



**Community Agenda
for the
Henry County/Cities Joint 2030 Comprehensive Plan
Including the Cities of Hampton, Locust Grove,
McDonough, and Stockbridge**

**May 15, 2008
*Draft***



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1. Introduction

1.1 Purpose

The Community Agenda is the most important part of the Henry County/Cities Joint Comprehensive Plan. Based on the findings of the Community Assessment completed earlier in the planning process and input gathered from the public involvement process that was outlined in the Public Participation Program, this document provides a vision for the community's future and a plan to implement that vision. It also identifies key issues and opportunities that the community wishes to address during the next 20 years, a list of policies to be followed in making day-to-day decisions, and a detailed Short-term Work Program that outlines what actions each of the jurisdictions within the community will implement on over the next 5 years.

1.2 Scope

This document was prepared following the Rules of the Georgia Department of Community Affairs (DCA), Chapter 110-12-1-.05, Standards and Procedures for Local Comprehensive Planning, "Local Planning Requirements," effective May 1, 2005. It includes the three basic requirements for a Community Agenda:

- (1) A Community Vision that is comprised of a vision statement and Future Development Map;
- (2) A list of the Issues and Opportunities that the community intends to address over the next 20 years (see Chapter V, "Translating the Vision into the Plan"); and
- (3) An implementation program for achieving that vision, the heart of which is a Short-term Work Program that identifies specific actions the community will take over the next 5 years.

This document also includes some background information that is not required of a Community Agenda, but does describe the context within which the community is planning for its future. The chapter entitled "Context for Change" provides a high level overview of the demographic trends that will influence the community's future, and the chapter entitled "The Community's Vision for the Future" describes the extensive public involvement effort that was undertaken to craft the community vision statement and the Future Development Map. In some respects, these additional chapters are summaries of the other two components of the Comprehensive Plan, the *Community Assessment* and *Community Participation Program*, completed earlier.

1.3 Use of the Plan

Local officials for the County and the four municipalities, as well as local community leaders should use this Community Agenda, in three ways. First, the Future Development Maps and Future Land Use Maps should be referenced in making rezoning and capital investment decisions. They provide a representation of the community's vision and indicate character areas where various types of land uses should be permitted. They take into consideration the land use patterns illustrated in the County's Existing Land Use Map, the current zoning maps for each jurisdiction, topographic characteristics, natural resource sensitivity, the availability of existing and proposed infrastructure, and the needs of anticipated population and employment growth.



Second, the plan provides policies that will help guide day-to-day decisions. These policies are a reflection of community values and are in keeping with the basic goals of the plan. They, too, will be used as guidelines in the analysis of rezoning decisions.

Third, the plan includes an Implementation Plan that will help direct public investment and private initiative. Plan implementation is carried out through the application of regulations such as zoning and development codes and through projects and programs outlined in the Short-term Work Program. This plan outlines recommended changes in land use regulations and codes to be consistent with the community's vision; and, after plan adoption, it will be up to County staff and the Board of Commissioners to consider these code changes and revise if necessary. It should be noted that a Comprehensive Plan is a living document. In accordance with the DCA Local Planning Requirements, it should be updated regularly to reflect changing conditions and shifts in public policy.



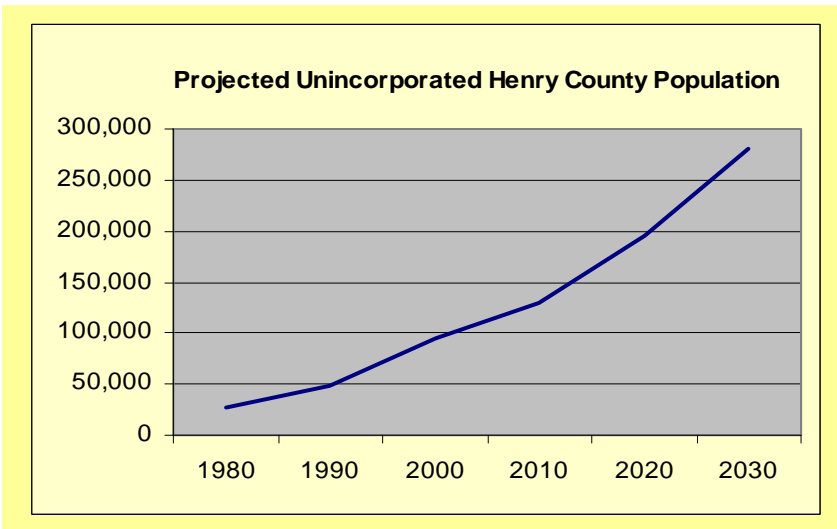
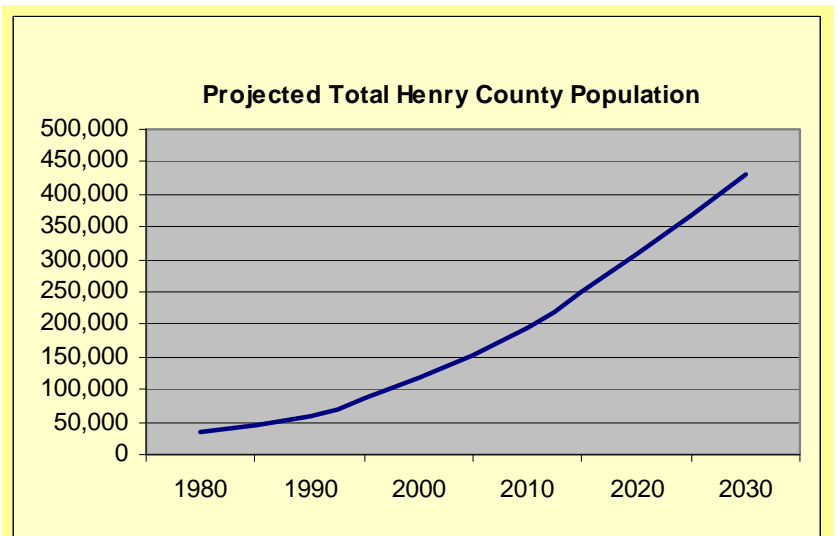
2. CONTEXT OF CHANGE

2.1 Introduction

Henry County is a rapidly changing and growing community. The County has witnessed tremendous growth over the past 25 years and is projected to continue this trend until 2030. To properly plan for the future careful estimates of population, employment, and housing trends must be made. These estimates provide projections of what to expect and plan for until 2030.

2.2 Population

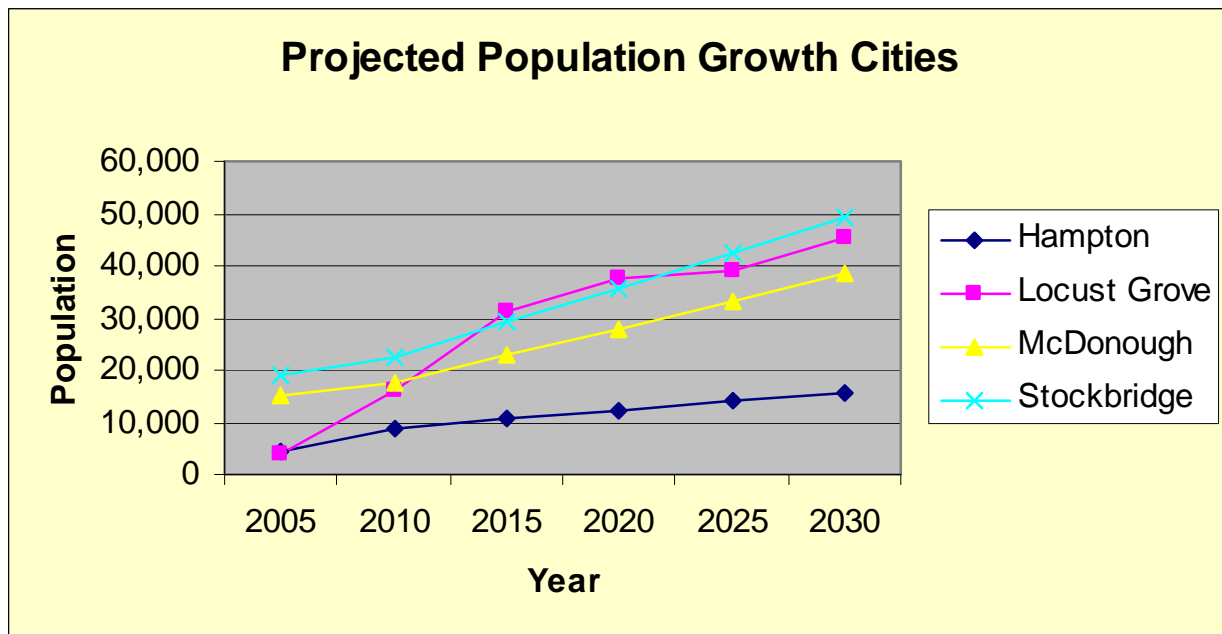
Henry County as a whole has witnessed exceptional population growth over the past five years, at approximately 8 percent per year. From 2000 to 2005, according to the US Census Bureau, the County was the 7th fastest growing County in the nation and 2nd fastest in Georgia. High levels of growth are expected to continue until the year 2030. The projections used in this plan for Henry County are based on an “Adjusted ARC” population projection for the County. This projection is considered to be the most accurate because it applies widely accepted ARC growth rates to very recent population estimates. Using the most recent ARC estimates, the population is expected to grow from 176,900 in 2006 to 429,360 in 2030. The County is projected to add roughly 10,494 new residents every year. This equates to approximately 4,460 new housing units per year. The unincorporated portion of the County and its cities are expected to grow at similarly high rates.



The cities of Hampton and Locust Grove had relatively small populations in 2006, of 5,120 and 4,256 respectively, compared to



McDonough and Stockbridge with populations of 16,445 and 20,130 respectively. While Locust Grove is expected to have its growth rate steeply increase over the next 25 years, Hampton is expected to experience a slight peak between 2005 and 2010 with the growth rate becoming comparatively moderate for the remainder of the planning period. Hampton's population is projected to increase to just fewer than 15,500 by 2030. Locust Grove, on the other hands, is expected to grow tenfold in the same timeframe. These differences in long-term trends reflect variations in the Cities' plans to accept or limit further growth via such policy strategies as annexation and zoning.

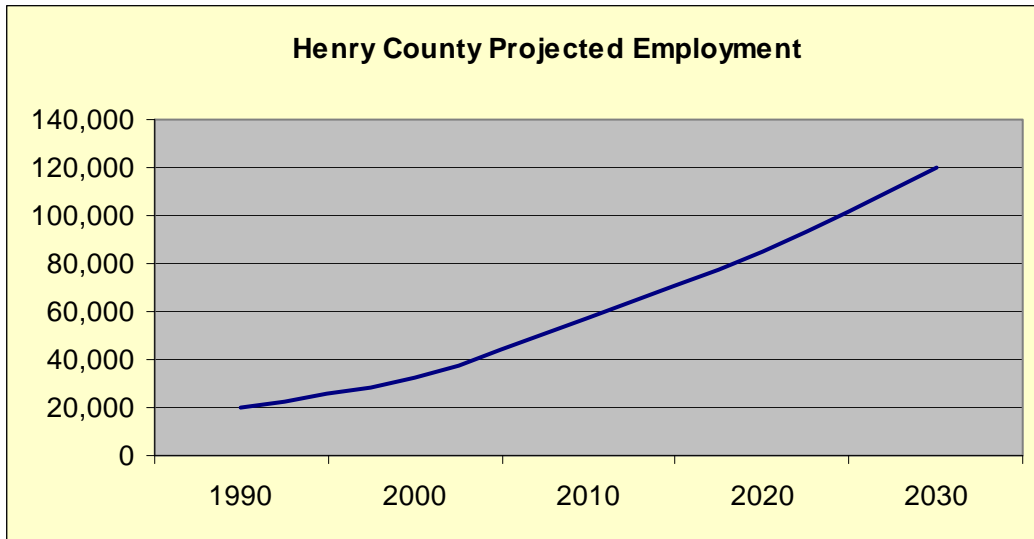


The Cities of McDonough and Stockbridge are also projected to grow at high rates, although they differ from Hampton and Locust Grove in that their substantial growth began in the 1990s. McDonough and Stockbridge are projected to add 23,612 and 30,164 new residents respectively by 2030. This approximates 927 new residents a year for McDonough and 1,207 new residents for Stockbridge.

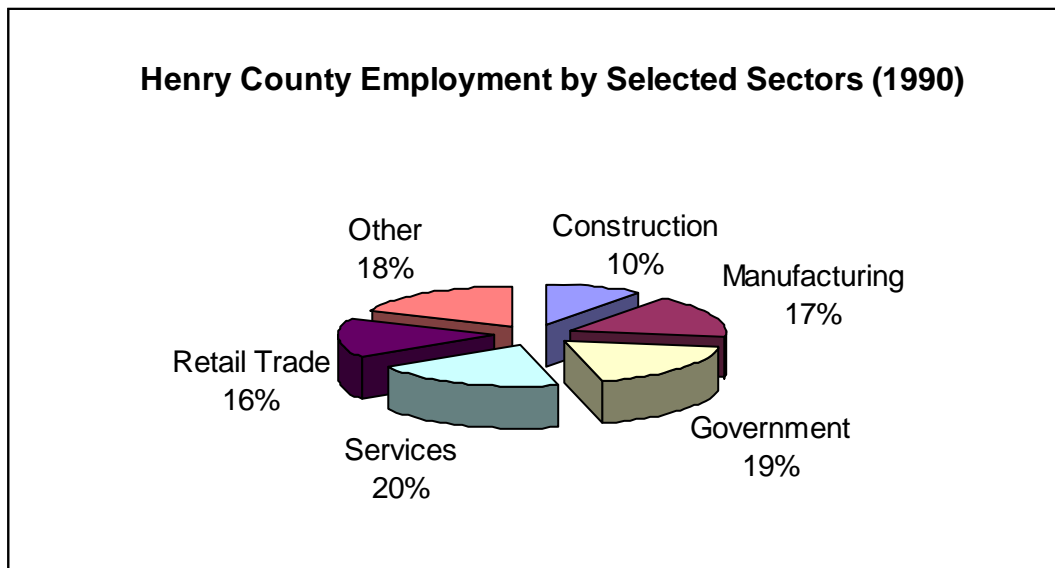
2.3 Employment

Employment is projected to rise along with population in the County. The ARC estimates that county employment will climb from 48,018 in 2005 to 120,369 in 2030. This is an approximate increase of 2,894 jobs a year. According to the Georgia Department of Labor the unemployment rate is low in the County, only being 4 percent in 2004.

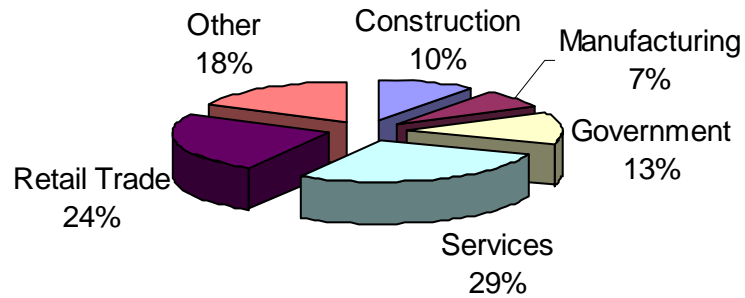




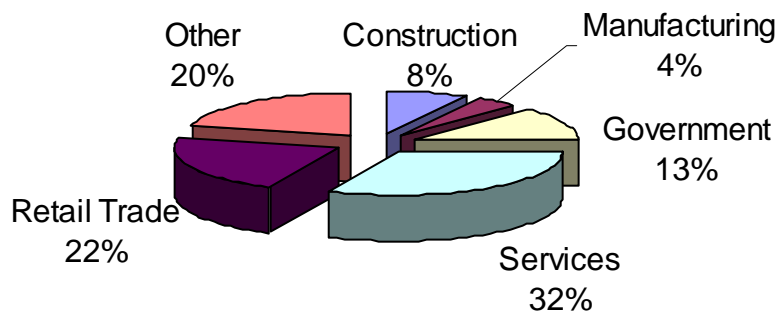
The sheer size as well as the composition of employment is predicted to change by 2030. As illustrated in following pie charts, certain employment sectors are projected to shrink or grow. The construction sector which comprised 10% of total employment in 1990 and 2000 is expected to shrink to 8 percent. The manufacturing industry which saw a drastic 10 percent shrinkage, from 17 percent to 7 percent, between 1990 and 2000, will continue to decrease its share to 4 percent in 2030. Government employment will remain steady from 2000 to 2030 at 13 percent. Retail trade will shrink from 24 percent to 22 percent. The Services sector will increase from 29 percent to 32 percent. The 2 percent increase in other sectors results from increases in TCU (transportation, communications and utilities) and wholesale trade. The economic restructuring the County is predicted to experience should be carefully planned for. Steps should be taken to ensure residents in the shrinking manufacturing, retail trade and construction sectors have the skills necessary to transition into the growing services, TCU and wholesale trade sectors.



Henry County Employment by Selected Sectors (2000)



Henry County Employment by Selected Sectors (2030)



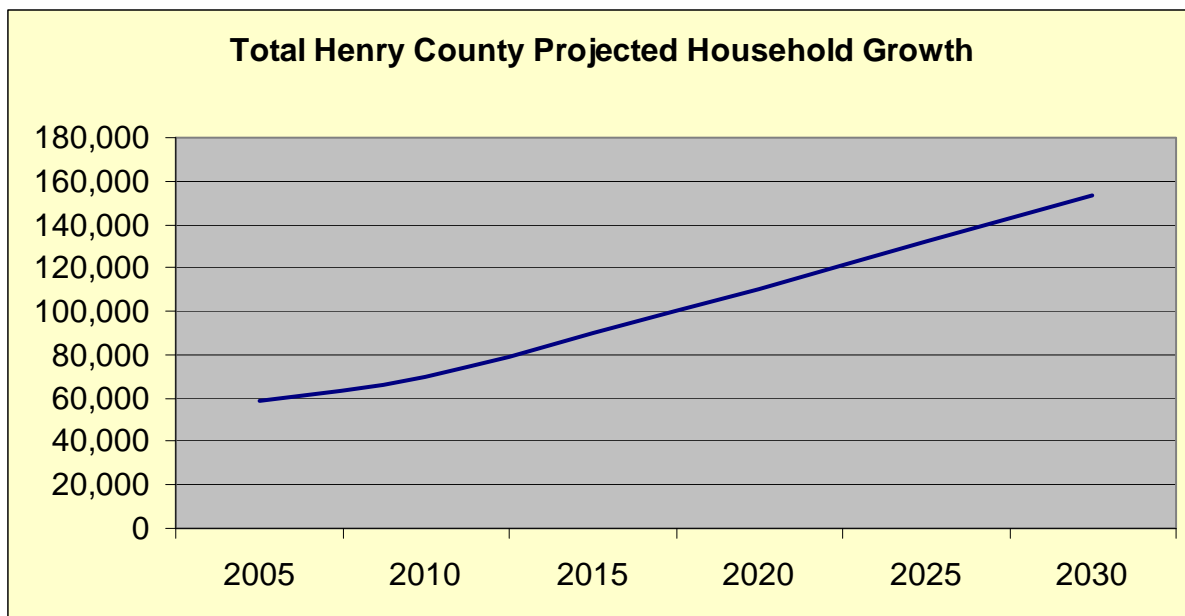
2.4 Households

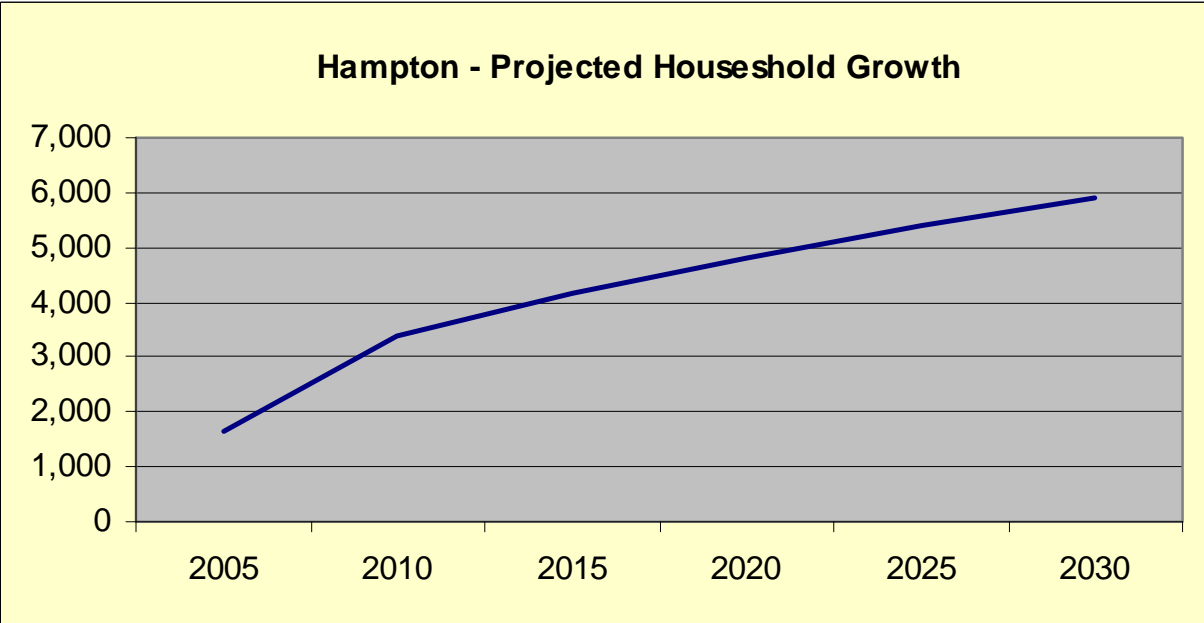
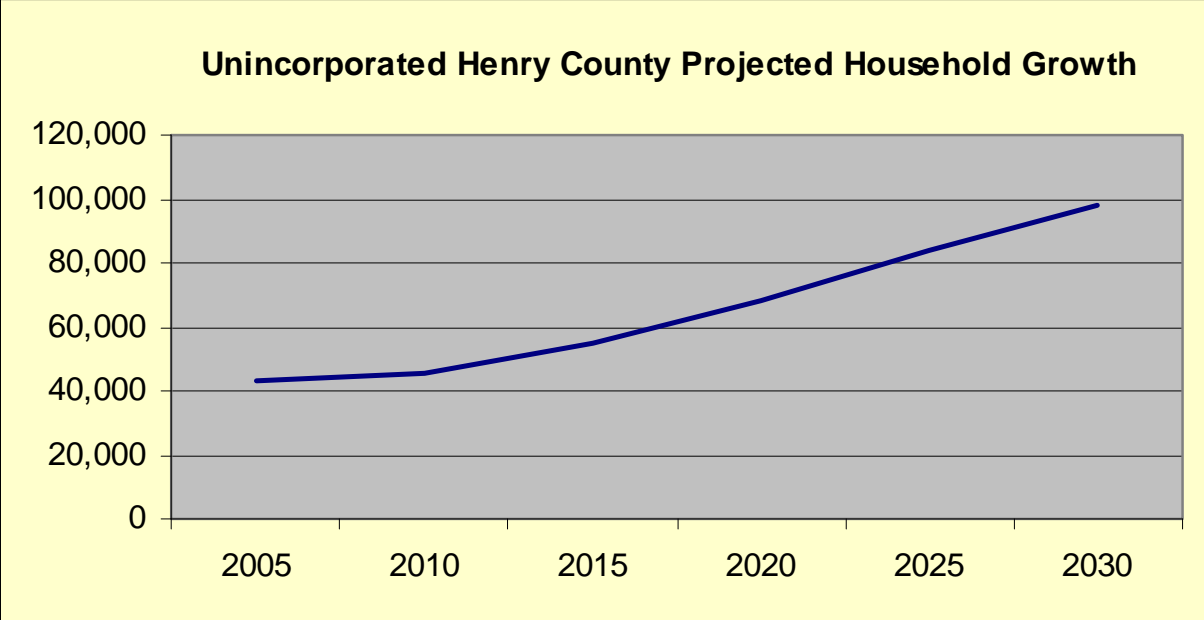
Total households are the primary indicator for housing demand. Household projections are particularly important to look at in areas where household size is shrinking. Total households in the County are predicted to increase at a fairly constant rate of 3,765 per year. In 2006 there were 67,973 households and in 2030 there will be an estimated 153,343 households.

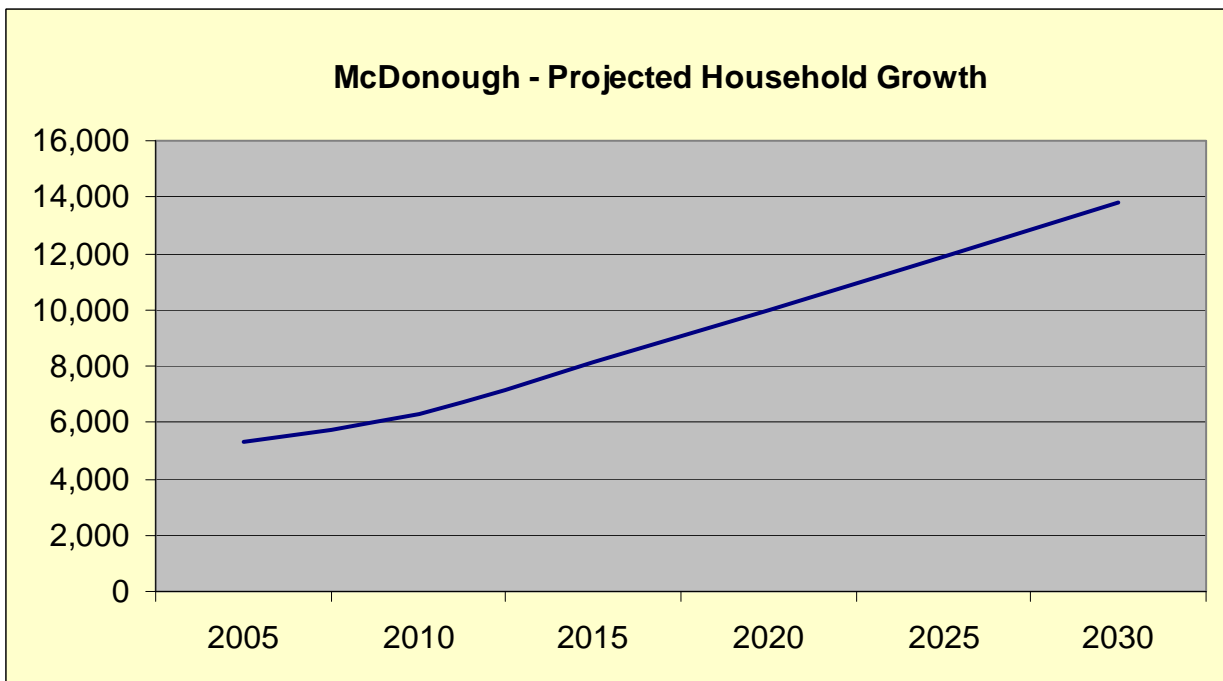
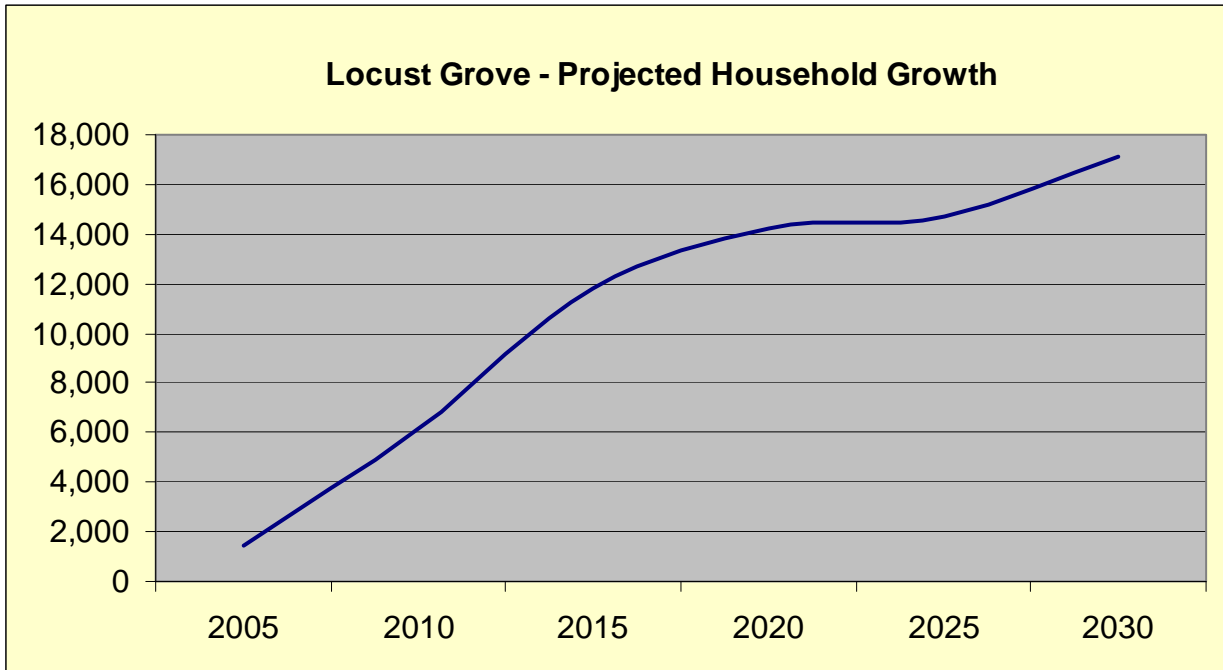


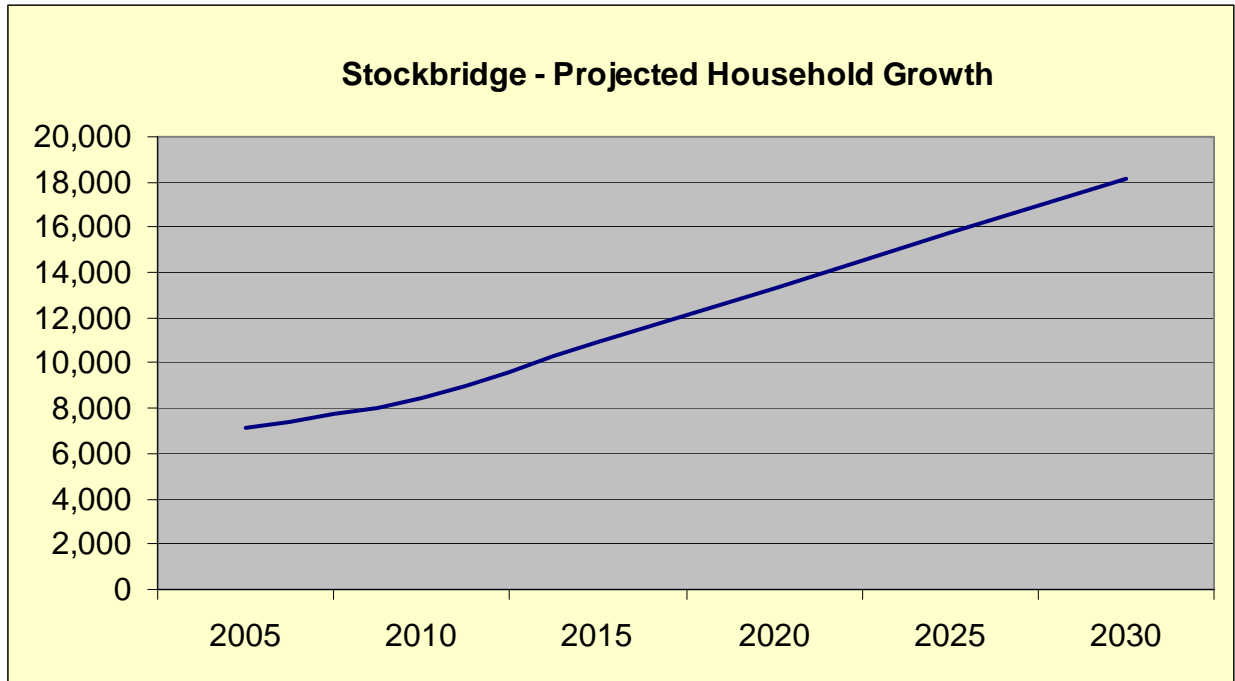
Households in the four cities are also projected to increase. As seen from the following graphs, the City of Hampton is expected to see a sharp increase from 2005 to 2010 and after that grow at a steady rate. Locust Grove is expected to grow at a steady rate until approximately 2017 to 2025 where it plateaus and then continues to grow steadily again. The Cities of McDonough and Stockbridge show a fairly constant growth rate over the time frame, like that of the County.

One measure closely tied to household numbers is jobs-housing balance. A balanced community strives to have at the very minimum one job for every household in its jurisdiction. A ratio of 1.5 jobs per household is considered ideal, since more than one person on average in any household works. Bedroom communities typically have low ratios, which require a large proportion of their residents to commute outside of the area for employment. Currently Henry County has a jobs-housing balance of 0.95, and given projected employment and household figures the ratio is predicted to worsen. With projected employment gains of 2,894 positions per year by 2030 and projected household gains of 3,765 per year, this adds a future growth ratio of 0.77. This additional discrepancy will lower the already low 0.95 jobs-housing ratio even further. It should be stressed, however, that this trend of a lowering jobs-housing ratio is not a goal of this plan. In fact, many community leaders have stressed that the community's future vision is one where the jobs-housing balance is improved and employment opportunities for local residents are consistent with their job skills. The projections described here, simply point out the need for active economic development to achieve the community's vision.



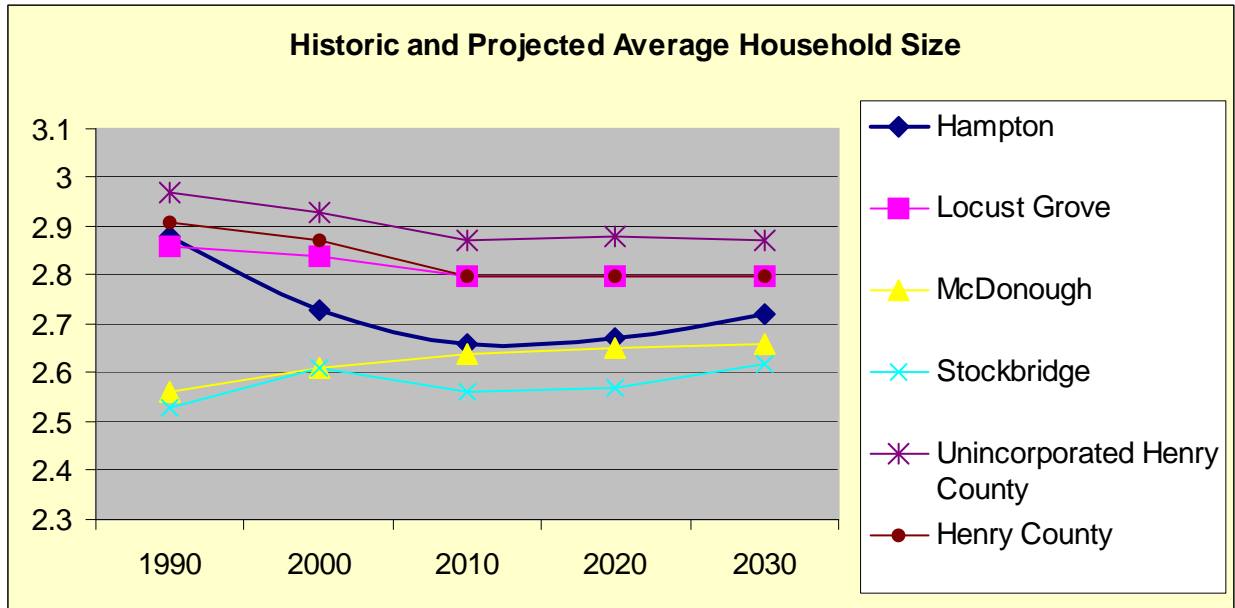






As seen in the following chart, the projected household size varies from jurisdiction to jurisdiction. The predominant trend over the past 25 years has been for household size to diminish. This represents the increasing amount of single or childless households in the County. This trend is expected to level off by 2030 for the majority of the County. This being the result of more singles moving into the County moderated by the echo boom generation's (children of the baby boomers) marrying and establishing families. The echo boom's influence will be felt more significantly in the cities of Hampton, McDonough, and Stockbridge who show their household sizes increasing after the year 2010. Overall, the County will remain fairly stable with an average household size of 2.87 in 2006 and decreasing slightly to 2.80 in 2030. (2006 ARC estimate)





2.5 Summary

These projections provide a foundation for effectively planning for the future of the county and cities. By preparing for anticipated outcomes the municipalities can help ensure there will be proper infrastructure in place to accommodate the needs of future residents. An important point of clarification to be made is that these projections are not inevitable. The degree of population, household, and employment growth is very much dependant on the future actions of community leaders. These estimates merely show the continuation of current and anticipated trends.



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3. ONE HENRY – ONE VISION FOR THE FUTURE

3.1 Introduction

A successful comprehensive plan begins with a process of thinking about and visualizing the future. A collaborative approach to community engagement was used to craft a vision for Henry County that served as the foundation for this planning effort. To the right is the Henry Countywide vision statement that resulted from this collaborative effort. To accomplish this vision will require political leadership, citizen education, and active involvement. Following is description of the efforts undertaken as part of this plan to arrive at this vision. This vision is later reflected in the Future Development Map, the Future Land Use Plan, and the implementation strategies that are part of this plan.

DRAFT
Joint Henry County/Cities Vision Statement

Henry County's vision for the future is a smarter land use pattern that conserves rural character by focusing new growth in high quality neighborhoods and schools centered around a wide variety of accessible commercial and public services. There will be improved mobility, more choice and enough jobs for every household to live and work in Henry County. During the next 20 years, Henry County and its cities are committed to work together with all elements of the community to achieve this vision.

3.2 Public Outreach

A Community Participation Program was prepared early in the planning process to guide and outline the specific steps that the County and Cities will take to engage its citizens and business owners in the planning process. The CPP was transmitted to the ARC May 2006 and the outreach efforts it guided are outlined in the following summary.

Coordination and oversight

Coordination and oversight are very important parts of the overall work effort supporting the Joint County's and Cities Comprehensive Plan update and it was handled through a variety of avenues as outlined below, including a Project Management Team, a Joint Consultant Project Team, a Technical Committee, and a Steering Committee.

Project Management Team (PMT)

On-going communication between the client and project team is essential for the successful completion of the project. To help ensure that such communication was ongoing, project management meetings were scheduled for the duration of the project. The PMT included members from the consultant teams and County and City staff.

Joint Consultant Project Team

The Joint Consultant Project Team consisted of the Comprehensive Planning Team, led by Jordan, Jones and Goulding (JJG), the Comprehensive Transportation Planning Team, led by Parsons Brinkerhoff (PB) and Public Input/Communication for the CTP, led by Dovetail Consulting



(Dovetail), as well as County staff. The Joint Consultant Project Team met on a monthly basis to closely coordinate the two plans and public involvement efforts.

Technical Committee

The Technical Committee consisted of professional County staff selected to work closely with consultants to provide techniques, tools and strategies needed to inform and educate the citizens regarding the plan.

Steering Committee

The efforts of the Comprehensive Plan Update were complimented by the Joint Henry County/Cities Steering Committee. Composed of approximately 20 individuals from throughout the County, the Steering Committee was charged with being an advisory group, drafting a Countywide Vision Statement, reviewing proposed land use concepts, and examining potential character areas. The Committee met at key times during the planning process.

Advertisement Methods

Media Briefing

On January 18, 2006, Henry County implemented a proactive approach to media response by hosting a media briefing. Henry County hosted the media briefing at the Henry County Administration Building in order to allow reporters to ask questions and listen to responses directly from County leaders and project managers. Staff from the *Atlanta Journal & Constitution* and the *Henry Herald* attended the briefing. A positive article followed the next day in the *Henry Herald*. The media briefing achieved the following goals:


1. Deliver clear and consistent messages that will be heard from every stakeholder of this project;
2. Provide timely information to the media, giving them enough notice to publish and report on plan activities;
3. Educate the media about the project and encourage an open line of communication with them and with the public.

Press Releases

Press releases were drafted prior to public meetings or milestones and were distributed by the County staff. The press releases contained a description of the progress of the Comprehensive Plan Update, meeting locations and times, and other important information.


Post Card Notices

A post card notice was sent to approximately 1,400 contacts in December 2005 to a mailing list of interested parties, businesses, agencies and organizations within Henry County. The post card



NOTICE OF PUBLIC MEETINGS

JOINT HENRY COUNTY/CITIES TRANSPORTATION PLAN & COMPREHENSIVE PLAN



Transportation Plan

The purpose of the Joint Henry County/Cities Transportation Plan is to identify actions, improvements, and strategies, that will shape our County's transportation system into the future.

As a new initiative, a primary objective of the plan is to build community and agency consensus on transportation investments that balance roadway, public transit, bicycle, pedestrian, and other transportation needs, while supporting land use, economic and environmental goals.

Comprehensive Plan

The purpose of the Comprehensive Plan is to create more vibrant and livable communities in Henry County. The plan will form a framework to be used as a guide for Henry County's future land use for the next 20 years.

In order to update the plan, specific recommendations will be developed for the following areas: population, community facilities, economic development, housing, land use, natural/cultural resources, and intergovernmental coordination.

Purpose of Public Meetings

A series of public meetings will be held to discuss the Transportation Plan and Comprehensive Plan.

At the meeting, you will have the opportunity to discuss transportation and land use issues and priorities, to learn about local and regional trends affecting Henry County population and employment growth, commercial and residential development, funding, and to offer your ideas to address existing and future needs.

For More Information

Henry County
140 Henry Parloway
McDonough, GA 30253
(770) 954-2400

Lisa Glover, Project Manager
Transportation Plan
(678) 610-6341
lglover@co.henry.ga.us

Julius Ross, Project Manager
Comprehensive Plan
(770) 954-2457
jross@co.henry.ga.us

| Stockbridge | Hampton | Locust Grove | McDonough | Henry County | Henry County |
|---|--|---|---|--|--|
| Monday, January 30 Meet Minutes Conference 111 Davis Road Stockbridge, GA 6:00 p.m. | Tuesday, January 31 Hampton Depot E. Main St., McDonough St. Hampton, GA 7:00 p.m. | Tuesday, February 7 City Hall Community Room 364 Hwy 42 Locust Grove, GA 7:00 p.m. | Monday, February 13 City Hall 136 Keys Ferry Street McDonough, GA 6:00 p.m. | Monday, February 20 Henry County Admin Bldg Community Meeting Room 140 Henry Parloway McDonough, GA 6:00 p.m. | Monday, March 13 Visiting Open House Henry County Admin Bldg Community Meeting Room 140 Henry Parloway McDonough, GA 6:00 p.m. |

Can't attend a meeting? Please visit our website at: <http://www.co.henry.ga.us>



announced the public workshops, dates, times, locations, and a brief overview of the workshop purpose.

Billboards

The CTP team coordinated the advertisement of the meetings for the months of February and March, through the use of two billboards located on SR 42, to target commuters and local traffic. The billboards proximately displayed the project logo and website address and raised awareness and interest in the planning effort. On the day of each individual visioning workshop, a third billboard, an LED display on the McDonough Square, announced the public workshop date, time, and location.

Flyers

Flyers were created prior to public meetings and workshops to advertise meeting dates and locations. They were created in simple formats that could be printed easily in color or black and white and were distributed electronically in PDF format through a variety of contact lists.

Project Website

Throughout the Comprehensive Planning process, JJG produced materials in a format suitable for posting on the County website and worked with the Information Services department, to maintain a webpage that addresses the County's needs and furthers public education regarding the project. The webpage was housed on the Henry County website at www.co.henry.ga.us, where links to up-to-date information was provided.

Fact Sheets

Fact Sheets were provided to offer printed educational material for the Comprehensive Planning Process. They provided information on the process, public involvement opportunities, and Henry County Facts and Trends.

3.3 Working with the Public

The County assisted in guiding the citizen participation and coordination efforts associated with the plan. A series of meetings were facilitated to build consensus through a collaborative planning process that served to create an open, inclusive, and interactive forum. The meetings were held in Hampton, McDonough, Locust Grove, and Stockbridge, and in the unincorporated portion of the County. Findings of the previous citizen participation workshops completed for unincorporated Henry County were analyzed and incorporated when determined viable. The purpose of the meetings was to inform and educate the citizens of Henry County about the project and to solicit their input and comments.

The Henry County Public Involvement Portion of the Comprehensive Land Use Plan and Transportation Plan was awarded an honorable mention for community building and involvement at the 2006 ARC CREATE Community Awards ceremony in October 2006.



In addition to the Comprehensive Plan, the County was also undertaking several other planning efforts; including a Joint County/City Comprehensive Transportation Plan (CTP). Under a separate contract, Parsons Brinkerhoff prepared the CTP and Dovetail Consulting lead a Public Input/Communication program for the effort. The CTP and Transportation Public Involvement Team were closely connected to the Joint Henry County County/Cities Comprehensive Plan. Therefore, the consultant teams working on these two parallel projects used a collaborative effort, sharing data, analysis, and the public involvement process.

The plan involved input from groups within the County, including but not limited to, the Zoning Advisory Board, applicable County and Cities staff, development professionals, general public, municipal planning commissions, Board of Commissioners and mayors.

Stakeholder Interviews

The purpose of stakeholder interviews was to identify major issues and develop a complete understanding of the public opinions, comments, and concerns, including potential sources of conflict, and anticipated barriers impeding effective implementation. The results were incorporated into the development of the plan and used to illustrate the impact that the feedback has had on the progress of the technical work.

Preliminary Visioning Workshops

A series of 5 preliminary visioning workshops were conducted in January –February 2006, one for each municipality including, Stockbridge, Hampton, McDonough, and Locust Grove, and one for the unincorporated area. The visioning workshops were conducted in geographically strategic locations and were publicly announced through the use of mailings, newspaper articles, billboards, and flyers. These workshops were conducted in a concerted manner with the Comprehensive Transportation Plan consultants and staff. They were organized around the following interactive activities for each planning area:

Common Comments heard during the Preliminary Visioning Workshops

- Preserve/create greenspace
- Create village centers/preserve downtown areas
- Need more east-west and north-south connectors
- Congestion is a problem
- Need Commuter Rail
- Preserve trees
- Need more public facilities – community centers, arena, arts venues, activity centers, amphitheater
- Connections – parks with trails, sidewalks, trails & roads to connect neighborhoods
- Preserve historic and rural areas
- Preserve cemeteries
- More high-end housing
- Better retail developments/ restaurants
- Schools – improve communication between B of Ed., County & Cities
- I-75 needs alternatives



- I-75 frontage roads
- SR 42 needs to be widened/improvements
- Senior Housing and other services/facilities
- Traffic flow – turn lanes
- Intersection improvements (quick fix necessity)
- Health Services

Five Major Goals obtained from the Preliminary Visioning Process

- Enhance mobility for people and goods in Henry County and its Cities.
- Enhance accessibility for people and goods in Henry County and its Cities.
- Reinforce growth patterns that meet the County and City visions.
- Protect and enhance the County's and Cities' environment.
- Ensure coordination among the planning and development activities of the County, its Cities, the School District, the Water and Sewer Authority, and other organizations.

Shared Agenda Workshop

A Shared Agenda Workshop was held on February 22, 2006 and was coordinated by the Comprehensive Transportation Planning team. The purpose of the Shared Agenda Workshop was to provide the elected leaders of Henry County and its Cities with the opportunity to discuss growth-related issues and solutions with policy makers from other high-growth areas in the United States. Specifically, the Peer County Panel Sessions were aimed at providing insights into the types of strategies and solutions that have proven effective at addressing rapid rates of growth, as well those that have had limited usefulness or negative effects, and that should thus be avoided. Special emphasis was placed on transportation and land use coordination strategies.

Visioning Open House

The final visioning workshop was held on March 13, 2006 at the Henry County Administration Building Community Meeting Room and included a presentation, three voting exercises, and an opportunity for questions and answers. In the visioning open workshop, Henry County staff and consultants summarized public feedback from the first five workshops and offered the opportunity for citizens to prioritize recommended transportation and land use concepts. The agenda included:

- Introduction to the Comprehensive Plan and
- Comprehensive Transportation Plan
- Growth Trends in the County and Cities
- Envisioning Henry County's Future
- Transportation Needs
- Ways to Stay Involved
- Questions and Answers





Scenes from the Visioning Open House – March 13, 2006

In Exercise #1, participants could “vote” with gold coins on six proposed land use concepts. One concept referred to continuing the current development trend and five others addressed new development patterns around arterial roads, the I-75 Corridor, existing communities, activity centers or schools.

In Exercise #2, participants allocated, “Henry Bucks,” hypothetical monies that were applied to a preferred type of transportation improvement. The transportation strategies ranged from traffic signal operations, bicycle/pedestrian improvements, widening existing roads, adding new major roads to intersection improvements, access management and commuter rail.

The third exercise, allowed participants to prioritize various comprehensive planning elements including transportation, community facilities and services, economic development, natural and cultural resources, housing and sense of place.

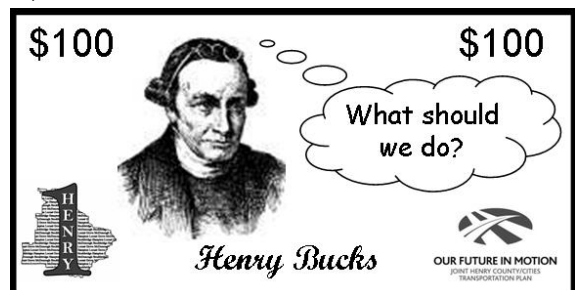
Participants were given an envelope with tokens (Exercise 1), “Henry Bucks” (Exercise 2), and dots (Exercise 3) at sign-in. *Please refer to the Comprehensive Transportation Plan Summary for results of Exercise 1 and Exercise 2.* The colors of the dots were representative of participants’ home City or the County. For the purpose of the priority boards, individuals from Stockbridge were given blue dots; Hampton, red dots; Locust Grove, yellow dots; McDonough, green dots; and County, orange dots. Participants were given two dots per board to vote on their preferred priority. The top three (3) results from each of the 6 topics are as follows, as well as the preference for each individual City and the County.

Transportation Overall Results (Top 3)

1. Transportation improvements and issues should be better coordinated among the County, Cities, School Board, and other infrastructure departments (26%)
2. Manage traffic better through operational improvements such as providing more traffic signals, limiting curb cuts, and constructing turn-lanes (23%)
3. Build more North-South roads to provide alternate routes to I-75 (14%)

Stockbridge

- Manage traffic better through operational improvements
- Require Housing developments to provide a high level of both auto and pedestrian



connectivity to surrounding land uses and streets

Hampton

- Protect right-of-way for future roadways and widening
- Manage traffic better through operational improvements
- More North-South roads

Locust Grove

- Transportation improvements and issues should be better coordinated
- Manage traffic better through operational improvements

McDonough

- Transportation improvements and issues should be better coordinated
- Build more North-South roads

County

- Transportation improvements and issues should be better coordinated
- Manage traffic better through operational improvements

Community Facilities and Services Overall Results (Top 3)

1. Improve infrastructure throughout the County such as water/sewer, utilities **(28%)**
2. Develop higher educational opportunities such as colleges and/or technical schools **(12%)**
3. Create senior service centers **(12%)**

Stockbridge

- Improve infrastructure throughout the County
- Create youth activity centers

Hampton

- Improve infrastructure throughout the County
- Build a County Cultural Center and host local cultural events

Locust Grove

- Create senior service centers
- Improve infrastructure throughout the County

McDonough

- Develop higher educational opportunities such as colleges and/or technical schools
- Create youth activity centers

County

- Improve infrastructure throughout the County
- Develop higher educational opportunities
- Create Capital Improvement Programs
- Improve public safety

Economic Development Overall Results (Top 3)

1. Create regulations to limit new development and direct growth **(27%)**
2. Ensure higher quality development through the use of Smart Growth Principles **(18%)**
3. Recruit more high-end retailers and restaurants to the County **(18%)**



Stockbridge

- Ensure higher quality development through the use of Smart Growth Principles
- Provide more high-tech training opportunities within the County

Hampton

- Designate and set aside sites for future industrial and office professional developments
- Recruit more high-end retailers and restaurants to the County

Locust Grove

- Create regulations to limit new development and direct growth
- Ensure higher quality development through the use of Smart Growth Principles
- Diversity the economic base by nurturing clean industry with high wages.

McDonough

- Recruit more high-end retailers and restaurants to the County
- Create regulations to limit new development and direct growth

County

- Ensure higher quality development through the use of Smart Growth Principles
- Create regulations to limit new development and direct growth
- Provide more high-tech training opportunities within the County

Natural & Cultural Resources Overall Results (Top 3)

1. Protect farmland and agricultural areas in a manner that also protect private property rights **(35%)**
2. Protect natural greenspaces **(15%)**
3. Create additional nature parks with trails and other recreational opportunities **(15%)**

Stockbridge

- Create additional nature parks with trails and other recreational opportunities
- Create a Historic Preservation Committee

Hampton

- Protect farmland and agricultural areas in a manner that also protect private property rights

Locust Grove

- Protect farmland and agricultural areas in a manner that also protect private property rights
- Adopt resource protection ordinances
- Preserve trees

McDonough

- Protect farmland and agricultural areas in a manner that also protect private property rights
- Protect natural greenspaces & create additional nature parks and other recreational opportunities & Preserve trees

County

- Protect farmland and agricultural areas in a manner that also protects private property rights
- Adopt resource protection ordinances, such as stream and resource buffers or impervious surface limits



Sense of Place Overall Results (Top 3)

1. Create neighborhood-scale, mixed-use centers close to existing neighborhoods **(26%)**
2. Create community gathering places such as parks, community centers, etc. **(17%)**
3. Protect historic neighborhoods and downtowns **(15%)**

Stockbridge

- Create neighborhood-scale, mixed-use centers close to existing neighborhoods
- Create community gathering places such as parks, community centers, etc.

Hampton

- Enhance downtown areas with façade improvements and family-oriented events
- Create neighborhood-scale, mixed-use centers close to existing neighborhoods
- Encourage local and regional identity to be carried out through new developments

Locust Grove

- Protect historic neighborhoods and downtowns
- Create neighborhood-scale, mixed-use centers close to existing neighborhoods
- Create regulations/ordinances to control the placement and design of signage

McDonough

- Create neighborhood-scale, mixed-use centers close to existing neighborhoods
- Protect historic neighborhoods and downtowns
- Create community gathering places such as parks, community centers, etc.
- Create landscaping requirements for new developments

County

- Create neighborhood-scale, mixed-use centers close to existing neighborhoods
- Create community gathering places such as parks, community centers, etc.

Housing Overall Results (Top 3)

1. Maintain a high level of housing quality through the use of building codes, design standards, and vigilant code enforcement **(37%)**
2. Encourage the development of higher-end housing **(21%)**
3. Co-locate schools with major housing areas to promote community ties and enable children to walk to school **(16%)**

Stockbridge

- Maintain a high level of housing quality through the use of building codes, design standards, and vigilant code enforcement
- Work with developers to create additional housing options for active seniors

Hampton

- Maintain a high level of housing quality through the use of building codes, design standards, and vigilant code enforcement
- Encourage the development of higher-end housing



Locust Grove

- Maintain a high level of housing quality through the use of building codes, design standards, and vigilant code enforcement
- Encourage the development of higher-end housing

McDonough

- Maintain a high level of housing quality through the use of building codes, design standards, and vigilant code enforcement
- Encourage the development of higher-end housing

County

- Maintain a high level of housing quality through the use of building codes, design standards, and vigilant code enforcement
- Co-locate schools with major housing areas to promote community ties and enable children to walk to school

Henry Council for Quality Growth (HCQG)

On April 12, 2006 JJG was invited to present to the HCQG. Members attending the luncheon were asked to participate in three exercises to help make decisions for the future of Henry County. The exercises were first introduced at the Visioning Open House on March 13, 2006 by the Comprehensive Transportation Planning team and the Comprehensive Planning Team. Each participant was given two dots to vote on Exercise 1 – Preferred Land Use Concepts, which were on laminated cards at each table; for Exercise 2, participants were given \$500 worth of “Henry Bucks” to vote on Transportation Investments; finally, a questionnaire was available for each member to vote on Land Use Issues and Priorities. The results from this HCQG luncheon were included in shaping the decisions for the future of Henry County.

