and this confusion reflects poorly on the community. Retail and service establishments should be designed to resemble town squares of varying intensities. The “Main Street” concepts incorporating internal circulation patterns for both automobiles and people surrounding public spaces such as small pocket parks, squares, and plazas should be encouraged. “Main Streets” are envisioned as a collection of retail shops, specialty shops and private offices along tree-lined sidewalks that promote and a sense of identify. Villages should become centers for community interaction where you would “usually run into someone you know, or the friends of someone you know while hanging around there.” Commercial strip development is discouraged in all areas of the county.

Workplace and Commerce Centers should be developed as self-sustainable town centers that provide multi-services to its residents and employees. A sense of entry or arrive should be created at primary entryways into the development. Building placement, landscaping, gates, entry monuments, specialty lighting and other design elements can be used to create this design effect. These are large-scaled employment generators that should be designed to create pleasant work and play environments with an integrated design and circulation plan.

Design Guidelines

The guidelines presented in this section are intended to enhance the value of public and private properties by promoting a distinctive architectural design quality and to help ensure that new buildings blend in with the natural character of the landscape, the semi-rural character of Douglas County, and the overall intent of the designated character areas.

Site Design

Site design of commercial development is one of the most critical aspects of a successful project. Development proposals will be reviewed with respect to their response to physical characteristics of the site and to the contextual influences of the surrounding area. Both the physical site characteristics and contextual influences should be considered early and throughout design development:

Environmental—existing vegetation, topographic features, minimally undisturbed natural areas, and drainage.

Visual—view sheds, view corridors and primary views from on-site and off-site.

The patterns, character and scale of existing and planned development in the immediate area.

Potential connections and other relationships with adjoining development—i.e., pedestrian access points, shared driveways, off street vehicular connections, open space systems and landscape buffers and service corridors.

Perimeter open spaces and buffer zones to provide for a smooth transition to lower intensity uses.

All building frontages and sides of buildings oriented to the street or other public areas should incorporate a combination of arcades, pedestrian level display windows, storefronts, and entrances.

Linear “strip” development must incorporate variation in building height, building mass, roof pitch, and changes in wall planes in order to mitigate the linear effect of a development. Particular attention should be made to building design when the building is adjacent to residential property or within any public view.

Materials

Materials such as brick, stone, glass and clapboard should be encouraged as the dominant exterior cladding. These materials should be used on all four sides of new public and non-residential buildings.

Concrete block, sheet metal and stucco may be considered as accent features; however, these should not be used as predominate building materials.

Earthy tones in red, buff, cream, white, and gray color ranges should be encouraged on the exteriors of new buildings.

A single building or development or multiple buildings within a development must maintain a consistent style/architectural theme. Architectural design, building materials, colors; forms, roof style and detailing should all work together to express a harmonious and consistent dosing. This includes all “pads” within retail development as well as gasoline pump canopies or other accessory structures.

Accessory buildings or structures, which are not compatible and consistent with the materials and design of the main building, are discouraged.

Public Spaces

Development of a project of greater than 5 acres should include a publicly accessible outdoor space, such as a pedestrian plaza, pavilion or courtyard. A water feature, fountain, sculpture, or other art features may be considered in lieu of a larger outdoor space. Amenities such as specialty paving, specialty lighting and street furniture are required throughout the development.

Infrastructure

All developments should provide safe and pleasant vehicle and pedestrian circulation patterns. The County requires sidewalks along all rights of way to encourage interconnectivity between land uses.

Shared driveways, internal vehicular circulation system linking properties and linkages of interior pedestrian systems to adjoining sites are encouraged.

Trees can define the character of a roadway corridor and unify the diverse elements that make up the corridor's visual experience. Trees and natural vegetation should be used extensively throughout the development.

Ensure that at least some part of the development of a site contributes to the liveliness of the street.

Buildings placed along sidewalks shall have windows and doors facing the street, and should incorporate other architectural features.

Parking

Alternatives to traditional street-side parking are encouraged when site conditions allow it (side, rear, courtyard, etc.). In shopping centers, buildings shall be placed along the sidewalk so that at least 15% of the building has "street" presence.

While off-street parking is essential for all but the smallest commercial projects, screening and buffering techniques can be used to effectively hide such areas and soften the visual effects associated with vast wastelands of asphalt.

By delineating the edge of a project, landscaping actually serve to increase a projects visibility and hence its viability in the competitive setting of the corridor.

Commercial developments are encouraged not to exceed parking requirements

within the UDC and to seek opportunities and incorporate features intended too reduce the dependence on the automobile (i.e. enhanced accessibility to transit and pedestrian connectivity).

Future Land Use

Development Patterns

As stated in The Vision for Douglas County, the County's vision for the future is based on a pattern of continued growth focused on identified development nodes, corridors and character areas that discourage urban sprawl, inefficient use of infrastructure, and land use incompatibility, while maintaining and creating viable residential areas. It is the County's intent through their community character areas to address the overall vision of Douglas County as a vibrant live, work and play center on the outskirts of the metro-Atlanta area, while maintaining the County's small town feel.

These "Community Character Areas" are intended to ensure compatible and unified development within specified areas of the county. The Future Land Use Map is broken into the following Community Character Areas:

- Rural Places
- Suburban Living
- Urban Residential
- Transitional Corridor
- Neighborhood Village Center
- Community Village Center
- Mixed Use Corridor
- Workplace Center
- Commerce Corridor
- Intensive Industrial

As described in the next section, these Community Character Areas define the overall land use characteristics in generalized areas of the County, such as density, land use, economic development, natural and historic resources and

types of community facilities. In addition, as outlined on the land use table, each character area identifies associated zoning districts for each character area. Character area designations and characteristics are designed to guide zoning decisions.

Douglas County staff, the Planning Commission, the Board of Commissioners, and other boards in reviewing specific proposals for new development and major renovation proposals should use the outlined “Quality of Development Guidelines” and “Character Area Standards”. Architects, property owners, and developers should also use the guidelines as a reference as they prepare plans for projects for the Douglas community. These guidelines cannot predict the unique potential and/or constraints for each project. Thus, the following guidelines are intended to establish a general direction and a base level of development quality and compatibility with surrounding areas.

It is recommended that Douglas County adopt a two-step growth management strategy that begins with the effort to define the character of a place (Community Character Areas) and ends with establishing the regulatory measures (such as adopted design guidelines by area, zoning districts or overlays) required to protect that character.

In order to get to step 2 the County should engage in developing urban design plans for individual nodes and corridors within the county. Typically, a natural outcome of an urban design plan is the recommendation to formulate design guidelines and implement regulatory controls to speak to specific development characteristics such as site planning, massing, scale, and density. This can be achieved several ways, one of which is to add the requirement for a concept plan for all applications during the rezoning process. Another method is the use of zoning overlay districts that supplement current zoning provisions and safeguard the designated area from development patterns that perpetuate sprawl. By implementing this type of control measure, Douglas County can continue to support Community Character Areas and Development Patterns

This Plan provides pro-growth policies while remaining confident about maintaining its desired character and pride of place. At a later time the County might consider an Architectural Review Committee to review, monitor and work with developers, architects and builders in implementing the guidelines.

Future Land Use Plan Categories

The intent of the Land Use Element is to identify the most desirable pattern of land use in Douglas. This pattern is represented on the Future Land Use Plan map, which indicates areas appropriate to the various land use categories. These use categories are defined in this Section. The plan map is a representation of the Comprehensive Plan’s goals and policies and, to a great extent, reflects current development patterns and trends, as well as current zoning approvals. The map designations indicate the predominant type of land use in the general areas identified. Guiding concepts for future land use in Douglas include:

- Ensure that future land use and development decisions are consistent with long range planning goals and policies and that such decisions promote social and economic well-being.
- Implement a land use plan that articulates a physical policy for a compact urban area and assures the availability of infrastructure concurrent with development that achieves the desires of the community’s vision;
- Encourage and promote clean, high tech industrial development that strengthens the economic base of the community and minimizes air and water pollution.
- Promote development that is pedestrian-oriented, community centered and minimizes vehicular trips.

Future Land Use Plan Map

The Future Land Use map is a representation of the plan’s goals and policies and indicates where various types of land uses are permitted. The plan map designations indicate predominant types of land uses, which are described below.

The Future Land Use Plan map was developed to illustrate the most desirable pattern of land use in Douglas. The Future Land Use Plan map was developed taking into consideration the land use patterns illustrated on the County’s Existing Land Use Plan Map, the Current Zoning Map, approved PUDs and other developments, topographic characteristics, natural resource sensitivity, the availability of infrastructure, and needs demonstrated by residential and employment forecasts. The needs and goals for each of the other chapters within the Comprehensive Plan were also used in development of the Future Land Use Plan map.

Interpretation

The plan is developed with the concept that the Future Land Use Plan map and the text are to be used as an integrated whole, with the map being a graphic representation of the text.

Interpretation of the Future Land Use Plan map is a process, which rests on the goals and policies expressed in the text. The land use designations on the map, both in terms of overall definition and intensity of land use types, require that policies and intent statements regulating the development and location of each land use type be evaluated and applied in the process of plan implementation.

Plan implementation is carried out through the application of regulations such as the Unified Development Code and through projects and programs outlined in the STWP. The Board of Commissioners administers it with input from the Planning Commission and planning staff. The procedure, once the plan is adopted, will involve checks for plan and ordinance consistency as part of the review for issuance of subdivision approvals and development and building permits.

If a specific land use or development project is proposed for an area but is not consistent with the designated use or density on the Future Land Use Plan map, it cannot be approved. The initial contact for plan interpretation begins with the Douglas Development Services Development. It is at this point that the proposal is evaluated for its conformity and compliance with the Comprehensive Plan and functional plans. In the event a use or development proposal is inconsistent with the Future Land Use Plan map or Comprehensive Plan policies, an applicant may file for a Comprehensive Plan Amendment in accordance with the amendment procedures contained in the UDC.

Future Land Use Categories

Character Area	Description of Character and Predominate Land Uses	Community Facilities	Zoning Districts	Master Planned Developments (MPDs)
Residential Character Areas				
Rural Places	Outlying rural areas with active farming and scattered single-family housing on large lots. Preservation of sensitive natural resources. Commercial Activity Centers within this area will be designated as Crossroads Village Centers. Commercial development should only be developed as designated on the FLUM and within master planned developments.	Typically lacks public water and sewer is not planned. Very low level of services planned due to low-density nature of the area.	AG, RA, Designated Dog River Basin Area, and Bear Creek Overlay, Country Crossroads*	Single-family, equestrian oriented and open space and master planned developments. Small integrated commercial (see “crossroads”) as designated.
County Crossroads*	A Country Crossroads is a small, restricted commercial node located at existing “crossroads” within the rural places character area. Due to the sensitive residential orientation of the area, existing crossroads and limited future crossroads development will not be shown on the FLU map.	Located with the Rural Places Character Area. Use of existing commercial areas.	C-N, OI-L Max 3,000 SF	N/A
Suburban Living	Areas located outside identified centers that are experiencing a high volume of residential growth, primarily single-family houses. All non-residential development will be within designated corridors or master planned developments. Commercial Activity Centers will be designated as or NVCs.	Public water available, public sewerage available or planned; local public facilities	RLD, R-MD.	Single-family and duplex, MPD with limited institutional uses & neighborhood commercial. Limited Community Commercial with a special use permit.
Urban Residential	Urbanized and growth oriented areas experiencing growth pressures and potential compatibility issues. This character area is a transition from potential commercial and high-density pressure from growing activity centers. Various types of residential dwellings, mixed-use developments and transitional corridors. Commercial activity centers would include NVC, CVC, and Transitional Corridors.	Public water & sewer; regional public facilities.	R-LD, R-MD, R-D, R-TC, R-MF, R-MH	MPD featuring mixed housing uses, neighborhood commercial. Community Commercial with a special use permit.
Transitional Corridor	This corridor is designed to allow for transition from residential uses to compatible non-residential uses along major arterials or along roadways where major transportation improvements are planned. This corridor is restrictive in order to allow a smooth transition to surrounding residential. Size, parking and appearance standards apply to this district.	Linear transitional areas along major transportation corridors.	OI-L, C-N, C-C (limited)	Due to the linear nature of this corridor, and the potential abutment to single-family residential neighborhoods, master planned developments are not typically appropriate.
Neighborhood Village Center	Located at key crossroad intersections. Small-scaled neighborhood commercial with access and size restrictions.	Public water & sewer may be available. Good transportation Access.	C-N, OI-L	Mixed-use MPD Encouraged. “Main Street” style mixed use encouraged.
Community Village Center	Higher intensity of commercial activity intended to serve more than one neighborhood, uses such as retail, office and services.	Public water & sewer may be available. Arterial access. Regional public facilities	OI-L, C-N, C-C, C-G (limited)	Mixed-use MPD Encouraged. “Main Street” style mixed use encouraged.

