

**Douglas County  
Urban Redevelopment Plan  
Thornton Road and Bankhead Highway**

## **I. INTRODUCTION**

Douglas County (the “**County**”) was created in 1870 from portions of Cobb, Campbell and Carroll Counties. Located in the Atlanta Region, it has been designated as part of the Atlanta-Sandy Springs-Marietta, GA Metropolitan Statistical Area by the US Census Bureau. Douglas County contains approximately 200 square miles of predominantly rural, yet vastly increasing suburban/urban landscape. Douglas County’s urban population consists of three municipalities: Austell, Douglasville, and Villa Rica. The largest of the municipalities and the only one wholly contained in Douglas County is Douglasville with a population estimated by the US Census Bureau in 2010 at 30,961 residents. Douglas County’s total population as estimated by the US Census Bureau is 132,403.

Douglas County is strategically located in the region’s western growth path, linked to the metro Atlanta area and Hartsfield-Jackson International Airport by the Westside I-20. Because of its proximity to Atlanta, and abundance of availability of affordable housing stock, Douglas County has undergone a transformation over the last 15 years from a totally rural county to a bedroom community within the Atlanta metropolitan area. Over the last 30 years the County has been urbanizing rapidly, with a large portion of growth over the last 15 years. Thirty-two percent of all dwelling units were constructed over this 15-year period. Downtown Douglasville has served as a central economic core of the Douglas County community for many years. While the downtown continues to host a diversity of professional, retail and government functions, the construction of I-20 through the City of Douglasville several miles south of the downtown drew much of the retail shopping activity to corridors perpendicular to the interstate highway at the location of exits for state highways 92 and 5 and Chapel Hill Road. Development activity in the County has concentrated around the incorporated area of Douglasville, and more recently outward along major transportation corridors.

Retail trade jobs account for approximately twenty percent of all jobs in Douglas County. Accommodation/Food Service and Educational Service account for more than ten percent each with Manufacturing-Durable Goods accounting for an additional eight percent. It is anticipated that the dominance of the retail trade and service sectors will continue into the future and that a full two-thirds of those who reside in Douglas County will continue to commute elsewhere to work.

## **II. EXECUTIVE SUMMARY**

### **Purpose**

On June 5, 2012, the Douglas County Board of Commissioners designated two areas, more fully described on the attached Map (“**Thornton Road**

**Urban Redevelopment Area” or “Thornton Road URA” and “Bankhead Highway Urban Redevelopment Area” or “Bankhead Highway URA”**), as “slum areas” within the meaning of the Urban Redevelopment Act (Official Code of Georgia Annotated Section 36-61-1, *et seq.*, the “Act”). This **Thornton/Bankhead Urban Redevelopment Plan (‘Thornton/Bankhead URP’)** was created to provide a guiding blueprint of goals, objectives, and strategies to facilitate the efficient redevelopment of blighted, distressed and threatened areas in a manner that promotes the commerce, growth and welfare of Douglas County.

### **Background**

The Thornton/Bankhead URP was created in accordance with the Act. The Thornton/Bankhead URP outlines the broad powers bestowed by the Act which enables the County, or a designated Urban Redevelopment Agency (the ‘Agency’), to redevelop blighted or threatened areas of the County. The Thornton/Bankhead URP articulates the goals and objectives, describes strategies for accomplishing them, and identifies essential tools needed for effective implementation.

### **Goals**

- Promote smart growth development and efficient use of land resources.
- Encourage private enterprise and work with the Development Authority on financing mechanisms to redevelop neglected, abandoned, distressed and blighted properties.
- Increase commercial traffic along Thornton Road and Bankhead Highway to enhance the business climate stability.
- Work with the State to improve the community infrastructure with the addition of truck lanes as well as environmental stability.
- Work with the Development Authority to market opportunities to increase economic development and promote employment opportunities.

## **III. CONSISTENCY WITH COMPREHENSIVE PLAN**

The Douglas County 2025 Comprehensive Plan (“**Comprehensive Plan**”) was completed in October 2004. The Comprehensive Plan was adopted by the Board of Commissioners on October 19, 2004.

The Comprehensive Plan identifies several redevelopment areas and strategies for utilizing community character areas and design guidelines as essential tools in the process of redevelopment. When the Comprehensive Plan was being prepared, the current economic climate of a recession did not exist. A need for an actual redevelopment character area was not conceptualized at that

time and did not necessarily envision its need along the Thornton Road corridor or along the Bankhead Highway corridor. The Comprehensive Plan concentrated on revitalization in areas that had strip retail centers and other commercial development which over time became obsolete. The Comprehensive Plan was updated in September 2009 and adequately reflects the need to add special emphasis on commercial and industrial areas needing redevelopment.

In an effort to maintain consistency with the Comprehensive Plan and its most recent update, the County believes that the character areas outlined in its Comprehensive Plan and the development guidelines set forth in that document will be satisfactory in aiding with the proposed redevelopment plan for Thornton Road and Bankhead Highway.

The Thornton/Bankhead URP is consistent with the future growth and development goals of Douglas County.

Below are some of the issues from existing development patterns in Douglas County which were outlined in the Comprehensive Plan and its subsequent 2009 update.

- Douglas County still lags behind the State and the Nation in the percentage of executive, professional and technical support jobs.
- There are vacant properties suitable for commercial and industrial redevelopment.
- Difficulty in business retention and economic development.
- Streets in need of improvement and expansion

#### **IV. REDEVELOPMENT STRATEGIES**

1. Maximize the local incentive policy to encourage and guide private investment in industrial and commercial activities within appropriate land use areas of the Thornton Road URA and the Bankhead Highway URA.

Notes: Incentives will include, but are not limited to faster permitting process, provision of assistance with zoning and appropriate designations on the Future Land Use Map.

