

DALLAS HIGHWAY LCI STUDY

FINAL REPORT

DRAFT
June 2019
Prepared for the City of Douglasville



DALLAS HIGHWAY LCI STUDY



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Executive Summary

The widening and realignment of State Route Highway 92 brings a series of challenges and opportunities for Dallas Highway, which will be converted from a state highway to a city-owned and operated road at the completion of the State Route Highway 92 project. Additionally, the continued growth of Downtown Douglasville as a highly-valued community amenity and the planned investments for the Downtown area provide momentum for the Dallas Highway LCI Study to carry forward.

This Study seeks to reimagine Dallas Highway as a complete street, with the vision of building a "safe, pleasant, pedestrian and bike-friendly corridor that seamlessly connects the North Side's parks, schools, churches, businesses, and residents to Downtown Douglasville, serving as a gateway that establishes the community as a unified 'downtown neighborhood.'" The Study provides a community vision, policy and project recommendations, and details their implementation.

Community Vision

The Dallas Highway LCI Study presents next steps toward the reimagining of the corridor through land use and zoning and transportation recommendations. To capture the goals and vision of the community, the project team held meetings with local stakeholders and community members. This input was summarized and used for the first community open house to steer the foundational concepts of the LCI Study.

The five major Guiding Principles established through this work are: Connectivity, Diversity, Placemaking, Safety, and Multi-Modal Transportation. This vision represents the residents' strong belief in the future of their community. Community members expressed a strong desire to see Dallas Highway transformed from a community divider into a community connector.

Recommendations

The Study introduces land use and zoning policy and transportation project recommendations together in order for the policies to support the success of the other and ensure that enacted transportation projects help to promote land use and zoning best practices, and vice versa. Recommendations are categorized either as transportation-related or land use and zoning-related and are then placed into sections organized by geography: "Upper North Side" and "Historic North Side".

Major transportation recommendations are centered around improving the safety, convenience, and experience of pedestrians and bicyclists along Dallas Highway. Major project recommendations include a shared use path extending from the new State Route Highway 92 alignment to the proposed McCarley Street railroad crossing and new median island refuges used to slow vehicular traffic and for pedestrian road crossings. Transportation recommendations were also focused on reducing car speeds and improving safety for drivers. Recommended infrastructure projects related to this goal include a roundabout at the Upshaw Mill Road intersection, a reduction in the corridor's lane-width, and the introduction of new all way stops at Ridge Avenue, Parker Street, and Kendrick Street. A multi-modal mobility hub at Strickland Street is recommended to coordinate various mobility modes, including transit and shared mobility options.

Land use and zoning recommendations follow many of the recommendations found in the North Side Redevelopment Plan. Two mixed use activity nodes are proposed for the corridor at Upshaw Mill Road and between Strickland Street and Ridge Avenue. These nodes would permit up to three-story mixed use development through the rezoning of existing commercial, residential, and industrial property to the CBD designation. The Study also recommends an "Urban - Residential Village" character area for existing residential property along Dallas Highway. This character area would support the rezoning of existing R-2 and R-4 low-density residential to the moderate density R-5, which supports a wide variety of residential typologies.

Historic preservation of three mill-era residential properties is recommended to both enhance the character of the corridor and preserve the important African-American history of the North Side.

Implementation

All recommendations are summarized in an implementation matrix that specifies implementation costs, partners, and timelines, with the intention to be used as a "menu" for future project funding allocation. Project-based next steps are also included as part of this section.

Introduction

In the past few years, the Georgia Department of Transportation (GDOT) has been working on the relocation and widening of Highway 92 (SR 92). When this project is completed in 2020, the extension of Dallas Highway that is within the North Side neighborhood will become a new local street. The City of Douglasville, in partnership with the Atlanta Regional Commission (ARC) have procured a consulting Team (APD Urban Planning & Management LLC and Toole Design Group) to make recommendations on how the corridor can be redeveloped to best fit the needs of the community and Downtown Douglasville. The following report outlines the recommendations made for the redevelopment of the Dallas Highway corridor as a new local street within the North Side neighborhood of Downtown Douglasville.

Study Area Background & Purpose

In recent years the City of Douglasville has issued and adopted a variety of plans that will guide the future of its downtown and intown neighborhoods including the Douglasville Highway 92 Study, Douglasville LCI 10-Year Update, Downtown Master Plan, the North Side Redevelopment Plan, and the recent completion and adoption of the Unified Development Ordinance. Due to the realignment of State Route Highway 92, the abandonment of the extension of Dallas Highway from the State Highway 92 realignment to Strickland Street posed a new opportunity for the City to create a walkable pedestrian environment within the North Side neighborhood. Continuing the momentum garnered through the development of the North Side Redevelopment Plan, the City requested funding from the ARC for a supplemental Dallas Highway corridor LCI Study to guide the planning and implementation of the future of the corridor in alignment with the desires of the community and the City.

The goal for the Dallas Highway LCI Study is to provide a vision for the redevelopment of said corridor that reinforces the goals for the previously completed Douglasville LCI Study, that also updates this information with more recent work completed for the City. The Study will include design recommendations and an implementation strategy with a project list and costs. It is important for the recommendations within this report to be in alignment with the recent work completed for the City of Douglasville both in the Downtown Master Plan and the North Side Redevelopment Plan.

Douglasville LCI 10-Year Update

2011

This update to an earlier Douglasville LCI proposed two development scenarios for Dallas Highway, which included new multifamily, attached residential, and some commercial development.



Douglasville Highway 92 Study

2012

This study introduced the concept of a shared use path along Dallas Highway and introduced two development nodes along the corridor at Strickland Street and Malone Street.



Downtown Douglasville Master Plan

2017

This plan sought to create connections between the North Side and Downtown Douglasville through Dallas Highway, introducing an shared use path extension over the railroads into a larger City-wide path network.



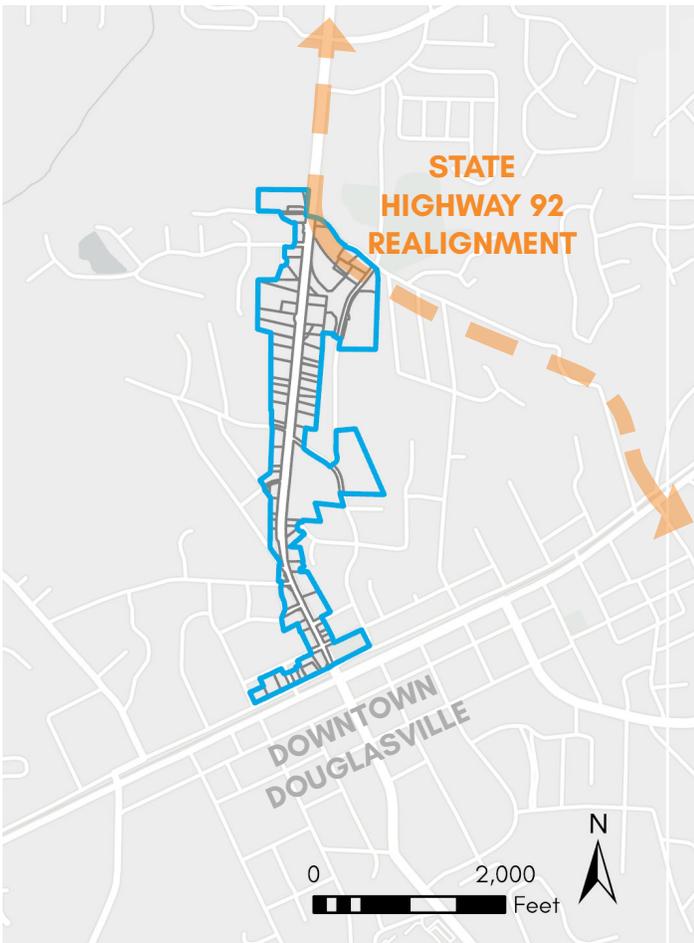
North Side Redevelopment Plan

2018

This plan proposed three catalytic redevelopment projects along Dallas Highway and provided details for the shared use path concept and a greater network of paths, introducing the principal of a "catalytic corridor".



