

Section 5.0

Implementation

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Implementation Plan:

The recommendations and design concepts illustrated in Section 4.0 are arranged into a comprehensive list of specific projects to form a project matrix. This project matrix outlines intent, potential cost, timing and priority and responsible party or agency for each project. The project matrix serves as the “blueprint” for the overall plan and vision and is organized into the following categories:

Transportation – This includes proposed improvements to intersections, streetscape and sidewalks, pedestrian crossings, transit, and bicycle facilities.

Open Space, Trails & Greenways – Outlining the proposed new trails, park and open spaces, and greenway connections that serve to link the existing neighborhoods and future redevelopment.

Land Use and Zoning – This includes the key changes to Future Land Use and Zoning categories necessary to support the type of redevelopment proposed.

Partnerships

The implementation of the projects and policies identified in this plan will require the coordinated efforts of a number of agencies and organizations including the following:

Douglas County: Most of this corridor is in Douglas County and many of the land use and transportation projects will require Douglas County to implement.

City of Douglasville: A few properties on the corridor are within the City’s jurisdiction and in some cases are also owned by the City. Key public investment recommended for these will require implementation from the City of Douglasville.

Georgia Department of Transportation (GDOT): Highway 92 is a State Route and is controlled by GDOT. The proposed pedestrian and bicycle improvements on the corridor will ultimately require their coordination and approval.

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Public Project Funding

Many of the projects identified are transportation related and will require funding from a variety of sources. Douglas County should include these projects in their Comprehensive Transportation Plans and work with GDOT to ensure that projects which will require (or may be eligible for) federal transportation funds are included in the Regional Transportation Plan (RTP).

Some of the potential sources for project funding include:

Livable Center Initiative (LCI): This study is funded in part by ARC's LCI program and projects identified as part of this plan are eligible for targeted implementation funding. Typical projects would include pedestrian enhancements. In order to be competitive for LCI implementation funding the applicant must demonstrate that the plan is being implemented locally and preliminary design work on selected projects must be completed.

Transportation Enhancement Program (TE): Administered by the Georgia Department of Transportation, Transportation Enhancement funding is obtained competitively, and can be used for capital projects that provide infrastructure for pedestrians and cyclists.

Congestion Management and Air Quality (CMAQ) Funds: Provides Federal funding for projects contributing to attainment of national air quality standards. Types of projects eligible include transit, shared-ride services, traffic flow improvements, transportation demand strategies, pedestrian and bicycle facilities.

Private Trusts/Foundation: Several sources of private trust and foundation funding are available specifically for public open space and greenway projects. These sources include the Trust for Public Land (TPL), the Blank Foundation, and the PATH Foundation.

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Projects List

Transportation

Intersections / Traffic Signals

I-1 New Traffic Signal: Install new traffic signal to allow full access to new parallel street network from Highway 92

I-2 New Traffic Signal: Install new traffic signal to allow full access to new street network from Highway 92

I-3 New Traffic Signal: Install new traffic signal to allow full access to new commercial development and street network from Highway 92

Pedestrian Crossings

P-1 Pedestrian Crosswalk Enhancement: Intersection of Bomar Road and Highway 92 - Upgrade pedestrian crosswalk markings and provide ADA access, install countdown PED signals

P-2 Pedestrian Crosswalk Enhancement: Intersection of Pope Road and Highway 92 - Upgrade pedestrian crosswalk markings and provide ADA access, install countdown PED signals

P-3 Pedestrian Crosswalk Enhancement: Intersection of Lee Road and Highway 92 - Upgrade pedestrian crosswalk markings and provide ADA access, install countdown PED signals

P-4 Pedestrian Crosswalk Enhancement: Intersection of Midway Road and Highway 92 - Upgrade pedestrian crosswalk markings and provide ADA access, install countdown PED signals

P-5 Pedestrian Crosswalk Enhancement: Intersection of Vansant Road and Highway 92 - Upgrade pedestrian crosswalk markings and provide ADA access, install countdown PED signals

New Streets / Network

N-1 Parallel Street to Highway 92: New 2-lane street parallel to Highway 92 on the south side from Lake Monroe road to Pine Street

N-2 Network opportunities - Redevelopment of Old Strip Commercial : Various network connections that are possible with redevelopment including extension of Sunset Dr. across Highway 92

N-3 Network opportunities - Redevelopment of Commercial Properties: Various network connections that are possible with redevelopment

N-4 Network opportunities: Deerlick Park to Douglas County Soccer Assoc. - New 2-lane street connecting the Deerlick Park with the Douglas County Soccer Association across Highway 92

N-5 Chestnut Log School Road: New 2 lane connection between Pope Road and Mount Carmel Elementary School

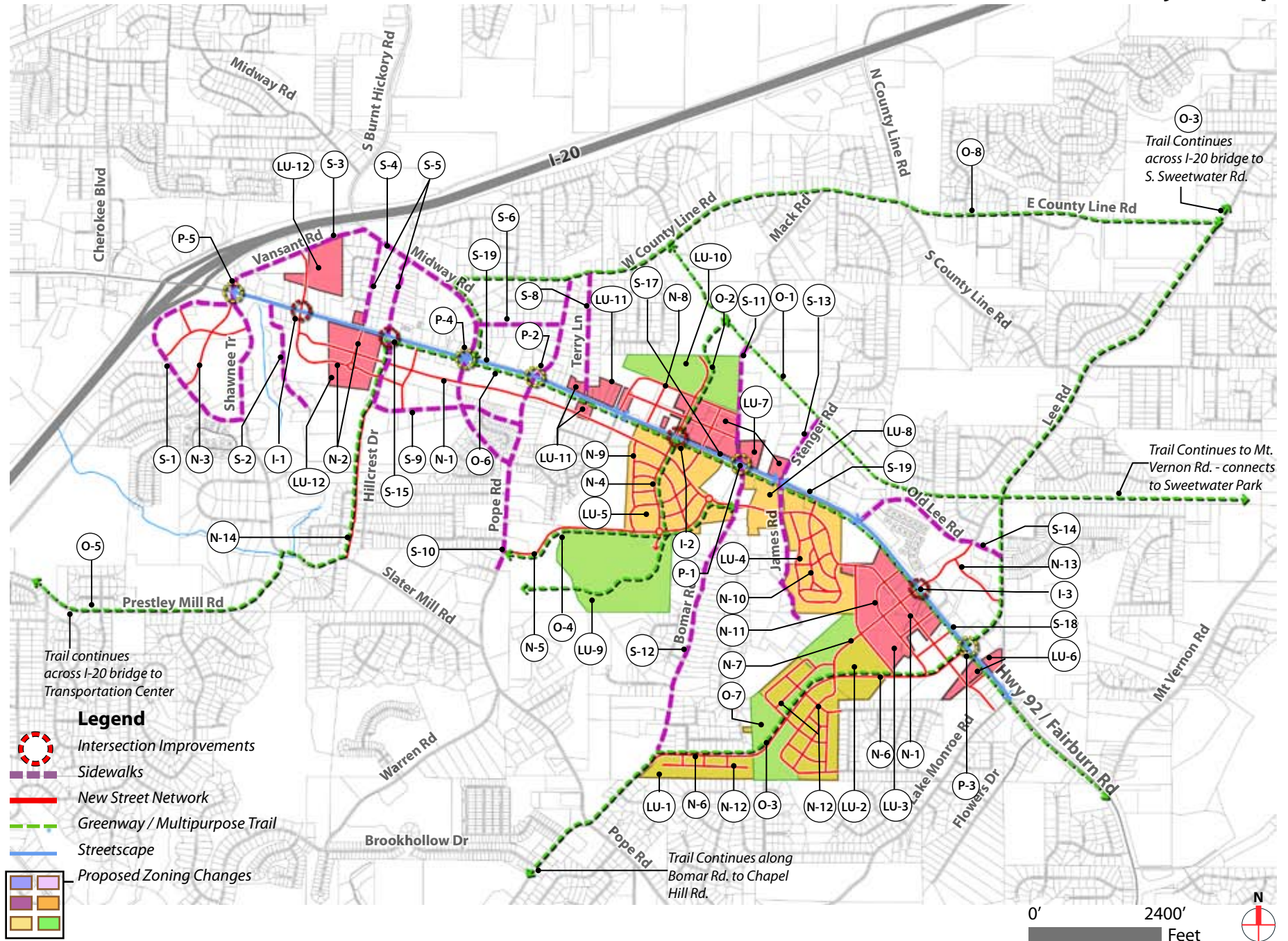
N-6 Lee Road Extn: Extend Lee Road south and west towards Bomar Road - to coincide with the redevelopment of vacant properties

