

Section 2.0

Existing Conditions and Analysis

Existing Conditions and Analysis

Future Land Use



















Douglas County's Comprehensive Land Use Plan and the City of Douglasville's 2024 Land Use Plan establish future land use classifications for all areas within the county and city limits respectively. These plans serve as a blueprint for development and growth over the next 20 years.

The future land use map is broken into a number of Community Character Areas (for Douglas County) and into future land use categories (for City of Douglasville). These reflect long-term goals for land use, density, economic development, natural and historic resources and types of community facilities, and these are not always consistent with existing land uses on the ground. Under Georgia Law, the future land use plan serves as the basis for rezoning activity.

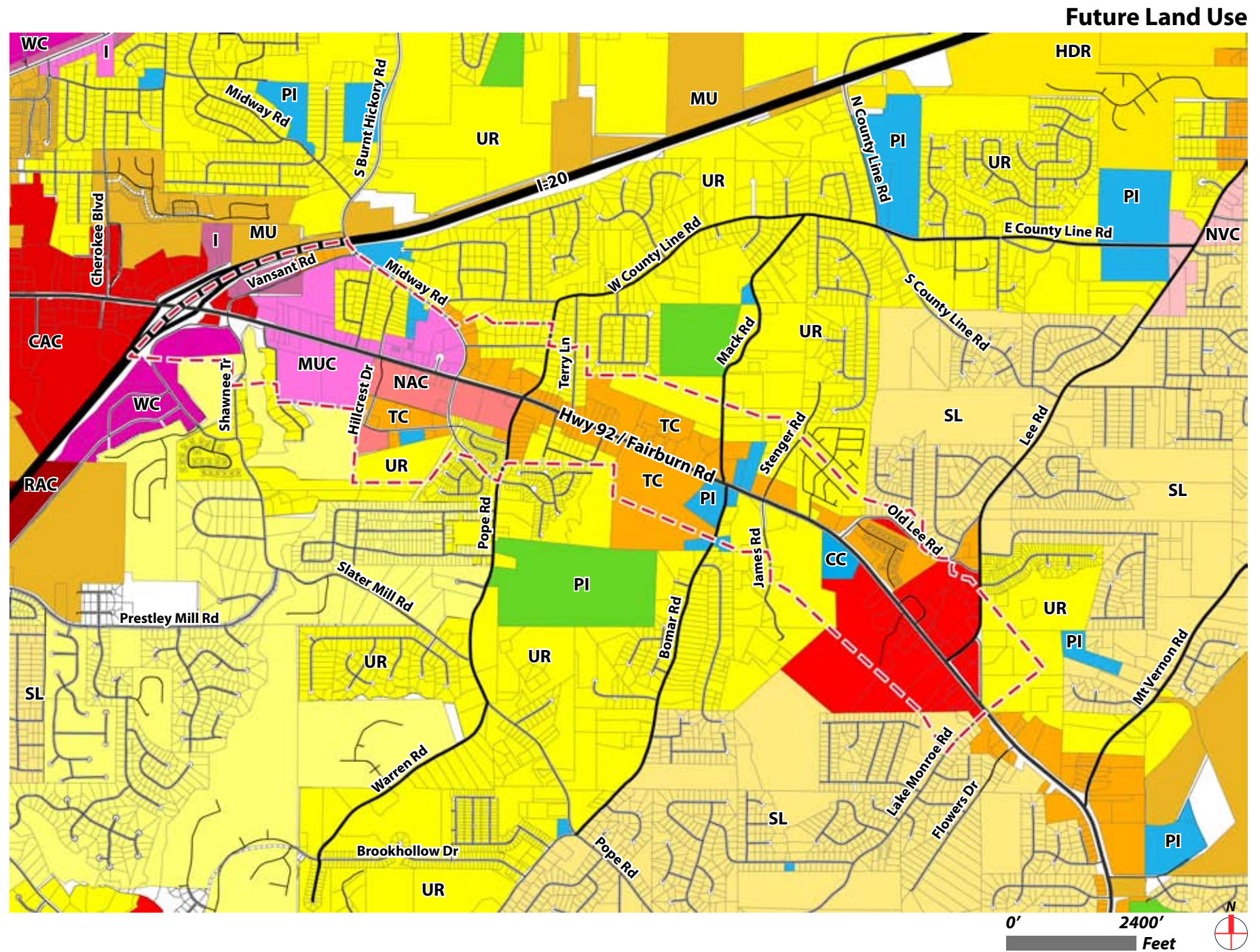
Key Issues

- The residential areas surrounding the corridor are mainly low density, suburban single family residential neighborhoods. Within these areas, there are stable and established neighborhoods, new residential neighborhoods and as yet undeveloped land. The plan will seek to draw the "line" and protect these areas from commercial and industrial encroachments, and identify opportunities to integrate new residential development into the corridor.
- The eastern / southern end of the corridor near Lee Road is designated as a community village center (CVC) which encourages development in a "main street" style with a mix of commercial uses. Even so, these areas may need key urban design standards that focus on connectivity, building placement, land use, and development intensity.
- The western end of the corridor near I-20 is designated as a Mixed-Use Corridor (Douglas County) and as a Neighborhood Activity Center (City of Douglasville). Both of these designations generally support commercial and office uses that have access to regional corridors.
- A significant portion of the corridor is designated as a Transitional Corridor. This category is intended to allow a land use transitions for smaller residential parcels that sit on commercial corridors. Some of those areas are larger parcels that may be more appropriate as a mix of residential and commercial uses.

Legend

City of Douglasville: Future Land Use	Douglas County: Year 2025 Future Land Use
 Low-Density Residential (LDR)	 Suburban Living (SL)
 Medium-Density Residential (MDR)	 Urban Residential (UR)
 High-Density Residential (HDR)	 Transitional Corridor (TC)
 Neighborhood Activity Center (NAC)	 Neighborhood Village Center (NVC)
 Community Activity Center (CAC)	 Community Village Center (CVC)
 Regional Activity Center (RAC)	 Mixed Use Corridor (MUC)
 Mixed Use (MU)	 Workplace Center (WC)
 Industrial (I)	 Commerce Center (CC)
	 Public / Institutional (PI)
	 Parks / Recreation / Conservation (PRC)

Existing Conditions and Analysis



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Future Land Use

Douglas County Future Land Use Character Area Descriptions

Suburban Living: Areas of predominantly single family residential growth with any neighborhood commercial only as a part of master planned developments (MPDs).

Urban Residential: Growth-oriented and urbanizing residential areas designed as a transition from potential commercial and high-density activity centers. Various types of residential dwellings, mixed-use developments and transitional corridor zoning designations are included.

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.

Neighborhood Village Center: Located at key crossroad intersections this is intended to be a small-scaled neighborhood commercial with access and size restrictions. “Main-street” style mixed-use and master planned developments are encouraged.

Community Village Center: Higher intensity of commercial activity intended to serve more than one neighborhood, uses such as retail, office and services. “Main-street” style mixed-use and master planned developments are encouraged.

Mixed Use Corridor: Designed as a redevelopment corridor for existing commercial/light industrial corridors, or new emerging corridors. Mixed use and master planned developments are highly encouraged within this district. Additional design and site restrictions apply.

Work Place Center: 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.

Commerce Center: Industrial/Office Park development, employment generators and interstate-oriented commercial development. Mixed commercial and industrial uses are the preferred method of development.

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.

Parks/Recreation/Open Space: This land use classification is for those areas within the County that has been developed for park or recreation use or is designated open space. These include neighborhood, community and regional parks, recreation facilities, and golf courses.

Existing Conditions and Analysis

Current Zoning

Zoning is the implementation tool of the Future Land Use plan, defining the density and intensity of the intended use. The zoning districts control such site items as building heights, use, setbacks, parking, etc.