Exercise 1 - Preferred Land Use Concepts

| Land Use Concept | Results | Percent |
|---|---------|---------|
| Development Focused Around Activity Centers | 77 | 32.22% |
| Development Focused Around Existing Communities | 48 | 20.08% |
| Development Focused Around I-75 | 42 | 17.57% |
| Development Focused Along Arterial Roads | 36 | 15.06% |
| Development Focused Around Schools | 35 | 14.64% |
| Development Based on Current Trends | 1 | 0.42% |



Exercise 2 – Transportation Investments

| Transportation Plan | Amount | Percent |
|---------------------------------------|---------|---------|
| Adding New Roads | \$7,700 | 14.67% |
| Intersection Improvements | \$6,600 | 12.57% |
| Commuter Rail | \$6,000 | 11.43% |
| Improvements to I-75 | \$6,000 | 11.43% |
| Widening Existing Roads | \$5,700 | 10.86% |
| Improvements to Local Streets | \$4,800 | 9.14% |
| Traffic Signal Systems | \$4,300 | 8.19% |
| Access Management Along Major Roads | \$3,700 | 7.05% |
| Bicycle/Pedestrian/Trail Improvements | \$3,600 | 6.86% |
| Local Transit Service | \$2,300 | 4.38% |
| Roadways Over/Under Railroads | \$1,800 | 3.43% |
| Express Bus / Bus Rapid Transit | \$0 | 0% |
| Other | \$0 | 0% |

Exercise 3 – Land Use Issues & Priorities

| Issue | Total Priority Votes | Percent |
|---|----------------------|---------------|
| ECONOMIC DEVELOPMENT | | |
| Designate and set aside sites for future industrial and office professional developments | 13 | 7.74% |
| Diversify economic base by nurturing clean industry with high wages | 19 | 11.31% |
| Encourage existing historic downtowns to become destinations | 19 | 11.31% |
| Provide more high-tech training opportunities within the County. | 5 | 2.98% |
| Provide higher educational opportunities within the County. | 10 | 5.95% |
| Recruit more high-end retailers and restaurants to the County | 31 | 18.45% |
| Improve and attract public infrastructure to support local industry | 16 | 9.52% |
| Ensure higher quality development through the use of Smart Growth principles | 41 | 24.40% |
| Promote local tourism through special events | 6 | 3.57% |
| Create regulations to limit new development and direct growth | 8 | 4.76% |
| Grand Total | 168 | |
| COMMUNITY FACILITIES & SERVICES | | |
| Improve public safety by providing more law enforcement personnel and building more fire stations | 11 | 6.43% |
| Build a County Cultural Center and host local cultural events | 12 | 7.02% |
| Create Capital Improvements Programs to ensure that adequate facilities and services are provided to citizens | 20 | 11.70% |
| Create senior service centers | 3 | 1.75% |
| Create youth activity centers such as YMCA or Boys and Girls Clubs | 16 | 9.36% |
| Build more libraries throughout the County | 3 | 1.75% |



| Issue | Total Priority Votes | Percent |
|--|----------------------|---------|
| Develop higher educational opportunities such as colleges and/or technical schools | 27 | 15.79% |
| Improve existing educational facilities – more schools, more classrooms | 26 | 15.20% |
| Improve infrastructure throughout the County such as water/sewer, utilities | 45 | 26.32% |
| Increase health service options available in the County | 8 | 4.68% |
| Grand Total | 171 | |
| NATURAL & CULTURAL RESOURCES | | |
| Adopt resource protection ordinances such as stream and resource buffers or impervious surface limits | 11 | 6.75% |
| Protect farmland and agricultural areas in a manner that also protect private property rights | 17 | 10.43% |
| Protect natural greenspaces | 19 | 11.66% |
| Create additional nature parks with trails and other recreational opportunities | 42 | 25.77% |
| Monitor compliance with newly adopted water protection ordinances | 2 | 1.23% |
| Protect historic sites by adopting Historic Preservation Districts | 16 | 9.82% |
| Create architectural and design guidelines for infill development in historic districts | 13 | 7.98% |
| Create a Historic Preservation Commission | 1 | 0.61% |
| Build a Performing Arts Center | 25 | 15.34% |
| Preserve Trees | 17 | 10.43% |
| Grand Total | 163 | |
| SENSE OF PLACE | | |
| Create neighborhood-scale, mixed-use centers close to existing neighborhoods | 34 | 20.12% |
| Encourage local and regional identity to be carried out through new developments compatible with traditional community character in design, density, and pattern | 20 | 11.83% |
| Protect historic neighborhoods and downtowns | 13 | 7.69% |
| Create community gathering places such as parks, community centers, etc. | 25 | 14.79% |
| Protect views and scenic areas | 7 | 4.14% |
| Enhance downtown areas with façade improvements and family-oriented events | 12 | 7.10% |
| Promote mixed-use development | 36 | 21.30% |
| Promote tourism throughout the County | 3 | 1.78% |
| Create regulations/ordinances to control the placement and design of signage | 6 | 3.55% |
| Create landscaping requirements for new developments | 13 | 7.69% |
| Grand Total | 169 | |
| HOUSING | | |
| Encourage the development of higher-end housing | 24 | 13.95% |
| Work with developers to create additional housing options for active seniors | 11 | 6.40% |



| Issue | Total Priority Votes | Percent |
|--|----------------------|---------|
| Ensure that local workers (police, fire, teachers) can afford to live in the County through the development of workforce housing | 24 | 13.95% |
| Promote strong communities & high quality of life through the development of pedestrian friendly mixed-use projects | 46 | 26.74% |
| Ensure new development draws from Henry's historic areas through the development of housing density and diversity guidelines | 7 | 4.07% |
| Require amenity areas and conservation of open space within new residential areas | 13 | 7.56% |
| Co-locate schools with major housing areas to promote community ties and enable children to walk to school | 16 | 9.30% |
| Maintain a high level of housing quality through the use of building codes, design standards, and vigilant code enforcement | 31 | 18.02% |
| Grand Total | 172 | |
| TRANSPORTATION | | |
| Transportation improvements and issues should be better coordinated among the County, Cities, School Board, and other Infrastructure departments | 22 | 12.57% |
| Manage traffic better through operational improvements such as providing more traffic signals, limiting curb cuts, and constructing turn lanes | 32 | 18.29% |
| Require housing developments to provide a high level of both auto and pedestrian connectivity to surrounding land uses and streets | 15 | 8.57% |
| Build more North-South roads to provide alternate routes to I-75 | 35 | 20.00% |
| Build more East-West roads to improve connectivity across the County | 34 | 19.43% |
| Protect right-of-way for future roadways and widening | 6 | 3.43% |
| Improve freight and truck movement by constructing truck only facilities | 2 | 1.14% |
| Develop short-term and long-term funding strategies for transportation projects | 18 | 10.29% |
| Involve citizens and local officials more in identifying transportation priorities | 11 | 6.29% |
| Grand Total | 175 | |

Community Agenda Workshops

Five workshops were held throughout the month of November 2006 in Hampton, Stockbridge, Locust Grove, McDonough, and the unincorporated County. Approximately 113 people signed in at the 5 meetings. The purpose of these meetings was to present the Future Development Map for comment and poll the public on appropriate land uses and transportation options in each type of activity center. JJG staff provided a brief overview of the project process, what has already been accomplished, and what the next steps are. The eight categories of the Community Agenda were discussed, along with the Issues and Opportunities for each category. Attendees were asked to place "dots" on the images they felt were most desirable for their community. Additionally, they discussed land uses and services currently available in the County vs. what is missing and needed. Also discussed were the differences in regional centers, community centers, and neighborhood centers.

At earlier public meetings the activity center concept was favored by the public and determined to be the preferred development scenario for the County. The activity center concept promotes



developing in distinct clusters leaving undeveloped land between groupings. Part of the purpose for these Agenda Workshops was to identify the public's specific desires for land uses and transportation options in various activity center types. To gather this information a voting exercise was conducted in which residents voted with colored dots on photographic images. They indicated the appropriateness of an image for a specific type of activity center by placing a green dot for support or an orange dot for opposition. The six activity center types were divided into a hierarchy of three groupings based on activity center size. The three groupings are Neighborhood Centers, Community Centers, and Regional Centers.

Neighborhood Centers

Neighborhood Centers are the smallest scale of activity centers and are referred to as Community Crossroads in the plan. They are to be found at major intersections or crossroads and contain small commercial cores. They are rural in character and may be served by septic systems. Forest and fields and large lot residential uses should surround the commercial core.

In terms of transportation options the public identified on-street parking, sidewalks, and multi-use paths as favored options. A large highway running through was least favored by the residents. This suggests the community is in favor of these nodes having pedestrian connectivity within them, through sidewalks and connections between them in the form of multi-use trails, which can be appropriate for bikers, walkers, and roller-bladers. The results also suggest support for allowing on-street parking in front of small businesses for convenient access. The opposition to highways indicates support for these centers on smaller arterial roads. The small scale of these centers is not conducive to locations on multiple-lane highways, in which on-street parking would be a traffic hazard.

The community favored small-scale retail for the appropriate commercial uses within this center. Farmers markets, general stores, and historic crossroad commercial establishments all received overwhelming support. Strip shopping centers and retail chains received overwhelming opposition. Mixed results were seen regarding shopping clusters. The results suggest residents would like to see small-scale, independently owned, historic types of retail in these areas. Large strip centers featuring national chains are not desirable for these areas. The mixed support for shopping clusters is likely due to its small-scale which garners support and its modern design, parking lot in front, and chain-store tenants, which garner opposition.

The public overwhelmingly supported the inclusion of all civic uses presented, within Neighborhood Centers. These uses include parks, post offices, ball fields, fire stations, and schools. This suggests that steps should be taken to actively integrate and plan the expansion of these uses within designated Community Crossroads.

In Neighborhood Centers low-density housing was favored. Large lot homes (1 per 2+ acres), large lot subdivisions (1 per 1-2 acres), and older single-family residence (1 per ¼ to 1 acre) were supported. Townhomes and dense single-family housing in the form of mill villages and traditional neighborhood development (TND) received strong opposition. Homes in newer subdivisions on small lots received mixed-results. The results suggest that only large-lot homes are appropriate for this area.



Community Centers

Community Centers are in the middle of the spectrum in terms of size. They include Village Centers and School Nodes. Village Centers are built around an inter-connected street grid system. They should contain an array of housing options and have their own unique identity. Schools Nodes are located around a school or cluster of schools. They are typically $\frac{3}{4}$ of a mile in radius and found on a major collector street. Commercial uses within may include office, restaurants, and retail.

Within Community Centers single-family homes (1 per $\frac{1}{4}$ to 1 acre) and assisted living facilities were the preferred housing options. Apartments received strong opposition. Strong opinions were held in favor and in opposition to mixed-use, single-family subdivisions, and townhomes, specifically in the Ola School Node. The results suggest that single-family homes and assisted living are the appropriate housing types within these areas. Due to the contradictory sentiments over the appropriate housing types in the Ola School Node careful consideration should be taken to ensure the desires of residents in this area are fully ascertained and addressed.

All civic uses presented within Community Centers were overwhelming supported by the public. These include recreation centers, fire stations, parks, schools, medical centers, and libraries. The only opposition identified was for a large-scale recreation center within the Ola School Node. Results suggest that steps should be taken to integrate and plan for the expansion of these uses within Community Centers. In addition, careful study of the appropriateness of a recreation complex within the Ola School Node should be conducted.

In terms of commercial uses, grocery stores, restaurants, and specialty shops were most favored. Strip shopping centers received overwhelming opposition. Mixed results were found regarding office uses. Strong opinions were held in favor and in opposition to grocery stores, restaurants, and mixed-use, specifically in the Ola School Node. Results suggest that grocery stores, restaurants, and specialty shops are appropriate for these areas as long as they are not housed in strip shopping centers. The public desires a pedestrian-scale village atmosphere in these areas. The inclusion of office in these areas should be studied further to examine the public's reasons for support and opposition and address these issues before allowing offices in these areas. Additional study is also needed to ascertain the appropriateness of various commercial uses in the Ola School Node.

Within Community Centers multi-use trails, sidewalks, and residential streets were the most favored options. Highway corridors were the least favored. Transit and school buses received mixed results. This suggests that sidewalks are desired within Community Centers and multi-use trails are desired to connect activity centers. The opposition to highway corridors suggests that these areas should not be located on multiple-lane highways, the scale of this type of center is more fitting on local arterial roads. The inclusion of buses in these areas should be studied further to address the public's reasons for opposition and address them. The existence of school buses within the school nodes is likely inevitable.



Regional Centers

Regional Centers are the largest size of activity center. They include Suburban Employment Centers, Town Centers, and Specialty Use Centers. Suburban Employment Centers contain a large commercial core of varied uses, in particular large-scale office. They extend out from the center a half-mile or more. Town Centers are the four historic downtowns in the County. They are relatively self-contained having a mixture of retail, housing, commercial and civic uses. Specialty Use Centers are centered on a major activity use. An example of this in the County is the area surrounding the Atlanta Motor Speedway. They should contain a mixture of retail, entertainment, and housing uses.

In terms of housing, the most favored type for these areas identified by the participants were single-family homes and assisted living facilities. The least favored by participants were apartments. Mixed results were identified for townhomes, dense Traditional Neighborhood Development (TND) and condominiums. This suggests that single-family homes and assisted living facilities are appropriate uses within these areas. Additional study should be conducted on the public's concerns over townhomes, multi-family condominiums, and TND neighborhoods. Being the largest and most intensive type of activity center these areas lend themselves well to higher-density housing options.

The most favored transportation options within the corridor include divided roadways with medians. The least favored include bus and parking garages. Mixed results were identified for bike lanes, commuter rail and highways. Given the intensity of development in these areas service by transit buses and commuter rail is a possibility. The infrastructure required to serve these areas will likely require multiple lane highways and parking garages. These areas are unlikely to operate efficiently without these options. Additional study with the public is needed to address these inconsistencies between support for large activity centers and lack of support for accompanying infrastructure and high-density housing.

The residents have identified office complexes, industrial development, and mixed-use development as the favored commercial land uses in Regional Centers. Mixed results were identified for regional shopping malls, large-scale chain retailers, and strip shopping malls. This suggests that the public would like to see mixed-use development (retail below residential), large-scale offices, and industrial businesses within these areas. Mixed results for shopping malls and strip centers suggest residents would like to see less automobile-scale commercial development in employment centers.

In terms of civic uses, residents favored parks, hospitals, administration buildings, cultural arts centers, and recreation centers. There was strong opposition to ball parks in these areas. This suggests that the community would like to see larger scale civic uses like arts centers, hospitals, and administration centers in these areas, while leaving ball fields to other areas.

Agenda Workshop Conclusions

A source of contention between residents was uncovered in this series of public meetings regarding the appropriate land uses and transportation options within the Ola School Node. This area is in



need of further study to fully ascertain and address the issues residents have over the proper development of this node.

An additional inconsistency was identified regarding transportation options needed to serve regional centers. The large-scale nature of these employment centers requires transportation infrastructure at a scale sufficient enough to serve it. The public's desires for large-scale activity centers and opposition to multiple-lane highways, transit buses, and parking garages in these areas needs to be reconciled.

Even though separate meetings were held in each of the four cities of the County and one with a focus on the unincorporated portion of the County, the results from each meeting were very similar. Only slight variations are evident in the voting patterns of the participants of the various cities and unincorporated County. This indicates the counties' residents are in general agreement with their vision for activity center components. The vision for "One Henry" in which one vision for the future is shared between the four cities and County in this situation is supported.

3.4 Summary

The goal of this planning effort was to establish two-way communication between local citizens and their government officials, with the overall goal of better decisions supported by the public. Through the extensive cooperation of the County, the Cities, stakeholders, the Steering Committee, and citizens; a wealth of input was gathered through the Workshops, work sessions, and committee meetings. This plan is the result of an analysis of the information gathered from this extensive public involvement effort and is reflective of the public's vision for the future.



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4 Future Land Use

4.1 Purpose

This chapter presents two tools for guiding land use and capital investment decisions of each of the five jurisdictions in the Henry County, the four cities and the unincorporated county. These two tools are the Future Land Use Plan and the Future Development Map. The city versions of both of these maps are zoomed-in versions of the County maps, but with some individualized features described later.

The Future Land Use Plan for each of the municipalities includes the areas within each of their spheres of influence as defined by the Service Delivery Strategy. One major difference between the County Future Land Use Plan and the City Future Land Use Plans is the way in which Activity Centers are portrayed. On the County Future Land Use Plan the different types of Activity Centers are depicted as well defined areas following parcel boundaries and conforming to the goal typology as described in this text. On the City Future Land Plans the different activity centers are shown as hollow outlines of spheres which indicate the general location of the centers. For example, on the County Future Land Use Plan each of the four cities is depicted as their own town activity center, however on the City Future Land Use Plan the individual land uses within each of the town activity centers are shown to help guide local rezoning decisions.

The Future Development Map is a required component of all comprehensive plans under the new “Local Planning Requirements” adopted by the Georgia Department of Community Affairs (DCA) in 2005. It is intended to be an expression of the community’s vision for the future, and a guide to its future development patterns countywide. It is based on the Character Area map identified in the Community Assessment and was refined with the help of the public during the public outreach portion of the plan’s development. It is intended to be representation of the community’s vision for the future.

Large 28” by 40” versions of the Future Land Use Plans and the countywide Future Development Map are available from the Henry County Planning and Zoning Department. Adobe PDF format versions of these maps can be found on the CD attached to the back of this document. Small reduced versions of these maps can be found at the end of the chapter.

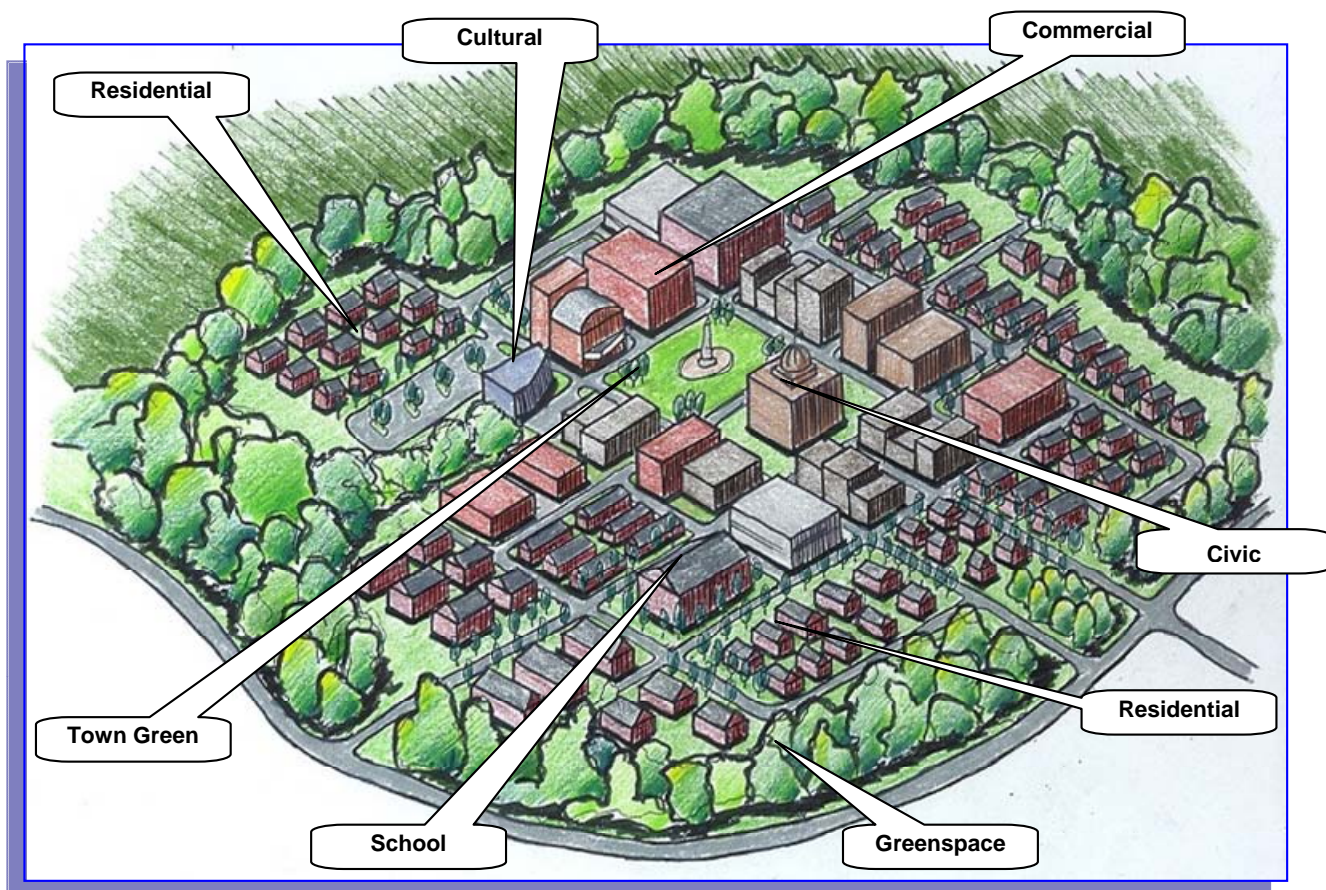
4.2 Activity Centers and the Future Land Use Plan

A primary implementation strategy of this Comprehensive Plan is to promote new development to locate within activity centers as defined on the Future Land Use Plan. Through the public involvement process, the activity center scenario was the most preferred development option voted on by participants. This plan calls for promoting a village pattern of development in these activity centers that has long been the cornerstone of building a sense of identity for small towns and rural places.



The Village Concept

The archetype of the activity center in America is the New England village that formed both the symbolic and economic heart of its small communities. The central element of the village is a public commons, or green, framed by a major crossroad, one or more civic uses, such as a town hall, school, church and cemetery, and surrounded by shops and businesses that serve the commercial needs of the community. The commercial core is surrounded by a series of small, compact neighborhoods that contain a wide variety of housing designed to serve the needs of households of all sizes, incomes, and stages of life. The scale of the village core was established by the range of the pedestrian – approximately a quarter mile radius measured from the village green. The residential fringe may extend up to an additional quarter mile. (According to Lawrence O. Houston, Jr., his study of three traditional villages in New Jersey published in *Small Town* magazine, indicated that they all shared a common radius of ½ mile with a central core of ¼ mile radius). The entire community was designed around a modified grid network of two-lane streets and sidewalks. The distinctions between homes and businesses within the village were often loosely defined - shops and residences were sometimes intermingled and located in similar size buildings. By contrast, the village had a relatively distinct edge separating it from the forests, orchards and open fields of the surrounding countryside.



Village Center Example

Advantages of the Village Concept

The re-emergence of a village concept in Henry County will play a pivotal role in the implementation of a sound growth management program for the county's future development. The activity center or village form will offer the following advantages for Henry County:

- A sense of place – The village form provides a strong architectural design theme that gives the community an attractive identity and sense of place that typical suburban subdivision development lacks.
- More efficient use of land – Clustering daily activities in the activity centers creates a mixture and arrangement of land uses that makes more efficient use of land than the typical suburban subdivision. A village of 10,000 persons can easily be accommodated on as little as 1,400 acres, compared to over 4,500 acres for a subdivision comprised of 1 acre lots. Therefore each village of 10,000 persons saves 3,000 acres that can remain in greenspace, forest, agriculture, and other rural uses that will preserve the county's rural character. Such rural uses require little or no additional infrastructure investment.
- More efficient use of infrastructure – An activity center brings development and infrastructure together in a balanced way. The capacity of the basic urban services of water, sewer, public safety, and transportation are matched efficiently with the arrangement of homes, schools, shops and offices. It also makes it possible to reduce the total amount of land area that will require urban services. By contrast, unplanned growth leads to a widely scattered pattern of low-density development that spreads county infrastructure over large sectors of the county but does not make efficient use of what is built. This pattern of growth can be extremely expensive to serve, especially as systems require more maintenance with age.
- Less vehicular traffic – The village core clusters the daily activities of home, school, shopping and play and orients them around a walkable network of streets, sidewalks, trails and greenways. This form is designed to shorten trip distances, encourage walking and cycling and reduce the dependency of people on their cars.
- Public support – public workshops concerning Henry County's future found strong support for the village concept as an alternative to the continuation of current trends of dispersed development. People understood that using activity centers, Henry County can accommodate growth while creating a sense of place, reducing traffic and conserving rural character.

How to implement Activity Centers

Specific implementation strategies for these activity centers can be found in the beginning of Chapter 7; however, it should be noted here that the concept of Activity Centers cuts across all the principal policy areas of the Comprehensive Plan. Therefore, creating strategies for successful implementation of Activity Centers for the Comprehensive Plan requires coordination of all the elements of the plan. For instance:

Land Use – The Future Land Use Plan is the document that forms the blueprint for the spatial arrangement of neighborhoods, employment centers, commercial development, and community infrastructure and services. It is naturally the place where Activity Centers are identified in terms of



their location, scale, intensity and function. The location of Activity Centers on the Future Land Use Plan should be guided by basic criteria such as:

- Transportation accessibility
- Accessibility to infrastructure, such as water and sewer
- Availability of other community services, such as schools, parks and fire stations
- Avoidance of environmentally sensitive or hazardous areas
- Proper spacing to give space for activity centers to expand
- Land Use compatibility with adjacent land uses, or provision of appropriate buffers

Once identified in the Future Land Use Plan, the Activity Centers need to be the central organizing feature for the plan's future private and public investments. In particular, the cost-effectiveness of community facilities outlined in this plan depend in large measure on achieving the arrangements of land use and development shown on the Future Land Use Plan so that service delivery can be fitted to predictable land use patterns that emerge as the county grows.

Population – The concentration of population into Activity Centers needs to be reflected in the distribution of population forecasts across the cities and the counties. A Comprehensive Plan based on directing growth into activity centers should indicate concentrations of population in the existing municipalities of Henry County as well as other areas where Activity Centers are planned. These population distribution patterns should be used for projecting needs and locations for public infrastructure and facilities.

Economic Development – As in the case of population growth, economic growth and jobs should be focused in Activity Centers, especially the cities and the regional scale Activity Centers that are located along the highways and rail corridors of Henry County.

Housing – The Comprehensive Plan should indicate that most of the redeveloped housing and much of the newly constructed housing in Henry County should occur in the neighborhoods that ring the county's Activity Centers. The Activity Center concept transforms subdivisions into diverse, life-cycle neighborhoods. Achieving the proper character of the Activity Center as a social unit requires a broad diversity of housing – providing housing of all types, sizes and price ranges in order to accommodate all types of households in different stages of life and incomes.

Natural and Cultural Resources – Every Activity Center needs a close relationship to nature, including a generous supply of greenspace. These natural areas can take the form of greenways that buffer streams and lakes and promote walking and biking. Or, greenspace can be arranged to provide a greenbelt or buffer to form a transition to adjacent property and improve land use compatibility. Greenspace also contributes significantly to the Activity Center's sense of place, as well as for recreational opportunities. At the same time, Activity Centers are generally busy places for human activity that should not be located in areas that have significant amounts of vulnerable natural resources such as prime habitat, wetlands, steep slopes, erodible soils, or floodplains. Historical resources and landmarks such as churches, cemeteries, historic homes, historic courthouses, business districts country stores, or traditional mill districts should be thoughtfully preserved and appropriately incorporated into Activity Centers to form a central theme or sense of place.



Community Facilities - The successful implementation of Activity Centers as a land use policy depends on the coordination of the location, timing, capacity, and design of the county's infrastructure and community facilities to support development of Activity Centers. Readiness of the infrastructure system – especially roads and sewer - will serve as an incentive that guides growth to Activity Centers. At the same time, adopting a land use strategy of focusing growth in Activity Centers at locations with existing infrastructure improves the efficient operation of the infrastructure. The same is true of community facilities, especially parks, libraries, schools, fire stations and other community service facilities. They perform best when they are sited in Activity Centers where the population and needs are concentrated and areas with good transportation access.

Transportation – There is a strong and important relationship between the land use goal of promoting the growth of Activity Centers and the transportation goal of improving the mobility of future Henry County residents. Forming well-designed clusters of housing, employment, commercial services and community facilities reduces travel demand in several ways:

- Activity Centers are an alternative to suburban sprawl and strip commercial development that degrade the level of service on long stretches of the highway system.
- Activity Centers promote the provision of connected grid street systems that provide more efficient transportation access and mobility for all modes of travel.
- Activity Centers are designed with wide, comfortable sidewalks that make walking more convenient.
- Walkable districts within Activity Centers make it possible for residents and employees to accomplish more of their daily activities by walking, thus reducing the number of highway trips and parking spaces needed.
- Focusing activity in a smaller area reduces the length of automobile trips and increases the opportunities to make multiple stops for errands in a single trip from home to work.
- Clustered population and employment areas also provide potential nodes for future transit service that would not be viable without the concentration of potential origins and destinations.
- All of the points above serve as travel demand measures that not only improve transportation effectiveness, but also reduce the cost of transportation, reduce energy consumption, and improve air quality.

Intergovernmental Coordination – The success of activity centers in the Joint Henry County/ Cities Comprehensive Plan will require close coordination of all the public agencies in the county. The cities of Hampton, McDonough, Locust Grove, and Stockbridge are principal players in the Activity Center scheme. They will have mutual interests to share with Henry County in planning, implementing and serving Activity Centers. In addition, coordination with the Water and Sewer Authority, the Board of Education, and other agencies that provide or fund public facilities and services will be vital to the success of Activity Centers. The cities, the county and these boards will all need to work together on this strategy. In particular, the current method of siting new public facilities tends to scatter public facilities in an effort to acquire the least expensive sites instead of clustering them in “value added” community centers that provide for a sense of place for neighborhoods. New schools and other community facilities are important building blocks to neighborhood identity and character. They should be designed to be attractive, well landscaped and



interconnected with surrounding residential areas with direct and convenient access for both vehicles and pedestrians. Wherever possible, new schools should be sited along with parks and libraries to form community service clusters oriented to be functional and convenient for families with children. Community service clusters also help reinforce the sense of place that residents seek. The county and the school system should work together with developers who could donate land that can be used to site some of the new schools in Activity Centers adjacent to new parks and libraries.

4.3 Future Land Use Category Definitions

Following is a description of each future land use designation shown on the Future Land Use Plans for the Henry County and the four Cities. In all cases where residential densities are indicated as a policy of this plan, the term “density” shall mean the number of dwelling units per acre of land devoted to residential use, exclusive of streets or other public lands.

Types of Activity Centers

The Future Land Use Plan identifies some preferred locations of existing and proposed activity centers. The Map will be updated on a regular basis to reflect changes in the adopted activity center policies for each area. The size and mix of each individual center will vary as do individual cities. Not only do they vary by hierarchy or size, but also by age and degree of ownership cohesiveness. These last two factors have a lot to do with the type of implementation strategies that can be used to implement these centers. Older activity centers in each municipality will require redevelopment strategies to maintain their economic viability and service functions. Newer activity centers, on the other hand, may require development incentives in order to attract private investment.



Figure 4-1: Activity Center Typology
(Actual typology will vary between each center)

| Center Type | Size (Acres) | Land Use Mix | Dwelling Units | Average Net Housing Density | Retail & Service Jobs (Approximate) |
|----------------------------|--------------|--|----------------|-----------------------------|-------------------------------------|
| Crossroads | 250 | Open Space: 20% Residential: 45% Non-res.: 30% Civic: 5% | 185 | 1.5 du/acre | 80 |
| Village | 800 | Open Space: 12% Residential: 64% Non-res.: 18% Civic: 6% | 2,048 | 4 du/acre | 2,000 |
| School Node | 1,000 | Open Space: 20% Residential: 50% Non-res.: 15% Civic: 15% | 1,500 | 3 du/acre | 3,000 |
| Suburban Employment Center | 1,800 | Open Space: 15% Residential: 30% Non-res.: 50% Civic: 5% | 8,000 | 8 du/acre | 6,750 |
| Specialty Use Center | 2,000 | Open Space: 15% Residential: 15% Non-res.: 65% Civic: 5% | 300 | 3 du/acre | 7,000 |

Recommended Policies for Crossroads Community Centers

- Ensure that each new Activity Center has a unique theme or landmark that promotes its own sense of place
- Identify appropriate size, locations, and a range of uses.
- Protect small town/ neighborhood character in architecture, siting, and landscape.
- Prohibit “big box” retail or industrial uses.
- Design for walkability within the center.
- Provide appropriate transitions to surrounding rural or estate residential uses.
- Separate through traffic from local traffic.
- Plan for future expansion as the surrounding area grows.



Recommended Policies for Regional- and Community-Scale Activity Centers

- Identify appropriate size, location, trade area, and a range of uses for each center.
- Locate in prominent location for access by both cars and transit.
- Avoid conflicts with extensive areas of environmentally sensitive lands.
- Encourage a mixture of uses and housing types for singles, families, elderly, and extended families.
- Provide for a dense, core area centered on a town green or other appropriate public space surrounded by public facilities and a mixture of uses, anchored by retail and commercial services.
- Encourage higher density housing types within walking distance of the core.
- Separate through traffic from local traffic.
- Use access management strategies in appropriate locations.
- Design for walkability within the center.
- Create interconnected pattern of streets and trails extending into surrounding neighborhoods for cars, bikes, golf carts, and pedestrians.
- Manage “big box” uses by placing them on the edge of the center, backing up to a major thoroughfare, and facing towards the core area.
- Encourage mixed-use developments.
- Orient all buildings to the street.
- Limit parking in front yards. Consider structured parking where feasible.
- Make appropriate land use transitions to single-family neighborhoods that are outside the Center.
- Provide incentives for developers to contribute to the cost of infrastructure.
- Adhere to design guidelines for common elements such as streetscapes, sidewalks, landscaping, lighting, signage, building massing and other site design features that promote a consistent visual image.

Countywide Definitions

The following definitions are to be applied to Countywide Future Land Use Plan, and the Future Land Use Plan maps for the city of McDonough. The individual city Future Land Use Plans for the Cities of Locust Grove and Stockbridge, have additional future land use classifications that are subsets of the countywide classifications. The Hampton Future Land Use Plan allows slightly different densities than the County for its residential/mixed-use land uses. All of these jurisdictional differences are described on the next several pages, following the countywide definitions below.

Rural Residential - (Minimum lot size of 1.25 acres with septic tank and well, and 1 acre minimum with septic tank and county water system) – The predominant form of development includes farms, pastures, and forestry practices on large tracts of land; single-family residences associated with agricultural activities; and large-lot residential subdivisions in areas where public services are not anticipated in the near future. This land use category is appropriate for residential subdivisions where they do not conflict with existing agricultural practices or where appropriate



transitions of buffers or other agreements are provided to prevent conflicts between farmers and subdivision residents. Large agricultural properties are permitted to create up to 3 contiguous 1-acre lots for use by family members.

Residential development within this density range includes future single-family residential subdivision developments with densities of up to 1.0 dwellings per acre when developed with approved public water systems and on-site septic tank systems for individual lots (within unincorporated area only). Access on paved roads classified as local or collector roads is required. For lots with less than 175-ft. width, curb and gutter streets are required. Developments of up to 1.0 dwellings per acre are related directly to the R-1 Zoning District (with curb and gutter streets, 150 ft. lot width), and residential subdivisions in the RA district (lot widths 175 ft. or greater).

Low-Density Residential (1.0 – 2.0 units per acre) - This category is intended for typical residential subdivision developments in the R-1 and R-2 Zoning Districts.

Medium-Density Residential (2.0 – 3.6 units per acre) – Residential developments within this range include single-family, detached dwellings on lots ranging from 12,000 to 18,000 sq.ft., including parcels zoned for single-family attached and detached homes (including zero lot lines), conservation subdivisions incorporating open space through clustering single-family homes; duplex residential developments with public sewer and water; and mobile home park developments with public sewer and water systems. Future residential development within the medium-density range shall have complete urban services, including public sanitary sewerage and water systems and accessibility to major arterial roads and state highways. The location of medium-density residential development within conservation subdivision developments is encouraged.

Medium-High Density Residential (3.6 to 6 units per acre) - Residential land use within the medium-high-density range includes new development types such as high-quality suburban residential development, traditional neighborhood developments, zero lot line developments, duplexes and attached townhouse developments. This land use category is intended to provide for transition from low and medium-density residential development to high-density residential development or institutional land uses.

Mixed-Use/ High Density Residential (6 to 16 units per acre) – Residential land use within the high-density range includes development types such as attached townhouse developments and multi-story condominium and apartment developments. High-density residential development shall occur in locations only where complete urban services, including paved arterial roads, public sanitary sewerage, and public water systems, are available.

The land use category, High-Density Residential is an appropriate transition between high-intensity commercial and industrial uses and lower intensity residential uses. High-Density Residential is also an appropriate location for mixed-use developments and planned-unit development projects where two or more residential types are developed in combination with other land uses and where there is a high degree of accessibility to major arterials and state highways, such as along 1-75 and interstate interchange areas.



Commercial and Services - This category includes standard retail and commercial service activities such as shopping centers, general retailers, specialty shops, grocery stores, drug stores, banks, restaurants, theatres, hotels, dry cleaners, and entertainment facilities. These establishments should be located on appropriate transportation corridors and intersections to easily serve the public. Visual impacts of these developments should be minimized by requiring buffers, landscaping, fencing, and architectural controls.

Office/Institutional – This category includes small single-occupant structures for doctors and/or accountants, as well as large office parks with a variety of tenants in multi-story buildings. This category includes property that accommodates business concerns that do not provide a product directly to customers on the premises, or do not, as a primary activity, involve the manufacture, storage or distribution of products. This category also includes buildings and facilities uses by private non-profit institutions such as churches, private schools, and charitable organizations.

Industrial - The purpose of this category is to provide for areas where light industry and warehouse uses can be located. Primary uses in this category include light manufacturing, warehousing, wholesale/distribution, and assembly. They may also include heavy industrial uses such as mining operations and manufacturing if proper sight and noise buffers are provided.

Public/Institutional – This category includes public uses such as schools, colleges, hospitals, municipal community centers, public cemeteries, municipal buildings, and post offices.

Transportation/Communication/Utilities (TCU) - This category includes such uses as landfills, water treatment plants, wastewater treatment plants, power substations, rail yards, mass transit facilities, airports, etc. These uses may be either public or private.

Parks/Recreation/Conservation– Includes public parks, recreation areas, and open spaces, as well as areas to be preserved for greenways or land conservation.

Floodplain – areas located in the 100-year floodplain.

Water features – includes lakes, rivers, and streams.

City of Hampton Definitions

The City of Hampton recently changed its future land use classifications, creating some important differences between the County's residential densities and its own. These density differences are outlined below:

Rural Residential - Minimum lot size of 1 acre

Low-Density Residential - 1.0 to 2.0 units per acre, same as County

Medium-Density Residential - 2.0 to 3.0 units per acre

Medium-High Density Residential - 3.0 to 4.0 units per acre



Mixed-Use/ High Density Residential - 4.0 to 8.0 dwelling units per acre**City of Locust Grove Definitions**

On the City of Locust Grove Future Land Use Plan the commercial and mixed-use classifications are broken into sub-classes that correspond to city zoning districts by the same name, as described below.

Commercial:

- Office/professional. These are limited to the mixed-use areas of the city described below and are along the edges of the downtown core. This category is equivalent to the county's office/institutional category.
- Neighborhood Commercial. These serve primarily local convenience needs and are placed at appropriate intervals, mainly along Tanger Boulevard and one area on the eastern side of the city. The largest tenant may be no larger than 35,000 square feet. These centers are rarely larger than 100,000 square feet in leasable area.
- Community Commercial. There is one community-scale commercial center at the intersection of Tanger Boulevard and Highway 42 South. This center serves a trade area of at least 25,000 and mainly consists of grocery stores and other anchor tenants less than 70,000 square feet in size. These centers are typically no larger than 300,000 square feet in leasable area.
- Regional Commercial. The area at the I-75 Interchange at Bill Gardner Parkway. There is no limit to the largest tenant/anchor or largest center size. These areas serve a trade population of 100,000 or more and typically provide services for the traveling public.
- Service Commercial. There are two areas for service commercial in the city: along the northern edge of the city and at the southern edge at the Butts County line. These centers are located within or near industrial land uses and should be the concentration of uses that require a lot of outdoor storage or display of equipment and/or bulk materials. Certain neighborhood commercial activities are encouraged to provide nearby convenience needs to these employment centers.

Mixed-Use:

- Mixed Historic Neighborhood. This area is primarily east of the railroad along SR 42 and along areas SW of the central business district. This area is reserved for the preservation of the existing historic buildings that may be transformed into professional offices or personal services establishments. The main focus is along the Jackson Street Corridor and may have areas for higher density residential uses. All existing structures should be preserved, and all new construction should be of similar architectural style.
- Mixed Use Neighborhood. There are two areas reserved for Greenfield TND type of development to incorporate commercial and higher-density residential near the Regional Commercial Center east of the I-75 interchange.
- Central Business District. This is the existing central core and is projected to expand over time westward towards France Ward Drive. Most any use is permitted in this area under



strict development standards to limit the maximum building envelope. It is anticipated that most loft apartments and condominium development in the city will occur in this area.

- **Mixed Use District.** This is the area along I-75 between Bill Gardner Parkway and Bethlehem Church Road. This area should primarily be a mixture of commercial, office, or industrial uses where appropriate. Of special interest is the development of a medical office campus that is not a new hospital but a complex of specialists in a park-like setting to compliment the nearby hospital facilities in Jackson, Griffin, and Stockbridge-Eagles Landing.

City of McDonough Definitions

The City of McDonough uses the same future land use classifications as the County.

City of Stockbridge Definitions

On the City of Stockbridge Future Land Use Plan the mixed-use classifications includes one subclass as described below.

Mixed-Use:

- **High Density Mixed-Use** – The City of Stockbridge has adopted a High-rise overlay district that allows over 16 dwelling units to the acre.

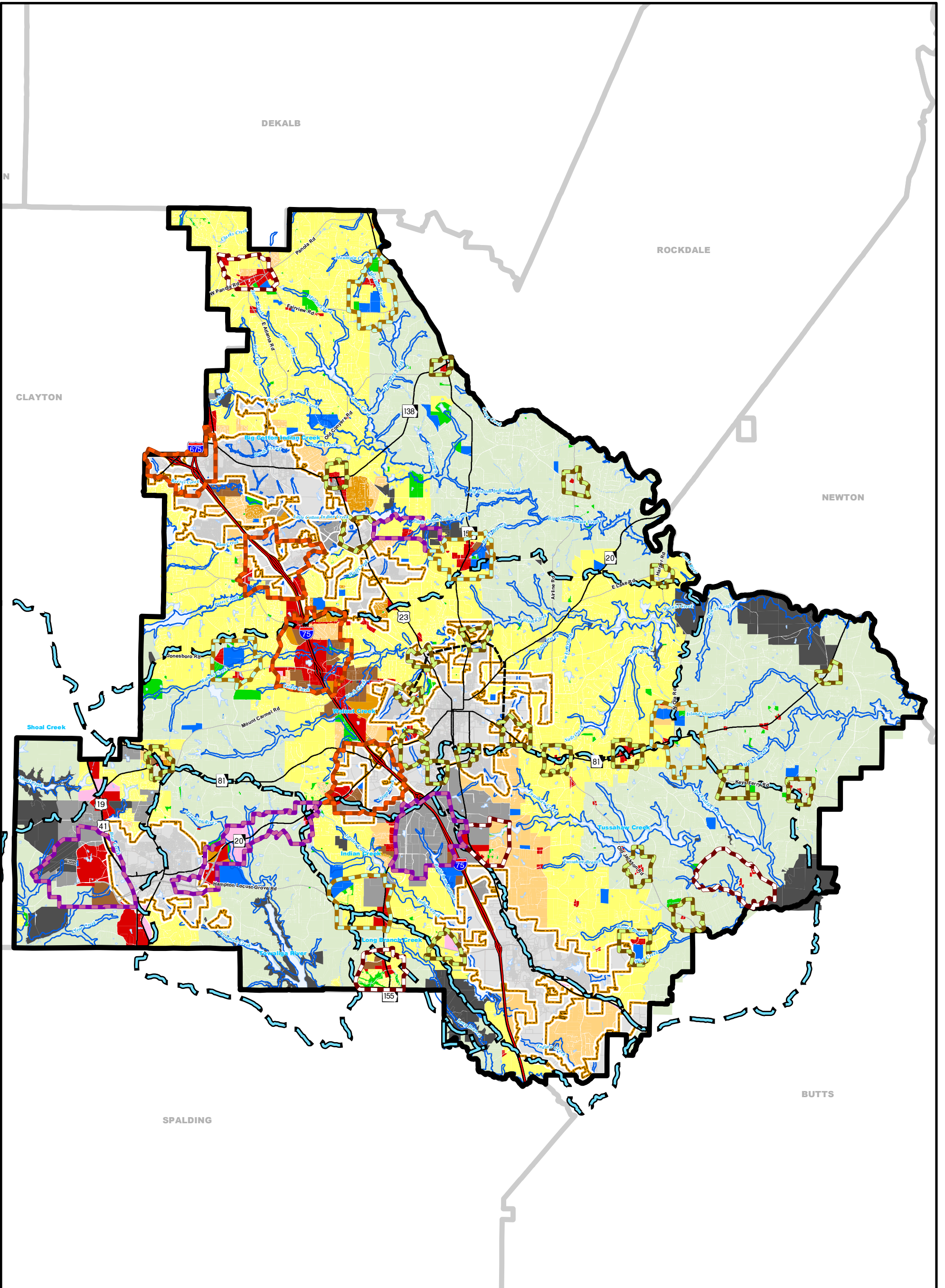
4.4 Land Distribution on the Future Land Use Plan

An area analysis of the future land use plan can be found in **Appendix C**, including a detailed description of the existing land use compositions of each activity center.

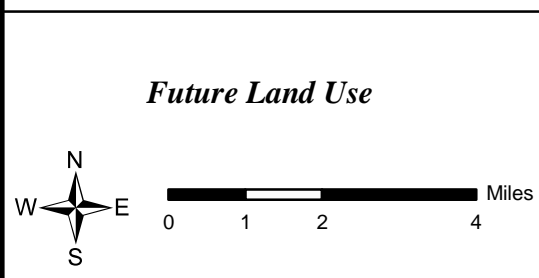
4.5 Future Land Use – Zoning Comparison

Another table can be found **Appendix C** that shows the correlation between the future land use categories and current and proposed zoning districts used by Henry County. At the time of this plans preparation (Fall 2007) the County is considering the revision of its current zoning ordinance in favor of adopting a Unified Land Development Code. The Future Land Use – Zoning Comparison table in **Appendix C** demonstrates how the current and proposed land use regulations would correspond to the Future Land Use Map.





Henry County/Cities Joint 2030 Comprehensive Plan



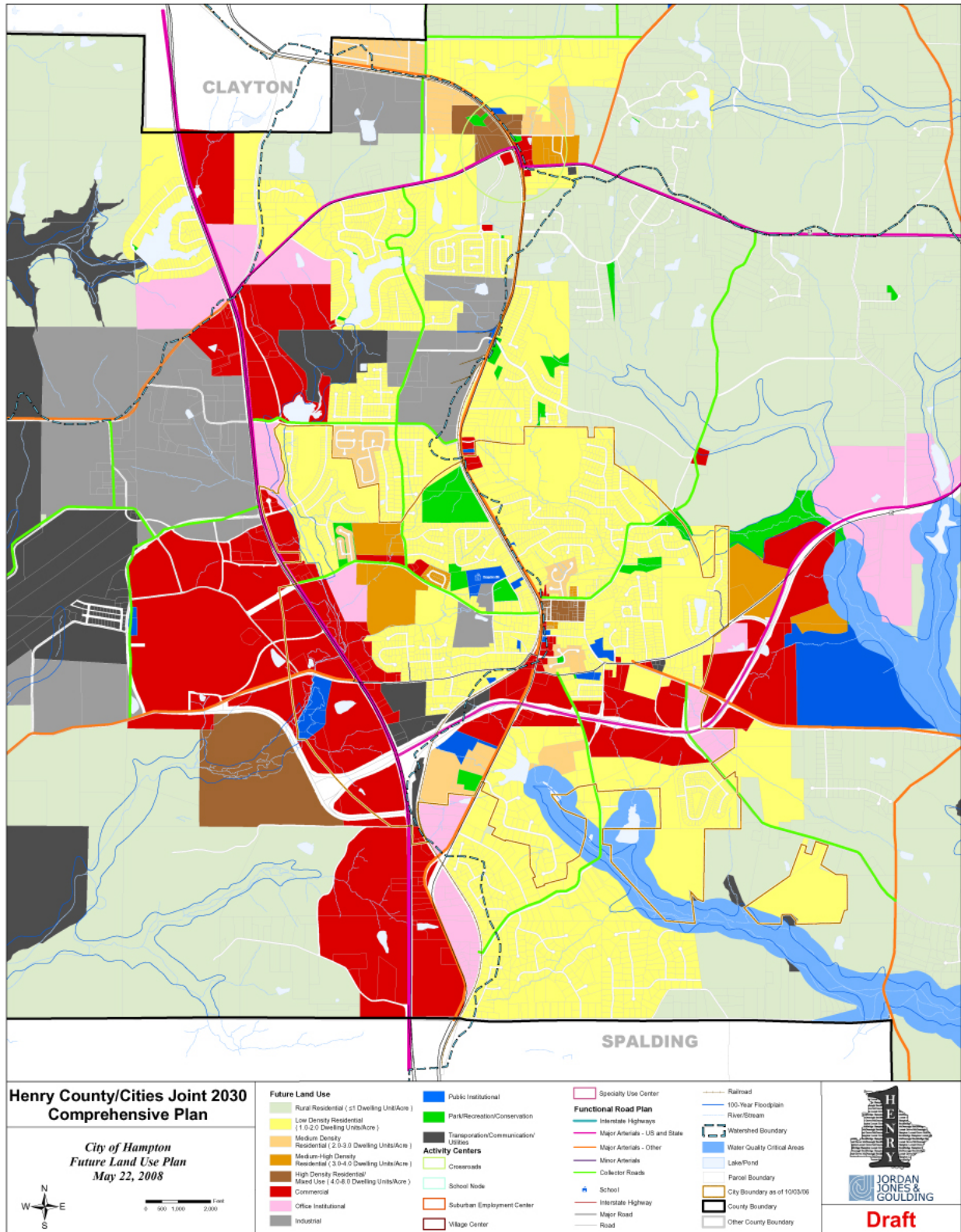
- Future Land Use**
- Rural Residential
 - Low Density Residential
 - Medium Density Residential
 - Medium-High Density Residential
 - High Density Residential
 - Commercial
 - Office Institutional
 - Industrial
 - Public/Institutional

- Park/Recreation/Conservation
 - Transportation/Communication/Utilities
 - Parcels within City Limits
- ActivityCenter**
- Crossroads
 - School Node
 - Suburban Employment Center
 - Village Center
 - Specialty Use Center

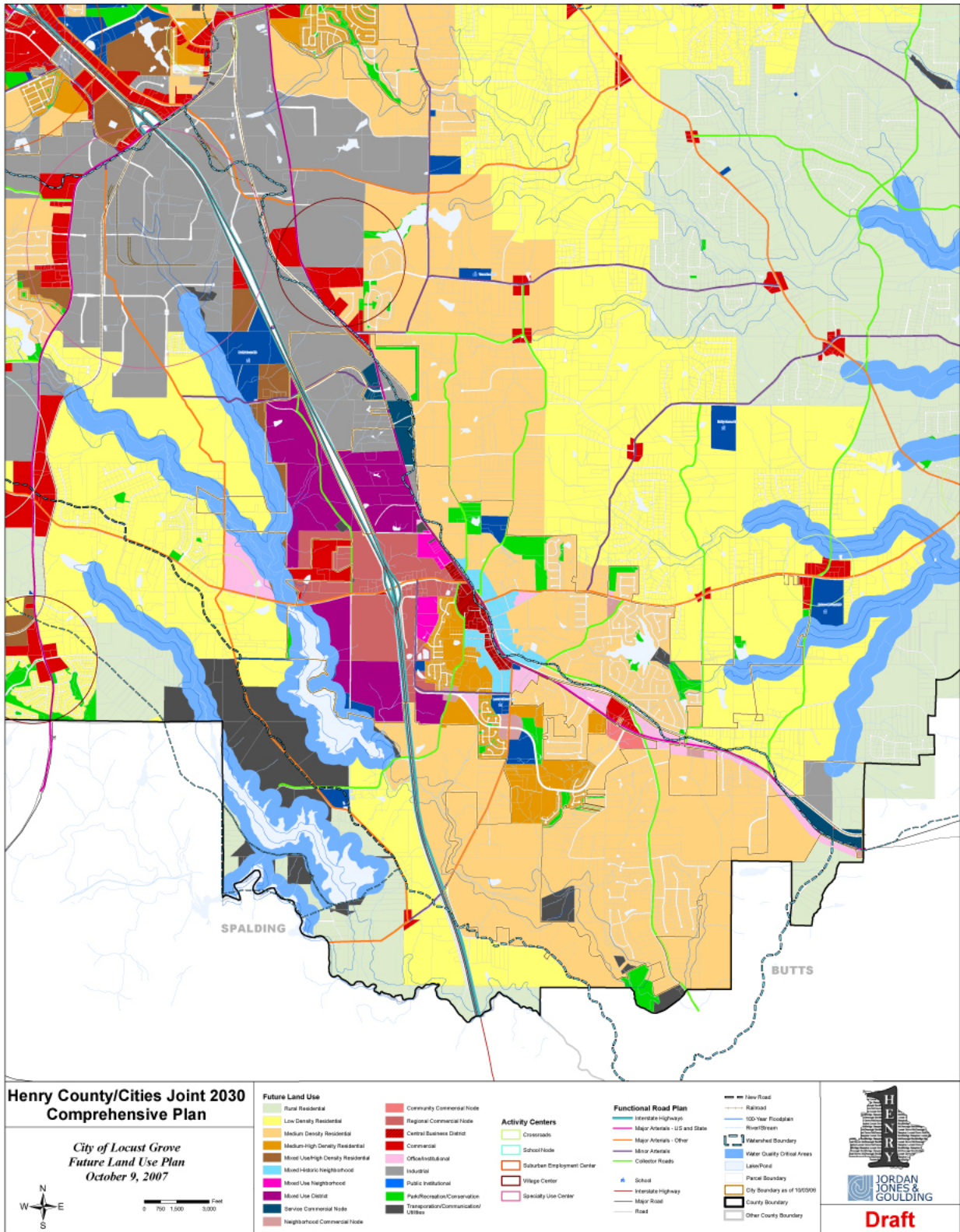
- Planned Transportation Improvements
- Interstate Highway
- U.S. Route
- Feeder Road
- 100-Year Floodplain
- River/Stream
- Watershed Boundary
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

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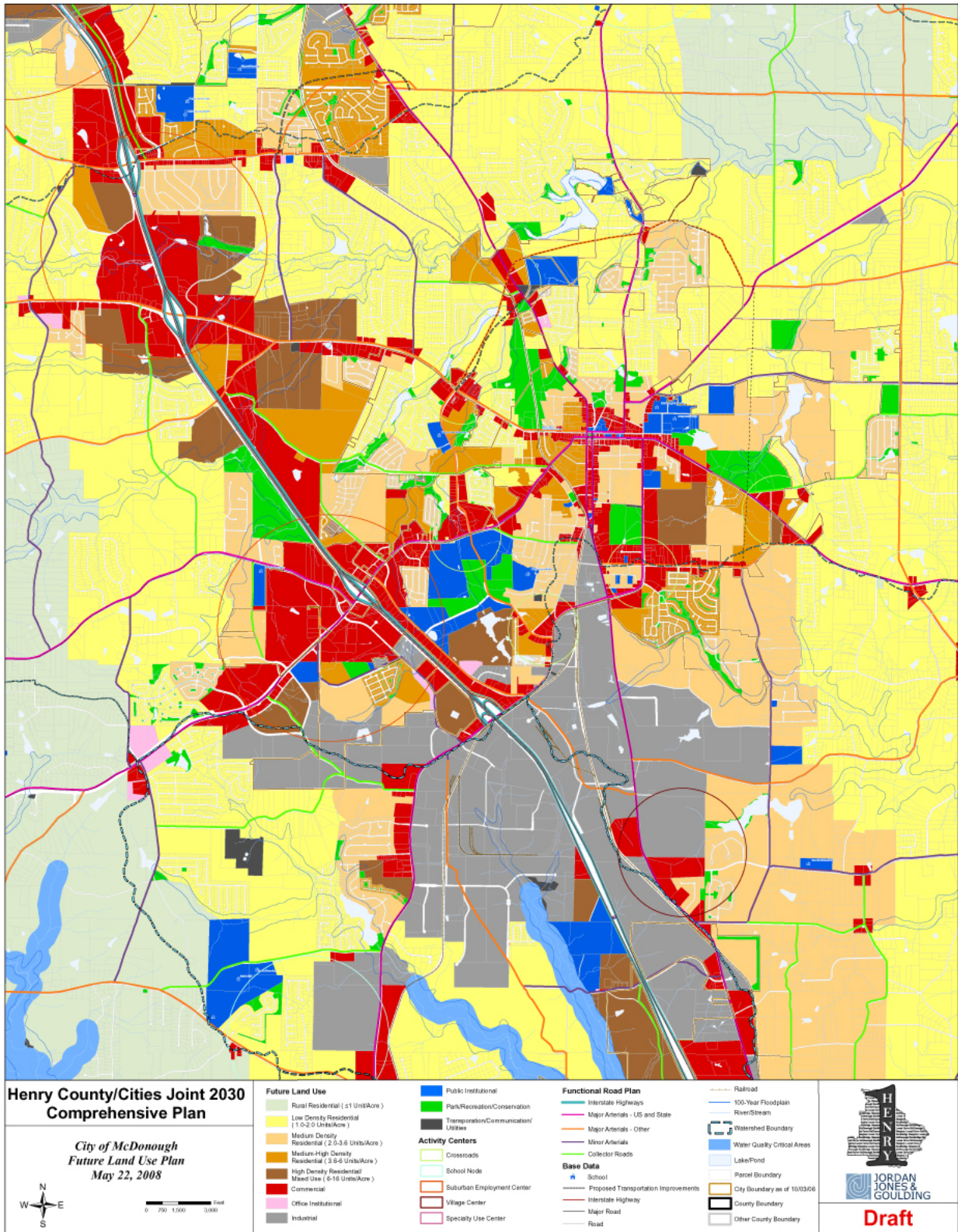
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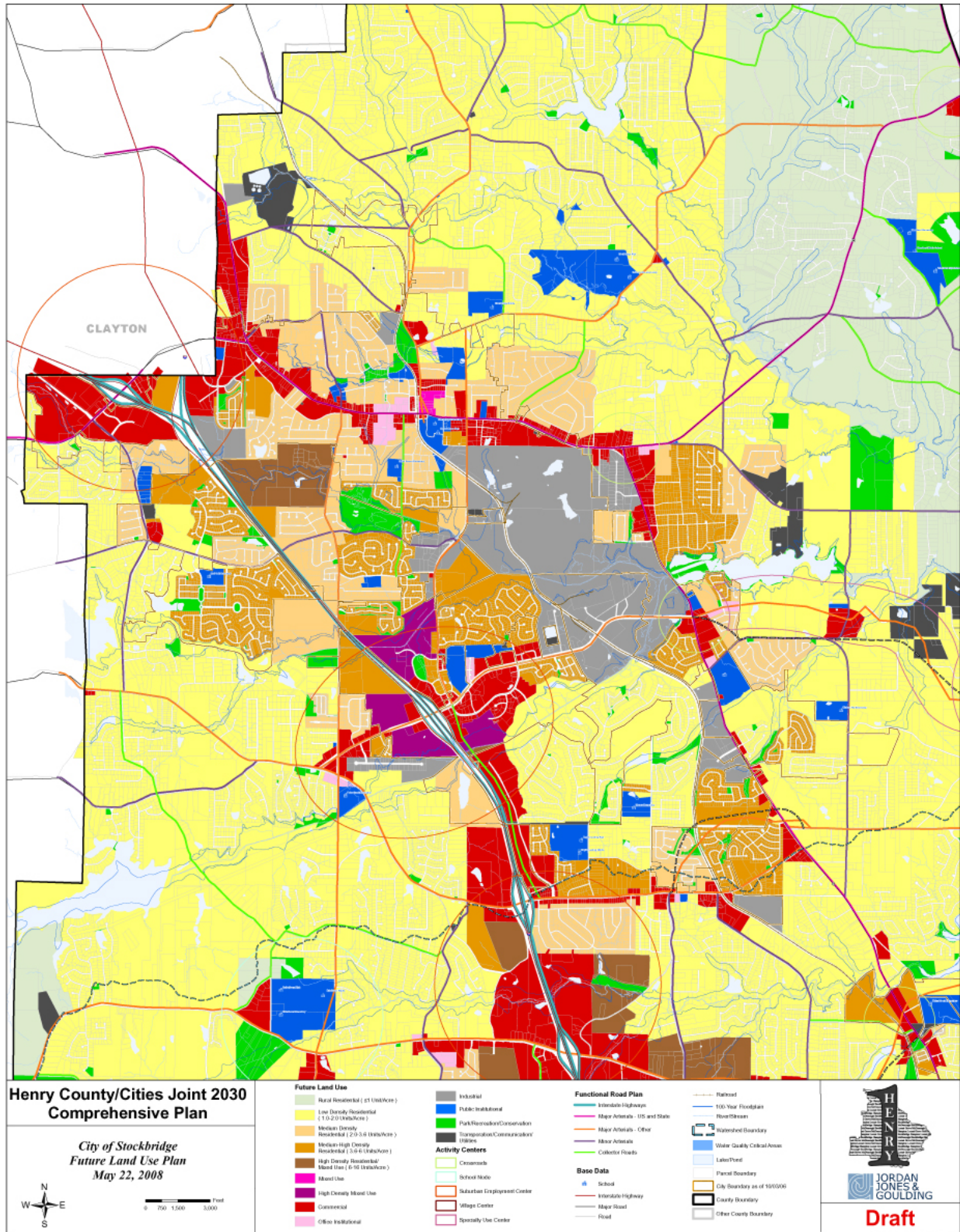
Reduced version of Hampton Future Land Use Plan map.