N-7 New Street: New Street connection across Highway 92 between Old Lee Road and Lee Road Extension. To coincide with the development of Douglasville Depot site

N-8 New Street Network: Various network opportunities that are possible with the redevelopment of commercial and residential properties fronting Highway 92

N-9 New Street Network: Various network opportunities that are possible with the redevelopment of the Cagle Property

N-10 New Street Network: Various network opportunities that are possible with the redevelopment of the Howell Property



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N-11 New Street Network: Various network opportunities that are possible with the development of the Douglasville Depot Site

N-12 New Street Network: Various network opportunities that are possible with the development of the Richardson property

N-13 New Street Network: Various network opportunities that are possible with the development of Commercial property near Publix and the Senior Housing Site

N-14 New Street Network: Extension of South Hillcrest Drive to Slater Mill Road

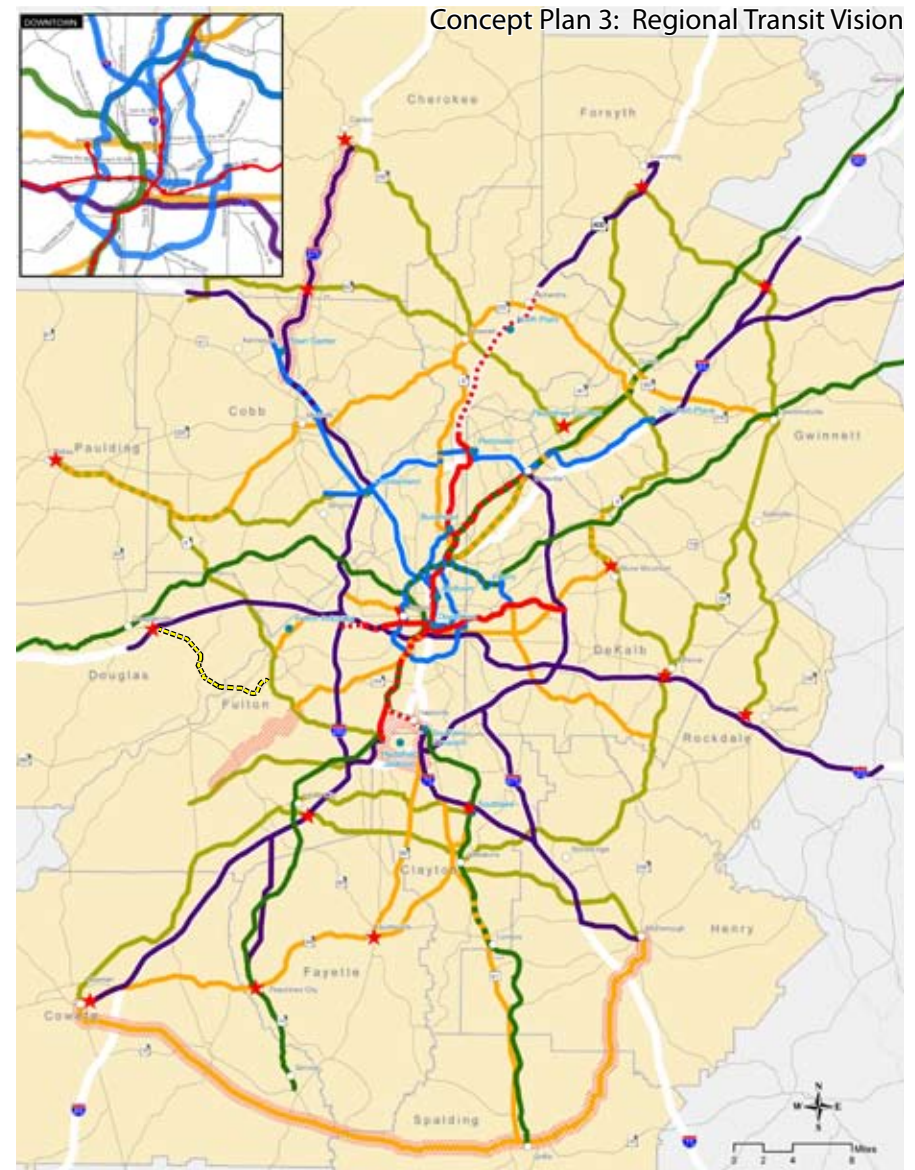
Transit

The adjacent map represents the Transit Planning Board's Regional Transit Vision for Metro Atlanta. It includes a range of technologies to allow commuters mobility choices to allow access to major businesses, educational and cultural destinations.

Transit recommendations proposed as a part of this LCI are meant to feed into and supplement the regional transit vision and allow the Highway 92 area to connect to these systems. To that end, the two key recommendations of this LCI plan are

T-1 Corridor Bus Service: Plan and Implement feeder bus service on Highway 92 to connect to the transit center for service to I-20 Park n' Ride Transit Center

T-2 Designate Future Transit Route: Designate Highway 92 as a future regional transit route that can connect downtown Douglasville with industrial areas along the Chattahoochee, employment centers in South Fulton County and the Atlanta Airport.