Key Issues:

- Almost all residential in the corridor is zoned as Residential-Agricultural (residential density - 1 DUA) or Low-Density Single Family Residential (residential density approximately -2DUA). This has helped maintain a suburban residential character in the neighborhoods in this area. But as large undeveloped tracts of land close to Highway 92 feel development pressures, key areas may require a zoning change to allow for slightly higher intensity residential or mixed uses with standards that reflect the design and development goals of the community.
- The current commercial zoning districts (C-G and C-H), in both jurisdictions, allow only commercial uses and restricts mixed-use residential development, thus permitting auto-oriented development and discourages pedestrian activity.
- The current multi-family zoning district (R-MF) within Douglas County is limited to residential apartments at 8 DUA. Key areas in the corridor could support mixed-use neighborhoods of higher density with walkable access to commercial services.

Brief descriptions of key zoning districts in the corridor: Douglas County

Residential Agricultural (R-A):

- Large lot suburban single family residential at 1 DUA density.
- Requires a minimum lot size of 1 acre.
- Allows agriculture on property including raising livestock and poultry

Residential Low Density (R-LD):

- Single family residential development with a minimum lot size of 20,000 sq.ft. for areas without sewer connections and 15,000 sq.ft. for areas with sewer connections.
- Requires at least 100 feet setback from major arterial roads and 35 feet setback from local streets.
- Building height limited to 35 feet.

Residential Multi-family (R-MF):

- Multi-family residential development - maximum density of 8 DUA
- Depending on the size of the fronting road, setback is either 25 feet or 40 feet. Buildings inside the development are required to be set back by at least 20 feet from the ROW.
- Limits building height to 45 feet
- Establishes standards for minimum living space requirements

General Commercial (C-G):

- Intended to serve as the location of regional and sub-regional centers for retailing, finance, and professional and general office activities
- Minimum lot size is 1 acre for areas without sewer connections and 10,000 sq.ft. for areas with sewer connections.
- Building height is generally 3 stories but could go up to 5 stories (60 feet) for properties fronting a major arterial

Heavy Commercial (C-H):

- Intended to serve those commercial uses which benefit from direct access to major streets or highways and provide a suitable environment for those retail uses which generate loud noises and require large areas for open storage (auto-oriented uses)
- Lot and height restrictions are similar to the C-G zoning

Existing Conditions and Analysis

Regional Commercial (C-R)

- This district is for those commercial uses which provide amusement for the public and/or have bright lights and noise – these include miniature golf courses, amusement parks, commercial tennis complexes, drive-in theatres etc.
- Minimum lot size is 5 acres and maximum building height is restricted at 60 feet.

Planned Unit Development (PUD)

The PUD zoning district is meant to encourage the best possible site plans and building arrangements under a unified plan of development rather than under lot-by-lot regulation.

- Planned residential development without shopping facilities: 15 acres
- Planned residential development with shopping facilities: 50 acres
- Planned shopping centers: 5 acres
- Planned industrial parks: 10 acres
- Planned office development: 5 acres
- Minimum lot sizes and height restrictions for PUDs could be waived

Brief descriptions of key zoning districts in the corridor: City of Douglasville:

Single family detached (R-2)

- Intended as a suburban low density residential district.
- Single family residential development at a maximum residential density of 2 DUA.

Single family attached and detached residential (R-4)



















- Intended as a suburban medium density residential district
- Allows the development of single family attached and detached units, townhomes and apartments.
- Allows a gross density of 4 DUA.
- Requires a minimum development site of 2 acres and that 50% of the development be single family detached dwellings.

Design Concept Development (DCD)

- Intended to allow best possible master planning under a unified plan rather than a lot-by-lot regulation.
- Requires the development of park and open space.
- Requires at least two types of land use that are not otherwise allowed together in another zoning district.
- Intended to be a relatively large scale project on a site area of 10 or more acres.




Legend

Douglas County:
Zoning

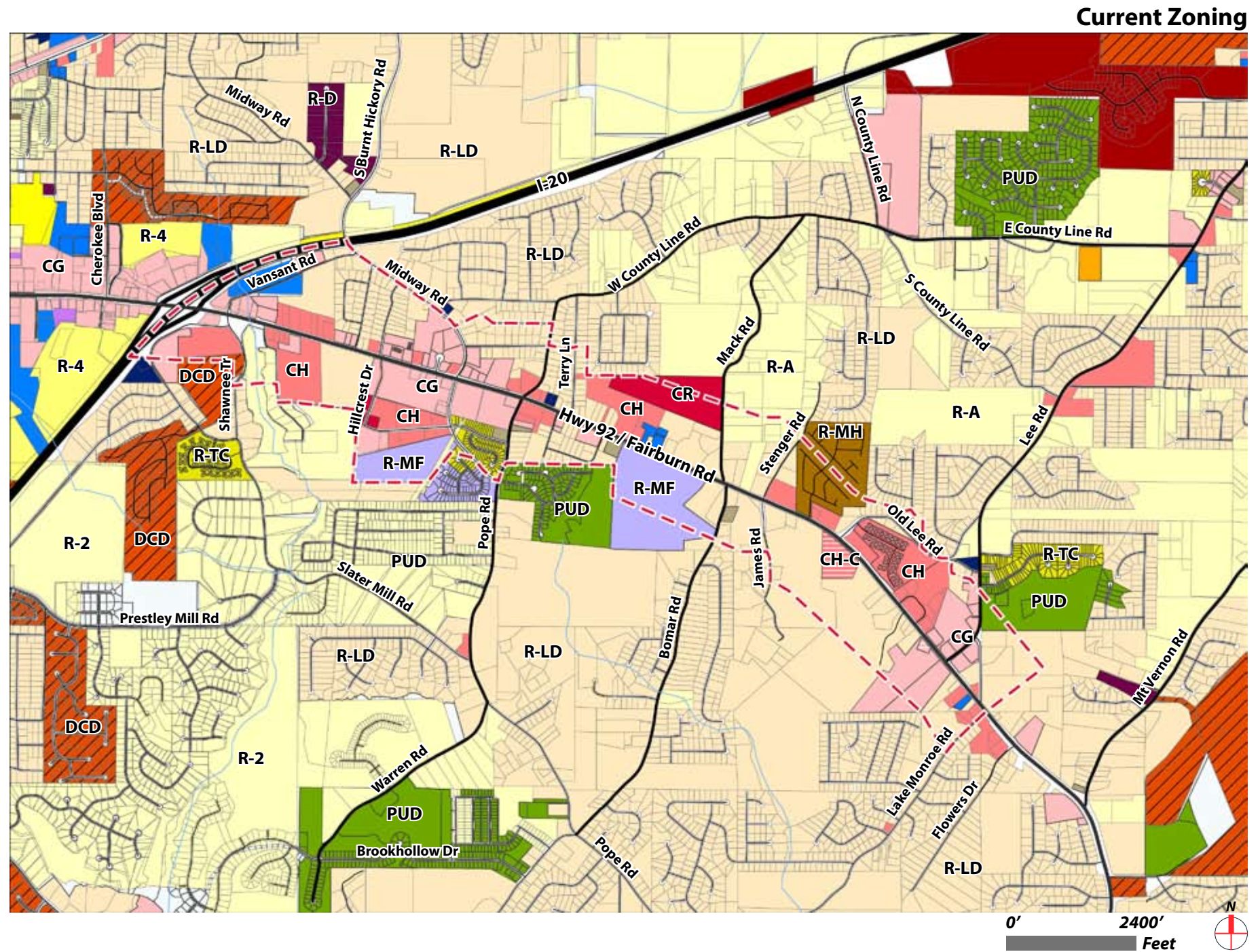
	Community Commercial (CC)
	General Commercial (CG)
	Heavy Commercial (CH)
	Heavy Commercial - Conditions (CH-C)
	Neighborhood Commercial (CN)
	Regional Commercial (CR)
	Heavy Industrial (IH)
	Light Industrial (IL)
	Restricted Light Industrial (IL-R)
	Low Density Office / Institutional (OI-LD)
	Planned Unit Development (PUD)
	Residential - Agricultural (R-A)
	Duplex Two-Family Residential (R-D)
	Low Density Single-Family Residential (R-LD)
	Medium Density Single-Family Residential (R-MD)
	Multi-Family Residential (R-MF)
	Manufactured Home Residential (R-MH)
	Townhouse Condominium Residential (R-TC)

Legend

City of Douglasville:
Zoning (Key Categories)

	Single-Family Detached Residential (R-2)
	Single family detached and attached Residential(R-4)
	Design Concept Development (DCD)

Existing Conditions and Analysis



Existing Conditions and Analysis

The Corridor Village Overlay Standards

The Village Overlay District was adopted early in 2007 as another layer of standards over existing zoning regulations to encourage development of relatively large tracts of land as a single project with a mix of uses. This overlay district applies to properties that front Highway 92 from I-20 to Highway 166.