Future Land Use Categories

Character Area	Description of Character and Predominate Land Uses	Community Facilities	Zoning Districts	Master Planned Developments (MPDs)
Mixed Use Corridor	Designed as a redevelopment corridor for existing commercial/light industrial corridors, or new emerging corridors. Light industrial and heavy highway commercial uses are allowed only within the Bankhead Highway Redevelopment Area.	Public water & sewer may be available. Arterial access. Potential rail corridor access. Regional public facilities	OI-L, C-N, C-C, C-G, C-H*, LI,* LI-R, RMD, RTC	Mixed use and master planned developments are highly encouraged within this district. Additional design and site restrictions apply.
Workplace Centers	Intensive commercial retail and services, office and high tech development along major highway corridors that are considered major employment generators with an emphasis on landscaping and aesthetics. Integrated office parks are highly encouraged. Residential developments are also encouraged to be integrated into the overall design.	Public water & sewer available or planned in the near future. Arterial access. Rail Access. Regional public facilities	OI-L, OI-H, C-C, C-G, C-R, LI-R, RMD, RTC	Urban design characteristics and unity are major characteristics within planned developments.
Commerce Center	Industrial/Office Park development, employment generators and interstate-oriented commercial development.	Public water & sewer. Major transportation Access.	OI-L, OI-H, C-C, C-G, C-H, C-R, LI, LI-R	Mixed commercial and industrial uses are the preferred method of development.
Intensive Industrial	Large scaled and high intensity users that have potential negative impacts on residential uses.	Major transportation access.	HI	Usually stand alone use, but could be incorporated within an industrial park.

Future Land Use Categories

The following Table presents the land use categories, “Character Areas,” as shown on the Future Land Use Plan map, and indicates those zoning districts that are most commonly compatible with the use designation. In addition, designations are shown as most commonly used in a Master Planned Development project. Specific requirements of the Unified Development Code, master plan site plan approval and other conditions control in all cases. Country Crossroads is listed on the Future Land Use Categories, but not shown specifically on the Future Land Use Plan Map. This sub “character-area is provided to address existing small commercial development within the Rural Places Character Area, but is not intended to be added to in the future. A full description of “Country Crossroads” is addressed within the Rural Places Character Area descriptions.

Rural Places

Much of Douglas County’s identity is tied to its rural and small town heritage. Although large-scale farms are not a major use within the county, many smaller homestead and “estate farms” still exist. In addition, areas of sensitive natural resources require additional protection. The intent of the Rural Places Character Area is to provide a residential-agricultural community, which benefits from its scenic rural landscape with much of its identity based on its agrarian past while accommodating residential growth and very limited “Country Crossroads” type commercial. A Country Crossroad is a small commercial area that provides very limited services to the adjacent population at existing crossroads locations. This character area encompasses outlying areas of the county where public water may or may not be available; but sewer is not available or planned.

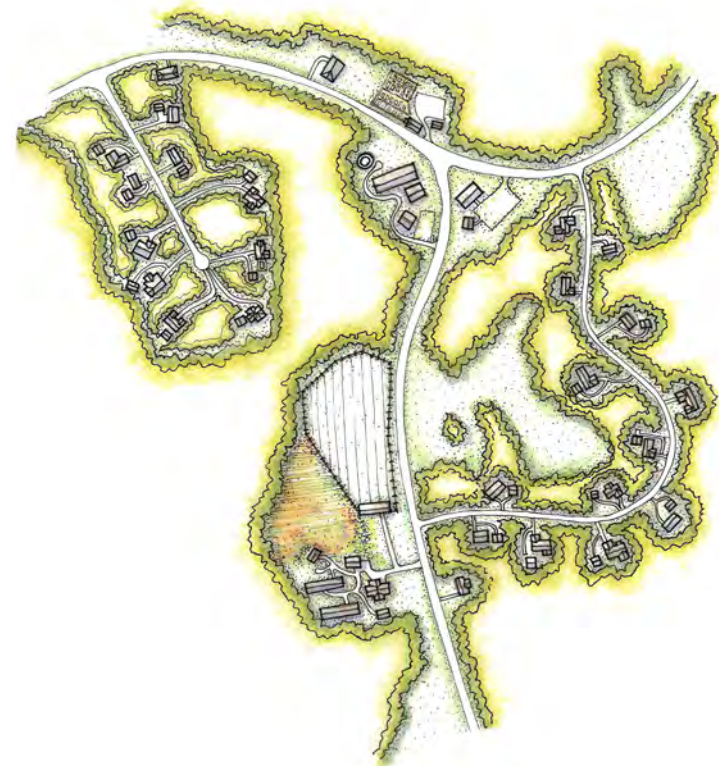
- To retain and conserve the rural character in the area;
- To protect sensitive natural resources areas;
- To encourage and accommodate the further development of estates and mini farms that is consistent with growth policies of the County and that blend into the overall fabric of the County.
- The adoption of a policy to provide a lower level of service to these areas, in terms of transportation and sewer improvements in order to

maintain and protect the rural character.

PRIMARY LAND USES

Active farming, timbering and conservation uses;

- Large homesteads on individual lots;
- Large Lot Single Family Home Subdivisions;
- Equestrian and Golf Club Communities;



- Master Planned Developments with an overall density of 1 unit per 3 acres (except within the Dog River Watershed Overlay area);

Country Crossroads

Country Crossroads are very small commercial areas that currently exist along historic crossroads in the county that have developed over the years to serve local needs. These areas are located in the rural area of the county. Due to the rural nature and single-family orientation of the surrounding area, crossroad hamlets are envisioned to be localized service providers that provide limited local convenience goods and services to the adjacent single-family rural environment. This character designation is not shown on the future land use plan map in order to limit these Country crossroads to existing locations, and to provide for limited expansion to prevent these small commercial uses from growing into neighborhood village centers. If the location merits larger expansion, a future land use map change should be applied for as a neighborhood village center.

Existing retail/service providers within the rural places character area.

- Limited expansion within existing crossroads areas at existing intersections within the character area on a case-by-case basis.
- Convenience retailers and service providers under 3,000 square feet that shall be no more intense than neighborhood commercial zoning (NC);
- Primary guideline is that any commercial development should be compatible with surrounding residential properties and developed to serve a very limited immediate service area.

Suburban Living

As Douglas County continues to experience growth in both residential and commercial development, areas meant for traditional subdivision and commercial growth to serve nearby residents are necessary. The intent of this character area is to channel growth pressures to areas that are suitable in terms of land use patterns and infrastructure investment, and to areas that have a more “suburban” feel. This character area also includes older established neighborhoods, and could include appropriate senior housing. Commercial nodes within this character area include existing country crossroads and neighborhood village centers. Neighborhood commercial

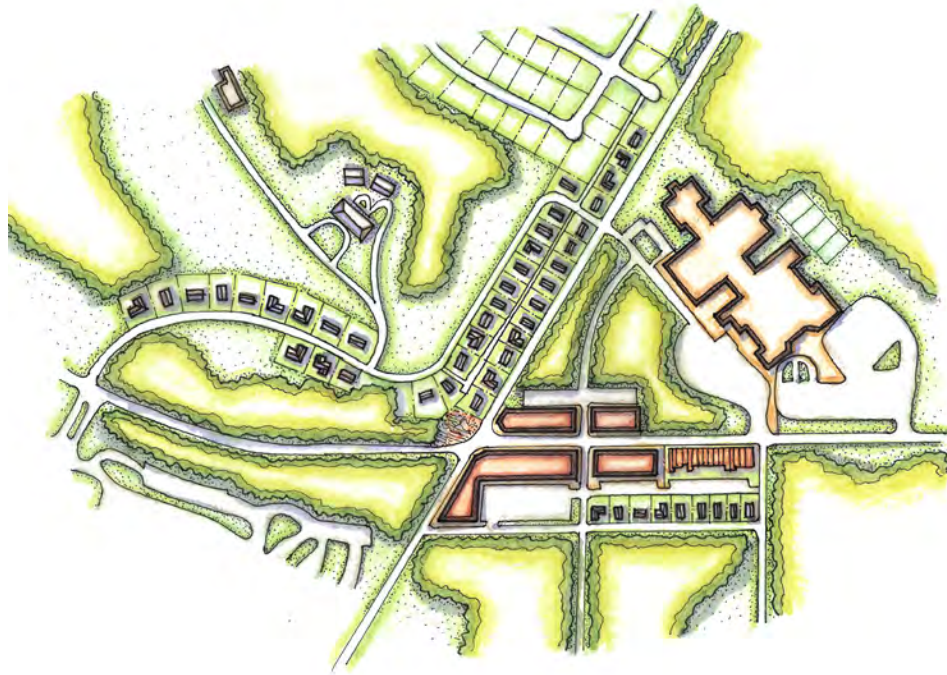
villages, as described under “commercial character areas,” are located at the intersections of major roads, and should be compatible with existing land uses through size, appearance and buffering. Special care should be taken to eliminate any negative impacts, such as lighting, parking, and traffic. Large-scale commercial development is not appropriate within this character area. Public services and facilities are offered at a higher level of service to accommodate a denser population. Water and sewer are either existing or planned within this character area.

The purpose of the Suburban Living Character is:

- To retain and conserve the existing sound housing stock.
- To promote residential development that fosters a sense of community and provides essential mobility, recreation and open space.
- Accommodate upscale executive housing to meet the market demand.
- To provide for areas of innovative development, such as golf, master planned and traditional communities in appropriate locations.
- To stabilize and protect the essential characteristics of residential environments, including natural features.

PRIMARY LAND USES

- Single Family Homes on individual lots;
- Traditional Single Family Home Subdivisions;
- Equestrian and Golf Club Communities;
- Master Planned and Open Space Developments;
- Senior Housing Developments;
- Small Assisted Living Facilities; and
- Commercial Development
- Country Crossroads;
- Neighborhood Village Centers.



Urban Residential

Areas designated as Urban Residential are located primarily within areas that are currently experiencing growth pressures, such as outside of Douglasville and within areas that public water & sewer and major transportation investment exists or are planned. This character area will serve as a transitional area from the higher density and commercial uses as planned by the City of Douglasville, while protecting existing and planned single-family neighborhoods. Compatibility issues of the surrounding area, and specifically established neighborhoods should be a primary policy determination of the type of new development that is approved. Minimum lot size varies by type of unit and whether public water and sewer serves the lot. Commercial activity centers that are appropriate include neighborhood and community villages and transitional corridors that are designed to serve the adjacent population. Master Planned developments of mixed housing and integrated development are highly encouraged within this area to further the transition from the City of Douglasville. Public Services and Facilities are provided to serve a denser population.

The purpose of the Urban Residential Character area is:

- To accommodate a variety of housing types suit the variety of Douglas County lifestyles and income levels.
- To allow for the conversion of sites to more intensive residential use when appropriate.
- To ensure compatibility between established single family and newer medium density development;
- To provide and maintain a supply of developable land throughout the urban area for residential and other supportive urban uses, as demand warrants and service capabilities permit;
- To encourage locating residential development where full urban services, public facilities, and routes of public transportation are available: and
- To permit, in certain sections of the County, multi-family housing developments which are consistent with growth policies of the County and which blend into the overall fabric of the County

Commercial Land Use Evaluation Criteria

Criteria	Very Desirable	Desirable	Marginal	Undesirable
Remaining Distance between intersections	< .25 Miles	.25 - .50 Miles	.50 –1. Miles	>1.0 Mile
Service Area Populations	10,000	5,000-10,000	3,000-5,000	< 3,000
Traffic Volume	> 30,000	10,000-30,000	5,000-10,000	< 5,000
Roadway Classifications	Interchange; Major Arterial	Arterial	Collector	Local Road
Intersection Type	Arterial W/Arterial	Arterial W/ Collector	Collector W/Local	Local Road
Parcel Size	20 acres +	10-20 acres	5-10 acres	< 5 acres
Current Land Use	Commercial Vacant	Vacant	Mixed Residential, Commercial, Vacant	Vacant and Single Family residential
Current Zoning	Commercial or Industrial	Commercial	High Density Residential.	Low Density Residential
Utilities Available	Water & Sewer	Water; Planned Sewer	Water	None
Future Land Use Map	Neighborhood or Community Village	Transitional mixed use corridor	Adjacent to village center or corridor	Rural or Residential Character Area



- Develop residential areas that utilize innovative urban design principles that encourage community, pedestrian linkages and mixed-use environments.