2. Locate and map blighted and distressed lots.

Notes: Continue to work with Planning & Zoning office, GIS department and Development Authority to map vacant or abandoned lots and distressed lots and to organize lots by land use and current zoning designations.

3. Assist in facilitating the development or redevelopment of these blighted and distressed lots by private developers or in some cases through public/private partnership where feasible.

Notes: Private developers will need to work with the Development Authority for financing assistance.

4. The County seeks to coordinate land use and transportation planning along these major transportation corridors to facilitate commuter, commercial and industrial traffic. Initiate road and traffic improvement programs within the Thornton Road URA and Bankhead Highway URA to provide connectivity to and within the corridors.

Notes: Scope and coordination of the work for the Thornton Road corridor and the Bankhead Highway corridor are under the jurisdiction of the State. The County will work to coordinate with the State on improvements to Thornton Road and Bankhead Highway.

**V. BOUNDARIES OF THORNTON ROAD URBAN REDEVELOPMENT AREA AND BANKHEAD HIGHWAY URBAN REDEVELOPMENT AREA**

The general boundaries for the Thornton Road Urban Redevelopment Area begin at the intersection of Thornton Road and Interstate 20 West. The boundaries include both the east and west sides of Thornton Road, along portions of Skyview Drive and Mt. Vernon Road and Maxham Road and Old Alabama Road generally north to just south of the the intersection of Thornton Road and Bankhead Highway. The Bankhead Highway Urban Redevelopment Area runs along Bankhead Highway from its intersection with S. Sweetwater Road to the west to the Cobb County line to the east.

Attached as APPENDIX B is a map and boundary description of the Thornton Road URA and Appendix D is the map and boundary description of the Bankhead Highway URA.

**VI. NEGATIVE CONDITIONS WITHIN THORNTON ROAD URBAN REDEVELOPMENT AREA AND BANKHEAD HIGHWAY REDEVELOPMENT AREA**

- Difficulty in business retention
- Difficulty in business attraction
- Predominance of blighted commercial and industrial parcels
- Streets that need to be upgraded and improved
- General property distress

- Poverty levels equal to or greater than fifteen percent.

## **VII. COMMUNITY'S LAND USE OBJECTIVES**

No land use objectives are inconsistent with the Thornton Road URA or Bankhead Highway URA contents. Existing land use in the URAs consists of:

**Residential-Agricultural (R-A).** The R-A Residential-Agricultural district is established to protect and promote a suitable environment for rural or “large lot suburban” family life, agriculture including the raising of livestock and poultry and the development of other uses requiring extensive areas of land.

**Residential-Low Density (R-LD).** The R-LD single family residential zoning district is established to protect and promote a suitable environment for family life, to discourage any use which would generate other than normal residential area traffic on minor streets and to protect the orderly future development of land in accordance with comprehensive development plans for the county.

**Low-Density Office and Institutional (OI-L).** The OI-L Low Density Office/Institutional District is established to provide locations primarily for low rise buildings containing office and institutional uses with some semi-commercial uses including very limited retail sale of goods incidental to a permitted use. The District is intended as a transitional zone from commercial use to less intensive uses such as residential uses.

**Neighborhood Commercial (C-N).** The C-N Neighborhood Commercial District is established to protect and promote a suitable environment for those commercial uses that serve the local neighborhood. The District is intended to serve as the location of those retail commercial uses that sell goods and services purchased frequently and generally in small amounts by the public in an intimate, pedestrian-oriented scale. Neighborhood commercial areas are characterized by small convenience retail and service establishments, bakers and fresh food markets, pharmacies and barber/beauty shops. The District is intended to exclude retail establishments selling large and heavy products that require substantial trucking activities.

**General Commercial (C-G).** The C-G General Commercial District is established to protect and promote a suitable environment for those retail commercial uses that benefit from close proximity to each other. The District is intended to serve as the location of regional and sub-regional centers for retailing, finance, and professional and general office activities. Its primary purpose is to group their uses together in a compact area designed to accommodate pedestrian movement. General commercial areas are characterized by shopping centers containing department stores, big box retailers such as Home Depot and PetSmarts, discount clubs and retail and service establishments serving a wide market area. Commercial uses commonly

found in neighborhood and community commercial areas also are found in general commercial areas.

**Heavy Commercial (C-H).** The C-H Heavy Commercial District is established to protect and promote a suitable environment for those commercial uses that benefit from direct access to major streets or are located on major streets and thoroughfares that are classified as major arterial roads or interstate highways. Such uses commonly which generate loud noises and require large areas for open storage, or generate substantial motor vehicle traffic.

**Light Industrial (LI).** The LI Light Industrial District is established to protect and promote a suitable environment for light industrial purposes, including accessibility to major transportation facilities, availability of adequate utilities and other public services, and availability of large quantities of suitable land. Uses compatible with light industrial development are to be encouraged insofar as they are in accordance with comprehensive development plans for the county.

**Restricted Light Industrial (LI-R).** The LI-R Restricted Light Industrial District is established to protect and promote a suitable environment for high quality, visually attractive, stable, light industrial, research and administrative offices.

**Heavy Industrial (HI).** The HI Heavy Industrial District is established to protect and promote a suitable environment for heavy industrial uses including accessibility to major transportation facilities, availability of adequate utilities and other public services, and availability of sufficient quantities of land to adequately support such establishments. Uses compatible with light and heavy industrial development are to be encouraged insofar as they are in accordance with the Comprehensive Plan of Douglas County.

**Planned Unit Development (PUD).** The PUD Planned Unit Development District is established to encourage the best possible site plans and building arrangements under a unified plan of development rather than under a lot-by-lot regulation. The PUD district is not intended to encourage greater density of the development, but rather to encourage ingenuity and resourcefulness in land planning and to assure the provision of park and recreation land and facilities for the use of the occupants of the development in order to obtain a more desirable environment. Projects previously approved as Planned Unit Developments may continue their development under their zoning approval, but no new PUDs will be approved under this Development Code. The PUDs in this area are a mixture of Light Industrial and Commercial base zonings.