Figure 1: Study Area Context Map



Study Area Boundary

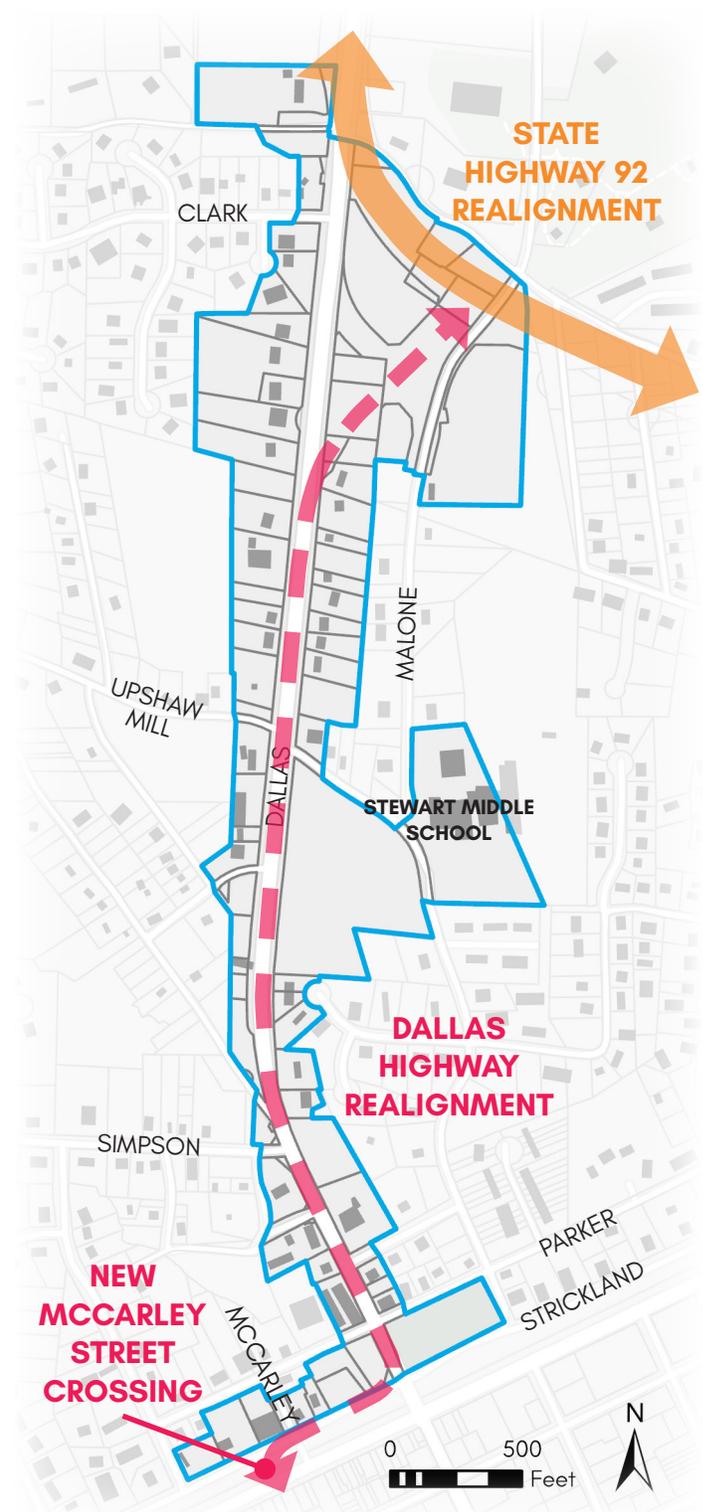
The study area was selected to capture all parcels adjacent to the existing and new Dallas Highway realignment. Figure 1, shown above, gives a greater context of the study area in relation to Downtown Douglasville, with the new State Highway 92 realignment running east, northeast and north of the study area. Figure 2 shows a map of the study area boundary, the existing Dallas Highway/State Route 92 alignment, the proposed Dallas Highway realignment, and the under-construction State Highway 92 alignment.

The study area captures the portion of Strickland Avenue that will connect the existing Dallas Highway over the proposed railroad crossing planned to be located approximately 80 feet west of the existing McCarley Street railroad crossing. The study area also captures the full extent of Stewart Middle School, located off Upshaw Mill Road.

In total length, the study area is one mile from the proposed McCarley Street crossing, running north along Dallas Highway until reaching the new State Highway 92 realignment. An aerial of the study area is shown in Figure 3.

A diverse mix of uses are concentrated near Downtown Douglasville

Figure 2: Study Area

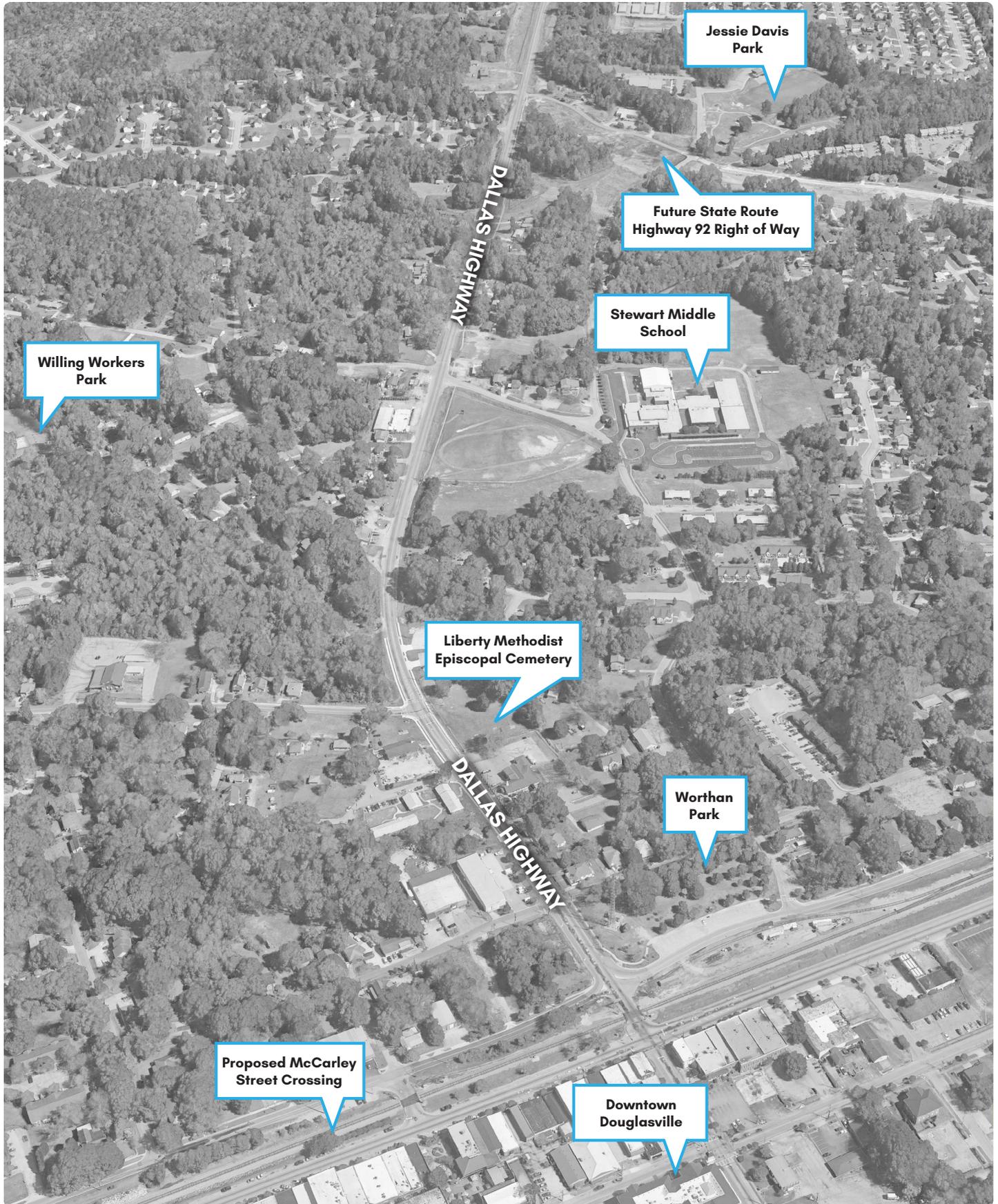


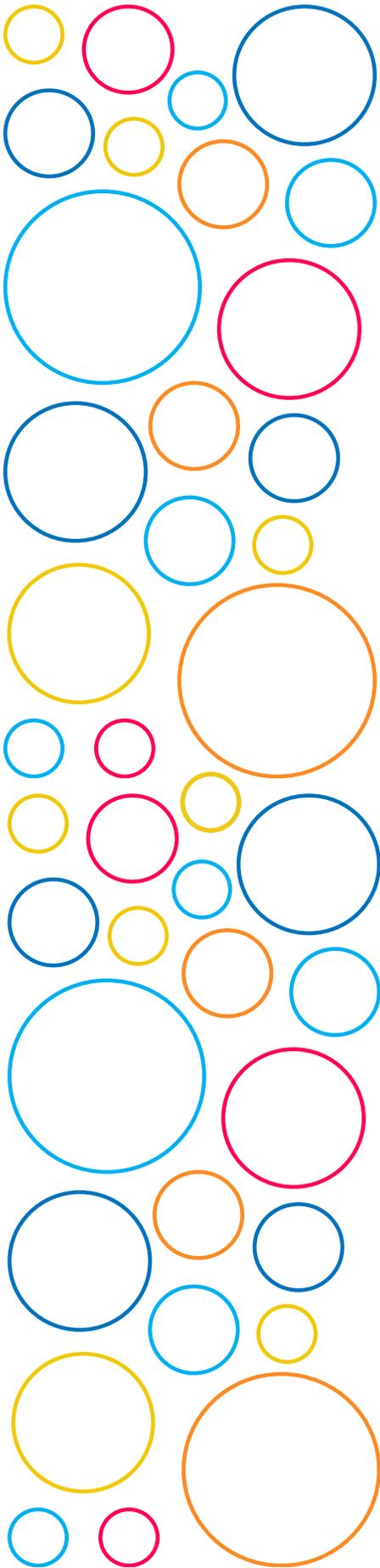
Legend

- = Study Boundary
- = Parcel Lines
- = Building Footprints

The study area is approximately one mile in length

Figure 3: Aerial Imagery of Study Area





Existing Conditions

Existing conditions for the Dallas Highway LCI have been compiled, analyzed, and utilized to inform the Study's recommendations.

Images taken of Dallas Highway during a walking audit conducted with the study steering committee are shown below.

Figure 4: Dallas Highway and Strickland Railway Crossing



Figure 5: Upshaw Mill Road and Dallas Highway Pedestrian Crossing



Updated Unified Development Ordinance

At the time of the Dallas Highway LCI, Douglasville was simultaneously completing an update to their Unified Development Ordinance (UDO). This update altered, removed, or created a number of zoning categories that have an effect on the Dallas Highway LCI study area. Due to the unavailability of an updated zoning map that reflects these changes, this study references a map of the old zoning categories.