Reduced version of Locust Grove Future Land Use Plan map.



Reduced version of McDonough Future Land Use Plan map.



Reduced version of Stockbridge Future Land Use Plan map.

4.6 Future Development Map

The use of character areas in planning acknowledges the visual and functional differences that exist today among the districts and regions of Henry County. They help guide future development through policies and implementation strategies that are tailored to each area of the County. These character areas can be used to define areas that (1) presently have unique or special characteristics that need to be preserved; (2) have potential to evolve into unique areas; or (3) require special attention because of unique development issues. In some cases, different character areas are defined by existing land use and future land use in order to highlight appropriate transitions as the community evolves. The County's and Cities' character areas are described and defined individually in the following fact sheets and maps.

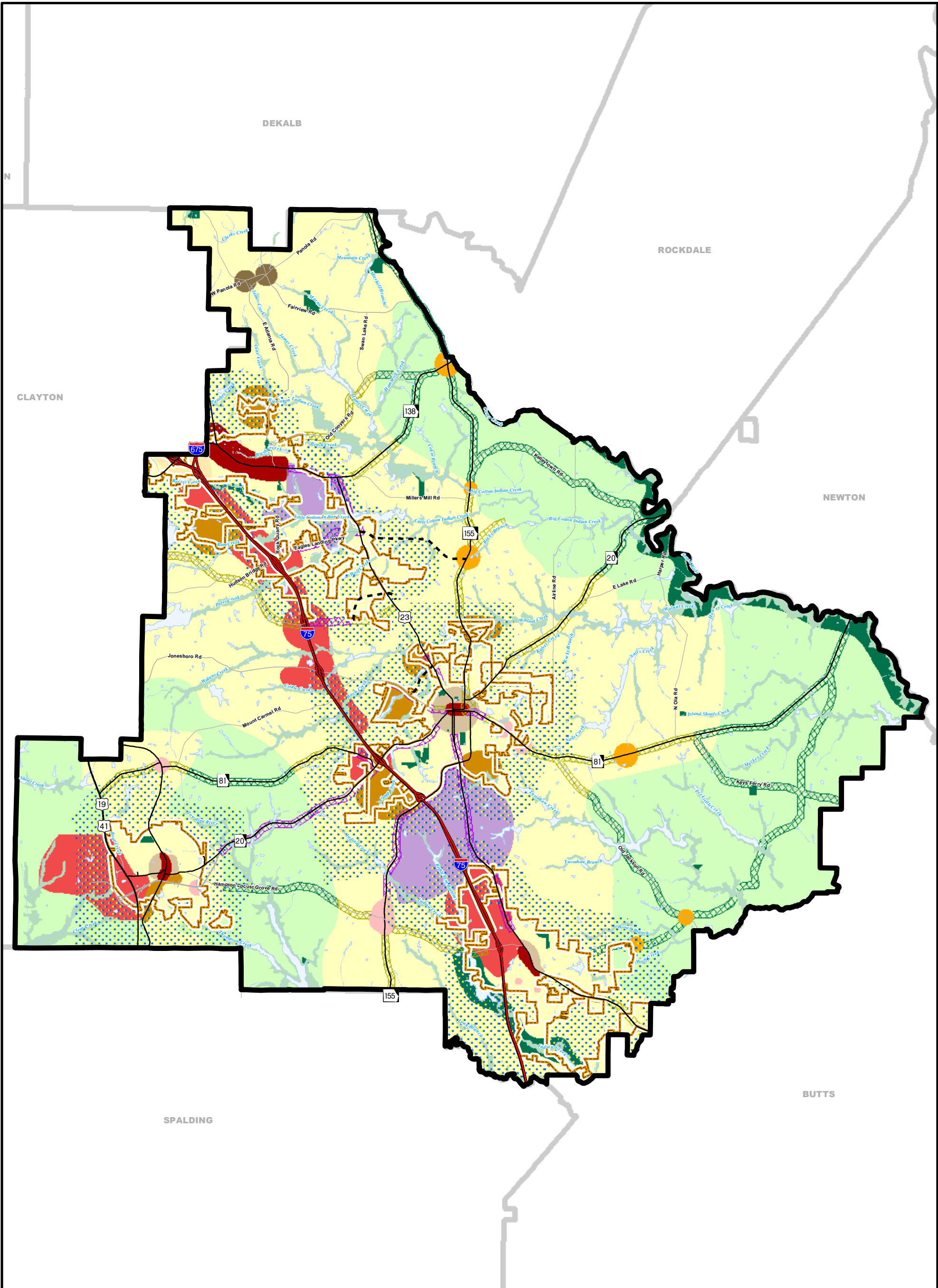
The character of developed areas can be explained by looking at several typical characteristics, such as the following:

- Siting and configuration of lots.
- Site design features, such as degree and location of landscaping, parking, driveways, accessory structures, stormwater facilities, and other features.
- Street design.
- Intensity of development.
- Building location, dimensions, and orientation.
- Types and quantities of natural features.
- Location, extent, and type of civic buildings and public spaces.
- Relationship between uses within the area.
- Sensitive or unique environmental resources.

The Future Development Map and its character areas were developed as part of the Comprehensive Plan to:

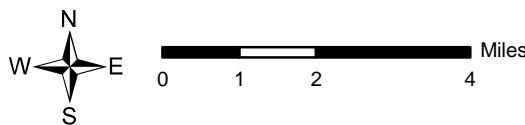
- Supplement the role of the Future Land Use Map.
- Guide future rezonings, special use, and development applications.
- Serve as a design and physical development guidance tool.
- Encourage and promote quality development and redevelopment.
- Define common themes among regions of the County.
- Be used as a tool in securing funding for projects.
- Identify and incorporate available community resources in the implementation of the character area programs.
- Provide a strong link between the community's vision, goals, and land use policy.
- Provide qualitative guidance to the development community.
- Lay the framework for urban design guidelines and changes to development regulations.

In addition the Future Development Map also designates corridors worthy of special attention: Scenic Corridors, Residential Corridors and Commercial/Industrial Corridors. Separate policies are provided for them as well. The Georgia DCA has established statewide goals and a number of Quality Community Objectives (QCO) that further elaborate the state goals, based on growth and development intended to provide guidance, or targets for local governments to achieve, in implementing their comprehensive plan. As the following fact sheets indicates, the Future Development Map and character areas as presented here do meet each of the QCO.



**Henry County/Cities Joint 2030
Comprehensive Plan**

Future Development Map



Corridors

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

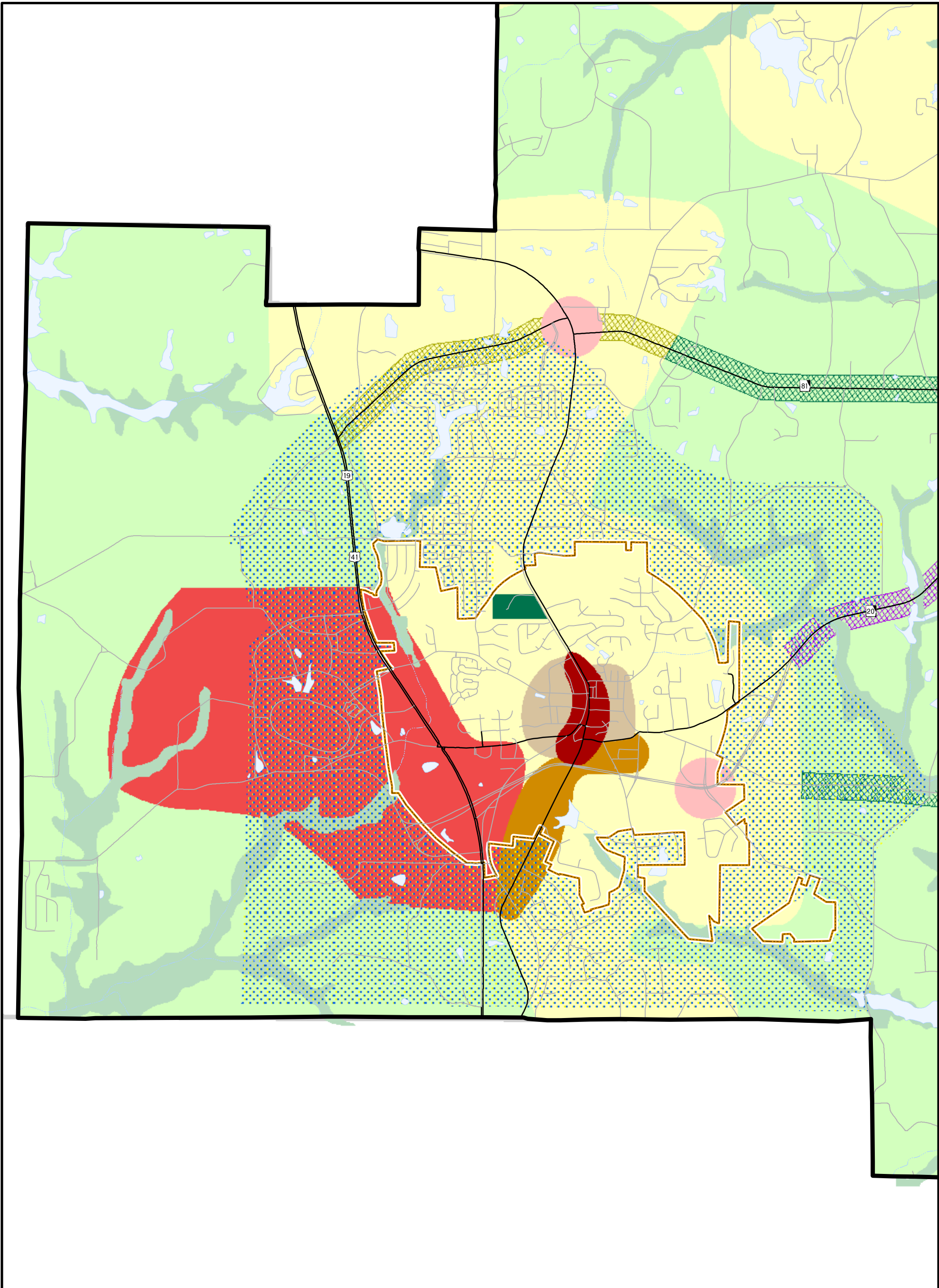
- Highrise/Midrise District
- Industrial
- Multiple Use
- Neighborhood Center
- Regional Activity Center
- Rural Residential
- Rural Village
- Suburban Residential
- Community Center

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



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**Henry County/Cities Joint 2030
Comprehensive Plan**

*City of Hampton
Future Development Map*



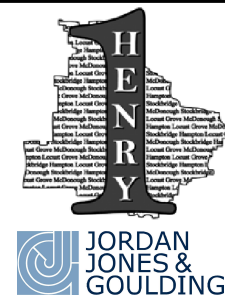
0 1,750 3,500 Feet

Corridors

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

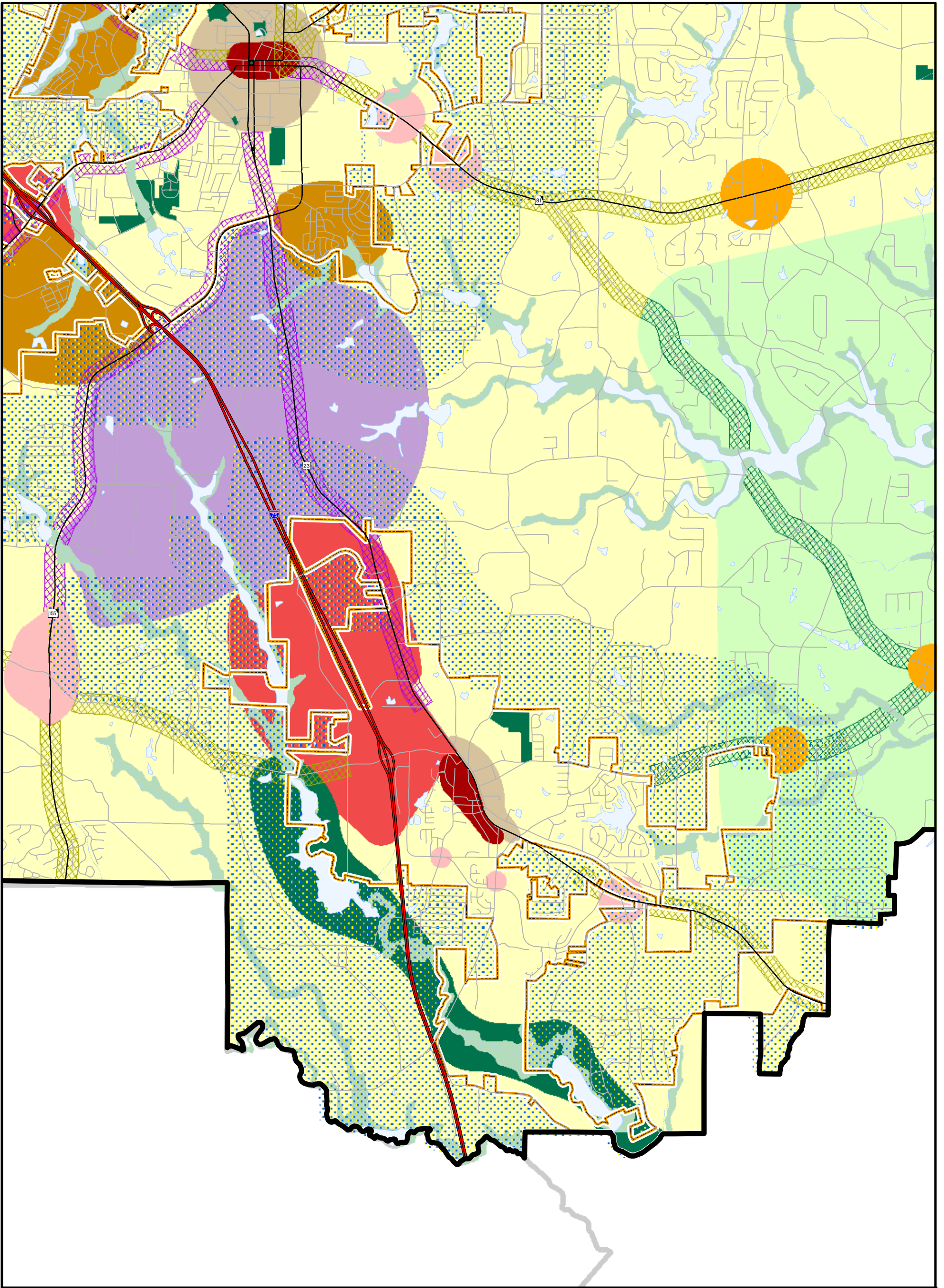
- Highrise/Midrise District
- Industrial
- Multiple Use
- Neighborhood Center
- Regional Activity Center
- Rural Residential
- Rural Village
- Suburban Residential
- Community Center

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



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**Henry County/Cities Joint 2030
Comprehensive Plan**

*City of Locust Grove
Future Development Map*



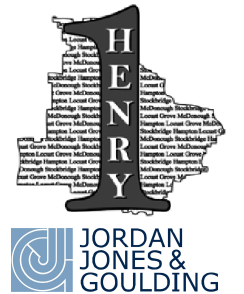
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Corridors

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

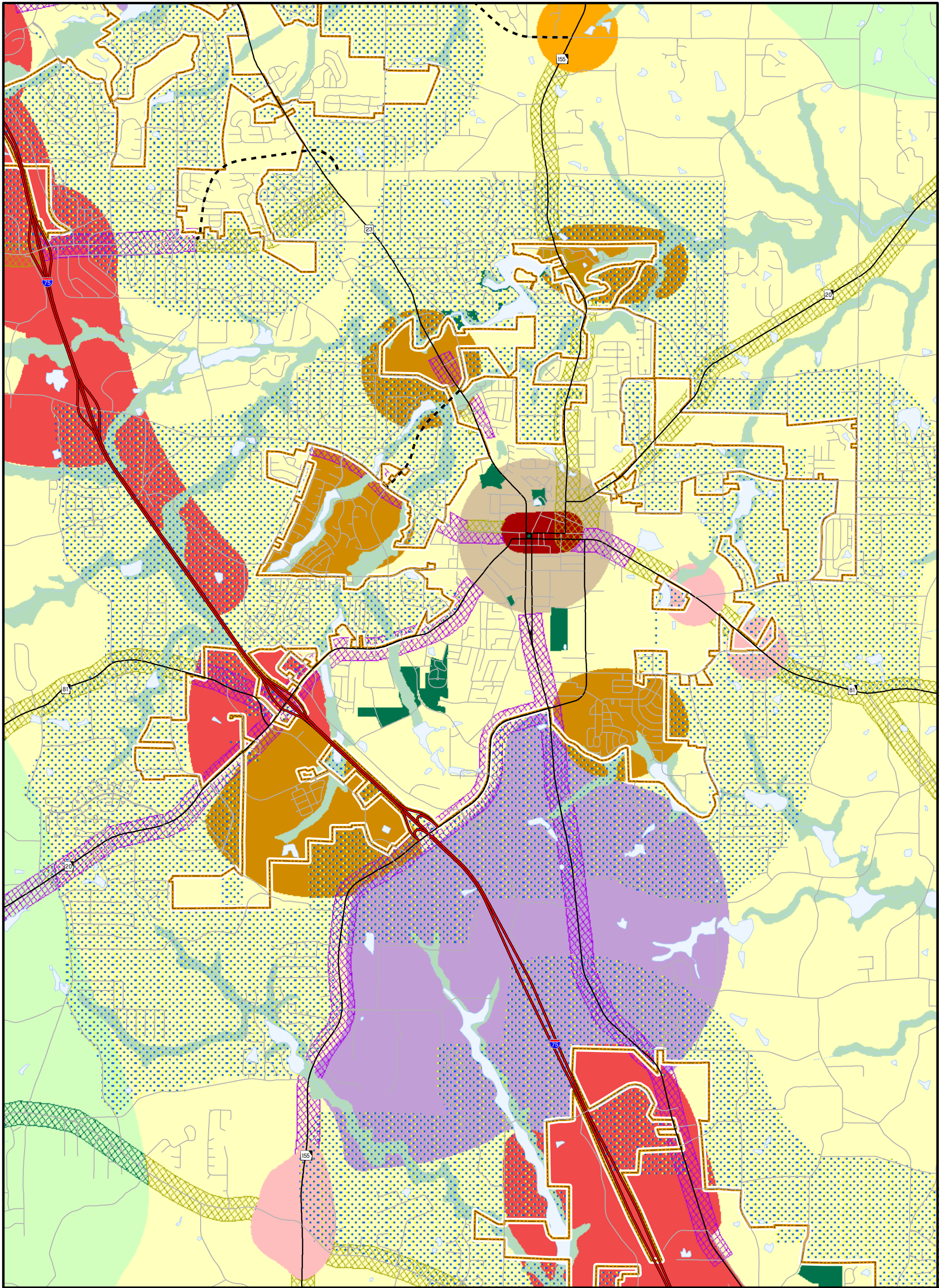
- Highrise/Midrise District
- Industrial
- Multiple Use
- Neighborhood Center
- Regional Activity Center
- Rural Residential
- Rural Village
- Suburban Residential
- Community Center

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



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**Henry County/Cities Joint 2030
Comprehensive Plan**

*City of McDonough
Future Development Map*



0 2,000 4,000 Feet

Corridors

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

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

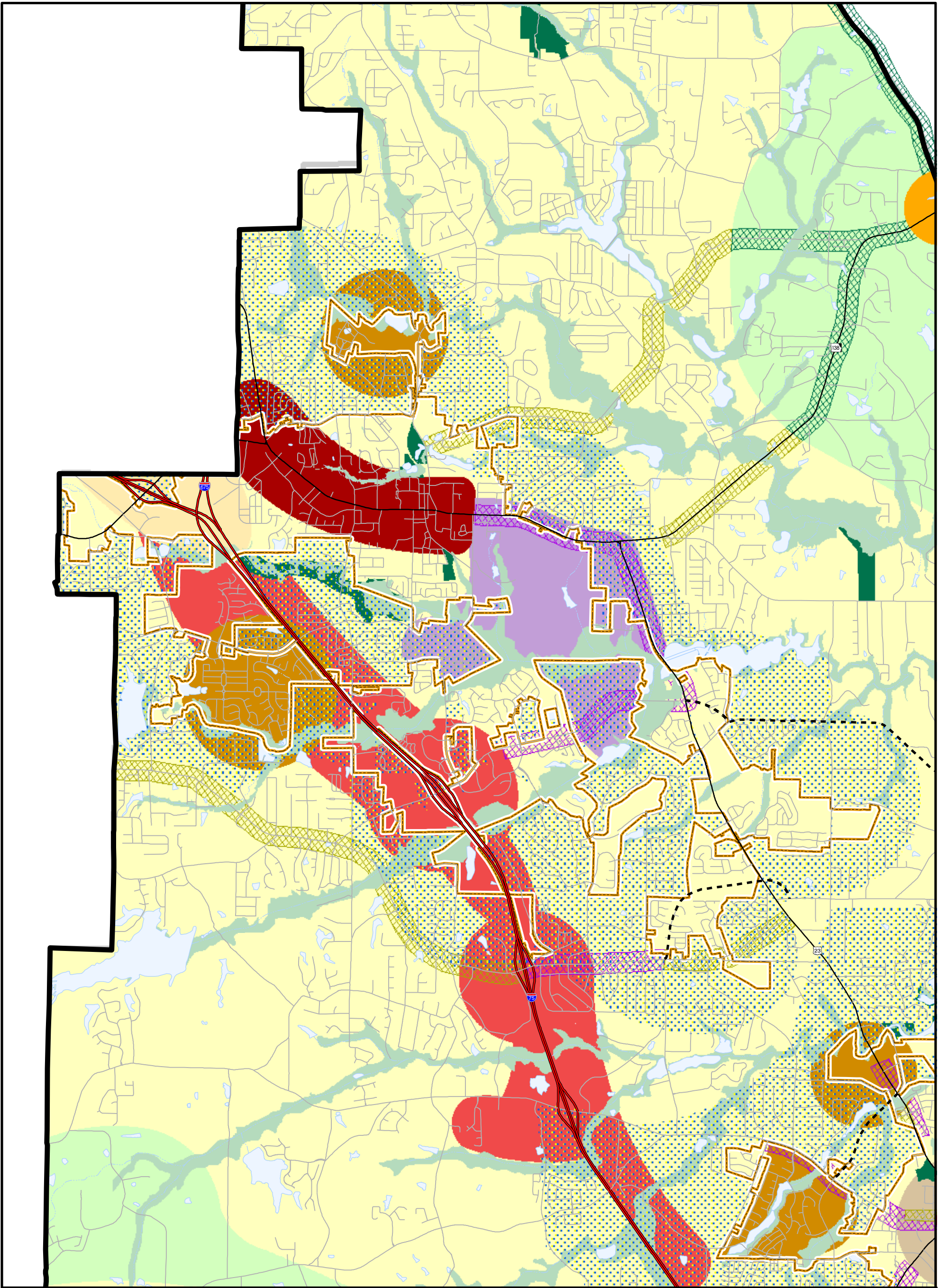
- Interstate Highway
- U.S. Route
- Road
- New Road Project
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary



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**Henry County/Cities Joint 2030
Comprehensive Plan**

*City of Stockbridge
Future Development Map*



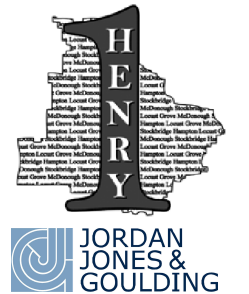
0 2,250 4,500 Feet

Corridors

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

- Highrise/Midrise District
- Industrial
- Multiple Use
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- Suburban Residential
- Community Center

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



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Character Area Fact Sheets

| Downtown | |
|---|--|
| <p>Description: The traditional central business district and immediately surrounding commercial, industrial, or mixed-use areas of Hampton, Locust Grove, McDonough, and Stockbridge.</p> <p>Vision: A vibrant downtown district that includes residential units, offices, restaurants, small-scale shops, cultural facilities and entertainment venues. An area with multiple housing options for senior citizens and young professionals. Downtown should serve as the focal point of the community and become a destination for dining, shopping, and cultural pursuits.</p> |  |
| <p>Appropriate Land Uses: Mix of residential, commercial, office, and civic uses.</p> | |
| <p>Implementation Strategies:</p> <ul style="list-style-type: none"> • Encourage a relatively high-density mix of retail, office, services, and employment to serve a regional market area. • New development should reinforce the traditional town center through a combination of rehabilitation of historic buildings in the downtown area and compatible new infill development targeted to a broad range of income levels; including multi-family town homes, apartments, lofts, and condominiums where appropriate. • Enforce design standards that are pedestrian-oriented, with strong, walkable connections between different uses. • Clearly define road edges by locating buildings at roadside with parking in the rear. • Add sidewalks and create other pedestrian-friendly rail/bike routes linking to neighboring communities and major destinations; such as libraries, neighborhood centers, health facilities, parks, schools, etc. • Concentrate new residential and commercial development in and around the downtown and adjacent neighborhoods on infill sites. | |
| <p>Quality Community Objectives to be Pursued in this Character Area:</p> <ul style="list-style-type: none"> • <u>Housing Choices</u>. To emulate the characteristics of historic downtown areas, a variety of residential land uses should be provided including apartments/condominiums, townhomes, and single family homes. • <u>Urban Form</u>. The established urban form of the existing cities should be maintained and reinforced including the preservation and extension of the historic street grid. • <u>Sense of Place</u>. The downtown areas should serve as the economic and cultural heart of the municipalities. They should provide residents with a unique sense of place and community identity. | |

Conservation Area

Description: Wolf Mountain, the South River Corridor, areas of dense wetland and rugged topography, and large parks. In addition land indicated on the Future Development Map as 100-year Floodplain.



Vision: A refuge from the urban environment for a community tied closely to the preservation and conservation of its natural resources. A destination and home for naturalists and recreation.

Appropriate Land Uses: Parks, recreation and conservation areas.

Implementation Strategies:

- Promote these areas as passive-use tourism and recreation destinations.
- Restrict development in floodplain areas, to protect sensitive wetlands and protect private property from the impact of seasonal flooding. Use floodplains as possible sites for pervious trails and passive recreational uses.
- Promote the development of conservation subdivisions near major rivers and their tributaries.
- Require riparian buffers along watercourses to protect water quality.
- Protect water quality with appropriate stream and reservoir buffers, septic tank setbacks, and prohibit uses that are prone to pollution.
- Protect natural habitat.
- Set aside land for a network of greenways for use by pedestrians, equestrians, bicycles, skaters, and golf carts that link parks, recreation areas, schools, and churches with residential areas.
- Interconnect adjacent trails, recreation areas, and greenspace where possible.
- Take special care in siting underground utilities and overhead power lines.
- Provide BMPs for stormwater management and exceed all state and local standards for protection of wetlands, streams, lakes, ponds, and aquifer recharge areas.

Quality Community Objectives to be Pursued in this Character Area:

- Open Space Preservation. In rapidly developing Henry County, open space preservation is of utmost importance. Protecting scenic wild lands from development will help to conserve this limited natural resource.
- Environmental Preservation. The conservation of environmentally valuable lands including stream buffers, steep slopes, and wetlands through county acquisition and ownership should be pursued or maintained in these areas.



High-rise/Mid-rise District

Description: One High-Rise District exists in the northern portion of the county, in the City of Stockbridge. This is found at the interchange on I-675 and I-75.



Vision: An urban live-work-play environment that provides housing options and easy access to cultural facilities, necessary services, and employment opportunities.

Appropriate Land Uses: Medium and high density residential and support civic and commercial uses.

Implementation Strategies:

- Adopt development regulations that encourage high-density, mixed-use developments with integrated greenspace, on-site parking, and attractive streetscapes. Allow a relatively high-density mix of retail, office, services, and employment uses to serve a regional market area.
- Provide incentives for developers to include a diverse mix of higher-density housing types; including multi-family town homes, apartments, lofts, and condominiums, including affordable and workforce housing.
- Design with a pedestrian-oriented, with well-defined, walkable connections between different uses and direct connections to nearby networks of greenspace or trails.
- Provide trails or greenspaces to pedestrians and bicyclists for both tourism and recreation purposes.
- Encourage compatible architecture styles that maintain the regional character “franchise” or “corporate” architecture should be discouraged.

Quality Community Objectives to be Pursued in this Character Area:

- Housing Options. Henry County currently offers few housing choices for residents seeking condominium or high rise housing options. High-rise residential development in this area will expand housing options available to county residents.
- Infill Development. Infill development opportunities should be pursued in this area for the construction of high-rise development. Underutilized or vacant commercial properties and excessive parking areas are ideal for this form of infill development as they feature major road access and can utilize existing utility lines.



Industrial Area

Description: These areas consist of industries, warehouses, and distribution facilities on level sites having close access to I-75, railroads, and utilities, and space for expansion.

Vision: Areas offering intensive employment opportunities and complementary accessory uses, such as an industrial park or warehouse/distribution center that is characterized by the presence of large, regional employers engaged in manufacturing, trucking, or production.



Appropriate Land Uses: Industrial and support civic and commercial uses.

Implementation Strategies:

- Areas should provide adequate infrastructure capacity and maintain designated truck routes to I-75 that are safe and maneuverable for heavy vehicles and minimize noise, vibration, and intrusion of trucks in residential areas.
- Design should provide adequate room for expansion and the development of ancillary business and employee services.
- Landscaped entrances and grounds should be encouraged, environmentally sensitive areas protected, and surrounding neighborhoods buffered.
- Truck docks and waste handling areas should be screened from public view.
- The intrusion of obnoxious uses into industrial parks should be heavily controlled and allowed only internal to the development away from residential uses.
- Develop strong design standards to help ensure that the aesthetic qualities of the built environment around each of the I-75 interchanges is reflective of the community's vision for the future and the image they want to portray to visitors. In particular, there should be strong signage controls to direct visitors to local activity centers, which are reflective of community pride and local architectural styles, and still promote local businesses.

Quality Community Objectives to be Pursued in this Character Area:

- Employment Options. Expanding the industrial job base in these areas will provide more employment opportunities for residents of Henry County and its municipalities. Employment options should be provided for both skilled and unskilled workers.
- Appropriate Business. The Chamber of Commerce should work to market these areas to industrial employers that are underrepresented in the county. Diversifying the jobs base would contribute to the resiliency of the county's economy.

Scenic Corridor

Description: Scenic Corridors are located along thoroughfares in the rural portions of the County. These corridors are noteworthy for their natural, scenic, and pastoral views.

Vision: A predominantly rural or scenic portion of the County accessible by roadway worthy of protection for future generations. A roadway that serves as a destination for tourists and weekend motorists.



Appropriate Land Uses: Agricultural, low density residential and parks, recreation and conservation uses.

Implementation Strategies:

- New development should be clustered and screened in such a way as to preserve rural views from the corridor.
- Scenic corridors should be designed to accommodate all users, including pedestrians and bicyclists.
- Large signs should be banned within these corridors
- Preserve rural character in viewsheds.
- Discourage residential subdivisions with more than three parcels adjacent to the corridor, except for conservation subdivisions.
- Screen all houses from view by providing natural and undisturbed “no-access” buffers along all existing federal, state, and county roads that are adjacent to, or within, the development.
- Protect active farms from encroachment.
- Install landscaping in right-of-way to buffer offensive views.

Quality Community Objectives to be Pursued in this Character Area:

- Sense of Place. The rural character of Henry County is rapidly disappearing. Natural or pastoral views should be protected along these scenic corridors as they provide the community with a sense of place and history.
- Open Space Preservation. Green open space should be preserved along scenic corridors. One way to accommodate this is to develop through conservation subdivisions that could preserve green space visible from the roadway.

Commercial/Industrial Corridor

Description: An uninterrupted channel of developed or developing land on both sides of designated high-volume transportation facilities.

Vision: A heavily traveled local artery that provides easy access to commercial services and employment opportunities that serves several communities and may connect two or more Village Centers or commercial nodes. A corridor that is easy and safe to travel by foot, bike or car. A well planned and aesthetically pleasing corridor that also serves as a gateway to the community.



Appropriate Land Uses: Commercial, industrial, medium density residential, office/professional, and parks, recreation and conservation uses.

Policies:

- Redevelop strip malls as a series of interconnected, pedestrian-scale, mixed-use developments.
- Discourage discontinuous land use transitions from residential to commercial uses.
- Buffer existing residences along the highway from incompatible uses.
- Limit driveway spacing along the highway frontage and align driveways wherever possible.
- When residential conversion to commercial uses is allowed adjacent to other residences, maintain the residential scale and appearance of the converted structure.
- Require double-fronting lots or a parallel residential lane when new residential property is developed abutting the highway.
- Require residential subdivisions accessing the highway to be interconnected and to provide at least two entrances.
- Provide safe facilities for pedestrians, school buses, and bicyclists using the road right-of-way.
- Create safe, convenient pedestrian and bicycle connections to the neighborhoods and subdivisions that are adjacent to the commercial corridors.
- Building siting, building materials, architecture, signage, parking, and lighting should reinforce a residential scale.

Quality Community Objectives to be Pursued in this Character Area:

- Transportation Alternatives. An interconnected network of sidewalks or multi-use trails should be developed along commercial/industrial corridors to provide alternatives to the automobile.
- Sense of Place. Signage should be regulated along these corridors through an ordinance to assist in consistency of sign size and typology.

Residential Corridor

Description: A highway corridor designated for residential uses. Located throughout the County, Residential Corridors often connect non-residential areas together.

Vision: A heavily traveled local artery that is flanked by residential uses and provides easy access to local neighborhoods. It provides a safe connection between two or more Village Centers or commercial nodes for pedestrian, bike or car.



Appropriate Land Uses: Low density residential and parks, recreation and conservation uses.

Implementation Strategies:

- Encourage moderate-speed vehicular travel so that pedestrians, school children, and bicyclists can be accommodated.
- The predominant land use along Residential Corridors should be residential subdivisions. These should be designed so that homes front the corridor, with alley access leading to common subdivision entrances spaced every 1,000 feet to provide adequate connectivity.
- Opposing entrances should be aligned and served by a common traffic signal.
- Where appropriate, incidental or accessory commercial uses may be incorporated into a Residential Corridor. These should be designed as part of, and integrated into the design of a subdivision.

Quality Community Objectives to be Pursued in this Character Area:

- Transportation Alternatives. Along residential corridors transportation alternatives to the automobile should be provided. A network of multi-use trails, bicycle lanes, and sidewalks should link residential developments to nearby retail shopping and schools.
- Housing Options. Within residential corridors a variety of housing options should be provided. These should include homes at various price points ranging from starter homes to executive-style homes.

Rural Residential

Description: Unique rural neighborhoods and undeveloped land that help establish the rural character of the County. These areas have low pedestrian orientation and accessibility, no transit, large lots, open space, pastoral views, and a high degree of building separation.

Vision: A residential community tied closely to the preservation and conservation of its agricultural heritage.



Appropriate Land Uses: Agricultural, low density residential and parks, recreation and conservation uses.

Implementation Strategies:

- The rural atmosphere of these areas should be maintained while accommodating new residential development as rural cluster or conservation subdivision design that incorporate significant amounts of open space.
- Maintain the regional rural and/or historic character by encouraging compatible architectural styles.
- Foster establishment of a regional network of greenspace and trails, available to pedestrians and bicyclists for both tourism and recreational purposes.
- Encourage preservation and adaptive reuse of historic structures to promote a sense of place related to the established historic theme.
- Provide appropriate transitions to surrounding rural or estate residential uses.

Quality Community Objectives to be Pursued in this Character Area:

- Open Space Preservation. Rural residential areas are characterized by a high degree of building separation and significant amounts of open space. Maintaining these areas as rural residential will help preserve open space within the county.
- Housing Choices. Rural residential areas provide housing options for county residents who desire homes on very large lots.

Neighborhood Center

Description: Neighborhood focal points providing a collection of activities such as restaurants, neighborhood-oriented shops and services, housing, and appropriate public and open space uses easily accessible by pedestrians.

Vision: A local activity center with a mixture of uses in a clustered form that serves as a live-work-play center for a neighborhood or community. It should include a variety of housing types designed for all ages. The Center is intended to provide social, recreational, and commercial services used on a daily basis by residents surrounding the center.



Appropriate Land Uses: Mix of residential, commercial, office, and civic uses at a neighborhood scale

Implementation Strategies:

- Ensure that each Center has a unique theme that promotes a sense of place.
- Encourage a mixture of uses and housing types for singles, families, elderly, and extended families.
- Provide for a Central Green or other appropriate open space.
- Prohibit “big box” retail or industrial uses.
- Encourage higher density housing types within walking distance.
- Locate in prominent location for access by both cars and pedestrians.
- Separate through-traffic from local traffic.
- Use access management strategies in appropriate locations.
- Design for walkability within the center.
- Create interconnected pattern of streets and trails extending into surrounding neighborhoods for cars, bikes, golf carts, and pedestrians.
- Orient buildings to streets.
- Non-residential and mixed-use buildings should be designed in close proximity to each other, attached where possible.
- Encourage shared parking.
- Make appropriate land use transitions to single-family neighborhoods surrounding the Center.

Quality Community Objectives to be Pursued in this Character Area:

- Sense of Place. Neighborhood centers provide a sense of place and community focus for an area.
- Transportation Alternatives. Neighborhood centers are ideal for encouraging transportation alternatives to the automobile. Their scale and pedestrian orientation make traveling between activities by foot or bicycle possible.
- Infill Development. Neighborhood centers are ideal sites for infill development as they are adjacent to major roadways and already contain existing utility lines.

Regional Activity Center

Description: Concentration of regionally marketed commercial and retail centers, office and employment areas, higher education facilities, low- to mid-rise residential, and sports and recreational complexes. These areas are characterized by a high degree of access by vehicular traffic, transit use, including stops, shelters and transfer points; on-site parking; low degree of internal open space and a high floor-area-ratio: large tracts of land, campus or unified development.



Vision: A regional destination for employees and shoppers. A vibrant mixed-use urban environment that offers a wide variety of cultural and recreational opportunities.

Appropriate Land Uses: Mix of residential, commercial, office, and civic uses.

Implementation Strategies:

- Adopt development regulations that encourage a relatively high-density mix of retail, office, services, and employment to serve a regional market area. These regulations should also encourage a diverse mix of higher-density housing types, including multi-family town homes, apartments, lofts, and condominiums, including affordable and workforce housing should be included in these areas.
- Promote design that is pedestrian-oriented, with strong, walkable connections between different uses and direct connections to nearby networks of greenspace or trails.
- Architecture styles should maintain the regional character and should not include “franchise” or “corporate” architecture.
- For Regional Activity Centers off I-75, streetscaping enhancements and strong design standards should be in place to help ensure that the aesthetic qualities of the built environment around each of the interchanges is reflective of the community’s vision for the future and the image they want to portray to visitors.

Quality Community Objectives to be Pursued in this Character Area:

- Employment Options. Regional Activity Centers provide employment options for county residents. These areas are appropriate for large-scale office development and should be marketed for this use. Large scale office development would expand the jobs base of the county by adding needed managerial and professional employment.
- Transportation Alternatives. Regional Activity Centers are ideal for encouraging transportation alternatives to the automobile. Their scale and pedestrian orientation make traveling between activities by foot or bicycle possible. In addition high-density development in these centers makes transit feasible.



Multiple Use

Description: Large areas of land for planned development. These include the Planned Unit Developments around McDonough and a traditional neighborhood development south of downtown Hampton.

Vision: A planned cohesive development that includes a variety of complementary uses for residents, shoppers and workers.



Appropriate Land Uses: Mix of residential uses, office/professional, commercial, public/institutional, and parks, recreation and conservation uses.

Implementation Strategies:

- Encourage a mixture of uses and housing types for singles, families, elderly, and extended families.
- Locate in prominent location for access by both cars and pedestrians.
- Separate through-traffic from local traffic.
- Use access management strategies in appropriate locations.
- Create interconnected pattern of streets and trails extending into surrounding neighborhoods for cars, bikes, golf carts, and pedestrians.
- Non-residential and mixed-use buildings should be designed in close proximity to each other, attached where possible.
- Encourage shared parking.
- Encourage traditional development (TND) style residential subdivisions in these areas.
- New development should be master planned, blending residential development with schools, parks, recreation, retail businesses and services, linked in a compact pattern that encourages walking and minimizes the need for auto trips.

Quality Community Objectives to be Pursued in this Character Area:

- Transportation Alternatives. Multiple use areas provide significant opportunities for transportation alternatives to the automobile. To encourage this adjacent uses should be linked through an interconnected system of bike lanes, multi-use paths, and sidewalks.
- Housing Choices. Multiple use areas by their nature provide various housing options in relative proximity. These may include multi-family, townhouse, and single-family development.

Suburban Residential

Description: Areas experiencing the greatest pressure for the typical types of suburban residential subdivision development are greatest

Vision: A stable residential area with a civic focus. Increased pedestrian and bicycle connectivity between neighborhoods and schools, parks, library, and other civic uses.



Appropriate Land Uses: Agricultural, low density residential and parks, recreation and conservation uses, neighborhood level commercial.

Implementation Strategies:

- Require and expand sidewalks within neighborhoods, especially on residential streets with significant traffic.
- Create interconnected pattern of streets and trails extending into surrounding neighborhoods for cars, bikes, golf carts, and pedestrians.
- Tame cut-through traffic with calming devices, such as speed bumps, speed tables, chicanes, and landscaped medians.
- Strongly enforce a program of code enforcement, to address code violations and guard against neighborhood decline.
- Maintain and protect sensitive stream buffers.

Quality Community Objectives to be Pursued in this Character Area:

- Traditional Neighborhoods. Suburban residential areas should be developed following the principles of traditional neighborhood development (TND). These principles include a street grid, an internal network of sidewalks, a mix of housing types and price points in the same development, and alleys for garbage pick-up and parking.
- Transportation Alternatives. Transportation alternatives to the automobile should be provided in suburban residential areas. A network of multi-use trails, bicycle lanes, and sidewalks should link residential developments to nearby retail shopping and schools.
- Open Space Preservation. Open space should be conserved in these areas by developing using the conservation subdivision model. In this form of development a portion of the site is preserved in perpetuity as open green space in exchange for increased density on the remaining land.

Municipal Gateway

Description: The area adjacent to each municipality that has a character that is more reflective of the municipality than the unincorporated county area. This area includes properties that are likely to be considered for future annexations.

Vision: An area in which the municipality and County work together when making land use, zoning, environmental quality, transportation, wastewater, public safety, and community facility decisions for the betterment of both jurisdictions. A clear boundary is established between city and county, where it is obvious when one enters a municipality.



Appropriate Land Uses: A wide variety predominately including: agriculture, rural residential, low density residential, park/recreation/conservation uses, public/institutional and neighborhood level commercial. Other uses may be more appropriate as indicated on the Future Land Use Map, including industrial and high density residential.

Implementation Strategies:

- Define through the Service Delivery Strategy Agreement a process for adequately addressing land use changes, annexations, and service delivery within the Municipal Gateway.
- Require new development within the gateway to be compatible with the architectural and design standards of the municipality.
- Promote a clear boundary between the city and county by establishing a clear step-down in land use intensity, residential density and urban form when exiting a municipality.

Quality Community Objectives to be Pursued in this Character Area:

- Sense of Place. A sense of different places should be established by creating a clear division between city and county. It should be clearly noticeable that one has entered a municipality by a clear step-up in land uses and population density. The county and city should offer vastly different senses of place.
- Regional Cooperation. Intergovernmental cooperation is critical in this area to ensure adequate and efficient service provision is achieved and appropriate land use decisions are made. The joint land use planning process between the municipalities and county evident in this comprehensive plan will result in future land use decisions that are agreeable and advantageous to both jurisdictions.
- Open Space Preservation. Open space should be conserved in these areas, resulting in a green belt around municipalities.



Rural Village

Description: Commercial activity areas located at highway intersections that provide a mixture of uses to serve highway passers-by, and rural areas. Many of these areas are identified on the Future Land Use Map as Crossroads activity centers.

Vision: A commercial area that maintains its rural atmosphere while accommodating new small-scale retail uses. A pedestrian friendly area with adequate sidewalk connections between developments. A center with a clear boundary that will not result in sprawl development into the countryside.



Appropriate Land Uses: mixed-use, small-scale retail/offices, public/institutional, and low-density residential

Implementation Strategies:

- Ensure that each new Activity Center has a unique theme or landmark that promotes its own sense of place.
- Protect the rural character through architecture, siting, limiting building mass and landscaping.
- Restrict large-scale “big-box” retail or industrial uses.
- Design for pedestrians within the center, by requiring sidewalks connections between developments.
- Strictly adhere to the boundaries established in the Future Land Use Map and prohibit the bleeding of commercial uses outside of the designated centers along roadways.
- Create a clear boundary between the center and surrounding rural or estate residential uses.

Quality Community Objectives to be Pursued in this Character Area:

- Traditional Neighborhoods. Developing these areas as activity centers will be in keeping with the principles of traditional neighborhoods. These include human-scale development, compact development, the mixing of uses within easy walking distance to each other, and facilitating pedestrian activity.
- Transportation Alternatives. Crossroads centers are ideal for encouraging transportation alternatives to the automobile. Their scale and pedestrian orientation make traveling between activities by foot or bicycle possible.
- Sense of Place. Activity centers provide a strong sense of place, unlike typical suburban development. They serve as community focal points where people choose to gather for shopping, dining, socializing, and entertainment.

Community Center

Description: Currently this area consists of large agglomerations of commercial uses. These are found at the intersection of Fairview and Panola Road and West Panola and East Atlanta Road.

Vision: This area is indicated as a Village Center activity center on the Future Land Use Map. It should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. It should also contain high-density residential within and near the center to reinforce and support it. Community Center design should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by placing buildings at the roadside with parking in the rear.



Appropriate Land Uses: mixed-use, commercial, high-density residential, office, public/institutional and small-scale parks or public plazas.

Implementation Strategies:

- Encourage more residential development in these Village Center activity centers to more closely resemble the ideal land use mix, which calls for approximately 64% of the land area to be taken up by residential land uses. Currently retail uses dominate.
- Improve and strengthen bicycle and pedestrian connections between neighborhoods and the existing commercial centers.
- Designate these areas as priority areas for public infrastructure improvements and also for the location of new community facilities.
- Amend zoning codes and ordinances to permit mixed-use development by right within activity centers.

Quality Community Objectives to be Pursued in this Character Area:

- Traditional Neighborhoods. Developing these areas as activity centers will be in keeping with the principles of traditional neighborhoods. These include human-scale development, compact development, the mixing of uses within easy walking distance to each other, and facilitating pedestrian activity.
- Sense of Place. Activity centers provide a strong sense of place, unlike typical suburban development. They serve as community focal points where people choose to gather for shopping, dining, socializing, and entertainment.
- Infill Development. These areas are ideal for infill development as they are located on major roadways and already have existing utilities.

Historic Residential

Description: Areas in close proximity to the traditional town centers of McDonough, Locust Grove, and Hampton with significant concentrations of historic residences.

Vision: The preservation and protection of these important neighborhoods. New development that fits with and complements the historic character of these areas.



Appropriate Land Uses: low-density residential, medium-density residential, limited high-density residential, offices with a residential character, public/institutional, pocket parks, and neighborhood commercial.

Implementation Strategies:

- Identify properties worthy of protection on the National Register of Historic Places and list them to protect them in perpetuity.
- Explore establishing historic districts where applicable to preserve the integrity of important neighborhoods.
- Apply for listing appropriate properties on the Georgia Register of Historic Places, which offers eligibility for incentives for preservation and rehabilitation.
- Establish design guidelines for new development so that it is in keeping with the unique historic character of each community.

Quality Community Objectives to be Pursued in this Character Area:

- Traditional Neighborhoods. Many of these areas can be considered traditional neighborhoods that exhibit the features of compact development, the mixing of uses within easy walking distance to each other, and adequate pedestrian connections. These features should be maintained in these areas.
- Sense of Place. These historic residential areas provide a unique sense of place in a county that is dominated by residential areas built in recent decades.
- Heritage Preservation. The preservation of historic resources in these areas is vitally important to preserving the heritage and legacy of the community. These resources should be protected from demolition whenever possible.

5. Issues and Opportunities

5.1 Introduction

To translate a future vision for the community into an implementation plan first requires goal setting and an identification of the issues and opportunities that will likely be faced in making the plan a reality. The overarching goal is to develop a plan that best manages the anticipated growth in the community, and this plan is divided into seven major elements:

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

A goal statement for each element and a list of issues and opportunities are presented in the following sections of this chapter. The issues and opportunities were first identified in the Community Assessment and then confirmed and prioritized during the Community Participation Program. Goals were developed using public input and refined by City and County officials. The County-Wide goals, issues, and opportunities are presented first. They apply to the entire county, including all cities and unincorporated areas. Following that is a description of any issues and opportunities that are unique to each city and unincorporated Henry County.

5.2 County-wide Issues and Opportunities

County-wide Land Use

Land Use Goal: Ensure that new developments promote a better sense of place and preserve valued elements of community character.

The term “community” refers to qualities that are not always tangible or apparent. This term refers to the features of social organizations, such as networks, norms, and trust that facilitate coordination and cooperation for mutual benefit. “Sense of place” is another term for community. Land use patterns, infrastructure, and service investment all contribute to this sense of place and the sustainability of the community, because it is the nature and quality of social interactions that is the key to building and sustaining any sense of community.

Land use patterns and design can encourage or discourage the use of public interactive space. Public sidewalks, streets, parks, and civic squares are examples of places that facilitate community interaction. These interactions provide the groundwork for community, tend to minimize economic



stratification, and enable free information exchanges. Part of the vision for the community is to create an environment with a true sense of place.

County-wide Land Use Issues and Opportunities

1. **Loss of scenic areas, open space, and agricultural land.** Henry County is rapidly losing its vacant developable land, agricultural land, scenic areas, and open space to development.
2. **Few community gathering places.** Participants referred to the lack of neighborhood parks, coffee shops, or other gathering places within walking or biking distance of their homes. Much of this problem is the result of an auto-oriented pattern of development where pedestrians are unable to access nearby neighborhoods without using major arterials or highways.
3. **Rapidly Growing Population of Seniors.** Between 2000 and 2026, the share of residents over 65 is expected to increase faster than the growth of the population as a whole. Based on the ARC Adjusted Population Projection, this translates into nearly 52,000 additional seniors living in Henry County in 2030. Quality healthcare, walkability, and transit are typically high priorities for this population segment. These elements can serve as the building blocks for developing a sense of community for everyone.
4. **Reactive response to growth pressure** – The County and its cities have been reactive to the needs of the growing population, rather than proactive in determining where growth can best be supported
5. **Outdated Zoning and Development Regulations.** The County and its Cities have been struggling over the past three years to update their land use regulations. In particular, current codes do not allow for mixed-use developments. Additionally, there is a lack of adequate design standards and sign controls. The Cities and County have the opportunity to include standards for development that enable more traditional-scale development and consider historical areas.
6. **Create attractive, mixed-use, pedestrian-friendly activity centers.** One of the mandates from the Community Visioning and Scenario Analysis workshops, completed as part of the preparation for this Plan, was for a series of activity centers strategically located throughout the county. These areas would serve as focal points for development and be designed to provide walking and biking opportunities.
7. **Cluster public facilities within the activity centers.** The activity centers would be priority locations for new community facilities such as parks, schools, libraries, police precincts, recreation centers, and senior centers.
8. **Preserve historic sites before they are demolished or degraded by incompatible development.** Historic sites and cemeteries should be inventoried, documented, and preserved.
9. **Allow greater density in activity centers with a mixture of uses.** Areas that have the necessary infrastructure, including roads, sewer service, and fire protection, are the most appropriate for new activity centers.
10. **Improve the look and image of the community from I-75 and at interstate interchanges.** Many of metropolitan Atlanta's interstates have been lined with unsightly development and large, unattractive signage. The interstate corridor and its interchanges are important gateways into Henry County.
11. **Emphasize infill in the cities.** Encouraging development in the cities instead of in the unincorporated county protects valuable rural and scenic areas.



12. **One Henry Plan.** The County and Cities implementing the same vision for future development is one of the goals of the “One Henry” concept. By working together to implement a unified vision, many the above issues can be resolved.
13. **Cluster Development and Activity Centers.** Create attractive, mixed-use, pedestrian-friendly activity centers. These areas would serve as focal points for development and be designed to provide walking and biking opportunities. Public facilities should be clustered within the activity centers. These locations should serve as priority locations for new community facilities such as parks, schools, libraries, police precincts, recreation centers, and senior centers.
14. **Subdivision Design.** The County and its Cities have the opportunity to use subdivision design and development regulations to improve connectivity and traffic flow. Multiple access points, sidewalks, and trails can reduce congestion by making trips shorter and providing alternatives to driving.
15. **Coordination of Land Use and Infrastructure.** Infrastructure, schools, and other community facilities should be coordinated. More efficient coordination of these elements would lead to less sprawl, less congestion, and more efficient delivery of services.

County-wide Economic Development

Economic Development Goal: Attract and retain high-quality and diverse employers with quality of life, education, culture, housing, healthcare, retail, and recreation facilities.

This goal can be realized through quality of life improvements such as cultural, recreational, and education opportunities. Henry County also has the opportunity to broaden its employment base by making more land available for offices.

County-wide Economic Development Issues and Opportunities

1. **Supply of available land for industrial development.** The County’s industrial parks are running out of available sites for future expansion. This is partially a result of success and a result of poor land management practices. In order to continue to attract more industry, the County should set aside prime industrial and office sites for future growth.
2. **Diversification of economic base.** Henry County, like the rest of the country, has seen a dramatic decrease in the number of manufacturing jobs and the role of manufacturing in the overall economy.
3. **Lagging retail services.** Due to the rapid growth of residential areas in the County, Henry County has developed into a bedroom community of Atlanta. Residential growth has outpaced retail development, so there is a lack of local commercial services to support the growth in residential development.
4. **Limited education and job training.** The County offers limited post-secondary education opportunities. Henry County is in great need of a local technical school that would supplement the technical opportunities available through local schools. A local technical college would improve the skills of the labor force and help in local business retention and attraction efforts.
5. **Jobs-Housing Imbalance.** Henry County has a low jobs-housing ratio which indicates that the County serves as a bedroom community. This results in a fiscal imbalance as well as longer commutes. Residential growth is outpacing employment growth. New commercial



development is required to offset the increasing public service demands of the growing population.

6. **Attract jobs and employers that increase the diversity of the County's Economy.** There is an opportunity to nurture the emerging medical, technical, and other professional fields. While manufacturing is declining, the demand for office space is increasing. The County and its Cities should ensure that enough land is available for offices.
7. **Improve overall quality of life.** Quality of life and quality of place have emerged as driving economic forces for employers. The County has the opportunity to market its quality of life by capitalizing on its accessible location and sense of place. It can offer higher quality residential environments and mixed-use development with lifestyle amenities.
8. **Tourism.** Henry County is fortunate to have a very active tourism industry. The Atlanta Motor Speedway, just outside of Hampton, is host to two of the largest NASCAR events each year. Attracting and retaining major sporting events provides an excellent opportunity to support local businesses and help attract national and international industries to the community. Also, each city hosts local festivals that attract tourist to the county and should continue to be supported.
9. **Multifunctional complex and convention center.** The County and its Cities have the opportunity to invest in facilities that attract regionally. Residents cite the need for a convention center, arena complex, and performing arts center.

County-wide Housing

Housing Goal: To provide a variety of housing choices to suit the changing needs and lifestyles of City and County residents.

There are several demographic factors shaping the local housing market in Henry County. Nearly half of family households have children that will likely require a more traditional single-family neighborhood. However, non-family households are increasing at a faster rate than family households, and people living alone represent a significant number (15 percent) of these households. These non-family households create demand for smaller, higher-density housing units. Also, higher-income groups are growing at a significant rate, which creates a need for executive-level housing in the County. Conversely, 9 percent of householders earn less than \$20,000 and are in need of low-cost housing.