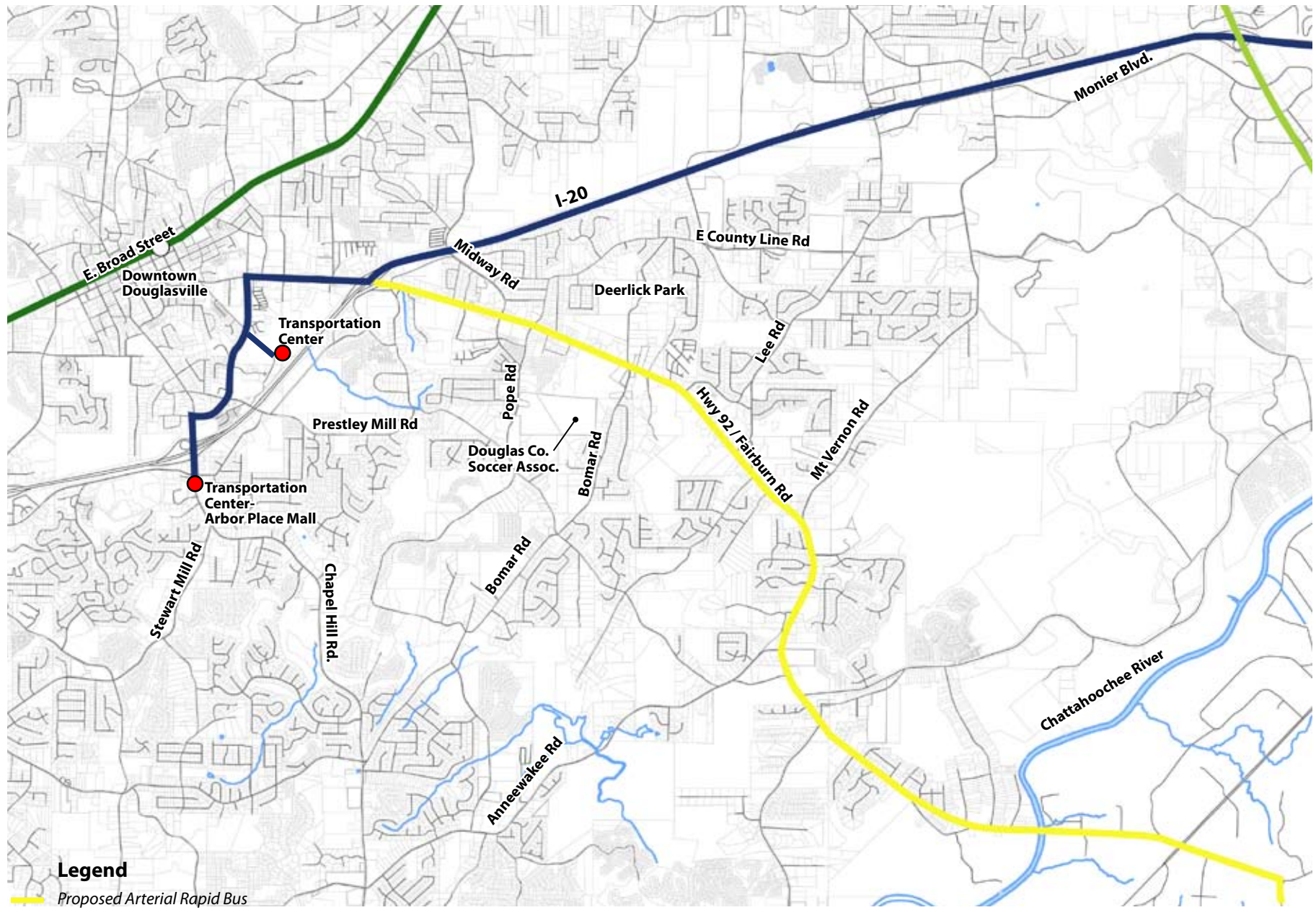


Legend

- Proposed Arterial Rapid Bus (LCI Recommendation)

Legend- Transit Planning Board's Regional Transit Vision

- Existing Heavy Rail
- - - New Heavy Rail
- LRT/Streetcar
- Commuter Rail
- Freeway BRT/Expressway Bus
- Arterial Rapid Bus
- Reg'l Suburban Bus
- - - Overlapping Alignments: Arterial Rapid Bus & Reg'l Suburban Bus
- Transit Way
- Major Activity Center
- ★ Transit Center
- MARTA Station
- City
- County



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Streetscape / Sidewalks

S-1 Install Sidewalks: Slater Mill road up to Shawnee Trail and along Shawnee Trail

S-2 Install Sidewalks: Pine Drive

S-3 Install Sidewalks: Vansant Road

S-4 Install Sidewalks: Midway Road

S-5 Install Sidewalks: Hillcrest Drive, Sunset Drive and Skyview Circle

S-6 Install Sidewalks: Sullivan Drive

S-7 Install Sidewalks: W. County Line Road

S-8 Install Sidewalks: Terry Lane

S-9 Install Sidewalks: South Hillcrest Drive, Longview Road

S-10 Install Sidewalks: Pope Road

S-11 Install Sidewalks: Mack Road

S-12 Install Sidewalks: Bomar Road

S-13 Install Sidewalks: Stenger Road and James Road

S-14 Install Sidewalks: Old Lee Road

S-15 Catalyst Streetscape: Highway 92 Streetscape with street trees, pedestrian lighting and concrete sidewalk with landscaped median islands (\$90,000/100 linear feet) from Vansant Road intersection to Midway Road Intersection

S-17 Catalyst Streetscape: Highway 92 Streetscape with street trees, pedestrian lighting and concrete sidewalk with landscaped median

islands (\$90,000/100 linear feet) from west of Bomar Road Intersection to Stenger road intersection

S-18 Catalyst Streetscape: Highway 92 Streetscape with street trees, pedestrian lighting and concrete sidewalk with landscaped median islands (\$90,000/100 linear feet) from Old Lee Road Intersection to Lake Monroe Road

S-19 Remaining Streetscape: Highway 92 Streetscape with street trees, pedestrian lighting and concrete sidewalk with landscaped median islands (\$90,000/100 linear feet) on remaining portions of Highway 92 from I-20 to Lake Monroe other than the Catalyst streetscape projects