The R-6 zoning category, which allowed for duplexes, townhouses, and larger multifamily projects, was replaced with two new categories: Planned Residential Development (PRD) and Single Family Cottage Residential (R-5). The PRD category functions similarly to the R-6, which requires a two acre minimum development site, restricts heights to 35 feet, and requires minimum front setbacks of 50 feet and side and rear setbacks of 30 feet. The R-5 category, while now permitting duplexes and multifamily, allows for triplexes, quadplexes, and townhouses. This category allows minimum lot sizes of 5,000 S.F., with a 500 S.F. reduction if a common yard is provided.

Existing Land Use

The information below represents current land uses for the Dallas Highway LCI study area. Figure 3 indicates the land use category for each parcel, with the total of each category shown in Table 1.

A windshield survey was conducted in 2018 for the previously completed North Side Redevelopment Plan. This map and many of the other existing condition maps on the following pages have incorporated this data in the analysis of Dallas Highway.

The existing land use is dominated by single family residential, consisting of 36 parcels or 40% of all existing land use for the study area. The majority of existing land uses excluding single family residential consist of undeveloped land, commercial, and institutional. Undeveloped land consists of 26% of the study area's total acreage.

Key Findings

Upshaw Mill Road creates a dividing line between the primarily residential portion of the road and the more commercial mix of uses towards Downtown. This historical break in land use typology will serve to break up the two sections of the corridor for land use and zoning recommendations.

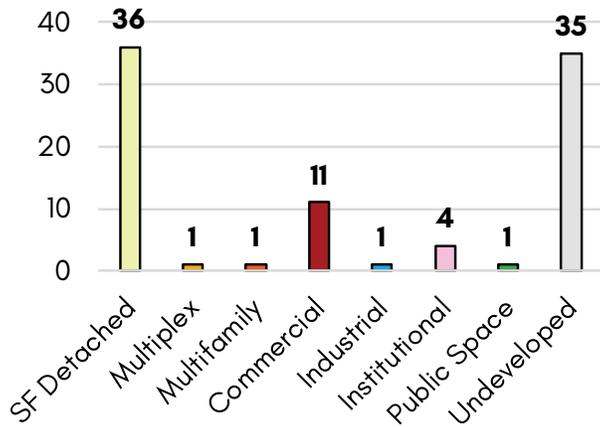
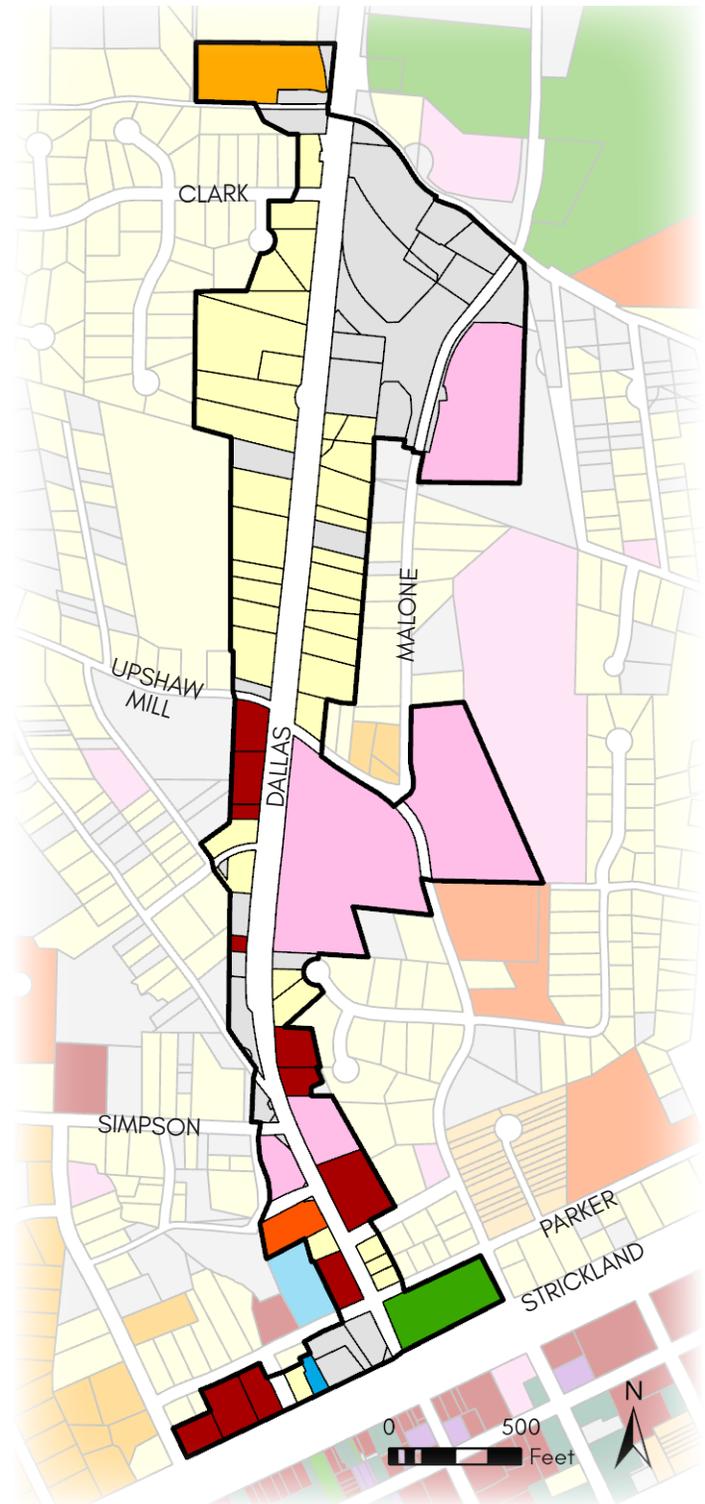


Table 1: Existing Land Use

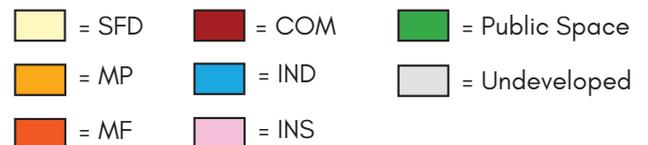
Category	Parcels	Acres
Single Family Detached	36	18.2
Multiplex	1	2.3
Multifamily	1	0.7
Commercial	11	6
Industrial	1	0.2
Institutional	4	18.2
Public Space	1	1
Undeveloped	35	16.4
Total	90	61.5

A diverse mix of uses are concentrated near Downtown Douglasville

Figure 6: Existing Land Use Map (2018)



Legend



Zoning

Residential zoning categories apply to the large majority of properties within the study area at 71% of total acreage, with R-2 at 67% of the study area. This zoning category only allows very low density single family residential.

Commercial zoning categories, like CG, take up 8% of the total study area acreage with 4.7. Industrial uses (IL), centered around Downtown, take up 4% of the study area. The section of Dallas Highway near Downtown is presently zoned for uses that are out of line with many of the recommendations made in the North Side Redevelopment Plan, which identified mixed-use zoning categories as the primary target for this area.

Douglasville's Unified Development Ordinance update, which is presently going through adoption with the City, is not expected to introduce major changes to the map or zoning category characteristics.

Key Findings

The large amount of R-2 along the corridor and in surrounding neighborhoods signals the predominantly residential character found along Dallas Highway. Introducing mixed-use or more urban residential formats will require rezoning. Industrial zoning near Downtown could lead to the development of uses out of line with resident desires, especially on undeveloped parcels.

Figure 7: Zoning Classification by Parcel

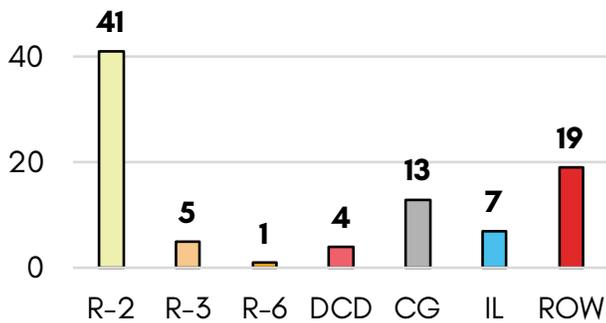
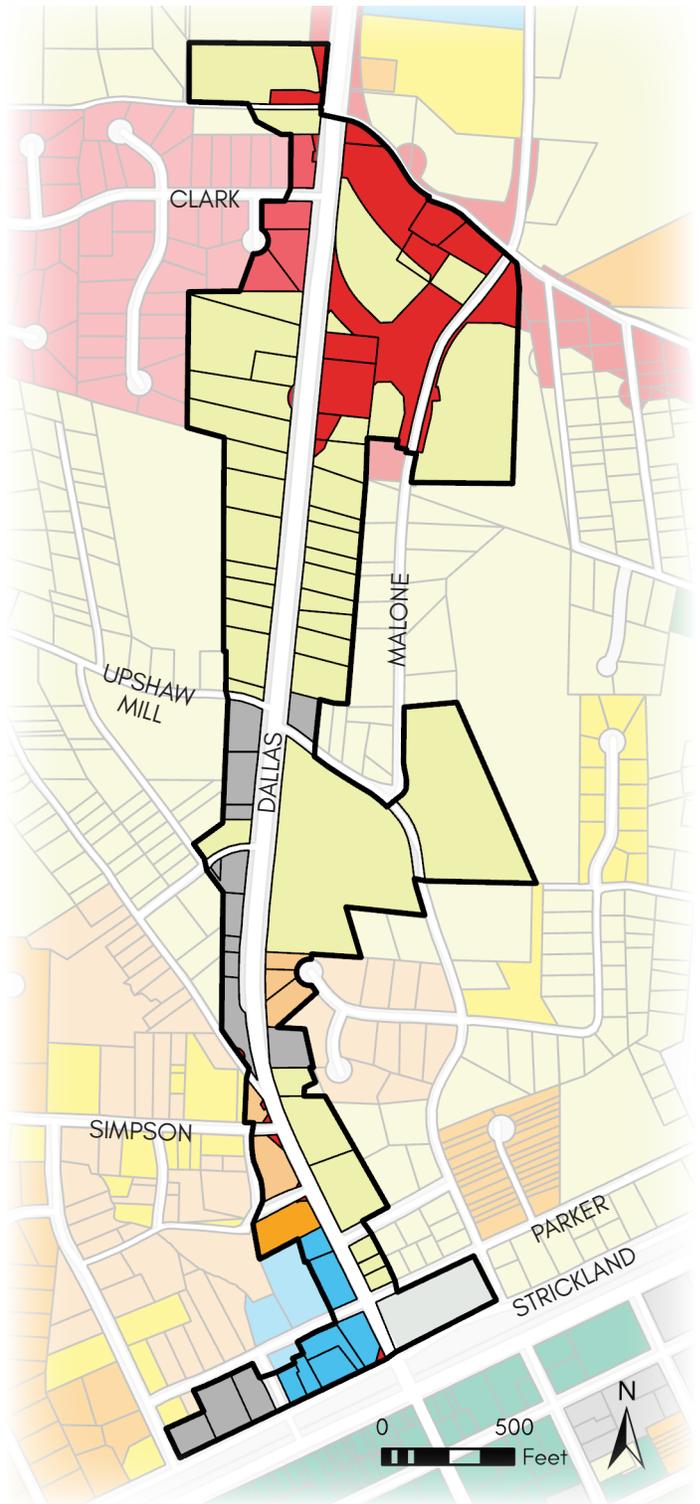