Key characteristics:

Uses: The district allows for small scale and neighborhood commercial uses and office development, cultural facilities, government buildings, grocery stores and neighborhood retail. It discourages auto-oriented uses like automobile service stations and car dealerships, trucking uses, tire shops, temporary office uses and adult establishments.

Key site requirements:

- Minimum size of consolidated parcels to be 7 acres with a minimum 400 feet corridor frontage.
- Design standards related to streetscape and landscaping, architecture and building form, building materials, roof lines, signage, access and parking are established to guide the quality of development on the corridor.
- Other standards related to buffers and minimum lot widths are as per the table below.

Key issues:

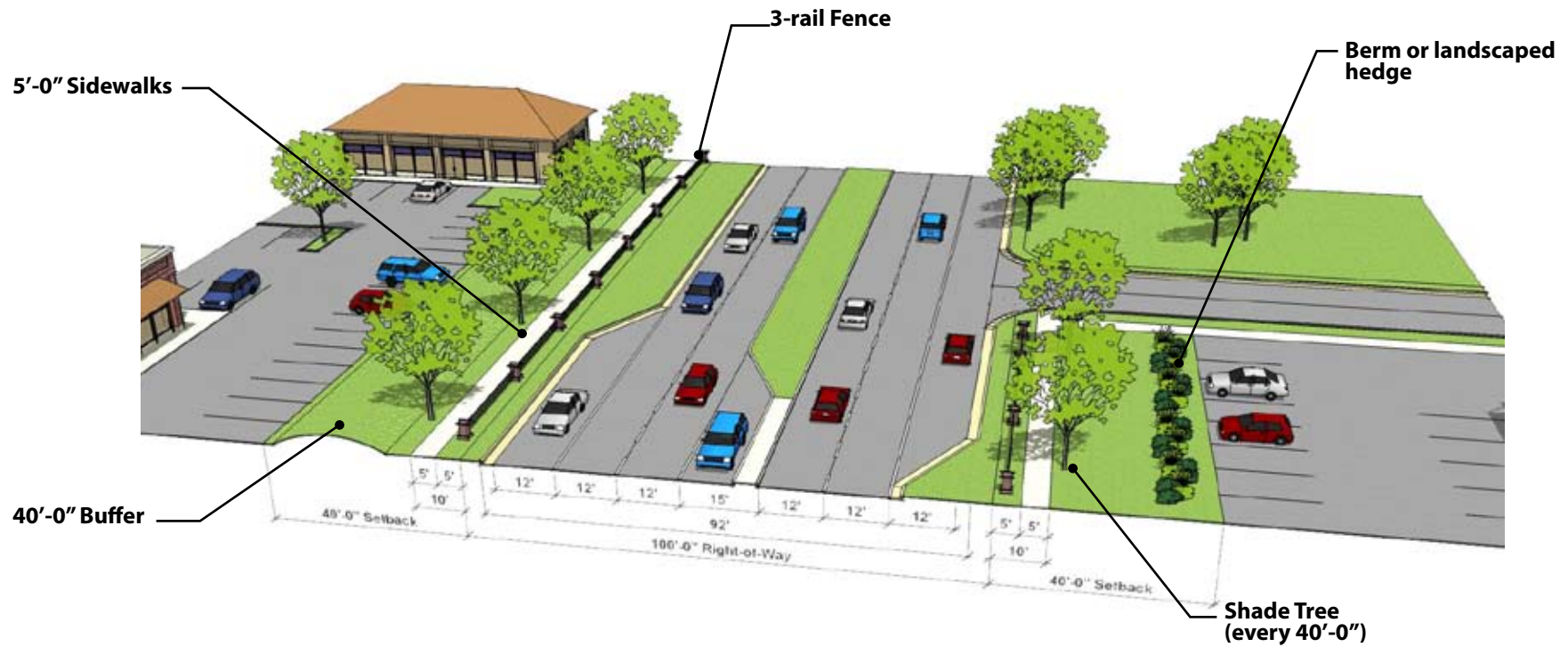
The diagrams on the adjacent page illustrate the pattern of development with the Village Overlay Standards in place. Whereas these standards focus on visual aspects of the development and are a good first step, additional urban design standards may need to be considered such as:

- Parallel connectivity
- Block Size
- Building placement
- Site design
- Allowable mixed-use (residential)

Proposed Use-Type within the Corridor	Project Criteria		Buffers, Berms, Landscape Treatments				Minimum Lot Width at Building Line	Maximum Building Height
	Project Minimum Acreage	Project Minimum Frontage	Street-scape Adjacent to Post Road/Other Right-of-Way (1)	Adjacent Preexisting or Zoning				
				Single Family	Multi Family	Commercial/ Institutional		
Single Family Detached	7	400	40/10	10'	75'	75'	60'	40'
Commercial/ Institutional	7	400	40/10	75'	75'	40'	N/A	40'
Small Tracts under 7 Acres	1	75'	40/10	40'	0'	0'	N/A	35'

Existing Conditions and Analysis

Highway 92 Future Development with Current Overlay Standards



Existing Conditions and Analysis

Transportation

Functional Classification of Streets

Within the study area there are four types of street classifications as defined by the Georgia Department of Transportation (GDOT)

Freeways: The I-20 freeway is a limited access facility which forms the western edge of the study area. Access to Highway 92 is through a diamond interchange with signals on top of the bridge. This bridge is currently being replaced to accommodate new HOV lanes to the freeway and the resulting expansion of ramps and related infrastructure.

Urban Minor Arterial: The GDOT designates this classification to all major regional connections that are not urban principal arterials. The major difference is that urban minor arterials like Highway 92 and Lee Road offer a higher level of parcel access than the principal arterials. Highway 92 and Lee Road both provide a key regional mobility function in the east-west and the north-south direction respectively.

Urban Collector Streets: These streets provide access and traffic circulation within residential neighborhoods and help distribute trips from arterial roads to their destination and vice versa. There are many streets like Bomar Road, Pope Road, W.County Line Road and Mt. Vernon Road that perform this function, but Midway road which is the only other street connection across the freeway in the immediate area is the only one designated as an urban collector.

Local Streets: Local streets provide direct access to abutting land and access to higher systems. Interconnectivity of local streets is important for better neighborhood and local connectivity. Most local streets in the study area are two lane neighborhood streets without on-street parking.

Traffic Volume

The table below provides a snapshot of traffic volumes along the corridor. These are measured in annual average daily trips (AADT) and range between 18,380 at the east end of the corridor and 26,560 closer to I-20 for the year 2006.