County-wide Housing Issues and Opportunities

1. **Continuing need for workforce housing.** Although housing prices in Henry County are considered relatively affordable compared to more urban counties of metro Atlanta, costs are rising more rapidly than incomes. Also, the rental population is underserved with affordable units. Workforce housing can be described as affordable housing options for key members of the local workforce. These employees can include police officers, firefighters, teachers, and nurses, among others. Providing workforce housing options allows these critical personnel the opportunity to live in the same communities in which they work.
2. **Limited non-family housing** – The growing number of non-family households require smaller, higher-density housing units.
3. **Limited executive housing** – The number of households earning more than \$100,000 per year is increasing. There is a need to provide executive-level housing (e.g., \$300,000+) to attract upper management.



4. **Provide for an aging population through additional senior services and housing alternatives.** The Baby Boomer generation is beginning to retire, resulting in one of the nation's greatest demographic shifts. Many of these wealthier, active seniors are looking for alternatives to large-lot, single-family dwellings – neighborhoods with sidewalks, access to transit, and the ability to walk to shops, restaurants, and recreation areas.
5. **Ensure adequate housing to meet the demands of a changing community.** In addition to an increase in seniors, there will be a greater share of single person households and households without children.
6. **Provide enough workforce housing to meet demand.** In 2004, 63 percent of all jobs in metropolitan Atlanta paid less than \$40,000. The County needs to seek ways to provide housing for people at a variety of income levels and at different stages in their life.
7. **Foster redevelopment and infill.** While redevelopment options within the unincorporated County are limited, there is tremendous opportunity for infill within the Cities.
8. **Encourage neo-traditional neighborhoods instead of isolated subdivisions.** Neo-traditional neighborhoods follow historic patterns of neighborhood design. They are compact, walkable, have a connected network of streets, sidewalks, and paths, and have a mixture of housing types, styles, and uses. Neo-traditional developments help foster a sense of community through the use of front porches, neighborhood commercial space, and neighborhood greenspace and parks.
9. **Encourage conservation subdivisions.** Conservation subdivisions are a regulatory tool that allows for clustering of residential development in a portion of a site, while maintaining open space in the remainder of the site. It is used as a way to protect open space in rural areas of the County.

County-wide Natural and Cultural Resources

Natural and Cultural Resources Goal: Preserve and Conserve greenspace, scenic areas, and natural resources and provide recreation opportunities for residents and visitors.

This goal can be realized through resource identification and monitoring, land use policies and regulations, and education. Rapid development has deteriorated the County's natural resources. Also, population growth has outpaced the creation of recreation opportunities within Henry County. Residents of the County have made it clear that these important aspects of quality of life be protected and preserved.

County-wide Natural and Cultural Resources Issues and Opportunities

1. **Scenic Areas, Open Space, and Agricultural Land.** Henry County is rapidly losing its agricultural land, scenic areas, trees, and open space to development. Development regulations should protect valuable open space and agricultural land and preserve views.
2. **Air Quality.** Henry County is one of 20 metropolitan Atlanta counties with poor air quality. The County does not meet Clean Air Act standards for particulate matter or ground level ozone. Regionally, the bulk of the problem originates with automobiles.
3. **Water Quality.** The County and its Cities will need continued monitoring for compliance with the newly adopted water protection ordinances.



4. **Weak preservation measures for important historical resources.** Many of the residents of Henry County place a great value on their community's historic resources. The County's historic resources have not been thoroughly inventoried or protected.
5. **Preservation of Historic Downtowns.** Many residents cite the historic character of the County's cities as important to their quality of life and sense of place. The character of many of the downtown area is threatened by traffic congestion, incompatible development, and loss of businesses.
6. **Comprehensive Greenway System.** The County has the opportunity to develop a system of parks, recreation, and conservation areas that include greenway, bicycle, and pedestrian connections. A County-wide Comprehensive Greenspace Plan that includes the Cities would provide for passive recreation, scenic corridors, and protection of natural resources.

County-wide Community Facilities and Services

Community Facilities and Services Goal: Provide high-quality community facilities and services for current residents and businesses and use thoughtful management of infrastructure to support and direct new growth.

The implementation of the Future Development Map will hinge as much on the location, capacity, and design of the County's infrastructure and community facilities to guide growth as it does on the land use planning and zoning process. Likewise, the efficient operation of the infrastructure and community facilities outlined in this plan depend, in large measure, on achieving the arrangements of land use and development shown on the Future Development Map so that service delivery can be fitted to predictable land use patterns that emerge as the County continues its rapid development.

Community facilities and infrastructure play a key role in Henry County's growth and development. According to the DCA Local Planning Requirements for comprehensive plans, community facilities include a wide range of infrastructure, facilities, and services that typically are managed by different entities: water supply and wastewater treatment, solid waste management, stormwater management, parks and recreation, public safety, general government facilities, educational facilities, and libraries and cultural facilities. The area of transportation has its own separate section of the Community Agenda and is not included here.

County-wide Community Facilities Issues and Opportunities

1. **Performing Arts Center.** The County and its Cities need a multi-use performing arts center. This is both a Cultural and a Community Facilities Issue/Opportunity. Currently, local performing arts groups compete for limited space at local schools.
2. **Regional Coordination for Wastewater Planning.** The Metropolitan North Georgia Water Planning District Long-Term Wastewater Plan recommends that wastewater facilities be provided through a regional approach, and permit approvals are often contingent upon this compliance. This recommends the consolidation of all wastewater treatment facilities in the County and phasing out older facilities.
3. **Regional Coordination for Water Supply Planning.** In September 2003, the Metropolitan North Georgia Water Planning District Board adopted three comprehensive plans to ensure adequate supplies of drinking water, to protect water quality and to minimize the impacts of development on the District's watersheds and downstream water quality. One of these plans



entitled “The Water Supply and Water Conservation Management Plan” takes a regional approach to solve problems associated with limited water supplies. Henry County and the Cities of Hampton, Locust Grove, McDonough and Stockbridge will coordinate with other local governments in implementing and updating this plan.

4. **Growing Demand for Better Fire Protection.** The Fire Department has the short-term need for additional stations in the Jodeco Road/Oak Grove Road Area and the Luella Community. The relocation of Station #7, along with Station #13, should improve the fire protection for the northeast side of the County. Additionally, there is a need to develop a Hazardous Materials Response Program to address potential accidents on I-75. At least five additional stations are needed to meet long-term capacity needs associated with population growth.
5. **Growing Demand for Jail Facilities and Emergency Communication Facilities.** The County’s Jail is overcrowded. Currently, there are 419 beds for over 500 detainees. Investments in detention facilities are needed to address the current deficiency and to maintain an acceptable level of service into the future. Emergency communications for the County and its Cities are provided by the Emergency Communications Center. The Emergency Communications Center, located in the Henry County Government Center, is physically constrained and cannot be expanded further to accommodate further growth.
6. **Growing Demand for Senior Services.** The Henry County Senior Services Department serves the senior population for all of Henry County. In 2004, this segment of the population totaled over 18,000 individuals. Both existing senior centers are at capacity, and there is currently a waiting list for every service.
7. **School Planning.** Residents are concerned about the overcrowding of schools and the need to be prepared to provide quality schools for the growing community. The roads around the schools are extremely congested. Schools should be located in coordination with infrastructure and land use plans. Alternatives to driving such as bike riding and walking should be available. Residents expect a regular assessment of school capacity and accessibility in relation to county growth patterns
8. **Growing Demand for Park and Recreation Facilities.** Public workshop participants countywide expressed the need for more parks and recreation facilities. Many residents cited the need for passive parks to serve retired persons and additional facilities for teens. A connected system of trails and greenspace is also widely supported.
9. **Use Community Facilities to foster a sense of community.** A community can foster a sense of community by clustering new facilities like parks, schools, libraries, and fire stations. By locating these facilities in Activity Centers the County and its Cities can save on infrastructure costs, reduce traffic congestion, and provide a pedestrian friendly destination.

County-wide Intergovernmental Coordination

Intergovernmental Coordination Goal: Ensure the coordination of local planning efforts with other local service providers and authorities, with neighboring communities, and with state and regional plans and programs.

County-wide Intergovernmental Coordination Issues and Opportunities

1. **Regional Transportation Planning.** To ensure the proper coordination and execution of much needed transportation improvements, County officials need to be actively involved in



transportation planning activities at the ARC, Georgia Regional Transportation Authority (GRTA), and Georgia Department of Transportation (GDOT).

2. **Land Use Conflicts that Result from Annexation.** Henry County and its Cities have established future annexation areas and service agreements that could serve as a basis for its extraterritorial jurisdiction. It is one of the goals of this plan to establish a joint future land use plan that can help to mitigate these conflicts.
3. **Regular County-Municipal Coordination.** The County does not have a regular meeting process with its neighboring Cities to discuss joint issues. The Cities have regular Henry Municipal Association Meetings. By attending these meetings regularly, the County could take advantage of this opportunity to communicate with the Cities.
4. **Shared Services.** There are several opportunities to share more services. For example, more sharing of Water and Sewer Services would lead to greater efficiency and would advance the goals of the Metropolitan North Georgia Water Planning District Plans.
5. **Need for Better Land Use-Transportation Coordination.** Much of the County's transportation problems are a result of rapid development, sprawled development patterns, and the lack of a long-range perspective in making land use decisions. This is evident in the lack of transportation connectivity between developments, lack of mixed-use and multi-use developments that would reduce the need for vehicle trips, and lack of adequate transportation infrastructure to support large-scale developments.
6. **Need for better land use-School System Coordination.** Schools have a regional impact greater than many other types of development. Buying inexpensive property, often far from existing neighborhoods and without adequate transportation facilities, can encourage inefficient and sprawling land use patterns.

County-wide Transportation

Transportation Goals (As defined in Chapter VII of the Henry County Comprehensive Transportation Plan):

1. **Enhance mobility for people and goods in Henry County and its Cities.**
2. **Enhance accessibility for people and goods in Henry County and its Cities.**
3. **Reinforce growth patterns that meet County and City visions.**
4. **Protect and enhance the County's and Cities' environmental quality.**
5. **Ensure coordination and among the planning and development activities of the County, its Cities, the school district, the Water and Sewer Authority, and other involved organizations.**

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

County-wide Transportation Issues and Opportunities

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



2. **Transportation Needs and Options.** Severe traffic congestion requires more capacity in both the north-south and east-west corridors.
3. **Traffic Safety and Operations are Deficient.** Better traffic incident management should be provided in the southern part of the county and some roads in the county are not paved and should be improved. The County and Cities need more traffic signals and better traffic control and more roadway/rail grade separations are needed in the County. The I-75/I-675 “split” is very congested and should be fixed. This problem appears to be caused by the southbound I-75/I-675 merge.
4. **Need for Better Network of Arterial Roadways.** Future growth in population will require new and improved arterials.
5. **Henry County is a Major Center for Warehouse/distribution Centers.** Truck traffic is a problem in some locations, especially on roads connecting to I-75. The vast majority of warehouse/distribution center truck traffic is focused primarily in the I-75/GA, 155/GA 42 corridor within a few miles of I-75.
6. **Traffic Congestion Threatens to Hamper Economic Development** in Henry County and its Cities. Transportation improvements should support economic development.
7. **Henry County’s Transportation System is dominated by Highways.** There are few facilities for alternative transportation choices.
8. **Maintenance and Operating Costs.** As the transportation system is expanded, maintenance and operating costs will increase significantly in the future. Funding for ongoing system operations and maintenance should be identified.
9. **Funding.** Henry’s acute transportation problems will strain current City and County resources for implementation. The County has the opportunity to explore a range of potential funding sources for transportation, including special purpose local option sales taxes (SPLOST), traffic impact fees, public/private partnerships, tax allocation districts, user fees (tolls), bonds, community improvement districts, federal and state funds, and other innovative sources. Henry County already has the ability to create Community Improvement Districts (CIDs); however, to date this has not been implemented.
10. **Be prepared for improvements.** Right-of-way for future roadways and road widening projects should be protected now.
11. **Alternative modes.** More attention should be given to providing pedestrian and bicycle facilities is needed such as sidewalks, walking trails, and bike paths, especially in commercial areas and near schools, libraries, government buildings, parks, etc. More public transportation services, including commuter rail, express bus service, and park-and-ride lots, should be considered to serve people working in Downtown and Midtown Atlanta, Hartsfield-Jackson International Airport, and other areas of the region. Trails and sidewalks around the Luella school would reduce school related traffic congestion.



5.3 *Issues and Opportunities in Hampton*

In 2005 the City of Hampton updated its Land Use Plan. The issues and opportunities shown below combine information from the One Henry Community Assessment, the Community Participation Program of the One Henry Plan, and the recently completed Hampton Land Use Plan Amendment. Additional recent planning efforts include the development of a Downtown Master Plan (2002) for the historic downtown area. The vision that was developed as part of the community driven master planning process was to improve the City's quality of life and the economic vitality of the community. Some of the expressed goals included linking transportation and land use decisions, preventing poorly designed commercial development and enhancing the existing commercial development, creating a sense of place/community, protecting natural areas, creating a pedestrian-friendly community, and encouraging diversity in commercial, residential, employment, shopping, and recreation choices.

The Hampton Downtown Development Authority (DDA) is responsible for facilitating the implementation of the Downtown Master Plan, including the construction of a downtown park, as well as several improvement projects that were recommended in the plan. In 2004 the City was awarded a Transportation Enhancement (TE) grant to implement a significant streetscape improvement project that was identified in the plan. The City also completed a planning process as part of its "Better Hometown" designation in 2001. Some of the main goals expressed in that process were to improve the downtown area and to attract quality development while maintaining the historic integrity of downtown Hampton. The Hampton Better Hometown Manager and the DDA work together to implement downtown redevelopment and enhancement projects.

The issues and opportunities described below are in addition to the County-Wide issues and opportunities described in the previous section. They should be considered together in order to address the complete range of concerns facing the City of Hampton.

Land Use Issues and Opportunities in Hampton

1. **Small town character is threatened.** The City would like the downtown to retain a circa 1950s character with good commercial uses and walkable streets as well as restaurants and outdoor activities. Residents cite the need to retain the small town feel and sense of community in Hampton. Hampton has the opportunity to maintain the City's character as a residential hometown community and be proactive in addressing growth issues. An important step is to protect historic homes and neighborhoods from incompatible uses.
2. **Community gathering places.** Residents are concerned about a lack of community gathering places. Downtown should be the center of activity with offices, signs, lighting, sidewalks, and a welcoming gateway. Parks were also cited as important community gathering places.
3. **Infrastructure and Land-Use Linkage.** Hampton has the opportunity to use infrastructure improvements to guide development patterns.
4. **Capital Improvements Planning.** Planning ahead to meet future demand allows time for budgeting and planning of facilities. Hampton has the opportunity to create Capital Improvements Programs to ensure that adequate facilities and services are provided to residents.



5. **Low-density Residential.** There is a general lack of support for any development over four dwelling units per acre. This acceptance of a low-density residential development pattern is in keeping with the small town character.

Economic Development Issues and Opportunities in Hampton

1. **Redevelopment.** Residents would like to see major road corridors, empty strip malls, and parts of the downtown area revitalized.
2. **Employment Opportunities.** There are currently few major employers or industries in Hampton. The lack of job opportunities encourages commuting into other parts of the Atlanta area. A major employment center is in the planning stages just east of Hampton at SR20 and I-75. This employment center, a regional mall, will attract more development in and around Hampton.
3. **Low Educational Attainment.** Residents of Hampton are less likely to have completed high school than residents in unincorporated Henry County, the Atlanta area, or the state.
4. **Atlanta Motor Speedway.** The Atlanta Motor Speedway brings congestion during race days, additional noise, and the attraction of non-distinct commercial uses. However, the Speedway and the largely undeveloped area surrounding it provide the City and County with the unique opportunity to develop a tourism destination and a Speedway oriented activity center.

Community Facilities Issues and Opportunities in Hampton

1. **Wastewater Planning.** The Metropolitan North Georgia Water Planning District Long-Term Wastewater Plan recommends that wastewater facilities be provided through a regional approach, and permit approvals are often contingent upon this compliance. This recommends the consolidation of all wastewater treatment facilities in the County and phasing out older facilities such as the wastewater plant in Hampton.
2. **Capital Improvements Planning.** The Cities have the opportunity to create Capital Improvements Programs to ensure that adequate facilities and services are provided to residents. Planning ahead to meet future demand allows time for budgeting and planning of facilities.

Transportation Issues and Opportunities in Hampton

1. **Commuter rail.** The Georgia Department of Transportation has identified a potential site for a commuter rail facility parking lot south of the downtown area. This facility would serve a future commuter rail line to Macon.
2. **Connected Trail System.** Residents cite the need for pedestrian and bicycle links to parks, schools, downtown, new developments, and other local destinations.

Housing Issues and Opportunities in Hampton

1. **Workforce Housing.** A high percentage of renter households are paying more than 30 percent of their income in rent in Hampton. This indicates that the rental population is underserved with affordable units.
2. **Infill Housing.** There is a need within Hampton to promote infill housing either within or adjacent to the downtown district and activity centers. It is important that the infill be compatible with established neighborhoods and supports the preservation of stable single-family neighborhoods.



3. **Seniors in Poverty.** According to the U.S. Census, the City of Hampton has a higher percentage of seniors living in poverty than in the Atlanta area or Henry County as a whole. As the share of population of seniors grows, addressing the special needs of seniors in poverty will become increasingly important.
4. **Aging population.** Residents cite the need for housing that addresses the needs of older residents. This includes higher density or cluster housing.



5.4 *Issues and Opportunities in Locust Grove*

In 2005 the City of Locust Grove updated its Future Land Use Map and Plan to incorporate large areas annexed primarily since 2002. The City has annexed over 8 square miles of land area into the city limits, growing in size more than 500 percent since 2000. The Land Use Plan applies the commercial center concept and defines distinct areas for the location of appropriately scaled commercial and/or industrial activities. A key component in the updated land use concept is that over half the City's residential and commercial needs to be met in mixed-use areas, be it horizontally integrated or vertically mixed. Residential and mixed-use areas allow for traditional-scale development and to provide for areas with a mixture of land uses. The City is currently working on implementing its land use plan through zoning and development regulations along with timely construction of infrastructure.

Locust Grove completed an Impact Fee feasibility study and adopted a Development Impact Fee Ordinance in June of 2005 to ensure that new developments pay their fair share of the costs of capital improvements. The fees cover Parks and Recreation, Police Services, and Transportation. The issues and opportunities shown below combine information from the One Henry Community Assessment, the Community Participation Program of the One Henry Plan, and the recently completed Land Use Plan Update and Impact Fee report.

Land Use Issues and Opportunities in Locust Grove

1. **Quality Development.** Citizens of the City of Locust Grove have expressed overwhelmingly (over 38 percent) in a recent survey that they want stricter code enforcement and stringent standards on new development. Key to this is better inspection and enforcement of existing codes and for new regulations on development. The City has already instituted several changes in its zoning and building codes to raise the quality of housing construction and has instituted architectural review for all new multifamily, commercial, office, and industrial construction.
2. **Historic Preservation.** Preserving cemeteries, downtown structures, and historic areas is important to residents of Locust Grove. These features, as well as historic neighborhoods, create the unique charm of the city. At least three historic homes have been removed since the late 1990s due to the lack of historic preservation. As a result, the city appointed its first Historic Preservation Commission in April of 2006. The commission is currently undertaking the charge to have a historic survey of properties for inclusion in an overlay for protection of the cultural and historic resources of the city.
3. **Access to Community Facilities.** Traffic congestion is reducing the quality of life as residents find it more difficult to enjoy the City's parks and other public areas. Residents cite the need for improved access to community facilities, especially parks and schools. Also, there is a need to provide alternative transportation choices, primarily bicycle and pedestrian paths. An interconnected system of multiuse trails and sidewalks would enable easier access to these facilities. Some residents indicated that all new developments should include pedestrian access to public amenities. As a result, the City requires installation of multi-use paths within most of its new development areas. Also, the City has a Q23 project in the ARC TIP for \$800,000 in new wide sidewalk development to link areas of the city to the downtown area and the elementary school area.



4. **Prevent Strip Commercialization.** The City seeks to prevent the “commercial creep” of retail and other nonresidential uses along major thoroughfares in an unplanned fashion. The beginnings of this type of activity have already occurred along Bill Gardner Parkway between I-75 and Highway 42. However, there are tremendous opportunities to prevent further strips along Highway 42 and the undeveloped portions of Bill Gardner Parkway. The main tools are the nodal development concept, infill residential along the major thoroughfares where feasible, and strategies to improve access and design within the major retail commercial centers.
5. **High-density Residential.** Historically, there has been a general lack of support for any development over four dwelling units per acre. This acceptance of a low-density residential development pattern exacerbates the sprawling development of the County, does not support transit use, and discourages the construction of different types of housing. The City of Locust Grove has supported increased densities and will be supporting different scales of multifamily-type housing based on the location inside and outside a major commercial node, with particular interest in multi-story buildings near the downtown business core. This will require increasing maximum densities far above the current eight units per acre. These will be limited in terms of maximum lot area, height, and building design considerations to compliment the central business district. Increases in density will also be examined near the Regional Commercial Center and the areas along I-75 where there is ready access to the interstate and to encourage mixtures of uses along this important corridor.

Economic Development Issues and Opportunities in Locust Grove

1. **Low Educational Attainment.** Residents of Locust Grove are less likely to have completed high school than residents in unincorporated Henry County, the Atlanta area, or the state: 84 percent of Henry County residents have a high school diploma; whereas, that number is 72 percent for Locust Grove. Access to higher education opportunities is a goal for the City. City and County leaders are working toward creating a university complex on the south side of the county in the future. In addition, the construction of Strong Rock Christian School in the city will increase education choices for the next generation of city residents. Strong Rock will also offer a two-year collegiate program in the coming years.
2. **Access the Healthcare.** Henry Medical Center is an important asset to the County and all its residents. Residents of Locust Grove cite the need for easier access to basic healthcare. The recent development of the Pinnacle Medical Office Building and a new three-story building on Bill Gardner Parkway are offering more local choices for specialty medical services. Smaller facilities located closer to where residents live shorten trips and provide economic development opportunities in activity centers. Longer-range opportunities include the Strong Rock site, where land is set aside for medical offices and possibly a hospital and related services in the near future.
3. **Access to Basic Retail.** Overall quality of life can be improved by locating basic retail services such as grocery and hardware stores and pharmacies near residents. Many residents of Locust Grove would like to see these and higher-end retail establishments located within the activity centers in Locust Grove. Currently, the city has only one major grocery store and the Tanger specialty outlet mall. Opportunities abound in the Regional Commercial Center at Exit 212 for larger-scale retail, including location of “big box” tenants.
4. **Balanced Employment Opportunities.** The City seeks to provide a balance of employment options, offering residents job opportunities other than those currently existing in Atlanta or



areas near the Perimeter. The City seeks to create an environment for more office and professional development through increasing quality of life and availability of a wide range of housing options. The City seeks more of a balance instead of the continued sprawl of large “high cube” warehousing operations that, for the most part, employ from outside the city and county as a whole.

Natural and Cultural Resources Issues and Opportunities in Locust Grove

1. **Green Developments.** Public workshop participants in Locust Grove would like the City to offer economic incentives to developments for green building, green energy, and innovative approaches to development. Currently, the City has been using its Conservation Residential Subdivision regulations for more open space within developments by clustering lots and setting aside watershed resources, wetlands, and areas of steep slope from excessive grading.

Community Facilities and Services Issues and Opportunities in Locust Grove

1. **Capital Improvements Planning.** The Cities have the opportunity to create Capital Improvements Programs to ensure that adequate facilities and services are provided to residents. Planning ahead to meet future demand allows time for budgeting and planning of facilities. The City of Locust Grove is currently planning and budgeting for several capital improvements, including a Community Center/Conference Center, water improvements, sewer line improvements, and street improvements.
2. **Lifecycle Focused Facilities.** Residents of Locust Grove would like to have more recreational opportunities for all residents at all stages of life. These include passive parks and other recreational facilities linked by a network of greenspace, sidewalks, and trails throughout the City. In addition to the multi-use path systems and new parks, including a new softball complex in the Locust Grove Station development, the City is also working to get a senior center within the city limits.

Transportation Issues and Opportunities in Locust Grove

1. **Context-Sensitive Solutions for Capacity Projects.** The city has several high-priority road projects scheduled for capacity improvements. The projects can be designed to be in context of the area due to sensitive historic areas of the city, including needs for diverting traffic if it is in the best interests of the city. The key projects are Peeksville Road, Highway 42, and Bill Gardner Parkway (Hampton-Locust Grove Road). A key element is to respect the constraints of ROW and the historic buildings in the downtown core.
2. **Interconnected Trail System.** Public workshop participants support a network of trails within Locust Grove. The trails would be appropriate for pedestrians, bicycles, and golf carts. The city requires much of the new developments to accommodate multiuse paths either within or along the public street frontage. A new TIP project will be used to connect part of this emerging path system into the downtown area, where a trailhead is proposed on city-owned property near the intersection of Smith and Cleveland Streets.



Housing Issues and Opportunities in Locust Grove

1. **Promote Balanced Housing Options.** There is a need within the local Cities to promote upper-income housing to balance the predominance of low to moderate income housing development which occurred from 2000 to 2005. The average sale price of a new home in the city is approximately 70 percent of the average home price in Metropolitan Atlanta, making Locust Grove a very affordable market. The upper segment (homes \$250,000 and up) is missing within the city and limits the ability for the city to attract higher-paying jobs and investment for retail, office, and medical development.
2. **Infill Housing.** There is a need within the local Cities to promote infill housing either within or adjacent to downtown districts and activity centers. The City is also providing infill-type developments along certain corridors where one-acre lots were developed prior to sewer availability and along major corridors to prevent strip commercialization. Within the downtown area, housing is encouraged to be vertically-integrated with new and existing development in a more urban scale, with primary interest in the development of lofts, condominiums, and townhomes. Different housing options are being examined for the larger commercial center at Exit 212 and along I-75 to integrate several uses.



5.5 *Issues and Opportunities in McDonough*

The City of McDonough is currently involved in several planning efforts and is working toward addressing the goals, issues, and opportunities stated in this Comprehensive Plan. The City is working to create a 143+ acre park where the community and visitors will have the opportunity to hike, bike, and enjoy a botanical garden, butterfly house, and water features. The City also has an active Main Street Program with the goal of supporting and encouraging economic growth through revitalization efforts, while building constituency with local businesses and the citizens of this community through historical preservation. Also, in 2004 the City completed its Livable Center Initiative Report with the goal of improving the quality of life in and around downtown.

The issues and opportunities shown below combine information from the One Henry Community Assessment, the Community Participation Program of the One Henry Plan, and the recent planning activities of the City of McDonough. The issues and opportunities are in addition to the County-Wide issues and opportunities described in the previous section. They should be considered together in order to address the complete range of concerns facing the City of McDonough.

Land Use Issues and Opportunities in McDonough

1. **Gateway Corridors.** McDonough has the opportunity to create unique and welcoming corridors into the downtown area. The City is working toward creating zoning overlays for each transportation corridor into the City. Each corridor will utilize architectural standards and signage. The corridors will have a signature area that highlights a historic building or other identifying element that references back to the Historic District. Each corridor and its corresponding activity centers will be designed to attract specific types of commercial and housing developments. This will allow for economic prosperity due to the specialized development that will occur along each corridor.
2. **High-density Residential.** There is a lack of support for any development over four dwelling units per acre. This acceptance of a low-density residential development pattern exacerbates the sprawl, does not support transit use, and discourages the construction of workforce housing. The City of McDonough has the opportunity to provide higher density residential in activity centers to accommodate the need for lifecycle and workforce housing. Focusing development and promoting more dense development into walkable, pedestrian friendly activity centers reduces traffic congestion, reduces the cost of providing services, and promotes a sense of community.
3. **Connectivity and Trails.** Many residents expressed the need for greater connectivity within the city of McDonough. A connected trail system throughout the city would promote the City's sense of community and decrease traffic congestion. The City has the opportunity to encourage new developments to provide for pedestrian and bicycle links to neighboring developments.

Economic Development Issues and Opportunities in McDonough

1. **Seniors in Economic Hardship.** According to the U.S. Census, the City of McDonough has a higher percentage of seniors experiencing economic hardship than in the Atlanta area or Georgia as a whole. As the share of population of seniors grows, addressing the economic issues of seniors will become increasingly important. McDonough has the opportunity to enhance the



quality of life for the aging population through additional senior services, and housing and transportation alternatives

2. **Low Educational Attainment.** Research data indicates that residents of McDonough are less likely to have completed high school than residents in unincorporated Henry County, the Atlanta area, or the state. Although monetary success can occur with limited education, it is important that the City create a partnership with the Henry County School System to improve graduation rates and promote continuing education. Also, the City can work towards improving post-secondary education opportunities within the City and the County.
3. **Improve Overall Quality of Life.** Quality of Life and sense of place are driving economic forces for employers. McDonough can offer higher quality residential environments and mixed-use development with lifestyle amenities to attract quality employers.
4. **Historic Districts and Tourism.** The City has the opportunity to increase tourism by promoting its Historic District that includes the Historic Alexander Park Expansion and is anchored by the Historic Square. By linking the historic downtown district with Alexander Park, residents and tourists can move about to various destinations by using multiple modes of transportation without increasing congestion on arterial roads.
5. **Community Arts Center and theatres.** The City and County currently share in the operation and maintenance of a performing arts center. The location and size of the facility has created limitations. Participants in the Community Participation Program support the City in developing venues for performing arts in the Historic Downtown along with Alexander Park.

Natural and Cultural Resources Issues and Opportunities in McDonough

1. **Historic Town Square.** McDonough has the opportunity to preserve and promote its historic town square. Implementing the Livable Centers Initiative recommendations will be an important step in improving the quality of life in the downtown area.
2. **Scenic Areas.** Residents of the City of McDonough are very concerned about the deterioration of scenic areas, trees, and open space due to continued land development. The scenic value of each of the corridors within McDonough is threatened by development pressures.

Community Facilities Issues Opportunities in McDonough

1. **Wastewater Planning.** The Metropolitan North Georgia Water Planning District Long-Term Wastewater Plan requires that wastewater facilities be provided through a regional approach. This requires the consolidation of all wastewater treatment facilities in the County and phasing out older facilities such as the wastewater plant McDonough.
2. **Population Growth.** The City's growth puts a strain on all public services. The City needs to accommodate the needs of the growing population and explore ways to grow more efficiently.
3. **Capital Improvements Planning.** McDonough has the opportunity to create Capital Improvements Programs to ensure that adequate facilities and services are provided to residents. Planning ahead to meet future demand allows time for budgeting and planning of facilities.



Transportation Issues and Opportunities in McDonough

1. **Street Connectivity and Mobility.** Improving street connectivity is one of McDonough's most critical needs. Implementing the recommendations of the LCI will increase mobility by providing transportation choices, improving signalization, adding trails and greenways, allowing for pedestrian linkages between developments, requiring connectivity between new subdivisions, and reducing transportation demand.
2. **Pedestrian and Bicycle Trails.** Many residents expressed the need for greater connectivity within the city of McDonough and the need for bike and pedestrian paths linking schools, neighborhoods, and other places within the City. One of the goals of the LCI initiative and this Comprehensive Plan is to provide transportation alternatives and connectivity within the City of McDonough.
3. **Freight Traffic.** Many residents feel that truck traffic is increasing traffic congestion and reducing quality of life. The City is working with the Georgia Department of Transportation to establish a designated truck route to reduce congestion in the downtown area.

Housing Issues and Opportunities in McDonough

1. **Workforce Housing.** A high percentage of renter households are paying more than 30 percent of their income in rent in McDonough. This indicates that the City needs to evaluate diversifying its housing opportunities for affordable units.
2. **Infill Housing.** There are multiple opportunities for infill housing in the downtown area. Infill housing should be encouraged in and near downtown to advance and provide for economic prosperity. Residential infill should follow McDonough's design guidelines developed in conjunction with the LCI study.
3. **Diversify Housing Stock.** There is a shortage of workforce housing and a need for more high-end housing. A more diverse housing stock provides housing opportunities to people at a variety of income levels at different stages in their life.



5.6 Issues and Opportunities in Stockbridge

In 2001 the City of Stockbridge completed a Land Use and Circulation Master Plan under the Livable Centers Initiative. The Highway 138/North Henry Boulevard Corridor was the study area.

The goals for the LCI Study were to:

1. Reduce traffic, accidents, and speeds on Highway 138/North Henry Blvd;
2. Provide non-motorized connections between destinations;
3. Preserve existing neighborhoods, while managing new development;
4. Provide adequate open space and recreational facilities;
5. Improve aesthetics and create a sense of place;
6. Strengthen and enhance the central business district and town centers; and
7. Mix uses and increase density where appropriate.

Implementation of the LCI program is one planning initiative that the City of Stockbridge has undertaken to address some of the issues and opportunities in the City. The issues and opportunities described below are in addition to the County-Wide issues and opportunities described in the previous section. They should be considered together in order to address the complete range of concerns facing the City of Stockbridge.

Land Use Issues and Opportunities in Stockbridge

1. **Neighborhood Preservation.** Residents of Stockbridge value older, existing neighborhoods and want to see them preserved. These neighborhoods with older housing stock provide stable communities with more affordable homes than new subdivisions. These neighborhoods provide the foundation for the traditional, historic community of Stockbridge.
2. **Quality Development.** Residents would like to see higher quality commercial developments to bring a sense of community throughout the city. A consistent look of quality that includes sidewalks, street lights, and quality design standards are supported.
3. **Infill Housing.** There is a need within Stockbridge to promote infill housing either within or adjacent to downtown districts and activity centers.
4. **Clustered Development.** Commercial development should be concentrated in compact centers or districts rather than letting it spread out along strips. The current zoning map does not identify potential centers or restrict development along roadways.

Economic Development Issues and Opportunities in Stockbridge

1. **Central Business District.** Downtown Stockbridge is currently being redeveloped. Residents would like to see quality design standards and landscaping throughout the city to draw more high-end restaurants, retailers, and other services.
2. **Redevelopment.** Stockbridge has several areas of older strip malls and big box retail that residents would like to see redeveloped.
3. **Improve overall quality of life.** Quality of Life and sense of place are a driving economic force for employers. Stockbridge can offer higher quality, urban residential environments and mixed-use developments with lifestyle amenities to attract quality employers.



Community Facilities and Services Issues and Opportunities in Stockbridge

1. **Wastewater Planning.** The Metropolitan North Georgia Water Planning District Long-Term Wastewater Plan requires that wastewater facilities be provided through a regional approach. This requires the consolidation of all wastewater treatment facilities in the county and phasing out older facilities such as the wastewater plant Stockbridge.
2. **Growing Demand for Public Safety Personnel.** The Henry County Police Department (HCPD) provides law enforcement service and public safety to unincorporated Henry County and the City of Stockbridge. The HCPD needs an additional 62 officers to bring the Department up to Association of Chiefs of Police standards.
3. **Capital Improvements Planning.** Planning ahead to meet future demand allows time for budgeting and planning of facilities. The City of Stockbridge has the opportunity to create a Capital Improvements Program to ensure that adequate facilities and services are provided to residents.

Transportation Issues and Opportunities in Stockbridge

1. **Street Connectivity and Mobility.** Improving street connectivity is one of Stockbridge's most critical needs. Implementing the recommendations of the LCI will increase mobility by providing non-motorized connections, strengthening and enhancing the central business district and town centers; and mixing uses and increasing density where appropriate.
2. **Pedestrian and Bicycle Trails.** Many residents expressed the need for greater connectivity within the city of Stockbridge and the need for bike and pedestrian paths linking schools, neighborhoods, and other places within the City. One of the goals of the LCI initiative and this Comprehensive Plan is to provide transportation alternatives and connectivity within the City of Stockbridge.

Housing Issues and Opportunities in Stockbridge

1. **Seniors in Poverty.** According to the U.S. Census, the City of Stockbridge has a higher percentage of seniors that live in poverty than in the Atlanta area or Georgia as a whole. As the share of population of seniors grows, addressing the issue of seniors in poverty will become increasingly important.
2. **Senior Housing.** Residents expressed the need for additional housing for seniors. As the population continues to age, this need will only grow. Assisted living facilities and clustered housing were suggested by the public as possibilities.



5.7 Unincorporated County Issues and Opportunities

The issues and opportunities described below are in addition to the County-Wide issues and opportunities described in the previous section. They should be considered together in order to address the complete range of concerns facing Unincorporated Henry County.

Land Use Issues and Opportunities in the Unincorporated County

1. **Sprawl Development Patterns.** Development over the past 20 years has occurred in a very disorderly fashion. The most common form of development has been isolated single-family residential subdivisions that have been allowed to pop up in the middle of the countryside miles from any supportive services or employment centers. If this pattern continues all vacant developable land will be consumed within the planning horizon.
2. **Annexation and Land Use Controls.** Rapid annexation has resulted in inconsistent land use regulations and the perception that municipal decision makers will grant higher densities and make land use concessions not offered by the County.
3. **Use of Larger-lot Development as a Growth Management Tool.** The County has used the policy of approving larger-lot subdivisions (one acre or larger lots) as a means to control growth. This form of development, however, is one of the most inefficient to service from an infrastructure perspective and does little to maintain the rural character of the County. Since rural preservation is a goal of the community, alternative growth management tools must be considered.
4. **High-density Residential.** Historically, there has been a general lack of support for any development over four dwelling units per acre. This acceptance of a low-density residential development pattern exacerbates the sprawling development of the county, does not support transit use, and discourages the construction of workforce housing.

Natural and Cultural Resources Issues and Opportunities in Unincorporated Henry County

1. **Preservation of Historic Resources.** The County's historic resources, districts, and sites need protection from demolition, inappropriate modification, or encroachment of incompatible development. The County has the opportunity to protect its historic resources by adopting Historic Preservation Districts and architectural and design guidelines, and by creating a historic preservation commission.

Community Facilities Issues and Opportunities in Unincorporated Henry County

1. **Growing Demand for Better Fire Protection.** The current Insurance Services Office (ISO) rating varies depending on location within the county. The ISO rating can be as high as eight or nine in the unincorporated areas of the County. The Fire Department has the short-term need for additional stations in the Jodeco Road/Oak Grove Road Area and the Luella Community. The relocation of Station #7, along with Station #13, should improve the fire protection for the northeast side of the county.
2. **Growing Demand for Public Safety Personnel.** The Henry County Police Department (HCPD) provides law enforcement service to unincorporated Henry County. According to



interviews with County staff in 2005, the HCPD needs an additional 65 officers to bring the Department up to International Association of Chiefs of Police standards.



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6. POLICIES

6.1 Introduction

Policies are adopted to provide ongoing guidance and direction to local officials. They provide a basis for making decisions in implementing the Comprehensive Plan, including achieving the Community Vision and appropriately addressing the Community Issues and Opportunities. The majority of the policies listed below are appropriate countywide. Some policies apply only to the cities as indicated.

| | County-wide | Hampton, Locust Grove, McDonough, and Stockbridge | Unincorp. County |
|--|-------------|---|------------------|
| 6.2 Land Use Policies | | | |
| LU-1: Promote efficient use of land by encouraging well-designed, pedestrian-oriented developments that include a mix of uses and creative use of land. | ✓ | ✓ | ✓ |
| LU-2: Create opportunities to retrofit single-use commercial and retail developments into walkable, mixed-use communities. | ✓ | ✓ | ✓ |
| LU-3: Encourage upper floor residential above office and retail uses. | ✓ | ✓ | ✓ |
| LU-4: Focus of community schools as centers for a variety of neighborhood services and programs | ✓ | ✓ | ✓ |
| LU-5: Integrate recreation areas and greenspace throughout our county; within neighborhoods, along streets, in parking lots, and within commercial and industrial developments. | ✓ | ✓ | ✓ |
| LU-6: Use public investments as an opportunity to foster community interaction and pride. 6a - Locate civic buildings in existing communities, activity centers, and, when possible, areas accessible by public transit. 6b - Strive for gateways and corridors that contribute to a "sense of place." | ✓ | ✓ | ✓ |
| LU-7: Encourage walkability, interaction among businesses, clear visibility of entryways, and centralized open space. | ✓ | ✓ | ✓ |
| LU-8: Support conversion of declining shopping malls and strip commercial streets into mixed-use developments. | ✓ | ✓ | ✓ |
| LU-9: Enact clear design guidelines so that streets, buildings, and public spaces work together to create a "sense of place." | ✓ | ✓ | ✓ |



| | County-wide | Hampton, Locust Grove, McDonough, and Stockbridge | Unincorp. County |
|--|-------------|---|------------------|
| LU-10: Encourage the use of landscaping, lighting, signage, building design standards, and underground utilities to add value to our community. | ✓ | ✓ | ✓ |
| LU-11: Give priority to developments that mix uses and redevelop and revitalize existing underutilized commercial and industrial areas. | ✓ | ✓ | ✓ |
| LU-12: Protect future industrial, warehouse-distribution, and office areas from encroachment by residential development. | ✓ | ✓ | ✓ |
| LU-13: Promote nodal and clustered commercial development and discourage continuous and scattered commercial activity along major thoroughfares. | ✓ | ✓ | ✓ |
| LU-14: Encourage buffer zones (parks, paths, and mixed-use commercial districts) between incompatible residential and commercial uses. | ✓ | ✓ | ✓ |
| LU-15: Develop a program to identify and inventory historic, architectural, archaeological, and cultural resources in Henry County. | ✓ | ✓ | ✓ |
| LU-16: Encourage the maintenance of all historic structures and, when appropriate, their adaptive reuse. | ✓ | ✓ | ✓ |
| LU-17: Support recognition of exemplary preservation, renovation, and restoration of historic resources. | ✓ | ✓ | ✓ |
| LU-18: Establish regulations and incentives to protect the County's historic, architectural, archaeological, and cultural resources in Henry County from inappropriate development or destruction. | ✓ | ✓ | ✓ |
| LU-19: New development will contribute to, not take away from, our community's character and sense of place. | ✓ | ✓ | ✓ |
| LU-20: Encourage development that is sensitive to the historic context, sense of place, and overall setting of the community. | ✓ | ✓ | ✓ |
| LU-21: Add value to our community through quality design, landscaping, lighting, signage, and scale in our new developments. | ✓ | ✓ | ✓ |
| LU-22: Use land efficiently to avoid the costs and problems associated with urban sprawl. | ✓ | ✓ | ✓ |
| LU-23: Preserve the rural character of our community and provide the opportunity for agricultural and forestry activities to remain a vital part of the community. | ✓ | ✓ | ✓ |
| LU-24: Gateways and corridors will create a "sense of place" for our community. | ✓ | ✓ | ✓ |



| | County-wide | Hampton, Locust Grove, McDonough, and Stockbridge | Unincorp. County |
|---|-------------|---|------------------|
| LU-25: Encourage the development of downtown as a vibrant center of the community in order to improve overall attractiveness and local quality of life. | | ✓ | |
| LU-26: Create walkable, safe, and attractive neighborhoods throughout the community, where people have easy access to schools, parks, and necessary services (grocery store, drug store) without having to travel by car. | ✓ | ✓ | ✓ |
| LU-27: Provide pleasant, accessible public gathering places and parks throughout the community. | ✓ | ✓ | ✓ |
| LU-28: Redevelop and enhance existing commercial and industrial areas within our community in preference to new development in Greenfield (previously undeveloped) areas of the community. | ✓ | ✓ | ✓ |
| LU-29: Support appropriate residential and non-residential in-fill development and redevelopment in ways that complement surrounding areas. | ✓ | ✓ | ✓ |
| LU-30: Encourage mixed-use developments that are human-scale and less auto-oriented. | ✓ | ✓ | ✓ |
| LU-31: Support increases in residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the increased density. | ✓ | ✓ | ✓ |
| LU-32: Support new land uses that contribute to protecting the environment and preserving meaningful open space. | ✓ | ✓ | ✓ |
| LU-33: Encourage development of a rational network of activity centers to meet the service needs of citizens while avoiding unattractive and inefficient strip development along major roadways. | ✓ | ✓ | ✓ |
| 6.3 Economic Development | | | |
| ED-1: Support existing educational institutions and encourage development of new opportunities to educate our citizens. | ✓ | ✓ | ✓ |
| ED-2: Identify a level of need for industrial and commercial land and maintain an inventory of available and appropriately zoned properties for the purpose of recruiting new businesses to Henry County. | ✓ | ✓ | ✓ |
| ED-3: Support local tourism, including historic and sports tourism. | ✓ | ✓ | ✓ |
| ED-4: Seek to maintain, attract, and educate a highly and appropriately skilled labor force. | ✓ | ✓ | ✓ |
| ED-5: Promote, whenever possible, job training programs such as Georgia Quick-Start and the Job Training Partnership Act. | ✓ | ✓ | ✓ |



| | County-wide | Hampton, Locust Grove, McDonough, and Stockbridge | Unincorp. County |
|--|-------------|---|------------------|
| ED-6: Use public investment in parks and open space to encourage private reinvestment in activity centers. | ✓ | ✓ | ✓ |
| ED-7: Promote and sustain stable and controlled economic growth. | ✓ | ✓ | ✓ |
| ED-8: Target reinvestment to declining, existing neighborhoods, vacant or underutilized sites or buildings in preference to new economic development projects in Greenfield (previously undeveloped) areas of our community. | ✓ | ✓ | ✓ |
| ED-9: Seek to balance the supply of housing and employment in our community and consider their location in relation to each other. | ✓ | ✓ | ✓ |
| ED-10: Consider access to housing and impacts on transportation when assessing economic development projects. | ✓ | ✓ | ✓ |
| ED-11: Consider impacts on infrastructure and natural resources in making economic development decisions. | ✓ | ✓ | ✓ |
| 6.4 Natural and Cultural Resources | | | |
| NC-1: The protection and conservation of our community's resources will play an important role in the land use decision-making process. | ✓ | ✓ | ✓ |
| NC-2: Encourage the preservation and planting of trees and other vegetation that enhance community livability and appearance. | ✓ | ✓ | ✓ |
| NC-3: Promote and pursue the preservation of scenic and environmentally sensitive areas for their ecological and aesthetic value, and for common enjoyment. | ✓ | ✓ | ✓ |
| NC-4: Protect ground and surface water sources and water supply intakes to ensure adequate supplies of quality water. | ✓ | ✓ | ✓ |
| NC-5: Support strict enforcement of regulations for use and quality of Henry County's water resources. | ✓ | ✓ | ✓ |
| NC-6: Assure that adequate erosion and sedimentation control measures are taken in watershed areas to protect County water supplies. | ✓ | ✓ | ✓ |
| NC-7: Ensure that all land disturbing activities are carried out in such a way as to sufficiently protect the public drinking water supply reservoirs and intakes. | ✓ | ✓ | ✓ |



| | County-wide | Hampton, Locust Grove, McDonough, and Stockbridge | Unincorp. County |
|--|-------------|---|------------------|
| NC-8: Encourage and support the development and implementation of water and sewer improvement programs in order to protect sensitive water resources. | ✓ | ✓ | ✓ |
| NC-9: Promote the protection and maintenance of trees and green open space in all new development. | ✓ | ✓ | ✓ |
| NC-10: Promote low impact development that preserves the natural topography and existing vegetation of development sites. | ✓ | ✓ | ✓ |
| NC-11: Redirect development pressure away from agricultural areas in order to conserve farmland to protect and preserve this important component of our community. | ✓ | ✓ | ✓ |
| 6.5 Community Facilities and Services Policies | | | |
| CF-1: Provide efficient local government that is responsive to the needs of Henry County residents. | ✓ | ✓ | ✓ |
| CF-2: Ensure that new and existing development is supported adequately by necessary infrastructure; particularly roads, schools, public safety protection, and wastewater treatment systems. | ✓ | ✓ | ✓ |
| CF-3: Coordinate the timing, location, and capacity of community facilities with desirable patterns of land use and development. | ✓ | ✓ | ✓ |
| CF-4: Make efficient use of existing infrastructure before making new investments in capital projects that will increase operating and maintenance costs. | ✓ | ✓ | ✓ |
| CF-5: Ensure that the infrastructure and public facilities serving new development is adequate so that new development does not cause a decline in levels of service for existing residents. | ✓ | ✓ | ✓ |
| CF-6: Work closely with the Henry County public school system to coordinate school siting decisions based on land use changes and the concurrent development of roads, sewer, and other community facilities. | ✓ | ✓ | ✓ |
| CF-7: Identify and establish an appropriate mechanism to provide a thorough assessment of available public services and facilities prior to making zoning decisions that impact undeveloped areas of the County. | | | ✓ |



| | County-wide | Hampton, Locust Grove, McDonough, and Stockbridge | Unincorp. County |
|--|-------------|---|------------------|
| CF-8: Develop long-range functional plans for key infrastructure and community facilities that are consistent with the Future Development Map and growth management strategies. | ✓ | ✓ | ✓ |
| CF-9: Set high design standards for community facilities that will be a source of pride for the community and set the standard for high quality development in the private sector. | ✓ | ✓ | ✓ |
| CF-10: Promote intergovernmental coordination of expansion and operation of community facilities. | ✓ | ✓ | ✓ |
| CF-11: Link facility planning to stable, adequate, and equitable funding schemes; and integrate community facility implementation strategies into a systematic Capital Improvements Program (CIP) process. | ✓ | ✓ | ✓ |
| CF-12: Coordinate the location and timing of the County's list of capital projects in order to identify opportunities to improve their effectiveness and efficiency through joint site selection (clustering) where appropriate. | ✓ | ✓ | ✓ |
| CF-13: Encourage developers of parcels of 100 acres or more to dedicate or reserve appropriate sites for public facilities that are consistent with the County's long-range facility plans. | ✓ | ✓ | ✓ |
| CF-14: Encourage availability of healthcare services to all residents of Henry County. | ✓ | ✓ | ✓ |
| CF-15: Protect existing infrastructure investments (i.e., already paid for) by encouraging infill redevelopment, and compact development patterns. | ✓ | ✓ | ✓ |
| CF-16: Ensure that new development does not cause a decline in existing levels of service for the community's residents and employers. | ✓ | ✓ | ✓ |
| CF-17: Limit development within our community to areas that can be reasonably served by public infrastructure. | ✓ | ✓ | ✓ |
| CF-18: Ensure that capital improvements needed to accommodate future development are provided concurrent with new development. | ✓ | ✓ | ✓ |
| CF-19: Coordinate provision of public facilities and services with land use planning to promote more compact urban development. | ✓ | ✓ | ✓ |
| CF-20: Invest in parks and open space to enhance the quality of life for our citizens. | ✓ | ✓ | ✓ |



| | County-wide | Hampton, Locust Grove, McDonough, and Stockbridge | Unincorp. County |
|---|-------------|---|------------------|
| CF-21: Work with the local school board to encourage school location decisions that support the community's overall growth and development plans. | ✓ | ✓ | ✓ |
| 6.6 Housing Policies | | | |
| H-1: View each component of neighborhoods, schools, parks, residences, and businesses, as part of the greater community; and facilitate access among land uses through planned connections of walkways, bike paths, roads, and public transportation. | ✓ | ✓ | ✓ |
| H-2: Develop growth strategies that provide resources for supporting revitalization of neighborhoods and effectively address the physical environment of the disadvantaged. | ✓ | ✓ | ✓ |
| H-3: Encourage walkable, safe neighborhoods with pleasant, accessible public gathering places. | ✓ | ✓ | ✓ |
| H-4: Encourage residential development to place parks and community facilities as focal points in neighborhoods. | ✓ | ✓ | ✓ |
| H-5: Provide adequate space for recreational use in all neighborhoods. | ✓ | ✓ | ✓ |
| H-6: Work to calm traffic through existing neighborhoods. | ✓ | ✓ | ✓ |
| H-7: Create affordable housing opportunities to ensure that all those who work in the community have a viable choice or option to live in the community. | ✓ | ✓ | ✓ |
| H-8: Plan for a variety of housing types, styles, and price points, including affordable and high-end products, toward the goal of creating "lifecycle" housing in the community. | ✓ | ✓ | ✓ |
| H-9: Maintain and enhance the integrity and nature of existing residential neighborhoods. | ✓ | ✓ | ✓ |
| H-10: Protect residential areas from encroachment of incompatible uses including odor, light, and noise. | ✓ | ✓ | ✓ |
| H-11: Stimulate infill housing development in existing neighborhoods. | | ✓ | |
| H-12: Encourage development of housing opportunities that enable residents to live close to their places of employment. | ✓ | ✓ | ✓ |



| | County-wide | Hampton, Locust Grove, McDonough, and Stockbridge | Unincorp. County |
|---|-------------|---|------------------|
| H-13: Accommodate our diverse population by encouraging a compatible mixture of housing types, densities and costs in each neighborhood. | ✓ | ✓ | ✓ |
| H-14: Support development decisions that promote a better jobs-housing balance, increasing the ratio of jobs to houses as to allow residents to live closer to their jobs. | ✓ | ✓ | ✓ |
| 6.7 Transportation Policies | | | |
| Following is list of general transportation policies intended to help guide land use decisions. These polices are in addition to and are intended to complement the list of transportation policies for Henry County and its Cities can be found in Chapter XII of the Joint Henry County/Cities Transportation Plan. The CTP includes policies that address the common land use and transportation goals and objectives identified during the planning process for both plans. Those policies and any subsequent revisions to those policies should be considered a part of this plan. | | | |
| T-1: Maintain an efficient and reliable multi-modal transportation network to support efficient land use, minimize traffic congestion, and facilitate community-wide and regional circulation. | ✓ | ✓ | ✓ |
| T-2: Promote the clustering of development into activity centers to increase the efficiency of all transportation networks. | ✓ | ✓ | ✓ |
| T-3: Plan and permit road networks of neighborhood-scaled streets (generally two or four lanes) with high levels of connectivity and short blocks. | ✓ | ✓ | ✓ |
| T-4: Require sidewalks in all new developments. | ✓ | ✓ | ✓ |
| T-5: Address the location, vehicular/pedestrian/open space design, landscaping, and furnishing of residential and non-residential streets as one of the community's most important components contributing to the character, structure, and development pattern of the community | ✓ | ✓ | ✓ |
| T-6: New and reconstructed roadways will be appropriately designed, using context sensitive design considerations, to enhance community aesthetics and to minimize environmental impacts. | ✓ | ✓ | ✓ |
| T-7: New and reconstructed roadways will be designed to accommodate multiple functions, including pedestrian facilities, parking, bicycle routes, public transit (if applicable) as well as local vehicular circulation. | ✓ | ✓ | ✓ |



| | County-wide | Hampton, Locust Grove, McDonough, and Stockbridge | Unincorp. County |
|--|-------------|---|------------------|
| T-8: Ensure that new developments will be designed to be conducive to walking and biking. | ✓ | ✓ | ✓ |
| T-9: Require bike lanes, a broad bicycle-friendly shoulder, or a parallel multi-use path for all widening, and new construction roadway projects for all collector and arterial streets. | ✓ | ✓ | ✓ |
| T-10: Manage access along collector and arterial streets. | ✓ | ✓ | ✓ |
| T-11: Work toward improvement of traffic flow designs and operations, specifically within Activity Centers. | ✓ | ✓ | ✓ |
| T-12: Limit the number of curb cuts onto arterial streets and roadways to mitigate traffic congestion. | ✓ | ✓ | ✓ |
| T-13: Promote connectivity of our road network (such as fostering a grid network of streets, multiple connections between subdivisions). | ✓ | ✓ | ✓ |
| T-14: Support creation of a community-wide pedestrian/bike path network. | ✓ | ✓ | ✓ |
| T-15: Ensure (through traffic calming and other design considerations) that excessive vehicular traffic will not harm the peaceful nature of our residential neighborhoods. | ✓ | ✓ | ✓ |
| 6.8 Intergovernmental Coordination Policies | | | |
| IC-1: Share services and facilities with neighboring jurisdictions when mutually beneficial. | ✓ | ✓ | ✓ |
| IC-2: Pursue joint processes for collaborative planning and decision-making with neighboring jurisdictions | ✓ | ✓ | ✓ |
| IC-3: Consult other public entities in our area when making decisions that are likely to impact them. | ✓ | ✓ | ✓ |
| IC-4: Provide input to other public entities in our area when they are making decision that are likely to have an impact on our community or our plans for future development. | ✓ | ✓ | ✓ |
| IC-5: Engage in cooperative planning between the local government and local school board in regard to the appropriate location and use of schools as community facilities. | ✓ | ✓ | ✓ |
| IC-6: Continue and improve the coordination of county and municipal land use, zoning, capital improvements, and service delivery. | ✓ | ✓ | ✓ |



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7. Implementation Strategies

7.1 Introduction

The following Implementation Strategies address the issues and opportunities raised in Chapter 5. Action items are identified, along with responsible parties and a projected timeframe for implementation. This timeframe is expressed either as Ongoing, Short-Range (one to five years), or Long-Range (five plus years). Below is a list of responsible parties and partners in this plan. Also included in this chapter is a discussion of how to implement Activity Centers, an essential element of this Comprehensive Plan and a strategy that cuts across all of the basic components of its implementation.