Table 2: Zoning

Zoning Classification	Parcels	Acres
R-2	41	41.4
R-3	5	1.7
R-6	1	0.7
DCD	4	1.9
CG	13	4.7
I-L	7	2.4
ROW	19	8.8
<u>Total</u>	<u>90</u>	<u>61.5</u>

R-2 forms the dominant zoning category along the corridor

Figure 8: Zoning Map



Legend

- = R-2
- = R-3
- = R-4
- = CBD
- = R-6(T)
- = DCD
- = CG
- = ROW
- = IL

Future Land Use

The two most prominent future land use designations in the study area are Medium Density Residential and Traditional Residential. Both of these function primarily as residential land uses, though Traditional Residential is intended to incorporate some commercial, mixed-use elements.

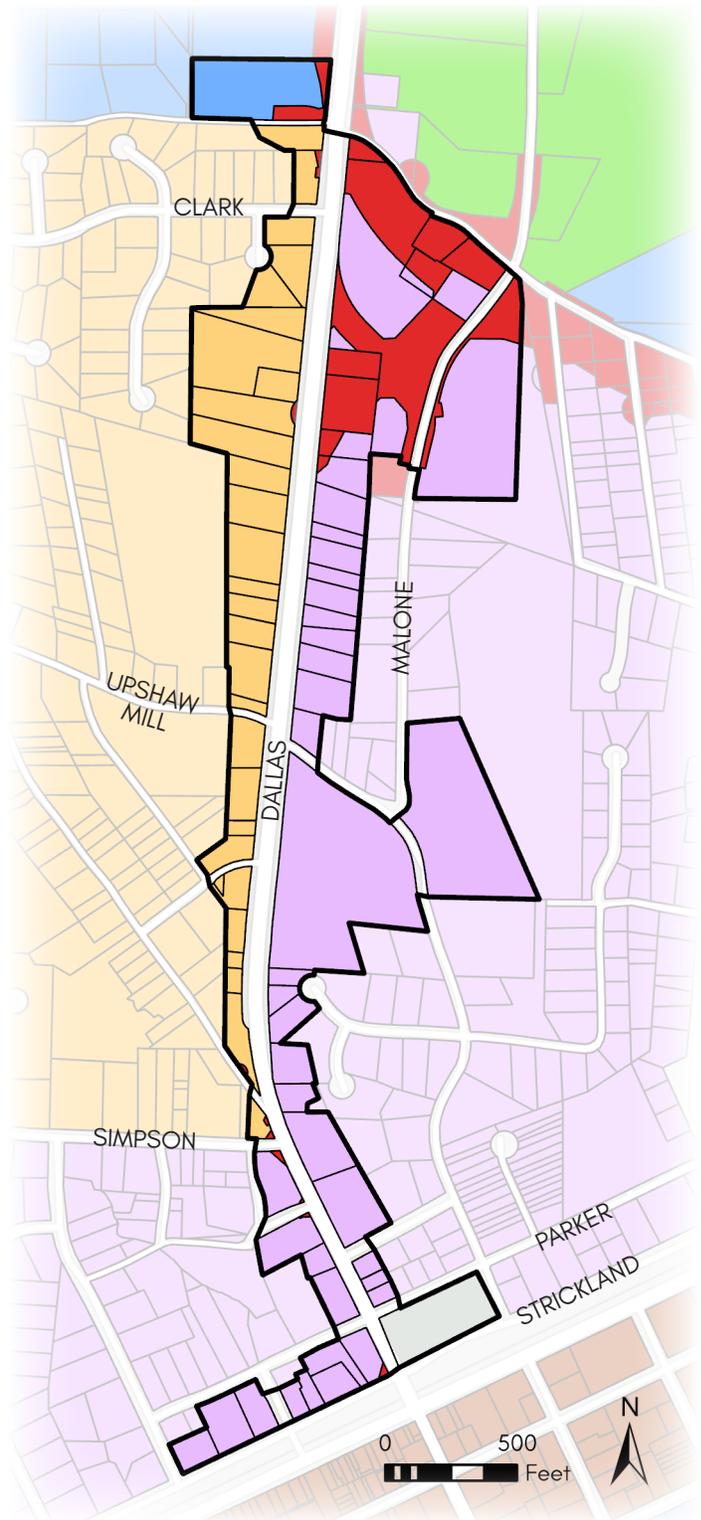
Traditional Design is a new category introduced in the most recent Comprehensive Plan update completed by the Atlanta Regional Commission in 2018.

Key Findings

The two future land use designations treat Simpson as the dividing line between the newer, suburban part of Dallas Highway and the more traditional, urban characteristics closer to Downtown. Both of these categories recognize the walkable potential of Dallas Highway.

Two land use categories take up most of the study area

Figure 9: Future Land Use Map



Land Use Category Descriptions

Mixed Use

Traditional Residential

Located close to downtown, these neighborhoods have an architectural style, lot and street design typical of neighborhoods built before WWII. Homes are located on smaller lots with streets generally laid out on a grid system. There is a diversity of housing types and styles represented. Homes will maintain their original historic features, and historic properties will be identified and protected in a historic district. A well-established tree canopy, pocket parks, and a walkable or bikeable environment also define Traditional Neighborhoods.

Right of Way

Property currently procured and owned by the Georgia Department of Transportation.

Residential

Medium Density Residential

This category would be established to protect and promote a suitable environment for family life, to discourage any use which would generate other than residential traffic on minor streets, to meet the needs and demands of single-, two-, three-, and four-family residences and to protect the orderly future development of land, all in accordance with the land use plan for the City at a density of not more than four units per acre. A minimum development site size of three acres and a minimum requirement that 50 percent of the units in the development be in single-family detached dwellings is intended to ensure compatibility with surrounding residential uses.

Legend

 = TR	 = DAC
 = MDR	 = ROW
 = CAC	 = Recreation

Existing Building Conditions

The information represented in this section describes the building conditions of structures on each parcel within the Dallas Highway LCI study area. A map was created to visualize the location of the structures and their corresponding condition.

Building conditions percentages were calculated using the total number of parcels for each given condition. Of the 90 parcels surveyed approximately 20% were in good condition. Around 27% were in fair, 39% were undeveloped, 6% were deteriorated and 1% was dilapidated.

Key Findings

Conditions are fairly uniform between the different land use types, except for single family which had the largest percentage of units in poor or worse condition. These poor or worse units are distributed evenly along the corridor. Though there are only a handful of examples of active blight, these properties could negatively influence the quality of surrounding properties.