PRIMARY LAND USES

All housing types; and

- Commercial:
- Neighborhood Village Centers;
- Community Village Centers; and
- Transitional Corridors.
- Commercial Districts

As growth continues, and changes occur in the infrastructure system, potential locations are created for commercial development businesses and residents within the area. Increase in through traffic volumes along a road generates a demand for increased goods and services. Major shopping centers often locate at interstate highway interchanges. Other shopping centers locate at major road intersections while highway-oriented stores, such as car dealerships and fast food establishments tend to concentrate along multi-laned roads. Small convenience stores typically locate at intersections near population concentrations.

Offices are specifically addressed by two categories: Professional Offices and Office Centers. The Professional Office category allows for business and professional office uses with limited supportive commercial activity. This category is appropriate for small office complexes and in transition areas where existing residences are often converted into office use. The Retail Sales and Services category provides for a wide range of shopping and customer service facilities in the County. The category embraces neighborhood and community level shopping and service facilities as well as regional facilities such as North Point Mall. Developments in this category may be an individual store, restaurant or service business, a hotel or a shopping center. Individual office uses may also be found in this designation. Retail sales and service nodes have been developed at appropriate locations within the County to avoid “retail creep.”

The second category, Office Center, provides flexibility for large developments

and is intended to allow for an environment often referred to as a corporate campus. Office Centers often include limited convenience retail and business services establishments, as well as hotels and conference centers that are oriented to the employees and clients in the center.

The commercial designation indicates areas throughout Douglas that provide shopping and service opportunities of the following types:

Regional retail facilities provide for the shopping and service requirements of the County and region.

Community shopping and service facilities offer a wide variety of goods and services, including both convenience goods for neighborhood residents and shopping goods for a market area consisting of several neighborhoods.

Neighborhood shopping and services facilities include: only those stores and services establishments that is easily accessible and is used frequently by neighborhood residents.

Convenience stores are limited to food-oriented stores and personal services establishments close to residential uses.

In addition to considering the potential demand for increased commercial development, the Plan must also evaluate the desirability of commercial development at a given location. Concerns such as safety, traffic carrying capacity and compatibility with existing development need to be considered. Major principles of commercial development include concentrating commercial development at major intersections, restricting commercial activities which conflict with residential areas or impede the flow of traffic, and encourage shopping center type design standards for commercial development. The following criteria were developed to determine whether a location is desirable or undesirable for commercial development:

For example a very desirable corridor location would be less than ¼ mile from a major intersection, have a service population of more than 10,000, a traffic volume greater than 30,000 vehicles a day, be classified as a major arterial road, have a parcel size of more than 20 acres, have surrounding land uses being either commercial activities or vacant land and have water and sewer service.

The physical design of a commercial corridor or village contributes greatly to the overall image of the community; each has its own unique cultural qualities to attract residents, customers and visitors. The distinctive characteristics of

buildings of varying ages make commercial corridors assets and are often one of the most interesting and satisfying aspects of the street. Thoughtful design improvements reinforce the positive identity of a community's retail area and create a "sense of place" that is distinct to the neighborhood.

Transitional Corridors

Areas suitable for designation as Transitional Corridors are those originally developed for single-family homes that have or will become impacted by adjacent multi-laned thoroughfares and commercial encroachment and may no longer be suitable primarily for residential use. In the past, individual properties have been rezoned and converted in a way that has often been disruptive from an urban design sense: parking lots have replaced front lawns; houses have been remodeled unprofessionally, resulting in structures with incoherent design elements; signage has often been out of proportion to the structure and use advertised.

In order to propose an orderly, safe and aesthetic transition, properties within designated transitional corridors can be considered for nonresidential use at intensity compatible with surrounding residential areas that maintain the essential residential "look" and feel of the area. Designation of this corridor is meant to encourage public and private investment that will promote vitality, activity and safety in the area, by controlling aesthetics, site planning and limiting non residential uses that will not overly impact existing residential neighborhoods adjacent to the site.

Transitional Corridors are located along a number of major thoroughfares that have been or are scheduled for widening, notably including portions of Highway 5.

PREDOMINATE LAND USES

Existing residential dwelling units.

Commercial services within converted residential dwelling units.

Limited mix of selected retail uses that are considered "low impact."

Infill commercial and residential that is compatible in look, density and mass to surrounding development.

Senior Living Facilities.

Small churches and community facilities.

CHARACTER AREA GUIDELINES

Conversions and infill development should be evaluated as followed:

SITE DESIGN

The new use should be compatible with the residential structure and the adjoining neighborhood and should not pose nuisance problems with nearby residential and/or office uses. Generally, light office use and small neighborhood services are compatible with houses.

The new use should be compatible with the adjoining neighborhood and should not pose nuisance problems with nearby residential and/or office uses.

The conversion's remodeling should be architecturally compatible with the neighborhood and must upgrade or at least be consistent with the basic architecture of the structure.

Business hours should be limited to normal daytime hours.

New building design should take into consideration the unique qualities and the dominant character of the surrounding area.

New occupancies in converted houses should be limited to one business enterprise (with one business entrance) for structures under 2,000 square feet of gross leasable area. This will help eliminate overcrowding, proliferation of signs, elimination of landscaping, excessive on-site parking and parking overflow onto the street.

The building must be compatible with the location, design, landscaping and other significant characteristics of public and private open space in relation to the site and adjacent properties.

The architectural integrity and compatibility with surrounding properties, including siting, massing, proportion, scale, materials, colors, details, façade treatment, lighting and signage.

Signs should be consistent with the form and materials of the building. Illuminated signs are not permitted when adjacent to existing residential uses.

Mechanical equipment must be screened from public view and sited so as not to cause noise impacts on adjacent properties.

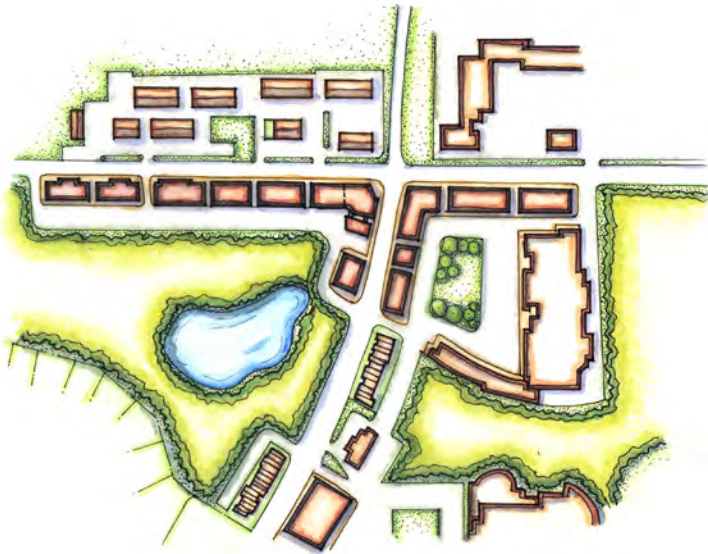
Trash and garbage enclosures must be provided in rear yard areas.

Parking and Circulation

The location and adequacy of off-street parking requirements. Vehicular circulation must take place on site; backing into the street is not allowed.

When possible, parking should be placed in the rear or side of the structure. When parking must be placed in the front of the structure, parking areas should be kept out of the minimum setback if possible and screened from view.

Landscaping must be installed in areas not designated for parking and circulation. Parking areas must have landscaping and be screened from public view



Neighborhood Village Center

Neighborhood Village Centers are places where small-scaled commercial uses, such as a bank, grocery store, drug store, cleaner, and gas station, are arranged in a village-like setting that might include a neighborhood park, pedestrian circulation and public spaces. Thus, a neighborhood village center is envisioned as a compact assortment of convenience-oriented retail stores and services to address the demands of nearby residents in less urbanized parts of the county. From an urban design perspective, sidewalks are important circulation features in Neighborhood Centers, but even more important is the scale of the roads that serve these areas. Given its small scale and emphasis on small stores, a Neighborhood Center would be overwhelmed by wide thoroughfares carrying high-speed traffic and instead should rely on more modestly scaled roadways and tree-lined streets. Adaptive re-use of existing structures and buildings is encouraged as a focal point.

PREDOMINATE LAND USE

Small-scaled grocery stores, bakeries, cafes and small retail shops.

Personal services, such as laundromats, dry cleaners, barber/beauty shops, and video rental.

Professional services such as lawyers, accountants, physicians and dentists

Small churches.

Community services.

CHARACTER AREA GUIDELINES

A neighborhood village center should utilize the “Main Street” feel featuring specialty retail and personal services within a walkable and intimate environment.

SITE DESIGN

Mix of Uses—The use of low intensity office, services, retail, and integrated residential are all part of the integrated village center. Residential use is seen as utilizing vertical portions other parts of the integrated site, and should not occupy more than 20% of the overall village.

Convenience Grocery Stores with gasoline sales or any other business with

gasoline sales should meet the following locational standards, unless specifically approved by the BOC.

- Only one such business within a commercial development;
- No more than two such businesses within a ¼ mile proximity to any 4-way intersection (measured from edge of right-of-way; and

Buildings should be clustered one and two stories and should respect the predominate scale of development in the surrounding area by designing with elements of similar scale and providing a gradual transition to any larger scaled masses proposed.

Building Design—centers of up to 10,000 square feet, featuring small retail, services and professional offices up to 6,000 square feet.

Similarly, urban design elements such as pedestrian lights, consistent signage, and landscaping contribute to the quaint character of Neighborhood Centers and create a sense of place in what may have once been little more than a crossroads.

The use of coordinated and identified elements such as awnings, varying shingle styles or other natural materials, archways and façade landscaping.

Community Village Center

Typically located at the convergence of major transportation corridors, Commercial Village Centers are envisioned, as places where a compatible mixture of higher intensity uses are located, such as larger scaled shopping centers, professional offices and services. Mixed-use developments that combine residential, commercial, service and recreational uses integrated and linked together by a comprehensive circulation system are encouraged in these nodes. Community village centers include shopping and service facilities that offer a wide variety of goods and services, including both convenience goods for neighborhood residents and shopping goods for a market area consisting of several neighborhoods. Whereas someone might live near a neighborhood village center but work outside the county, the commercial village concept includes a variety of housing options, employment opportunities, businesses, office, retail shops, services, well-placed parks, plazas and open spaces that create a community where it is possible to live, work and play. Land use components coexist as part of a collective approach to creating communities that are safe, attractive, and convenient for pedestrians and motorists alike. Natural and historic resources within community village centers should be enhanced and preserved as a means of defining a distinct identity or sense of place. Improved connections to natural assets, both pedestrian and vehicular, particularly from existing and developing higher density residential communities will tie the village together. A Community village center should create a focal point for its surrounding neighbor-hoods.

PREDOMINATE LAND USES

Shopping Centers containing an anchor such as a grocery or large drug store.

Small office complexes such as “office condominiums”, financial institutions with drive-thru facilities, places of worship, full service restaurants and medical/dental clinics.

Small residential component, such as lofts, or residences above ground level office or retail.

Community gathering spaces and institutional uses, such as libraries, churches and community centers.

Entertainment and cultural arts should be a major focus of investment in the village.

CHARACTER AREA DESIGN GUIDELINES

BUILDING DESIGN

Buildings should be designed to conform to architectural standards and oriented in close proximity to each other to facilitate walking instead of driving.