Historic AADT			
Location	2004	2005	2006
Between Hillcrest Drive and Midway Road	26,263	26,230	26,560
Between Dorris Circle And Bomar Road	23,421	20,930	22,800
Between Flowers Drive and Mt. Vernon Road	19,952	19,900	21,910
Between Del Ridge Drive and Shoals School Road	19,154	20,570	18,380

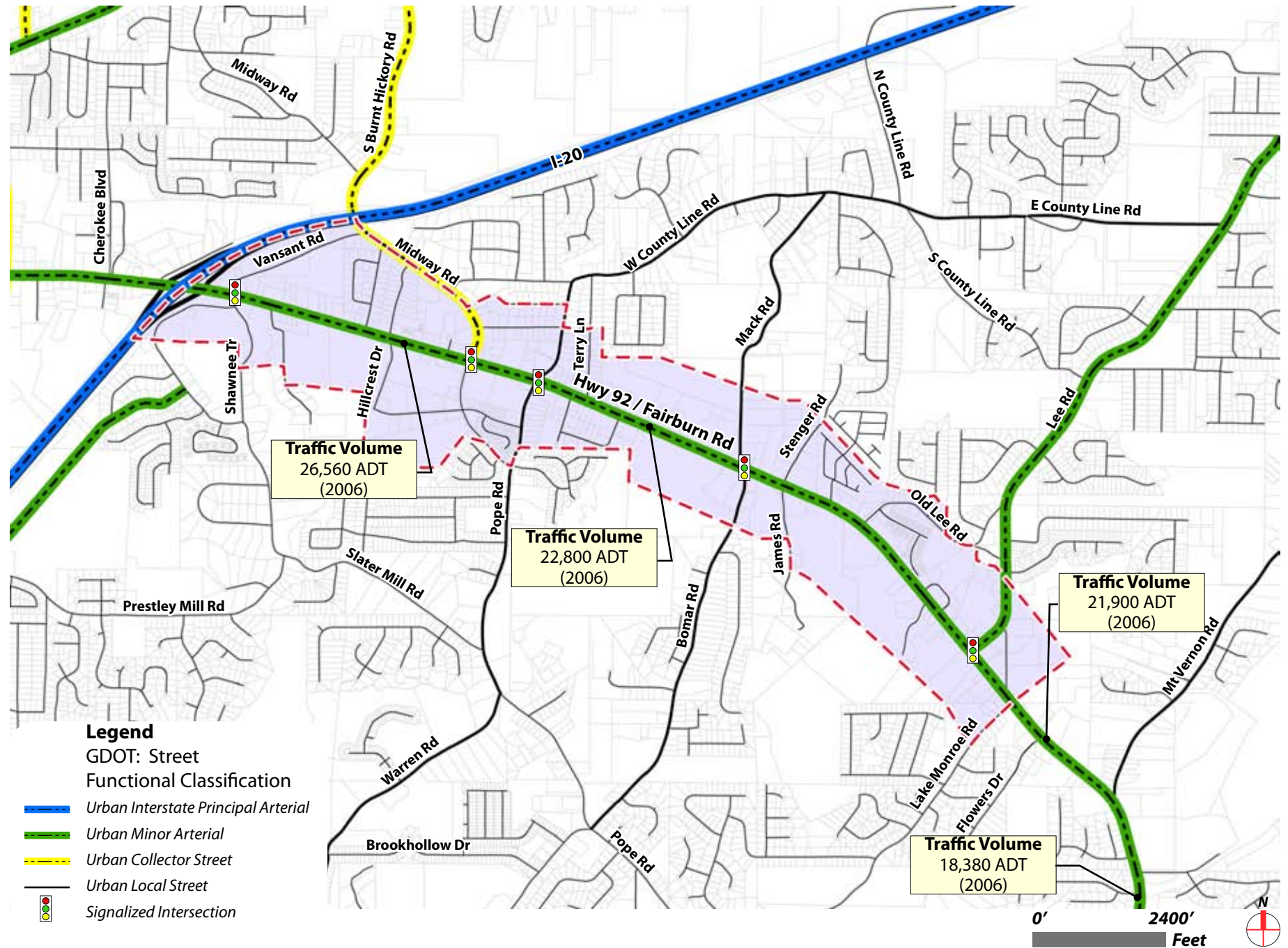
Source: Georgia Department of Transportation

Key Issues:

- A 5-lane corridor such as Highway 92 can effectively carry +/- 30,000 AADT.
- The corridor currently has 15% to 25% additional capacity.
- Historic traffic growth has been relatively flat.
- Additional network opportunities should be developed to protect capacity on Highway 92.

Existing Conditions and Analysis

GDOT Street Functional Classification



Existing Conditions and Analysis

Road Characteristics & Corridor Cross Section

Highway 92 is a key regional route that connects Douglasville and Douglas County with the Atlanta International Airport, South West Atlanta, and Fulton Industrial Blvd. In doing so, it plays a key mobility role by being a parallel route to I-20 and is a key piece of the arterial system in the Region.

Key characteristics:

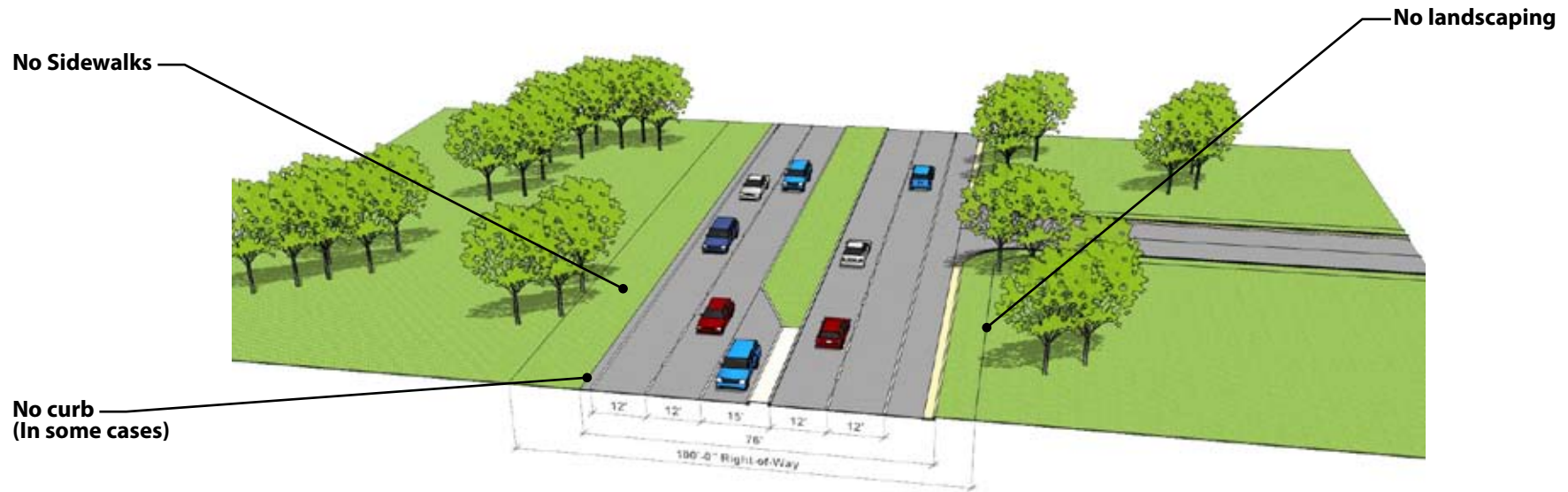
- Five lane road section (2 travel lanes in each direction with a median / center turn lane)
- Posted speed limit of 45 mph
- 100 feet right of way (ROW)
- No sidewalks or landscaping
- Acceleration and deceleration lanes for entrances into driveways

Key Issues:

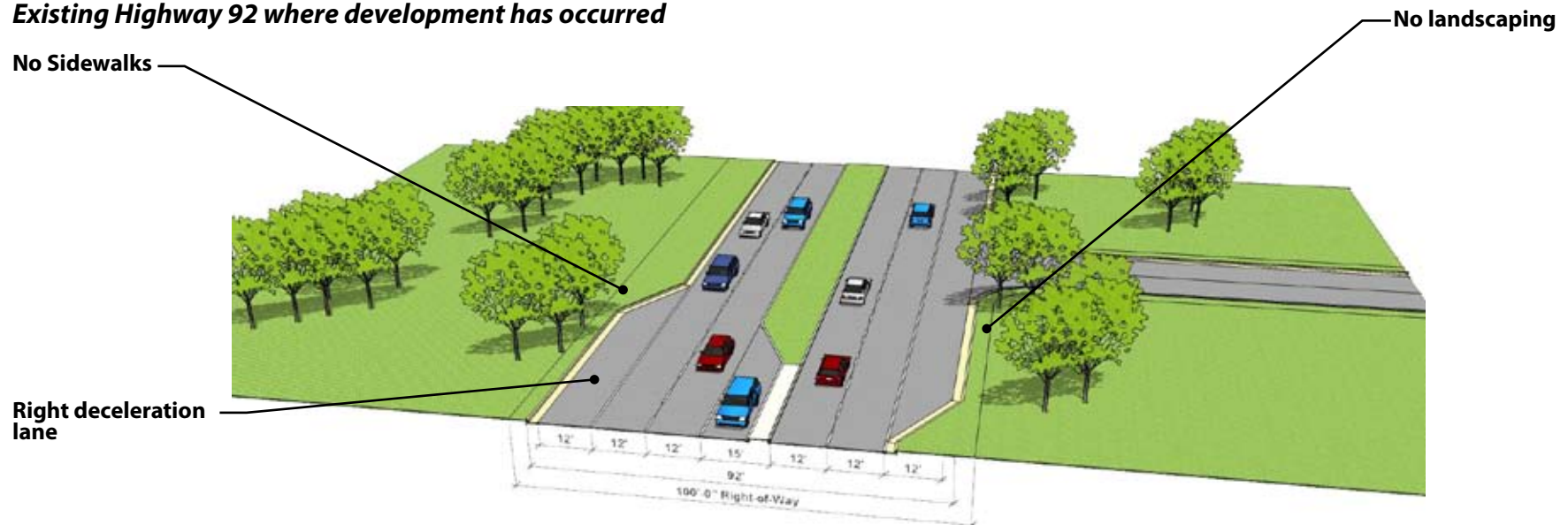
- **The corridor as a barrier:** The current design on Highway 92 is a high speed arterial corridor that facilitates access to I-20. In this role it is a significant barrier for pedestrians, separating neighborhoods from schools, parks, and commercial services.
- **Poor pedestrian facilities:** There are limited sidewalks or pedestrian amenities on the corridor that encourage walking or biking on the corridor. The high speed character, few and mostly unsignalized pedestrian crossings, large block sizes, and a poor pedestrian oriented built character contribute to the problem.
- **Need for a parallel street network:** Highway 92 is the only key east west connection in the area. With a limited street network, much of the local traffic that accesses local destinations on the corridor is forced to use Highway 92. As the area urbanizes, a parallel street network will be crucial to address travel patterns for local trips.

Existing Conditions and Analysis

Existing Highway 92 where development has not occurred



Existing Highway 92 where development has occurred



Existing Conditions and Analysis

A comparison of the Existing and Effective Street Network

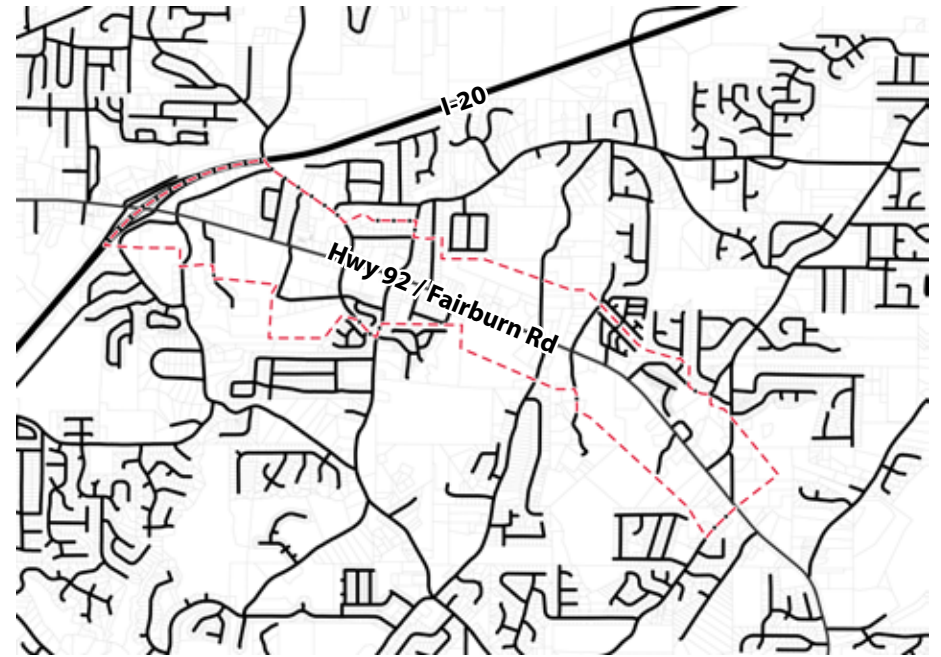
The existing network diagram on the adjacent page illustrates the existing street network in the study area. This map includes all streets that form a part of the existing public roadway network.

The “effective” street network diagram illustrates all the roads that are connected (removing streets that are cul-de-sacs, or loop roads that do not connect to any other street). In other words, it shows only those streets that form a connection with another street and help build connectivity through street networks.

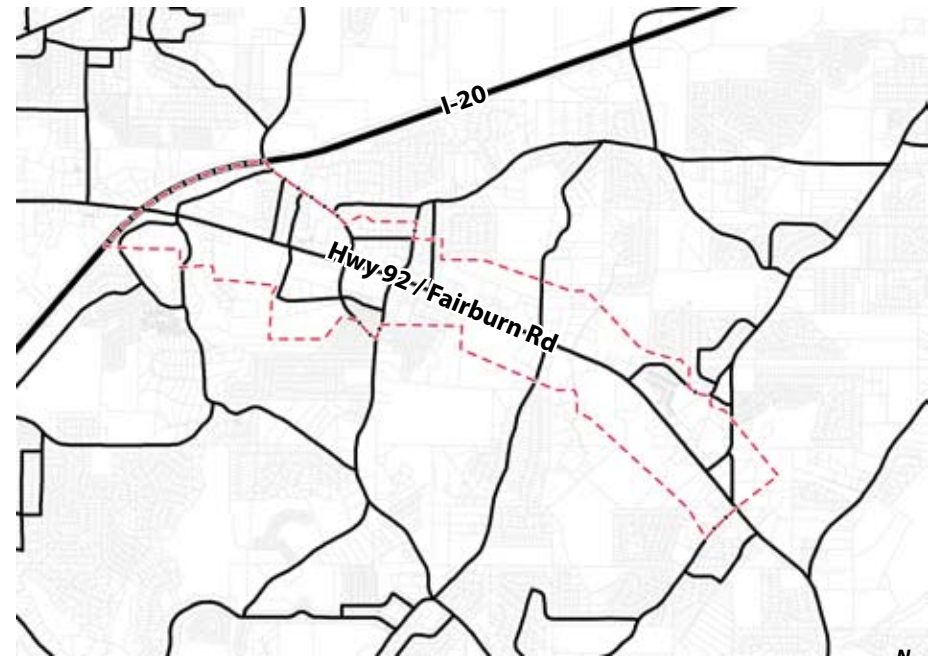
Key Issues:

- The streets that are a part of the effective street network are some of the key connections that existed from the time this area was rural agricultural farmland. As new developments urbanize the area, they add to the traffic on these streets without adding local connectivity.
- The lack of connectivity means that local trips increasingly rely on few roads, resulting in those roads needing to be wider to accommodate the increasing traffic. These “big roads” become auto-oriented and pedestrian hostile (like Highway 92).
- The lack of street connectivity also results in large block sizes which are detrimental to making the area walkable and pedestrian friendly.
- Although there are many streets that are built as new development comes in, these streets do little to help enhance local connectivity. Often these developments rely on the existing street network for access and transfer the burden of their traffic on one key road.