Figure 10: Physical Condition by Parcel

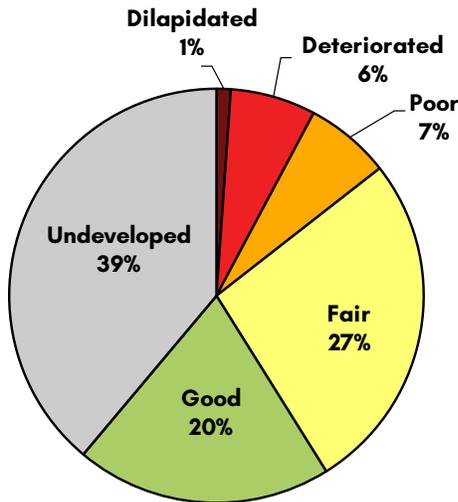
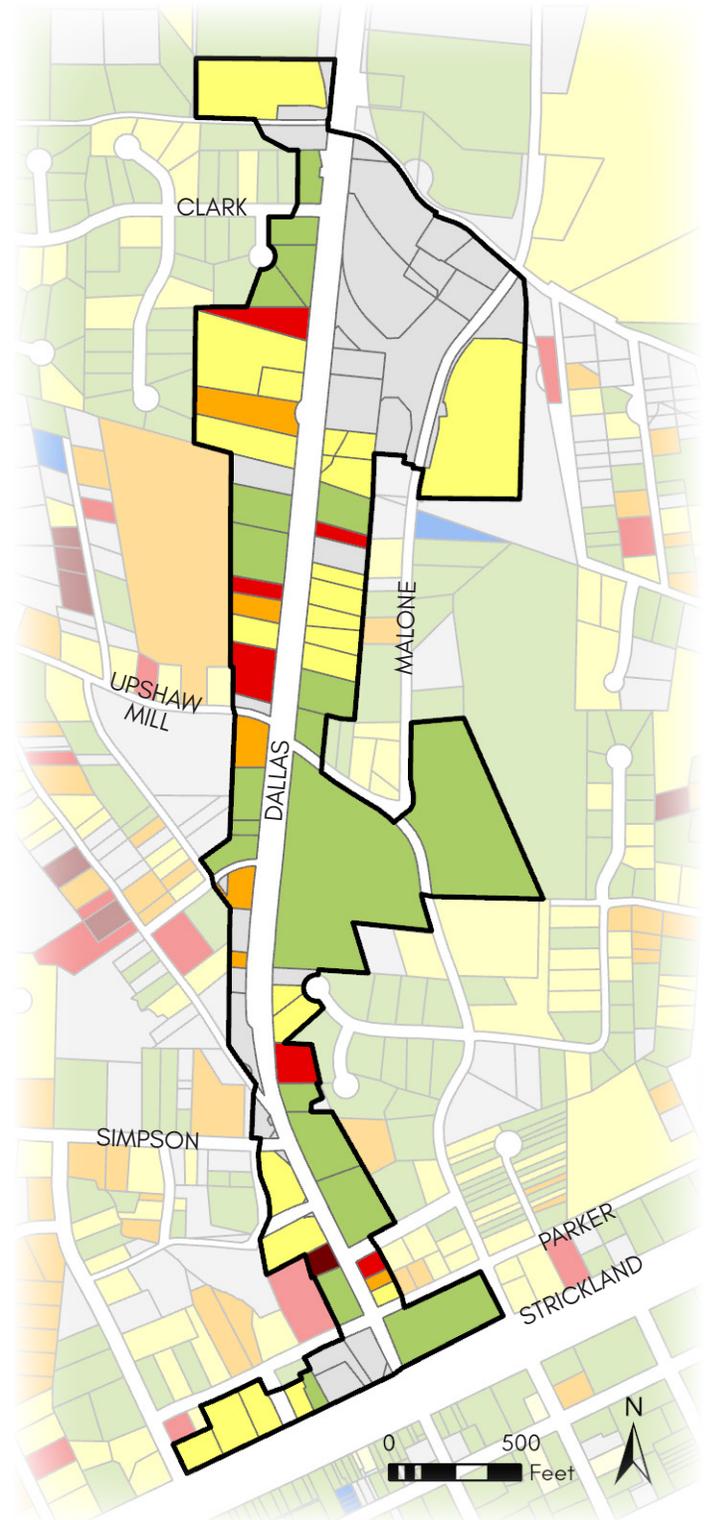


Table 3: Physical Conditions

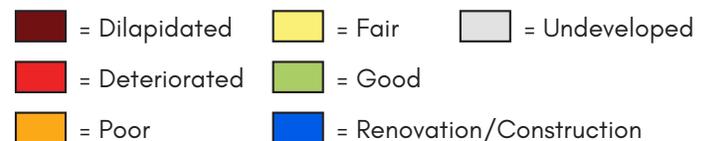
Land Use Category	Parcels	Acres
Dilapidated	1	0.2
Deteriorated	6	2.7
Poor	6	2.6
Fair	24	17.6
Good	18	22.1
Renovation/Construction	0	0
Undeveloped	35	44.7
Total	90	61.5

"Fair" is the most common housing condition

Figure 11: Physical Conditions Map (2018)



Legend



Existing Tenure

Existing tenure shows the vacancy status of properties in the Dallas Highway LCI study area. The information designates parcels that have occupied structures, vacant structures or undeveloped land.

To determine occupancy properties were examined for signs of activity (car, mail, trashcan) or signs of no activity (no cars or trashcans, significant overgrowth, open entry) to determine building occupancy.

The data shows that of the 90 parcels, 43 are either vacant lots or vacant buildings. This information indicates that only 8 parcels have vacant structures on them and 35 parcels are undeveloped vacant lots, totaling to 16.4 acres.

Key Findings

Local area vacancy is relatively low, with only five examples of blighted, vacant structures. Vacant land concentrated around the new State Highway 92 realignment constitutes a majority of the vacant land within the study area.

Figure 12: Tenure by Parcel

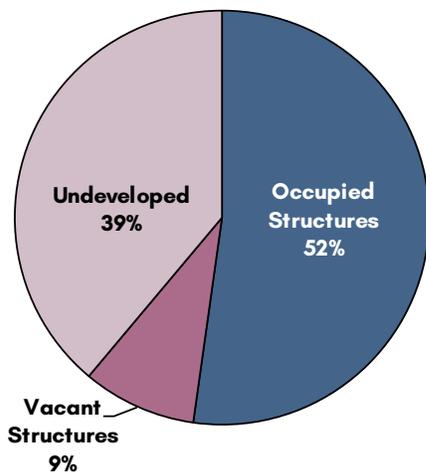
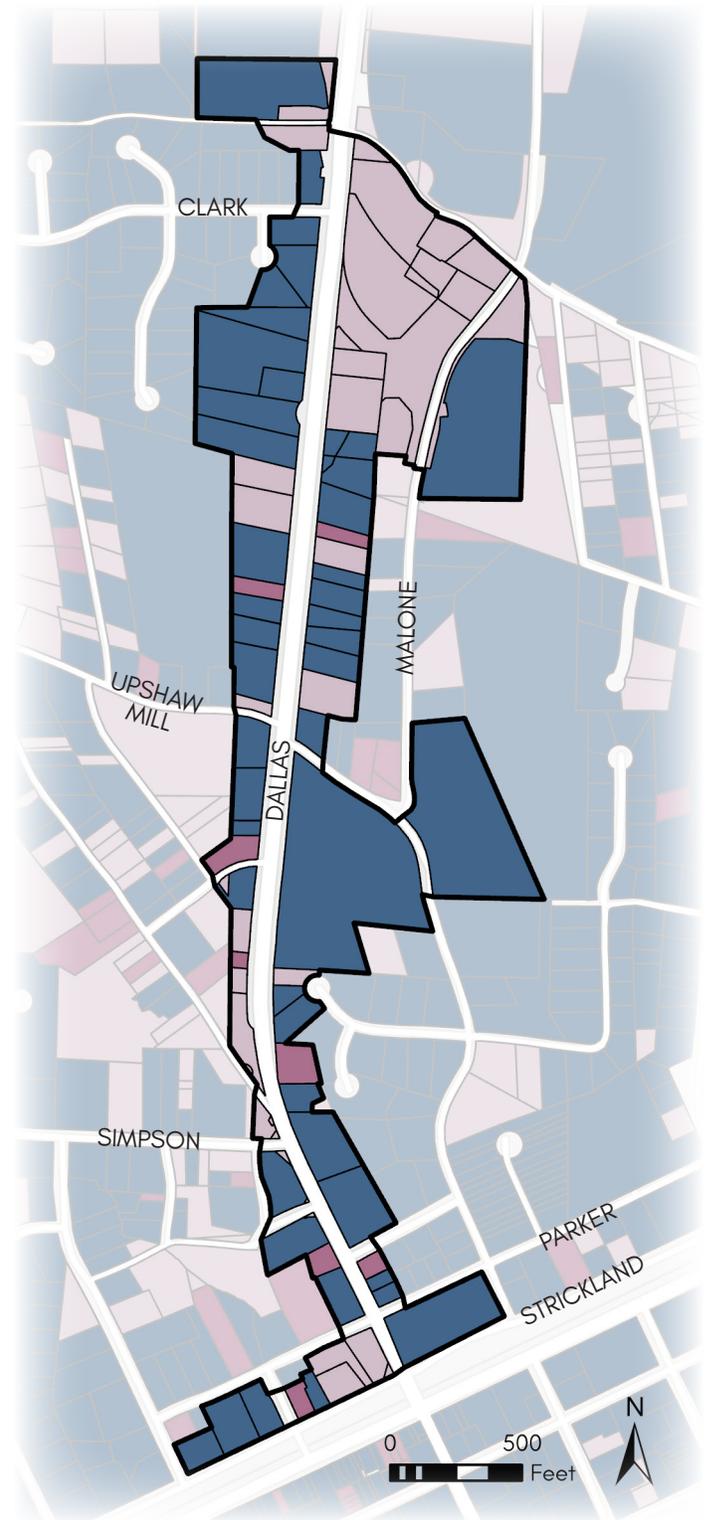


Table 4: Occupancy

Land Use Category	Parcels	Acres
Occupied Structures	47	42.9
Vacant Structures	8	2.2
Vacant Land	35	16.4
<u>Total</u>	<u>90</u>	<u>61.5</u>

Four properties were deemed to be permanently vacant

Figure 13: Occupancy Map (2018)



Legend

- = Occupied Structure
- = Vacant Structure
- = Undeveloped Land

Transportation Conditions

Existing Pedestrian and Bicycle Network

Sidewalk conditions along Dallas Highway have recently improved in conjunction with intersection improvements at Upshaw Mill Road and the new State Route Highway 92 realignment. Current conditions for pedestrian infrastructure are summarized below.