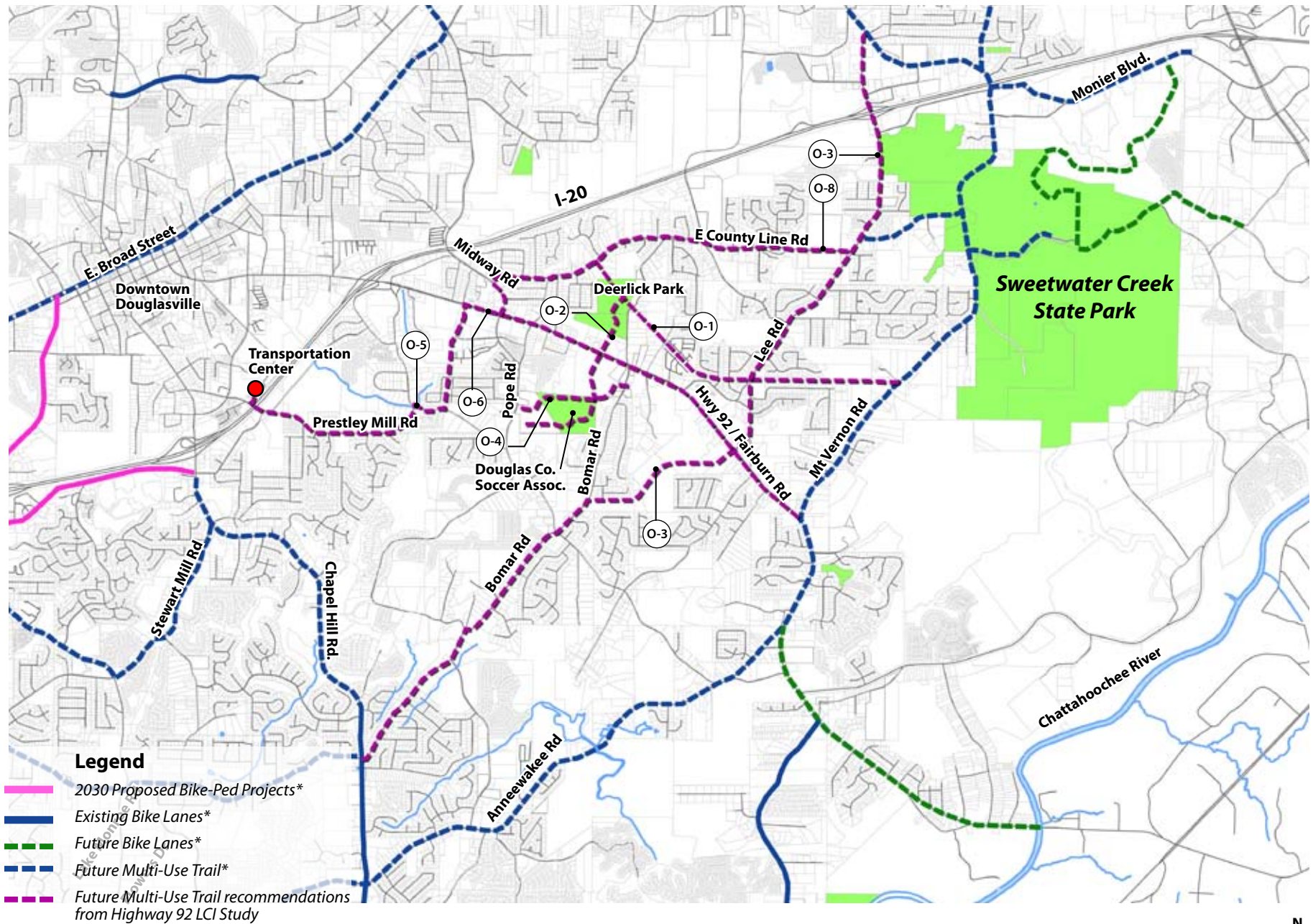
Open Space, Trails & Greenways

The trails and Greenway recommendations proposed as a part of the Highway 92 LCI are developed to supplement the recommendations for Douglas County developed as a part of the Atlanta Region Bicycle Transportation and Pedestrian Walkways plan developed by the ARC in 2002. For a regional system map with LCI recommendations, see adjacent page.

O-1 Deerlick Park/Powerline Easement Trail: this potential trail connects communities along the powerline easement from E. County Line Road to Mt. Vernon Road. It connects to the future trail on Mt. Vernon Road leading to the Sweetwater Creek State Park

O-2 Deerlick Park / Chestnut Log School Trail: this potential trail begins at the Deerlick Park, travels along a new street connection and connects to the Douglas County Soccer Association grounds. To be developed in conjunction with the redevelopment of the Cagle property

O-3 Lee Road / Bomar Road Trail: Potential trail connection along the Lee Road across the I-20 bridge, Lee Road Extension continuing along Bomar Road to Chapel Hill Road. To be developed in conjunction with



* Source: Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan - 2002



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new residential development on the Richardson Property and new retail along Highway 92.

O-4 Chestnut Log School / Mt. Carmel School Trail: Potential trail connection along new street connection between the Chestnut Log M. S on Pope Road and the Mt. Carmel E. S. on Bomar Road.

O-5 Highway 92 to Transportation Center Trail: Potential trail connection from Hillcrest Dr. intersection on Highway 92 to Prestley Mill Road, going across I-20 and connecting to the Douglas County Transportation Center at 8800 Dorris Road.

O-6 Highway 92 Trail: Potential trail along Highway 92 from Hillcrest Dr. to Mt. Vernon Road developed in conjunction with Highway 92 streetscape.

O-7 Richardson Property Park and Greenway: Park improvement of portions of property in the Crooked Creek buffer and along the draw beside the proposed Lee road Extension. Provides a contiguous greenway connection between new residential development and the proposed village center on Highway 92.

O-8 County Line Road Trail: Potential trail connection along County Line Road from the intersection of Midway Road and Highway 92 to Lee Road. Provides trail connections to the Lithia Springs High School.

Land Use

LU-1 Land Use Recommendation: Intensify residential use from low density single family residential to medium density residential at about 4 units/acre density developed around a pattern of street and blocks with a mix of housing types. May need appropriate zoning change to accommodate above uses.

LU-2 Land Use Recommendation: Intensify residential use from low density single family residential to a higher density residential development with a gross density of 8 units/acre that includes a range of housing types (SF, TH & MF), interconnected streets and blocks with publicly accessible park and open spaces. May need appropriate zoning change: see guidelines for TND.

LU-3 Zoning Change Recommendation from Low Density Residential to General Commercial; Encourages the development of retail and commercial uses. Village overlay encourages a mix of uses including residential and urban design standards. See guidelines for commercial development.

LU-4 Land Use Recommendation: Intensify residential use from low density single family residential to a higher density residential development with a gross density of 8 units/acre that includes a range of housing types (SF, TH & MF) that transition from higher intensity closer to the corridor, interconnected streets and blocks with publicly accessible park and open spaces and neighborhood retail uses fronting Highway 92. May need zoning change: see guidelines for TND.

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LU-5 Land Use Recommendation: Intensify residential use from low density single family residential to a higher density residential development with a gross density of 8 units/acre that includes a range of housing types (SF, TH & MF) that transition from higher intensity closer to the corridor, interconnected streets and blocks with publicly accessible park and open spaces and neighborhood retail uses fronting Highway 92. See guidelines for TND.

LU-6 Land Use Recommendation: Allow the development of Retail uses as a part of the existing transitional land use. May require zoning change from R-LD to C-C (Community Commercial). See guidelines for commercial development.

LU-7 Land Use Recommendation: Allow the development of Retail uses as a part of the existing transitional land use. May require zoning change from R-LD to C-C (Community Commercial). See guidelines for commercial development.

LU-8 Land Use Recommendation: Intensify residential use from low density single family residential to a higher density residential development with a gross density of 8 units/acre that includes a range of housing types (SF, TH & MF) that transition from higher intensity closer to the corridor, interconnected streets and blocks with publicly accessible park and open spaces and neighborhood retail uses fronting Highway 92. May need zoning change: see guidelines for commercial development.

LU-9 Land Use Recommendation: Allow protection of existing open space by designating it under the recreation/open space / park land use category.

LU-10 Land Use Recommendation: Allow protection of existing open space by designating it under the recreation/open space / park land use category.

LU-11 Land Use Recommendation: Allow the development of Retail uses as a part of the existing transitional land use. May require zoning change from R-LD to C-C (Community Commercial). See guidelines for commercial development.

LU-12 Land Use Recommendation: Allow the development of office and commercial mixed use as a part of the existing mixed use corridor land use. May require zoning change from R-LD to C-C (Community Commercial). See guidelines for commercial development.

LU-13 Traditional Neighborhood Design Ordinance: Develop a TND ordinance for the corridor

LU-14 Update Corridor Overlay Ordinance: Update the corridor overlay ordinance with specific design recommendations from the Highway 92 LCI plan

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Project Matrix:

Cost Estimates

The cost estimates provided in the Project Matrix are macro-level planning estimates and will need to be revised and updated over time. The estimates are based on the ARC's Cost Estimation Tool methodology. All assumptions and estimate details are provided in Appendix 2.