The design of a building that occupies a pad or portion of a building within a planned project or shopping center should share similar design characteristics and design vocabulary. Precise replication is not desirable, instead utilizing similar colors, materials and textures as well as repeating patterns; rhythms and proportions found within the architecture of other buildings in the center can be utilized to achieve unity.

Building Type. It is encouraged that buildings be two level connected spaces and a mix of overall uses.

Taller buildings or portions of a building should be located internally to a site with buildings stepping down in height as they reach the edges of the site that are adjoined by smaller scaled development.

Mix of uses, including integrated residential. The residential portion of the development should not be more than 35% of the overall development and should be totally integrated into the design in materials and circulation matters. Mixed use projects that feature vertical integration (such as ground floor retail with living units above), with an emphasis on greater street presence.

SITE DESIGN

The development of urban public parks, plazas and other open space should be integrated into the overall design.

Community facilities such as schools, branch libraries, and government services, pocket parks and plazas serve as anchors for community village centers and help to create identity.

Outdoor dining areas are encouraged and when part of the development program, should be used to activate plazas, the edges of open space, building frontages and street frontages. Outdoor dining areas should be oriented away from off—site uses that are sensitive to noise or nighttime activity.

ACCESS AND PARKING

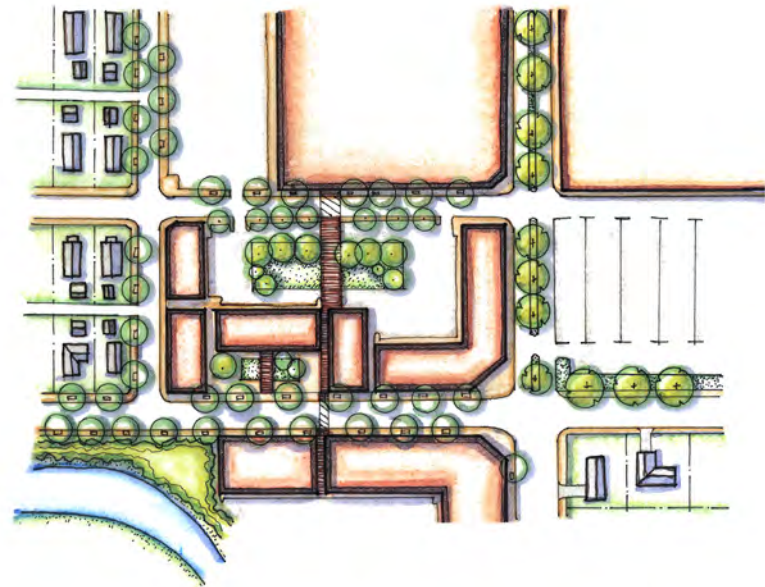
Access is provided through a comprehensive system of streets, sidewalks and greenways that intersect at key locations and connect residential areas to commercial uses.

Parking should be conveniently located with the same pull-right-up, walk-in and walkout convenience of traditional shopping centers, while at the same allowing for the buildings and design features to be in the forefront.

Ground floor pedestrian traffic patterns, compatibility with adjacent street front uses and compatibility with any proposed residential uses or residential uses within the vicinity.

Parking should be located to the rear or sides of the development whenever possible.

Transportation Circulation. Whereas transportation efforts in a neighborhood village center might focus on traffic calming measures along “Main Street,” a community village center presents greater challenges related to coordinating a variety of alternative transportation opportunities.



Mixed Use Corridor

The mixed-use corridor is a special designated corridor to encompass an existing working commercial and light industrial corridor that will be going through transitional use and continued development as transportation improvements are made. Mixed-use developments incorporating commercial and office uses fronting major commercial corridors of the community, and light industrial along the Bankhead Highway Corridor.

This corridor relies on major transportation access, particularly from interstates or major arterials, including rail access. Similarly, the provision of adequate public services in the form of water, sewer, and power are critical to the functionality of these areas. This corridor is intended to create a pleasant, hazard-and-nuisance-free environment and does not create either appreciable nuisance or hazard to other property, individuals, or the public in general. The purpose of this corridor is the creation of an inviting commercial and mixed-use area. "How does my particular building work in the street, and what elements can I add to create an inviting and pleasant environment."

These corridors are envisioned as destinations for expanded interstate trade opportunities, small business opportunities and would accommodate higher densities in order to create a synergy between retail, office, industry, other commercial uses and medium density residential. Development of a wide range of housing choices can be important to ensuring the viability of these corridors. Such a mix would enable people to live in close proximity to their workplace. The intent of the mixed-use corridor designation is to provide a variety of tracts for heavy commercial uses, light industrial and employment uses that are limited to office and business parks, distribution/service, light industrial, high-technology and research, wholesaling companies and similar businesses that have no significant impacts on the environment. When located at the perimeter of a Future Land Use Map Commerce Corridor area, uses that are lower in intensity and scale to ensure minimal impact to adjacent properties is required.

From an urban design standpoint, the most critical element in creating a visually appealing mixed-use corridor is the enforcement of appropriate development standards to ensure adequate site plans and landscaping. Buffers are critical between incompatible uses and guidelines that address signage and lighting will help to mitigate the negative impacts of a high concentration of commercial uses

PRIMARY LAND USES

Light industrial (only within the Bankhead Highway Corridor).

Hotels and mixed residential uses.

Medical and dental offices.

Auto oriented services and repair shops.

Highway type commercial, except for large land consumers such as car dealerships and mini warehouses

CHARACTER AREA GUIDELINES

SITE DESIGN

Mix of Uses: Corridors are suitable for office buildings, research and development, research and development activities, restrictive industrial, warehousing, and light manufacturing which will not have an adverse impact upon the environmental quality of the village. Mixed use projects that feature vertical integration (such as ground floor retail with living units above), with an emphasis on greater street presence.

Make entrances obvious and welcoming. Main entrances should be oriented to the street or internal plaza and pedestrian ways.

Restricted light industrial should be located off of secondary roads or industrial park developments whenever possible.

The number of restaurants with a drive through, car washes, automobile repair/service, or gasoline sales (combined or not combined with another business) is limited in number to a total of one per 10 acres or portions therefore.

Drive through windows, menu boards, equipment and associated stacking lanes should be located to minimize impacts on adjacent residential areas and should be adequately screened from public view and view of adjacent sites.

PARKING, CIRCULATION AND ACCESS

Parking: Decks should be “wrapped” by retail or residential uses”. The providing of parking in an adjoining development manner among owners and developers of adjoining properties should be encouraged.

Roadway & Streetscapes—the use of street trees, landscaped medians and improved lighting for safety and aesthetics.

The parking or storage of trucks, trailers, or containers is prohibited within the minimum front setback.

Accessory, temporary, outdoor storage of retail goods in containers may be considered in limited applications, and only when the following items are addressed:

Landscape setbacks are maintained;

Parking is maintained;

Views are blocked with walls or other acceptable method to the County;

Noise and fire concerns are addressed;

Access is maintained; and

The type of container is acceptable to the County.



Workplace Center

Considered major employment centers utilizing a mixture of commercial, office and some residential uses, these character areas are located primarily along major transportation connections. Corridor housing would provide a customer base for offices, café, restaurants, and retail uses located on the corridor, and also enhance the safety of the corridors by maintaining a continuous population base in a location that is typically unpopulated in the evening hours.

From an urban design standpoint, the most critical element in creating a visually appealing workplace center is the enforcement of appropriate development standards to ensure adequate site plans and landscaping. Buffers are critical between incompatible uses and guidelines that address signage and lighting will help to mitigate the negative impacts of a high concentration of commercial uses. Vast amounts of parking and loading/unloading areas should be screened from view. Where possible the parking areas should be distributed to two or more sides of the business to “visually scale down” the size of the parking lot. Inter-parcel access between sites should be used whenever possible. Grouping or “clustering” of shops with commingled parking, landscaping and pedestrian areas in encouraged

PRIMARY LAND USES

“Showplace” operations such as offices and research facilities, sales and show rooms, medical complexes.

Comprehensive and cohesive unified projects that integrate commercial, office and residential uses.

High rise office buildings.

Retail, dining, personal business and professional services that support the employment base and local residents.

Major Commercial shopping, including department stores and “big box” uses that is integrated into the overall design of the complex.

Warehouse, distribution and wholesaling businesses when transportation facilities are sufficient.

Light industrial uses within planned centers.

Convention hotels, motels.

CHARACTER AREA GUIDELINES

CENTER DESIGN

Workplace centers should be designed as a coordinated whole, and integrated into surrounding character of the center. Office and industrial parks are encouraged.

A sense of entry or arrive must be created at primary entryways into the development. Building placement, landscaping, gates, entry monuments, specialty lighting and other design elements can be used to create this design effect.

Buildings should be designed to conform to architectural standards and oriented in close proximity to each other to facilitate walking instead of driving.

The design of a building that occupies a pad or portion of a building within a planned project or shopping center should share similar design characteristics and design vocabulary. Precise replication is not desirable, instead utilizing similar colors materials and textures as well as repeating patterns, and rhythms and proportions found within the architecture of other buildings in the center can be utilized to achieve unity.

A transition from low buildings at the site perimeter to larger and taller structures on the interior of the site is encouraged.

Use lighting to draw attention to window displays, signs, and store information and buildings architectural details.

Signage should be consistent in scale with other signs within the corridor/center, and that complement a building's architecture.

Pedestrian scaled signs should be used with fonts and colors that are legible.

ACCESS, PARKING AND CIRCULATION

Where parking structures have a strong relationship to the street or other pedestrian areas, the lower level of the structure should be activated with pedestrian related improvements, and storefronts or alternative uses and enhanced landscape treatment to soften the structure. Other sides of parking structures should also be landscaped with increasing intensity the more visible the parking structure is from surrounding uses.

Workplace centers should include pedestrian spaces scaled with respect to the size and demands of the particular use. The space should incorporate landscaping, shaded areas and seating opportunities for customers and employees.

Commerce Center

Under normal circumstances, certain types of industrial uses and major employment generators may place heavy demands on public facilities or cause significant impacts on the environment. The industrial uses allowed within the County are not intended to create such problems or demands. The intent of the Commerce Center is to provide a variety of tracts for industrial and employment uses that are limited to office and business parks, warehouse centers, distribution/service, large scaled commercial, light industrial, high-technology and research, wholesaling companies and similar businesses that have no significant impacts on the environment. Developments using planned development concepts are encouraged, such as business parks, campus settings and commercial/industrial mixed-use projects. When located at the perimeter of a Future Land Use Map Commerce Center area, uses that are lower in intensity and scale to ensure minimal impact to adjacent properties is required. In addition, certain commercial uses such as car dealerships, truck terminals and car washes require careful site planning to minimize curb cuts and reduce the perception of parking as the primary use.

PRIMARY LAND USES:

Highway Commercial” type uses that are integrated into an overall design, such as sales and show rooms, storage garages, car and mobile home dealers.

Large scaled light and general industrial uses, office buildings and parks.

CHARACTER AREA GUIDELINES

RELATED DESIGN TO SITE AND SURROUNDINGS

The building design and landscaping of any new development should be of a high quality and of an appearance that will enhance and be compatible with the character of the surrounding area.

INTERNAL CIRCULATION

All developments should be designed with internal pedestrian circulation patterns. Sidewalks are required and should be identified in the design phase and provided for the design process. These include linkages to individual buildings, neighboring properties and parking. Inter-parcel site access and shared driveways are desirable between similar uses.

Intensive Industrial

This area is established to provide for intensive industrial uses such as landfills, quarries, and other industrial uses that are potential public nuisances, are identified as environmentally hazardous or are potentially dangerous to health, safety or general welfare of the county. These manufacturing and industrial uses impact the surrounding environment differently than other industrial uses due to transportation requirements, waste storage and disposal, and chemical byproducts from production and processing. Such uses require a special consideration in order to be located anywhere in the County.

Other Land Use Categories

Parks/Recreation/Conservation

The Parks/Recreation/Open Space land use classification is for those areas within the County that has been developed for park or recreation use or is designated open space. The recreation and park areas illustrated on the map include neighborhood, community and regional parks, recreation facilities and

golf courses. Not all developed or needed open space areas are indicated on the Future Land Use Plan map. Open space is required in all zoning Master Plans submitted to the County and is required in other developments when necessary to address recreational and aesthetic concerns, or to create a buffer between different land uses, or as required by the Unified Development Code.