- Dallas Highway has 5-foot sidewalks with various buffer widths along the majority of the corridor.
- Sidewalks are generally in good condition except along the east side between Ridge Avenue and Parker Street, and between Thompson Street and Lincoln Street.
- There are sidewalks along the connecting streets of Upshaw Mill Road, James D. Simpson Avenue, and Strickland Street.
- There are no designated bicycle facilities within the study area.

Challenging Intersections

Intersections that have been identified by the community and in a walking audit as a challenge to overall mobility include:

- Upshaw Mill Road/Dallas Highway – This intersection is not aligned and has pedestrian marking only on two approaches.
- E. Strickland Street/Dallas Highway- There are no pedestrian crossing facilities or markings.
- Parker Street and Ridge Avenue – Both Parker Street and Ridge Avenue are unsignalized intersections at Dallas Highway. They offer no east-west pedestrian crossing facilities or markings. The closest east-west pedestrian crossing occurs at the James D. Simpson intersection.

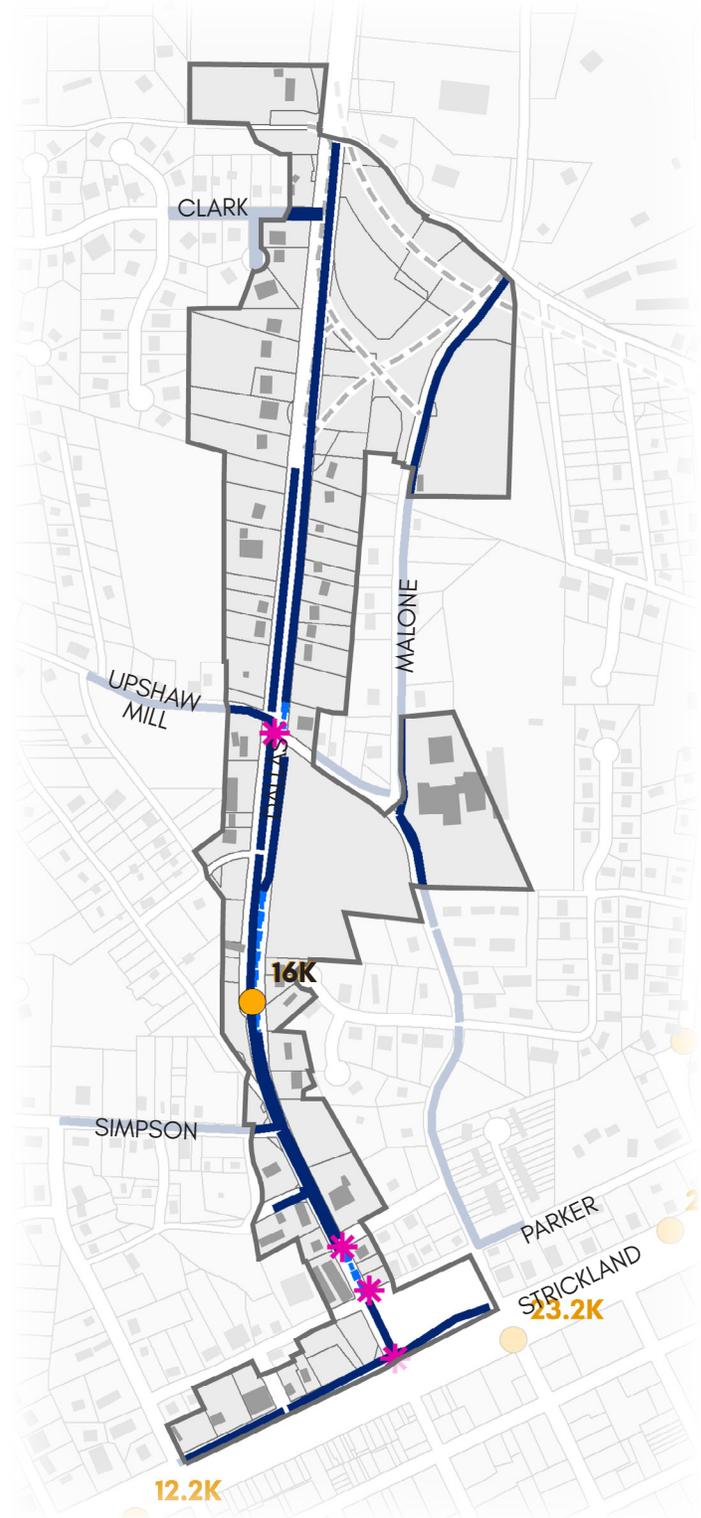
Vehicular Volume and Speeds

The current average annual daily traffic volume (AADT) for Dallas Highway is 16,000. The volume has remained constant since the 2008 traffic count. An analysis for future traffic was not conducted as part of this study. It is assumed that future traffic volumes will decrease with the opening of the new State Route Highway 92 realignment.

Current vehicular speeds for this section of Dallas Highway currently exceed 55 miles per hour from north of Simpson Avenue. The road's present gentle slopes and curves, wide travel lanes, and few traffic management devices encourage high speed travel. Vehicular speeds decrease from Strickland Street to Simpson Avenue.

Vehicular volume is expected to decrease after Highway 92 completion

Figure 14: Transportation Conditions Map (2019)



Legend

- = Good Sidewalks
- - - = Proposed State Highway 92
- - - = Poor Sidewalks
- = Annual Daily Traffic Volume
- * = Challenged Intersections



Figure 15: Typical Dallas Highway Section South of Ridge Avenue



Figure 16: Typical Dallas Highway Section North of Upshaw Mill Road

Existing Mobility

Dallas Highway/State Highway 92 (Dallas Highway) is a critical north-south vehicular connection within the City of Douglasville. The corridor connects downtown Douglasville to several civic amenities including: Jesse Davie Park, Stewart Middle School, and Worthan Park. The current construction of the new State Route Highway 92 realignment will fundamentally change the way all modes (vehicles, pedestrians, and bicycles) move through the study area. The proposed realignment will:

- Include six vehicle travel lanes, a 20-foot median, a 5-foot sidewalk on the west side of the road, and a 10-foot multi-use path on the east side,
- Carry a majority of regional vehicular trips and some local vehicle trips whose destination or origin is not downtown,
- Permanently close the existing railroad crossing at Dallas Highway, Mozley Street, and Brown Street for all modes; and
- Relocate McCarley Street railroad crossing approximately 80 feet west of its current location.

The current right-of-way of Dallas Highway varies between 60 feet and 100 feet (Figure 16 and Figure 17), and includes:

- One vehicle travel lane in each direction.
- Southbound left-turn lanes south of Ridge Avenue, and a northbound left-turn lane at James D. Simpson.
- A 5-foot sidewalk along the east side of Dallas Highway from E. Strickland Street to the proposed Bypass.
- A 5-foot sidewalk along the west side of Dallas Highway from Ridge Avenue to the proposed Bypass. Includes pedestrian scaled lighting.

Key Findings

While pedestrian infrastructure currently exists along Dallas Highway, high traffic speeds and unsafe crossings and intersections likely contribute to the low pedestrian utilization of this infrastructure. The proposed State Route Highway 92 realignment will significantly alter the conditions of the road, reducing traffic volume and eliminating the function of this portion of Dallas Highway as a high-speed, cross-city route.

Proposed Dallas Highway & State Route Highway 92 Intersection

As part of the realignment of State Route Highway 92, the Georgia Department of Transportation is proposing a pedestrian-friendly crossing at the intersection of Dallas Highway and State Route Highway 92 at the entrance to Jessie Davis Park. A proposal image to the right, provided by Croy Engineering and TSW Design, demonstrates some of the enhancements planned for this intersection, including pedestrian islands, a shared use path, and highway noise barriers. This portion, along with the remaining sections of the project, is anticipated to be completed sometime in 2021.





Community Vision

An open house was held on Monday, April 30th, 2018 at the Douglasville Conference Center from 6:00 PM to 8:00 PM. The format of the meeting was organized where participants were able to move between five different stations. The 22 community members in attendance provided feedback on five major topics relating to the Dallas Highway Corridor:

- +/- Most & Least
-  Land Use
-  Investment Priorities
-  Vision
-  Streets & Intersections

+/- Most & Least

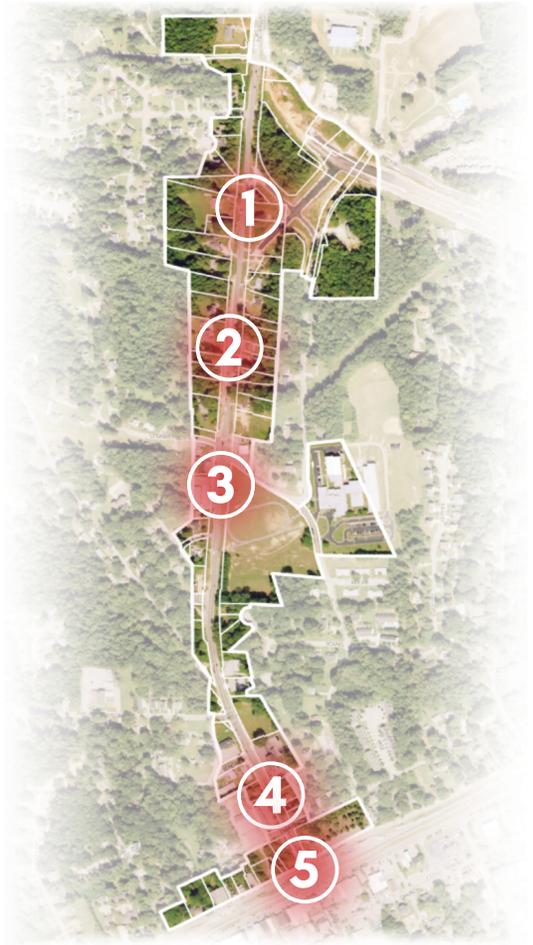
The most/least topic was split into two exercises, where stakeholders were able to describe what they liked most and least about the corridor, along with safety and other concerns. The table below summarizes the findings for the first exercise.

