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. The following is a 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 in 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 *AJC* 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

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 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 were 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

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 I 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
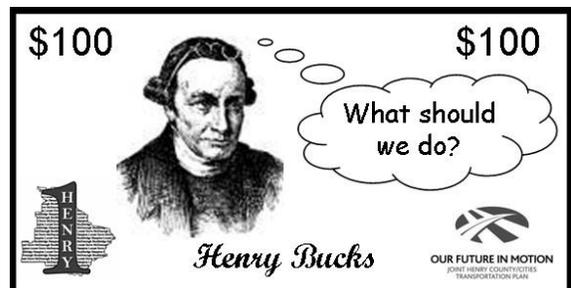
signals, limiting curb cuts, and constructing turn-lanes **(23%)**
3. Build more North-South roads to provide alternate routes to I-75 **(14%)**

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.

<u>**Exercise 1 - Preferred Land Use Concepts**</u>

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

Issue	Total Priority Votes	Percent
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

Issue	Total Priority Votes	Percent
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

Issue	Total Priority Votes	Percent
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 trials, 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. School Nodes are located around a school or cluster of schools. They are typically ¾ 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 ¼ 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 overwhelmingly 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 in 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 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. 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 are, 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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