## **Future Land Use Map/Character Areas**

**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 will incorporate commercial and office uses fronting major commercial corridors of the community, and light industrial along the Bankhead Highway Corridor.

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.

**Commerce Centers.** 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 areas are required to include uses that are lower in intensity and scale to ensure minimal impact to adjacent properties.

**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.

### **Development Pattern**

- Accommodate diverse industrial uses and supporting commercial uses.
- Prohibit or limit residential uses
- Continue to depict clear physical boundaries and transitions between the edge of the character area and surrounding residential areas
- Reflect campus or unified development
- Provide access management measures to maintain traffic flow (e.g. shared driveways and interparcel access for similar uses on adjacent properties)
- Protect air and water quality
- Prevent adverse impacts to natural resources and surrounding populations
- Limit visibility of parking from public right of way
- Control signage (height, size, type) to prevent “visual clutter”

### **Primary Land Uses**

- Industrial
- Commercial

### **Implementation Strategies**

- Prepare and adopt a design overlay for the Thornton Road corridor
- Coordinate economic development activities for recruiting research and office parks

## **VIII. DESCRIPTION OF PARCELS TO BE ACQUIRED**

At this time, the Thornton Road URA and the Bankhead Highway URA do not require the acquisition of parcels for redevelopment. Should circumstances necessitate the acquisition of lots or property for the successful completion of the Thornton/Bankhead URP, this plan will be amended to reflect those changes. Any future parcel acquisition deemed necessary, to facilitate the implementation of this plan, will be conducted by the County in accordance with the policies outlined in the Act and any other applicable state and federal regulations.

**IX. STRUCTURES TO BE DEMOLISHED, RELOCATED OR REHABILITATED**

Presently there are no structures anticipated to be demolished or relocated within the Thornton Road URA and the Bankhead Highway URA. It is anticipated that structures will be identified which need to be rehabilitated. Any demolition, relocation or rehabilitation deemed necessary to facilitate the implementation of the Thornton/Bankhead URP will be conducted in accordance with the policies outlined in the Act and any other applicable state and federal regulations.

**X. PLAN TO LEVERAGE PRIVATE RESOURCES FOR REDEVELOPMENT**

The County will work with private investors who desire to redevelop significant portions of the Thornton Road URA and the Bankhead Highway URA. The County will also pursue Opportunity Zone designations within the Thornton Road URA and the Bankhead Highway URA. The Opportunity Zone application must be reviewed and approved by the Georgia Department of Community Affairs prior to taking effect within the county. The boundary covered by these designations is located within the boundaries of the Thornton Road URA and the Bankhead Highway URA.

In order to encourage private investment and participation in the implementation of the Thornton Road URA and the Bankhead Highway URA, the County, as the urban redevelopment agency, will promote commercial and industrial infill development and redevelopment of abandoned or vacant sites that meet goals and objectives as well as future development goals outlined in this plan. The county will utilize local, state and regional resources to leverage private investment into projects within the Thornton Road URA and the Bankhead Highway URA.

**A. County Incentives Policy**

The Douglas County Board of Commissioners, in conjunction with the Douglas County Development Authority, has adopted a policy with respect to providing property tax relief for businesses and industries that have investment projects representing new, or expansion of existing, facilities in the County.

**B. Opportunity Zones**

The County is pursuing the establishment of an Opportunity Zone within the Thornton Road URA and the Bankhead Highway URA which will include the commercial and industrial areas along Thornton Road and Bankhead Highway. A map of the proposed Opportunity Zone Area is included with this Plan. Opportunity Zones direct State resources towards “pockets of poverty” to encourage development in smaller geographic areas that are served by existing economic development programs. With

Opportunity Zone designation the County would be able to offer the maximum job tax credit of \$3,500 per new job created. This job tax credit is available for “any lawful business” of any nature which creates at least two jobs. The job tax credits can be used against 100% of the income tax liability and employee withholding tax liability of the business.

Opportunity Zone requirements and documentation of need are as follows:

1. Pervasive Poverty. As indicated by the attached map, the Thornton Road URA and the Bankhead Highway URA are entirely within a Census Block Group with a poverty rate of 15% or greater or immediately adjacent to an area with a poverty rate of 15% or greater.
2. Underdevelopment. There is significant documentation of underdevelopment within the Thornton Road URA and the Bankhead Highway URA. One predominant problem is a predominance of abandoned, dilapidated, deteriorated or underutilized commercial and industrial buildings.
3. General Distress. Adverse conditions in the Thornton Road URA and the Bankhead Highway URA include vacancy and underutilization of structures and abandonment of properties.
4. Blight. A resolution of the Board of Commissioners on April 17, 2012 declared the Thornton Road URA and the Bankhead Highway URA a blighted “slum area”. As has been observed, there are a number of abandoned and underutilized buildings in a state of disrepair.

#### **XI. STRATEGY FOR RELOCATING DISPLACED RESIDENTS**

The County has determined that the development and implementation of a relocation strategy is not necessary at this time. The County is only targeting the revitalization of abandoned and/or underutilized slum and blighted commercial and industrial areas as well as any infill lots, therefore no relocation of residents will occur. In the event that relocation of residents becomes necessary, due to project implementation needs, residents will be relocated in accordance with all local and state statutory requirements.

#### **XII. COVENANTS AND RESTRICTIONS TO BE PLACED ON PROPERTIES**

No covenants or restrictions will be placed on properties at this time.