What you like LEAST	What you like MOST
Traffic (2)	Sidewalks + lighting
Pot Holes	Wheelchair + scooter access
Wrecks near Watkins funeral homes	School
Drainage issues	Established community
No visual progress	Red light at Dallas Highway and Malone
Trash	Proximity to Downtown
Poor curb appeal	
No ADA sidewalks	
Road speed	



Safety Concerns

The second exercise asked attendees to identify safety concerns at specific geographies along the study area. Five areas stood out as enumerated in the map. The number of instances the safety concern was labeled are outlined in parenthesis.



1. Dallas Highway + Malone Intersection
 - o Blindspot (3)
 - o Dangerous Pedestrian Crossing (1)
2. Section between Upshaw Mill and Clark Drive
 - o Speeding (4)
3. Dallas Highway + Upshaw Mill Intersection
 - o Dangerous Pedestrian Crossing (2)
 - o Dangerous Intersection (3)
4. Dallas Highway and Ridge Avenue Intersection
 - o Blindspot (2)
5. Dallas Highway and Parker Street Intersection
 - o Blindspot (2)
 - o Dangerous Intersection (2)
 - o Dangerous Pedestrian Crossing (2)

Major Takeaways

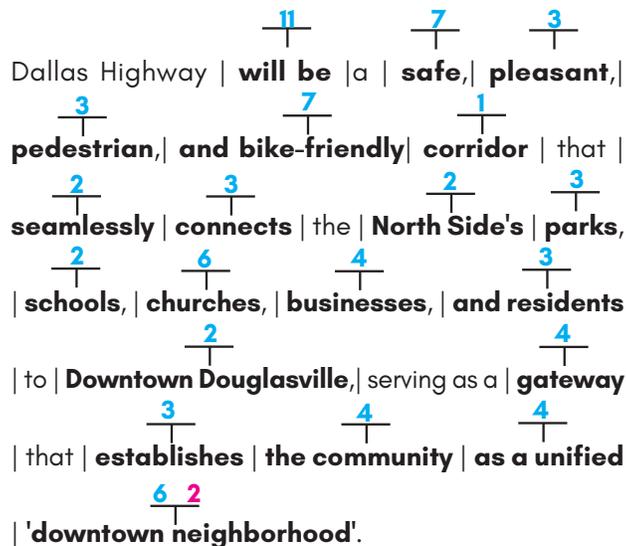
- Most safety concerns were concentrated in five major areas of the corridor with 4 of them being intersections.
- The intersection with most concerns was the Parker Street and Dallas Highway intersection, followed by the Upshaw Mill intersection.

Vision

A draft of the vision statement for the Dallas Highway corridor was presented as part of station 2 on a large print format. This draft was vetted and created by the project's steering committee in a previous meeting. Participants were given the opportunity to place a green dot on portions of the statement that they agreed with or liked, and use a red dot for words they disliked. They also had the opportunity to write in any phrase or word that they would want incorporated into the vision. The results for the exercise are shown below, with numbers in blue showing support for a specific word and pink showing disagreement with a word.

Vote Totals for Vision Statement

Figure 17: Vision Statement Results



What was the final result of the Vision Statement?

Figure 18: Final Vision Statement

Dallas Highway will be a safe, pleasant, pedestrian and bike-friendly corridor that seamlessly connects the North Side's parks, schools, churches, businesses, and residents to Downtown Douglasville, serving as a gateway that establishes the community as a unified 'downtown neighborhood.'

Land Use

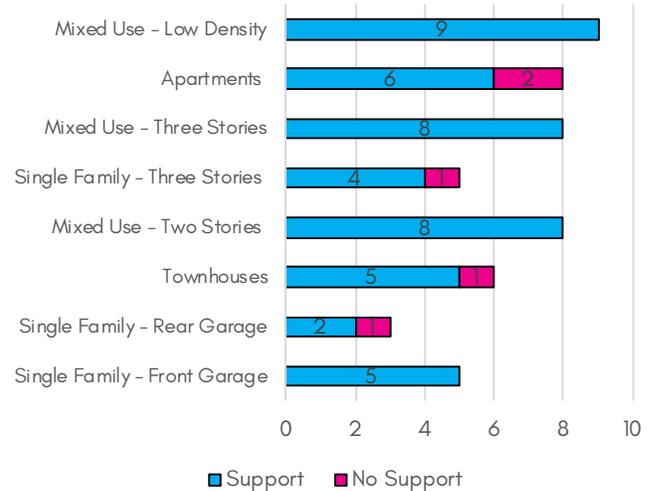
The land use and urban design exercise provided proposed future land uses along the study area with visual imagery to depict what is envisioned for each category. Participants were asked to either support or not support these land uses along specific areas of the study area. Results are shown in Figure 11.

Major Takeaways

- There was overall agreement with the majority of the land uses within the corridor.
- Most of the negative input on apartment and townhouses was based on a preference for homeowners vs rental.
- The single family with the rear garage and three stories were too close to each other according to specific preferences.

Do you support this land use type within the corridor?

Figure 19: Land Use Voting Chart

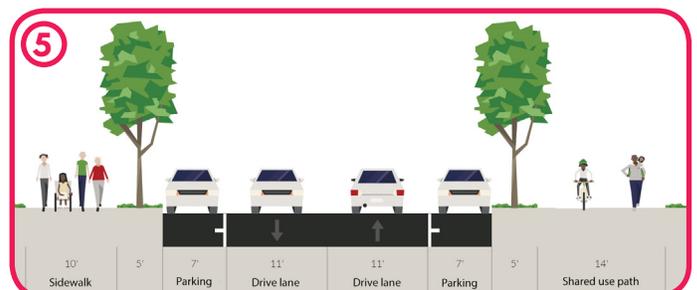
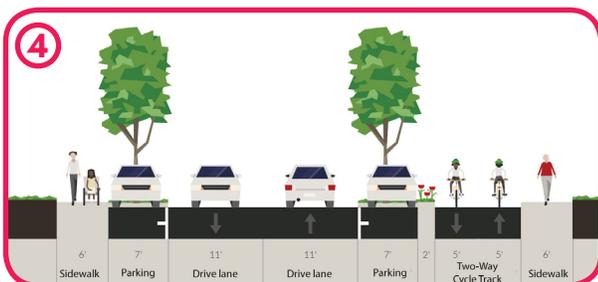
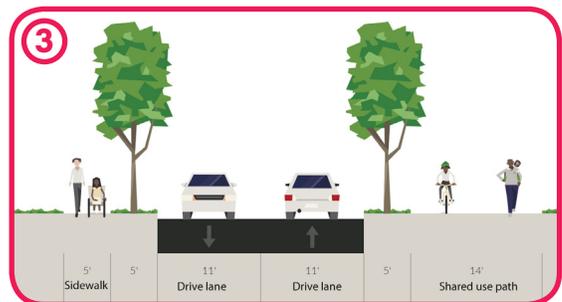
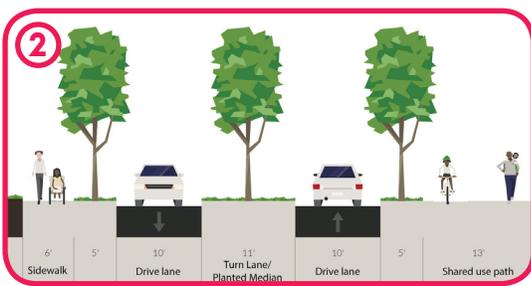
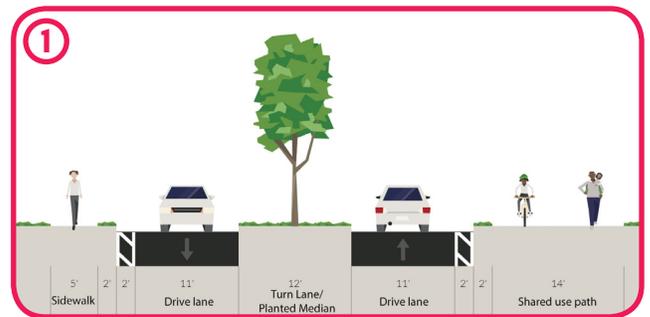


Streets & Intersections

Streets Exercise

The streets exercise was split into two exercises. The first asked participants to select from two different options for the street sections in specific parts of Dallas Highway. Preferred options are outlined below:

1. Planted median and shared use path south of Highway 92 Relocation project
2. Sidewalk and shared use path with two driving lanes north of Upshaw Mill Road
3. Sidewalk and shared use path with two on street parking lanes south of Upshaw Mill Road
4. Protected Median and shared use path north and south of James D. Simpson Avenue
5. Sidewalk and bike lane near Strickland Street





Intersections Exercise

The second exercise asked residents to select 1 of 2 intersection options for five different intersections within the corridor. The options with the most votes are outlined below:

1. Pedestrian refuge at intersection south of Highway 92 relocation project
2. Roundabout at Upshaw Mill Road
3. Three way stop with median at James D. Simpson Avenue
4. Raised intersection and parklet were tied at Street

Major Takeaways

- Overall, participants preferred options where pedestrians had a protected area for walking in the street section selection.
- Intersections were primarily preferred that accommodated traffic but also kept the pedestrians protected.
- Multi-modal options were selected where available.