Project Matrix Abbreviations

DCP&Z: Douglas County Planning and Zoning

DCDOT: Douglas County Department of Transportation

CIP: Capital Improvement Projects

LCI: Livable Centers Initiative

GDOT: Georgia Department of Transportation

CMAQ: Congestion Management and Air Quality Funds

TE: Transportation Enhancement Funds

Priority 1: 0-5 years

Priority 2: 5-10 years

Priority 3: 10+ years

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Projects Matrix

ID	Description	Location	Type of Improvement	Priority	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Agency	Funding Source	Local Match Source	Local Match Amount
TRANSPORTATION															
Intersections / Traffic Signals															
I-1	New Traffic Signal: Install new traffic signal to allow full access to new parallel street network from Highway 92 (cost determined using ARC costing tool)	East of Pine Drive on Highway 92	Intersection Improvement	Priority 2	2009 (for cost inflation purpose)	\$16,000	N/A	N/A	2012 (for cost inflation purpose)	\$144,000	\$160,000	Private Developer/GDOT	Private Developer	Douglas County	\$32,000 (20%)
I-2	New Traffic Signal: Install new traffic signal to allow full access to new street network from Highway 92 (cost determined using ARC costing tool)	New street intersection on Highway 92 between Bomar Road and Pope Road	Intersection Improvement	Priority 2	2009 (for cost inflation purpose)	\$16,000	N/A	N/A	2012 (for cost inflation purpose)	\$144,000	\$160,000	Private Developer/GDOT	Private Developer	Douglas County	\$32,000 (20%)
I-3	New Traffic Signal: Install new traffic signal to allow full access to new commercial development and street network from Highway 92 (cost determined using ARC costing tool)	At new street between Old Lee Road and Lee Road on Highway 92	Intersection Improvement	Priority 3	2009 (for cost inflation purpose)	\$16,000	N/A	N/A	2012 (for cost inflation purpose)	\$144,000	\$160,000	Private Developer/GDOT	Private Developer	Douglas County	\$32,000 (20%)
I-4	New Traffic Signal: Install new traffic signal to allow full access to new Police Headquarters & County Admin building from Highway 92 (cost determined using ARC costing tool)	At Hillcrest Dr. on Highway 92	Intersection Improvement	Priority 2	2009 (for cost inflation purpose)	\$16,000	N/A	N/A	2012 (for cost inflation purpose)	\$144,000	\$160,000	City of Douglasville/Douglas County/GDOT	City of Douglasville/Douglas County	City of Douglasville/Douglas County	\$32,000 (20%)
Pedestrian Crossings:															
P-1	Pedestrian Crosswalk Enhancement: Upgrade pedestrian crosswalk markings and provide ADA access, install countdown PED signals (\$160,000 per signal)	Intersection of Bomar Road and Highway 92	Pedestrian Crossings	Priority 1	2009 (for cost inflation purpose)	\$16,000	N/A	N/A	2012 (for cost inflation purpose)	\$144,000	\$160,000	GDOT / Douglas County DOT	LCI/GDOT	Douglas County	\$32,000 (20%)
P-2	Pedestrian Crosswalk Enhancement: Upgrade pedestrian crosswalk markings and provide ADA access, install countdown PED signals (\$160,000 per signal)	Intersection of Pope Road and Highway 92	Pedestrian Crossings	Priority 1	2009 (for cost inflation purpose)	\$16,000	N/A	N/A	2012 (for cost inflation purpose)	\$144,000	\$160,000	GDOT / Douglas County DOT	LCI/GDOT	Douglas County	\$32,000 (20%)

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ID	Description	Location	Type of Improvement	Priority	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Agency	Funding Source	Local Match Source	Local Match Amount
P-3	Pedestrian Crosswalk Enhancement: Upgrade pedestrian crosswalk markings and provide ADA access, install countdown PED signals (\$160,000 per signal)	Intersection of Lee Road and Highway 92	Pedestrian Crossings	Priority 1	2009 (for cost inflation purpose)	\$16,000	N/A	N/A	2012 (for cost inflation purpose)	\$144,000	\$160,000	GDOT / Douglas County DOT	LCI/ GDOT	Douglas County	\$32,000 (20%)
P-4	Pedestrian Crosswalk Enhancement: Upgrade pedestrian crosswalk markings and provide ADA access, install countdown PED signals (\$160,000 per signal)	Intersection of Midway Rd. and Highway 92	Pedestrian Crossings	Priority 1	2009 (for cost inflation purpose)	\$16,000	N/A	N/A	2012 (for cost inflation purpose)	\$144,000	\$160,000	GDOT / Douglas County DOT	LCI/ GDOT	Douglas County	\$32,000 (20%)
P-5	Pedestrian Crosswalk Enhancement: Upgrade pedestrian crosswalk markings and provide ADA access, install countdown PED signals (\$160,000 per signal)	Intersection of Vansant Rd. and Highway 92	Pedestrian Crossings	Priority 1	2009 (for cost inflation purpose)	\$16,000	N/A	N/A	2012 (for cost inflation purpose)	\$144,000	\$160,000	GDOT / Douglas County DOT	LCI/ GDOT	Douglas County	\$32,000 (20%)
New Streets / Network															
N-1	Parallel Street to Highway 92: New 2-lane street parallel to Highway 92 on the south side from Lake Monroe road to Pine Street (cost: 2-lane road = \$5,000,000/mile, not including ROW)	From Lake Monroe Road to Pine Street	New Street Network	Priority 2	TBD	\$1,402,500	TBD	TBD	TBD	\$12,622,500	\$14,025,000	DCP&Z Dept. / DCDOT	Private Developers / Douglas County	Douglas County	\$2,805,000 (20%)
N-2	Network opportunities - Redevelopment of Old Strip Commercial: Various network connections that are possible with redevelopment including extension of Sunset Dr. across Highway 92	New City Police Station Site and Strip Shopping Center	New Street Network	Priority 2	N/A	N/A	N/A	TBD (private developer dedication)	N/A	N/A	N/A	DCP&Z Dept. / DCDOT	Private Developers	N/A	N/A
N-3	Network opportunities - Redevelopment of Commercial Properties: Various network connections that are possible with redevelopment	Commercial Property facing I-20 on Slater Mill Road.	New Street Network	Priority 3	N/A	N/A	N/A	TBD (private developer dedication)	N/A	N/A	N/A	DCP&Z Dept. / DCDOT	Private Developers	N/A	N/A