Parties and Partners

| | |
|--------|--|
| AFT | American Farmland Trust |
| ARC | Atlanta Regional Commission |
| CPHE | The Commission for the Promotion of Higher Education |
| FHA | Federal Highway Administration |
| GC | Georgia Conservancy |
| GCF | Georgia Cities Foundation |
| GDCA | Georgia Department of Community Affairs |
| GDNR | Georgia Department of Natural Resources |
| GDOL | Georgia Department of Labor |
| GDOT | Georgia Department of Transportation |
| GEPD | Georgia Environmental Protection Division |
| GRPA | Georgia Rail Passenger Authority |
| GRTA | Georgia Regional Transportation Authority |
| HBD | Hampton Building Department |
| HCBOC | Henry County Board of Commissioners |
| HCBOE | Henry County Board of Education |
| HCBD | Henry County Building Department |
| HCC | Hampton City Council |
| HCCC | Henry County Chamber of Commerce |
| HCCE | Henry County Cooperative Extension |
| HCDA | Henry County Development Authority |
| HCDOT | Henry County Department of Transportation |
| HCDPR | Henry County Development Plan Review |
| HCED | Hampton Code Enforcement Department |
| HCFD | Henry County Finance Department |
| HCGISD | Henry County Geographic Information Systems Department |
| HCHA | Henry County Hospital Authority |



| | |
|--------|---|
| HCHD | Henry County Health Department |
| HCISD | Henry County Information Systems Department |
| HCLS | Henry County Library System |
| HCPRD | Henry County Parks and Recreation Department |
| HCPSD | Henry County Public Safety Department |
| HCPWD | Henry County Public Works Division |
| HCPZD | Henry County Planning and Zoning Department |
| HCSMD | Henry County Stormwater Management Department |
| HCTA | Henry County Tax Assessor |
| HCTC | Henry County Tax Commissioner |
| HCTD | Henry County Transit Department |
| HCTPD | Henry County Transportation Planning Department |
| HCSSD | Henry County Senior Services Department |
| HCWSA | Henry County Sewerage and Water Authority |
| HPZD | Hampton Planning and Zoning Department |
| LGBD | Locust Grove Building Department |
| LGCC | Locust Grove City Council |
| LGCD | Locust Grove Community Development Department |
| LGPWD | Locust Grove Public Works Department |
| MARTA | Metropolitan Atlanta Regional Transportation Authority |
| MBD | McDonough Building Department |
| MCC | McDonough City Council |
| MCDD | McDonough Community Development Department |
| MEDD | McDonough Economic Development Department |
| MNGWPD | Metropolitan North Georgia Water Planning District |
| MPWD | McDonough Public Works Department |
| MPRD | McDonough Parks and Recreation Department |
| MSM | Main Street McDonough |
| NHA | National Housing Authority |
| Path | Path Foundation |
| PEDS | Pedestrians Educating Drivers on Safety |
| SCC | Stockbridge City Council |
| SFD | Stockbridge Finance Department |
| SPDD | Stockbridge Planning and Development Department |
| SPRD | Stockbridge Parks and Recreation Department |
| TNC | The Nature Conservancy |
| TPL | Trust for Public Land |
| USG | University System of Georgia |
| USHUD | United States Department of Housing and Urban Development |

7.2 Implementation of Activity Centers

The location of new Activity Centers will be guided by the Future Land Use Plan in terms of the appropriate location, scale, intensity, and function. The Future Land Use Plan should be supported with priority funding for infrastructure and community facilities in Activity Centers.



The Zoning Ordinance should be revised to provide for mixed-use development by right, establish design standards, and provide density bonus incentives that reward:

- Mixed-use buildings
- Open space conservation
- Affordable housing, where appropriate
- Structured parking, where appropriate

These standards should be contained in a Zoning Overlay District that may be applied to locations that are consistent with the Future Land Use Plan after an Activity Center Master Plan is approved by the Board of Commissioners or City Council for the designated area.

The first step in implementing a specific Activity Center would be to prepare an Activity Center Master Plan for the designated area. The Master Plan should include sufficient land to provide a “critical mass” (such as 75 percent of the land identified in the Future Land Use Plan) with a complementary mix of civic, residential, and non-residential uses. There should be public participation in the preparation of the Activity Center Master Plan. The whole planning process should be thorough and may typically take between six to twelve months to complete. The implementation of Activity Centers should be a public/private partnership in terms of finance and design. In cases where significant redevelopment is required, the public sector (city or county) may need to initiate the Master Plan process in order to stimulate redevelopment and to ensure that there is a unified and coherent plan that embraces existing uses, infill development and redevelopment of catalyst sites. This strategy may be supported with public funds for the Master Plan, such as the Livable Center Initiatives program of the Atlanta Regional Commission, and be combined with publicly funded key infrastructure or community facilities. A market feasibility study should be conducted for Activity Centers that comprise more than 200 acres. Market feasibility studies analyze market conditions and predict future market demand for specific real estate products. They should be used to ensure master plans and grounded in development realities.

Alternatively, if a private property owner or developer controls a large enough land area to provide a “critical mass”, the developer may propose an Activity Center Master Plan and ask for approval to initiate the planning process through a rezoning application.

At a minimum, each Activity Center Master Plan should address proposed land use, housing types and densities, employment areas and commercial development, open space, parking, streets, sidewalks, utilities, community facilities, signage, landscaping, and include design standards.

The Activity Center Master Plan should be reviewed by staff for its technical merits and then presented in public hearings for approval by the Board of Commissioners. The action of approving the Master Plan should include establishing the area as a Zoning Overlay District with flexibility to develop the plan in a specified time frame consistent with the approved Master Plan. If applicable, the developer must submit the application for review by the Atlanta Regional Commission as a Development of Regional Impact.



An alternative approach would be for Henry County to implement one or more Activity Centers through a Transfer of Development Rights (TDR) program. This would require preparation of a local TDR ordinance consistent with the state enabling act. This ordinance should be the end product of a thorough study of the economic and technical feasibility of the process. The TDR feasibility study should include extensive public participation of property owners that would be affected by the process. Some of the key decisions include:

- identifying the conservation goals and other public purposes that are to be served by the process;
- identifying the TDR district, including the areas to be considered “receiving areas” and “sending areas;”
- establishing the appropriate “base” density to be applied to property within the TDR district prior to allowing development rights transfers;
- determining the potential number of development rights to be created in the TDR district;
- studying the adequacy of infrastructure and community facilities in the receiving areas;
- setting time limits for transactions in the transfer process; and
- designing and funding the method of administering the TDR process.

It is possible that a “land development bank” would need to be established and publicly funded in order to assure that there is an adequate supply of development rights to be traded in order to achieve the desirable land plan. The Zoning Ordinance would also need to be amended to establish the permissible uses and intensities in the receiving and sending areas, and to establish how the TDR procedure would be used either in conjunction with rezoning, or in lieu of rezoning, to increase the intensity of land use beyond the “base” density. The tax assessor would need to adopt appraisal techniques and procedures to recognize the changes in property tax assessments that would occur along with the transfer of development rights.

7.3 County-Wide Land Use Strategies

How do we ensure new development provides a sense of place and preserves valued elements of community character?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-------------|
| Enact community design standards or guidelines to ensure that the physical appearance of new development (or improvements to existing properties) is compatible with the character of a community, is built to a high standard, and has a pleasant appearance. The standards or guidelines provide a basis for local planning and zoning boards to evaluate proposals, and also provide guidance to developers, property owners, and businesses. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCDD MCDD SPDD | Short-Range |



How do we preserve scenic areas, open space, and agricultural land?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|---|-------------|
| Create an inventory of scenic views and scenic routes by surveying the county. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |
| Adopt DCA Model Code 4-1, encouraging preservation of agricultural operations and reducing conflicts between agricultural and non-agricultural land uses. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |
| Adopt DCA Model Code 4-3, requiring new non-agricultural development adjacent to designated agricultural land to provide an agricultural buffer to minimize future potential conflicts between them. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |
| Utilize a conservation subdivision ordinance to preserve views. | HCBOC LGCC MCC SCC | HCPZD LGCCD MCDD SPDD | Short-Range |
| Purchase of development rights or “fee simple” purchase of land in order to permanently protect natural resources, open space or farmland. | HCBOC HCC LGCC MCC SCC | HCPZD HCPRD HPZD LGCCD MCDD MPRD SPDD SPRD | Ongoing |
| Study the possibility of implementing a Transfer of Development Rights (TDR) program in which development is focused in desirable growth areas. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |
| Work with the Path Foundation to create a trail system in Henry County, preserving greenspace and increasing public access to open space. | HCBOC HCC LGCC MCC SCC | Path | Short-Range |



How can we conserve our historic resources?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|---|-------------|
| Regularly update the County's inventory of existing historic buildings, including architectural descriptions, age, history, setting and location in the community. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Ongoing |
| Apply for designation on the Georgia Register of Historic Places. A designation offers eligibility for incentives for preservation and rehabilitation. | Private Property Owners | HCPZD HPZD LGCCD MCDD SPDD | Ongoing |
| Apply for designation on the National Register of Historic Places. Designation offers eligibility for preservation benefits and federal funding when available. | Private Property Owners | HCPZD HPZD LGCCD MCDD SPDD | Ongoing |
| Adopt Georgia Historic Preservation Division's model design standards for infill and material changes to historic properties or districts to maintain historic integrity and significance. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |
| Implement the Georgia Historic Preservation Division's model ordinance requiring protection of locally designated historic properties and districts. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |
| Consider forming a joint Historic Preservation Commission between the County and the cities. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |
| Through "fee simple" purchase of land in order to permanently protect historical resources. | HCBOC HCC LGCC MCC SCC | HCPRD HCPZD HPZD LGCCD MCDD MPRD SPDD SPRD | Ongoing |



How can we maintain the historic character of our downtowns and protect them from incompatible development?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-------------|
| Adopt DCA Model Code 3-10, ensuring new residential infill development is compatible with its neighborhood. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |
| Adopt Georgia Historic Preservation Division's model design standards for infill and material changes to historic properties or districts to maintain historic integrity and significance. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |
| Implement the Georgia Historic Preservation Division's model ordinance requiring protection of locally designated historic properties and districts. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |

How can we increase the number of community gathering places?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|------------------------------------|---|-------------|
| Create pocket or neighborhood parks consisting of small open spaces throughout a community that may be publicly owned or owned and managed by nearby residents and property owners. They provide free, open access to greenspace in urban areas and contribute to protection of wildlife and landscape. They may feature the work of local artists, provide small-scale play equipment or simply provide a welcome resting place for pedestrians. | HCBOC HCC LGCC MCC SCC | HCPZD HCPZD HPZD LGCCD MCDD MPRD SPDD | Short-Range |
| Change zoning regulations to allow opportunities in areas such as crossroads communities and village centers for small amounts of traditionally designed neighborhood commercial space; including coffee shops, restaurants, and corner stores. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |



How can we create attractive, mixed-use, pedestrian-friendly village centers?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|------------------------------------|--|-------------|
| Designate where village centers should be located and adopt a village center overlay district, regulating their development. These districts are mapped areas where special regulations on development are applied. An overlay is typically superimposed over conventional zoning districts, but may also be used as stand-alone regulations to manage development in desired areas of the community. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCDD MCDD SPDD | Short-Range |
| Pursue LCI funds for planning and implementation. | HCBOC HCC LGCC MCC SCC | ARC HCPZD HPZD LGCDD MCDD SPDD | Short-Range |
| Revise standards for retail/office employment areas and commercial corridors to encourage mixed-use development. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCDD MCDD SPDD | Short-Range |
| Locate public and civic uses within villages and crossroads communities. | HCBOC HCC LGCC MCC SCC | HCBOE HCHA HCLS HCPZD HCSSD HPZD LGCDD MCDD SPDD | Ongoing |
| Create a Design Review Board to administer the interpretation of the overlay district to ensure all development is in keeping with the goals of a pedestrian-friendly mixed-use environment. | HCBOC HCC LGCC MCC SCC | HCBOE HCHA HCLS HCPZD HCSSD HPZD LGCDD MCDD SPDD | Short-Range |
| Develop greenway and bike trails in areas where appropriate to increase greenspace and provide alternative transportation options. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCDD MCDD SPDD Path | Ongoing |



How can we cluster public facilities within activity centers?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-----------|
| Place new public facilities in designated activity centers. | HCBOC HCC LGCC MCC SCC | HCBOE HCHA HCLS HCPZD HCSSD HPZD LGCDD MCDD SPDD | Ongoing |
| Require large developers to set aside land for public facilities like schools and parks. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCDD MCDD SPDD | Ongoing |

How do we improve the appearance of the community from 1-75 and at interstate interchanges?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-----------------------------|--|-------------|
| Adopt a wide (at least 200 feet) undisturbed buffer standard at the edge of the interstate right-of-way. | HCBOC LGCC MCC SCC | HCPZD LGCDD MCDD SPDD | Short-Range |
| Screen all structures from view by providing natural and undisturbed “no-access” buffers along the interstate. | HCBOC LGCC MCC SCC | HCPZD LGCDD MCDD SPDD | Short-Range |
| Prepare an Interstate Gateway Overlay zoning district to regulate the character of development near the 1-75 corridor. | HCBOC LGCC MCC SCC | HCPZD LGCDD MCDD SPDD | Short-Range |
| Beautify interstate interchanges with extensive low-maintenance landscaping. | HCBOC LGCC MCC SCC | HCPZD LGCDD MCDD SPDD GDOT HCDOT HCTPD | Ongoing |
| Adopt the same sign and billboard controls for cities and the County in the corridor. | HCBOC LGCC MCC SCC | HCPZD LGCDD MCDD SPDD | Short-Range |



| Description/Action | Responsible Party | Partners | Timeframe |
|---|-----------------------------|--------------------------------|-------------|
| Adopt the same building mass controls ("big box" policy) for cities and the county in the I-75 corridor. | HCBOC LGCC MCC SCC | HCPZD LGCCD MCDD SPDD | Short-Range |
| Adopt the same architectural controls for cities and the County in the I-75 corridor. | HCBOC LGCC MCC SCC | HCPZD LGCCD MCDD SPDD | Short-Range |
| Adopt the same tree protection and landscaping requirements for cities and the county in the I-75 corridor. | HCBOC LGCC MCC SCC | HCPZD LGCCD MCDD SPDD | Short-Range |
| Adopt the same outdoor lighting controls for cities and the county in the I-75 corridor. | HCBOC LGCC MCC SCC | HCPZD LGCCD MCDD SPDD | Short-Range |

How can we encourage infill development within our cities?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-------------|
| Utilize Georgia's legal redevelopment tools to revitalize central business districts (DCA model Code 5-5). | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Long-Range |
| Amend building codes with standards more appropriate to the rehabilitation of older buildings, encouraging reinvestment in blighted areas. | HCBOC HCC LGCC MCC SCC | HBD HCB HCE HCPZD HPZD LGBD LGCCD MBD MCDD SPDD | Short-Range |
| Establish Tax Allocation Districts (TAD) in declining areas to provide public financing for redevelopment activities through the pledge of future incremental increase in property taxes generated by the resulting new development. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |



How can we be proactive in land use efforts, as opposed to reactive?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|------------------------------------|--|------------|
| Conduct an inventory analyzing the impacts of community development patterns on the economy, natural and cultural resources, facilities and services, housing and transportation. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Long-Range |
| Adopt a Future Land Use Map that achieves the community's goals and strictly adhere to it, only allowing re-zonings in highly unusual situations. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Ongoing |
| Identify areas appropriate for greenway trail creation, facilitating the coordination of development and redevelopment efforts with trail expansion. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD Path | Ongoing |

How do we control sprawling leap-frog development?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-----------|
| Develop in a compact form. This involves configuring buildings on a block or neighborhood scale that makes efficient use of land and resources, and is consistent with neighborhood character and scale. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Ongoing |

How do we amend our zoning and development regulations to allow mixed-use development, establish adequate design standards and sign controls?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-------------|
| Adopt a mixed-use zoning category permitting mixed-uses in designated areas. | HCBOC LGCC MCC SCC | HCPZD LGCCD MCDD SPDD | Short-Range |
| Adopt identical design guidelines in the cities and unincorporated county to ensure a consistent quality of development. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |



| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-------------|
| Adopt an identical sign ordinance in the cities and county to ensure a consistent level of sign control. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |

How can we utilize more efficient growth management tools and not resort to large-lot zoning?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-----------------------------|--------------------------------|-----------|
| Develop around Activity Centers as identified in the Future Land Use Map. Strictly adhere to this map and allow rezoning in only highly unusual situations. | HCBOC LGCC MCC SCC | HCPZD LGCCD MCDD SPDD | Ongoing |

How can we promote the “One Henry” concept to unify land use decisions and make them consistent across jurisdictional boundaries?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|------------------------------------|--|-----------|
| Develop around Activity Centers as identified in the Future Land Use Map. Strictly adhere to this map and allow rezoning in only highly unusual situations. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Ongoing |

How can we encourage subdivisions to provide multiple access points, sidewalks, and trails?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-------------|
| Revise subdivision regulations to be more flexible so they enable innovative types of subdivisions that better match the character of the community and physical constraints of the development site. Revisions may include adjusting specific physical development standards or encouraging greater use of development standards or encouraging greater use of discretionary site plan review for new subdivisions. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |



| Description/Action | Responsible Party | Partners | Timeframe |
|---|------------------------------------|--|-------------|
| Establish minimum design requirements (DCA model code 2-3), standards, and specifications for improvements within subdivisions, including sidewalks, curbs and gutters, and street lighting improvements. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |
| Retrofit conventional subdivisions to make them more livable and sustainable: providing more connectivity, pedestrian and bicycle accessibility, open space and amenities. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |
| Develop incentives for subdivisions to connect to nearby greenway and bike trails when appropriate. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |

How can we better coordinate land use and infrastructure planning?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|---|-----------|
| Synchronize land use plans with a capital improvement program (CIP). The CIP is a long-term program for developing or improving public facilities (roads, water/sewer systems, sidewalks, recreational facilities, etc.) that brings predictability to the location and extent of future public facility expansions. (also see capital improvements element) | HCBOC HCC LGCC MCC SCC | HCPZD HCPWD HPZD LGCCD MCDD SPDD | Ongoing |

7.4 County-Wide Economic Development Strategies

How can we provide more technical job training within the county?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|---------------|-----------|
| Conduct an inventory of workforce training resources finding training opportunities to match the need of the local workforce. These may be from formal educational programs, private providers, specialized workforce training (such as from a department of labor), or other sources. | HCBOC HCC LGCC MCC SCC | GDOL HCBOE | Ongoing |



| Description/Action | Responsible Party | Partners | Timeframe |
|---|------------------------------------|---------------|-----------|
| Work with the Georgia Department of Labor to identify trends and market segments to tailor vocational programs to meet the demand. | HCBOC HCC LGCC MCC SCC | GDOL HCBOE | Ongoing |
| Investigate the need for expanding health care facilities in the Locust Grove area, and support this expansion if the investigation calls for it. | HCHA | HCBOC LGCC | Ongoing |

How do we attract jobs and employers to the county who will diversify our economic base and balance the current jobs-housing ratio?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|----------------------|-----------|
| Regularly conduct a target industry analysis to identify market segments that can support the local economy with high-paying jobs. | HCBOC HCC LGCC MCC SCC | HCCC HCDA MEDD | Ongoing |
| Choose businesses to recruit and support. Establish a process for identifying businesses that best suit the community. This requires gaining knowledge about local assets and capabilities, as well as the desires of the community. | HCBOC HCC LGCC MCC SCC | HCCC HCDA MEDD | Ongoing |
| Conduct an inventory tracking business needs collecting information on local economic conditions and local business needs. | HCBOC HCC LGCC MCC SCC | HCCC HCDA MEDD | Ongoing |
| Develop and implement a proactive marketing strategy to target those industries. | HCBOC HCC LGCC MCC SCC | HCCC HCDA MEDD | Ongoing |
| Develop budget and additional staff to support recruiting activities. | HCBOC HCC LGCC MCC SCC | HCCC HCDA MEDD | Ongoing |



| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|----------------------|-------------|
| Complete a fiscal impact analysis to determine the projected costs and benefits associated with targeted residential and non-residential growth. | HCBOC HCC LGCC MCC SCC | HCCC HCDA MEDD | Short-Range |
| Complete a joint economic development plan to comprehensively prepare for county-wide economic growth. | HCBOC HCC LGCC MCC SCC | HCCC HCDA MEDD | Short-Range |

How do we encourage tourism to the county?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|-------------|------------|
| Engage in niche marketing. Market the community as a regional center for a particular purpose or attraction, such as commercial activity, tourism, education, medical services, arts, recreation, etc. | HCBOC HCC LGCC MCC SCC | HCCC MSM | Long Range |
| Continue to support the tourism efforts of the CVB to attract three-day events and coordinate national event opportunities with other communities. | HCBOC HCC LGCC MCC SCC | HCCC | Ongoing |
| Identify historic and sports tourism opportunities as the basis for a marketing and promotion strategy. | HCBOC HCC LGCC MCC SCC | HCCC | Ongoing |

7.5 County-Wide Housing Strategies

How can we increase the number of affordable and workforce housing options within the county?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-------------|
| Adopt inclusive land use regulations requiring developers to include a certain percentage of affordable homes in a market-rate home development. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCDD MCDD SPDD | Short-Range |



| Description/Action | Responsible Party | Partners | Timeframe |
|---|--|--|-------------|
| Provide financial assistance programs for first-time homebuyers and low to moderate-income home buyers | HCPZD HPZD LGCCD MCDD SPDD | GDCA NHA USDHUD | Ongoing |
| Encourage development of special needs housing for very low-income residents, including seniors and handicapped residents, as well as for transitional housing. | HCPZD HPZD LGCCD MCDD SPDD | ARC GDCA HCSSD NHA USHUD | Ongoing |
| Grant zoning density increases to private developers in exchange for the provision of specific amenities, such as public improvements, setting aside open space, or providing affordable housing. | HBCOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |

How do we meet the demands of the growing segment of non-family households or households with no children desiring smaller, higher-density housing units?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-----------------------------|--------------------------------|-------------|
| Encourage creative design for higher density. By encouraging the design of higher density developments to blend with the surrounding neighborhood, perhaps by masking the high-density aspects of the development through landscaping or architectural details. For example, multi-family housing can be designed to appear as a single-family residence from the street, or heavy landscaping can be used to hide parts of the development. | HBCOC LGCC MCC SCC | HCPZD LGCCD MCDD SPDD | On-going |
| Grant zoning density increases to private developers in exchange for the provision of specific amenities, such as public improvements, setting aside open space, or providing affordable housing. | HBCOC LGCC MCC SCC | HCPZD LGCCD MCDD SPDD | Short-Range |

How can we encourage the construction of executive-level housing (\$300,000+) to attract upper management?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|------------------------------------|--|-------------|
| Create regulations supporting high-quality design elements, including construction materials, landscaping, etc. | HBCOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |



| Description/Action | Responsible Party | Partners | Timeframe |
|---|------------------------------------|---|-----------|
| Provide for large minimum house sizes in appropriate designated areas | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Ongoing |
| Encourage development of higher-end retail, restaurants, and other support facilities | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Ongoing |
| Create higher-end recreational opportunities, such as golf courses | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD HCPRD | Ongoing |

How can we provide mixed-use, walkable housing alternatives for the coming generation of active seniors?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-------------|
| Develop land use regulations that allow for development of attached or detached homes in the form of condominium ownership. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Ongoing |
| Create design regulations that appeal to an aging population, including one-level living and/or master bedrooms on the main living level. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |
| Develop land use regulations that allow for age-restricted communities, both for sale and for rent, including assisted living facilities and independent living apartments, condominiums or cluster homes. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |
| Develop incentives for housing developers to connect to existing and planned greenway trails when appropriate. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |



How do we encourage infill housing?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|--|--|-----------|
| Target and promote redevelopment and infill opportunities to developers. | HCDA HCPZD HPZD LGCCD MCDD MEDD SPDD | HBCOC HCC LGCC MCC SCC | Ongoing |
| Explore the possibility of providing financial or regulatory incentives for infill housing. | HBCOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD MEDD SPDD | Ongoing |
| Identify infill corridors and encourage development in these areas | HBCOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD MEDD SPDD | Ongoing |

How do we promote neo-traditional communities, as opposed to isolated sub-divisions?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-------------|
| Implement a Traditional Neighborhood Development (TND) Ordinance that permits the construction of traditional-style neighborhoods. | HBCOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |

How do we encourage conservation subdivisions?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-----------------------------|--------------------------------|-------------|
| Implement a Conservation Subdivision Ordinance that sets aside a significant portion of a development as undivided, protected open space while clustering units on the remaining portion. | HBCOC LGCC MCC SCC | HCPZD LGCCD MCDD SPDD | Short-Range |



7.6 County-Wide Natural and Cultural Resources Strategies

How do we preserve and conserve greenspace and natural resources?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|------------------------------------|----------------------------|-----------|
| Purchase private development rights, by a qualified conservation organization or government agency, to protect properties from development and preserve open space. | HCBOC HCC LGCC MCC SCC | GC TPL HCPRD MPRD | Ongoing |
| Support local land trusts to save valued areas (generally environmental resources) through voluntary land conservation. | HCBOC HCC LGCC MCC SCC | GC TPL HCPRD MPRD | Ongoing |

How can we provide more recreational opportunities for residents and visitors?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|---|-------------|
| Work with the Path Foundation to create a trail system in Henry County. | HCBOC HCC LGCC MCC SCC | Path | Ongoing |
| Require a system of multi-use trail linkages through new developments. | HCBOC HCC LGCC MCC SCC | HCPZD HCTPD HPZD LGCDD MCDD SPDD | Ongoing |
| Create pocket or neighborhood parks, consisting of small open spaces throughout the community that may be publicly owned or owned/managed by nearby residents and property owners. | HCBOC HCC LGCC MCC SCC | HCPRD HCPZD HPZD LGCDD MCDD MPRD SPDD | Ongoing |
| Create incentives for developers to link their open spaces together into a publicly-accessible open space network. | HCBOC HCC LGCC MCC SCC | HCPZD HCTPD HPZD LGCDD MCDD SPDD | Short-range |



How do we preserve our scenic areas and viewsheds?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|--|--------------------------------|-------------|
| Purchase private development rights, by a qualified conservation organization or government agency, to protect properties from development and preserve open space. | HCBOC HCC LGCC MCC SCC | GC TPL HCPRD MPRD | Ongoing |
| Implement a Conservation Subdivision Ordinance that sets aside a significant portion of a development as undivided, protected open space while clustering units on the remaining portion. | HCBOC LGCC MCC SCC | HCPZD LGCCD MCDD SPDD | Ongoing |
| Apply for nomination in the Scenic Byways program. This designation allows for recognition and preservation of their unique or significant intrinsic scenic, natural, archeological, historic or cultural qualities. State and national programs are linked. | HCDOT HCPZD HCTPD HPZD LGCCD MCDD SPDD | FHA GDOT | Short-Range |

How can we improve our air quality?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|--|--|--------------|
| Shift to a clean fleet of city, county, and school system vehicles. | HCDOT HCTD HCTPD HCBOC HCC LGCC MCC SCC | ARC GRTA | Short- Range |
| Reduce the need for automobile trips by siting schools in residential neighborhoods. | HCPZD HPZD LGCCD MCDD SPDD | HCBOE | Ongoing |
| Improve public transit as described in the Comprehensive Transportation Plan (CTP) | HCBOC HCC LGCC MCC SCC | HCDOT HCTPD ARC GRPA GRTA MARTA | Ongoing |



How can we protect our water quality?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|---|-------------|
| Create an ordinance requiring analysis of environmental effects of proposed developments that may suggest mitigation measures. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |
| Promote environmentally-sensitive site design that prevents mass grading and clear cutting. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Ongoing |
| Utilize the DCA's Model Code 3-9, for landscaping and buffer requirements, requiring planting areas to mask unattractive land uses, provide visual and sound barriers between incompatible adjacent uses, protect water and the environmental quality of rivers and streams | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD DCA | Short-Range |
| Utilize sustainable/green design for development. Create environmentally-sound and resource-efficient buildings by using an integrated approach to design: promoting resource conservation, energy efficiency, renewable energy, and water conservation features; reducing operation and maintenance costs; and addressing issues such as historic preservation, access to public transportation and other community infrastructure systems. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Ongoing |

7.7 County-Wide Community Facilities and Services Strategies**How do we provide high-quality community facilities and services for current and future residents and businesses?**

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-------------|
| Develop a new procedure for Capital Improvements Programming that identifies methods for prioritizing projects, coordinating projects with land use, and analyzing alternative approaches for their location, capacity, timing, design, and finance. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCCD MCDD SPDD | Short-Range |



| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-------------|
| Develop a manual of site planning and architectural design standards for public facilities; including recreation buildings, fire stations, public safety, detention facilities, public utilities, libraries, schools, County administration, and public works/maintenance. | HCBOC HCC LGCC MCC SCC | Consultant HCBOE HCPWD HCPZD HCSSD HPZD LGCDD LGPWD MCDD MPWD SPDD | Short-Range |

How do we coordinate our wastewater planning with regional objectives?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|---|-------------|
| Work in conjunction with the NGMWPD to coordinate future wastewater planning. | HCBOC HCC LGCC MCC SCC | HCPWD HCPZD HCSSD HPZD LGCDD LGPWD MCDD MPWD SPDD NGMWPD | Ongoing |
| Prepare a long-range water and sewer master plan consistent with the regional goals of the NGMWPD. | HCBOC HCC LGCC MCC SCC | HCPWD HCPZD HCSSD HPZD LGCDD LGPWD MCDD MPWD SPDD NGMWPD | Short-Range |



How do we coordinate school planning with infrastructure and land use plans to alleviate overcrowding and traffic congestion?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|---|--|-----------|
| Site schools in neighborhoods in order to allow children to walk to school, reduce transportation costs, serve existing neighborhoods, and use existing infrastructure. | HCBOC HCC LGCC MCC SCC HCBOE | HCPZD HPZD LGCCD MCDD SPDD | Ongoing |

How do we cluster community facilities to foster a sense of community?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-------------|
| Develop a manual of site planning and architectural design standards for public facilities; including recreation buildings, fire stations, public safety, detention facilities, public utilities, libraries, schools, County administration, and public works/maintenance. | HCBOC HCC LGCC MCC SCC | Consultant HCBOE HCPWD HCPZD HCSSD HPZD LGCCD LGPWD MCDD MPWD SPDD | Short-Range |

How do we promote safer routes to schools for children?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|---|-------------|-------------|
| Encourage schools to participate in the KidsWalk program administered by the Pedestrians Educating Drivers on Safety (PEDS) organization that promotes children walking to schools and improves pedestrian safety in the vicinity of schools. | HCBOC HCC LGCC MCC SCC HCBOE | ARC PEDS | Short-Range |



| | | | |
|---|---|---------------------|--------------------|
| <p>Take advantage of the Georgia Department of Transportation's Safe Routes to Schools (SRTS) program that provides funding for infrastructure (sidewalks, bicycle facilities, traffic calming) and non-infrastructure projects (traffic education/enforcement, community outreach, student education) with the goal of increasing the number of children who walk and bicycle to school.</p> | <p>HCBOC HCC LGCC MCC SCC HCBOE</p> | <p>FHA GDOT</p> | <p>Short-Range</p> |
|---|---|---------------------|--------------------|

7.8 County-Wide Transportation Strategies

A complete description of Henry County's transportation strategies can be found in Chapter XII of the Joint Henry County/Cities Transportation Plan. Those strategies and any subsequent revisions to those strategies should be considered a part of this plan. Following is list of general transportation strategies intended to support the general implementation of this plan.

How do we alleviate traffic congestion in our historic downtowns?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|---|---------------------|--------------------|
| <p>Work with the Georgia Department of Transportation to establish truck bypasses around congested downtown areas.</p> | <p>HCDOT HCPZD HCTPD HPZD LGCDD MCDD SPDD</p> | <p>GDOT</p> | <p>Ongoing</p> |
| <p>Study the feasibility of adding bike lanes to downtown areas. As an element of the study, consider the possibility of adopting flexible street design standards and the need for bicycle facilities specifications.</p> | <p>HCDOT HCPZD HCTPD HPZD LGCDD MCDD SPDD</p> | <p>ARC GDOT</p> | <p>Short-Range</p> |



How can we improve coordination between local and regional transportation planning organizations?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|---|-------------|-----------|
| Maintain and expand regular meetings with transportation staff and officials to improve lines of communication. | HCDOT HCPZD HCTD HPZD LGCDD MCDD SPDD | ARC GDOT | Ongoing |

How can we increase capacity in north-south and east-west corridors?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|------------------------------------|---|-------------|
| Construct new road projects as outlined in the Comprehensive Transportation Plan (CTP). | HCBOC HCC LGCC MCC SCC | ARC GDOT HCDOT HCTPD HCPZD HPZD LGCDD MCDD SPDD | Ongoing |
| Adopt impact fees for transportation to help fund roadway improvements. | HCBOC LGCC MCC SCC | HCDOT HCTPD HCPZD LGCDD MCDD SPDD | Short-Range |

How can we improve our network of arterial roads?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|------------------------------------|--|-------------|
| Adopt a street connectivity ordinance that establishes minimum block sizes or lengths, requires stub streets, connections between developments, and establishes limits on dead end streets. | HCBOC HCC LGCC MCC SCC | HCDOT HCPZD HCTPD HPZD LGCDD MCDD SPDD | Short-Range |
| Adopt a Conceptual Corridor Master Plan to | HCBOC | HCDOT | Short-Range |



| | | | |
|---|---------------------------|---|--|
| identify where new greenways and collector and arterial streets are planned. Adopt the Plan with a process for working with developers during the concept stage to set aside, preserve, donate, or sell the right-of-way to the planned routes. | HCC LGCC MCC SCC | HCPZD HCTPD HPZD LGCDD MCDD SPDD | |
|---|---------------------------|---|--|

How can we protect right-of-ways for future road improvements?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|------------|
| Adopt a Conceptual Corridor Master Plan to identify where new greenways and collector and arterial streets are planned. Adopt the Plan with a process for working with developers during the concept stage to set aside, preserve, donate, or sell the right-of-way to the planned routes. | HCBOC HCC LGCC MCC SCC | HCDOT HCPZD HCTPD HPZD LGCDD MCDD SPDD | Long-Range |

How do we provide transportation options for alternative modes of transit?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-------------|
| Adopt typical street cross sections for all urban and suburban street types that include sidewalks. | HCBOC HCC LGCC MCC SCC | HCDOT HCPZD HCTPD HPZD LGCDD MCDD SPDD | Short-Range |
| Add bicycle lanes, bicycle friendly-shoulders, or parallel multi-use paths to roadways during all widening and new construction projects for all collector and arterial streets. | HCBOC HCC LGCC MCC SCC | GDOT HCDOT HCTRD | Ongoing |
| Require sidewalks in all new developments outside of rural conservation areas. | HCBOC HCC LGCC MCC SCC | GDOT HCDOT HCTPD | Ongoing |
| Require sidewalk connections between adjacent developments, including developments of different uses. | HCBOC HCC LGCC MCC SCC | HCDOT HCTPD GDOT | Ongoing |
| Adopt construction standards for sidewalks, trails, and crosswalks. | HCBOC HCC LGCC MCC | HCDOT HCTPD GDOT | Short-Range |



| Description/Action | Responsible Party | Partners | Timeframe |
|--|---------------------------------------|--|-------------|
| | SCC | | |
| Adopt zoning districts that allow mixed-use development in all of the commercial and industrial areas. | HCBOC HCC LGCC MCC SCC | HCPZD HPZD LGCDD MCDD SPDD | Short-Range |
| Pursue LCI planning and implementation funds. | HCPZD HPZD LGCC MCDD SPDD | ARC | Ongoing |

7.9 County-Wide Intergovernmental Coordination Strategies

How do we coordinate transportation planning within the region?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|---|-------------|-----------|
| Maintain and expand regular meetings with transportation staff and officials to improve lines of communication. | HCDOT HCPZD HCTD HPZD LGCDD MCDD SPDD | ARC GDOT | Ongoing |

How can we better coordinate land use planning with school placement?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-------------|
| Develop a manual of site planning and architectural design standards for public facilities; including recreation buildings, fire stations, public safety, detention facilities, public utilities, libraries, schools, County administration, and public works/maintenance. | HCBOC HCC LGCC MCC SCC | Consultant HCBOE HCPWD HCPZD HCSSD HPZD LGCDD LGPWD MCDD MPWD SPDD | Short-Range |



How can we improve intergovernmental communication throughout the county?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|------------------------------------|----------------|-----------|
| Maintain ongoing communication with the Board of Education and WSA to ensure that (1) development decisions are coordinated with key service providers and that (2) key service provider needs are communicated with jurisdictions. | HCBOC HCC LGCC MCC SCC | HCBOE HCWSA | Ongoing |

How do we coordinate our planning activities with regional plans and studies?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|---------------------------------------|----------|-----------|
| Work closely with the Atlanta Regional Commission and neighboring jurisdictions on regional plans, such as the Atlanta Regional Freight Mobility Plan, Southern Regional Accessibility Study, the US Hwy 19/41 Tara Boulevard Corridor Study, and Regional Bicycle and Pedestrian Plan Update, to take advantage of their resources to help solve region-wide problems. | HCPZD HPZD LGCC MCDD SPDD | ARC | Ongoing |



7.10 City of Hampton's Implementation Strategies

How can we protect our small town character?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|----------|-------------|
| Enact community design standards or guidelines to ensure that the physical appearance of new development (or improvements to existing properties) is compatible with the character of a community, is built to a high standard, and has a pleasant appearance. The standards or guidelines provide a basis for local planning and zoning boards to evaluate proposals, and also provide guidance to developers, property owners and businesses. | HCC | HPZD | Short-Range |
| Adopt Georgia Historic Preservation Division's model design standards for infill and material changes to historic properties or districts to maintain historic integrity and significance. | HCC | HPZD | Short-Range |
| Implement the Georgia Historic Preservation Division's model ordinance requiring protection of locally designated historic properties and districts. | HCC | HPZD | Short-Range |

How can we increase our community gathering places?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|----------|-----------|
| Create pocket or neighborhood parks consisting of small open spaces throughout a community that may be publicly owned or owned/managed by nearby residents and property owners. They provide free, open access to greenspace in urban areas and contribute to protection of wildlife and landscape. They may feature the work of local artists, provide small-scale play equipment or simply provide a welcome resting place for pedestrians. | HCC | HPZD | Ongoing |



How can we redevelop major road corridors, empty strip malls, and downtown?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-------------|
| Engage in targeted corridor redevelopment using public incentives or urban redevelopment powers to encourage revitalization of problem properties, such as declining shopping centers or abandoned “big box” stores, along a commercial strip corridor. This will focus development in areas with existing infrastructure. | HCC | HPZD | Short-Range |

How can we ensure future development is served by adequate facilities and services?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-------------|
| Synchronize land use plans with a capital improvement program (CIP). The CIP is a long-term program for developing or improving public facilities (roads, water/sewer systems, sidewalks, recreational facilities, etc.) that brings predictability to the location and extent of future public facility expansions. (also see capital improvements element) | HCC | HPZD | Ongoing |
| Prepare a Long-Range Parks and Recreation Master Plan consistent with the Comprehensive Plan and Future Development Map and considering the future need for improving ISO ratings in the Village Centers and infill areas. | HCC | HPZD | Short-Range |

How can we ensure Commuter rail to Atlanta remains a viable option?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|--------------------|-----------|
| Work with GRPA to facilitate the construction of a commuter rail stop in Hampton. While the City of Hampton is not in opposition to the proposed Commuter Rail Project, there is concern about the proposed funding mechanism. The City of Hampton would prefer to see a funding proposal which would not create a financial burden on the City | GRPA | ARC HCC HPZD | Ongoing |



How can we ensure the creation of a connected trails system that would reduce traffic congestion particularly around schools?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|---------------|-------------|
| Add bicycle lanes, bicycle friendly-shoulders, or parallel multi-use paths to roadways during all widening and new construction projects for all collector and arterial streets. | HCC HPZD | GDOT HCDOT | Short-Range |
| Require a system of multi-use trail linkages through new developments. | HCC | HPZD | Short-Range |
| Create master area plans around schools, determining the location and requiring the inclusion of multi-use trails. | HCC | HPZD | Short-Range |



How can we best address the housing needs of our workers?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|-----------------------------|-------------|
| Undertake a study to determine the need for and requirements of workforce housing. | HCC | HPZD | Short-Range |
| Provide financial assistance programs for first-time homebuyers and low-to-moderate-income home buyers to encourage renters to transition to home-ownership. | HPZD | GDCA NHA USDHUD | Ongoing |
| Encourage development of special needs housing for very low-income residents, including seniors and handicapped residents, as well as for transitional housing. | HPZD | ARC GDCA NHA USHUD | Ongoing |

How can we promote infill housing within and adjacent to our downtown areas?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|----------|-------------|
| Target and promote redevelopment and infill opportunities to developers. | HPZD | HCC | Ongoing |
| Explore the possibility of providing financial or regulatory incentives for infill housing. | HCC | HPZD | Short-Range |
| Identify infill corridors and encourage development in these areas | HCC | HPZD | Ongoing |

How can we encourage the development of affordable, higher density, or cluster housing for the increasing senior population?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|----------|-------------|
| Support land use regulations that allow for development of attached or detached homes in the form of condominium ownership. | HCC | HPZD | Ongoing |
| Create design regulations that appeal to an aging population, including one-level living and/or master bedrooms on the main living level. | HCC | HPZD | Short-Range |



| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-------------|
| Develop land use regulations that allow for age-restricted communities, both for sale and for rent, including assisted living facilities and independent living apartments, condominiums or cluster homes. | HCC | HPZD | Short-Range |

How can we coordinate infrastructure improvements to guide development patterns?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-----------|
| Synchronize land use plans with a capital improvement program (CIP). The CIP is a long-term program for developing or improving public facilities (roads, water/sewer systems, sidewalks, recreational facilities, etc.) that brings predictability to the location and extent of future public facility expansions. (also see capital improvements element) | HCC | HPZD | Ongoing |

How can we ensure adequate services and facilities keep pace with development?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-----------|
| Synchronize land use plans with a capital improvement program (CIP). The CIP is a long-term program for developing or improving public facilities (roads, water/sewer systems, sidewalks, recreational facilities, etc.) that brings predictability to the location and extent of future public facility expansions. (also see capital improvements element) | HCC | HPZD | Ongoing |



7.11 City of Locust Grove's Implementation Strategies

How can ensure stricter code enforcement and stringent standards on new development?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|----------------|-------------|
| Enact community design standards or guidelines to ensure that the physical appearance of new development (or improvements to existing properties) is compatible with the character of a community, is built to a high standard, and has a pleasant appearance. The standards or guidelines provide a basis for local planning and zoning boards to evaluate proposals, and also provide guidance to developers, property owners and businesses. | LGCC | LGBD LGCCDD | Short-Range |

How can we ensure we protect our historic resources?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------------|---|-------------|
| Adopt Georgia Historic Preservation Division's model design standards for infill and material changes to historic properties or districts to maintain historic integrity and significance. | LGCC | LGCCDD | Short-Range |
| Implement the Georgia Historic Preservation Division's model ordinance requiring protection of locally designated historic properties and districts. | LGCC | LGCCDD | Short-Range |
| Consider forming a joint Historic Preservation Commission between the County and Cities. | LGCC | HCBOC LGCCDD MCC MCDD SCC SPDD | Short-Range |
| Apply for designation on the Georgia Register of Historic Places. A designation offers eligibility for incentives for preservation and rehabilitation. | Private Property Owners | LGCCDD | Ongoing |
| Apply for designation on the National Register of Historic Places. Designation offers eligibility for preservation benefits and federal funding when available. | Private Property Owners | LGCCDD | Ongoing |



How can we promote transportation alternatives to the automobile?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------------------------------|-------------|
| Adopt typical street cross sections for all urban and suburban street types that include sidewalks. | LGCC | LGCCDD | Short-Range |
| Add bicycle lanes, bicycle-friendly shoulders, or parallel multi-use paths to roadways during all widening and new construction projects for all collector and arterial streets. | LGCC | GDOT HCDOT HCTRD LGCCDD | Ongoing |
| Require sidewalks in all new developments outside of rural conservation areas. | LGCC | GDOT HCDOT HCTPD LGCCDD | Short-Range |
| Require sidewalk connections between adjacent developments, including developments of different uses. | LGCC | HCDOT HCTPD GDOT LGCCDD | Ongoing |
| Adopt construction standards for sidewalks, trails, and crosswalks. | LGCC | LGCCDD | Short-Range |
| Adopt zoning districts that allow mixed-use development in all of the commercial and industrial areas. | LGCC | LGCCDD | Short-Range |

How can we increase our employment base?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------------|-----------|
| Conduct a target industry analysis to identify market segments that can support the local economy with high-paying jobs. | LGCC | HCCC LGCCDD | Ongoing |
| Choose businesses to recruit and support. Establish a process for identifying businesses that best suit the community. This requires gaining knowledge about local assets and capabilities, as well as the desires of the community. | LGCC | HCCC LGCCDD | Ongoing |



| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|---------------|-------------|
| Conduct an inventory that tracks business needs, collecting information on local economic conditions and local business needs. | LGCC | HCCC LGCDD | Ongoing |
| Develop and implement a proactive marketing strategy to target those industries. | LGCC | HCCC LGCDD | Short-Range |
| Develop budget and additional staff to support recruiting activities. | LGCC | HCCC LGCDD | Ongoing |
| Investigate the need for expanding health care facilities in the Locust Grove area, and support this expansion if the investigation calls for it. | HCHA | HCBOC LGCC | Ongoing |

How can we promote green building?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-------------|
| Require sustainable/green design in new development. Create environmentally-sound and resource-efficient buildings by using an integrated approach to design: promoting resource conservation, energy efficiency, renewable energy, and water conservation features; reducing operation and maintenance costs; and addressing issues such as historic preservation, access to public transportation, and other community infrastructure systems. | LGCC | LGCDD | Short-Range |

How can we make sure facilities and services keep pace with development?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-----------|
| Synchronize land use plans with a capital improvement program (CIP). The CIP is a long-term program for developing or improving public facilities (roads, water/sewer systems, sidewalks, recreational facilities, etc.) that brings predictability to the location and extent of future public facility expansions. (also see capital improvements element) | LGCC | LGCDD | Ongoing |



How can we increase recreational facilities in our city?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|----------|-------------|
| Work with the Path Foundation to create a trail system in Henry County. | LGCC LGCCD | Path | Ongoing |
| Require a system of multi-use trail linkages through new developments. | LGCC | LGCCD | Short-Range |
| Create pocket or neighborhood parks consisting of small open spaces throughout a community that may be publicly owned or owned and managed by nearby residents and property owners. | LGCC | LGCCD | Ongoing |
| Create incentives for developers to link their open spaces together into a publicly-accessible open space network. | LGCC | LGCCD | Short-Range |

How can we facilitate the construction of an interconnected trail system?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|------------------------|-------------|
| Add bicycle lanes, bicycle-friendly shoulders, or parallel multi-use paths to roadways during all widening and new construction projects for all collector and arterial streets. | LGCC | GDOT HCDOT LGCCD | Ongoing |
| Require a system of multi-use trail linkages through new developments. | LGCC | LGCCD | Short-Range |
| Create master area plans around schools determining the location and requiring the inclusion of multi-use trails. | LGCC | LGCCD | Short-Range |

How can we balance the existing housing stock with executive-level housing?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|----------|-------------|
| Create regulations supporting high-quality design elements, including construction materials, landscaping, etc. | LGCC | LGCCD | Short-Range |
| Provide for large minimum house sizes in appropriate designated areas. | LGCC | LGCCD | Ongoing |
| Encourage development of higher -nd retail, restaurants, and other support facilities. | LGCC | LGCCD | Ongoing |



| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|----------|------------|
| Create higher end recreational opportunities, such as golf courses. | LGCC | LGCCDD | Long-Range |

How can we promote infill housing within and adjacent to our downtown areas?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------------|-------------|
| Utilize Georgia's legal redevelopment tools to revitalize central business districts (DCA model Code 5-5). | LGCC | LGCCDD | Short-Range |
| Amend building codes with standards more appropriate to the rehabilitation of older buildings, encouraging reinvestment in blighted areas. | LGCC | LGBD LGCCDD | Short-Range |
| Establish Tax Allocation Districts (TAD) in declining areas to provide public financing for redevelopment activities through the pledge of future incremental increase in property taxes generated by the resulting new development. | LGCC | LGCCDD | Short-Range |

How do we prevent strip commercialization of our arterials?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|--|-----------|
| Synchronize land use plans with a capital improvement program (CIP). The CIP is a long-term program for developing or improving public facilities (roads, water/sewer systems, sidewalks, recreational facilities, etc.) that brings predictability to the location and extent of future public facility expansions. (also see capital improvements element) | HCBOC HCC LGCC MCC SCC | HCPZD HCPWD HPZD LGCCDD MCDD SPDD | Ongoing |



How can we encourage high-density development adjacent to downtown and in specified activity centers?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-------------|
| Encourage creative design for higher density. By encouraging the design of higher-density developments to blend with the surrounding neighborhood, perhaps by masking the high-density aspects of the development through landscaping or architectural details. For example, multi-family housing can be designed to appear as a single-family residence from the street, or heavy landscaping can be used to hide parts of the development. | LGCC | LGCDD | Ongoing |
| Consider granting zoning density increases to private developers in exchange for the provision of specific amenities, such as public improvements, setting aside open space, or providing affordable housing. | LGCC | LGCDD | Short-Range |



7.12 City of McDonough's Implementation Strategies

How can we ensure our seniors have adequate services?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|---|-----------|
| Synchronize land use plans with a capital improvement program (CIP). The CIP is a long-term program for developing or improving public facilities (roads, water/sewer systems, sidewalks, recreational facilities, etc.) that brings predictability to the location and extent of future public facility expansions. (also see capital improvements element) | HCBOC HCC LGCC MCC SCC | HCPZD HCPWD HPZD LGCCD MCDD SPDD | Ongoing |

How can we preserve and promote our historic town square?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|------------------------------------|---|-----------|
| Synchronize land use plans with a capital improvement program (CIP). The CIP is a long-term program for developing or improving public facilities (roads, water/sewer systems, sidewalks, recreational facilities, etc.) that brings predictability to the location and extent of future public facility expansions. (also see capital improvements element) | HCBOC HCC LGCC MCC SCC | HCPZD HCPWD HPZD LGCCD MCDD SPDD | Ongoing |

How can we promote our historic resources as tourist destinations?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-----------|
| Continue to promote historic downtown McDonough as a tourist destination within and outside of the region. | MCC MSM | MCDD | Ongoing |



How can we preserve our scenic rural areas?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|--------------|-------------|
| Create an inventory of scenic views and scenic routes by surveying the city. | MCC | MCDD | Short-Range |
| Adopt DCA Model Code 4-1, encouraging preservation of agricultural operations and reducing conflicts between agricultural and non-agricultural land uses. | MCC | MCDD | Short-Range |
| Adopt DCA Model Code 4-3, requiring new non-agricultural development adjacent to designated agricultural land to provide an agricultural buffer to minimize future potential conflicts between them. | MCC | MCDD | Short-Range |
| Utilize a conservation subdivision ordinance to preserve views. | MCC | MCDD | Short-Range |
| Purchase of development rights or “fee simple” purchase of land in order to permanently protect natural resources, open space or farmland. | MCC | MCDD MPRD | Ongoing |
| Study the possibility of implementing a Transfer of Development Rights (TDR) program in which development is focused in desirable growth areas. | MCC | MCDD | Short-Range |

How can we ensure adequate facilities and services keep pace with development?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-----------|
| Synchronize land use plans with a capital improvement program (CIP). The CIP is a long-term program for developing or improving public facilities (roads, water/sewer systems, sidewalks, recreational facilities, etc.) that brings predictability to the location and extent of future public facility expansions. (also see capital improvements element) | MCC | MCDD | Ongoing |



How can we increase street connectivity and mobility?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-------------|
| Adopt a street connectivity ordinance that establishes minimum block sizes or lengths, requires stub streets, connections between developments, and establishes limits on dead-end streets. | MCC | MCDD | Short-Range |
| Adopt a Conceptual Corridor Master Plan to identify where new greenways and collector and arterial streets are planned. Adopt the Plan with a process for working with developers during the concept stage to set aside, preserve, donate, or sell the right-of-way to the planned routes. | MCC | MCDD | Long-Range |
| Make use of, and follow the recommendations found in the City's Livable Center Initiative (LCI) study regarding the strengthening of the network of streets and paths. | MCC | MCDD | Ongoing |

How can we provide transportation alternatives through the creation of pedestrian and bicycle trails?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|-----------------------|-------------|
| Work with the Path Foundation to create a trail system in Henry County. | MCC MCDD | Path | Ongoing |
| Require a system of multi-use trail linkages through new developments. | MCC | MCDD | Short-Range |
| Add bicycle lanes, bicycle friendly-shoulders, or parallel multi-use paths to roadways during all widening and new construction projects for all collector and arterial streets. | MCC | GDOT HCDOT MCDD | Ongoing |
| Make use of and follow the recommendations found in the city's Livable Center Initiative (LCI) study regarding the expansion of mobility options for pedestrians and bicyclists. | MCC | MCDD HCDOT GDOT | Ongoing |



How can we reduce truck traffic downtown?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|---------------|-----------|
| Work with the Georgia Department of Transportation to establish truck bypasses around congested downtown areas. | MCC MCDD | GDOT HCDOT | Ongoing |

How can increase we workforce housing through the construction of more affordable housing units?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|-----------------------------|---------------------------|
| Adopt inclusive land use regulations requiring developers to include a certain percentage of affordable homes in a market-rate home development. | MCC | MCDD | Short-Range |
| Develop land use regulations that allow for moderately priced attached or detached houses. | MCC | MCDD | Short-Range |
| Provide financial assistance programs for first-time homebuyers and low-to-moderate-income home buyers | MCDD | GDCA NHA USDHUD | Ongoing |
| Encourage development of special needs housing for very low-income residents, including seniors and handicapped residents, as well as for transitional housing. | MCDD | ARC GDCA NHA USHUD | Ongoing |
| Consider granting zoning density increases to private developers in exchange for the provision of specific amenities, such as public improvements, setting aside open space, or providing affordable housing. | MCC | MCDD | Short-Range Long-Range |
| Adopt inclusive land use regulations requiring developers to include a certain percentage of affordable homes in a market-rate home development. | MCC | MCDD | Short-Range |



How can we promote infill housing in and near our downtown area?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|-------------|-------------|
| Utilize Georgia's legal redevelopment tools to revitalize central business districts (DCA model Code 5-5). | MCC | MCDD | Ongoing |
| Amend building codes with standards more appropriate to the rehabilitation of older buildings, encouraging reinvestment in blighted areas. | MCC | MBD MCDD | Short-Range |
| Establish Tax Allocation Districts (TAD) in declining areas to provide public financing for redevelopment activities through the pledge of future incremental increase in property taxes generated by the resulting new development. | MCC | MCDD | Short-Range |

How can we diversify our housing stock to provide options for higher income levels?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|----------|-------------|
| Create regulations supporting high-quality design elements, including construction materials, landscaping, etc. | MCC | MCDD | Short-Range |
| Provide for large minimum house sizes in appropriate designated areas | MCC | MCDD | Short-Range |
| Encourage development of higher-end retail, restaurants, and other support facilities | MCC | MCDD | Ongoing |
| Create higher-end recreational opportunities, such as golf courses. | MCC | MCDD | Ongoing |
| Create regulations supporting high-quality design elements, including construction materials, landscaping, etc. | MCC | MCDD | Short-Range |



How can we promote gateway corridors into the downtown area?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|--------------|
| Create and adopt a gateway corridor overlay district establishing design regulations for lighting, landscaping, and architecture along designated corridors leading into downtown. | MCC | MCDD | Short- Range |

How can we promote high-density residential development?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-------------|
| Encourage creative design for higher density. By encouraging the design of higher-density developments to blend with the surrounding neighborhood, perhaps by masking the high-density aspects of the development through landscaping or architectural details. For example, multi-family housing can be designed to appear as a single-family residence from the street, or heavy landscaping can be used to hide parts of the development. | MCC | MCDD | Short-Range |
| Grant zoning density increases to private developers in exchange for the provision of specific amenities, such as public improvements, setting aside open space, or providing affordable housing. | MCC | MCDD | Short-Range |

How can we increase connectivity through a city-wide and county-wide trail system?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|-----------------------|-------------|
| Work with the Path Foundation to create a trail system in Henry County. | MCC | Path | Ongoing |
| Require a system of multi-use trail linkages through new developments. | MCC | MCDD | Short-Range |
| Add bicycle lanes, bicycle-friendly shoulders, or parallel multi-use paths to roadways during all widening and new construction projects for all collector and arterial streets. | MCC | GDOT HCDOT MCDD | Ongoing |



7.13 City of Stockbridge's Implementation Strategies

How can we preserve our older existing neighborhoods?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------------|--|-------------|
| Synchronize land use plans with a capital improvement program (CIP). The CIP is a long-term program for developing or improving public facilities (roads, water/sewer systems, sidewalks, recreational facilities, etc.) that brings predictability to the location and extent of future public facility expansions. (also see capital improvements element) | SCC | SPDD | Ongoing |
| Regularly update the county's inventory of existing historic buildings, including architectural descriptions, age, history, setting and location in the community. | SCC | SPDD | Ongoing |
| Apply for designation on the Georgia Register of Historic Places. A designation offers eligibility for incentives for preservation and rehabilitation. | Private Property Owners | SPDD | Ongoing |
| Apply for designation on the National Register of Historic Places. Designation offers eligibility for preservation benefits and federal funding when available. | Private Property Owners | SPDD | Ongoing |
| Adopt Georgia Historic Preservation Division's model design standards for infill and material changes to historic properties or districts to maintain historic integrity and significance. | SCC | SPDD | Short-Range |
| Implement the Georgia Historic Preservation Division's model ordinance requiring protection of locally designated historic properties and districts. | SCC | SPDD | Short-Range |
| Consider forming a joint Historic Preservation Commission between the County and the cities. | SCC | HCBOC HCC LGCC MCC SCC SPDD | Short-Range |
| Through "fee simple" purchase of land in order to permanently protect historical resources. | SCC | SPDD SPRD | Ongoing |



How can we see higher-quality development within the city?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-------------|
| Enact community design standards or guidelines to ensure that the physical appearance of new development (or improvements to existing properties) is compatible with the character of a community, is built to a high standard, and has a pleasant appearance. The standards or guidelines provide a basis for local planning and zoning boards to evaluate proposals and also provide guidance to developers, property owners and businesses. | SCC | SPDD | Short-Range |

How can we see downtown redeveloped in a consistent and aesthetically pleasing way?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|----------|-------------|
| Adopt Georgia Historic Preservation Division's model design standards for infill and material changes to historic properties or districts to maintain historic integrity and significance. | SCC | SPDD | Short-Range |
| Implement the Georgia Historic Preservation Division's model ordinance requiring protection of locally designated historic properties and districts. | SCC | SPDD | Short-Range |
| Enact community design standards or guidelines to ensure that the physical appearance of new development (or improvements to existing properties) is compatible with the character of a community, is built to a high standard, and has a pleasant appearance. The standards or guidelines provide a basis for local planning and zoning boards to evaluate proposals, and also provide guidance to developers, property owners and businesses. | SCC | SPDD | Short-Range |