Transportation/Communications/Utilities

This category designates existing electric substations, telephone facilities, cable TV, transmission towers and satellite downlink operations in the County. There are no known plans for future locations for such facilities, which will be considered on a case-by-case basis. The category also includes all streets and highways in the County

Public/Institutional

This designation includes sites and facilities in public ownership for such uses as medical, educational, cultural, governmental, administrative and protective services, and cemeteries. Churches, though institutional in character, are not singled out in this category; rather, they are included within the categories of surrounding properties.

Agriculture

Two major farms have been identified in the south end of the county

Forestry

This category has been listed as an potential future land use, although the county does not have any current large timber land use currently, and is not projected to have any in the future.

Vacant

There are no areas are designated to be Vacant on the Future Land Use Plan map. As shown on the Future Land Use Table, the County will be built out by the year 2025. Although some lands may remain vacant and undeveloped by that time, their locations cannot be anticipated.

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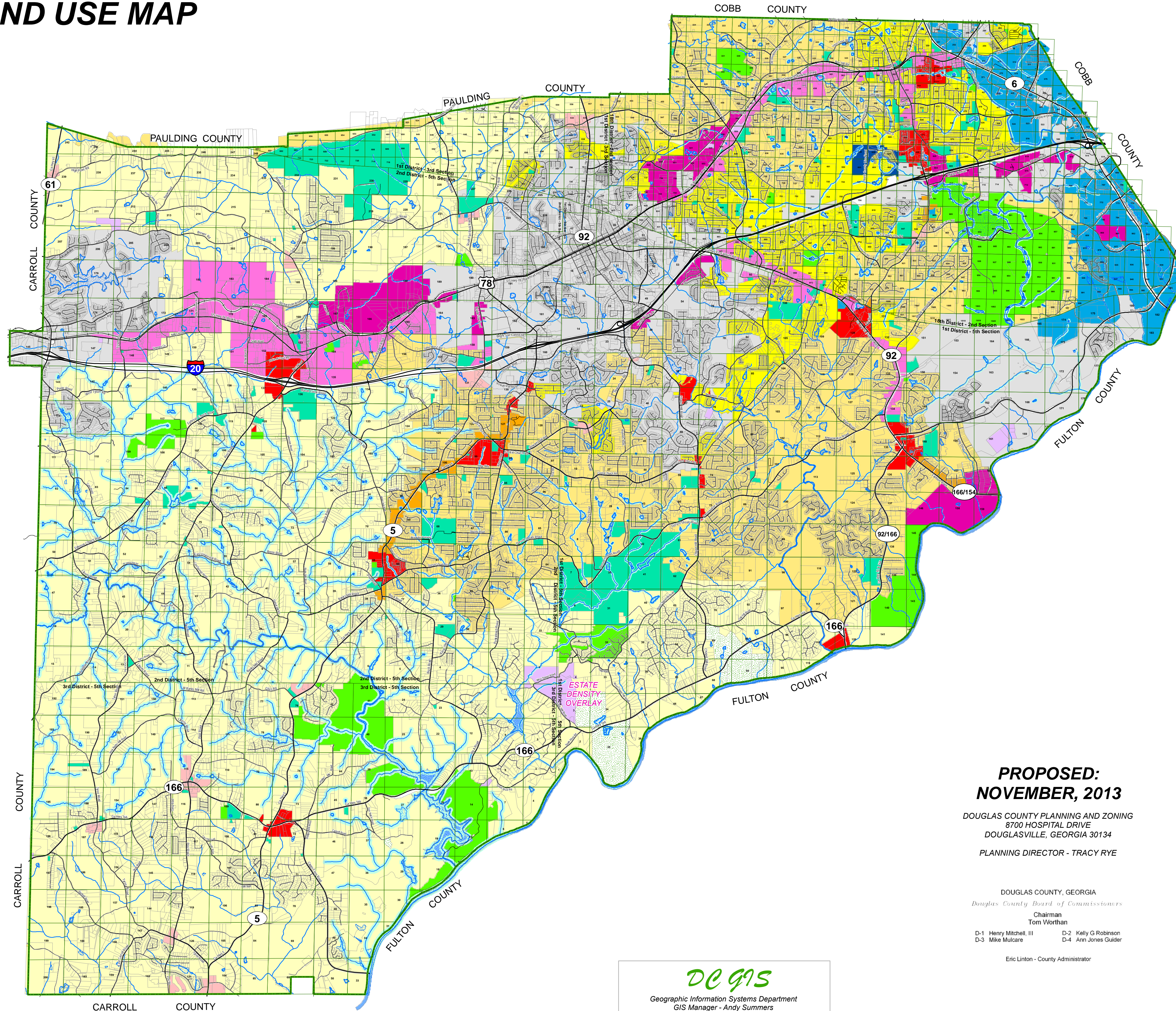
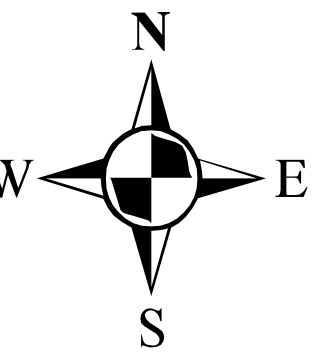
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All Others: Atlanta Regional Commission



DOUGLAS COUNTY FUTURE LAND USE MAP



Legend

- County Boundary
- Landlot
- Railroad
- Parcel
- Street**
 - Minor
 - Major
- Stream/River
- Lake
- Stream Buffer
- Future Land Use**
 - F (Forestry)
 - A (Agricultural)
 - RP (Rural Places)
 - SL (Suburban Living)
 - UR (Urban Residential)
 - TC (Transitional Corridor)
 - NVC (Neighborhood Village Center)
 - CVC (Community Village Center)
 - MUC (Mixed Use Corridor)
 - WC (Workplace Center)
 - CC (Commerce Center)
 - II (Intensive Industrial)
 - TCU (Transportation / Communication / Utilities)
 - PI (Public / Institutional)
 - PRC (Parks / Recreation / Conservation)
 - City
 - ROW
 - Water

**PROPOSED:
NOVEMBER, 2013**

DOUGLAS COUNTY PLANNING AND ZONING
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DOUGLASVILLE, GEORGIA 30134
PLANNING DIRECTOR - TRACY RYE

DOUGLAS COUNTY, GEORGIA
Douglas County Board of Commissioners
Chairman
Tom Werthan
D-1 Henry Mitchell, III D-2 Kelly G. Robinson
D-3 Mike Mulcare D-4 Ann Jones Guider
Eric Linton - County Administrator

DC GIS
Geographic Information Systems Department
GIS Manager - Andy Summers

Map Disclaimer:
The Douglas County Government makes no warranties with respect to the accuracy and completeness of the information on this map. It is provided "as is". Contact the Planning and Zoning Department for questions related to Zoning.



Plot Date: 9/20/2013

Community Work Program 2014-2018

The new Community Work Program (CWP) element of the Comprehensive Plan is intended to be a “to-do list” of the specific projects a community plans to carry out during the next five years to move it towards its vision or to address more immediate needs and opportunities. Over the years, a community may find itself continuing what were once short term projects into the long term future and ultimately turning those short term activities into long term policies and departmental procedures. The following is a list of activities that have become and will continue to be Douglas County policies as development continues into the future.

Natural and Historic Resources Policies

1. Continue to monitor programs to protect flood plains, ground water, wetlands, historic resources and flora and fauna of the County.
2. Continue to maintain development practices that reduce the impact of development on the County’s water resources.
3. Continue to monitor impervious surface within the Dog River and Bear Creek Basins.

Planning and Zoning Policies/Capital Improvements

1. Revisit and Review the CWP and land use plan map for major changes.
2. Monitor development to determine if the goals and objectives of the Comprehensive Plan are being achieved.
3. Revise the Capital Improvements Plan annually as part of the budget process.
4. Continue to coordinate infrastructure provisions, and to incorporate this document into the yearly budget process.
5. Review the CWP yearly at budget time for any adjustments or updates and review the Comprehensive Plan annually for necessary updates.
6. Review Comprehensive Compliance and Character Area Progress to monitor effectiveness

2014-2018 Community Work Program Update – Natural and Historic Resources

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Expand recycling programs	2014, 2015, 2016, 2017, 2018	SWD	N/A	Local
Continue back yard composting demonstrations	2014, 2015, 2016, 2017, 2018	SWD	\$1,500 annually	Landfill Enterprise Fund
Continue recycling education programs	2014, 2015, 2016, 2017, 2018	SWD	\$ 1,000 annually	Landfill Enterprise Fund
Work with the Chattahoochee Hill Country Alliance to continue the development of a multi-county greenway system	2014, 2015, 2016, 2017, 2018	P&Z, Parks & Rec./DCDOT	200,000	Local, Private, SPLOST

2014-2018 Community Work Program – Economic Development

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Continue the tree-planting program within the County along designated corridors.	2014, 2015, 2016, 2017, 2018	Engineering	20,000 yearly	Local
Develop Community Gateway Signs	2014, 2015, 2016, 2017, 2018	P&Z	20,000	Local
Prepare Overlay Districts for Thornton Road, Lee Road and Chapel Hill Road	2015, 2016, 2017	P&Z	5,000 yearly	Local
Develop an economic development plan to target and market appropriate	2014, 2015	Development Authority	75,000	Local

business.				
Develop a Master Plan for Capps Ferry Road	2014	Development Authority	50,000	Development Authority/Local
Industrial Land Acquisition	2014, 2015	Development Authority	100,000	Development Authority
Develop Streetscape Plan for Highway 166	2014	P&Z	N/A	Local/Community Choices Program

2014-2018 Community Work Program Update – Housing

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Implement NSP 1 Program through DCA	2014, 2015, 2016, 2017, 2018	P&Z	400,000/year	Federal/NSP Program Income
Implement NSP 3 Program through DCA	2014, 2015, 2016, 2017, 2018	P&Z	1,6000,000	Federal

2014-2018 Community Work Program Update – Community Facilities – General Gvt

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Continue to institute employee and department training programs	2014, 2015, 2016, 2017, 2018	HR	Based on Departmental Needs	Local

2014-2018 Community Work Program – Community Facilities – Library

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Continue to fund material collections within the libraries to meet current LOS standards and to meet replacement needs	2014, 2015, 2015, 2017, 2018	Library	\$350,000	Local
Create a task force to investigate the feasibility of withdrawing from the West Georgia Regional Library System to form a Douglas	2014	Library	N/A	Local

County Public Library System				
Construct a new 40,000 SF library to serve the residents of SE Douglas County	2015	Library	8,000,000	Bond/Local/State
Create an outreach librarian position to increase promotion of the libraries throughout Douglas County and to serve as liaison between libraries and schools/daycares/community groups.	2014	Library	40,000 annual salary	Local
Renovate Selman Branch and Lithia Springs Branch with updated furniture, additional wiring, additional shelving, paint, and reconfigure office spaces to more effectively and efficiently serve the public	2015	Library	1,000,000	Local
Investigate the introduction of a materials collection agency, Unique Management Services to collect outstanding fines over \$50 and items that have been long overdue	2015	Library	\$10 per patron referred to collections	Local
Develop walking trails behind the Dog River Branch	2015	Library and Parks & Rec.	Unknown	Local

2014-2018 Community Work Program Update – Community Facilities – Solid Waste

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Begin Phase 2 Expansion, Engineering & Development of Cedar Mt. Landfill	2014,2015,2016, 2017, 2018	SWD	Unknown	Landfill Enterprise Fund – General Fund
Consider permitting and construction Inert Landfill	2014, 2015,2016	SWD	Unknown	Landfill Enterprise Fund – General Fund
Consider expansion of MSW Transfer Station	2014, 2015, 2016	SWD	\$400,000	Landfill Enterprise Fund – General Fund
Cedar Mt. Facility Roadway Improvements	2014, 2015, 2016	SWD	\$500,000	Landfill Enterprise Fund – General Fund
Update Comprehensive Solid Waste Plan	2014	SWD	\$25,000	Landfill Enterprise Fund
Participate in the Rolling Hills RC&D	2014,2015,2016, 2017, 2018	SWD	\$1,000 annually	Landfill Enterprise Fund
Expansion of the Field Services Facility re: Heavy Equipment Repair	2014, 2015, 2016	SWD	\$300,000	Landfill Enterprise Fund – General Fund