**XIII. NEEDED PUBLIC INFRASTRUCTURE**

As each corridor has made a relatively quick transition from rural to urban travel patterns and from moderate to heavy traffic volumes during commute times, the corridors need to serve their current and future role as a regional commuter and freight thoroughfares. Items that should be reviewed and assessed are signage, pavement markings, traffic controls, location and placement of raised medians, and suitability for large truck travel. Due to the fact that Thornton Road and Bankhead Highway are state numbered routes (SR 6 and SR 78) infrastructure improvement and changes will be directed by the Georgia Department of Transportation. More information is outlined in Connect Six, the Georgia State Route 6 Transportation Corridor Study, available through the Atlanta Regional Commission.

**XIV. IMPLEMENTATION FUNDING STRATEGIES**

Douglas County will pursue all funding opportunities including local, regional, state and federal programs which may facilitate the implementation of the components of the Thornton Road URA and the Bankhead Highway URA. The County will seek to establish public/private partnerships to ensure significant private investment in redevelopment efforts within the Thornton Road URA and the Bankhead Highway URA. County and State departments will be encouraged to include the Thornton Road URA and the Bankhead Highway URA infrastructure improvements in capital projects budgeting within budget processes as funds will allow.

**XV. STRATEGY FOR IMPLEMENTING THE PLAN**

|                        |   |
|------------------------|---|
| June 2012              | Declaration of Need<br>Public Hearing<br>Adopt Urban Redevelopment Plan and Designate Opportunity Zone Boundaries                               |
| June 2012              | Apply for Opportunity Zone Designation  |
| June/July 2012         | Review the Thornton/Bankhead URP and infrastructure projects with each County/State Departments   |
| June 2012-October 2013 | Review current zoning and future development plans to develop strategy for guiding appropriate redevelopment efforts through appropriate zoning |

and land use in conjunction with the update of the Douglas County Comprehensive Plan

Ongoing

Continue code enforcement efforts within the Thornton Road URA and the Bankhead Highway URA for properties not currently maintained

## **XVI. APPENDICES**

- A. Resolution Declaring the Existence of Slum and Blight Conditions, Having Caused and Urban Redevelopment Plan to be Prepared and Having Designated an Urban Redevelopment Agency
- B. Boundary Description/Map of Thornton Road Urban Redevelopment Area
- C. Photographs of Existing Conditions within Thornton Road Urban Redevelopment Area
- D. Boundary Description/Map of Bankhead Highway Urban Redevelopment Area
- E. Photographs of Existing Conditions within Bankhead Highway Redevelopment Area
- F. Public Hearing Documentation
- G. Maps

## **XVII. LIST OF MAPS**

- A. Urban Redevelopment Areas Map (Appendix B and Appendix D)
- B. Urban Redevelopment Areas Opportunity Zones (Appendix G)
- C. Urban Redevelopment Areas Current Zoning (Appendix G)
- D. Urban Redevelopment Areas Future Land Use (Appendix G)

**APPENDIX A**

**Resolution Declaring the Existence of Slum and Blight Conditions,  
Having Caused and Urban Redevelopment Plan to be Prepared and  
Having Designated an Urban Redevelopment Agency**

## **RESOLUTION OF ADOPTION OF URBAN REDEVELOPMENT PLAN**

WHEREAS, the Douglas County Board of Commissioners find that the Urban Redevelopment Law (O.C.G.A 36-61-1 et. seq.) can be used alone, or in conjunction with many of Georgia's other legislative redevelopment tools to support local comprehensive planning, revitalize faltering commercial corridors, recruit and nurture small businesses, ensure architecturally compatible infill development and generate new adaptive reuses for obsolete facilities; and

WHEREAS, the Douglas County Board of Commissioners have caused an Urban Redevelopment Plan to be prepared in accordance with the Urban Redevelopment Law in order to revitalize and redevelop a defined geographical area known as the Thornton Road Urban Redevelopment Area and the Bankhead Highway Urban Redevelopment Area; and

WHEREAS, the Douglas County Board of Commissioners find that properties exist within the urban redevelopment areas that suffer from slum and blighted influences under local standards, which are detrimental to the public health, safety, and welfare and their deterioration negatively affects sound growth and development of community (O. C. G. A 36-61-5); and

WHEREAS, the Douglas County Board of Commissioners have identified improvement opportunities within the urban redevelopment areas and intend to foster an environment conducive to redevelopment within these areas; and

WHEREAS, the Douglas County Board of Commissioners desire to work with the public and private sector partners to ensure that appropriate redevelopment is achieved; and

WHEREAS although the Douglas County Board of Commissioners does not plan to engage in any redevelopment projects that will result in the relocation of families, a feasible method exists for the relocation of families who may be displaced from urban redevelopment areas in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families; and

WHEREAS, the Urban Redevelopment Plan conforms to the general plan of Douglas County as well as its Comprehensive Plan; and

WHEREAS, the Urban Redevelopment Plan will afford maximum opportunity, consistent with the sound needs of Douglas County, for the rehabilitation or redevelopment of the urban redevelopment areas by private enterprise; and

WHEREAS, the Douglas County Board of Commissioners intend to apply for Opportunity Zone designation within the urban redevelopment area, as well as establish itself or its designee as the Urban Redevelopment Agency for the administration and implementation of the Urban Redevelopment Plan; and

WHEREAS, Douglas County has held a public hearing to receive input for the creation of the attached Urban Redevelopment Plan and determined there is support for the redevelopment and revitalization of the described urban redevelopment areas within Douglas County.

NOW, THEREFORE BE IT RESOLVED by the Douglas County Board of Commissioners, in a meeting duly assembled, pursuant to the authority granted by the Official Code of Georgia Annotated Section 36-61-7, that the attached Douglas County Urban Redevelopment Plan is hereby adopted.

SO RESOLVED this 5th day of June 2012.