How can we ensure adequate facilities and services keep pace with development?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-----------|
| Synchronize land use plans with a capital improvement program (CIP). The CIP is a long-term program for developing or improving public facilities (roads, water/sewer systems, sidewalks, recreational facilities, etc.) that brings predictability to the location and extent of future public facility expansions. (also see capital improvements element) | SCC | SPDD | Ongoing |

How can we increase street connectivity and mobility?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-------------|
| Adopt a street connectivity ordinance that establishes minimum block sizes or lengths, requires stub streets, connections between developments, and establishes limits on dead end streets. | SCC | SPDD | Short-Range |
| Adopt a Conceptual Corridor Master Plan to identify where new greenways and collector and arterial streets are planned. Adopt the Plan with a process for working with developers during the concept stage to set aside, preserve, donate, or sell the right-of-way to the planned routes. | SCC | SPDD | Long-Range |

How can we provide transportation alternatives through the creation of pedestrian and bicycle trails?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|-----------------------|-------------|
| Work with the Path Foundation to create a trail system in Henry County. | SCC SPDD | Path | Short-Range |
| Require a system of multi-use trail linkages through new developments. | SCC | SPDD | Short-Range |
| Add bicycle lanes, bicycle friendly-shoulders, or parallel multi-use paths to roadways during all widening and new construction projects for all collector and arterial streets. | MCC | GDOT HCDOT MCDD | Ongoing |
| Work with the Path Foundation to create a trail system in Henry County. | MCC MCDD | Path | Ongoing |



How can we encourage the development of affordable, higher density, or cluster housing for the increasing senior population?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|-------------|
| Develop land use regulations that allow for development of attached or detached homes in the form of condominium ownership. | SCC | SPDD | Short-Range |
| Create design regulations that appeal to an aging population, including one-level living and/or master bedrooms on the main living level. | SCC | SPDD | Short-Range |
| Develop land use regulations that allow for age-restricted communities, both for sale and for rent, including assisted living facilities and independent living apartments, condominiums or cluster homes. | SCC | SPDD | Short-Range |

How can we promote infill housing in and near or downtown areas?

| Description/Action | Responsible Party | Partners | Timeframe |
|--|-------------------|----------|--------------|
| Utilize Georgia's legal redevelopment tools to revitalize central business districts (DCA model Code 5-5). | SCC | SPDD | Short- Range |
| Amend building codes with standards more appropriate to the rehabilitation of older buildings, encouraging reinvestment in blighted areas. | SCC | SPDD | Short-Range |
| Establish Tax Allocation Districts (TAD) in declining areas to provide public financing for redevelopment activities through the pledge of future incremental increase in property taxes generated by the resulting new development. | SCC | SPDD | Short-Range |

How can we promote nodal commercial development as opposed to strip commercial?

| Description/Action | Responsible Party | Partners | Timeframe |
|---|-------------------|----------|-----------|
| Through zoning changes, encourage mixed-use development, villages, and crossroads communities around major intersections. | SCC | SPDD | Ongoing |





8. 2007 Short Term Work Programs - Henry County and the Cities of Hampton, Locust Grove, McDonough, and Stockbridge

8.1 Henry County Short Term Work Program

| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|---|------|------|------|------|------|---------------------------------------|---------------|---|
| Community Facilities | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| LIBRARIES | | | | | | | | | |
| 1) | Fairview Library (10,000-15,000 square feet facility), including Design. | ✓ | | | | | Board of Commissioners, Library Board | \$2,000,000 | SPLOST II |
| 2) | McDonough Library renovation/ addition (9,000 SF) | ✓ | ✓ | | | | Library Board | \$1,400,000 | State Capital Outlay Grant, Library Board |
| 3) | Eagles Landing Library | ✓ | ✓ | | ✓ | ✓ | BOC, Library Board | \$2,000,000 | Undetermined |
| FIRE DEPARTMENT | | | | | | | | | |
| 4) | Public Safety Building (Bureau of Police Services and Fire Department Headquarters) | ✓ | | | | | Board of Commissioners | \$6,500,000 | Impact Fees |
| 5) | Construct New Fire Station at South Mt. Carmel | ✓ | ✓ | ✓ | ✓ | | Henry County Fire Department | \$1,200,000 | SPLOST or Impact Fees |
| 6) | Pumper for South Mt. Carmel | | | ✓ | | | Henry County Fire Department | \$450,000 | SPLOST or Impact Fees |
| 7) | Ladder Truck for South Mt. Carmel | | | ✓ | | | Henry County Fire Department | \$900,000 | SPLOST or Impact Fees |
| 8) | Ambulance for Mt. Carmel Station | | | ✓ | | | Henry County Fire Department | \$190,000 | SPLOST or Impact Fees |
| 9) | Construct New Fire Station at Hampton Locust Grove Road and Strickland Road | ✓ | ✓ | ✓ | ✓ | | Henry County Fire Department | \$1,200,000 | SPLOST or Impact Fees |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|---|------|------|------|------|------|------------------------------|---------------------|-----------------------|
| Community Facilities | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 10) | Pumper for Station at Hampton Locust Grove Road and Strickland Road | | | ✓ | | | | \$450,000 | SPLOST or Impact Fees |
| 11) | Ladder Truck for Station at Hampton Locust Grove Road and Strickland Road | | | ✓ | | | | \$900,000 | SPLOST or Impact Fees |
| 12) | Ambulance for Station at Hampton Locust Grove Road and Strickland Road | | | ✓ | | | | \$190,000 | SPLOST or Impact Fees |
| 13) | Rescue 6 Ambulance Replacement | ✓ | | | | ✓ | Henry County Fire Department | \$190,000 | General funds |
| 14) | Rescue 8 Ambulance Replacement | ✓ | | | | ✓ | Henry County Fire Department | \$190,000 | General funds |
| 15) | Rescue 9 Ambulance Replacement | ✓ | | | | ✓ | Henry County Fire Department | \$190,000 | General funds |
| 16) | Rescue 10 Ambulance Replacement | ✓ | | | | ✓ | Henry County Fire Department | \$190,000 each year | General funds |
| 17) | Rescue 1 Ambulance Replacement | | | | ✓ | | Henry County Fire Department | \$190,000 | General funds |
| 18) | Rescue 2 Ambulance Replacement | | | | ✓ | | Henry County Fire Department | \$190,000 | General funds |
| 19) | Rescue 5 Ambulance Replacement | | | | ✓ | | Henry County Fire Department | \$190,000 | General funds |
| 20) | Rescue 7 Ambulance Replacement | | | | ✓ | | Henry County Fire Department | \$190,000 | General funds |
| 21) | Rescue 13 Ambulance Replacement | | | | ✓ | | Henry County Fire Department | \$190,000 | General funds |
| 22) | Rescue 6 Ambulance Replacement | | | | ✓ | ✓ | Henry County Fire Department | \$190,000 | General funds |
| 23) | Rescue 8 Ambulance Replacement | | | | ✓ | ✓ | Henry County Fire Department | \$190,000 | General funds |
| 24) | Training Facility: Burn building, and Training offices | | | ✓ | | | Henry County Fire Department | \$20,000,000 | SPLOST |
| 25) | Add ambulance at Kellytown Station 13 | ✓ | | | | | Henry County Fire Department | \$140,000 | General funds, |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|--|------|------|------|------|------|------------------------------|---------------|----------------|
| Community Facilities | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 26) | Replacement Fire Station for Station #2 (Locust Grove) | | | ✓ | | | Henry County Fire Department | \$1,200,000 | SPLOST |
| 27) | Fire ladder Truck for Station #2 | | | | | | Henry County Fire Department | \$900,000 | SPLOST |
| 28) | Fire ladder Truck for Station #9 | | | | | | Henry County Fire Department | \$900,000 | SPLOST |
| 29) | Replacement Fire Station for #8 (Flippen Road) | ✓ | ✓ | ✓ | | | Henry County Fire Department | \$1,200,000 | SPLOST |
| 30) | Replacement Fire Station for #9 (Downtown Stockbridge) | ✓ | ✓ | ✓ | | | Henry County Fire Department | \$1,200,000 | SPLOST |
| 31) | E-2 Freightliner | ✓ | | | | | Henry County Fire Department | \$450,000 | |
| 32) | E-3 E-One American Eagle | ✓ | | | | | Henry County Fire Department | \$450,000 | |
| 33) | E-4 Freightliner | ✓ | | | | | Henry County Fire Department | \$450,000 | |
| 34) | E-7 Freightliner | ✓ | | | | | Henry County Fire Department | \$450,000 | |
| 35) | Q-5 Ferrara Ladder | | | | | ✓ | Henry County Fire Department | \$632,500 | |
| 36) | E-9 Pierce Enforcer | | | | ✓ | | Henry County Fire Department | \$474,880 | |
| 37) | E-11 Pierce Saber | | | | ✓ | | Henry County Fire Department | \$474,880 | |
| 38) | Sq-10 Pierce Rescue Truck | | | | ✓ | | Henry County Fire Department | \$500,320 | |
| 39) | Sq-1b F-450 Rescue | | | ✓ | | | Henry County Fire Department | \$460,000 | |
| 40) | Haz-Mat International Truck | | | | | ✓ | Henry County Fire Department | \$85,000 | |
| 41) | Trench International Panel Truck | | | | ✓ | | Henry County Fire Department | \$85,000 | |
| 42) | Ladder 3b 100' Platform Ladder | | | | ✓ | | Henry County Fire Department | \$900,000 | |
| 43) | Brush 12 Chevy 2500 4x4 Brush | | | | ✓ | | Henry County Fire Department | \$75,000 | |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|---|------|------|------|------|------|---|---------------|-----------------------|
| Community Facilities | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 44) | Batt 1&2 Ford Expeditions | | | | | ✓ | Henry County Fire Department | \$90,000 | |
| 45) | Car 1&2 Crown Vic | ✓ | | | | | Henry County Fire Department | \$80,000 | |
| 46) | Utility Chevy 2500 Utility | | | | ✓ | | Henry County Fire Department | \$32,000 | |
| 47) | Dually f-320 2dr | | | ✓ | | | Henry County Fire Department | \$45,000 | |
| 48) | Dive Truck and Boat | | | | ✓ | | Henry County Fire Department | \$90,000 | |
| 49) | 103 Crown Vic | | | ✓ | | | Henry County Fire Department | \$35,000 | |
| 50) | 110 Crown Vic | | ✓ | | | | Henry County Fire Department | \$35,000 | |
| 51) | Timberidge Fire Station #13 (Kellytown) | ✓ | | | | | Henry County Fire Department | \$912,750 | SPLOST Funds |
| 52) | Timberidge Fire Pumper truck (Kellytown) | ✓ | | | | | Henry County Fire Department | \$300,000 | SPLOST Funds |
| 53) | Fire Department Administration Building: New Location or Expansion | ✓ | | | | | Henry County Fire Department | \$2,000,000 | Impact fees |
| 54) | Replace Rescue Truck at Station 1 | ✓ | | | | | Henry County Fire Department | \$500,000 | Federal funds |
| PARKS | | | | | | | | | |
| 55) | Master Parks and Recreation Plan | ✓ | ✓ | | | | Parks and Recreation | \$40,000 | Impact Fees |
| 56) | Windy Hill Park renovations: outdoor storage, lighting, renovation, Paint ball facility added | ✓ | | | | | Henry County Board of Commissioners, Parks and Recreation | \$400,000 | General funds, SPLOST |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|--|------|------|------|------|------|--|---------------|--------------------------------------|
| Community Facilities | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 57) | Hidden Valley Park: construction of, walking trails, bike paths, soccer field, pavilion; add recreation center, land acquisition, tennis courts and skateboard park | ✓ | | | | | Henry County Board of Commissioners, Parks and Recreation | \$702,600 | General funds, SPLOST |
| 58) | J.P. Moseley Park-Walking Trails, land acquisition, football fields, concession/restroom facility, central playground, two pavilions, two tennis courts with lights and Activity Building | ✓ | ✓ | | | | Henry County Board of Commissioners, Parks and Recreation | \$5,000,000 | General funds, SPLOST Impact fees |
| 59) | Big Springs Park-New Restrooms and replace Concession | ✓ | | | | | Parks and Recreation | \$60,000 | SPLOST |
| 60) | Warren Holder Park-Pavilion, Playground, Park Sign, Two (2) Football Concession/Restroom Buildings, Soccer Practice Area; Renovate existing Football Field into two girls softball fields and additional parking | ✓ | ✓ | | | | Parks and Recreation | \$889,495 | General funds, SPLOST |
| 61) | Community Center-Family and Youth Center | ✓ | ✓ | | | | Henry County Board of Commissioners, SPLOST | \$5,000,000 | SPLOST/ Impact Fees |
| 62) | Senior Citizen(s) Center-to serve Locust Grove and Hampton Area | ✓ | ✓ | | | | Henry County Board of Commissioners, SPLOST, Senior Services | \$2,000,000 | SPLOST, CDBG funds |



| Henry County Short Term Work Program | | | | | | | | | |
|---|---|------|------|------|------|------|---|---------------|--------------------------------------|
| Community Facilities | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 63) | Nash Farm Battlefield land acquisition | ✓ | ✓ | | | | Parks and Recreation | tbd | General and Grant funds |
| 64) | North Ola Park-Includes renovating ball field pole and place all wiring underground, irrigating three (3) ball fields, pavilion and paving/walking trails | ✓ | ✓ | | | | Parks and Recreation | \$305,000 | SPLOST, General Funds |
| STORMWATER | | | | | | | | | |
| 65) | Floodplains Mapping – Existing and Future | | ✓ | ✓ | ✓ | ✓ | Henry County Stormwater Department and Cities | \$1,000,000 | Stormwater Utility and General Funds |
| 66) | Stormwater Monitoring Program | | ✓ | ✓ | ✓ | ✓ | Henry County Stormwater Department and Cities | \$300,000 | Stormwater Utility and General Funds |
| 67) | Stormwater Management Plan Implementation | ✓ | ✓ | | | | Henry County Board of Commissioners | 12,250,000 | General Funds/Utility Fee |
| MISCELLANEOUS COMMUNITY FACILITIES | | | | | | | | | |
| 68) | Court Annex Building | ✓ | ✓ | | | | Henry County Board of Commissioners, SPLOST | \$9,340,124 | General funds, SPLOST |
| 69) | Planning & Development Facility (Building Inspections, Development Plan Review) | ✓ | ✓ | | | | Board of Commissioners | \$200,000 | General Funds |
| 70) | Senior Citizen Therapeutic Pool (Heritage Senior Center) | ✓ | | | | | Board of Commissioners, City of McDonough | \$400,000 | SPLOST |
| 71) | TAD feasibility study | | ✓ | | | | Henry County Board of Commissioners | tbd | General Funds |



Henry County Short Term Work Program

Community Facilities

| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
|------|---|------|------|------|------|------|-------------------------------------|---------------|---|
| 72) | Study the use of Transfer of Development Rights | | ✓ | | | | Henry County Board of Commissioners | tbd | General Funds |
| 73) | Corrections Facility | ✓ | ✓ | | | | Henry County Board of Commissioners | \$16,500,000 | Impact Fees General Funds Jail Construction and Staffing Fees |

Henry County Short Term Work Program

Transportation

| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
|------|--|------|------|------|------|------|--------------------------|---------------|---|
| 74) | Adopt a street connectivity ordinance that establishes minimum blocks sizes or lengths, requires stub streets, connections between developments, and establishes limits on dead end streets. | ✓ | | | | | Henry County | tbd | General Funds |
| 75) | SR 20/81 E-W One-Way pair system Highland to Lemon Street | ✓ | ✓ | ✓ | | | GADOT, City of McDonough | \$14,124,000 | Federal STP funds, general funds, GDOT(state) |
| 76) | Jodeco Road Park and Ride Lot expansion (Actually started in 1999) | ✓ | ✓ | ✓ | | | GADOT, | unknown | GDOT/GTRA Revenue Bonds |
| 77) | (HE-110) Campground Road Ext. from Brannan to Meadowbrook (from east of intersection with US 23 to Jodeco Road near intersection with Oak Grove Road) | ✓ | ✓ | ✓ | ✓ | | SPLOST | \$18,000,000 | Local Funds/SPLOST |
| 78) | (HE-920A) Jonesboro Rd widening, I-75 to Southern RR in McDonough (2-4 divided median) | ✓ | ✓ | | | | GADOT | \$12,900,000 | GDOT |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|---|------|------|------|------|------|-------------------|---------------|-------------------------------|
| Transportation | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 79) | (HE-128) SR 155 at Little Cotton Indian Creek; bridge replacement | ✓ | ✓ | ✓ | ✓ | | GADOT, | \$1,723,000 | GDOT |
| 80) | (HE-132B) Eagles Landing Widening (Eagles Point Pkwy to US23) | | | ✓ | ✓ | | SPLOST | \$17,013,800 | Local Funds/SPLOST, GRТА, ARC |
| 81) | (HE-AR 216)Jodeco Road/ I-75 interchange reconstruction | ✓ | ✓ | ✓ | ✓ | ✓ | GADOT | \$36,658,000 | GARVEE BONDS |
| 82) | (HE- 103B) East Lake Road Extension: (Phase II) Springdale Road to SR 155 (2.1 mi) | ✓ | ✓ | ✓ | ✓ | | GRТА, SPLOST | \$7,007,000 | State Bonds |
| 83) | SR 81 at Lake Dow Road: intersection improvements | ✓ | ✓ | ✓ | ✓ | | GADOT, | \$860,000 | GDOT, Federal |
| 84) | (HE 132A) Hudson Bridge Road from I-75 to Jodeco Road and turn lanes, widening, and signals | ✓ | ✓ | ✓ | ✓ | | SPLOST | \$4,000,000 | SPLOST |
| 85) | Mount Carmel and South Mount Carmel Road: turning lanes and traffic signal | | | | | ✓ | Private | Undetermined | Private Funds |
| 86) | (HE 128) SR 155 and Miller's Mill Road: intersection improvements | ✓ | ✓ | ✓ | ✓ | | GDOT | \$5,000,000 | GDOT |
| 87) | (HE 145)SR 138 and Miller's Mill Road: turning lanes and traffic signal | ✓ | ✓ | ✓ | ✓ | | GDOT | \$5,000,000 | GDOT |
| 88) | SR 155 at Fairview Road: turning lanes and traffic signal | ✓ | ✓ | ✓ | | | GDOT | \$1,200,000 | GDOT, SPLOST |
| 89) | (HE 147) Fairview Road and Thurman Road: turning lanes and traffic signal | ✓ | ✓ | | | | SPLOST | \$1,500,000 | GDOT, SPLOST |
| 90) | Luella Road and FROG RD. (dirt road paving) | ✓ | ✓ | | | | SPLOST | \$2,400,000 | SPLOST |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|---|------|------|------|------|------|-------------------|---------------|---------------------------------------|
| Transportation | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 91) | (HE 144)Old Conyers Road and Flat Rock Road intersection improvements | ✓ | ✓ | | | | GDOT, SPLOST | \$1,600,000 | GDOT, general funds, SPLOST |
| 92) | (AR 118c)Keys Ferry and SR 81: traffic signals, Intersection Improvement | ✓ | ✓ | ✓ | | | SPLOST GDOT | \$1,500,000 | SPLOST, GDOT |
| 93) | New Hope and SR 81: Intersection improvements | ✓ | | | | | SPLOST | \$1,300,000 | GADOT |
| 94) | (AR 118b) Racetrack and SR 81: traffic signals | | | ✓ | | | GADOT | \$500,000 | GADOT, |
| 95) | Speer Road and Walt Stephens: traffic signals | ✓ | | | | | SPLOST | \$1,600,000 | SPLOST |
| 96) | Colvin Drive: paving 2.0 miles | ✓ | | | | | SPLOST | \$3,000,000 | SPLOST |
| 97) | Replace Shuttle Buses with lifts | ✓ | ✓ | | | | Henry Transit | \$158,000 | GDOT (TRANSIT FOR ELDERLY / DISABLED) |
| 98) | Henry Transit: Capital for Elderly and Persons with Disabilities Program | ✓ | | | | | Henry Transit | \$358,000 | DHR Funds |
| 99) | (HE 165A) Patrick Henry Parkway Phase I & II: two lanes To Eagles Landing Parkway | ✓ | ✓ | | | | SPLOST | \$8,300,000 | SPLOST, GRТА |
| 100) | (HE-165B) Patrick Henry Parkway Phase III: From JODECO ROAD to Eagles Landing Parkway increased to four lanes | ✓ | ✓ | ✓ | ✓ | ✓ | Henry County | \$9,430,000 | SPLOST, LOCAL FUNDING |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|--|------|------|------|------|------|--|---------------|---|
| Transportation | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 101) | Replace Shuttle Buses with lifts | ✓ | | | | | Henry Transit | \$210,000 | DOT 5311 fund and County General funds (GDOT) |
| 102) | Transit Services: Operating Expenses | ✓ | | | | | Henry Transit | \$257,749 | DOT 5311 Transit Funds, General Funds |
| 103) | Transit Services: Administrative Expenses combine as one project transit services operating expenses; assistance; administrative costs, maintenance repair, vehicle repair | ✓ | | | | | Henry Transit | \$871,164 | 5311 Transit Funds, County Funds |
| 104) | Comprehensive Transportation Plan | ✓ | | | | | Board of Commissioners, and Public Works, Transportation Planning CITIES OF LOCUST GROVE, HAMPTON, STOCKBRIDGE, AND MCDONOUGH | \$1,600,000 | General Funds |
| 105) | Transportation Impact Fee Study | ✓ | ✓ | | | | Board of Commissioners, Public Works, Transportation Planning Management | \$58,000 | General Funds |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|---|------|------|------|------|------|--|---------------|---|
| Transportation | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 106) | Fairview Road Corridor between Cook and Clark RD for preservation of right-of-way study | ✓ | | | | | HCDOT | \$20,500 | General Funds |
| 107) | Transit Feasibility Study | ✓ | | | | ✓ | Board of Commissioners, and Economic Development, Transportation Planning Management | \$2,792,639 | FTA 5307 Urbanized Area Formula Program HENRY COUNTY |
| 108) | Hwy. 20 (Hampton-McDonough Road) LCI Corridor Study | ✓ | | | | | BOC, Planning and Zoning | \$100,000 | ARC |
| 109) | Peeksville @ S.R. 42/23: Intersection and Signalization | ✓ | ✓ | | | | SPLOST | \$1,200,000 | SPLOST |
| 110) | S.R. 81 East @ Bethany: Intersection and Signalization | | | | ✓ | | SPLOST | \$1,200,000 | GDOT and Local Funds |
| 111) | Panola @ S.R. 155: Intersection and Signalization | ✓ | ✓ | ✓ | | | SPLOST | \$1,000,000 | SPLOST |
| 112) | E. Atlanta @ Thurman: Intersection and Signalization | ✓ | ✓ | ✓ | ✓ | | HCDOT, SPLOST | \$1,500,000 | HCDOT, SPLOST |
| 113) | E. Atlanta/Mays/Stagecoach: Intersection and Signalization | ✓ | ✓ | ✓ | ✓ | | SPLOST | \$1,500,000 | SPLOST |
| 114) | S.R. 81 East/Mt. Bethel/Wynn: Intersection and Signalization | | | | ✓ | | HCDOT, SPLOST | \$1,500,000 | SPLOST, HCDOT |
| 115) | S.R. 20/Lawrenceville Street: Intersection and Signalization | | | | ✓ | | SPLOST | \$570,000 | SPLOST |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|--|------|------|------|------|------|-------------------|---------------|--------------------|
| Transportation | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 116) | S.R. 138 @ Flat Rock: Intersection and Signalization | | ✓ | | | | GDOT | \$42,000 | GDOT |
| 117) | Jodeco @ Noah's Ark: Intersection and Signalization | ✓ | | | | | SPLOST | \$860,000 | SPLOST |
| 118) | Harris Dr. @ S.R. 42/23: Intersection and Signalization | ✓ | ✓ | ✓ | ✓ | | GDOT | \$600,000 | GDOT, Federal |
| 119) | Jodeco @ Oak Grove: Intersection and Signalization | | | | ✓ | | SPLOST | \$400,000 | SPLOST |
| 120) | Jodeco @ Black Hall Road: Intersection and Signalization | | | | ✓ | | HCDOT | \$1,300,000 | HCDOT, SPLOST |
| 121) | Bridge-Rock Quarry-over RR | | | | ✓ | | SPLOST | \$3,983,000 | SPLOST |
| 122) | Extend-Rock Quarry-42 to Old Conyers Rd. | | | | ✓ | | SPLOST | \$3,126,000 | SPLOST |
| 123) | Extend-McDonough Parkway-SR 42 to Micah Dr. | ✓ | ✓ | ✓ | | | SPLOST | \$5,000,000 | GDOT, GRТА, SPLOST |
| 124) | Extend-Airline Road from Old Jackson/SR 81 | | | | ✓ | | SPLOST | \$1,500,000 | SPLOST |
| 125) | Extend: Davis Dr-SR 42 and Valley Hill | | | | ✓ | | SPLOST | \$1,591,000 | SPLOST |
| 126) | South Ola-Peeksville to Singley: Dirt Road Construction | | ✓ | | | | SPLOST | \$3,400,000 | SPLOST |
| 127) | Colvin-Davis Lake/Bethany/Harris/Leguina: Dirt Road Construction | | ✓ | | | | HCDOT | \$1,850,000 | SPLOST |
| 128) | Twin Oaks/Carl Parker to Babbs Mill: Dirt Road Construction | | ✓ | | | | SPLOST | \$2,200,000 | SPLOST |
| 129) | Rocky Creek to Hampton/Locust Grove to end: Dirt Road Construction | | ✓ | | | | SPLOST | \$3,700,000 | SPLOST |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|--|------|------|------|------|------|-------------------|---------------|----------------|
| Transportation | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 130) | Farmer-Jonesboro to North Mt. Carmel: Dirt Road paving | | ✓ | | | | SPLOST | \$370,000 | SPLOST |
| 131) | Amah Lee-Old SR 3 to end: Dirt Road paving | | | | ✓ | | HCDOT, private | \$230,000 | HCDOT, Private |
| 132) | Greenwood-SR 20 to SR 81 West: Dirt Road Construction | | ✓ | | | | Unknown | \$500,000 | SPLOST |
| 133) | Fields-So. Mt. Carmel to Chambers: Dirt Road Construction | | ✓ | | | | SPLOST | \$670,000 | SPLOST |
| 134) | Nail-to Oakland to SR 81 West: Dirt Road Construction | ✓ | ✓ | | | | SPLOST | \$1,530,000 | SPLOST |
| 135) | Floyd-EOP to Spalding County: Dirt Road Construction | | | | ✓ | | SPLOST | \$500,000 | SPLOST |
| 136) | Jones Rd.-Mt. Carmel to SR 81: Dirt Road Construction | | | | ✓ | | SPLOST | \$1,600,000 | SPLOST |
| 137) | Old Atlanta-EOP to South of Valley Hill | | | | ✓ | | SPLOST | \$400,000 | SPLOST |
| 138) | Sorrow-SR 155 to East Mays: Dirt Road Construction | ✓ | ✓ | | | | SPLOST | \$1,800,000 | SPLOST |
| 139) | Moseley-Reagan to Moseley: Dirt Road Construction | | ✓ | | | | SPLOST | Undetermined | SPLOST |
| 140) | N Moseley-SR 138 to Hemphill: Dirt Road Construction | | ✓ | | | | SPLOST | \$3,800,000 | SPLOST |
| 141) | South Bridges-Mt. Carmel & Kelly to EOP: Dirt Road Construction | | | | ✓ | | SPLOST | \$1,100,000 | SPLOST |
| 142) | Turner Church-End of Pavement (EOP) to N Ola: Dirt Road Construction | ✓ | ✓ | | | | SPLOST | \$2,000,000 | SPLOST |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|--|------|------|------|------|------|--------------------------------------|---------------|---------------------------|
| Transportation | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 143) | Turner Church- End Of Pavement (EOP) to Carter: Dirt Road Construction | ✓ | ✓ | | | | SPLOST | \$1,500,000 | SPLOST |
| 144) | Elliott-East Lake to Crumbley: Dirt Road Construction | | | | ✓ | | SPLOST | \$1,100,000 | SPLOST |
| 145) | Duffy-McGarity to Lake Dow: Dirt Road Construction | ✓ | ✓ | | | | HCDOT | \$210,000 | HCDOT |
| 146) | East Knight-Elliott to East Lake: Dirt Road Construction | | | | ✓ | | SPLOST | \$800,000 | SPLOST |
| 147) | Old SR 3-SR 20 to County Line: Resurfacing | | | ✓ | | | SPLOST | \$85,000 | SPLOST |
| 148) | Thurman- East Atlanta to Austin: Resurfacing | | | | | ✓ | HCDOT | \$132,000 | HCDOT |
| 149) | Local Streets-Severe Deterioration: Resurfacing | ✓ | ✓ | ✓ | ✓ | ✓ | HCDOT, SPLOST developer, GRTA, GADOT | \$1,250,000 | SPLOST |
| 150) | Jonesboro Road/N. Mt Carmel Road Intersection Improvements | ✓ | ✓ | | | | SPLOST | \$1,500,000 | SPLOST |
| 151) | Willow Lane Ext.: Bridges Road to Jonesboro Rd. | ✓ | | | | | HCDOT | \$3,000,000 | Local and Developer Funds |



| Henry County Short Term Work Program | | | | | | | | | |
|---|--------------------------------|------|------|------|------|------|-------|---------------|----------------|
| Henry County Water and Sewerage Authority | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Party | Cost Estimate | Funding Source |
| 152) | Turner Church Rd. Relocate | ✓ | | | | | HCWSA | \$132,952 | SPLOST |
| 153) | Rocky Creek Road W/L Reloc | ✓ | | | | | HCWSA | \$85,612 | SPLOST |
| 154) | Jodeco Rd.at Noahs Ark Rd. Int | ✓ | | | | | HCWSA | \$68,723 | SPLOST |
| 155) | E. Atlanta Panola WL Relocate | ✓ | | | | | HCWSA | \$90,000 | SPLOST |
| 156) | Walt Stephens/Speer/Blackhall | ✓ | | | | | HCWSA | \$92,396 | SPLOST |
| 157) | South Ola Rd at Peeksville/Sin | ✓ | | | | | HCWSA | \$67,030 | SPLOST |
| 158) | N. Moseley Dr 16" W/L relocate | ✓ | | | | | HCWSA | \$555,000 | SPLOST |
| 159) | Lester Mill Road Service Reloc | ✓ | | | | | HCWSA | \$16,952 | SPLOST |
| 160) | Twin Oaks Dr/Carl Parker Rd | ✓ | | | | | HCWSA | \$118,342 | SPLOST |
| 161) | Flat Rock Rd. W/L Relocate | ✓ | | | | | HCWSA | \$98,525 | SPLOST |
| 162) | Jonesboro Rd. N. Mt. Carmel Re | ✓ | ✓ | | | | HCWSA | \$97,935 | SPLOST |
| 163) | Old Conyers Rd/Flat Rock Rd Re | ✓ | ✓ | | | | HCWSA | \$142,227 | SPLOST |
| 164) | Stone Rd Meter and FH Relocate | ✓ | | | | | HCWSA | \$43,479 | SPLOST |
| 165) | N. Unity Grove Rd W/L Relocate | ✓ | | | | | HCWSA | \$58,441 | SPLOST |
| 166) | Patrick Henry Pkwy W/L Relocat | ✓ | | | | | HCWSA | \$74,856 | SPLOST |
| 167) | Hwy 81 & Norh Ola Rd W/L Ext | ✓ | | | | | HCWSA | \$73,579 | SPLOST |
| 168) | Colvin Dr. W/L Ext from Harris | ✓ | | | | | HCWSA | \$31,832 | SPLOST |



| Henry County Short Term Work Program | | | | | | | | | |
|---|---|------|------|------|------|------|-------|---------------|-------------------------------|
| Henry County Water and Sewerage Authority | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Party | Cost Estimate | Funding Source |
| 169) | Towaliga Sewer Basin Study | ✓ | | | | | HCWSA | \$100,000 | Operating Revenues |
| 170) | Tussahaw Basin Study | ✓ | | | | | HCWSA | \$25,000 | Operating Revenues |
| 171) | Tussahaw Reservoir, Treatment Plant & transmission main | ✓ | | | | | HCWSA | \$52,117,000 | bond revenues |
| 172) | Tussahaw Transmission Main Phase 2 | | | | ✓ | ✓ | HCWSA | \$7,155,400 | GEFA & Developer Contribution |
| 173) | Bear Creek WWTP Phase 2 | ✓ | ✓ | | | | HCWSA | \$16,500,000 | GEFA & City Contributions |
| 174) | Indian Creek WWTP & LAS, Phase 2 (1.5mgd to 3.0 mgd) | | | | | ✓ | HCWSA | \$7,550,000 | GEFA |
| 175) | High Rate Upgrade Towaliga WTP | ✓ | ✓ | | | | HCWSA | \$5,000,000 | operating revenues |
| 176) | 16" Watermain- West Connector | | | | | | HCWSA | \$6,849,600 | operating revenues |
| 177) | 20" Watermain- East parallel Loop | | | | | ✓ | HCWSA | \$6,367,900 | operating revenues |
| 178) | 16" Watermain- Jodeco Road | | | ✓ | ✓ | | HCWSA | \$1,387,200 | operating revenues |
| 179) | Upper Walnut Creek Interceptor | ✓ | | | | | HCWSA | \$9,732,600 | GEFA & Developer Contribution |
| 180) | Upper Walnut Creek Pump Station & Force Main | ✓ | | | | | HCWSA | \$6,492,000 | GEFA & Developer Contribution |
| 181) | Birch Creek Interceptor | ✓ | | | | | HCWSA | \$10,470,200 | GEFA & Developer Contribution |
| 182) | Tunis Road Pump Station relocation | ✓ | | | | | HCWSA | \$1,803,000 | Operating revenues |



| Henry County Short Term Work Program | | | | | | | | | |
|---|--|------|------|------|------|------|-------|---------------|---|
| Henry County Water and Sewerage Authority | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Party | Cost Estimate | Funding Source |
| 183) | Ola Sewer line extension | ✓ | | | | | HCWSA | \$1,935,000 | Operating revenues |
| 184) | Polybutylene service line replacements | ✓ | | | | | HCWSA | \$5,965,000 | operating revenues |
| 185) | Tusshaw Reservoir Recreation area ph 1 | ✓ | | | | | HCWSA | \$605,000 | operating revenues |
| 186) | Kellytown school sewer line extension | ✓ | | | | | HCWSA | \$410,300 | Operating rev & Developer contributions |
| 187) | McDonough West system improvements | ✓ | | | | | HCWSA | \$2,000,000 | Operating revenue & City contribution |
| 188) | Avalon Outfall Sewer upgrade | ✓ | ✓ | | | | HCWSA | \$550,000 | Operating rev & Developer contributions |
| 189) | Coan Drive Lift station & gravity line | ✓ | ✓ | | | | HCWSA | \$208,580 | Operating rev & Developer contributions |
| 190) | Nails Creek Sewer Line Extension | ✓ | ✓ | | | | HCWSA | \$416,000 | Operating rev & Developer contributions |
| 191) | Upper Towaliga Spillway Shute upgrade | ✓ | ✓ | | | | HCWSA | \$4,536,730 | Operating revenue |
| 192) | Big Cotton Indian Creek Interceptor, phase 2 | ✓ | ✓ | ✓ | ✓ | | HCWSA | \$9,700,000 | GEFA & Developer Contribution |
| 193) | Woodland School interceptor | ✓ | ✓ | ✓ | ✓ | | HCWSA | \$2,500,000 | GEFA & Developer Contribution |
| 194) | Walnut Creek WWTP expansion (4.0 mgd to 8.0 mgd) | ✓ | ✓ | ✓ | ✓ | ✓ | HCWSA | \$28,000,000 | GEFA |
| 195) | Big Cotton Indian Creek P/S expansion | | | | ✓ | ✓ | HCWSA | \$150,000 | Operating revenues |



| Henry County Short Term Work Program | | | | | | | | | |
|---|--|------|------|------|------|------|-------|---------------|--------------------------------|
| Henry County Water and Sewerage Authority | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Party | Cost Estimate | Funding Source |
| 196) | Flat Shoals Ch Road water main | | | | ✓ | ✓ | HCWSA | \$690,700 | GEFA & Developer Contribution |
| 197) | Hwy 81 P/S Supply Main | | | | ✓ | ✓ | HCWSA | \$1,569,300 | Operating revenues |
| 198) | Towaliga basin gravity sewers | | | ✓ | ✓ | | HCWSA | \$10,000,000 | Developer contributions |
| 199) | Towaliga Regional pump station & force main | | | ✓ | ✓ | | HCWSA | \$12,000,000 | Developer contributions |
| 200) | Tussahaw basin gravity sewers ph 1 | ✓ | ✓ | ✓ | ✓ | ✓ | HCWSA | \$10,000,000 | GEFA & Developer contributions |
| 201) | Tussahaw Reservoir Recreation area ph 2, 3 & 4 | ✓ | ✓ | ✓ | ✓ | ✓ | HCWSA | \$2,500,000 | Operating revenues |
| 202) | Tussahaw WTP ph 2 (13 mgd to 26 mgd) | | | | ✓ | ✓ | HCWSA | \$27,555,000 | GEFA |
| 203) | DeKalb ground storage tank & booster station | | | | | ✓ | HCWSA | \$3,475,000 | Operating revenues |
| 204) | Tussahaw transmission main ph 3 | | | | | ✓ | HCWSA | \$9,731,590 | GEFA & Developer Contribution |
| 205) | Sludge handling system at WTP | | | | | ✓ | HCWSA | \$5,000,000 | GEFA |

*1 - Have not yet reached scheduled date to begin. However, some preliminary study is being done.



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|--|------|------|------|------|------|--------|---------------|----------------|
| Land Use | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Party | Cost Estimate | Funding Source |
| 206) | Enact community design standards or guidelines to ensure new development provides a sense of place and preserves community character. | | ✓ | | | | HCBOCC | NA | General Funds |
| 207) | Create an inventory of scenic views and scenic routes for preservation | | | ✓ | | | HCBOCC | NA | General Funds |
| 208) | Adopt DCA Model Code 4-1, encouraging preservation of agriculture | | ✓ | | | | HCBOCC | NA | General Funds |
| 209) | Adopt DCA Model Code 4-3, requiring new non-agricultural development to provide buffer between agricultural land. | | ✓ | | | | HCBOCC | NA | General Funds |
| 210) | Adopt a conservation subdivision ordinance. | ✓ | | | | | HCBOCC | NA | General Funds |
| 211) | Study the possibility of implementing a Transfer of Development Rights (TDR) program. | | ✓ | ✓ | | | HCBOCC | NA | General Funds |
| 212) | Adopt Georgia Historic Preservation Division's model design standards for infill and material changes to historic properties or districts. | | | | ✓ | | HCBOCC | NA | General Funds |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|--|------|------|------|------|------|--------|---------------|----------------|
| Land Use | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Party | Cost Estimate | Funding Source |
| 213) | Implement the Georgia Historic Preservation Division's model ordinance requiring protection of locally designated historic properties and districts. | | | | ✓ | | HCBOCC | NA | General Funds |
| 214) | Consider forming a joint historic preservation commission between the county and the cities. | | | | ✓ | | HCBOCC | NA | General Funds |
| 215) | Adopt DCA Model Code 3-10, ensuring new residential infill development is compatible with its neighborhood. | | ✓ | | | | HCBOCC | NA | General Funds |
| 216) | Amend zoning to permit neighborhood commercial space in designated crossroad communities and village centers. | | ✓ | | | | HCBOCC | NA | General Funds |
| 217) | Establish development guidelines for various types of activity centers. | | ✓ | | | | HCBOCC | NA | General Funds |
| 218) | Establish mixed-use zoning classification within the county. | ✓ | | | | | HCBOCC | NA | General Funds |
| 219) | Adopt a wide (at least 200 feet) undisturbed buffer standard at the edge of the interstate right-of-way. | | | | ✓ | | HCBOCC | NA | General Funds |
| 220) | Prepare an Interstate Gateway Overlay zoning district to regulate the character of development near the 1-75 corridor. | | | | ✓ | | HCBOCC | NA | General Funds |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|---|------|------|------|------|------|--------|---------------|----------------|
| Land Use | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Party | Cost Estimate | Funding Source |
| 221) | Amend building codes with standards more appropriate to the rehabilitation of older buildings, encouraging reinvestment in blighted areas. | | | ✓ | | | HCBOCC | NA | General Funds |
| 222) | Explore opportunities to establish Tax Allocation Districts (TAD) in declining areas to provide public financing for redevelopment activities through the pledge of future incremental increase in property taxes generated by the resulting new development. | | ✓ | | | | HCBOCC | NA | General Funds |
| 223) | Revise subdivision regulations to be more flexible to enable innovative types of subdivisions. | ✓ | | | | | HCBOCC | NA | General Funds |
| 224) | Establish minimum design requirements (DCA model code 2-3), standards, and specifications for improvements within subdivisions, including sidewalks, curbs, gutters, and street lighting improvements. | | | ✓ | | | HCBOCC | NA | General Funds |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|---|------|------|------|------|------|----------------|---------------|----------------|
| Economic Development | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Party | Cost Estimate | Funding Source |
| 225) | Conduct a fiscal impact analysis to determine the projected costs and benefits associated with targeted residential and non-residential growth. | | ✓ | | | | HCBOCCH CDA | NA | General Funds |
| 226) | Conduct a joint economic development plan with municipalities to comprehensively prepare for county-wide economic growth. | | ✓ | | | | HCBOCC HCDA | NA | General Funds |

| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|---|------|------|------|------|------|--------|---------------|----------------|
| Housing | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Party | Cost Estimate | Funding Source |
| 227) | Adopt inclusive housing regulations for developers to include a certain percentage of affordable homes in a market-rate home development. | | | | ✓ | | HCBOCC | NA | General Funds |
| 228) | Explore the possibility of granting zoning density increases to private developers in exchange for the provision of specific amenities, such as public improvements, setting aside open space or providing affordable housing | | ✓ | | | | HCBOCC | NA | General Funds |



| Henry County Short Term Work Program | | | | | | | | | |
|--------------------------------------|--|------|------|------|------|------|--------|---------------|----------------|
| Housing | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Party | Cost Estimate | Funding Source |
| 229) | Create design regulations that appeal to an aging population, including one-level living and/or master bedrooms on the main living level. | | | ✓ | | | HCBOCC | NA | General Funds |
| 230) | Develop land use regulations that allow for age-restricted communities, both for sale and for rent, including assisted living facilities and independent living apartments, condominiums or cluster homes. | | ✓ | | | | HCBOCC | NA | General Funds |
| 231) | Develop incentives for housing developers to connect to existing and planned greenway trails when appropriate. | | ✓ | | | | HCBOCC | NA | General Funds |
| 232) | Explore opportunities to provide financial or regulatory incentives to developers for infill housing. | | ✓ | | | | HCBOCC | NA | General Funds |
| 233) | Implement a Traditional Neighborhood Development (TND) Ordinance that permits the construction of traditional-style neighborhoods. | ✓ | | | | | HCBOCC | NA | General Funds |
| 234) | Draft and adopt a Conservation Subdivision Ordinance. | ✓ | | | | | HCBOCC | NA | General Funds |



| Henry County Short Term Work Program | | | | | | | | | |
|---|--|-------------|-------------|-------------|-------------|-------------|--------------|----------------------|-----------------------|
| Natural and Cultural Resources | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Party | Cost Estimate | Funding Source |
| 235) | Enact regulations requiring a system of multi-use trail linkages through new developments. | | ✓ | | | | HCBOCC | NA | General Funds |
| 236) | Identify scenic byways in the county and apply for nomination through the states Scenic Byways program. | | | ✓ | | | HCBOCC | NA | General Funds |
| 237) | Shift to a clean fleet of city, county, and school system vehicles. | | | | ✓ | | HCBOCC | NA | General Funds |
| 238) | Create an ordinance requiring analysis of environmental effects of proposed developments that may suggest mitigation measures. | ✓ | | | | | HCBOCC | NA | General Funds |
| 239) | Utilize sustainable/green design for development. | ✓ | | | | | HCBOCC | NA | General Funds |



8.2 Hampton Short Term Work Program

| Hampton Short Term Work Program | | | | | | | | | |
|---------------------------------|---------------------------------------|------|------|------|------|------|----------------------------|---------------|--------------------------|
| Community Facilities | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 1) | Water Line Extension | ✓ | ✓ | ✓ | ✓ | ✓ | Public Works/Water & Sewer | \$50,000/year | Utility Fund/Impact Fees |
| 2) | Mapping, GPS | ✓ | ✓ | ✓ | ✓ | ✓ | Public Works/Water & Sewer | \$5,000/year | Utility Fund |
| 3) | Well Development | ✓ | ✓ | ✓ | | | Public Works/Water & Sewer | \$500,000 | SPLOST/Impact Fees |
| 4) | 500,000 Gal. Water Tank | | ✓ | ✓ | | | Public Works/Water & Sewer | \$750,000 | Impact Fees |
| 5) | Valve Replacement | | ✓ | ✓ | ✓ | | Public Works/Water & Sewer | \$80,000 | SPLOST/Impact Fees |
| 6) | Large Water Meter Testing/Replacement | ✓ | ✓ | ✓ | ✓ | ✓ | Public Works/Water & Sewer | \$4,000/year | SPLOST/Impact Fees |
| 7) | SCADA Improvements | | ✓ | ✓ | | | Public Works/Water & Sewer | \$10,000 | Utility Fund |
| 8) | Second Henry County Water Connection | | | | ✓ | | Public Works/Water & Sewer | \$30,000 | Impact Fees |
| 9) | Water to Bypass | | | ✓ | ✓ | | Public Works/Water & Sewer | \$500,000 | Impact Fees |
| 10) | Radio Read Improvements | | ✓ | | | | Public Works/Water & Sewer | \$25,000 | Utility Fund |
| 11) | Public Works Department Relocation | | ✓ | ✓ | | | Public Works/Water & Sewer | \$250,000 | Utility Fund/SPLOST |
| 12) | Leak Detection | ✓ | ✓ | | | | Public Works/Water & Sewer | \$25,000 | Impact Fees |
| 13) | Low Flow Retro Fit Kit | ✓ | ✓ | ✓ | ✓ | ✓ | Public Works/Water & Sewer | \$10,000/year | Impact Fees |



| Hampton Short Term Work Program | | | | | | | | | |
|---------------------------------|---------------------------------------|------|------|------|------|------|----------------------------|----------------|------------------------|
| Community Facilities | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 14) | Water Modeling | ✓ | | | | | Public Works/Water & Sewer | \$25,000 | Impact Fees |
| 15) | New WWTP | ✓ | ✓ | ✓ | | | Public Works/Water & Sewer | \$12,500,000 | GEFA/Impact Fees |
| 16) | Thompson Creek F.M. | | ✓ | ✓ | | | Public Works/Water & Sewer | \$2,000,000 | GEFA/Impact Fees |
| 17) | General Sewer Mapping | ✓ | ✓ | ✓ | ✓ | ✓ | Public Works/Water & Sewer | \$5,000/year | Utility Fund |
| 18) | Phase III Sewer Improvements | ✓ | | | | | Public Works/Water & Sewer | \$500,000 | GEFA/Impact Fees |
| 19) | Wastewater Flow & Rainfall Monitoring | ✓ | | | | | Public Works/Water & Sewer | \$20,000 | Impact Fees |
| 20) | Sewer Modeling | ✓ | | | | | Public Works/Water & Sewer | \$35,000 | Impact Fees |
| 21) | Stormwater Projects and Equipment | | ✓ | ✓ | ✓ | ✓ | Public Works/Stormwater | \$335,000 | Utility Fund |
| 22) | Tom Eason Dr. | ✓ | | | | | Public Works/Streets | \$125,000 | SPLOST/Impact Fees |
| 23) | Elm & Main | ✓ | | | | | Public Works/Streets | \$100,000 | SPLOST/Impact Fees |
| 24) | City Hall Parking Lot/Landscaping | ✓ | | | | | Public Works/Streets | \$50,000 | SPLOST/Impact Fees |
| 25) | TE Grant-Main St. | ✓ | | | | | Public Works/Streets | \$650,000 | DOT/TE |
| 26) | Oak Street Improvement | ✓ | | | | | Public Works/Streets | \$956,000 | DOT/SPLOST |
| 27) | North Caldwell/West Main | | ✓ | | | | Public Works/Streets | \$15,000 | SPLOST/Impact Fees |
| 28) | Sidewalk Installation/Improvements | ✓ | ✓ | ✓ | ✓ | ✓ | Public Works/Streets | \$100,000/year | SPLOST/Impact Fees |
| 29) | Barnett Street/Building Removal | | ✓ | | | | Public Works/Streets | \$50,000 | SPLOST/Impact Fees |
| 30) | West Main from Oak to Woodlawn | | | ✓ | | | Public Works/Streets | \$50,000 | SPLOST/Impact Fees/DOT |



| Hampton Short Term Work Program | | | | | | | | | |
|---------------------------------|---|------|------|------|------|------|----------------------|---------------|--------------------------------------|
| Community Facilities | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 31) | East King/West King Intersection | | ✓ | | | | Public Works/Streets | \$50,000 | SPLOST/Impact Fees |
| 32) | Southside Park | | | | ✓ | | Public Works/Parks | \$900,000 | General Fund/Impact Fees |
| 33) | Senior Center | | | ✓ | | | Public Works/Parks | \$200,000 | General Fund/Impact Fees/County/CDBG |
| 34) | Skateboard Park | ✓ | | | | | Public Works/Parks | \$56,000 | SPLOST/County |
| 35) | Tennis Court Relocation | | | | ✓ | | Public Works/Parks | \$60,000 | General Fund/Impact Fees/County |
| 36) | Exercise Station in Park | | ✓ | ✓ | ✓ | | Public Works/Parks | \$50,000 | General Fund/Impact Fees/County |
| 37) | Handicapped Playground | | ✓ | | | | Public Works/Parks | \$30,000 | General Fund/Impact Fees/County |
| 38) | Community Garden | ✓ | | | | | Public Works/Parks | \$10,000 | General Fund/Impact Fees/County |
| 39) | Additional building purchase for Police, Court, and Probation | ✓ | | | | | Police Department | \$221,000 | Impact Fees |
| 40) | Renovation of both buildings | ✓ | ✓ | | | | Police Department | \$100,000 | Impact Fees |
| 41) | Grading and paving of new parking area | | ✓ | ✓ | | | Police Department | \$100,000 | Impact Fees |
| 42) | Paca Ballistic Vests | ✓ | ✓ | ✓ | ✓ | ✓ | Police Department | \$7,700 | Impact Fees |
| 43) | Uniforms | ✓ | ✓ | ✓ | ✓ | ✓ | Police Department | \$60,000 | Impact Fees |
| 44) | Handheld M/A-com portable radio systems | ✓ | ✓ | ✓ | ✓ | ✓ | Police Department | \$5,056/year | Impact Fees |
| 45) | X-26 taser weapons | ✓ | ✓ | ✓ | ✓ | ✓ | Police Department | \$8,325 | Impact Fees |



| Hampton Short Term Work Program | | | | | | | | | |
|--|--|-------------|-------------|-------------|-------------|-------------|--------------------------|----------------------|-----------------------|
| Community Facilities | | | | | | | | | |
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 46) | Service Weapons & Shotguns | ✓ | ✓ | ✓ | ✓ | ✓ | Police Department | \$1,500/year | Impact Fees |
| 47) | Additional Equipment (radar, Laser, Alco-Sensor, cuffs, flashlights, tint units) | ✓ | ✓ | ✓ | ✓ | ✓ | Police Department | \$7,400/year | Impact Fees |
| 48) | Computers | ✓ | ✓ | ✓ | ✓ | ✓ | Police Department | \$3,000/year | Impact Fees |
| 49) | CMI INTOXILYZER 500EN | ✓ | ✓ | ✓ | ✓ | ✓ | Police Department | \$5,500/year | Impact Fees |
| 50) | Vehicles | ✓ | ✓ | ✓ | ✓ | ✓ | Police Department | \$176,833/year | Impact Fees |
| 51) | Develop a new procedure for Capital Improvements Programming that identifies methods for prioritizing projects, coordinating projects with land use, and analyzing alternative approaches for their location, capacity, timing, design, and finance. | | | ✓ | | | Hampton City Council | NA | General Fund |



Hampton Short Term Work Program

Community Facilities

| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
|------|---|------|------|------|------|------|----------------------|---------------|----------------|
| 52) | Develop a manual of site planning and architectural design standards for public facilities; including recreation buildings, fire stations, public safety, detention facilities, public utilities, libraries, schools, county administration and public works/maintenance. | | | ✓ | | | Hampton City Council | NA | General Fund |
| 53) | Prepare a long-range water and sewer master plan consistent with the regional goals of the NGMWPD. | | | ✓ | | | Hampton City Council | NA | General Fund |



8.3 Locust Grove Short Term Work Program

| Locust Grove Short Term Work Program | | | | | | | | | |
|--------------------------------------|--|------|------|------|------|------|------------------------|---------------|------------------------------|
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party(ies) | Cost Estimate | Funding Source |
| Community Facilities | | | | | | | | | |
| <i>Water/Sewer</i> | | | | | | | | | |
| 1) | Install new water lines in the Skyland Community | ✓ | ✓ | | | | City | \$1,300,000 | CDBG and local funds |
| 2) | Water System Improvements (various locations) | ✓ | ✓ | | | | City, EPD | \$960,000 | GEFA, local, connection fees |
| 3) | Interceptors C, D, E (sanitary sewer) and new, revised Interceptor F with pumping station on west side of I-75 | ✓ | | | | | City, EPD | \$2,100,000 | connection fees, local, GEFA |
| 4) | New Well Development | ✓ | ✓ | ✓ | ✓ | ✓ | City, EPD | \$200,000 | local, connection fees |
| 5) | Expansion of Indian Creek WWTP | | | | ✓ | ✓ | City, EPD, MNGWD | \$2,500,000 | local, connection fees, GEFA |
| 6) | Wastewater re-use/reclamation | | | | ✓ | ✓ | City, EPD, MNGWD | \$1,000,000 | local, connection fees, GEFA |
| <i>Parks and Recreation</i> | | | | | | | | | |
| 7) | Community/Conference Center (Bowden Street) | ✓ | ✓ | ✓ | | | City | \$2,500,000 | local and impact fees |
| 8) | Girls' Softball Complex (Locust Grove Station Amenity Agreement) | ✓ | ✓ | | | | City, Private | \$500,000 | Private |
| <i>Transportation</i> | | | | | | | | | |
| 9) | Bowden Street Improvement (paving, drainage from Jackson St. to City Property) | ✓ | ✓ | ✓ | | | City, County, Private | \$900,000 | SPLOST |



| Locust Grove Short Term Work Program | | | | | | | | | |
|--------------------------------------|---|------|------|------|------|------|------------------------------|----------------------|--------------------------------|
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party(ies) | Cost Estimate | Funding Source |
| Community Facilities | | | | | | | | | |
| 10) | Strong Rock Parkway/Price Drive realignment (pave and improve parkway as part of Strong Rock Schools Development) | ✓ | ✓ | ✓ | ✓ | ✓ | City, County, Private | \$3,000,000 | Private and impact fees |
| 11) | Signalization of Hwy 42 and Bethlehem Road | | | | ✓ | ✓ | City, County, GaDOT, Private | \$400,000 | Private, SPLOST, local, county |
| 12) | Additional Left-turn lane, Hwy 42 NB onto Bill Gardner Parkway | | | | ✓ | ✓ | City, County, GaDOT, Private | \$800,000 | SPLOST, local, county |
| 13) | SR 42: Harris to Bethlehem Road (widen 2>4 lanes) | | | | | ✓ | Local, GaDOT, | \$1,861,500 total | GDOT, impact fees |
| 14) | SR 42: Bethlehem to Bill Gardner Parkway (widen 2>4 lanes) | | | | | ✓ | Local, GaDOT | \$6,825,500 total | GDOT, impact fees |
| 15) | SR 42: Bill Gardner to Peeksville Road (widen 2>4 lanes) | | | | | ✓ | Local, GaDOT | \$1,241,500 total | GDOT, impact fees |
| 16) | SR 42: Peeksville to Locust Grove Griffin Road (2>4 lanes) | | | | | ✓ | Local, GaDOT | \$1,642,500 total | GDOT, impact fees |
| 17) | SR 42: LG-Grffin to Grove Road (2>4 lanes) | | | | | ✓ | Local, GaDOT | \$730,000 total | GDOT, impact fees |
| 18) | SR 42: Grove Road to Tanger Boulevard (2>4 lanes) | | | | | ✓ | Local, GaDOT | \$3,139,000 total | GDOT, impact fees |
| 19) | SR 42: Tanger to Locust Road (2>4 lanes) | | | | | ✓ | Local, GaDOT | \$949,000 total | GDOT, impact fees |
| 20) | SR 42: Locust Road to Butts County Line (2>4 lanes) | | | | | ✓ | Local, GaDOT | \$5,018,750 total | GDOT, impact fees |



| Locust Grove Short Term Work Program | | | | | | | | | |
|--------------------------------------|--|------|------|------|------|------|--|-------------------|----------------------|
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party(ies) | Cost Estimate | Funding Source |
| Community Facilities | | | | | | | | | |
| 21) | Intersection Improvement at Peeksville and SR 42 (turning lanes, signalization) | ✓ | ✓ | ✓ | | | local, SPLOST | \$1,250,000 total | SPLOST II |
| 22) | Intersection Improvement at Tanger Boulevard and SR 42 (signalization) | ✓ | ✓ | ✓ | | | local, GaDOT, SPLOST | \$250,000 total | SPLOST |
| 23) | Tanger Boulevard Extension from Bill Gardner Parkway north to Gardner peach orchard, temporary turn to SR 42 at water tank. (involves relocation of Zaxby's) | ✓ | ✓ | ✓ | | | private, local | \$3,200,000 | Private, impact fees |
| 24) | Intersection Improvement: Grove Road and Peeksville (turning lanes, signalization where warranted) Potential SPLOST III | | | | ✓ | ✓ | SPLOST III | \$450,000 | local, SPLOST III |
| 25) | Intersection Improvement: Indian Creek Road at Tanger Boulevard (turning lanes, signalization where warranted) Potential SPLOST III | | | | ✓ | ✓ | SPLOST III | \$500,000 | local, SPLOST III |
| 26) | Upgrade/Reconstruction of Bowden Street (aka South Bethany) from Jackson Street to Mose Brown Drive | ✓ | ✓ | ✓ | | | SPLOST II (from Cleveland Street upgrade) | \$500,000 | local, SPLOST II |
| 27) | Reconstruction of Cleveland Street from Indian Creek to LG-Griffin, drainage structures and general resurfacing, curb/gutter | | | | ✓ | ✓ | SPLOST III (move project) | \$500,000 | local, SPLOST III |
| 28) | Intersection Improvement: Tanger Boulevard at Highway 42, including possible extension and realignment of Jackson Street - Potential SPLOST III | | | | ✓ | ✓ | SPLOST III, private (signalization per GR TA NOD), local | \$1,500,000 | local, SPLOST III |
| | <i>General Facilities</i> | | | | | | | | |



| Locust Grove Short Term Work Program | | | | | | | | | |
|---------------------------------------|---|------|------|------|------|------|------------------------|--|----------------------------------|
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party(ies) | Cost Estimate | Funding Source |
| Community Facilities | | | | | | | | | |
| 38) | District Court and Police Station Facilities in Community Room and in Duplexes | ✓ | ✓ | ✓ | | | City | \$400,000 | local, impact fees (52%) |
| 29) | District Court and Police Station Facility (LGFBC site) construct new building(s) for continued expansion needs | | | | | ✓ | City | \$2,200,000 | local, impact fees (52%) |
| 30) | City Hall Renovations (ongoing) Reorganization of offices space for Community Development, Better Hometown, Water/Sewer, and Stormwater | ✓ | ✓ | ✓ | ✓ | ✓ | City | \$500,000 for electrical and lighting (completion 2007) | |
| | | | | | | | | \$150,000 | local |
| 31) | Relocation of Public Works (Bowden Street) | ✓ | | | | | City | \$350,000 | local |
| Natural and Historic Resources | | | | | | | | | |
| 32) | Historic Preservation Commission/Historic Survey | ✓ | | | | | City | \$25,000 | Consultant, staff time |
| 33) | Establishment of Historic District(s) and Landmark Structures | ✓ | ✓ | | | | City | \$15,000 | Local, staff and commission time |
| Economic Development | | | | | | | | | |
| 34) | Downtown Streetscape Project | ✓ | ✓ | | | | City, GaDOT | \$762,000 (Requesting \$100,000 increase from TE and Phase II) | TE Grant, local, private |
| 35) | Multiuse Paths/Wide Sidewalks | ✓ | ✓ | ✓ | | | City, ARC, GaDOT | \$960,000 | L230 Federal, state, local |



| Locust Grove Short Term Work Program | | | | | | | | | |
|--------------------------------------|---|------|------|------|------|------|-----------------------------------|--|---------------------------------|
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party(ies) | Cost Estimate | Funding Source |
| Community Facilities | | | | | | | | | |
| 36) | Better Hometown Façade Program | ✓ | ✓ | ✓ | ✓ | | BHT Nonprofit | \$25,000 | private/nonprofit |
| 37) | TE Phase II, Trailhead/Improvements | ✓ | ✓ | ✓ | | ✓ | City, GaDOT | \$350,000 (may be reduced to \$250,000 due to request for transfer of \$100,000 to TE Phase) | TE Grant, local, private |
| Land Use | | | | | | | | | |
| 38) | Develop unified development code: review and update land use regulations with county | ✓ | ✓ | ✓ | | | City, County | \$20,000 | local, staff time |
| 39) | Central Business District Plan and Regulations/Overlay | | ✓ | ✓ | ✓ | ✓ | City, Atlanta Regional Commission | \$80,000 | LCI, local |
| 40) | Update Joint Comprehensive Plan with county | ✓ | ✓ | | | | City, County | \$52,000 | per SDS |
| 41) | Locust Grove Specific Plan (part of Joint Plan Update) | ✓ | ✓ | | | | City, County | \$52,000 | per SDS-part of Joint Comp Plan |
| 42) | Mixed-Historic District/Overlay regulations | ✓ | ✓ | | | | City | \$10,000 | staff time |
| 43) | Update CIE, especially Transportation Element upon completion of countywide CTP model and project selection | ✓ | ✓ | ✓ | ✓ | ✓ | City, Consultant | \$35,000 (Ongoing efforts) | staff time, consultant costs |