Existing Conditions and Analysis



Existing Street Network



Effective Street Network



Existing Conditions and Analysis

Planned Transportation Projects

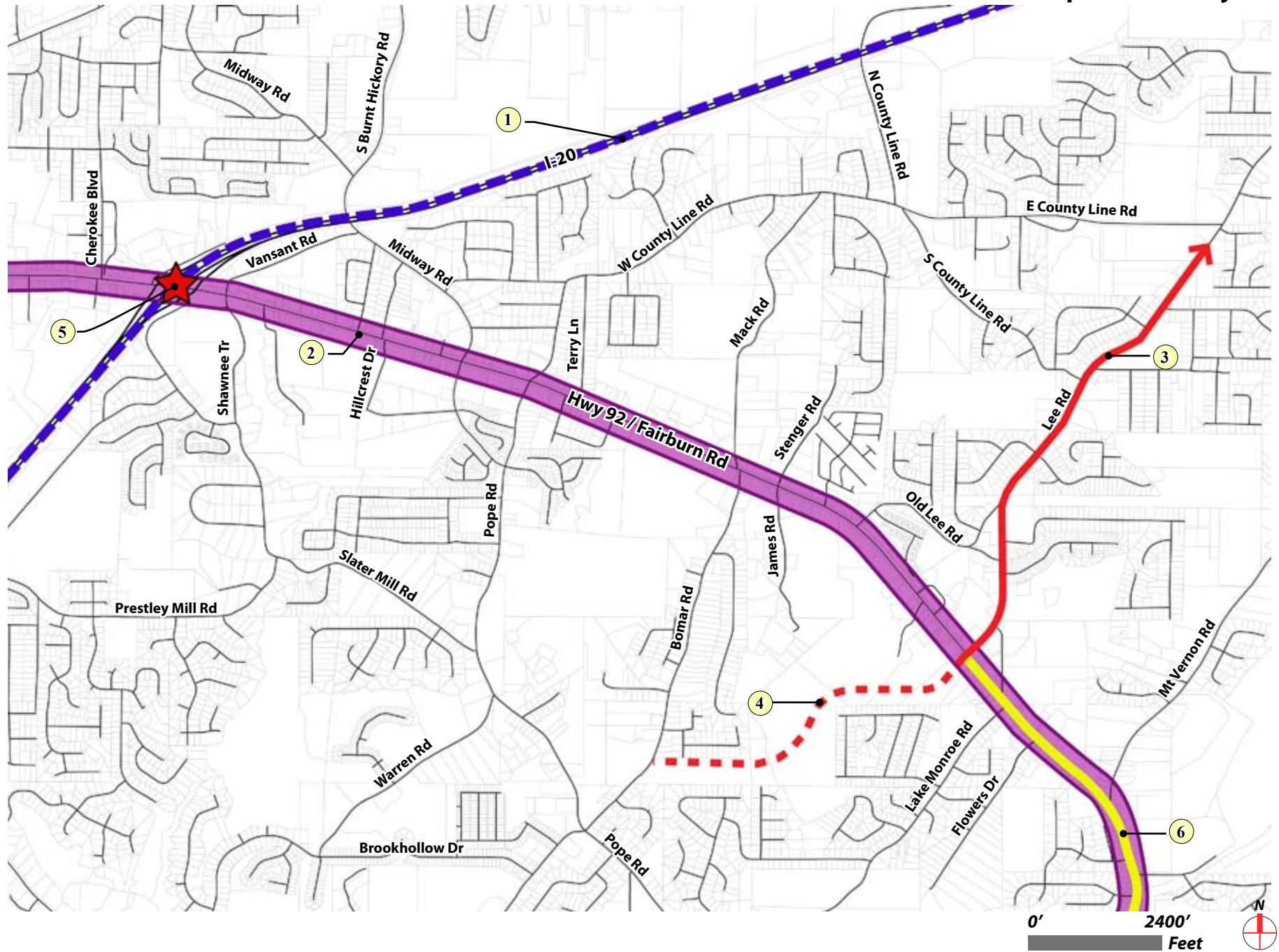
There are several key transportation projects under construction or planned for the area:

- Expansion of the bridge over the I-20 freeway is currently underway. The new bridge will be longer and higher to accommodate a new HOV lane on I-20 in the long term and will add additional lanes on the bridge with intersection improvements.
- Construction is completing on the widening of the southern section of Highway 92 from 2 lanes to 4 lanes, south of Lake Monroe Road.
- Widening of Lee Road from 2 lanes to 4 lanes from Highway 92 to I-20. This will include the rebuilding and widening of the I-20 interchange at Lee Road. This project is currently in the design phase.
- The planned extension of Lee Road from Highway 92 to Bomar Road. The County has been working with developers to protect this right-of-way and build this connection as development occurs. This link will provide an important east-west connector county-wide, with access to I-20.

	Project Name	Description	Status	Source	Proj. Number	Cost	Funding Source
1	I-20 Managed Lanes	HOV Lanes from State Road 6 to Bright Star Road	Programmed	TIP	AR-H-201	\$178,223,000	Federal/State
2	Metro Arterial Connector (MAC)	Corridor Development Study along Highway 92	Programmed	TIP	AR-941	\$800,000	Federal
3	Lee Road Segment 2	Widening from Fairburn Road to Monier Boulevard	Programmed	TIP	DO-220A	\$18,967,000	Local/Bond
4	Lee Road Extension	From Fairburn Road to Bomar Road	Long Range	Douglas County		N/A	N/A
5	Interchange Improvements	I-20 and Highway 92	Current	GDOT	712930	N/A	Federal/State
6	Highway 92 Widening	Road widening project from Lee Road	Current	GDOT	721420	N/A	State

Existing Conditions and Analysis

Planned Transportation Projects



Existing Conditions and Analysis

Parks, Greenspace, and Cultural Facilities

The study area includes some key neighborhood parks, recreational facilities and schools as shown on the adjacent map.

Two of the largest park facilities in the area include:

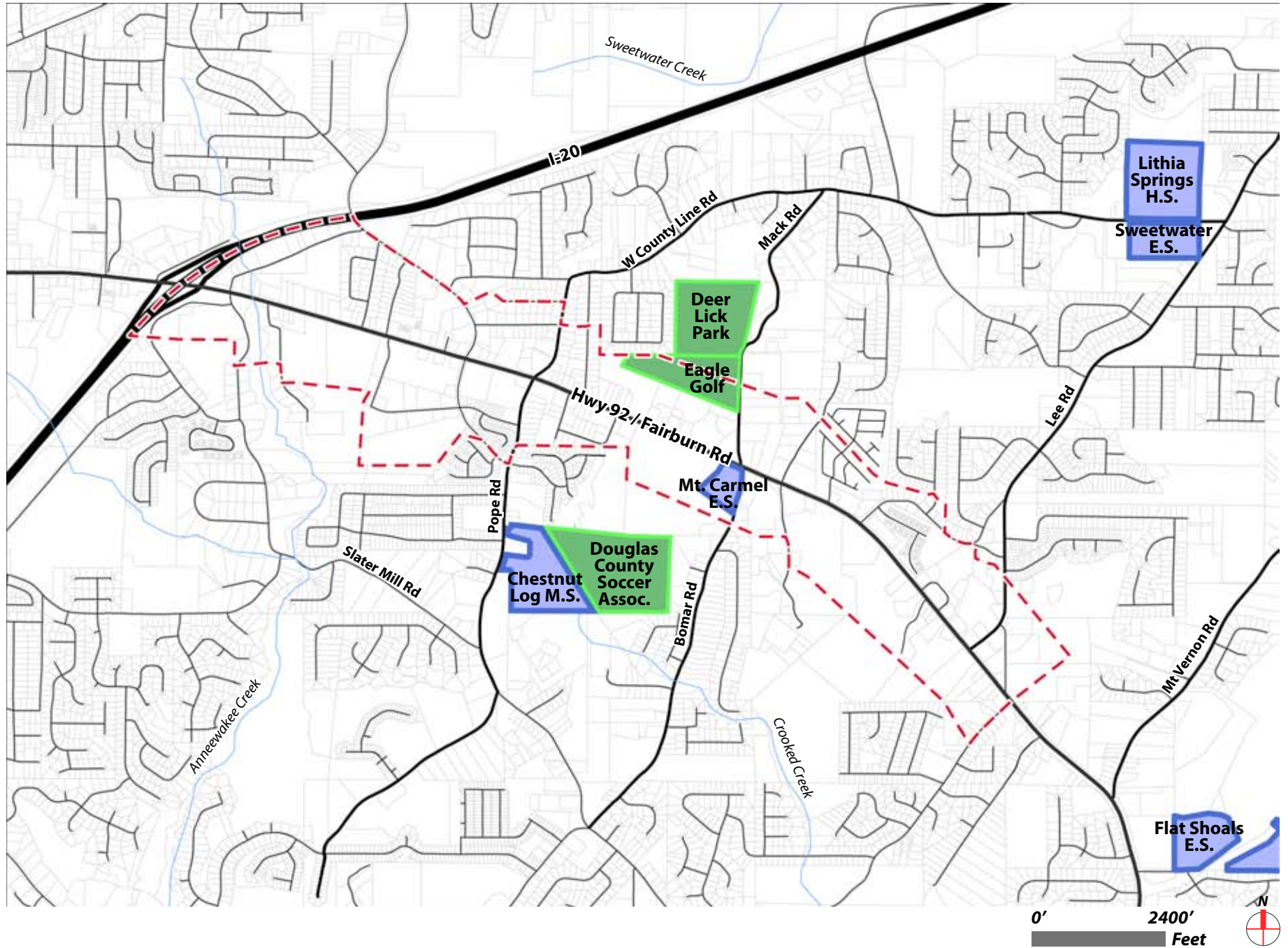
- **Deerlick Park:** This 66-acre park is located on Mack Road north of Highway 92 and serves as the headquarters for Recreation Division of Douglas County Parks and Recreation. The Park includes both passive and active areas. Activities include softball, volleyball, eighteen-hole disc golf, tennis, and basketball. Passive activities include fishing, walking, picnicking, playground, and special events. Facilities include ball fields, activity center, gymnasium, tennis courts, etc.
- **Douglas County Soccer Association Soccer Fields:** The soccer program run by the association is conducted on the Chestnut Log Middle School property. There are five full size soccer fields and another five practice fields available as a part of this facility.

Key Issues:

- Although there are significant large open spaces and a network of schools in the neighborhoods, access to these is limited to the existing street network which lacks amenities for walking or biking to these locations. An independent bike / ped trail that facilitates direct connections between parks and schools may be a good way to promote an alternate mode of transportation for the area.
- There are a few key creek systems in the area including the crooked creek that is a part of the Richardson property. The buffers of these creek systems can be used to form greenway and open space connections that could connect new and existing residential neighborhoods to key destinations on the corridor.
- The powerline easement that runs across Deerlick Park has the potential to be a key greenway corridor that can provide bike and pedestrian connections to neighborhoods and other destinations within the study area.

Existing Conditions and Analysis

Parks, Greenspace, and Cultural Facilities



Existing Conditions and Analysis

Corridor Development Initiatives

Land ownership patterns and parcel dimensions are often key issues in development. Making development happen is often simpler if parcels are large versus a situation where small parcels have to be assembled to create a project of a size that could be feasible.

The corridor has a number of key large pieces of property some of which are either already well into their development or are actively pursuing development plans. Key sites and development initiatives on the corridor include:

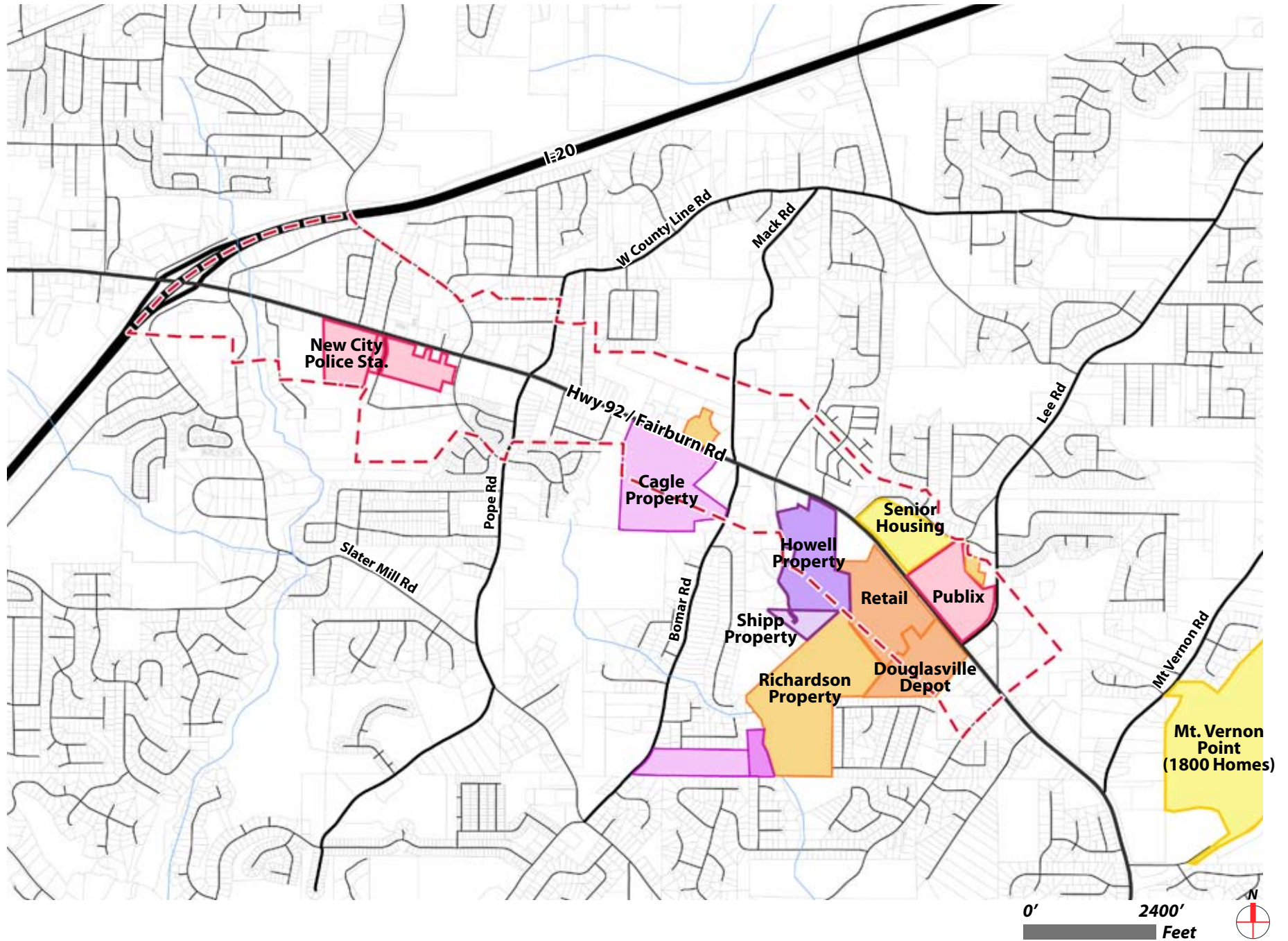
- Recent development of the Publix shopping center and new office and retail development.
- Douglasville Depot development: includes new commercial and retail stores at the corner of Lee Road and Highway 92.
- Richardson Property: potential residential development along the proposed extension of Lee Road to Bomar Road.
- City of Douglasville Police Station: City plans to develop a new police station on this property with possibilities for additional office development on Highway 92.
- The two strip commercial centers - the Ingles and the Piggly Wiggly – are old shopping centers representing over 30 acres of potential redevelopment on the corridor. The shopping centers are clearly past their lifespan and given their location, these are attractive properties for developers with a redevelopment interest.
- The Cagle and Howell properties have the potential to redevelop into new residential or commercial development.