2014-2018 Community Work Program Update – Community Facilities – Transportation

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Begin the Bomar Rd Connector/Lee Rd Extension Project (Inner Southern Arc)	2014, 2015, 2016, 2017, 2018	DOT	15,000,000	Local, Federal
Traffic Control Center and Advanced Traffic Management System Expansion (SR 92, US 78, Chapel Hill Rd)	2014, 2015	DOT	700,000	Local, Federal

SR 5 Advanced Traffic Management System Expansion	2014, 2015	DOT	870,000	Local, Federal
Continue to coordinate and participate on metro area traffic and air quality on a regional level	2014, 2015, 2016, 2017, 2018	DOT, DCR	N/a	Local
Continue to participate in the Atlanta Regional Commission's Transit Operations Subcommittee	2014, 2015, 2016, 2017, 2018	DOT, DCR	N/a	Local
Chattahoochee Hill Country Trail System Phase 2 (Boundary Waters Park to Sweetwater Creek State Park)	2014, 2015, 2016, 2017, 2018	DOT	12,000,000	Local, Federal
Safe Routes to School sidewalks as provided in the CTP.	2014, 2015, 2016, 2017, 2018	DOT	1,500,000	Local, Federal
Expand ridesharing opportunities and marketing, including continued participation in Commute Connections	2014, 2015, 2016, 2017, 2018	DOT, DCR	500,000	Local
Continue pavement maintenance program	2014, 2015, 2016, 2017, 2018	DOT	Approx \$1.5M annually	Local, State
SR 166/Fairburn Rd/Campbellton Rd Widening Project	2014, 2015, 2016, 2017, 2018	DOT	43,000,000	State, Federal, Local
SR 5 at I-20, Bright Star Rd at I-20, Interchange Modification Re-designation Study	2014, 2015	DOT, City of Douglasville	400,000	Local
SR 92 Relocation, All Phases	2014, 2015, 2016, 2017, 2018	DOT, City of Douglasville	80,000,000	Federal, Local, State
Lee Road Widening Project Construction	2014, 2015, 2016, 2017, 2018	DOT	16,000,000	Federal/ Local/ State
Lee Road Bridge at I-20 West Construction	2014, 2015	DOT	48,000,000	Federal/ Local/ State

Post Road Bridge at Dog River	2016, 2017	DOT	3,500,000	Federal/ State
US 78/SR5/SR8 Bankhead Hwy from Sweetwater Road to Thornton Road	2014, 2015, 2016, 2017, 2018	DOT	14,000,000	Federal/ Local/State
US Hwy 78 at Mann Rd Intersection Improvement Project	2014, 2015	DOT	3,500,000	Federal/ Local/ State
SR 5 at Banks Mill Rd/Pool Rd/Dorsett Shoals Rd Intersection Improvement Project	2014, 2015	DOT	3,000,000	Federal/ Local/ State
Central Church Rd at Yancey Rd Intersection Improvement Project	2015, 2016, 2017, 2018	DOT	1,500,000	Local
Maxham Rd from SR 6 to Tree Terrace Access Management and Operational Improvements Project	2014, 2015	DOT	1,320,000	Local, State
Roadway Shoulder Improvements	2014, 2015, 2016, 2017, 2018	DOT	2,000,000	Local, State
Riverside Pkwy at Old Lower River Rd Intersection Improvement Project	2014	DOT	100,000	Local
Bright Star Rd at Douglas Blvd Intersection Improvement Project	2014, 2015	DOT	150,000	Local
Stewart Mill Rd at Reynolds Rd Intersection Improvement Project	2015, 2016,	DOT	1,000,000	Local, State
Stewart Mill Rd at Yancey Rd Intersection Improvement Project	2014, 2015	DOT	1,200,000	Local, State
SR 166 at SR 92/SR 70 Intersection Improvement Project	2015, 2016,	DOT	3,000,000	Local, State, Federal
Dorris Rd/Bakers Bridge Rd at Sweetwater Church Rd Intersection Improvement Project	2017, 2018	DOT, Paulding County DOT	1,500,000	Local, State

Dorris Rd at Cedar Mtn Rd Intersection Improvement Project	2015, 2016,	DOT, Private	500,000	Local, Private
Bright Star Rd at Cowan Mill Rd Intersection Improvement Project	2015, 2016,	DOT	1,500,000	Local
SR 166 at Post Rd Intersection Improvement Project	2015, 2016,	DOT	5,000,000	Local, State, Federal
Vulcan Dr at Groovers Lake Rd Intersection Improvement Project	2015, 2016,	DOT	800,000	Local
Six Flags Dr at Factory Shoals Rd Intersection Improvement Project	2015, 2016,	DOT	800,000	Local
East County Line Rd at North County Line Rd Intersection Improvement Project	2015, 2016,	DOT	1,000,000	Local
Kings Hwy at Yeager Rd Intersection Improvement Project	2015, 2016,	DOT	1,000,000	Local
SR 6 (Thornton Rd) Traffic flow Improvements	2014, 2015, 2016	DOT	1,845,000	Federal, Local
Sweetwater Rd at US 78 / Ben Hill Rd/ Temple St	2014, 2015	DOT	500,000	Local, State
US 78 at Burnt Hickory Rd	2014, 2015, 2016	DOT	1,200,000	Local, State
Skyview Dr at Mt Vernon Rd	2015, 2016	DOT	200,000	Local
Mt Vernon Rd at Blair's Bridge Rd / Monier Ave	2015, 2016	DOT	750,000	Local
SR 92 at Annewakee Rd	2014	DOT	150,000	Local
South Chapel Hill Rd Operational and Safety Improvements	2015, 2016	DOT	2,800,000	Local
Kings Hwy at Dorsett Shoals Rd	2014, 2015	DOT	1,200,000	Local
SR 5 at Central Church Rd	2014, 2015	DOT	350,000	Local
SR 5 at Alexander Pkwy	2016, 2017	DOT	1,000,000	Local, State

Central Church Rd at Reynolds Rd	2017, 2018	DOT	800,000	Local
Bright Star Rd at John West Rd	2017, 2018	DOT	500,000	Local
SR 5 at Berea Rd	2017, 2018	DOT	800,000	Local, State
Central Church Rd at Stewart Mill Rd	2015, 2016	DOT	800,000	Local

2014-2018 Community Work Program Update – Community Facilities – Recreation and Open Space

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Identify “neighborhood,” “community” and “regional parkland as identified in the Park & Recreation Master Plan	2014, 2015, 2016, 2017, 2018	Parks and Rec	Unknown	Unknown due to local budgeting constraints

2014-2018 Community Work Program Update – Community Facilities – Public Safety- Fire/EMS

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Fire Station Construction	2016	FIRE/EMS	\$2,000,000	Unknown
Complete Renovation of Fire Station 5	2013,2014	FIRE/EMS	\$100,000	SPLOST
Replace 4 Ambulances	2014,2015,2016,2017	FIRE/ EMS	\$1,000,000	Unknown
Replace 3 Engines and 1 Ladder Truck	2014, 2015, 2016, 2017	FIRE/EMS	\$3,000,000	Unknown
Personnel Protective Equipment	2014, 2016	FIRE/EMS	\$1,000,000	Unknown

2014-2018 Community Work Program Update – Planning and Zoning

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Initiate the 5 th Year Comprehensive Plan Update/Review	2018	P&Z	Up to 50,000	Local
Develop Hwy 92 LCI Implementation Plan	2015	P&Z	100,000	Local/ARC

Pursue installation of Hwy 92 Multi-Purpose Trail	2015	P&Z/DOT	3,000,000	Local/State/Federal
Develop Corridor Management Plan for the South Douglas Scenic Byway	2015	P&Z	5,000	Local/Community Choices Program

*Note on funding sources: Where identified less specifically, funding sources noted as Local generally mean General Fund or other appropriate funding mechanisms as identified by the local governing body. State and Federal funding will be identified from general appropriations when appropriate, grants and other specialized funding when available.

2009-2013 Short Term Work Program Update – Natural and Historic Resources

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Continue to monitor programs to protect flood plains, ground water, wetlands, historic resources and flora and fauna of the County	2009, 2010, 2011, 2012, 2013	Engineering	N/a	Local
Continue to maintain development practices that reduce the impact of development on the County's water resources.	2009, 2010, 2011, 2012, 2013	Engineering	N/a	Local
Expand recycling programs and drop off locations to continue to reduce the solid waste stream	2009, 2010, 2011, 2012, 2013	SWD	N/a	Local
Continue back yard composting demonstrations at the landfill	2009, 2010, 2011, 2012, 2013	SWD	N/a	Local
Continue solid waste/recycling education programs in public schools	2009, 2010, 2011, 2012, 2013	SWD	N/a	Local
Work with the Chattahoochee Hill Country Alliance to development a multi-county greenway system	2009, 2010, 2011, 2012, 2013	P&Z, Parks & Rec.	200,000	Local, Private, SPLOST
Continue to monitor impervious	2009, 2010, 2011, 2012, 2013	P&Z, WSA	N/a	Local

surface within the Dog River And Bear Creek Basins				
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Report of Accomplishments 2009-2013 – Natural and Historic Resources

Activity	Status	Explanation
Continue to monitor programs to protect flood plains, ground water, wetlands, historic resources and flora and fauna of the County	On going	Monitored via development process, inspections and complaints from citizens.
Continue to maintain development practices that reduce the impact of development on the County's water resources.	On going	Included in the development process
Expand recycling programs and drop off locations to continue to reduce the solid waste stream	Ongoing	Department has increased # of recyclable categories to 25. Have EPD minor mod submitted for MRF.
Continue back yard composting demonstrations at the landfill	Ongoing	Department provides information and demonstrations as requested
Continue solid waste/recycling education programs in public schools	Ongoing	Department provides a minimum of 4 education programs annually + as requested
Work with the Chattahoochee Hill Country Alliance to development a multi-county greenway system	Ongoing	Initial segment complete and opened to the public on 5/10/13
Continue to monitor impervious surface within the Dog River And Bear Creek Basins	Ongoing	Continue to monitor through the building permit process

2009-2013 Short Term Work Program Update – Economic Development

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Investigate the development of a tree-planting program within the County along designated corridors.	2009, 2010, 2011, 2012, 2013	Engineering	20,000 yearly	Local
Develop Community Gateway Signs	2009, 2010, 2011, 2012, 2013	P&Z	20,000	Local
Study streetscape plans for various corridors within the County	2009, 2010, 2011, 2012, 2013	P&Z	50,000 yearly	Local
Establish a merchants association for the Thornton Road and Bank head Highway Corridors	2011	P&Z	N/a	Local
Apply for an LCI corridor grant for South Sweetwater Road	2010	P&Z	100,000	Local, LCI
Investigate setting up a CID for the Thornton Road and Bank Head Highway Corridors	2011	P&Z	50,000	Local
Develop an economic development plan to target and market appropriate business.	2010	Development Authority	75,000	Local

Report of Accomplishments 2009-2013 – Economic Development

Activity	Status	Explanation
Investigate the development of a tree-planting program within the County along designated corridors.	On going	The established tree fund pays for the purchase and installation of trees on public property at various locations
Develop Community Gateway Signs	Postponed	This project has been postponed to the next planning period due to local budget constraints
Study streetscape plans for various corridors within the County	Completed for most major and ongoing for three additional corridors	This project was completed for Bankhead Highway, Post Road, Fairburn Road, and Highway 5 and additional corridors will be completed in the next planning period
Establish a merchants association for the Thornton Road and Bank head Highway Corridors	No longer needed	Project was considered but it has been determined that it is not needed
Apply for an LCI corridor grant for South Sweetwater Road	No longer undertaking	LCI rules changed making this proposal less feasible
Investigate setting up a CID for the Thornton Road and Bank Head Highway Corridors	Completed	After meeting with local business representatives it was determined this project was not needed
Develop an economic development plan to target and market appropriate business.	Not yet started, will complete in next planning period	Pending negotiations with City of Douglasville