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Tom Worthan, Chairman

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Henry Mitchell, III, District I

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Kelly Robinson, District II

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Michael Mulcare, District III

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Ann Jones Guider, District IV

Attest:

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Lisa Watson, County Clerk



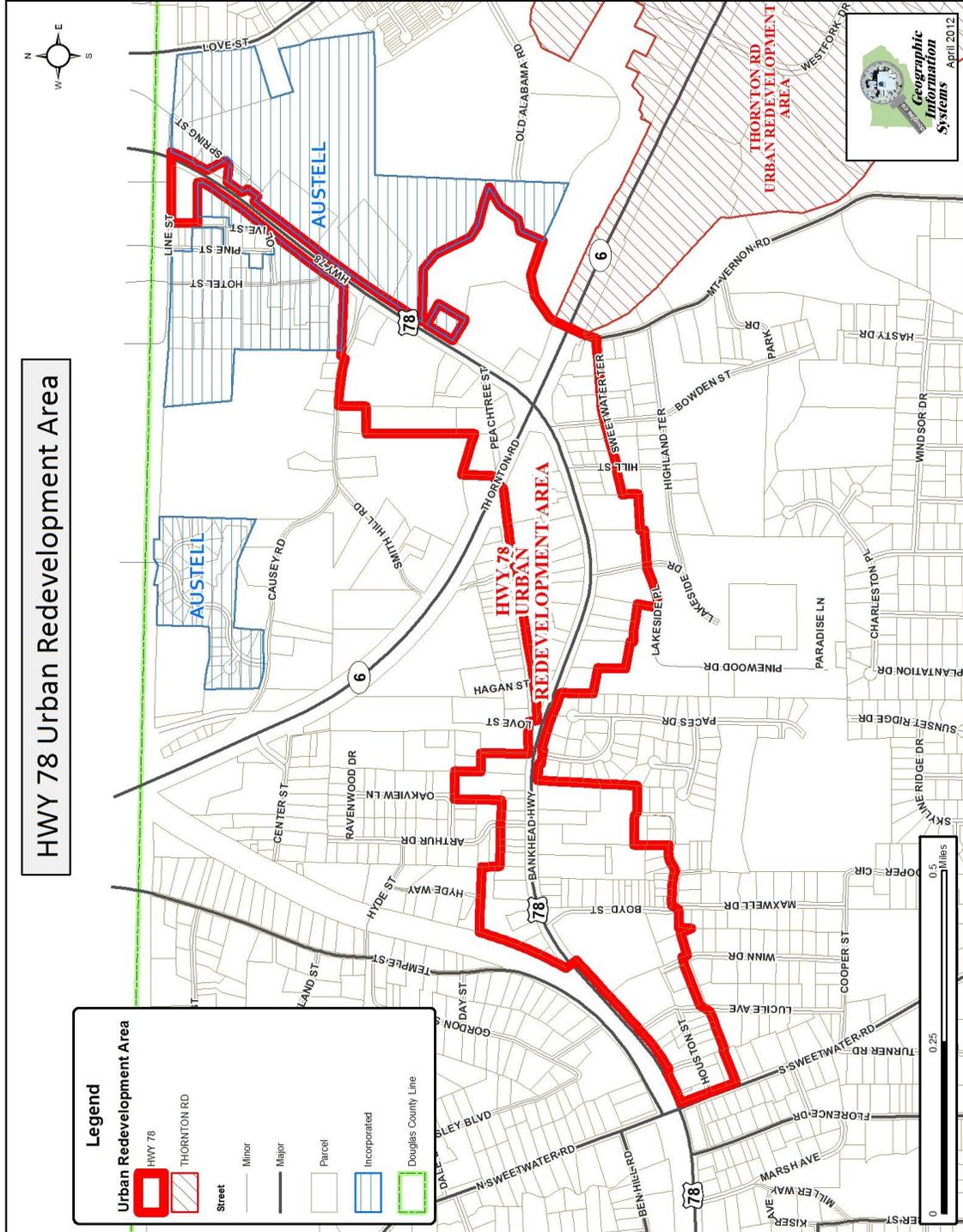
## APPENDIX C

### Photographs of Existing Conditions within Thornton Road Urban Redevelopment Area



# APPENDIX D

## Boundary Description/Map of Bankhead Highway Urban Redevelopment Area



## APPENDIX E

### Photographs of Existing Conditions within Bankhead Highway Urban Redevelopment Area



## **APPENDIX F**

### **Public Hearing Documentation**

#### **PUBLIC HEARING NOTICE**

##### **DOUGLAS COUNTY**

The Douglas County Board of Commissioners will hold a public hearing at 10 AM on Tuesday, June 5, 2012 in Citizen's Hall in the Douglas County Courthouse, 8700 Hospital Drive, Douglasville, GA. The purpose of the hearing will be to obtain citizen input into the formulation and adoption of the Thornton/Bankhead Urban Redevelopment Plan for Douglas County.