8.4 McDonough Short Term Work Program

| McDonough Short Term Work Program | | | | | | | | | |
|---------------------------------------|---|------|------|------|------|------|---|---------------|---------------------------|
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| Natural and Historic Resources | | | | | | | | | |
| 1) | Maintain cultural and historic integrity of Downtown Square | ✓ | ✓ | ✓ | ✓ | ✓ | City of McDonough, McDonough Business Association, AIM, UGA | n/a | private funds |
| 2) | Initiate a program for homeowners and businesses who are interested in having their properties listed on Federal, State, and local historic registers | ✓ | | | | | City of McDonough, Historic Commission | \$5,000 | general and private funds |
| 3) | Maintain a registry of properties deemed historically significant for inclusion in Federal State, or local registers | ✓ | ✓ | ✓ | ✓ | ✓ | City of McDonough, Consultant, Historic Commission | \$5,000 | General funds, grant |
| 4) | Improve substandard drainage systems throughout the City | ✓ | ✓ | ✓ | ✓ | ✓ | City of McDonough, GBT Engineers, Allen-Smith Consulting | \$750,000 | General funds, CDBG |
| Economic Development | | | | | | | | | |
| 5) | Prepare development guidelines for quality development to accommodate forecasted population increases | ✓ | | | | | City of McDonough, McDonough Business Association, AIM, UGA | n/a | |



| McDonough Short Term Work Program | | | | | | | | | |
|--|---|-------------|-------------|-------------|-------------|-------------|---------------------------------------|----------------------|---|
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 6) | Establish and maintain program to attract business and industry | ✓ | ✓ | ✓ | ✓ | ✓ | City of McDonough | n/a | |
| 7) | Prepare inventory of available land for suitable infill development | ✓ | ✓ | ✓ | ✓ | ✓ | City, MBA | n/a | |
| 8) | Work with local business leaders in the establishment of a Main Street program for the central city | ✓ | ✓ | ✓ | ✓ | ✓ | City, MBA, AIM | \$50,000 | general and private funds |
| Community Facilities and Services | | | | | | | | | |
| 9) | Complete New Capital Improvements Plan for Transportation, Recreation, and Public Safety | ✓ | | | | | City of McDonough | \$10,000 | general fund |
| 10) | Analyze water system for leakage and pressure | ✓ | | | | | City of McDonough, GBT Engineers | \$50,000 | general fund, operating revenue |
| 11) | Prepare a Facilities Italicization Plan | ✓ | | | | | City of McDonough, Consultants | \$40,000 | general fund |
| 12) | Expand water and sewer systems, line extensions, various | ✓ | | | | | City of McDonough, Private Developers | \$4,200,000 | operating funds, impact fees, private contributions |
| 13) | Study water infiltration of sanitary sewer system | ✓ | | | | | GBT Engineers, City of McDonough | \$100,000 | general fund |
| 14) | Evaluate future capacity of wastewater treatment facility | ✓ | | | | | GBT Engineers, City of McDonough | \$20,000 | general fund, operating revenue |
| 15) | Develop projections for future demands on water and sewer capacities | ✓ | | | | | GBT Engineers, City of McDonough | \$20,000 | general fund, operating revenue |



| McDonough Short Term Work Program | | | | | | | | | |
|-----------------------------------|---|------|------|------|------|------|--|---------------|---|
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 16) | Evaluate proportionate share Impact Fees | ✓ | | | | | GBT Engineers, City of McDonough | n/a | general fund, operating revenue |
| 17) | Maintain fire fighting ability | ✓ | | | | | City of McDonough Fire Department | \$250,000 | general funds |
| 18) | purchase ambulance | ✓ | | | | | Henry County Fire Department | \$100,000 | BOC general funds |
| 19) | Thoroughfare Plan | ✓ | | | | | City of McDonough | \$30,000 | general funds |
| 20) | SR 20/81 E-W One-Way Pair System through Central McDonough: Jonesboro Rd, Keys Ferry Street | ✓ | | | | | GADOT, HC-DOT, Moreland-Altobelli, City of McDonough | \$2,050,000 | SPLOST, general fund, GaDOT contract |
| 21) | Bike lanes along Pairs/Bryan Street | ✓ | | | | | McDonough, Bron Cleveland and Associates | \$450,000 | general fund, CMAQ funding |
| 22) | Road resurfacing as part of SPLOST | ✓ | | | | | GADOT, HC-DOT, Moreland-Altobelli, City of McDonough | \$350,000 | GaDOT contact funds, general funds, SPLOST |
| 23) | Southern RR in McDonough (2-4 divided median) | ✓ | | | | | GADOT, HC-DOT, Moreland-Altobelli | \$12,900,000 | GaDOT contact funds, general funds, SPLOST |
| 24) | Jonesboro Road at Kelly Road, Intersection improvement and signalization | ✓ | | | | | GADOT, HC-DOT, Moreland-Altobelli, developer | \$360,000 | GaDOT contact funds, general funds, SPLOST, private funds |
| 25) | Jonesboro Road at Dailey Mill and Wesley Lakes, Intersection Improvement and Signalization | ✓ | | | | | GADOT, HC-DOT, developer, City of McDonough | \$360,000 | GaDOT contact funds, general funds, SPLOST, private funds |
| 26) | Study local neighborhood and park needs | ✓ | | | | | Community Development, Parks, City | \$35,000 | general funds |



| McDonough Short Term Work Program | | | | | | | | | |
|--|--|-------------|-------------|-------------|-------------|-------------|--|----------------------|--------------------------------|
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 27) | Prepare maintenance plan to address existing future recreation needs | ✓ | | | | | Community Development, Parks, City | - | general funds |
| 28) | Prepare recycling plan | ✓ | | | | | City of McDonough | - | general fund, local assistance |
| Housing | | | | | | | | | |
| 29) | Revise code enforcement ordinances and minimum housing standards | ✓ | | | | | City of McDonough | \$5,000 | general funds |
| 30) | Establish annual review system for identifying substandard housing units | ✓ | | | | | City of McDonough | - | general funds |
| 31) | Initiate a study to determine the average single-family residence median value that represent a break-even point for services provided by the City | ✓ | | | | | City of McDonough | \$10,000 | general funds |
| 32) | Revise zoning and development ordinances to provide for TND development and open spaces in new development | ✓ | | | | | Community Development, City of McDonough | - | general funds |
| 33) | Prepare new development guidelines and standards that will require sidewalks pedestrian-scale lighting, landscaping, building standards, open spaces, and conservation easements | ✓ | | | | | City of McDonough | - | general funds |



| McDonough Short Term Work Program | | | | | | | | | |
|--|---|-------------|-------------|-------------|-------------|-------------|---|----------------------|------------------------------|
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 34) | Establish committee to prepare a study on Federal Housing developments to determine their visibility and needs | ✓ | | | | | City of McDonough | - | general funds |
| 35) | Initiate a market study and consumer satisfaction inquiry survey for establishing a plan to provide needed services such as affordable housing | ✓ | | | | | City of McDonough | \$10,000 | general funds |
| 36) | Prepare CDBG Rehabilitation Program | ✓ | | | | | City of McDonough | \$25,000 | general funds |
| 37) | Rehabilitate substandard housing throughout the City as needed | ✓ | | | | | City of McDonough, Community Committed to Character, ALERT Team | \$25,000 | private funds, general funds |
| Land Use | | | | | | | | | |
| 38) | Update land use regulations with County | ✓ | | | | | City of McDonough | - | |
| 39) | Prepare a unified code for compatible and appropriate regulations in zoning, erosion control, development regulation, building regulation, historic preservation, tree protection, and code enforcement | ✓ | | | | | City of McDonough | - | general funds |
| 40) | Establish policies for future annexation | ✓ | | | | | City of McDonough | - | general funds |



| McDonough Short Term Work Program | | | | | | | | | |
|--|--|-------------|-------------|-------------|-------------|-------------|--|----------------------|-----------------------|
| Item | Activity | 2007 | 2008 | 2009 | 2010 | 2011 | Responsible Party | Cost Estimate | Funding Source |
| 41) | Prepare development design guidelines for City gateways | ✓ | | | | | City of McDonough, community development | - | general funds |
| 42) | Revise Zoning ordinance to allow for development in the Comprehensive Plan | ✓ | | | | | City of McDonough | - | general funds |
| 43) | Revise and Update Comprehensive Plan as needed | ✓ | | | | | City of McDonough | - | general funds |
| Administration | | | | | | | | | |
| 44) | Update Short Term Work Program and CIE | ✓ | | | | | City of McDonough | - | general funds |
| 45) | Prepare Arts and Cultural Facilities Plan | ✓ | | | | | City of McDonough | \$40,000 | general funds |



8.5 Stockbridge Short Term Work Program, 2008-2012

| Stockbridge Short Term Work Program | | | | | | | | | |
|--|---|------|------|------|------|------|---|---------------|---|
| Item | Activity | 2008 | 2009 | 2010 | 2011 | 2012 | Responsible Party | Cost Estimate | Funding Source |
| Community Facilities | | | | | | | | | |
| 1 | Stockbridge Community Center | ✓ | ✓ | | | | City Public Works | \$600,000 | SPLOSST III, General Funds |
| 2 | New City Hall/Town Center | ✓ | ✓ | | | | City of Stockbridge | \$13,000,000 | General Funds, LCI |
| 3 | Build Historic Rail Station | ✓ | | | | | City of Stockbridge | \$1,000,000 | General funds |
| 4 | Senior Citizen Center | | ✓ | ✓ | ✓ | ✓ | Henry County, City of Stockbridge | \$300,000 | General funds, SPLOST |
| 5 | Police Precinct Building | ✓ | ✓ | | | | Henry County, City of Stockbridge | \$3,500,000 | General funds, SPLOST |
| 6 | Town Center Streetscape (Love Street to Hwy 42) | ✓ | ✓ | ✓ | ✓ | ✓ | City of Stockbridge | \$12,000,000 | General Funds |
| Economic Development | | | | | | | | | |
| 7 | Work with County to promote growth of tourism, trade, commercial, and industrial development (Started 1998) | ✓ | ✓ | | | | City Council, Development Authority, Planning and Zoning, Board of Commissioners, Chamber of Commerce | \$42,000 | General Funds, Sales Tax, Hotel/Motel Tax |
| Land Use | | | | | | | | | |
| 8 | Develop Unified Development Code; Review and Update land use regulations (Started in 2000) | ✓ | ✓ | | | | Henry County Planning and Zoning, City Council | \$50,000 | General Funds |



| Stockbridge Short Term Work Program | | | | | | | | | |
|---------------------------------------|---|------|------|------|------|------|---|--------------------|-----------------------------|
| Item | Activity | 2008 | 2009 | 2010 | 2011 | 2012 | Responsible Party | Cost Estimate | Funding Source |
| Natural and Historic Resources | | | | | | | | | |
| 9 | Participate in Georgia Greenspace Program | ✓ | ✓ | | | | Administration, Henry County Planning and Zoning | tbd | General Funds, State Grants |
| 10 | Implement Stormwater Management Plan | ✓ | | | | | City of Stockbridge, ARCADIS | \$460,000 per year | Utility Fees |
| Other Considerations | | | | | | | | | |
| 11 | New line from treatment plant to Big Cotton Indian Creek | ✓ | ✓ | | | | City of Stockbridge | \$11,000,000 | General Funds, SPLOST |
| 12 | New sewer line from Club Drive to Hwy 42 | ✓ | ✓ | | | | City of Stockbridge and Developer | \$750,000 | SPLOST, Impact Fees |
| General Planning | | | | | | | | | |
| 13 | Evaluate and Update Joint County/City Comprehensive Plan | ✓ | | | | | Henry County Planning and Zoning, City Council | \$331,000 | General Fund |
| 14 | Participate in ARC and LCI Program (started in 2000 and is ongoing) | ✓ | ✓ | | | | Henry County Planning and Zoning, City Council, ARC | \$6,000,000 | General Fund, LCI, SPLOST |
| 15 | Extension of Rock Quarry Road to Old Conyers Road and Valley Hill Road (started in 1999 and is ongoing) | ✓ | ✓ | ✓ | | | City of Stockbridge, GDOT, HCDOT | \$1,560,000 | General Fund, SPLOST |
| 16 | Incorporate LCI Design Guidelines into Comprehensive Plan | ✓ | | | | | Henry County Planning and Zoning, City Council | n/a | n/a |



| Stockbridge Short Term Work Program | | | | | | | | | |
|-------------------------------------|--|------|------|------|------|------|---|---------------|------------------------|
| Item | Activity | 2008 | 2009 | 2010 | 2011 | 2012 | Responsible Party | Cost Estimate | Funding Source |
| 17 | Traffic signal and improve intersection of Tye St. and North Henry Blvd. (started in 2000) | ✓ | ✓ | | | | City of Stockbridge, HCDOT, GDOT | \$1,000,000 | General Fund, LCI TEA |
| 18 | Pave North Mill Rd. from Highway 138 to Speer Road (started in 1999) | ✓ | ✓ | | | | HCDOT, City of Stockbridge, Private Developer | \$250,000 | Private Contribution |
| 19 | Add traffic signal at Davidson Parkway and Highway 42/138 (started in 1995) | ✓ | | | | | HCDOT, City of Stockbridge, GDOT | \$1,000,000 | SPLOST |
| 20 | Rosenwald Circle to the end of Tye Street (Sidewalks, curb and gutter) | ✓ | | | | | City of Stockbridge | \$425,000 | General Fund, SPLOST |
| 21 | Miller Road from Mann Boulevard to Neal Boulevard (Sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$144,916 | General Fund, SPLOST |
| 22 | New Street off Railroad Street to Dabney-Hunter-Simon Memorial Park | ✓ | ✓ | | | | City of Stockbridge | \$200,000 | General Fund, SPLOST |
| 23 | Old Atlanta Road: From SR 138 to Flippen Road (Sidewalks, curbs, and gutters) | ✓ | ✓ | | | | City of Stockbridge | \$400,000 | General Fund, LCI |
| 24 | East Atlanta Road for North Henry Boulevard to Love Street (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$400,000 | General Fund, LCI, TEA |
| 25 | Multiuse trail for Reeves Creek Phase 1: From Dabney-Hunter Simmons Park to Tye Road | ✓ | ✓ | | | | City of Stockbridge | \$900,000 | General Fund, LCI, TEA |



| Stockbridge Short Term Work Program | | | | | | | | | |
|-------------------------------------|---|------|------|------|------|------|--------------------------------------|---------------|--------------------------------|
| Item | Activity | 2008 | 2009 | 2010 | 2011 | 2012 | Responsible Party | Cost Estimate | Funding Source |
| 26 | Old Downtown Square Sidewalks, streetscapes (Barry Street) | ✓ | ✓ | | | | City of Stockbridge | \$1,000,000 | General Fund, LCI, SPLOST, TEA |
| 27 | Flippen Road from North Henry Boulevard to Walt Stephens Road Bike Lanes, Sidewalks | ✓ | ✓ | | | | City of Stockbridge and Henry County | \$500,000 | General Fund, LCI, SPLOST, TEA |
| 28 | Tye Street Improvements, including curb and Sidewalks (started in 2000) | ✓ | | | | | City of Stockbridge, HCDOT, GDOT | \$400,000 | General Fund, SPLOST |
| 29 | Old Atlanta Road from Flippen Road to Highway 138 Resurfacing(started in 1998) | ✓ | | | | | City of Stockbridge | \$250,000 | SPLOST |
| 30 | Miller Road to Miller Court (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$50,121 | SPLOST |
| 31 | Neal Avenue from North Henry to Oakland Boulevard (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$152,544 | SPLOST |
| 32 | Mann Boulevard from North Henry to Oakland Boulevard (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$163,440 | SPLOST |
| 33 | Woodhaven Drive from North Henry to Old Atlanta Road (sidewalks) | ✓ | | | | | City of Stockbridge | \$12,000 | General Fund, SPLOST |
| 34 | Sheppard Drive from North Henry Boulevard to end of cul-de-sac (sidewalks) | ✓ | | | | | City of Stockbridge | \$16,650 | General Fund, LCI, SPLOST, TEA |



| Stockbridge Short Term Work Program | | | | | | | | | |
|-------------------------------------|---|------|------|------|------|------|---------------------|---------------|----------------------|
| Item | Activity | 2008 | 2009 | 2010 | 2011 | 2012 | Responsible Party | Cost Estimate | Funding Source |
| 35 | Appleton Boulevard from Flippen Road (sidewalks) | ✓ | | | | | City of Stockbridge | \$25,500 | General Fund, SPLOST |
| 36 | Fairhaven Court (sidewalks) | ✓ | | | | | City of Stockbridge | \$19,650 | SPLOST |
| 37 | Fairhaven Road from Flippen Road to Fairhaven Court (sidewalks) | ✓ | | | | | City of Stockbridge | \$11,325 | SPLOST |
| 38 | Club Place from Club Circle to end of street (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$41,878 | SPLOST |
| 39 | Glendale Court from Appleton Boulevard to end of cul-de-sac (sidewalks) | ✓ | | | | | City of Stockbridge | \$4,650 | SPLOST |
| 40 | Lombardy Way from Fairhaven Court to Fairhaven Blvd (sidewalks) | ✓ | | | | | City of Stockbridge | \$24,000 | SPLOST |
| 41 | Fairhaven Blvd from Sheffield Court to Fairhaven Court (sidewalk) | ✓ | | | | | City of Stockbridge | \$24,000 | SPLOST |
| 42 | Nolan Street from South Berry Street to the dead end (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$75,000 | SPLOST |
| 43 | First Street from Tye Street to South Berry Street (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$65,376 | SPLOST |
| 44 | Second Street from Tye Street to Railroad Street (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$166,164 | SPLOST |



| Stockbridge Short Term Work Program | | | | | | | | | |
|-------------------------------------|--|------|------|------|------|------|---------------------|---------------|----------------------|
| Item | Activity | 2008 | 2009 | 2010 | 2011 | 2012 | Responsible Party | Cost Estimate | Funding Source |
| 45 | Child Street from Tye Street to end of street (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$98,064 | SPLOST |
| 46 | Sheffield Court from Fairhaven Court to Fairhaven Boulevard (sidewalks) | ✓ | | | | | City of Stockbridge | \$17,790 | SPLOST |
| 47 | Church Street from Berry Street to Wilson Avenue (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$51,494 | SPLOST |
| 48 | Jennings Way (Cemetery Street) from Second Street to Wilson Street (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$87,168 | SPLOST |
| 49 | Duvall Drive from East Atlanta Road to cul-de-sac (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$147,858 | SPLOST |
| 50 | Parkwood Drive from West Burke Street to Davis Road (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$68,644 | SPLOST |
| 51 | Stockview Terrace from Creek Circle to cul-de-sac (sidewalks) | ✓ | | | | | City of Stockbridge | \$8,510 | SPLOST |
| 52 | Lambert Drive from North Henry Boulevard to end of street (sidewalks) | ✓ | | | | | City of Stockbridge | \$121,490 | SPLOST |
| 53 | Lane Drive from North Henry Boulevard to Spring Street (Curbs, Gutters, and Sidewalks) | ✓ | | | | | City of Stockbridge | \$34,867 | General Fund, SPLOST |



| Stockbridge Short Term Work Program | | | | | | | | | |
|-------------------------------------|---|------|------|------|------|------|---------------------|---------------|----------------|
| Item | Activity | 2008 | 2009 | 2010 | 2011 | 2012 | Responsible Party | Cost Estimate | Funding Source |
| 54 | Lake Drive from Lambert Drive to Lake Terrace (sidewalks) | ✓ | | | | | City of Stockbridge | \$71,913 | SPLOST |
| 55 | Lake Terrace from Lake Drive to end of street (sidewalks) | ✓ | | | | | City of Stockbridge | \$41,404 | SPLOST |
| 56 | Creek Circle from Davis Road to Davis Road (sidewalks) | ✓ | | | | | City of Stockbridge | \$37,275 | SPLOST |
| 57 | Bridge Park Court from Creek Circle to cul-de-sac | ✓ | | | | | City of Stockbridge | \$3,900 | SPLOST |
| 58 | Landover Drive from Davis Road to Davis Road (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$35,700 | SPLOST |
| 59 | Ridge Run from Landover Drive to Landover Drive (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$15,105 | SPLOST |
| 60 | Meadow Ridge Drive from Davis Road to cul-de-sac (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$25,125 | SPLOST |
| 61 | Angela Court from Meadow Ridge Drive to cul-de-sac | ✓ | | | | | City of Stockbridge | \$3,900 | SPLOST |
| 62 | Rebecca Court from Meadow Ridge Drive to cul-de-sac (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$3,900 | SPLOST |
| 63 | Shields Road from North Henry Boulevard to David Road (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$501,216 | SPLOST |



| Stockbridge Short Term Work Program | | | | | | | | | |
|-------------------------------------|---|------|------|------|------|------|---------------------|---------------|----------------|
| Item | Activity | 2008 | 2009 | 2010 | 2011 | 2012 | Responsible Party | Cost Estimate | Funding Source |
| 64 | Meadow Ridge Way from Shields Road to cul-de-sac (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$7,545 | SPLOST |
| 65 | Meadow Ridge Court from Meadow Ridge Way to cul-de-sac (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$8,250 | SPLOST |
| 66 | Club Circle from Club Place to Club Circle (sidewalks) | ✓ | | | | | City of Stockbridge | \$64,500 | SPLOST |
| 67 | Wren Court from Club Circle to Club Place (sidewalks) | ✓ | | | | | City of Stockbridge | \$3,180 | SPLOST |
| 68 | Club Drive from North Henry Boulevard to Club Place (sidewalks) | ✓ | | | | | City of Stockbridge | \$116,151 | SPLOST |
| 69 | Ceresa Drive from North Lee Street to end of road (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$45,218 | SPLOST |
| 70 | Center Street from North Henry Boulevard to West Burke Street (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$13,215 | SPLOST |
| 71 | Iron Horse Way from Northbridge Drive to end of cul-de-sac (sidewalks) | ✓ | | | | | City of Stockbridge | \$13,905 | SPLOST |
| 72 | Engine Run from Central Line to end of cul-de-sac (sidewalks) | ✓ | | | | | City of Stockbridge | \$3,825 | SPLOST |



| Stockbridge Short Term Work Program | | | | | | | | | |
|-------------------------------------|--|------|------|------|------|------|---------------------|---------------|----------------------|
| Item | Activity | 2008 | 2009 | 2010 | 2011 | 2012 | Responsible Party | Cost Estimate | Funding Source |
| 73 | Northbridge Drive from Flippen Road to end of cul-de-sac (sidewalks) | ✓ | | | | | City of Stockbridge | \$25,125 | SPLOST |
| 74 | Shortline Court from Central Line to end of cul-de-sac (sidewalks) | ✓ | | | | | City of Stockbridge | \$3,900 | SPLOST |
| 75 | Pullman Land from Central Line to end of cul-de-sac (sidewalks) | ✓ | | | | | City of Stockbridge | \$6,600 | SPLOST |
| 76 | Central Line from Iron Horse Way to Seaboard Drive (sidewalks) | ✓ | | | | | City of Stockbridge | \$25,500 | General Fund, SPLOST |
| 77 | Seaboard Drive from Northbridge Drive to Old Atlanta Road (sidewalks) | ✓ | | | | | City of Stockbridge | \$19,650 | SPLOST |
| 78 | Sideline Court from Seaboard Drive to end of cul-de-sac (sidewalks) | ✓ | | | | | City of Stockbridge | \$14,475 | SPLOST |
| 79 | Northern Run from Seaboard Drive to end of cul-de-sac (sidewalks) | ✓ | | | | | City of Stockbridge | \$8,400 | SPLOST |
| 80 | Beacon Street from Old Atlanta Road to Hillcrest Drive (sidewalks) | ✓ | | | | | City of Stockbridge | \$9,360 | SPLOST |
| 81 | Wilson Street from Wilson Avenue to Jennings Way (Cemetery Street) (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$130,752 | SPLOST |
| 82 | South Berry Street from Nolan Street to Second Street (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$156,902 | SPLOST |



| Stockbridge Short Term Work Program | | | | | | | | | |
|-------------------------------------|---|------|------|------|------|------|----------------------------------|---------------|------------------------------|
| Item | Activity | 2008 | 2009 | 2010 | 2011 | 2012 | Responsible Party | Cost Estimate | Funding Source |
| 83 | North Henry Boulevard to end of Bowen Street (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$115,497 | SPLOST |
| 84 | West Burke Street from Burke Street to Center Street (sidewalks) | ✓ | ✓ | | | | City of Stockbridge | \$108,960 | SPLOST |
| 85 | Tye Street from North Henry Boulevard to Red Oak Drive (curb and gutter) | ✓ | ✓ | | | | City of Stockbridge | \$499,949 | SPLOST |
| 86 | South Lee Road, North Henry Boulevard from Rock Quarry Road to East Atlanta (sidewalks and streetscape) | ✓ | ✓ | | | | City of Stockbridge | \$625,000 | LCI |
| 87 | Davis Road from Clark Park to Highway 42 (Sidewalks and Streetscape) | ✓ | ✓ | | | | City of Stockbridge | tbd | LCI Grant |
| 88 | Old Atlanta Water Main (1900', 12" diameter) | ✓ | ✓ | | | | City of Stockbridge | \$66,000 | SPLOST |
| 89 | Tunnel under railroad between Gardner Park and Clark Park | ✓ | ✓ | | | | City of Stockbridge | \$900,000 | Federal Grant, General Funds |
| 90 | Burke Street to Lovejoy, Berry Street, Jennings Way to Dabney Hunter Simmons Memorial Park (Streetscape and Sidewalks/trails) | ✓ | ✓ | ✓ | ✓ | ✓ | City of Stockbridge | Tdb | LCI, SPLOST, TEA |
| 91 | Walter Way/Davidson Pkwy Ext. to Flippen Road By-pass | ✓ | ✓ | ✓ | | | GDOT, HCDOT, City of Stockbridge | \$1,500,000 | General Funds, SPLOST |



Appendix A. Linkage to the Henry County/Cities Comprehensive Transportation Plan

Henry County and its Cities utilized a collaborative and inclusive approach to complete its long-term planning efforts. As referenced earlier, both the Comprehensive Plan and Comprehensive Transportation Plan (CTP) were completed simultaneously between 2005 and 2007. The Joint Consultant Planning Team consisted of three collaborative groups, spearheaded by three lead firms: the Comprehensive Planning Team, led by Jordan, Jones & Goulding (JJG); the Comprehensive Transportation Planning Team, led by Parsons Brinkerhoff (PB); and Public Input/Communication for the Comprehensive Transportation Plan, led by Dovetail Consulting, as well as County/Cities staff and officials.

This joint effort facilitated a collaborative public participation effort as well as a cohesive strategy to both land planning and transportation planning, allowing for combined public participation efforts. These efforts resulted in two separate documents: the Comprehensive Plan (including this Agenda, the Community Assessment, and the Community Participation Program) and the Comprehensive Transportation Plan. The intention of this chapter is to address the relationship between the CTP and the Comprehensive Plan. The linkage between these documents is a critical element for establishing a foundation for sustainable growth in Henry County.

Joint public involvement efforts for the two plans are discussed in detail in Chapter III.

DCA Local Planning Requirements

The Comprehensive Plan is regulated through standards established by the Georgia Planning Act and expanded upon by the Georgia Department of Community Affairs. Under these regulations, Henry County and its cities have been identified as localities that must follow “advanced” planning guidelines. An element of these advanced guidelines includes a transportation component. Henry County and its Cities have completed these required transportation elements in conjunction with its Comprehensive Transportation Plan (CTP).

The CTP is an extensive document that exceeds state planning requirements and provides an in-depth analysis and set of recommendations for transportation needs within the County and its cities, meeting regional requirements for local transportation. The purpose of this section is to establish the location of required DCA transportation planning elements within the CTP that are not included in this document. The following chart should help guide readers of the Comprehensive Plan to critical transportation elements available in the CTP.



| Community Assessment | | |
|--|--|---|
| DCA Requirement | CTP Section | Comments |
| List of potential transportation issues and opportunities the community may wish to address | Chapters IV and V include a summary of transportation needs and issues identified both prior to and during the community visioning process. | An initial list of issues and opportunities were included in the Community Assessment submitted to DCA in 2006. |
| 110-12-1-.03 Community Assessment (ii) "Evaluate the existing land use patterns and trends within the jurisdiction of the local government, including areas that are likely to be annexed within the planning period (to identify any areas requiring special attention, including areas where the pace of development has and/or may outpace the availability of community facilities and services, including transportation . . ." | Chapter IV: Needs and Issues in the CTP identifies locations in the transportation system where current system capacity deficiencies (traffic congestion) and safety issues (crash locations) exist. This section also describes locations where future capacity deficiencies are expected. This chapter also identifies existing transportation issues and needs identified by citizens. These areas are also mapped. | |
| Community Participation Program | | |
| DCA Requirement | CTP Section | Comments |
| 110-12-1-.04 (2)- List of stakeholders; identification of participation techniques; and schedule for completion of the Community Agenda | A comprehensive list of community stakeholder was created in the Fall of 2005 and was modified as appropriate during the planning process. A Public Involvement Plan for the CTP was developed in late 2005. The schedule for finishing the Community Agenda was established by Henry County, its cities, and the Comprehensive Planning Team. | This effort was completed by both the CTP team and Comprehensive Plan team. |



| | | |
|---|---|---|
| Describe the local governments' strategy for ensuring adequate public and stakeholder involvement. | Community involvement related to transportation was conducted continuously throughout the development of the CTP. This topic is discussed in Chapter I: Introduction; Chapter IV: Needs and Issues; and Chapter V: Community Visioning. | Please see the Community Participation Program for a detailed description of the public involvement process |
| Community Agenda | | |
| DCA Requirement | CTP Section | Comments |
| 110-12-1-.05 – Must include three (3) major components, including (1) a community vision (2) Future Development Map; and (3) Defining Narrative | Information related to the transportation component of the Community Agenda can be found in Chapter V: Community Vision; Chapter IV: Needs and Issues; Chapter IX: Plan Development, and Chapter XIII: Plan Recommendations and Implementation. | |
| Community Issues and Opportunities | Transportation issues and opportunities can be found in Chapter V: Community Vision and Chapter IV: Needs and Issues. | |
| Implementation Program | Short and long-term transportation implementation program elements can be found in Chapter XII: Plan Recommendations and Implementation. | |
| Short-Term Work Program | Information related to the short-term implementation of the Transportation element of the Plan can be found in Chapter XII: Plan Recommendations for Implementation. | The Transportation portion of the STWP reflects currently programmed projects identified by Henry County. Major concern exists regarding funding availability due to construction cost increases and other factors. Final decisions on changes to the transportation portion of the ARC Transportation Improvement Program (TIP) and GDOT Work Program have not yet been finalized. |



| | | |
|--|---|-----------------|
| Long-Term and Ongoing Activities | Information related to the long-term aspects of the Transportation element of the Plan can be found in Chapter XII: Plan Recommendations and Implementation. | |
| Policies | Information related to the Transportation component of the Community Agenda can be found in Chapter V: Community Vision and Chapter IV: Needs and Issues. Transportation-related policies can be found in Chapter XII of the CTP. | |
| State Planning Goals and Objectives (Chapter 110-12-1-.06(2)) | | |
| DCA Requirement | CTP Section | Comments |
| (c) Community Facilities and Services Goal | Chapter IX: Plan Development and Chapter XII: Plan Recommendations and Implementation address this topic. | |
| (e) Land Use and Transportation Goal | Chapter VIII: Transportation-Land Use Connection in the CTP addresses this topic | |
| (f) Intergovernmental Coordination | Chapter VI: Institutional Element addresses strategies for improving intergovernmental coordination. | |
| Quality Communities Objectives (Chapter 110-12-1-.06(3)) | | |
| DCA Requirement | CTP Section | Comments |
| (b) Growth Preparedness Objective | Chapter VII: Goals and Objectives; Chapter IX: Plan Development; and Chapter XII: Plan Recommendations and Implementation address this topic. | |
| (i) Regional Cooperation Objective | Chapter VII: Goals and Objectives; Chapter VI: Institutional Element; and Chapter XII: Plan Recommendations and Implementation address the objective. | |



| | | |
|--|--|--|
| (j) Transportation Alternatives Objective | Chapter VII: Goals and Objectives; Chapter VI: Institutional Element; and Chapter XII: Plan Recommendations and Implementation address this objective. | |
| DATA AND MAPPING SPECIFICATIONS (Chapter 110-12-1.07) | | |
| DCA Requirement | CTP Section | Comments |
| (g) Transportation System | Chapter III of the CTP summarizes the primary features of the transportation system in Henry County and its Cities. The Data Analysis Report provides an extensive compilation of data and information as well as an index of maps related to transportation. The link between transportation and land use is articulated in Chapter VIII of the CTP. | Chapter VI describes current mobility needs and the extent to which they are being met. No significant areas of parking deficiencies were identified in the CTP process. |

Summary

The state requirements set forth for comprehensive planning include several transportation elements. The CTP has been completed to meet and exceed these transportation requirements, providing a wealth of information for addressing needs and issues, opportunities, existing and future short-comings, potential system improvement projects, and comprehensive strategies. The CTP is a separate project from the Comprehensive Plan. The preceding table should assist community members in locating DCA transportation requirements within the CTP. All other requirements for the Comprehensive Plan are contained within the Comprehensive Plan documents. Dual consideration of both plans is necessary to help guide smart, compatible growth over the coming decades.



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B. List of Accomplishments - Henry County and the Cities of Hampton, Locust Grove, McDonough, and Stockbridge

1. Henry County Record of Accomplishments

The following table lists the status of those items identified in the Henry County 2006-2010 Short Term Work Program and Capital Improvements Update.

| Henry County Short Term Work Program – Record of Accomplishments | | | | | | | |
|--|--|------|------|---------------------------------------|---------------|---|---|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| Community Facilities | | | | | | | |
| 1) | Renovation of the Hampton Facility (Forston Library) 10,00sf addition (Phase II) | ✓ | | Board of Commissioners, Library Board | \$2,200,000 | SPLOST II | <i>Postponed for funding</i> |
| 2) | Fairview Library (10,000-15,000 square feet facility), including Design. | ✓ | | Board of Commissioners, Library Board | \$2,000,000 | SPLOST II | <i>Underway</i> Bids received on June 29, 2006 |
| 3) | McDonough Library renovation/ addition (9,000 SF) | ✓ | ✓ | Library Board | \$1,400,000 | State Capital Outlay Grant, Library Board | Underway late 2006 |
| 4) | Salem Fire Station #7 | | ✓ | SPLOST | \$750,000 | SPLOST | Completed |
| 5) | New Fire Station #7 | ✓ | | Henry County Fire Department | \$1,500,000 | Impact Fees | Postponed for funding |
| 6) | Fire pumper truck for Station 14 | ✓ | | Henry County Fire Department | \$300,000 | Impact Fees | Postponed for funding |
| 7) | Replace Fire Department Tankers at Station 5 | ✓ | | Henry County Fire Department | \$350,000 | General Funds | Not Accomplished – County no longer intends to undertake activity |
| 8) | New Fire Station 15 | ✓ | | Henry County Fire Department | \$1,500,000 | Impact Fees | Postponed for funding |
| 9) | Fire pumper truck for Station 15 | ✓ | | Henry County Fire Department | \$300,000 | Impact Fees | Postponed for funding |
| 10) | Ambulance Replacement (Annually) | | ✓ | Henry County Fire Department | \$140,000 | General funds | <i>Underway</i> |



| Henry County Short Term Work Program – Record of Accomplishments | | | | | | | |
|--|---|------|------|---|---------------|---------------------------|--|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 11) | Training Facility: Burn building, and Training offices | | ✓ | Henry County Fire Department | \$6,000,000 | Impact Fees | Postponed for funding |
| 12) | Add ambulance at Kellytown Station 13 | ✓ | | Henry County Fire Department | \$140,000 | General funds | Underway 8/06 |
| 13) | New Station 16 at Luella | ✓ | ✓ | Henry County Fire Department | \$1,500,000 | Impact Fees | Postponed for funding |
| 14) | New pumper truck for Station 16 | ✓ | ✓ | Henry County Fire Department | \$300,000 | Impact Fees | Postponed for funding |
| 15) | Replace Rescue Truck at Station 1 | ✓ | | Henry County Fire Department | \$500,000 | Federal funds | Underway 8/2006 |
| 16) | Windy Hill Park renovations: outdoor storage, lighting, renovation, Paint ball facility added | ✓ | ✓ | Henry County Board of Commissioners, Parks and Recreation | \$400,000 | General funds, SPLOST | Underway |
| 17) | Hidden Valley Park: construction of, walking trails, bike paths, soccer field, pavilion; add recreation center, land acquisition, tennis courts and skateboard park | ✓ | ✓ | Henry County Board of Commissioners, Parks and Recreation | \$702,600 | General funds, SPLOST | Underway; (outdoor water activity area not accomplished and the County no longer intends to undertake the activity) |
| 18) | Timberidge Fire Station #13 (Kellytown) | ✓ | ✓ | Henry County Fire Department | \$912,750 | SPLOST Funds | Underway The bldg completed; landscaping in progress 8/06 |
| 19) | Timberidge Fire Pumper truck (Kellytown) | ✓ | ✓ | Henry County Fire Department | \$300,000 | SPLOST Funds | Underway 8/06 |
| 20) | Replace Fire Station 7 at Price Quarters Road and GA Hwy 155 | ✓ | ✓ | Henry County Fire Department | \$1,000,000 | SPLOST Funds | Completed |
| 21) | Fire Station #1 Construction | | ✓ | Henry County Fire Department | \$1,500,000 | Impact Fees, General Fund | Not Accomplished – County no longer intends to undertake activity |
| 22) | Fire Department Administration Building: New Location or Expansion | ✓ | ✓ | Henry County Fire Department | \$2,000,000 | Impact fees | Postponed for funding |



| Henry County Short Term Work Program – Record of Accomplishments | | | | | | | |
|---|--|-------------|-------------|--|----------------------|--------------------------------------|--|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 23) | J.P. Moseley Park-Walking Trails, land acquisition, football fields, concession/restroom facility, central playground, two pavilions, two tennis courts with lights and Activity Building | ✓ | ✓ | Henry County Board of Commissioners, Parks and Recreation | \$5,000,000 | General funds, SPLOST Impact fees | Underway: Activity Bldg Complete |
| 24) | Big Springs Park-New Restrooms and replace Concession | | ✓ | Parks and Recreation | \$60,000 | SPLOST | Postponed for Funding |
| 25) | Warren Holder Park-Pavilion, Playground, Park Sign, Two (2) Football Concession/Restroom Buildings, Soccer Practice Area; Renovate existing Football Field into two girls softball fields and additional parking | ✓ | ✓ | Parks and Recreation | \$889,495 | General funds, SPLOST | Underway To build 2 story concession facility, storage bldg. Needed Est. construction completion 6/06 |
| 26) | Community Center-Family and Youth Center | ✓ | ✓ | Henry County Board of Commissioners, SPLOST | \$5,000,000 | SPLOST (Postponed for funding) | Underway |
| 27) | Senior Citizen(s) Center-to serve Locust Grove and Hampton Area | ✓ | ✓ | Henry County Board of Commissioners, SPLOST, Senior Services | \$2,000,000 | SPLOST, CDBG funds | Underway |
| 28) | Court Annex Building | ✓ | ✓ | Henry County Board of Commissioners, SPLOST | \$9,340,124 | General funds, SPLOST | Underway Estimated construction completion 9/06; final grading in progress |
| 29) | North Ola Park-Includes renovating ball field pole and place all wiring underground, irrigating three (3) ball fields, pavilion and paving/walking trails | ✓ | ✓ | Parks and Recreation | \$305,000 | SPLOST, General Funds | Postponed, lacking funds |
| 30) | Public Safety Building (Bureau of Police Services and Fire Department Headquarters) | | ✓ | Board of Commissioners | \$6,500,000 | Impact Fees | Underway |



| Henry County Short Term Work Program – Record of Accomplishments | | | | | | | |
|---|--|-------------|-------------|---|----------------------|-------------------------|---------------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 31) | Planning & Development Facility (Building Inspections, Development Plan Review, Planning & Zoning, and Environmental Health) | | ✓ | Board of Commissioners | \$2,200,000 | General Funds | Underway |
| 32) | Senior Citizen Therapeutic Pool (Heritage Senior Center) | | ✓ | Board of Commissioners, City of McDonough | \$400,000 | SPLOST | Underway |
| 33) | Nash Farm Battlefield land acquisition and museum, and education center | | ✓ | Parks and Recreation | unknown | General and Grant funds | Underway |



| Henry County Short Term Work Program – Record of Accomplishments | | | | | | | |
|--|---|------|------|--------------------------|---------------|---|---|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| General Planning | | | | | | | |
| 34) | SR 42 N-S One-Way pair system through Central McDonough: Racetrack to Carmichael Street | ✓ | | GADOT, City of McDonough | \$2,620,000 | Federal 33C funds, general fund, GDOT | Completed |
| 35) | SR 20/81 E-W One-Way pair system Highland to Lemon Street | ✓ | | GADOT, City of McDonough | \$14,124,000 | Federal STP funds, general funds, GDOT(state) | Underway |
| 36) | Dirt paving and realignment: Greenwood Road, Sowell Road, Amah Lee Road | | ✓ | HCDOT | \$545,980 | Local funds, SPLOST | Completed |
| 37) | Dirt paving and realignment: Tuner Drive (1.55 mi) Pleasant Grove Rd (.3 mi) Rowan Rd (.3 mi) | | ✓ | HCDOT | unknown | Local funds, SPLOST | Completed |
| 38) | Dirt paving and realignment: North Mill Road (.55 mi) North Bridges Road (1.1 mi) | | ✓ | HCDOT | unknown | GDOT, Local funds, SPLOST | Not Accomplished – County no longer intends to undertake activity |
| 39) | (HE-110) Campground Road Ext. from Brannan to Meadowbrook (from east of intersection with US 23 to Jodeco Road near intersection with Oak Grove Road) | | ✓ | GADOT, SPLOST | \$2,600,000 | Local Funds | Underway |
| 40) | (HE-920A) Jonesboro Rd widening, I-75 to Southern RR in McDonough (2-4 divided median) | ✓ | | GADOT | \$12,900,000 | GDOT | Underway Not a County Project |
| 41) | (HE-128) SR 155 at Little Cotton Indian Creek; bridge replacement | | ✓ | GADOT, | \$1,723,000 | GDOT | Underway |



| Henry County Short Term Work Program – Record of Accomplishments | | | | | | | |
|--|---|------|------|-------------------|---------------|---|---|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 42) | I-75 at Hudson Bridge Road/Eagles Landing Parkway interchange | | ✓ | GADOT, HCDOT | \$24,313,000 | Federal, GDOT, developer contributions to ROW | Completed |
| 43) | (HE-132B) Eagles Landing Widening (Eagles Point Pkwy to US23) | ✓ | ✓ | SPLOST | \$17,013,800 | Local Funds/SPLOST, GRTA | Underway |
| 44) | (HE-AR 216) Jodeco Road/ I-75 interchange reconstruction | ✓ | | GADOT, SPLOST | \$36,658,000 | GDOT, GARVEE BONDS | Underway |
| 45) | Farris Drive (West Ridge Parkway) paving: From Pullin Road to SR 20/81 to SR 155. (Started in 2000) | | ✓ | HCDOT, developer | \$1,350,000 | Developer contributions | Completed |
| 46) | (HE- 103B) East Lake Road Extension: (Phase II) Springdale Road to SR 155 (2.1 mi) | | ✓ | GRTA, SPLOST | \$7,007,000 | SPLOST, GRTA | Underway |
| 47) | SR 81 East Passing Lanes | | ✓ | GADOT | \$1,900,000 | GDOT | Postponed for GDOT Study |
| 48) | SR 81 at Lake Dow Road: intersection improvements | ✓ | | GADOT, HCDOT, | \$1,200,000 | GDOT, Federal and local funds | Underway |
| 49) | Jodeco at McCurry, add turning lanes | ✓ | | Unknown | \$210,000 | HCOT, contract funds, general fund | Not Accomplished – not a county project |
| 50) | I-75 to Jodeco Road and Hudson Bridge Road turn lanes, widening, and signals | ✓ | | SPLOST | \$2,133,000 | SPLOST | Underway |
| 51) | Jodeco Road and Floyd Road: turning lanes and traffic signal | | | HCDOT, GADOT, | \$210,000 | GDOT | Postponed to 2010 from 2002, Lack of local interest |
| 52) | Mount Carmel and South Mount Carmel Road: turning lanes and traffic signal | | | SPLOST | Undetermined | SPLOST | Postponed from 2004 to 2010 for Needs Assessment |
| 53) | SR 155 and Miller's Mill Road: intersection improvements | | ✓ | GDOT | \$5,000,000 | GDOT, SPLOST | Underway |



| Henry County Short Term Work Program – Record of Accomplishments | | | | | | | |
|--|---|------|------|--------------------------|---------------|---------------------------------------|---|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 54) | SR 138 and Miller's Mill Road: turning lanes and traffic signal | | ✓ | GDOT | \$5,000,000 | GDOT | Underway |
| 55) | SR 155 at Fairview Road: turning lanes and traffic signal | | ✓ | GDOT | \$548,000 | GDOT, SPLOST | Underway |
| 56) | Fairview Road and Thurman Road: turning lanes and traffic signal | | ✓ | SPLOST | \$1,000,000 | GDOT, SPLOST | Underway |
| 57) | Luella Road and FROG RD. | ✓ | | SPLOST | \$1,400,000 | SPLOST | Underway |
| 58) | Keys Ferry and SR 81: traffic signals, Intersection Improvement | ✓ | | SPLOST GDOT | \$1,500,000 | SPLOST, GDOT | Underway |
| 59) | New Hope and SR 81: Intersecti improvements | ✓ | | SPLOST | \$1.3 mil | GADOT | Underway |
| 60) | Speer Road and Walt Stephens: traffic signals | ✓ | | SPLOST | \$1,600,000 | SPLOST | Underway |
| 61) | Colvin Drive: paving 2.0 miles | ✓ | | SPLOST | \$3,000,000 | SPLOST | Underway |
| 62) | Simpson Mill Road: paving Pullin to H-LG Rd. | | ✓ | HCDOT, SPLOST, developer | \$1,600,000 | SPLOST | Postponed beyond 2011 for funding |
| 63) | Replace Shuttle Buses with lifts | | ✓ | Henry Transit | \$158,000 | GDOT (TRANSIT FOR ELDERLY / DISABLED) | Underway |
| 64) | Henry Transit: Capital for Elderly and Persons with Disabilities Program | ✓ | ✓ | Henry Transit | \$358,000 | DHR Funds | Underway |
| 65) | Patrick Henry Parkway Phase I & II: two lanes To Eagles Landing Parkway | | ✓ | SPLOST | \$8,300,000 | SPLOST, GRТА | Underway |
| 66) | (HE-165B) Patrick Henry Parkway Phase III: From JODECO ROAD to Eagles Landing Parkway increased to four lanes | | ✓ | Henry County | \$9,430,000 | SPLOST, LOCAL FUNDING | Postponed for funding In RTP for Long Range 2012-2020 |



| Henry County Short Term Work Program – Record of Accomplishments | | | | | | | |
|---|--|-------------|-------------|---|----------------------|---|---------------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 67) | Replace Shuttle Buses with lifts | ✓ | | Henry Transit | \$204,000 | DOT 5311 fund and County General funds (GDOT) | Completed |
| 68) | Replace Shuttle Buses with lifts | | ✓ | Henry Transit | \$210,000 | DOT 5311 fund and County General funds (GDOT) | Underway |
| 69) | Transit Services: Operating Expenses | ✓ | ✓ | Henry Transit | \$505,880 | DOT 5311 Transit Funds, General Funds | Completed |
| 70) | Transit Services: Operating Expenses | | ✓ | Henry Transit | \$257,749 | DOT 5311 Transit Funds, General Funds | Underway |
| 71) | Transit Services: Administrative Expenses combine as one project transit services operating expenses; assistance; administrative costs, maintenance repair, vehicle repair | | ✓ | Henry Transit | \$871,164 | 5311 Transit Funds, County Funds | Underway |
| 72) | Preparation of New Comprehensive Plan and Rewrite County Zoning Ordinance | ✓ | ✓ | Henry County Board of Commissioners, Planning and Zoning Department | \$500,000 | General Fund | Underway |



| Henry County Short Term Work Program – Record of Accomplishments | | | | | | | |
|--|---|------|------|--|---------------|---|---|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 73) | Comprehensive Transportation Plan | ✓ | | Board of Commissioners, and Public Works, Transportation Planning CITIES OF LOCUST GROVE, HAMPTON, STOCKBRIDGE, AND MCDONOUGH | \$1,600,000 | General Funds TIP STATE FUNDING | Underway |
| 74) | Transportation Impact Fee Study | ✓ | | Board of Commissioners, Public Works, Transportation Planning Management | \$58,000 | General Funds | Underway |
| 75) | Fairview Road Corridor between Cook and Clark RD for preservation of right-of-way | | ✓ | HCDOT | \$20,500 | General Funds | Underway |
| 76) | Transit Feasibility Study | | ✓ | Board of Commissioners, and Economic Development, Transportation Planning Management | \$2,792,639 | FTA 5307 Urbanized Area Formula Program HENRY COUNTY | Postponed until completion of Comprehensive Transportation Plan |
| 77) | Corridor Study for North Henry County Transit System Improvements | | ✓ | HCDOT | \$120,000 | MARTA, ARC | <i>Not Accomplished</i> Not a County project |
| 78) | Stormwater Management Plan Implementation | ✓ | ✓ | Henry County Board of Commissioners | 12,250,000 | General Funds/ Utility Fee | Underway |



| Henry County Short Term Work Program – Record of Accomplishments | | | | | | | |
|--|---|------|------|---|---------------|--------------------------------|----------------------------------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 79) | Hwy. 20 (Hampton-McDonough Road) LCI Corridor Study | ✓ | ✓ | BOC, Planning and Zoning | \$100,000 | ARC | Postponed for funding |
| 80) | Master Parks and Recreation Plan | | ✓ | Parks and Recreation | \$40,000 | Impact Fees | Underway |
| 81) | Brannan @ Campground: Intersection and Signalization | | | SPLOST | \$885,000 | SPLOST, | Completed (2004) |
| 82) | Jonesboro Road/N. Mt Carmel Road Intersection Improvements | ✓ | ✓ | SPLOST | \$1,500,000 | SPLOST | Underway |
| 83) | Willow Lane Ext.: Bridge to Jonesboro Rd. | ✓ | ✓ | HCDOT | \$3,000,000 | Local and Developer Funds | Underway |
| 84) | Cochran Facility Relocation (15,000 SF) included Architectural Design | ✓ | | Board of Commissioners, Library Board, City of Stockbridge | \$2,200,000 | Library Board Funds, SPLOST II | Completed |
| 85) | 2) New Locust Grove Facility, including Architectural Design | | ✓ | Board of Commissioners, Library Board, City of Locust Grove | \$2,200,000 | SPLOST I and II | Completed |
| 86) | 26) Replace Station 4 on Keys Ferry Road | ✓ | | Henry County Fire Department | \$830,000 | SPLOST Funds | Completed |
| 87) | 33) Replace Fire Department Tankers at Station 12 | ✓ | | Henry County Fire Department | \$350,000 | General funds | Completed 2001 |
| 88) | 76) Sandy Ridge Park land acquisition, soft ball (2), baseball and lighting | | ✓ | Henry County Parks and Recreation Department | \$500,000 | SPLOST Funds, General Funds, | Complete |
| 89) | 77) Land acquisition for new park sites and additions | | | Henry County Parks and Recreation Department | \$7,000,000 | General funds, SPLOST Funds | Mosley Park acquisition Complete |



| Henry County Short Term Work Program – Record of Accomplishments | | | | | | | |
|--|---|------|------|---|---------------|---|------------------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 90) | 82) Heritage Village Community Garden and Historic Museum Land Acquisition, Walking Trails, Playgrounds, and Landscaping | | ✓ | Henry County Board of Commissioners, Parks and Recreation | \$4,444,848 | General funds, SPLOST | Completed |
| 91) | 83) North Ola Park- Bleacher Parts for Four (4) Fields | ✓ | | Henry County Parks and Recreation | \$20,000 | General Funds | Completed |
| 92) | 84) Cochran Park- Fencing, Concrete Repair, Sod for Three (3) Fields, Parking Lot, Concrete Steps and New Table and Chairs for Building | ✓ | | Parks and Recreation | \$175,000 | General Funds | Completed |
| 93) | 101) Henry Transit: Capital for Elderly and Persons with Disabilities Program | ✓ | | Henry Transit | \$292,443 | 5310 Transit Projects Fund, County Funds | Completed |
| 94) | Transit Services: Administrative Expenses | | | Henry Transit | \$415,975 | 5311 Transit Funds, County Funds | Completed (2004) |
| 95) | Transit Services: Operating Expenses | | | Henry Transit | \$827,000 | DOT 5310, 5311 Transit Funds, General Funds | Completed (2004) |
| 96) | 112) S.R. 42/23 @ Valley Hill: Intersection and Signalization | | | HCDOT, SPLOST | \$500,000 | SPLOST | Completed (2004) |
| 97) | 6) Jonesboro @ Chambers: Intersection and Signalization | | | HCDOT | \$902,689 | SPLOST | Completed (2004) |



| Henry County Short Term Work Program – Record of Accomplishments | | | | | | | |
|--|--|------|------|-------------------|---------------|----------------|------------------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 98) | 138) Sowell-King Mill to EOP-Dirt Road Construction | | | HCDOT | \$508,178 | SPLOST | Completed (2004) |
| 99) | 139) Whitaker-Sowell to Iris: Dirt Road Construction | | | HCDOT | \$508,178 | SPLOST | Completed (2004) |
| 100) | 84) Rowan-Fairview to Clark: Dirt Road Construction | | | HCDOT | \$139,920 | SPLOST | Completed (2004) |
| 101) | 142) Turner Drive-East Lake to Turner Church: Dirt Road Construction | | | HCDOT | \$2,100,000 | SPLOST | Completed (2004) |

| Henry County Short Term Work Program – List of Accomplishments | | | | | | | |
|--|--|------|------|-------|---------------|---------------------------|----------|
| Henry County Water and Sewerage Authority | | | | | | | |
| | Activity | 2005 | 2006 | Party | Cost Estimate | Funding Source | Status |
| 102) | Interceptor sewers and highway crossings (started in 1999) | ✓ | | HCWSA | \$1,000,000 | Operating revenues | Complete |
| 103) | Indian Creek Interceptor Sewer line | ✓ | | HCWSA | \$1,957,000 | Bond revenues | Complete |
| 104) | Big Cotton Indian Creek Interceptor, phase 1 | ✓ | | HCWSA | \$31,516,000 | Bond revenues | Complete |
| 105) | Tussahaw Reservoir, Treatment Plant & transmission main | ✓ | ✓ | HCWSA | \$52,117,000 | bond revenues | underway |
| 106) | Bear Creek WWTP Phase 2 | ✓ | ✓ | HCWSA | \$9,500,000 | GEFA & City Contributions | underway |
| 107) | High Rate Upgrade Towaliga WTP | ✓ | ✓ | HCWSA | \$5,000,000 | operating revenues | underway |
| 108) | Hwy 20 waterline relocation | ✓ | ✓ | HCWSA | \$1,200,000 | operating revenues | Complete |



| Henry County Short Term Work Program – List of Accomplishments | | | | | | | |
|---|--|-------------|-------------|--------------|----------------------|---|---------------|
| Henry County Water and Sewerage Authority | | | | | | | |
| | Activity | 2005 | 2006 | Party | Cost Estimate | Funding Source | Status |
| 109) | Upper Walnut Creek Interceptor | ✓ | ✓ | HCWSA | \$9,732,600 | GEFA & Developer Contribution | Underway |
| 110) | Upper Walnut Creek Pump Station & Force Main | | ✓ | HCWSA | \$6,492,000 | GEFA & Developer Contribution | Underway |
| 111) | Birch Creek Interceptor | | ✓ | HCWSA | \$10,470,200 | GEFA & Developer Contribution | Underway |
| 112) | Tunis Road Pump Station relocation | ✓ | ✓ | HCWSA | \$1,803,000 | operating revenues | underway |
| 113) | Timber Ridge Sewer Line Extension | ✓ | | HCWSA | \$581,000 | operating revenues | Complete |
| 114) | Kalves Creek/Rocky Branch Sewer line extension | ✓ | | HCWSA | \$270,000 | operating revenues | Complete |
| 115) | Ola Sewer line extension | ✓ | ✓ | HCWSA | \$1,935,000 | operating revenues | underway |
| 116) | Millers Mill water line relocation | ✓ | ✓ | HCWSA | \$670,000 | operating revenues | Complete |
| 117) | Polybutylene service line replacements | ✓ | ✓ | HCWSA | \$5,965,000 | operating revenues | underway |
| 118) | Highland Village Water Rehab | ✓ | | HCWSA | \$2,510,000 | operating revenues | Complete |
| 119) | Tussahaw Reservoir Recreation area ph 1 | | ✓ | HCWSA | \$605,000 | operating revenues | underway |
| 120) | Kellytown school sewer line extension | | ✓ | HCWSA | \$410,300 | Operating rev & Developer contributions | underway |
| 121) | McDonough West system improvements | | ✓ | HCWSA | \$2,000,000 | Operating revenue & City contribution | underway |



| Henry County Short Term Work Program – List of Accomplishments | | | | | | | |
|---|--|-------------|-------------|--------------|----------------------|---|---------------|
| Henry County Water and Sewerage Authority | | | | | | | |
| | Activity | 2005 | 2006 | Party | Cost Estimate | Funding Source | Status |
| 122) | Avalon Outfall Sewer upgrade | | ✓ | HCWSA | \$550,000 | Operating rev & Developer contributions | underway |
| 123) | Coan Drive Lift station & gravity line | | ✓ | HCWSA | \$208,580 | Operating rev & Developer contributions | underway |
| 124) | Nails Creek Sewer Line Extension | | ✓ | HCWSA | \$416,000 | Operating rev & Developer contributions | underway |
| 125) | Upper Towaliga Spillway Shute upgrade | | ✓ | HCWSA | \$4,536,730 | Operating revenue | underway |
| 126) | Big Cotton Indian Creek Interceptor, phase 2 | | ✓ | HCWSA | \$9,700,000 | GEFA & Developer Contribution | underway |
| 127) | Woodland School interceptor | | ✓ | HCWSA | \$2,500,000 | GEFA & Developer Contribution | underway |
| 128) | Walnut Creek WWTP expansion (4.0 mgd to 8.0 mgd) | | ✓ | HCWSA | \$28,000,000 | GEFA | underway |