2009-2013 Short Term Work Program Update – Housing

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Assessment of available senior housing options	2009	P&Z	N/A	Local/ARC
Development of a senior housing ordinance	2009, 2010	P&Z	N/A	Local/ARC
Implement appropriate housing programs.	2009, 2010, 2011, 2012, 2013	P&Z	N/a	Local
Implement NSP Program through DCA	2009, 2010, 2011	P&Z	3,900,000	Federal

Report of Accomplishments 2009-2013 – Housing

Activity	Status	Explanation
Assessment of available senior housing options	Completed	Met with local area senior citizens and it was determined that they are satisfied with local housing options
Development of a senior housing ordinance	No longer pursuing	Meeting with local area seniors determined that a senior housing ordinance is not needed at this time
Implement appropriate housing programs.	No longer pursuing	Due to the housing market crash and current availability of housing stock, additional programs are not currently necessary
Implement NSP Program through DCA	Completed and ongoing	NSP 1 continues through program income; NSP 3 continues through 2014 with \$1,600,000

2009-2013 Short Term Work Program Update – Community Facilities – General Gvt

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Continue to institute employee and department training programs	2009, 2010, 2011, 2012, 2013	HR	N/A	Local

Report of Accomplishments 2009-2013 – Community Facilities – General Gvt

Activity	Status	Explanation
Continue to institute employee and department training programs	Completed and on-going	Training is accomplished based on departmental needs and budgets

2009-2013 Short Term Work Program Update – Community Facilities – Library

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Continue to fund material collections within the libraries to meet current LOS standards and to meet replacement needs	2009, 2010, 2011, 2012, 2013	Library	N/A	Local
Create a task force to investigate the feasibility of withdrawing from the West Georgia Regional Library System to form a Douglas County Public Library System	2012	Library	N/A	Local
Construct a new 15,000 SF library to serve the residents of south Douglas County	2011	Library	4,000,000	Local/State

Report of Accomplishments 2009-2013 – Community Facilities – Library

Activity	Status	Explanation
Continue to fund material collections within the libraries to meet current LOS standards and to meet replacement needs	Ongoing	Funding should continue at the current rate of increase in order to continue library success at meeting patron needs
Create a task force to investigate the feasibility of withdrawing from the West Georgia Regional Library System to form a Douglas County Public Library System	Postponed	Due to recent deep budget cuts at the State level, it is not feasible to undertake further exploration at this time. Douglas County would need to create a minimum of five highly-skilled positions that would not be funded by the State Library. Additionally, there is currently not enough available space at any of the current library branches to house a new Regional Library staff or its operations.
Construct a new 15,000 SF library to serve the residents of south Douglas County	Completed	The Dog River Public Library opened on November 5, 2011.

2009-2013 Short Term Work Program Update – Community Facilities – Solid Waste

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Update the Comprehensive Solid Waste Plan	2009	SWD	25,000	Local
Continue programs that reduce the solid waste stream, such as the vegetative waste chipping operations, donation sites and recycling programs.	2009, 2010, 2011, 2012, 2013	SWD	100,000	Local
Continue solid waste/recycling education programs	2009, 2010, 2011, 2012, 2013	SWD	N/a	Local
Participate in the Rolling Hills RC&D	2009, 2010, 2011, 2012, 2013	SWD	N/a	Local

Report of Accomplishments 2009-2013 – Community Facilities – Solid Waste

Activity	Status	Explanation
Update the Comprehensive Solid Waste Plan	Complete	By Consultant
Continue programs that reduce the solid waste stream, such as the vegetative waste chipping operations, donation sites and recycling programs.	Ongoing	Have minor mod submitted to EPD for MRF. Continually seeking items to be diverted from waste stream re: recycling
Continue solid waste/recycling education programs	Ongoing	Maintaining a minimum of 4 education programs annually.
Participate in the Rolling Hills RC&D	Ongoing	Reduced participation due to time and budget constraints

2009-2013 Short Term Work Program Update – Community Facilities – Transportation

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Begin the Bomar Rd Connector/Lee Rd Extension Project Alignment and Environmental Analysis (Inner Southern Arc)	2009, 2010, 2011, 2012, 2013	DOT		Local, Federal
Traffic Control Center/Advanced Traffic Management System	2009, 2010, 2011, 2012, 2013	DOT	100,000	Local, Federal
Advanced Traffic Management System	2009, 2010, 2011, 2012, 2013	DOT	250,000	Local, Federal
Adaptive Traffic Signal Pilot Program	2012, 2013	DOT, City of Douglasville	500,000	Local, Federal
Continue to coordinate and participate on metro area traffic and air quality on a regional level	2009, 2010, 2011, 2012, 2013	DOT, DCR	\$10,000 Annually	Local
Continue to participate in the Atlanta Regional Commission's Transit Operations Subcommittee	2009, 2010, 2011, 2012, 2013	DOT, DCR	N/a	Local
Chattahoochee Hill Country Trail System – Pilot Project	2009, 2010, 2011, 2012, 2013	DOT,	625,000	Local, Federal
Retrofit sidewalks as provided in the CTP. Plan is in progress.	2009, 2010, 2011, 2012, 2013	DOT	1,500,000	Local, Federal
Expand ridesharing opportunities and marketing, including continued participation in Commute Connections	2004, 2005, 2006, 2007, 2008	DOT, DCR	500,000	Local
Continue pavement maintenance program	2009, 2010, 2011, 2012, 2013	DOT	Approx \$1.5M annually	Local, State
SR 166/Fairburn Rd/Campbellton Rd Widening Project	2013	DOT	43,000,000	State, Federal, Local
SR 5 at I-20, Bright Star Rd at I-20, Interchange Modification Re-designation Study	2011, 2012	DOT, City of Douglasville	200,000	Local
SR 92 Relocation, All Phases	2009, 2010, 2011, 2012, 2013	DOT, City of Douglasville	80,000,000	Federal, Local, State
Durelee Lane	2009	DOT	2,300,000	Federal, Local,

Construction				State
Lee Road Widening Project Construction	2011, 2012,	DOT	16,000,000	Federal/ Local/ State
Lee Road Bridge at I-20 West Construction	2010, 2011	DOT	48,000,000	Federal/ Local/ State
Post Road Bridge at Dog River	2011, 2012, 2013	DOT	3,500,000	Federal/ State
Mason Creek Rd Bridge Construction	2011	DOT	2,500,000	Local, State
West Tyson Road Bridge	2013	DOT	1,500,000	Local, State
US 78/SR5/SR8 Bankhead Hwy from Sweetwater Road to Thornton Road	2010, 2011, 2012, 2013	DOT	14,000,000	Federal/ Local/State
SR 5 at Douglas Blvd Interim Intersection Improvement Project	2012, 2013	DOT, City of Douglasville	5,000,000	Federal/ Local/State
US Hwy 78 at Mann Rd Intersection Improvement Project	2009, 2010, 2011, 2012, 2013	DOT	3,500,000	Federal/ Local/ State
SR 5 at Banks Mill Rd/Pool Rd/Dorsett Shoals Rd Intersection Improvement Project	2010, 2011, 2012, 2013	DOT	3,000,000	Federal/ Local/ State
Pope Rd at Bomar Rd Intersection Concept Analysis Project	2010, 2011, 2012, 2013	DOT	25,000	Local
Post Rd at Mason Creek Rd Intersection Improvement Project	2009, 2010	DOT	500,000	Local
Central Church Rd at Yancey Rd Intersection Improvement Project	2012, 2013	DOT	1,500,000	Local
Maxham Rd from SR 6 to Tree Terrace Access Management and Operational Improvements Project	2012, 2013	DOT	3,500,000	Local, State
Roadway Shoulder Improvements	2009, 2010, 2011, 2012, 2013	DOT	2,000,000	Local, State
Post Rd at Ephesus Church Rd Intersection Improvement Project	2009	DOT	150,000	Local, State
Sweetwater Rd at Jr High Drive/Skyview Dr Intersection Improvement Project	2009	DOT	200,000	Local, State
I-20 Westbound Ramps at	2010	DOT, City of	750,000	Local, State

Liberty Rd Intersection Improvement Project		Villa Rica		
Riverside Pkwy at Old Lower River Rd Intersection Improvement Project	2011	DOT	100,000	Local
Bright Star Rd at Douglas Blvd Intersection Improvement Project	2011	DOT	150,000	Local
Anneewakee Rd at James St/White St Intersection Improvement Project	2010	DOT	200,000	Local
Douglas Blvd at Stewart Pkwy Traffic Signal	2009	DOT	115,000	Local, Federal
Stewart Mill Rd at Reynolds Rd Intersection Improvement Project	2009	DOT	1,000,000	Local, State
Stewart Mill Rd at Yancey Rd Intersection Improvement Project	2009	DOT	1,200,000	Local, State
Central Church Rd at Kings Hwy Intersection Improvement Project	2009	DOT	1,200,000	Local, State, Federal
SR 166 at SR 92/SR 70 Intersection Improvement Project	2012	DOT	3,000,000	Local, State, Federal
Dorris Rd/Bakers Bridge Rd at Sweetwater Church Rd Intersection Improvement Project	2012, 2013	DOT, Paulding County DOT	1,500,000	Local, State
Dorris Rd at Cedar Mtn Rd Intersection Improvement Project	2010, 2011	DOT, Private	500,000	Local, Private
Bright Star Rd at Cowan Mill Rd Intersection Improvement Project	2011, 2012	DOT	1,500,000	Local, State
SR 166 at Post Rd Intersection Improvement Project	2011, 2012	DOT	3,000,000	Local, State, Federal
Vulcan Dr at Groovers Lake Rd Intersection Improvement Project	2012, 2013	DOT	800,000	Local
Six Flags Dr at Factory Shoals Rd Intersection Improvement Project	2011, 2012	DOT	800,000	Local
East County Line Rd at North County Line Rd Intersection Improvement Project	2012, 2013	DOT	1,000,000	Local
Kings Hwy at Yeager Rd	2013	DOT	1,000,000	Local

Intersection Improvement Project				
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Report of Accomplishments 2009-2013 – Community Facilities – Transportation

Activity	Status	Explanation
Begin the Bomar Rd Connector/Lee Rd Extension Project Alignment and Environmental Analysis (Inner Southern Arc)	Ongoing	Alignment, environmental screening, and conceptual layout complete. Pending funding availabilities, full environmental analysis and preliminary design efforts will continue.
Traffic Control Center	First phase complete	Initial TCC implemented in November 2011 and connected to 22 signals
Advanced Traffic Management System	Initial corridors complete	Chapel Hill Rd, Hospital Dr, Douglas Blvd connected to TCC.
Adaptive Traffic Signal Pilot Program	Postponed	Further evaluations needed to determine if adaptive technology is feasible and best option. Traffic responsive technologies are being pursued with current ATMS projects.
Continue to coordinate and participate on metro area traffic and air quality on a regional level	Ongoing	Continue to attend all TAQC and regional agency meetings and play an active role in regional mobility solutions
Continue to participate in the Atlanta Regional Commission's Transit Operations Subcommittee	Ongoing	Multimodal division manager and representative continues to attend all regional multimodal agency meetings and play an active role in regional multimodal solutions
Chattahoochee Hill Country Trail System – Pilot Project	Completed	Project construction completed May 2013
Retrofit sidewalks as provided in the CTP. Plan is in progress.	Ongoing	Two safe routes to school projects have been implemented; Jr High Dr and Coursey Lake Rd
Expand ridesharing opportunities and marketing, including continued participation in Commute Connections	Ongoing	Program has been integrated to online software allowing direct outreach opportunities. Also, have added online payments.
Continue pavement maintenance program	Ongoing	Each year, the County pursues State funding assistance and resurfaces approximately 13 miles of roadway.