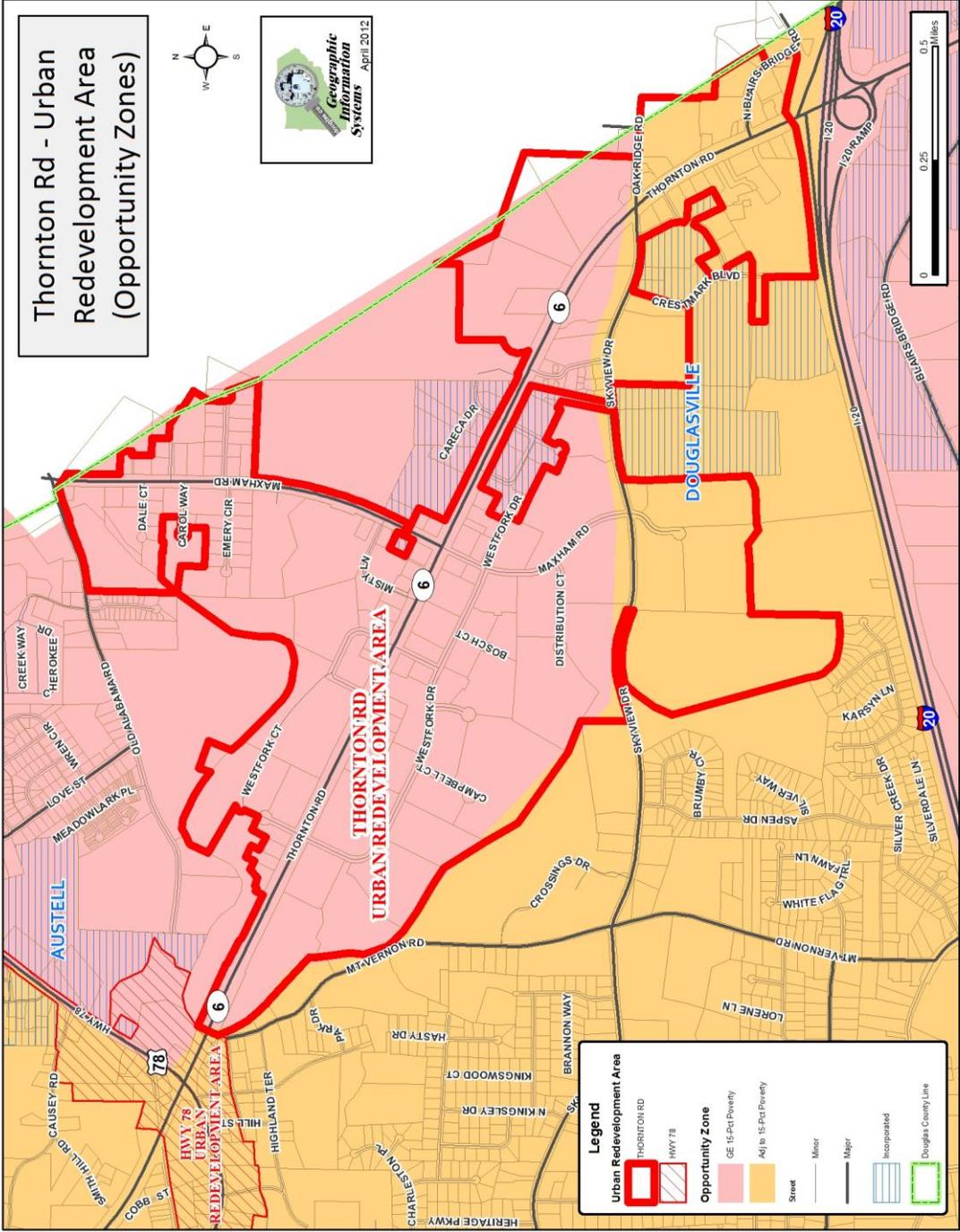
The general scope of this project is to establish a redevelopment plan in order to address slum, blight and underdevelopment for Douglas County along the Highway 78 corridor and the Thornton Road corridor. The plan will utilize all potential local, state, and federal assistance avenues possible. The general boundaries for the Highway 78 Urban Redevelopment Plan Area runs along Bankhead Highway from its intersection with S. Sweetwater Road to the west to the Cobb County line to the east. The general boundaries for the Thornton Road Redevelopment Plan Area begin at the intersection of Thornton Road and Interstate 20 West. The boundaries include both the east and west sides of Thornton Road, along portions of Skyview Drive and Mt. Vernon Road and Maxham Road and Old Alabama Road generally north to just south of the intersection of Thornton Road and Bankhead Highway.

The Urban Redevelopment Plan will be available for review Monday-Friday from 8-5 in the Planning and Zoning office or on the Planning and Zoning webpage at [www.celebratedouglascounty.com](http://www.celebratedouglascounty.com).