2. City of Hampton Record of Accomplishments

The City of Hampton's record of accomplishments is based on the Capital Improvements Program and STWP 2006-2010 adopted in December 2006. The items included below are included in the Capital Improvements Program and are ongoing.

| Hampton – Record of Accomplishments | | | | | | | |
|-------------------------------------|---|------|------|----------------------------|----------------|--------------------------|----------|
| Community Facilities | | | | | | | |
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 1) | Water Line Extension | | ✓ | Public Works/Water & Sewer | \$50,000/year | Utility Fund/Impact Fees | Ongoing |
| 2) | Mapping, GPS | | ✓ | Public Works/Water & Sewer | \$5,000/year | Utility Fund | Ongoing |
| 3) | Large Water Meter Testing/Replacement | ✓ | ✓ | Public Works/Water & Sewer | \$4,000/year | SPLOST/Impact Fees | Ongoing |
| 4) | Low Flow Retro Fit Kit | ✓ | ✓ | Public Works/Water & Sewer | \$10,000/year | Impact Fees | Ongoing |
| 5) | New WWTP | | ✓ | Public Works/Water & Sewer | \$12,500,000 | GEFA/Impact Fees | Underway |
| 6) | General Sewer Mapping | | ✓ | Public Works/Water & Sewer | \$5,000/year | Utility Fund | Ongoing |
| 7) | Phase III Sewer Improvements | | ✓ | Public Works/Water & Sewer | \$500,000 | GEFA/Impact Fees | Underway |
| 8) | Standby Pumping, Lift Stations | | ✓ | Public Works/Water & Sewer | \$30,000 | Impact Fees | Underway |
| 9) | City Hall Parking Lot/Landscaping | | ✓ | Public Works/Streets | \$50,000 | SPLOST/Impact Fees | Underway |
| 10) | Sidewalk Installation/Improvements | ✓ | ✓ | Public Works/Streets | \$100,000/year | SPLOST/Impact Fees | Ongoing |
| 11) | Additional building purchase for Police, Court, and Probation | | ✓ | Police Department | \$221,000 | Impact Fees | Underway |
| 12) | Paca Ballistic Vests | ✓ | ✓ | Police Department | \$7,700 | Impact Fees | Ongoing |
| 13) | Uniforms | ✓ | ✓ | Police Department | \$60,000 | Impact Fees | Ongoing |
| 14) | Handheld M/A-com portable radio systems | ✓ | ✓ | Police Department | \$5,056/year | Impact Fees | Ongoing |
| 15) | X-26 taser weapons | ✓ | ✓ | Police Department | \$8,325 | Impact Fees | Ongoing |
| 16) | Service Weapons & Shotguns | ✓ | ✓ | Police Department | \$1,500/year | Impact Fees | Ongoing |
| 17) | Additional Equipment (radar, Laser, Alco-Sensor, cuffs, flashlights, tint | ✓ | ✓ | Police Department | \$7,400/year | Impact Fees | Ongoing |



| Hampton – Record of Accomplishments | | | | | | | |
|-------------------------------------|-----------------------|------|------|-------------------|----------------|----------------|---------|
| Community Facilities | | | | | | | |
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| | units) | | | | | | |
| 18) | Computers | ✓ | ✓ | Police Department | \$3,000/year | Impact Fees | Ongoing |
| 19) | CMI INTOXILYZER 500EN | ✓ | ✓ | Police Department | \$5,500/year | Impact Fees | Ongoing |
| 20) | Vehicles | ✓ | ✓ | Police Department | \$176,833/year | Impact Fees | Ongoing |



3. **City of Locust Grove Record of Accomplishments**

The City of Locust Grove's record of accomplishments is based on the Capital Improvements Program and STWP 2006-2010 adopted in December 2006.

| Locust Grove Short Term Work Program – Record of Accomplishments | | | | | | |
|---|--|-------------|-------------|-------------------------------|--|--|
| Item | Activity | 2005 | 2006 | Responsible Party(ies) | Est. Cost / Source | Status |
| Community Facilities | | | | | | |
| | <i>Water/Sewer</i> | | | | | |
| 1) | Install new water lines (replacement) in the Skyland Community | ✓ | ✓ | City | \$1,300,000 CDBG and local funds | Delayed. Grant obtained in 2006. Delayed due to failure for CDBG in Fall 2005. Est. Completion 2008 |
| 2) | Water Tower Southside Development | ✓ | ✓ | City, EPD | \$1,093,000 GEFA, local, connection fees | Completed June 2006 at cost shown to left |
| 3) | Interceptors C, D, E (sanitary sewer) | | ✓ | City, EPD | \$2,000,000 GEFA, local, connection fees | Engineering completed, Construction underway in 2006. |
| 4) | New Well Development | ✓ | ✓ | City, EPD | \$100,000, local, connection fees | Ongoing. Several sites drilled. Only one to be placed into operation on west side of city by 2009. |
| 5) | Relocation of Public Works (Bowden Street) | ✓ | ✓ | City | \$350,000, local | Engineering completed, Grading of new road and drainage/pads completed late 2005. Further development and relocation to occur in 2007 - 2008 |
| 6) | Indian Creek WWTP (new plant) | ✓ | ✓ | City, EPD, MNGWD | \$10,400,000, local, private, GEFA | Completed November 2005. New Plant replaces 2 oxidation ponds, 1 package plant, and spray irrigation system. Actual cost shown to the left |
| | | | | | | |
| | <i>Parks and Recreation</i> | | | | | |



| Locust Grove Short Term Work Program – Record of Accomplishments | | | | | | |
|---|--|-------------|-------------|-------------------------------|--|--|
| Item | Activity | 2005 | 2006 | Responsible Party(ies) | Est. Cost / Source | Status |
| 7) | Community/Conference Center (Bowden Street) | ✓ | ✓ | City | \$2,500,000 local and impact fees (90%) | Engineering underway, location secured on city property on Bowden Street. |
| 8) | Warren Holder Park Expansion and improvements | ✓ | ✓ | City, County, SPLOST | \$1,700,000, SPLOST, local | Under construction in early 2006. Est. Completion in October 2006. |
| | <i>Transportation</i> | | | | | |
| 9) | Transportation Alternatives - Tanger Boulevard | ✓ | ✓ | City, County, Private | \$1,000,000, private | Extension of Tanger Boulevard completed in 2004. Signalization and marking for bypass route to cost additional \$800,000 for overlay of older portion by Tanger Mall. That portion is not complete |
| | <i>General Facilities</i> | | | | | |
| 10) | District Court and Police Department | ✓ | ✓ | City | \$3,347,931, local and impact fees (52%) | Building plans completed at cost of \$286,000. Site and construction delayed due to relocation of building to LGI complex at LGFBC property. (Est. completion Summer 2008) |
| Natural and Historic Resources | | | | | | |
| 11) | Historic District Overlay | ✓ | ✓ | City | \$- | Not completed in 2004. New Commission established by council March/April 2006. Initial meetings and work are underway. |



| Locust Grove Short Term Work Program – Record of Accomplishments | | | | | | |
|---|--|-------------|-------------|-------------------------------|---------------------------------------|--|
| Item | Activity | 2005 | 2006 | Responsible Party(ies) | Est. Cost / Source | Status |
| Economic Development | | | | | | |
| 12) | Downtown Streetscape Project/Development and Revitalization Efforts | ✓ | ✓ | City, GaDOT, DDA | \$762,000 (TE Grant, local, private) | Underway. Design Completed, ROW Plans approved and acquisition underway. Awaiting final ROW for commencement of construction drawings and bid. Est. completion early 2008. |
| 13) | Multiuse Paths/Wide Sidewalks | ✓ | ✓ | City, ARC, GaDOT | \$960,000 (Q23 Federal, state, local) | Engineering underway. Est. completion in 2008-2009 |
| Land Use | | | | | | |
| 14) | Develop unified development code: review and update land use regulations with county | ✓ | ✓ | City | 100000 local, staff time | Delayed, reconsideration of this effort until implementation is completed in Henry County. City has different standards and may only revise and adopt local regulations for subdivision, commercial development, and zoning. |
| 15) | Central Business District Plan and Regulations/Overlay | | | City | \$80,000, LCI, local | Delayed due to lack of LCI Grant. May continue with local efforts only. Est. completion in 2008 following Joint Plan adoption |
| 16) | Update Joint Comprehensive Plan with county | | | City, County | 40,000 (per SDS) | Departure from 2000 efforts to new plan with county under the SDS Agreement. Includes money for the Comprehensive Transportation Plan. Underway. Adoption tentative 2007 |
| 17) | Locust Grove Specific Plan (part of Joint Plan Update) | | | City, County | \$40,000 (per SDS) | Part of Joint Comprehensive Plan Update as part of SDS. Part of Community Agenda Element. |



4. City of McDonough Record of Accomplishments

The City of McDonough's will be updating their STWP and List of Accomplishments in 2007. All of the items on their STWP are ongoing. It is assumed that they will continue to be ongoing.

| McDonough Short Term Work Program | | | | | | | |
|---------------------------------------|---|------|------|---|---------------|---------------------------|---------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| Natural and Historic Resources | | | | | | | |
| 1) | Maintain cultural and historic integrity of Downtown Square | ✓ | ✓ | City of McDonough, McDonough Business Association, AIM, UGA | n/a | private funds | Ongoing |
| 2) | Initiate a program for homeowners and businesses who are interested in having their properties listed on Federal, State, and local historic registers | ✓ | ✓ | City of McDonough, Historic Commission | \$5,000 | general and private funds | Ongoing |
| 3) | Maintain a registry of properties deemed historically significant for inclusion in Federal State, or local registers | ✓ | ✓ | City of McDonough, Consultant, Historic Commission | \$5,000 | General funds, grant | Ongoing |
| 4) | Improve substandard drainage systems throughout the City | ✓ | ✓ | City of McDonough, GBT Engineers, Allen-Smith Consulting | \$750,000 | General funds, CDBG | Ongoing |
| Economic Development | | | | | | | |
| 5) | Prepare development guidelines for quality development to accommodate forecasted population increases | ✓ | ✓ | City of McDonough, McDonough Business Association, AIM, UGA | n/a | | Ongoing |
| 6) | Establish and maintain program to attract business and industry | ✓ | ✓ | City of McDonough | n/a | | Ongoing |
| 7) | prepare inventory of available land for suitable infill development | ✓ | ✓ | City, MBA | n/a | | Ongoing |
| 8) | Work with local business leaders in the establishment of a Main Street program for the central city | ✓ | ✓ | City, MBA, AIM | \$50,000 | general and private funds | Ongoing |



| McDonough Short Term Work Program | | | | | | | |
|--|--|-------------|-------------|---------------------------------------|----------------------|---|---------------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| Community Facilities and Services | | | | | | | |
| 9) | Complete New Capital Improvements Plan for Transportation, Recreation, and Public Safety | ✓ | ✓ | City of McDonough | \$10,000 | general fund | Ongoing |
| 10) | Analyze water system for leakage and pressure | ✓ | ✓ | City of McDonough, GBT Engineers | \$50,000 | general fund, operating revenue | Ongoing |
| 11) | Prepare a Facilities Italicization Plan | ✓ | ✓ | City of McDonough, Consultants | \$40,000 | general fund | Ongoing |
| 12) | Expand water and sewer systems, line extensions, various | ✓ | ✓ | City of McDonough, Private Developers | \$4,200,000 | operating funds, impact fees, private contributions | Ongoing |
| 13) | Study water infiltration of sanitary sewer system | ✓ | ✓ | GBT Engineers, City of McDonough | \$100,000 | general fund | Ongoing |
| 14) | Evaluate future capacity of wastewater treatment facility | ✓ | ✓ | GBT Engineers, City of McDonough | \$20,000 | general fund, operating revenue | Ongoing |
| 15) | Develop projections for future demands on water and sewer capacities | ✓ | ✓ | GBT Engineers, City of McDonough | \$20,000 | general fund, operating revenue | Ongoing |
| 16) | Evaluate proportionate share Impact Fees | ✓ | ✓ | GBT Engineers, City of McDonough | n/a | general fund, operating revenue | Ongoing |
| 17) | Maintain fire fighting ability | ✓ | ✓ | City of McDonough Fire Department | \$250,000 | general funds | Ongoing |
| 18) | purchase ambulance | ✓ | ✓ | Henry County Fire Department | \$100,000 | BOC general funds | Ongoing |



| McDonough Short Term Work Program | | | | | | | |
|-----------------------------------|---|------|------|--|---------------|---|---------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 19) | Thoroughfare Plan | ✓ | ✓ | City of McDonough | \$30,000 | general funds | Ongoing |
| 20) | SR 20/81 E-W One-Way Pair System through Central McDonough: Jonesboro Rd, Keys Ferry Street | ✓ | ✓ | GADOT, HC-DOT, Moreland-Altobelli, City of McDonough | \$2,050,000 | SPLOST, general fund, GaDOT contract | Ongoing |
| 21) | Bike lanes along Pairs/Bryan Street | ✓ | ✓ | McDonough, Bron Cleveland and Associates | \$450,000 | general fund, CMAQ funding | Ongoing |
| 22) | Road resurfacing as part of SPLOST | ✓ | ✓ | GADOT, HC-DOT, Moreland-Altobelli, City of McDonough | \$350,000 | GaDOT contact funds, general funds, SPLOST | Ongoing |
| 23) | Southern RR in McDonough (2-4 divided median) | ✓ | ✓ | GADOT, HC-DOT, Moreland-Altobelli | \$12,900,000 | GaDOT contact funds, general funds, SPLOST | Ongoing |
| 24) | Jonesboro Road at Kelly Road, Intersection improvement and signalization | ✓ | ✓ | GADOT, HC-DOT, Moreland-Altobelli, developer | \$360,000 | GaDOT contact funds, general funds, SPLOST, private funds | Ongoing |
| 25) | Jonesboro Road at Dailey Mill and Wesley Lakes, Intersection Improvement and Signalization | ✓ | ✓ | GADOT, HC-DOT, developer, City of McDonough | \$360,000 | GaDOT contact funds, general funds, SPLOST, private | Ongoing |



| McDonough Short Term Work Program | | | | | | | |
|-----------------------------------|--|------|------|--|---------------|--------------------------------|---------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| | | | | | | funds | |
| 26) | Study local neighborhood and park needs | ✓ | ✓ | Community Development, Parks, City | \$35,000 | general funds | Ongoing |
| 27) | Prepare maintenance plan to address existing future recreation needs | ✓ | ✓ | Community Development, Parks, City | - | general funds | Ongoing |
| 28) | Prepare recycling plan | ✓ | ✓ | City of McDonough | - | general fund, local assistance | Ongoing |
| Housing | | | | | | | |
| 29) | Revise code enforcement ordinances and minimum housing standards | ✓ | ✓ | City of McDonough | \$5,000 | general funds | Ongoing |
| 30) | Establish annual review system for identifying substandard housing units | ✓ | ✓ | City of McDonough | - | general funds | Ongoing |
| 31) | Initiate a study to determine the average single-family residence median value that represent a break-even point for services provided by the City | ✓ | ✓ | City of McDonough | \$10,000 | general funds | Ongoing |
| 32) | Revise zoning and development ordinances to provide for TND development and open spaces in new development | ✓ | ✓ | Community Development, City of McDonough | - | general funds | Ongoing |
| 33) | Prepare new development guidelines and standards that will require sidewalks pedestrian-scale lighting, landscaping, building standards, open spaces, and conservation easements | ✓ | ✓ | City of McDonough | - | general funds | Ongoing |
| 34) | Establish committee to prepare a study on Federal Housing developments to determine their visibility and needs | ✓ | ✓ | City of McDonough | - | general funds | Ongoing |



| McDonough Short Term Work Program | | | | | | | |
|--|---|-------------|-------------|---|----------------------|------------------------------|---------------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 35) | Initiate a market study and consumer satisfaction inquiry survey for establishing a plan to provide needed services such as affordable housing | ✓ | ✓ | City of McDonough | \$10,000 | general funds | Ongoing |
| 36) | Prepare CDBG Rehabilitation Program | ✓ | ✓ | City of McDonough | \$25,000 | general funds | Ongoing |
| 37) | Rehabilitate substandard housing throughout the City as needed | ✓ | ✓ | City of McDonough, Community Committed to Character, ALERT Team | \$25,000 | private funds, general funds | Ongoing |
| Land Use | | | | | | | |
| 38) | Update land use regulations with County | ✓ | ✓ | City of McDonough | - | | Ongoing |
| 39) | Prepare a unified code for compatible and appropriate regulations in zoning, erosion control, development regulation, building regulation, historic preservation, tree protection, and code enforcement | ✓ | ✓ | City of McDonough | - | general funds | Ongoing |
| 40) | Establish policies for future annexation | ✓ | ✓ | City of McDonough | - | general funds | Ongoing |
| 41) | Prepare development design guidelines for City gateways | ✓ | ✓ | City of McDonough, community development | - | general funds | Ongoing |
| 42) | Revise Zoning ordinance to allow for development in the Comprehensive Plan | ✓ | ✓ | City of McDonough | - | general funds | Ongoing |
| 43) | Revise and Update Comprehensive Plan as needed | ✓ | ✓ | City of McDonough | - | general funds | Ongoing |
| Administration | | | | | | | |
| 44) | Update Short Term Work Program and CIE | ✓ | ✓ | City of McDonough | - | general funds | Ongoing |
| 45) | Prepare Arts and Cultural Facilities Plan | ✓ | ✓ | City of McDonough | \$40,000 | general funds | Ongoing |



5. City of Stockbridge Record of Accomplishments

The City of Stockbridge's record of accomplishments is based on STWP 2006-2010.

| Stockbridge Short Term Work Program – Record of Accomplishments | | | | | | | |
|---|---|------|------|---|---------------|---|----------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| Community Facilities | | | | | | | |
| 1) | Renovate the Henry County Annex (Old City Hall) | ✓ | ✓ | City Public Works | tbd | General Funds, LCI | Underway |
| 2) | Build Historic Rail Station | | ✓ | City Administration | \$1,000,000 | General funds | Underway |
| Economic Development | | | | | | | |
| 3) | Work with County to promote growth of tourism, trade, commercial, and industrial development (Started 1998) | ✓ | ✓ | City Council, Development Authority, Planning and Zoning, Board of Commissioners, Chamber of Commerce | \$42,000 | General Funds, Sales Tax, Hotel/Motel Tax | Underway |
| Land Use | | | | | | | |
| 4) | Develop Unified Development Code; Review and Update land use regulations (Started in 2000) | ✓ | | Henry County Planning and Zoning, City Council | \$50,000 | General Funds | Underway |
| 5) | Land Acquisition Purchasing of property for new library (Cochran Library) | ✓ | ✓ | City Administration | \$300,000 | General Funds, SPLOST | Complete |
| 6) | North Henry Blvd Corridor- Conduct a study on corridor connectivity and redevelopment opportunities | ✓ | ✓ | City Administration | tbd | General Funds, LCI, TEA | Underway |



| Stockbridge Short Term Work Program – Record of Accomplishments | | | | | | | |
|---|--|------|------|--|--------------------|-----------------------------|--------------------------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 7) | City/County Administrative Office of Licensing, Tags, and Property Taxes | ✓ | | City Administration | \$1,000,000 | General Fund, SPLOST | Complete |
| Natural and Historic Resources | | | | | | | |
| 8) | Participate in Georgia Greenspace Program | | ✓ | Administration, Henry County Planning and Zoning | tbd | General Funds, State Grants | Underway |
| 9) | Implement Stormwater Management Plan | ✓ | ✓ | City of Stockbridge, ARCADIS | \$460,000 per year | Utility Fee, General Funds | Underway |
| Other Considerations | | | | | | | |
| 10) | Study for new sewer line from treatment plant to Big Cotton Indian Creek | ✓ | ✓ | City of Stockbridge | tbd | General Funds | Underway |
| 11) | New line for Sewer Treatment Plant (Outfall sewer line on Club Drive): 3500' of 24 | ✓ | ✓ | City of Stockbridge | \$370,000 | General Funds, SPLOST | Underway |
| 12) | Outfall Sewer Line on Club Drive | | | City of Stockbridge | \$370,000 | SPLOST, Impact Fees | Deleted – Duplicate item |
| 13) | New sewer line from Club Drive to Hwy 42 | | ✓ | City of Stockbridge and Developer | tbd | SPLOST, Impact Fees | Underway |
| 14) | New Well Exploration – Study and Testing | ✓ | | City of Stockbridge | \$29,591 | General Fund, SPLOST | Complete |
| General Planning | | | | | | | |
| 15) | Evaluate and Update Comprehensive Plan (started in 1998) | ✓ | ✓ | Henry County Planning and Zoning, City Council | tbd | General Fund | Underway |



| Stockbridge Short Term Work Program – Record of Accomplishments | | | | | | | |
|---|--|------|------|---|---------------|--------------------------------|----------------------------------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 16) | Participate in ARC and LCI Program (started in 2000 and is ongoing) | ✓ | ✓ | Henry County Planning and Zoning, City Council, ARC | \$6,000,000 | General Fund, LCI, SPLOST | Underway |
| 17) | Extension of Rock Quarry Road to Old Conyers Road (started in 1999 and is ongoing) | ✓ | ✓ | City of Stockbridge, GDOT, HCDOT | \$1,560,000 | General Fund, SPLOST | Underway |
| 18) | Incorporate LCI Design Guidelines into Comprehensive Plan | | ✓ | Henry County Planning and Zoning, City Council | n/a | n/a | Underway |
| 19) | Burke Street to Davis Road Improvements (started in 2000) | ✓ | ✓ | City of Stockbridge | \$345,820 | General Fund | Complete |
| 20) | Traffic signal and improve intersection of Tye St. and North Henry Blvd. (started in 2000) | ✓ | ✓ | City of Stockbridge, HCDOT, GDOT | \$250,000 | General Fund, LCI TEA | Underway |
| 21) | Pave North Mill Rd. from Highway 138 to Speer Road (started in 1999) | ✓ | ✓ | HCDOT, City of Stockbridge, Private Developer | \$122,500 | Private Contribution | Postponed for developer interest |
| 22) | Add traffic signal at Davidson Parkway and Highway 42/138 (started in 1995) | ✓ | ✓ | HCDOT, City of Stockbridge, GDOT | \$150,000 | SPLOST | Underway |
| 23) | Rosenwald Circle to the end of Tye Street (Sidewalks) | | ✓ | City of Stockbridge | \$155,268 | General Fund, LCI, SPLOST, TEA | Underway |
| 24) | Miller Road from Mann Boulevard to Neal Boulevard (Sidewalks) | | ✓ | City of Stockbridge | \$144,916 | General Fund, SPLOST | Underway |
| 25) | New Street off Railroad Street to Dabney-Hunter-Simon Memorial Park | ✓ | ✓ | City of Stockbridge | \$100,000 | General Fund, LCI, SPLOST, TEA | Underway |



| Stockbridge Short Term Work Program – Record of Accomplishments | | | | | | | |
|--|--|-------------|-------------|--------------------------------------|----------------------|--------------------------------|----------------------------------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 26) | Old Atlanta Road: From SR 138 to Flippen Road (Sidewalks, curbs, and gutters) | ✓ | ✓ | City of Stockbridge | \$400,000 | General Fund, LCI, SPLOST, TEA | Underway |
| 27) | East Atlanta Road for North Henry Boulevard to Olde Conyers Road (sidewalks) | ✓ | ✓ | City of Stockbridge | \$400,000 | General Fund, LCI, SPLOST, TEA | Underway |
| 28) | Multiuse trail for Reeves Creek Phase 1: From Dabney-Hunter Simmons Park to Tye Road | ✓ | ✓ | City of Stockbridge | \$760,000 | General Fund, LCI, SPLOST, TEA | Underway |
| 29) | Sidewalks, streetscapes for Old Downtown Square (Barry Street) | ✓ | ✓ | City of Stockbridge | \$1,000,000 | General Fund, LCI, SPLOST, TEA | Underway |
| 30) | Bike Lanes, Sidewalks, for Flippen Road from North Henry Boulevard to Walt Stephens Road | ✓ | ✓ | City of Stockbridge and Henry County | \$500,000 | General Fund, LCI, SPLOST, TEA | Underway |
| 31) | Tye Street Improvements, including curb and Sidewalks (started in 2000) | ✓ | ✓ | City of Stockbridge, HCDOT, GDOT | \$1,100,000 | General Fund, LCI, SPLOST, TEA | Combined with Item 26 (underway) |
| 32) | 15 acres bike path along Tye Street | ✓ | ✓ | City of Stockbridge | \$200,000 | General Fund, LCI, SPLOST, TEA | Underway |
| 33) | Pave Old Atlanta Road from Flippen Road to Highway 138 (started in 1998) | ✓ | ✓ | City of Stockbridge | \$250,000 | General Fund, SPLOST | Underway |



| Stockbridge Short Term Work Program – Record of Accomplishments | | | | | | | |
|---|--|------|------|---------------------|---------------|--------------------------------|--------------------------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 34) | Miller Road to Miller Court (sidewalks) | ✓ | ✓ | City of Stockbridge | \$50,121 | General Fund, SPLOST | Underway |
| 35) | Neal Avenue from North Henry to Oakland Boulevard (sidewalks) | ✓ | ✓ | City of Stockbridge | \$152,544 | General Fund, SPLOST | Underway |
| 36) | Mann Boulevard from North Henry to Oakland Boulevard (sidewalks) | ✓ | ✓ | City of Stockbridge | \$163,440 | General Fund, SPLOST | Underway |
| 37) | Woodhaven Drive from North Henry to Old Atlanta Road (sidewalks) | ✓ | ✓ | City of Stockbridge | \$12,000 | General Fund, SPLOST | Underway |
| 38) | Sheppard Drive from North Henry Boulevard to end of cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$16,650 | General Fund, LCI, SPLOST, TEA | Underway |
| 39) | Appleton Boulevard from Flippen Road (sidewalks) | ✓ | ✓ | City of Stockbridge | \$25,500 | General Fund, SPLOST | Underway |
| 40) | Fairhaven Court (sidewalks) | | ✓ | City of Stockbridge | \$19,650 | General Fund, SPLOST | Underway |
| 41) | Fairhaven Road from Flippen Road to Fairhaven Court (sidewalks) | ✓ | ✓ | City of Stockbridge | \$11,325 | General Fund, SPLOST | Underway |
| 42) | Club Place from Club Circle to end of street (sidewalks) | ✓ | ✓ | City of Stockbridge | \$41,878 | General Fund, SPLOST | Underway |
| 43) | Railroad Street to Memorial Park (entrance way) | ✓ | | City of Stockbridge | \$200,000 | General Fund, SPLOST | Deleted – duplicate item |



| Stockbridge Short Term Work Program – Record of Accomplishments | | | | | | | |
|---|--|------|------|---------------------|---------------|--------------------------------|----------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 44) | Glendale Court from Appleton Boulevard to end of cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$4,650 | General Fund, SPLOST | Underway |
| 45) | Lombardy Way from Fairhaven Court to Fairhaven Blvd (sidewalks) | ✓ | ✓ | City of Stockbridge | \$24,000 | General Fund, SPLOST | Underway |
| 46) | Fairhaven Blvd from Sheffield Court to Fairhaven Court (sidewalk) | ✓ | ✓ | City of Stockbridge | \$24,000 | General Fund, SPLOST | Underway |
| 47) | Nolan Street from South Berry Street to the dead end (sidewalks) | ✓ | ✓ | City of Stockbridge | \$75,000 | General Fund, SPLOST, LCI, TEA | Underway |
| 48) | First Street from Tye Street to South Berry Street (sidewalks) | ✓ | ✓ | City of Stockbridge | \$65,376 | General Fund, SPLOST, LCI, TEA | Underway |
| 49) | Second Street from Tye Street to Railroad Street (sidewalks) | ✓ | ✓ | City of Stockbridge | \$166,164 | General Fund, SPLOST | Underway |
| 50) | Child Street from Tye Street to end of street (sidewalks) | ✓ | ✓ | City of Stockbridge | \$98,064 | General Fund, SPLOST | Underway |
| 51) | Sheffield Court from Fairhaven Court to Fairhaven Boulevard (sidewalks) | ✓ | ✓ | City of Stockbridge | \$17,790 | General Fund, SPLOST | Underway |
| 52) | Church Street from Berry Street to Wilson Avenue (sidewalks) | ✓ | ✓ | City of Stockbridge | \$51,494 | General Fund, SPLOST | Underway |
| 53) | Jennings Way (Cemetery Street) from Second Street to Wilson Street (sidewalks) | ✓ | ✓ | City of Stockbridge | \$87,168 | General Fund, SPLOST | Underway |



| Stockbridge Short Term Work Program – Record of Accomplishments | | | | | | | |
|---|--|------|------|---------------------|---------------|--------------------------------|----------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 54) | Duvall Drive from East Atlanta Road to cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$147,858 | General Fund, SPLOST, LCI, TEA | Underway |
| 55) | Parkwood Drive from West Burke Street to Davis Road (sidewalks) | ✓ | ✓ | City of Stockbridge | \$68,644 | General Fund, SPLOST, LCI, TEA | Underway |
| 56) | Stockview Terrace from Creek Circle to cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$8,510 | General Fund, SPLOST, LCI, TEA | Underway |
| 57) | Lambert Drive from North Henry Boulevard to end of street (sidewalks) | ✓ | ✓ | City of Stockbridge | \$121,490 | General Fund, SPLOST | Underway |
| 58) | Lane Drive from North Henry Boulevard to Spring Street (Curbs, Gutters, and Sidewalks) | ✓ | ✓ | City of Stockbridge | \$34,867 | General Fund, SPLOST | Underway |
| 59) | Lake Drive from Lambert Drive to Lake Terrace (sidewalks) | ✓ | ✓ | City of Stockbridge | \$71,913 | General Fund, SPLOST | Underway |
| 60) | Lake Terrace from Lake Drive to end of street (sidewalks) | ✓ | ✓ | City of Stockbridge | \$41,404 | General Fund, SPLOST | Underway |
| 61) | Creek Circle from Davis Road to Davis Road (sidewalks) | ✓ | ✓ | City of Stockbridge | \$37,275 | General Fund, SPLOST | Underway |
| 62) | Bridge Park Court from Creek Circle to cul-de-sac | ✓ | ✓ | City of Stockbridge | \$3,900 | General Fund, SPLOST | Underway |
| 63) | Landover Drive from Davis Road to Davis Road (sidewalks) | ✓ | ✓ | City of Stockbridge | \$35,700 | General Fund, SPLOST | Underway |



| Stockbridge Short Term Work Program – Record of Accomplishments | | | | | | | |
|--|--|-------------|-------------|--------------------------|----------------------|--------------------------------|---------------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 64) | Ridge Run from Landover Drive to Landover Drive (sidewalks) | ✓ | ✓ | City of Stockbridge | \$15,105 | General Fund, SPLOST | Underway |
| 65) | Meadow Ridge Drive from Davis Road to cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$25,125 | General Fund, SPLOST | Underway |
| 66) | Angela Court from Meadow Ridge Drive to cul-de-sac | ✓ | ✓ | City of Stockbridge | \$3,900 | General Fund, SPLOST | Underway |
| 67) | Rebecca Court from Meadow Ridge Drive to cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$3,900 | General Fund, SPLOST | Underway |
| 68) | Shields Road from North Henry Boulevard to David Road (sidewalks) | ✓ | ✓ | City of Stockbridge | \$501,216 | General Fund, SPLOST, LCI, TEA | Underway |
| 69) | Meadow Ridge Way from Shields Road to cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$7,545 | General Fund, SPLOST | Underway |
| 70) | Meadow Ridge Court from Meadow Ridge Way to cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$8,250 | General Fund, SPLOST | Underway |
| 71) | Club Circle from Club Place to Club Circle (sidewalks) | ✓ | ✓ | City of Stockbridge | \$64,500 | General Fund, SPLOST, LCI, TEA | Underway |
| 72) | Wren Court from Club Circle to Club Place (sidewalks) | ✓ | ✓ | City of Stockbridge | \$3,180 | General Fund, SPLOST, LCI, TEA | Underway |



| Stockbridge Short Term Work Program – Record of Accomplishments | | | | | | | |
|---|---|------|------|---------------------|---------------|--------------------------------|------------------------------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 73) | Club Drive from North Henry Boulevard to Club Place (sidewalks) | ✓ | ✓ | City of Stockbridge | \$116,151 | General Fund, SPLOST, LCI, TEA | Underway |
| 74) | Ceresa Drive from North Lee Street to end of road (sidewalks) | ✓ | ✓ | City of Stockbridge | \$45,218 | General Fund, SPLOST, LCI, TEA | Underway |
| 75) | Center Street from North Henry Boulevard to West Burke Street (sidewalks) | ✓ | ✓ | City of Stockbridge | \$13,215 | General Fund, SPLOST, LCI, TEA | Underway |
| 76) | Old Atlanta Road from S.R. 138 to Flippen Road (sidewalks) | ✓ | ✓ | City of Stockbridge | \$93,150 | General Fund, SPLOST, LCI, TEA | Deleted-Duplicate of Item 25 |
| 77) | Iron Horse Way from Northbridge Drive to end of cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$13,905 | General Fund, SPLOST | Underway |
| 78) | Engine Run from Central Line to end of cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$3,825 | General Fund, SPLOST | Underway |
| 79) | Northbridge Drive from Flippen Road to end of cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$25,125 | General Fund, SPLOST | Underway |
| 80) | Shortline Court from Central Line to end of cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$3,900 | General Fund, SPLOST | Underway |
| 81) | Pullman Land from Central Line to end of cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$6,600 | General Fund, SPLOST | Underway |



| Stockbridge Short Term Work Program – Record of Accomplishments | | | | | | | |
|---|--|------|------|---------------------|---------------|--------------------------------|----------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 82) | Central Line from Iron Horse Way to Seaboard Drive (sidewalks) | ✓ | ✓ | City of Stockbridge | \$25,500 | General Fund, SPLOST | Underway |
| 83) | Seaboard Drive from Northbridge Drive to Old Atlanta Road (sidewalks) | ✓ | ✓ | City of Stockbridge | \$19,650 | General Fund, SPLOST | Underway |
| 84) | Sideline Court from Seaboard Drive to end of cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$14,475 | General Fund, SPLOST | Underway |
| 85) | Northern Run from Seaboard Drive to end of cul-de-sac (sidewalks) | ✓ | ✓ | City of Stockbridge | \$8,400 | General Fund, SPLOST | Underway |
| 86) | Beacon Street from Old Atlanta Road to Hillcrest Drive (sidewalks) | ✓ | ✓ | City of Stockbridge | \$9,360 | General Fund, SPLOST, LCI, TEA | Underway |
| 87) | Wilson Street from Wilson Avenue to Jennings Way (Cemetery Street) (sidewalks) | ✓ | ✓ | City of Stockbridge | \$130,752 | General Fund, SPLOST | Underway |
| 88) | South Berry Street from Nolan Street to Second Street (sidewalks) | ✓ | ✓ | City of Stockbridge | \$156,902 | General Fund, SPLOST, LCI, TEA | Underway |
| 89) | North Henry Boulevard to end of Bowen Street (sidewalks) | ✓ | ✓ | City of Stockbridge | \$115,497 | General Fund, SPLOST, LCI, TEA | Underway |
| 90) | West Burke Street from Burke Street to Center Street (sidewalks) | ✓ | ✓ | City of Stockbridge | \$108,960 | General Fund, SPLOST, LCI, TEA | Underway |



| Stockbridge Short Term Work Program – Record of Accomplishments | | | | | | | |
|---|---|------|------|--|---------------|-------------------------------------|--------------------------|
| Item | Activity | 2005 | 2006 | Responsible Party | Cost Estimate | Funding Source | Status |
| 91) | Tye Street from North Henry Boulevard to Red Oak Drive (curb and gutter) | ✓ | ✓ | City of Stockbridge | \$499,949 | General Fund, SPLOST, LCI, TEA | Deleted – duplicate item |
| 92) | North Henry Boulevard from Daniel Drive to Flippen Road (sidewalks and streetscape) | ✓ | ✓ | City of Stockbridge | \$700,000 | General Fund, SPLOST, LCI, TEA | Underway |
| 93) | South Lee Road, North Henry Boulevard from Rock Quarry Road to East Atlanta (sidewalks and streetscape) | ✓ | ✓ | City of Stockbridge | \$625,000 | General Fund, SPLOST, LCI, TEA | Underway |
| 94) | Road Improvement Grant Application | ✓ | ✓ | City of Stockbridge | n/a | LCI Grant | Underway |
| 95) | City Water Tank (1 mg elevated) | ✓ | ✓ | City of Stockbridge | \$850,000 | SPLOST | Underway |
| 96) | Water Main (1900', 12" diameter) | ✓ | ✓ | City of Stockbridge | \$66,000 | SPLOST | Underway |
| 97) | Town Center Proposal Study | ✓ | | City of Stockbridge | tbd | General Fund, SPLOST, LCI, TEA, tbd | Complete |
| 98) | Tunnel under railroad between Gardner Park and Clark Park | | ✓ | City of Stockbridge | \$530,000 | Federal Grant | Underway |
| 99) | Stockbridge Specific Area Plan: An addition to the 2025 Comprehensive Plan (started in 2000) | ✓ | | Henry County Planning and Zoning, City Council | \$60,000 | ARC/LCI, City | Complete |



5/15/08 DRAFT

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Appendix C: Supplemental Materials Related to the Future Land Use Map

1. Area Analysis of the Future Land Use Plan Map

The total acreage figures for each land use category on the County's Future Land Use Plan are provided in following table. The figures in this table include both incorporated and unincorporated property, and property within the activity center designations.

Future Land Use Plan, Henry County

| Future Land Use Category | Acres | % of County Total |
|---|----------------|-------------------|
| Crossroads Community | 5,747 | 2.7% |
| Village | 3,389 | 1.6% |
| School | 5,518 | 2.6% |
| Suburban Employment Center | 6,391 | 3.0% |
| Specialty Center | 6,581 | 3.1% |
| Total in Activity Centers | 27,627 | 13.2% |
| Rural Agricultural | 0 | 0.0% |
| Rural Residential | 66,408 | 31.7% |
| Low Density Residential | 60,241 | 28.7% |
| Medium Density Residential | 12,238 | 5.8% |
| Medium-High Density Residential | 3,593 | 1.7% |
| High Density Residential/Mixed-Use | 2,280 | 1.1% |
| Commercial | 4,290 | 2.0% |
| Office/Institutional | 606 | 0.3% |
| Industrial | 4,873 | 2.3% |
| Public/Institutional | 1,879 | 0.9% |
| Transportation/Communication/Utilities | 9,281 | 4.4% |
| Parks/Recreation/Conservation | 3,671 | 1.8% |
| Area outside of Activity Centers | 169,360 | 80.7% |
| Road Right-of-Way | 12,751 | 6.1% |
| Floodplain (not included in total) | 20,917 | 10.0% |
| County Total | 209,739 | 100.0% |

Note: Road Right-of-way and Floodplain are for the entire county including the areas within the Activity Centers.

Source: JIG



2. Area Comparison of Existing Land Use to Future Land Use

To help the reader get an idea of how the county will differ at proposed build-out in the future from what it is today, it is valuable to compare the existing land use to the Future Land Use Map (FLUM). The following table compares the percentage of land area contained in various land uses from both maps. In some situations the land use categories do not directly correlate to each other and approximate categories are compared to give a general idea of the changes suggested by the FLUM.

Comparison of Existing Land Use and Future Land Use Map, Henry County

| Existing Land Use | Percentage of Total Acres | Future Land Use | Percentage of Total Acres |
|--|---------------------------|--|---------------------------|
| Agricultural/Forestry and Estate Residential | 39.58% | Rural Residential (and Agricultural Use) | 31.7% |
| Single-Family Residential | 21.21% | Low Density Residential, Medium Density Residential, Medium-High Density Residential | 36.2% |
| Multi-Family Residential | 0.45% | High Density Residential/Mixed-Use | 1.1% |
| Public/Institutional | 2.24% | Public/Institutional | 0.9% |
| Commercial | 1.6% | Commercial | 2.0% |
| Industrial | 2.19% | Industrial | 2.3% |
| Transportation/Communication /Utilities | 4.37% | Transportation/Communication /Utilities | 4.4% |
| Park/Recreation/Conservation | 1.69% | Park/Recreation/Conservation | 1.8% |

The FLUM differs significantly from what land uses are on the ground now. It shows a vastly different county that is built-out with no agricultural land. Significant increases are shown in land occupied by rural and low density residential. Acres of multi-family, commercial and industrial uses are also all shown as increasing. The only land use shown as decreasing in acreage is the public institutional category. This can be explained by the addition of activity centers to the FLUM, which comprise 13.2% of the total land area in the county. Much of the existing public/institutional land is found in these areas and is not calculated with the rest of the land area outside of the activity centers.



3. Existing Land Use within Identified Activity Centers

The following table displays the existing land use mix, or what is on the ground today, within each activity center designated on the Future Land Use Plan. It also provides the target land use mix appropriate for each activity center type, and an indication of how the existing land use mix will have to change to meet the future target. This should be used in evaluating rezoning and redevelopment decisions within activity centers to help facilitate an ideal land use mix for each center.

| | Existing Land Use | Target Land Use Mix | Changes Needed to Reach Target Mix |
|--|-------------------|---------------------|------------------------------------|
| C1 - Keys Ferry Road/Maddox Road/Stroud Road | | | |
| Open space | 30% | 20% | -10% |
| Residential | 69% | 45% | -24% |
| Non-Residential | 1% | 30% | 29% |
| Civic | 0% | 5% | 5% |
| C2 - N. Ola Road/Turner Drive/East Lake Drive | | | |
| Open space | 19% | 20% | 1% |
| Residential | 81% | 45% | -36% |
| Non-Residential | 0% | 30% | 30% |
| Civic | 0% | 5% | 5% |
| C3 - Old Jackson & Peeksville Roads | | | |
| Open space | 47% | 20% | -27% |
| Residential | 52% | 45% | -7% |
| Non-Residential | 0% | 30% | 30% |
| Civic | 0% | 5% | 5% |
| C4 - Old Jackson & Leguin Mill Roads | | | |
| Open space | 15% | 20% | 5% |
| Residential | 85% | 45% | -40% |
| Non-Residential | 0% | 30% | 30% |
| Civic | 0% | 5% | 5% |
| C5 - Old Jackson Road and Overlook Drive | | | |
| Open space | 26% | 20% | -6% |
| Residential | 33% | 45% | 12% |
| Non-Residential | 10% | 30% | 20% |
| Civic | 31% | 5% | -26% |
| C6 - Peeksville and S. Ola Roads | | | |
| Open space | 13% | 20% | 7% |
| Residential | 60% | 45% | -15% |
| Non-Residential | 0% | 30% | 30% |
| Civic | 27% | 5% | -22% |



Appendix C: Area Calculations for Future Land Us Plan

| | Existing Land Use | Target Land Use Mix | Changes Needed to Reach Target Mix |
|--|-------------------|---------------------|------------------------------------|
| C7 - GA 81 & Old Dixie Highway | | | |
| Open space | 55% | 20% | -35% |
| Residential | 41% | 45% | 4% |
| Non-Residential | 3% | 30% | 27% |
| Civic | 1% | 5% | 4% |
| C8 - GA 81 & Old Jackson Rd. | | | |
| Open space | 45% | 20% | -25% |
| Residential | 49% | 45% | -4% |
| Non-Residential | 4% | 30% | 26% |
| Civic | 2% | 5% | 3% |
| C9 - Jonesboro Rd. & McDonough Pkwy | | | |
| Open space | 31% | 20% | -11% |
| Residential | 33% | 45% | 12% |
| Non-Residential | 28% | 30% | 2% |
| Civic | 8% | 5% | -3% |
| C10 - Hwy 42 & Old McDonough Rd. | | | |
| Open space | 18% | 20% | 2% |
| Residential | 20% | 45% | 25% |
| Non-Residential | 57% | 30% | -27% |
| Civic | 5% | 5% | 0% |
| C11 - Cedar St. & Racetrack Rd. | | | |
| Open space | 10% | 20% | 10% |
| Residential | 15% | 45% | 30% |
| Non-Residential | 67% | 30% | -37% |
| Civic | 7% | 5% | -2% |
| C12 - Cedar St. & Old Griffin Rd. | | | |
| Open space | 28% | 20% | -8% |
| Residential | 32% | 45% | 13% |
| Non-Residential | 39% | 30% | -9% |
| Civic | 1% | 5% | 4% |
| C13 - Hwy 42 & Eagles Landing Pkwy | | | |
| Open space | 37% | 20% | -17% |
| Residential | 47% | 45% | -2% |
| Non-Residential | 10% | 30% | 20% |
| Civic | 6% | 5% | -1% |
| C14 - Decatur Rd. & Turner Church Rd. | | | |
| Open space | 71% | 20% | -51% |
| Residential | 6% | 45% | 39% |
| Non-Residential | 3% | 30% | 27% |
| Civic | 20% | 5% | -15% |



Appendix C: Area Calculations for Future Land Use Plan

| | Existing Land Use | Target Land Use Mix | Changes Needed to Reach Target Mix |
|--|-------------------|---------------------|------------------------------------|
| C15 - Hampton St. & Industrial Center Way | | | |
| Open space | 45% | 20% | -25% |
| Residential | 2% | 45% | 43% |
| Non-Residential | 10% | 30% | 20% |
| Civic | 43% | 5% | -38% |
| C16 - Lester Mill Road & Bill Gardner Parkway | | | |
| Open space | 79% | 20% | -59% |
| Residential | 21% | 45% | 24% |
| Non-Residential | 0% | 30% | 30% |
| Civic | 0% | 5% | 5% |
| C17 - Kelleytown Elementary School Area | | | |
| Open space | 36% | 20% | -16% |
| Residential | 62% | 45% | -17% |
| Non-Residential | 0% | 30% | 30% |
| Civic | 2% | 5% | 3% |
| C18 - Stockbridge Hwy and Hwy 155 | | | |
| Open space | 38% | 20% | -18% |
| Residential | 46% | 45% | -1% |
| Non-Residential | 16% | 30% | 14% |
| Civic | 0% | 5% | 5% |
| C19 - GA 81 and New Hope Road | | | |
| Open space | 15% | 20% | 5% |
| Residential | 82% | 45% | -37% |
| Non-Residential | 3% | 30% | 27% |
| Civic | 0% | 5% | 5% |
| C20 - Peeksville Road and Keys Ferry | | | |
| Open space | 29% | 20% | -9% |
| Residential | 69% | 45% | -24% |
| Non-Residential | 0% | 30% | 30% |
| Civic | 2% | 5% | 3% |
| C21 - GA 81 and Jackson Lake Road | | | |
| Open space | 8% | 20% | 12% |
| Residential | 92% | 45% | -47% |
| Non-Residential | 0% | 30% | 30% |
| Civic | 0% | 5% | 5% |
| C22 - Hwy 42 and North Henry Boulevard | | | |
| Open space | 19% | 20% | 1% |
| Residential | 62% | 45% | -17% |
| Non-Residential | 19% | 30% | 11% |
| Civic | 0% | 5% | 5% |



Appendix C: Area Calculations for Future Land Us Plan

| | Existing Land Use | Target Land Use Mix | Changes Needed to Reach Target Mix |
|--|-------------------|---------------------|------------------------------------|
| E1 - Henry Town Center | | | |
| Open space | 41% | 15% | -26% |
| Residential | 42% | 30% | -12% |
| Non-Residential | 15% | 50% | 35% |
| Civic | 2% | 5% | 3% |
| E2 – Southpoint Shopping Mall and Avalon Area | | | |
| Open space | 65% | 15% | -50% |
| Residential | 11% | 30% | 19% |
| Non-Residential | 18% | 50% | 32% |
| Civic | 6% | 5% | -1% |
| E3 - I-75 at Exit 224 | | | |
| Open space | 39% | 15% | -24% |
| Residential | 21% | 30% | 9% |
| Non-Residential | 25% | 50% | 25% |
| Civic | 14% | 5% | -9% |
| E4 - SR 138/I-675/I-75 area | | | |
| Open space | 43% | 15% | -28% |
| Residential | 27% | 30% | 3% |
| Non-Residential | 29% | 50% | 21% |
| Civic | 1% | 5% | 4% |
| S1 - East Lake Elementary and Union Grove Middle & High Schools | | | |
| Open space | 40% | 20% | -20% |
| Residential | 41% | 50% | 9% |
| Non-Residential | 5% | 15% | 10% |
| Civic | 14% | 15% | 1% |
| S2 - Dutchtown Elementary, Middle & High Schools | | | |
| Open space | 7% | 20% | 13% |
| Residential | 71% | 50% | -21% |
| Non-Residential | 0% | 15% | 15% |
| Civic | 22% | 15% | -7% |
| S3 - N. Ola Road Schools | | | |
| Open space | 74% | 20% | -54% |
| Residential | 14% | 50% | 36% |
| Non-Residential | 1% | 15% | 14% |
| Civic | 11% | 15% | 4% |
| S4 - Luella Elementary, Middle and High Schools | | | |
| Open space | 65% | 20% | -45% |
| Residential | 23% | 50% | 27% |
| Non-Residential | 0% | 15% | 15% |
| Civic | 12% | 15% | 3% |



Appendix C: Area Calculations for Future Land Us Plan

| | Existing Land Use | Target Land Use Mix | Changes Needed to Reach Target Mix |
|--|-------------------|---------------------|------------------------------------|
| S5 - Austin Road Elementary & Middle Schools | | | |
| Open space | 17% | 20% | 3% |
| Residential | 68% | 50% | -18% |
| Non-Residential | 0% | 15% | 15% |
| Civic | 14% | 15% | 1% |
| U1 - Atlanta Motor Speedway | | | |
| Open space | 60% | 15% | -45% |
| Residential | 1% | 15% | 14% |
| Non-Residential | 27% | 65% | 38% |
| Civic | 13% | 5% | -8% |
| U2 - I-75/SR 155 interchange | | | |
| Open space | 39% | 15% | -24% |
| Residential | 1% | 15% | 14% |
| Non-Residential | 59% | 65% | 6% |
| Civic | 1% | 5% | 4% |
| U3 - GA 20 Potential High-Tech Corridor | | | |
| Open space | 58% | 15% | -43% |
| Residential | 40% | 15% | -25% |
| Non-Residential | 0% | 65% | 65% |
| Civic | 1% | 5% | 4% |
| U4 - Eagle Landing Parkway Extension Corridor | | | |
| Open space | 39% | 15% | -24% |
| Residential | 42% | 15% | -27% |
| Non-Residential | 0% | 65% | 65% |
| Civic | 19% | 5% | -14% |
| V1 - Anvil Block/Fairview Road/Atlanta Road node - North Henry County | | | |
| Open space | 19% | 12% | -7% |
| Residential | 37% | 64% | 27% |
| Non-Residential | 38% | 18% | -20% |
| Civic | 6% | 6% | 0% |
| V2 - Lake Iris and King Mill - Planned Unit Development | | | |
| Open space | 55% | 12% | -43% |
| Residential | 37% | 64% | 27% |
| Non-Residential | 8% | 18% | 10% |
| Civic | 0% | 6% | 6% |
| V3 - Heron Bay at SR 155 | | | |
| Open space | 49% | 12% | -37% |
| Residential | 51% | 64% | 13% |
| Non-Residential | 0% | 18% | 18% |
| Civic | 0% | 6% | 6% |



Appendix C: Area Calculations for Future Land Us Plan

| | Existing Land Use | Target Land Use Mix | Changes Needed to Reach Target Mix |
|-----------------------|-------------------|---------------------|------------------------------------|
| V4 - Watermark | | | |
| Open space | 86% | 12% | -74% |
| Residential | 14% | 64% | 50% |
| Non-Residential | 0% | 18% | 18% |
| Civic | 0% | 6% | 6% |

4. Future Land Use – Zoning Comparison

The following table shows the correlation between the future land use categories and current and proposed zoning districts used by Henry County. At the time of this plans preparation (Fall 2007) the County is considering the revision of its current zoning ordinance in favor of adopting a Unified Land Development Code. The Future Land Use – Zoning Comparison demonstrates how the current and proposed land use regulations would correspond to the Future Land Use Map.

Land Use / Zoning Comparison Table

| Proposed Land Use Plan Categories | Current Zoning Districts | Proposed ULDC Zoning Districts |
|---|---------------------------|--------------------------------|
| Rural Residential (0.0-1.0 du/acre) | R-A, R-1 | R-A, R-1, Estate (E) |
| Low-Density Residential Development (1.0 – 2.0 du/acre) | R-1, R-2 | R-2, CSD, RMH |
| Medium Density Residential (2.0 - 3.6 du/acre) | R-2 (sewer), R-3, RD, RMH | R-3, CSD, RD |
| Medium-High Density Residential (3.6 - 6.0 du/acre) | RM | RS, TND |
| Mixed-Use/ High Density Residential (6.0 -16.0 du/acre, in MU-up to 8 DU/ac in addition to retail/office) | Not applicable | RM, MU |
| Commercial and Services | O-I, C-1, C-2, C-3 | O-I, C-1, C-2, C-3, IAC |
| Office/Institutional | O-I | O-I |
| Industrial and Distribution | M-1, M-2 | M-1, M-2 |
| Public and Institutional | Any | OI, MU |
| Transportation, Communication, Utilities (TCU) | Any | Any |
| Parks, Recreation, Conservation | Any | Any |
| Floodplain | Any | Any |
| Water Features | Any | Any |