SR 166/Fairburn Rd/Campbellton Rd Widening Project	Postponed	Lack of funding
SR 5 at I-20, Bright Star Rd at I-20, Interchange Modification Re-designation Study	Ongoing	Project is in TIP and programmed for FY 2014
SR 92 Relocation, All Phases	Underway	Project is set for FY 2015 construction. Design and Right of Way acquisition activities continue.
Durelee Lane Construction	Completed	Project construction completed in 2012
Lee Road Widening Project Construction	Underway	Right of way acquisition and final design activities continue. Project is set for construction to begin in FY 2015
Lee Road Bridge at I-20 West Construction	Underway	Project construction began in February 2013 with completion set for October 2015
Post Road Bridge at Dog River	Postponed	Lack of funding
Mason Creek Rd Bridge Construction	Completed	Construction completed in 2012
West Tyson Road Bridge	Deleted	Board of Commissioners authorized the closure and removal of this bridge in 2012
US 78/SR5/SR8 Bankhead Hwy from Sweetwater Road to Thornton Road	Postponed	Lack of funding
SR 5 at Douglas Blvd Interim Intersection Improvement Project	Postponed	Project scope and improvements to be determined from I-20 at SR 5 interchange modification/re-design study
US Hwy 78 at Mann Rd Intersection Improvement Project	Underway	Preliminary design activities underway and project is expected to be constructed in February 2014
SR 5 at Banks Mill Rd/Pool Rd/Dorsett Shoals Rd Intersection Improvement Project	Underway	Project concept and preliminary design underway. Project is expected to begin construction in 2015
Pope Rd at Bomar Rd Intersection Concept Analysis Project	Deleted	This project has been incorporated into the Lee Rd / Bomar Rd extension project.
Post Rd at Mason Creek Rd Intersection Improvement Project	Completed	Project construction completed in 2011

Central Church Rd at Yancey Rd Intersection Improvement Project	Postponed	Lack of funding
Maxham Rd from SR 6 to Tree Terrace Access Management and Operational Improvements Project	Underway	Programmed in TIP. Project design to begin in FY 2013 and construction to begin in FY 2015
Roadway Shoulder Improvements	Ongoing	Each year the Department pursues funding opportunities to improve shoulder recovery areas and eliminate shoulder drop offs. Currently, the department is pursuing off-system safety funds through the State DOT to improve additional roadways.
Post Rd at Ephesus Church Rd Intersection Improvement Project	Completed	Project construction completed in 2010
Sweetwater Rd at Jr High Drive/Skyview Dr Intersection Improvement Project	Completed	Project construction completed in 2009
I-20 Westbound Ramps at Liberty Rd Intersection Improvement Project	Completed	Project construction completed in 2011
Riverside Pkwy at Old Lower River Rd Intersection Improvement Project	Postponed	Lack of funding
Bright Star Rd at Douglas Blvd Intersection Improvement Project	Postponed	Lack of funding
Anneewakee Rd at James St/White St Intersection Improvement Project	Completed	Project construction completed in 2011
Douglas Blvd at Stewart Pkwy Traffic Signal	Completed	Project construction completed in 2010
Stewart Mill Rd at Reynolds Rd Intersection Improvement Project	Postponed	Lack of funding
Stewart Mill Rd at Yancey Rd Intersection Improvement Project	Postponed	Lack of funding
Central Church Rd at Kings Hwy Intersection Improvement Project	Completed	Project construction completed in 2010
SR 166 at SR 92/SR 70 Intersection Improvement Project	Underway	Project is in conceptual design phase.
Dorris Rd/Bakers Bridge Rd at Sweetwater Church Rd	Interim project with signalization complete. Full	Full project improvement delayed to lack of funding

Intersection Improvement Project	intersection improvement project delayed	
Dorris Rd at Cedar Mtn Rd Intersection Improvement Project	Postponed	Lack of funding
Bright Star Rd at Cowan Mill Rd Intersection Improvement Project	Postponed	Lack of funding
SR 166 at Post Rd Intersection Improvement Project	Postponed	Lack of funding
Vulcan Dr at Groovers Lake Rd Intersection Improvement Project	Postponed	Lack of funding
Six Flags Dr at Factory Shoals Rd Intersection Improvement Project	Postponed	Lack of funding
East County Line Rd at North County Line Rd Intersection Improvement Project	Postponed	Lack of funding
Kings Hwy at Yeager Rd Intersection Improvement Project	Postponed	Lack of funding

2009-2013 Short Term Work Program Update – Community Facilities – Recreation and Open Space

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Purchase identified “neighborhood,” “community” and “regional parkland as identified in the Park & Recreation Master Plan	2009, 2010, 2011, 2012, 2013	Parks and Rec	TBD	Local, SPLOST
Inspect and replace where necessary wooden poles more than 20” countywide.	2009, 2010, 2011,	Parks and Rec	100,000	Local

Report of Accomplishments 2009-2013 – Community Facilities – Recreation and Open Space

Activity	Status	Explanation
Purchase identified “neighborhood,” “community” and “regional parkland as identified in the Park & Recreation Master Plan	Delayed and ongoing	Continue to identify possible park properties, however, no purchases are being made at this time due to lack of local funding.
Inspect and replace where necessary wooden poles more than 20” countywide.	Ongoing	Continue to replace old wooden poles with concrete and metal poles.

2009-2013 Short Term Work Program Update – Community Facilities – Public Safety

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Construct a new fire station	2012	Fire Department	800,000	SPLOST
Complete construction on a new Fire Training Center	2011	Fire Department	100,000	SPLOST
Fire Station Renovation	2009, 2010, 2011, 2012, 2013	Fire Department	50,000	SPLOST
Renovate Administration Building	2011	Fire Department	50,000	SPLOST
Heavy Vehicle Replacement	2010, 2011, 2012	Fire Department	500,000	SPLOST

Report of Accomplishments 2009-2013 – Community Facilities – Public Safety

Activity	Status	Explanation
Construct a new fire station	Land purchased, Architectural Drawings Complete	Not enough money left to build, equip and staff.
Complete construction on a new Fire Training Center	Project Complete	SPLOST Funded
Fire Station Renovation	All except Station 5 complete	SPLOST funds available to complete in 2013. Had to wait for FD Admin. offices to move out.
Renovate Administration Building	Completed move into Blake Gammill Building in April 2013	SPLOST Funded
Heavy Vehicle Replacement	Complete	SPLOST approved heavy vehicle replacement complete

2009-2013 Short Term Work Program Update – Planning and Zoning

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Revisit and Review the STWP and land use plan map for major changes	2012	P&Z	N/A	Local
Develop the Lithia Springs Community Village Center Study	2011, 2012	P&Z	80,000	Local, ARC
Develop the Thornton Road Overlay. Investigate potential tools to encourage redevelopment	2010	P&Z	N/A	Local
Monitor development to determine if the goals and objectives of the Comprehensive Plan are being achieved.	2009, 2010, 2011, 2012, 2013	P&Z	N/A	Local
Revise the Capital Improvements Plan annually as part of the budget process	2009, 2010, 2011, 2012, 2013	Capital Project Dep., Finance	N/A	Local
Continue to coordinate infrastructure provisions, and to incorporate this document into the yearly budget process.	2009, 2010, 2011, 2012, 2013	P&Z	N/A	Local
Compile a yearly report of Future Land Use Plan Map changes for Planning Commission and BOC review. Amend plan as necessary.	2009, 2010, 2011, 2012, 2013	P&Z	N/A	Local
Review the STWP yearly at budget time for any adjustments or updates.	2009, 2010, 2011, 2012, 2013	P&Z	N/A	Local
Review Comprehensive Compliance and Character Area Progress to monitor effectiveness	2011	P&Z	N/A	Local
Initiate the 10 th Year Comprehensive Plan Update	2011, 2012	P&Z	N/A	Local
Develop Hwy 92 LCI Implementation Plan	2010	P&Z	100,000	Local/ARC
Conduct Hwy 92 Transportation Feasibility Analysis	2009	P&Z	63,000	Local/ARC

Participate in ULI Urban Marketplace for Hwy 92 LCI	2009, 2010	P&Z	5,000	Local
Pursue installation of Hwy 92 Multi-Purpose Trail	2010	P&Z/DOT		Local/State/Federal
Develop Corridor Management Plan for the South Douglas Scenic Byway	2010, 2011	P&Z	75,000	Local

Report of Accomplishments 2009-2013 – Planning and Zoning

Activity	Status	Explanation
Revisit and Review the STWP and land use plan map for major changes	Ongoing and currently underway	Reviewed annually and as part of the 10 year update process
Develop the Lithia Springs Community Village Center Study	No longer pursuing	Changes to LCI program and budgetary constraints on matching funding have made the project not feasible in the foreseeable future
Develop the Thornton Road Overlay. Investigate potential tools to encourage redevelopment	Change of direction	The County pursued the development of an Urban Redevelopment Area and Opportunity Zone designation for the area in 2012-2013
Monitor development to determine if the goals and objectives of the Comprehensive Plan are being achieved.	Ongoing	Annual process
Revise the Capital Improvements Plan annually as part of the budget process	Ongoing	Reviewed annually
Continue to coordinate infrastructure provisions, and to incorporate this document into the yearly budget process.	Ongoing	Continue as part of the plan review process
Compile a yearly report of Future Land Use Plan Map changes for Planning Commission and BOC review. Amend plan as necessary.	Ongoing	Part of the annual planning process
Review the STWP yearly at budget time for any adjustments or updates.	Ongoing	Part of the annual planning and budgeting process
Review Comprehensive Compliance and Character	Ongoing	Part of the annual planning process

Area Progress to monitor effectiveness		
Initiate the 10 th Year Comprehensive Plan Update	Underway	Required completion in 2013
Develop Hwy 92 LCI Implementation Plan	Deferred	Due to local budget constraints, the project is deferred to the next planning period
Conduct Hwy 92 Transportation Feasibility Analysis	Completed 2009	Projects identified and prioritized
Participate in ULI Urban Marketplace for Hwy 92 LCI	No longer undertaking	Due to a change in the market conditions, currently not undertaking this project
Pursue installation of Hwy 92 Multi-Purpose Trail	Project deferred	Project was pursued in 2011 but did not receive funding, project deferred to the next planning period if funds are available for pursuit
Develop Corridor Management Plan for the South Douglas Scenic Byway	Project deferred	Due to tight budget constraints at the local level the project is deferred until the next planning period

2009-2013 Short Term Work Program Update – GIS

Activity	Years	Responsible Party	Cost Estimate	Funding Source
Obtain a new Soil Survey by USDA and digitize the soil maps		GIS	N/A	Local, State
Add fields to road network layer including, speed limits, ROW and pavement type.		GIS	See CTP	Local

REPORT OF ACCOMPLISHMENTS 2009-2013 - GIS

Activity	Status	Explanation
Obtain a new Soil Survey by USDA and digitize the soil maps	Completed	
Add fields to road network layer including, speed limits, ROW and pavement type.	Completed	

RESOLUTION OF ADOPTION

WHEREAS, the Georgia Planning Act of 1989 authorizes local governments throughout the State to prepare Comprehensive Plans to be used in guiding their future growth and development;

WHEREAS, Douglas County, GA, has completed a 10th Year Update to the Comprehensive Plan of 2004 that covers the years 2014-2035, said plan being more fully entitled *The 2013 Comprehensive Plan of Douglas County, Georgia*, was prepared in accordance with the Minimum Standards and Procedures for Local Comprehensive Planning, and

WHEREAS, the Minimum Standards and Procedures for Local Comprehensive Planning require that certain minimum public participation and other procedural requirements be met as part of updating local Comprehensive Plan, and

WHEREAS, preparation of this Plan requires public participation, including 2 required public hearings, and a public comment period, and

WHEREAS, Douglas County has met all of the required procedures for the 10th year update of the Comprehensive Plan in accordance with the procedures outlined in the Minimum Standards and Procedures for Local Comprehensive Planning, and

WHEREAS, Georgia Department of Community Affairs and the Atlanta Regional Commission have certified that the Minimum Standards and Procedures for Local Comprehensive Planning have been met or exceeded in preparing this 10th year update to the Comprehensive Plan,

THEREFORE BE IT RESOLVED, that the Board of Commissioners of Douglas County does hereby adopt *The 2013 Comprehensive Plan of Douglas County, Georgia*.

Resolved this 5th day of November, 2013


TOM WORTHAN, CHAIRMAN


HENRY MITCHELL III, DISTRICT 1

ABSENT
KELLY ROBINSON, DISTRICT 2


MICHAEL MULCARE, DISTRICT 3
VICE CHAIRMAN


ANN JONES GUIDER, DISTRICT 4

Attest:

LISA WATSON, COUNTY CLERK