## **APPENDIX G**

### **MAPS**

# Thornton Rd - Urban Redevelopment Area (Opportunity Zones)



**Legend**

**Urban Redevelopment Area**

- Thornton Rd
- Hwy 78

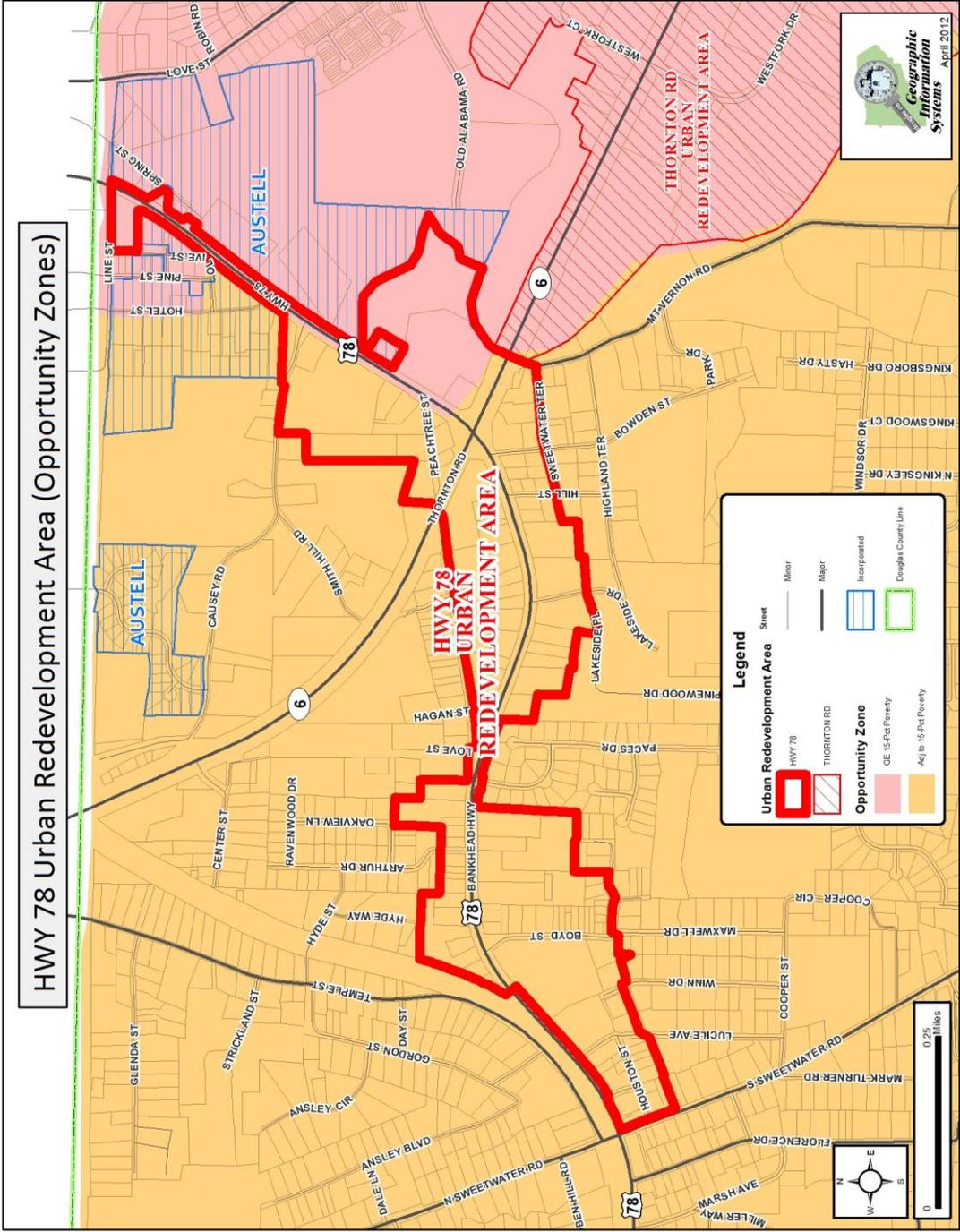
**Opportunity Zone**

- GE 15-24 Poverty
- Adj to 15-Poverty

**Street**

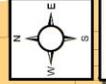
- Minor
- Major
- Incorporated
- Douglas County Line

# HWY 78 Urban Redevelopment Area (Opportunity Zones)



**Legend**

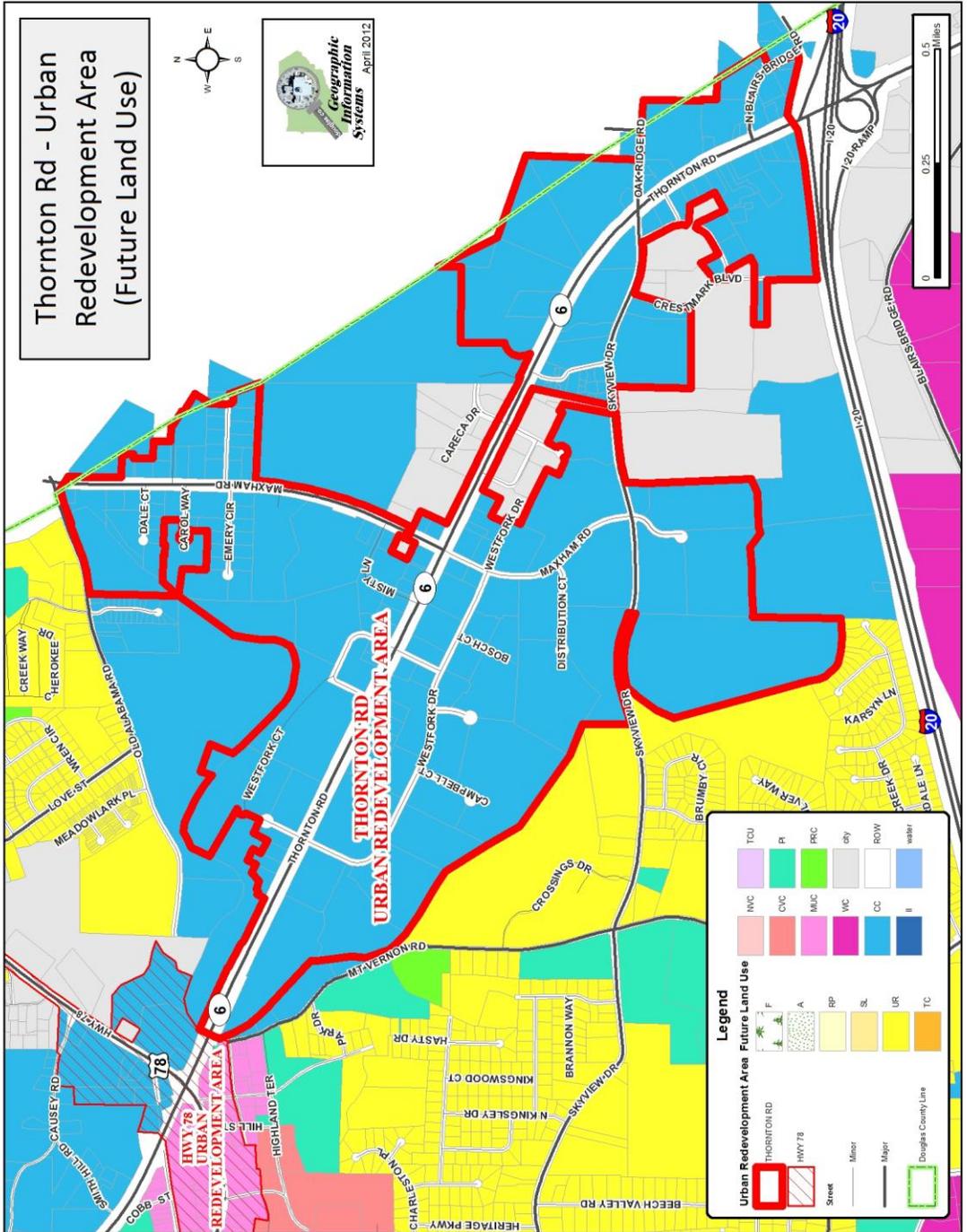
|  |                          |  |                     |
|--|--------------------------|--|---------------------|
|  | Urban Redevelopment Area |  | Street              |
|  | HWY 78                   |  | Major               |
|  | THORNTON RD              |  | Incorporated        |
|  | Opportunity Zone         |  | Douglas County Line |
|  | GE 15-Pct Poverty        |  |                     |
|  | Adj to 15-Pct Poverty    |  |                     |