Key Issues:

- Vacant or redevelopable land in the corridor represents 46% (449 Acres) of the total acreage (965 acres) of the study area. With these many moving parts, it is important to establish a development framework for future development over the next 15-20 years.

Existing Conditions and Analysis

Corridor Development Initiatives



Existing Conditions and Analysis

Market Analysis Summary

The following is a summary of the analysis and recommendations from the Economic and Market Analysis prepared by Market + Main, the complete analysis is provided as an appendix to this report.

Study Area Challenges & Assets

There is potential for development and redevelopment in the Study Area. However, as in every community, there are challenges that need to be addressed and assets that need to be recognized. A consistent circumstance in terms of planning, market analysis, and economic development is that, many times, issues are just opportunities in hiding. Meaning that what seems like a negative might easily be turned into a positive for the community with an adjustment in perspective and a leveraging of resources. That is why it is important to face challenges, recognize them, come to understand them, and implement actions to change them in order to move the Highway 92 corridor forward in the long-term. These issues and opportunities are based on stakeholder interviews, market assessment, and feedback at public meetings.

Challenges

- Travel distance to quality goods and services
- Small range in housing prices
- Little high-end retail amenities in area
- Perceived political environment
- Public sentiment and lack of education on quality high-density and mixed-use development
- Few for-lease options in housing Public sentiment perceives spot rezonings
- Strong retail competition nearby – Arbor Place Mall area
- Underutilized footprints
- Lack of connectivity
- Development activity not consistent throughout area

Assets

- Undeveloped land can be proactively planned for
- Proximity to hospital
- County staff responsive
- Transportation improvements underway
- Schools
- Sense of community
- Proximity and direct access to Interstate 20
- Deer Lick Park

Existing Conditions and Analysis

Summary of Market Demand:

The following chart summarizes the anticipated market demand over the next five years for housing, retail, office and industrial development.

Demand				
	Existing (2007)	5-year (2012) Increment	10-year (2017) Increment	Total New
Residential				
SF Detached (units)	4	19	46	69
SF Attached (units)	17	64	162	243
MF Condo/Apt. (units)	3	13	32	48
Subtotal	24	96	240	360
Retail				
Neighborhood Serving (sf)	4,350	27,560	21,770	53,680
Community Serving (sf)	10,120	65,370	50,580	126,070
Subtotal	14,470	92,930	72,350	179,750
Office (sf)	500	8,130	13,330	21,960
Industrial (sf)	0	0	0	0

Key recommendations and opportunities include:

Encourage choice for balanced growth along the corridor

- Given its suburban location and its current position as an emerging corridor, move towards a mixed-use development pattern.
- This will provide a choice of development types to future residents and businesses alike and will sustain the ability of this corridor to be a destination for many years to come.
- Focus on decisions based on the long term vision and desires to achieve economic sustainability over many years.

Allow a diversification of the housing product

- Create a choice for the residential market by allowing products other than single-family homes
- Encourage medium density developments allowing mixed products at a variety of price points

Develop a Mixed Use anchor on the corridor

- Encourage a mixed use village type development near the Lee Road intersection with destination retail that does not necessarily compete with the Arbor Place mall but serves new communities on the corridor.

Focus on redevelopment through Strategic public investment

- Encourage public –private partnerships to help the redevelopment of aging commercial centers in the western portion of the corridor close to I-20

Section 3.0

The Planning Process

The Planning Process

The Public Visioning Process

As part of the design and planning process, a series of public meetings, stakeholder interviews, design workshops, and public presentations were conducted to uncover key issues and gather public input.

This process included:

Public Kick-Off Meeting: November 1, 2007

This meeting included a brief presentation of the planning process and two exercises designed to gather public ideas and input. The first was a “post it” note exercise where meeting attendees were asked to write 3 things they “value” most about the area and 3 things they would like to see “changed”. The ideas could be broad or specific. These notes were then placed on the wall and grouped into common categories in order to uncover common themes.

The second exercise involved working in small “table groups” around aerial maps of the study area. Participants were asked to mark up the base maps and identify geographically, areas needing change or improvement and areas to be enhanced or protected. Similar to the first exercise, this one serves to locate specific project needs and concerns in the corridor. Each table then presented back to the larger group the ideas and concepts discussed in their table session.



Community members at the public kick-off meeting and participating in the Post-it notes exercise

The Planning Process

Post-it Notes Exercise Summary

Things the Community Values

Ease of Regional Access	(22)
Rural Character	(16)
Trees, Greenspace and Parks	(18)
Property Value	(11)
Neighborhoods and the Community	(9)
Convenience to Shopping	(8)

Ease of Regional Access

- Proximity to City
- Accessibility to I-20
- Ease of access to parts of Atlanta – the Airport, Downtown, etc.

Trees Greenspace and Parks

- Trees and Greenery
- Preserve Greenspace and Parks
- Potential for a socially & environmentally responsible growth process
- Variety of shopping - not chain stores
-

Rural Character

- Life time home
- Small town feel
- Quiet Community

Things the Community would like to see Changed

More “Quality” development	(23)
Zoning and Land Use Controls	(11)
More Greenspace	(11)
Slower Traffic in the Neighborhoods	(11)
Pedestrian Friendly Amenities	(9)
Better Access (street network)	(5)

More “Quality” Development

- No more tire, oil change, car wash shops on highway 92, no more storage buildings
- Less strip malls
- No multi-family / starter homes

Zoning and Land Use Controls

- Stop residential development without proper planning
- Faster Zoning – stop endless moratoriums
- Poor Signage Control
- More consideration for life time owners in zoning matters

More Greenspace

- Better Landscaping & street trees
- More Parks

Pedestrian Friendly Amenities

- Change road design to accommodate
- Sidewalks & bike lanes
- Landscaping & Street trees
- Trails & greenways

Note: Number in Parentheses indicates the number of post-it notes related to the same issue

The Planning Process

Table Sessions Summary

More "Quality" Development and Standards

- Prepare long-term plans for development
- Need Standards for new development
- Plans for sewer and related infrastructure

Greenspace and Parks

- Protect and Enhance the Deerlick Park
- Develop floodplain properties into park space
- Need more greenspace

Access and Transportation

- Need sidewalks in neighborhoods
- Need a frontage road for better local access
- Need bike lanes
- Tie the plans for Lee road into the development
- Mack Road / Bomen Road intersections are an issue
- Left turns on to Highway 92 are an issue
- Speeding truck traffic is an issue



Community members work in small table groups during the public kick-off meeting.

The Planning Process

Stakeholder Interviews: October / November 2007

A series of one-on-one stakeholder interviews were conducted to gain more specific input on key issues in the area. These interviews included Douglas County staff, Fire and Police Departments, Members of the Zoning Board, neighborhood leaders, and property owners. They were informal discussions that were used to identify current initiatives and trends in the corridor.

Design Workshop: December 4-6, 2007

The Design Workshop was organized as a series of meetings, presentations, stakeholder interviews, and team working sessions all scheduled over a three day period. The purpose of the workshop was to develop and design an initial set of concepts that could be quickly shared with the public and form the foundation of the plan.

The workshop included a public kick-off meeting on the first evening. Held at Sunset Hills Baptist Church with many new to the planning process, this meeting served a similar purpose as the first kick-off meeting in October. Participants were asked to work in small table groups around aerial base maps and identify key issues, areas of concern, improvement opportunities.

The following three days were scheduled as day-long open house work sessions where the project team set up a working studio and began designing and developing proposed projects in an environment where the public could drop in and share ideas and review work in progress. The evening of the third day concluded with a public overview presentation of the designs and planning ideas developed during the week.



Consultants and community members at the at the open-house studio working session during the Design Workshop