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ID	Description	Location	Type of Improvement	Pri- ority	Engi- neering Year	Engineer- ing Cost	ROW Year	ROW Cost	Con- struc- tion Year	Construc- tion Cost	Total Proj- ect Cost	Agen- cy	Fund- ing Source	Local Match Source	Local Match Amount
N-4	Network opportunities: Deerlick Park to Douglas County Soccer Assoc. - New 2-lane street connecting the Deerlick Park with the Douglas County Soccer Association across Highway 92	Between Pope Road and Bomar Road	New Street Network	Prior- ity 3	N/A	N/A	N/A	TBD (private deveo- per dedica- tion)	N/A	N/A	N/A	DCP&Z Dept. / DCDOT	Private Develo- pers	N/A	N/A
N-5	Chestnut Log School Road: New 2 lane connection between Pope Road and Mount Carmel Elementary School (cost: 2-lane road = \$5,000,000/mile, not including ROW)		New Street Network	Prior- ity 2	TBD	\$396,000	TBD	TBD (private deveo- per dedica- tion)	TBD	\$3,564,000	\$3,960,000	DCP&Z Dept. / DCDOT	Doug- las County/ /	Doug- las County	\$792,000 (20%)
N-6	Lee Road Extn: Extend Lee Road south and west towards Bomar Road - to coincide with the redevelopment of vacant properties (cost: 4-lane road = \$10,600,000/mile, not including ROW)	Between Highway 92 and Bomar Road	New Street Network	Prior- ity 1	TBD	\$618,750	TBD	TBD (private deveo- per dedica- tion)	TBD	\$5,568,750	\$6,187,500	DCP&Z Dept. / DCDOT	Doug- las County/LCI/ GDOT	Doug- las County	\$1,237,500 (20%)
N-7	New Street: New Street connection across Highway 92 between Old Lee Road and Lee Road Extension. To coincide with the development of Douglasville Depot site.	West of Lee Road	New Street Network	Prior- ity 2	N/A	N/A	N/A	TBD (private deveo- per dedica- tion)	N/A	N/A	N/A	DCP&Z Dept. / DCDOT	Private Develo- pers	N/A	N/A
N-8	New Street Network: Various network opportunities that are possible with the redevelopment of commercial and residential properties fronting Highway 92.	Between the Eagle Golf Course Property and Highway 92	New Street Network	Prior- ity 2	N/A	N/A	N/A	TBD (private deveo- per dedica- tion)	N/A	N/A	N/A	DCP&Z Dept. / DCDOT	Private Develo- pers	N/A	N/A
N-9	New Street Network: Various network opportunities that are possible with the redevelopment of the Cagle Property	Cagle Property between the Douglas County Soccer Assoc. Fields and Mt. Carmel Elementary School	New Street Network	Prior- ity 2	N/A	N/A	N/A	TBD (private deveo- per dedica- tion)	N/A	N/A	N/A	DCP&Z Dept. / DCDOT	Private Develo- pers	N/A	N/A

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ID	Description	Location	Type of Improvement	Priority	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Agency	Funding Source	Local Match Source	Local Match Amount
N-10	New Street Network: Various network opportunities that are possible with the redevelopment of the Howell Property	Howell Property between Stenger Road and Old Lee Road	New Street Network	Priority 2	N/A	N/A	N/A	TBD (private developer dedication)	N/A	N/A	N/A	DCP&Z Dept. / DCDOT	Private Developers	N/A	N/A
N-11	New Street Network: Various network opportunities that are possible with the development of the Douglasville Depot Site	Near the intersection of Lee Road and Highway 92	New Street Network	Priority 1	N/A	N/A	N/A	TBD (private developer dedication)	N/A	N/A	N/A	DCP&Z Dept. / DCDOT	Private Developers	N/A	N/A
N-12	New Street Network: Various network opportunities that are possible with the development of the Richardson property	Behind the Douglasville Depot site	New Street Network	Priority 2	N/A	N/A	N/A	TBD (private developer dedication)	N/A	N/A	N/A	DCP&Z Dept. / DCDOT	Private Developers	N/A	N/A
N-13	New Street Network: Various network opportunities that are possible with the development of Commercial property near Publix and the Senior Housing Site	Between Old Lee road and Highway 92	New Street Network	Priority 2	N/A	N/A	N/A	TBD (private developer dedication)	N/A	N/A	N/A	DCP&Z Dept. / DCDOT	Private Developers	N/A	N/A
N-14	New Street Network: Extend Hillcrest Drive to Slater Mill Road (cost: 2-lane road = \$5,000,000/mile, not including ROW)	Between Old Lee road and Highway 92	New Street Network	Priority 3	TBD	\$260,417	TBD	TBD	TBD	\$2,343,750	\$2,604,167	DCP&Z Dept. / DCDOT	Douglas County	Douglas County	\$ 520,833 (20%)
Transit															
T-1	Arterial BRT: Plan and Implement feeder bus service on Highway 92 to connect to the transit center for service to I-20 BRT	Highway 92 to Douglas County Transportation Center	Transit	Priority 3	TBD	TBD	TBD	TBD	TBD	TBD	TBD	DCP&Z Dept. / DCDOT/ MARTA	TBD	TBD	TBD
T-2	Designate Future Transit Route: that can connect downtown Douglasville with industrial areas along the Chattahoochee, employment centers in South Fulton County and the Atlanta Airport.	Downtown Douglasville to Campbellton Road	Transit	Priority 3	TBD	TBD	TBD	TBD	TBD	TBD	TBD	DCP&Z Dept. / DCDOT/ MARTA	TBD	TBD	TBD

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ID	Description	Location	Type of Improvement	Pri- ority	Engi- neering Year	Engineer- ing Cost	ROW Year	ROW Cost	Con- struc- tion Year	Construc- tion Cost	Total Proj- ect Cost	Agen- cy	Fund- ing Source	Local Match Source	Local Match Amount
Streetscape / Sidewalks															
S-1	Install Sidewalks: Slater Mill road up to Shawnee Trail and along Shawnee Trail (\$344,000 per mile)	Highway 92 to inter- section of Shawnee Trail and Slater Mill Road	Pedestrian Sidewalks	Prior- ity 2	N/A	\$40,720	N/A	TBD	2010 - 2013	\$366,477	\$407,197	DCP&Z Dept. / DCDOT	CIP / LCI	Doug- las County	\$81,439 (20%)
S-2	Install Sidewalks: Pine Drive (\$344,000 per mile)	Highway 92 to end of Pine Drive	Pedestrian Sidewalks	Prior- ity 2	N/A	\$14,333	N/A	TBD	2010 - 2013	\$129,000	\$143,333	DCP&Z Dept. / DCDOT	CIP / LCI	Doug- las County	\$28,667 (20%)
S-3	Install Sidewalks: Vansant Road (\$344,000 per mile)	Highway 92 to inter- section of Vansant Road and Midway Road	Pedestrian Sidewalks	Prior- ity 2	N/A	\$16,939	N/A	TBD	2010 - 2013	\$152,455	\$169,394	DCP&Z Dept. / DCDOT	CIP / LCI	Doug- las County	\$33,879 (20%)
S-4	Install Sidewalks: Midway Road (\$344,000 per mile)	Pope Road to intersection of Vansant Road and Midway Road	Pedestrian Sidewalks	Prior- ity 2	N/A	\$36,485	N/A	TBD	2010 - 2013	\$328,364	\$364,848	DCP&Z Dept. / DCDOT	CIP / LCI	Doug- las County	\$72,970 (20%)
S-5	Install Sidewalks: Hillcrest Drive, Sunset Drive and Skyview Circle. (\$344,000 per mile)	Hillcrest Drive, Sunset Drive and Skyview Circle.	Pedestrian Sidewalks	Prior- ity 2	N/A	\$28,667	N/A	TBD	2010 - 2013	\$258,000	\$286,667	DCP&Z Dept. / DCDOT	CIP / LCI	Doug- las County	\$57,333 (20%)
S-6	Install Sidewalks: Sullivan Drive (\$344,000 per mile)	Sullivan Drive - Between Midway and County Line Road	Pedestrian Sidewalks	Prior- ity 2	N/A	\$9,773	N/A	TBD	2010 - 2013	\$87,955	\$97,727	DCP&Z Dept. / DCDOT	CIP / LCI	Doug- las County	\$19,545 (20%)
S-7	Install Sidewalks: along W. County Line Road (\$344,000 per mile)	Highway 92 to Colonial Trail	Pedestrian Sidewalks	Prior- ity 2	N/A	\$12,040	N/A	TBD	2010 - 2013	\$108,360	\$120,400	DCP&Z Dept. / DCDOT	CIP / LCI	Doug- las County	\$49,515 (20%)
S-8	Install Sidewalks: Terry Lane (\$344,000 per mile)	From high- way 92 to W. County Line Road	Pedestrian Sidewalks	Prior- ity 2	N/A	\$14,333	N/A	TBD	2010 - 2013	\$129,000	\$143,333	DCP&Z Dept. / DCDOT	CIP / LCI	Doug- las County	\$28,667 (20%)
S-9	Install Sidewalks: South Hillcrest Drive, Longview Road (\$344,000 per mile)	From high- way 92 to Pope Road	Pedestrian Sidewalks	Prior- ity 2	N/A	\$26,061	N/A	TBD	2010 - 2013	\$234,545	\$260,606	DCP&Z Dept. / DCDOT	CIP / LCI	Doug- las County	\$52,121 (20%)