# Thornton Rd - Urban Redevelopment Area (Future Land Use)



**Legend**

**Urban Redevelopment Area**  
 Thornton Rd  
 Hwy 78

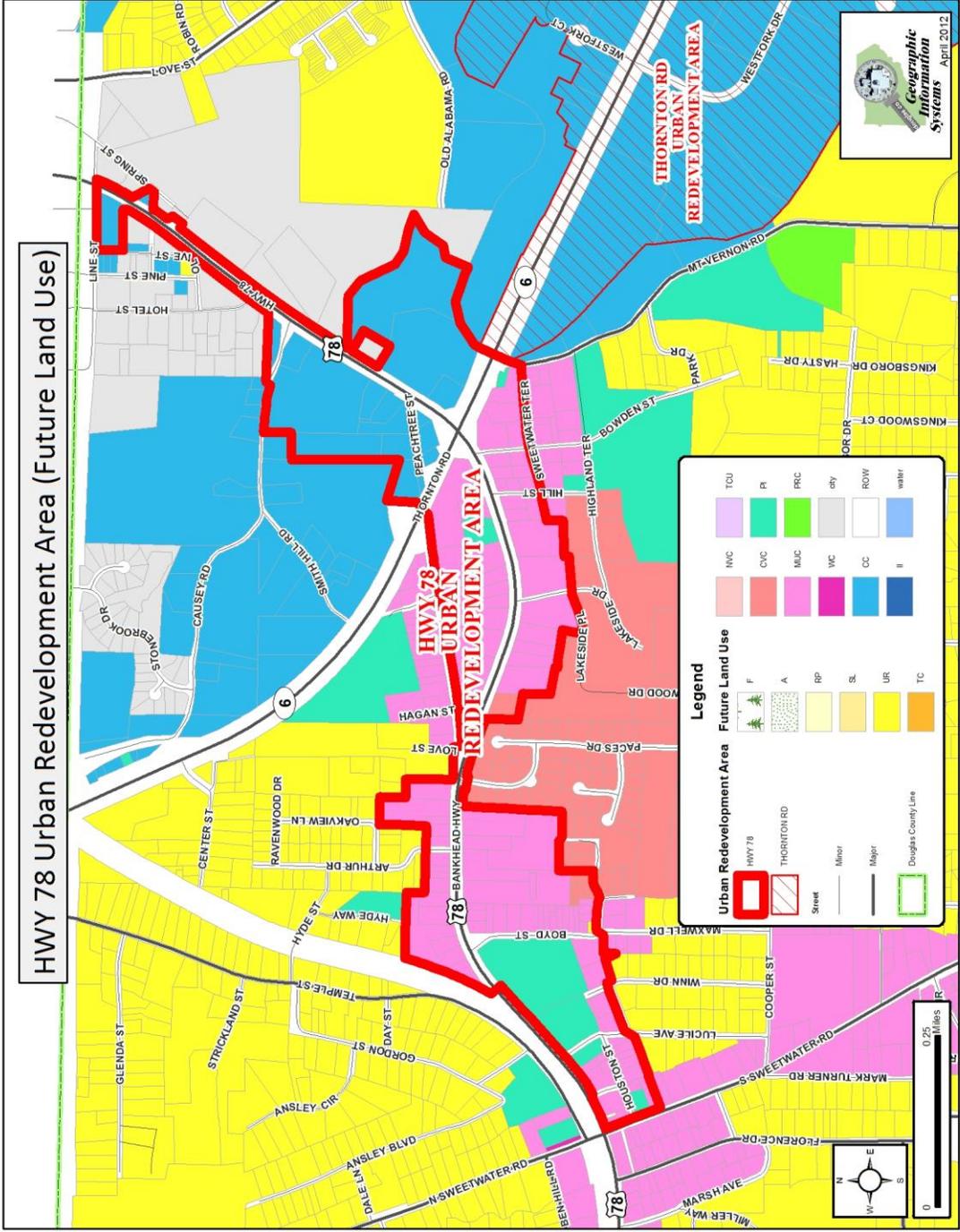
**Street**  
 Minor  
 Major

**Douglas County Line**

**Future Land Use**

|     |     |     |      |     |       |
|-----|-----|-----|------|-----|-------|
| TCU | RI  | PRC | city | ROW | water |
| RVC | CVC | MIC | VC   | CC  | II    |
| F   | A   | RP  | SL   | UR  | TC    |





**Legend**

**Urban Redevelopment Area**

- HWY 78
- Thornton Rd
- Street
- Minor
- Major
- Douglas County Line

**Future Land Use**

- F
- A
- RP
- SL
- UR
- TC
- TCU
- RI
- RC
- dry
- ROW
- water
- MC
- CVC
- MIC
- VC
- CC
- II