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ID	Description	Location	Type of Improvement	Pri- ority	Engi- neering Year	Engineer- ing Cost	ROW Year	ROW Cost	Con- struc- tion Year	Construc- tion Cost	Total Proj- ect Cost	Agen- cy	Fund- ing Source	Local Match Source	Local Match Amount
S-10	Install Sidewalks: Pope Road (\$344,000 per mile)	From Highway 92 to chestnut Log Middle School	Pedestrian Sidewalks	Prior- ity 2	N/A	\$22,803	N/A	TBD	2010 - 2013	\$205,227	\$228,030	DCP&Z Dept. / DCDOT	CIP / LCI	Doug- las County	\$45,606 (20%)
S-11	Install Sidewalks: Mack Road (\$344,000 per mile)	From High- way 92 to Deerlick Park	Pedestrian Sidewalks	Prior- ity 2	N/A	\$14,333	N/A	TBD	2010 - 2013	\$129,000	\$143,333	DCP&Z Dept. / DCDOT	CIP / LCI	Doug- las County	\$28,667 (20%)
S-12	Install Sidewalks: Bomar Road (\$344,000 per mile)	From Highway 92 to Lee Road Extension	Pedestrian Sidewalks	Prior- ity 2	N/A	\$36,485	N/A	TBD	2010 - 2013	\$328,364	\$364,848	DCP&Z Dept. / DCDOT	CIP / LCI	Doug- las County	\$72,970 (20%)
S-13	Install Sidewalks: Stenger Road and James Road (\$344,000 per mile)	From Power- line Ease- ment trail to parallel street network N1 across High- way 92	Pedestrian Sidewalks	Prior- ity 2	N/A	\$12,379	N/A	TBD	2010 - 2013	\$111,409	\$123,788	DCP&Z Dept. / DCDOT	CIP / LCI	Doug- las County	\$24,758 (20%)
S-14	Install Sidewalks: Old Lee Road (\$344,000 per mile)	From High- way 92 to Lee Road	Pedestrian Sidewalks	Prior- ity 2	N/A	\$19,545	N/A	TBD	2010 - 2013	\$175,909	\$195,455	DCP&Z Dept. / DCDOT	CIP / LCI	Doug- las County	\$39,091 (20%)
S-15	Catalyst Streetscape: Highway 92 Streetscape with street trees, pedestrian lighting and concrete sidewalk with landscaped median islands (\$90,000/100 linear feet)	From Vansant Road inter- section to Midway Road Intersection	Streetscape Improve- ments	Prior- ity 1	2009 - 2010 (for cost inflation pur- poses)	\$469,800	TBD	TBD	2010 - 2013 (for cost in- fla- tion pur- poses)	\$3,445,200	\$3,915,000	DCP&Z Dept. / DCDOT	CIP / LCI / TE	Doug- las County	\$783,000 (20%)
S-17	Catalyst Streetscape: Highway 92 Streetscape with street trees, pedestrian lighting and concrete sidewalk with landscaped median islands (\$90,000/100 linear feet)	From west of Bomar Road Intersection to Stenger road intersec- tion	Streetscape Improve- ments	Prior- ity 1	2009 - 2010 (for cost inflation pur- poses)	\$162,000	TBD	TBD	2010 - 2013 (for cost in- fla- tion pur- poses)	\$1,188,000	\$1,350,000	DCP&Z Dept. / DCDOT	CIP / LCI / TE	Doug- las County	\$270,000 (20%)
S-18	Catalyst Streetscape: Highway 92 Streetscape with street trees, pedestrian lighting and concrete sidewalk with landscaped median islands (\$90,000/100 linear feet)	From Old Lee Road Inter- section to Lake Monroe Road	Streetscape Improve- ments	Prior- ity 1	2009 - 2010 (for cost inflation pur- poses)	\$383,400	TBD	TBD	2010 - 2013 (for cost in- fla- tion pur- poses)	\$2,811,600	\$3,195,000	DCP&Z Dept. / DCDOT	CIP / LCI / TE	Doug- las County	\$639,000 (20%)

Implementation

ID	Description	Location	Type of Improvement	Priority	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Agency	Funding Source	Local Match Source	Local Match Amount
S-19	Remaining Streetscape: Highway 92 Streetscape with street trees, pedestrian lighting and concrete sidewalk with landscaped median islands (\$90,000/100 linear feet)	Remaining portions of Highway 92 from I-20 to Lake Monroe other than the Catalyst streetscape projects	Streetscape Improvements	Priority 3	TBD	TBD	TBD	TBD	TBD	TBD	TBD	DCP&Z Dept. / DCDOT	Private Developers / TE	N/A	N/A
OPEN SPACE TRAILS & GREENWAYS															
O-1	Deerlick Park/Powerline Easement Trail: this potential trail connects communities along the powerline easement from Lee Road to I-20 and beyond, to the Deerlick Park (\$590,000/mile)	Lee Road to County line road as Phase 1	Pedestrian and Bicycle Trails	Priority 2	TBD	\$148,090	TBD	TBD	TBD	\$1,332,810	\$1,480,900	DCP&Z Dept. and DC Parks and Rec.	LCI / CIP / TE / CMAQ	Douglas County	\$296,180 (20%)
O-2	Deerlick Park / Chestnut Log School Trail: this potential trail begins at the Deerlick Park, travels along a new street connection and connects to the Douglas County Soccer Association grounds. To be developed in conjunction with the redevelopment of the Cagle property (\$590,000/mile)	Deerlick Park to Douglas County Association	Pedestrian and Bicycle Trails	Priority 2	TBD	\$40,227	TBD	TBD	TBD	\$362,045	\$402,273	DCP&Z Dept. and DC Parks and Rec. / Private Developer	LCI / CIP / TE / CMAQ	Douglas County	\$80,455 (20%)
O-3	Lee Road / Bomar Road Trail: Potential trail connection along the Lee Road across the I-20 bridge, Lee Road Extension continuing along Bomar Road to Chapel Hill Road. To be developed in conjunction with new residential development on the Richardson Property and new retail along Highway 92.	Chapel Hill Road to new S. Sweetwater Road.	Pedestrian and Bicycle Trails	Priority 1	TBD	\$442,500	TBD	TBD	TBD	\$3,982,500	\$4,425,000	DCP&Z Dept. and DC Parks and Rec. / Private Developer	LCI / CIP / TE / CMAQ	Douglas County	\$885,000 (20%)

Implementation

ID	Description	Location	Type of Improvement	Priority	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Agency	Funding Source	Local Match Source	Local Match Amount
O-4	Chestnut Log School / Mt. Carmel School Trail: Potential trail connection along new street connection between the Chestnut Log M. S on Pope Road and the Mt. Carmel E. S. on Bomar Road (\$590,000/mile)	Pope Road to Bomar Road	Pedestrian and Bicycle Trails	Priority 2	TBD	\$46,728	TBD	TBD	TBD	\$420,552	\$467,280	DCP&Z Dept. and DC Parks and Rec. / Private Developer	LCI / CIP / TE / CMAQ	Douglas County	\$93,456 (20%)
O-5	Highway 92 to Transportation Center Trail: Potential trail connection from Hillcrest Dr. intersection on Highway 92 to Prestley Mill Road, going across I-20 and connecting to the Douglas County Transportation Center at 8800 Dorris Road.	Highway 92 to Transportation Center across I-20	Pedestrian and Bicycle Trails	Priority 3	TBD	\$171,100	TBD	TBD	TBD	\$1,539,900	\$1,711,000	DCP&Z Dept. and DC Parks and Rec. / Private Developer	LCI / CIP / TE / CMAQ	Douglas County	\$342,200 (20%)
O-6	Highway 92 Trail: Potential trail along Highway 92 from Hillcrest Dr. to Mt. Vernon Road developed in conjunction with Highway 92 streetscape.	From Hillcrest Dr. to Mt. Vernon Road	Pedestrian and Bicycle Trails	Priority 2	TBD	\$177,000	TBD	TBD	TBD	\$1,593,000	\$1,770,000	DCP&Z Dept. and DC Parks and Rec. / Private Developer	LCI / CIP / TE / CMAQ	Douglas County	\$354,000 (20%)
O-7	Richardson Property Park and Greenway: Park improvement of portions of property in the Crooked Creek buffer and along the draw beside the proposed Lee road Extension. Provides a contiguous greenway connection between new residential development and the proposed village center on Highway 92. (\$590,000/mile)	Richardson property	Open Space	Priority 2	TBD	TBD	TBD	TBD	TBD	TBD	TBD	DCP&Z Dept. and DC Parks and Rec. / Private Developer	Private Developers	Douglas County	

Implementation

ID	Description	Location	Type of Improvement	Pri- ority	Engi- neering Year	Engineer- ing Cost	ROW Year	ROW Cost	Con- struc- tion Year	Construc- tion Cost	Total Proj- ect Cost	Agen- cy	Fund- ing Source	Local Match Source	Local Match Amount
O-8	County Line Road Trail: Potential trail connection along County Line Road from the intersection of Midway Road and Highway 92 to Lee Road. Provides trail connections to the Lithia Springs High School.	From the intersection of Midway Road and Highway 92 to Lee Road.	Pedestrian and Bicycle Trails	Pri- ority 2	TBD	\$162,250	TBD	TBD	TBD	\$1,460,250	\$1,622,500	DCP&Z Dept. and DC Parks and Rec. / Private Developer	LCI / CIP / TE / CMAQ	Douglas County	\$324,500 (20%)
LAND USE AND ZONING															
LU-1	Land Use Recommendation: Intensify residential use from low density single family residential to medium density residential at about 4 units/acre density developed around a pattern of street and blocks with a mix of housing types. May need appropriate zoning change to accommodate above uses.	Richardson Property near Bomar Road		Pri- ority 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCP&Z Dept.	Staff Time	N/A	N/A
LU-2	Land Use Recommendation: Intensify residential use from low density single family residential to a higher density residential development with a gross density of 8 units/acre that includes a range of housing types (SF, TH & MF), interconnected streets and blocks with publicly accessible park and open spaces. May need appropriate zoning change to accommodate above uses.	Richardson property near Lee Road Extension		Pri- ority 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCP&Z Dept.	Staff Time	N/A	N/A
LU-3	Zoning Change Recommendation from Low Density Residential to General Commercial; Encourages the development of retail and commercial uses. Village overlay encourages a mix of uses including residential and urban design standards.	Property near the intersection of Lee Road and Highway 92		Pri- ority 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCP&Z Dept.	Staff Time	N/A	N/A

ID	Description	Location	Type of Improvement	Priority	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Agency	Funding Source	Local Match Source	Local Match Amount
LU-4	Land Use Recommendation: Intensify residential use from low density single family residential to a higher density residential development with a gross density of 8 units/ acre that includes a range of housing types (SF, TH & MF) that transition from higher intensity closer to the corridor, interconnected streets and blocks with publicly accessible park and open spaces and neighborhood retail uses fronting Highway 92. May need zoning change from R-LD to R-MD	Howell Property at the corner of James Road and Highway 92		Priority 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCP&Z Dept.	Staff Time	N/A	N/A
LU-5	Land Use Recommendation: Intensify residential use from low density single family residential to a higher density residential development with a gross density of 8 units/ acre that includes a range of housing types (SF, TH & MF) that transition from higher intensity closer to the corridor, interconnected streets and blocks with publicly accessible park and open spaces and neighborhood retail uses fronting Highway 92.	Cagell Property near the corner of Bomar Road and Highway 92		Priority 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCP&Z Dept.	Staff Time	N/A	N/A
LU-6	Land Use Recommendation: Allow the development of Retail uses as a part of the existing transitional land use. May require zoning change from R-LD to C-C (Community Commercial)	Properties fronting Highway 92 near Lake Monroe Road		Priority 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCP&Z Dept.	Staff Time	N/A	N/A
LU-7	Land Use Recommendation: Allow the development of Retail uses as a part of the existing transitional land use. May require zoning change from R-LD to C-C (Community Commercial)	Properties fronting Highway 92 near south of Deerlick Park and Eagle Golf Course property		Priority 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCP&Z Dept.	Staff Time	N/A	N/A

Implementation

ID	Description	Location	Type of Improvement	Priority	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Agency	Funding Source	Local Match Source	Local Match Amount
LU-8	Land Use Recommendation: Intensify residential use from low density single family residential to a higher density residential development with a gross density of 8 units/ acre that includes a range of housing types (SF, TH & MF) that transition from higher intensity closer to the corridor, interconnected streets and blocks with publicly accessible park and open spaces and neighborhood retail uses fronting Highway 92. May need zoning change to accommodate above uses.	Property at the corner of James Road and Highway 92		Priority 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCP&Z Dept.	Staff Time	N/A	N/A
LU-9	Land Use Recommendation: Allow protection of existing open space by designating it under the recreation/open space / park land use category.	Douglas County Soccer Association Fields		Priority 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCP&Z Dept.	Staff Time	N/A	N/A
LU-10	Land Use Recommendation: Allow protection of existing open space by designating it under the recreation/open space / park land use category.	Eagle Golf Course property		Priority 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCP&Z Dept.	Staff Time	N/A	N/A
LU-11	Land Use Recommendation: Allow the development of Retail uses as a part of the existing transitional land use. May require zoning change from R-LD to C-C (Community Commercial)	Properties fronting Highway 92 near Terry Lane		Priority 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCP&Z Dept.	Staff Time	N/A	N/A
LU-12	Land Use Recommendation: Allow the development of office and commercial mixed use as a part of the existing mixed use corridor land use. May require zoning change from R-LD to C-C (Community Commercial)	Properties fronting Highway 92 near South Hillcrest Drive		Priority 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCP&Z Dept.	Staff Time	N/A	N/A
LU-13	Traditional Neighborhood Design Ordinance			Priority 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCP&Z Dept.	Staff Time	N/A	N/A
LU-14	Update Corridor Overlay Ordinance			Priority 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DCP&Z Dept.	Staff Time	N/A	N/A