Investment Priorities

The investment priority exercise asked participants to prioritize in what order should the intersections in Dallas Highway be improved. Participants were also asked to select specific improvements for each of the intersections that should be included. The intersection and their improvements are listed below in order of priority based on participant votes:

1. Upshaw Mill Road intersection
 - Traffic Circle
 - Crosswalk Island
2. James D. Simpson Avenue intersection
 - Crosswalk Island
 - Three way Stop
3. Strickland Street intersection
 - Three way stop
 - Road Art
 - Mobility Hub
 - Railroad Pedestrian Crossing
4. Intersection south of new State Route Highway 92 realignment
 - Gateway
 - Median

Major Takeaways

- Upshaw Mill Road had the highest number of votes for first priority, and the traffic circle was a preferred option.
- James D. Simpson was the second priority intersection, with preferred improvements focusing on pedestrian safety.

Which intersection should be prioritized?

Figure 20: Intersection Voting Chart



Conclusion

The input received during the community meeting, will guide future decisions and priorities for the Dallas Highway LCI. Decisions will be guided by stakeholder preference, and by the realities of what can be created as part of the improvements for the corridor.

Resident input will be invaluable as the plan advocates for pedestrian safety, and an improved corridor for a variety of transportation modes.



Guiding Values and Framework

Recommendations for this report begin with the values generated during community outreach with local residents and stakeholders. Each of the five values, shown below, are intended to link the land use, transportation, and urban design recommendations. As a result, recommendations are presented both for the whole corridor, and then subsequently within two subsections in the report.

// Dallas Highway will be a safe, pleasant, pedestrian and bike-friendly corridor that seamlessly connects the North Side’s parks, schools, churches, businesses, and residents to Downtown Douglasville, serving as a gateway that establishes the community as a unified ‘downtown neighborhood.’
- Dallas Highway LCI Vision Statement //

1 Connectivity
Dallas Highway’s route could serve as a central connector for the North Side community, linking various residential subdivisions, neighborhoods, and amenities together. Additionally, the road would serve as one of the key "front doors" for Douglasville entering from the new State Route Highway 92 and into Downtown Douglasville at Strickland Street and McCarley Street.

2 Diverse Character
Transportation improvements, land use, and zoning recommendations along the corridor are broken into two character areas: "Upper North Side" and "Historic North Side". These character areas build off existing assets and strengths and focus recommendations toward the surrounding neighborhood context. For example, recommendations for the Upper North Side are more suburban while the Historic North Side are more urban.

3 Placemaking
A Dallas Highway that places priority on quality design and livability will help to ensure that residents and visitors start to rethink what is possible along the corridor. For example, the installation of street trees, attractive landscaping, and public infrastructure can lay the groundwork for the redevelopment of key parcels into places that people seek out and want to spend time at. Successful placemaking can transform everyday tasks, like walking to school or the grocery store, into enjoyable, leisure-like activities.

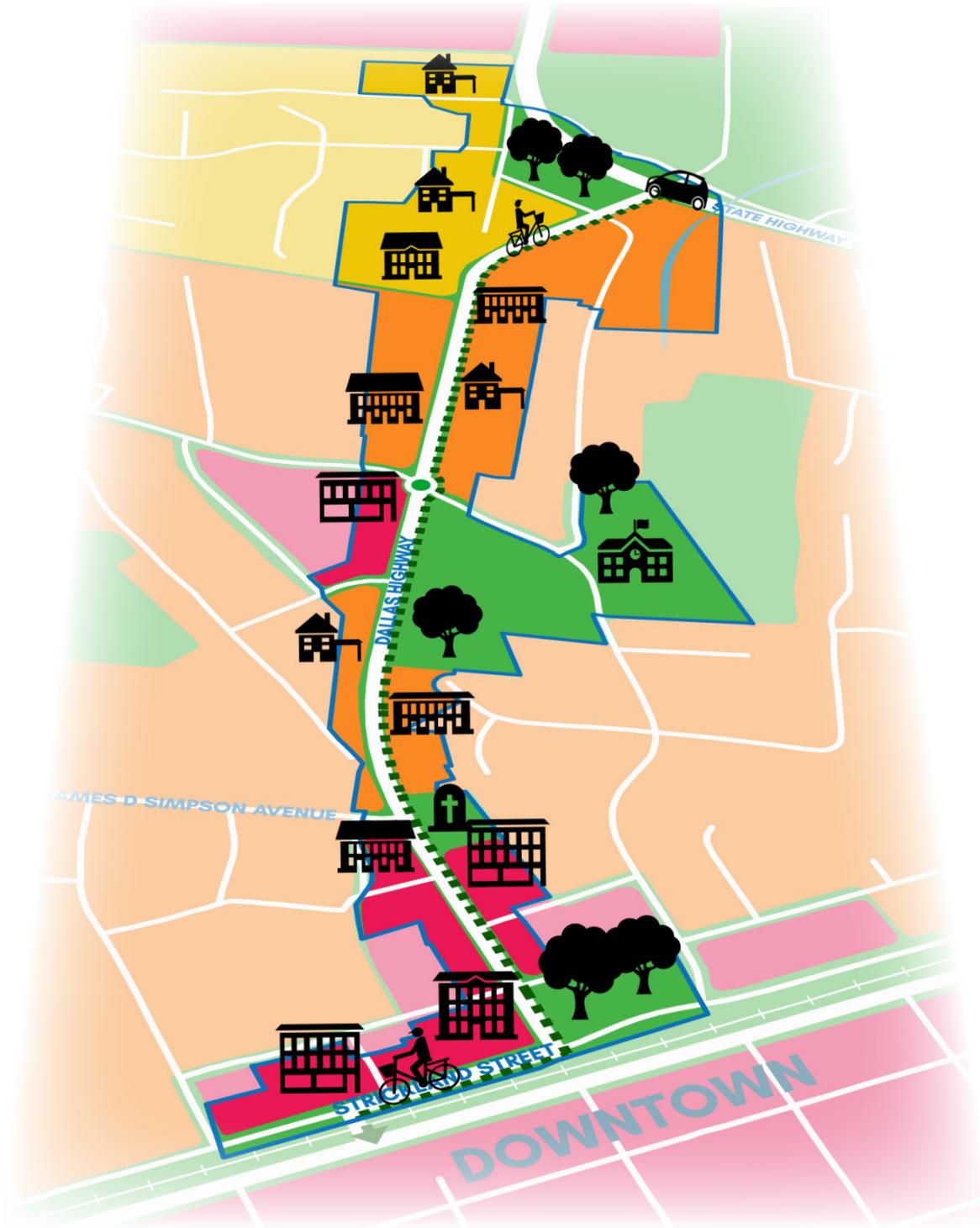
4 Safety
Safety for all modes of transportation was considered one of the highest priorities among residents and stakeholders. This report’s recommendations identify policies to promote moderate driving speeds, satisfactory separation between pedestrian, bicycling, and automobile traffic, and the elimination of blind spots through the installation of traffic calming infrastructure.

5 Land Use and Multi-Modal Transportation
Improvements to Dallas Highway will promote the relationship between transportation and land use, particularly around encouraging new trips by walking, biking, and transit. Future land uses are proposed along the corridor that would help shift the corridor’s current focus around car trips through the neighborhood to focus on trips made within the neighborhood and connecting into Downtown.

Corridor Land Use Framework
A concept-level land use framework with proposed transportation improvements is shown in Figure 15. This figure, which will be shown and discussed in greater detail within the context of the study’s two corridor character areas, displays four recommended land use categories, a proposed shared-use path that runs along the length of Dallas Highway, and a proposed roundabout at Upshaw Mill Road and Dallas Highway.

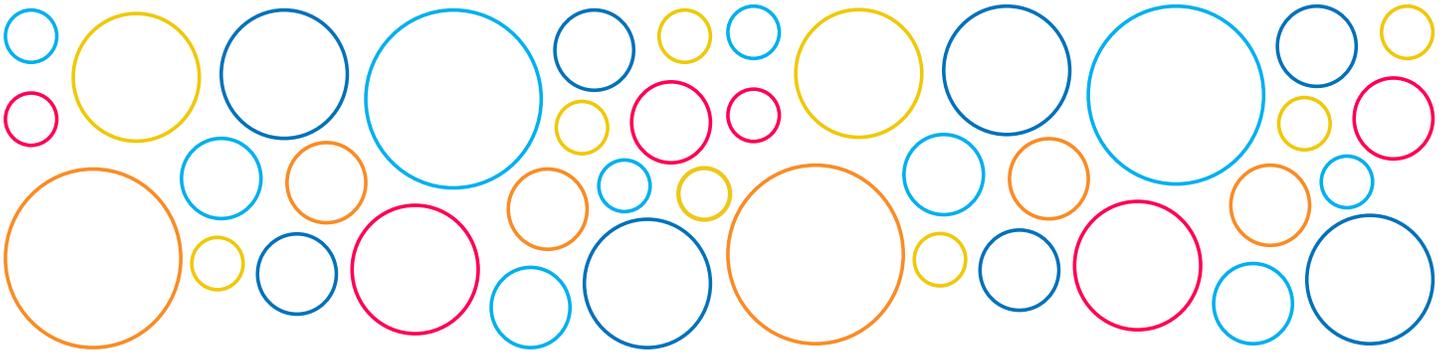
Today, Development is Evenly Distributed Throughout the North Side

Figure 21: Existing North Side Development Framework



Legend

- = Mixed Use
- = Urban - Residential Village
- = Suburban Residential
- = Green Space or Institutional
- = Proposed Shared-Use Path
- = Proposed Roundabout



CORRIDOR TRANSPORTATION RECOMMENDATIONS

The following three recommendations apply to the entire Dallas Highway LCI study area. Other transportation recommendations found further in the Study have specifics on location, cost, dimension, and cost.

1

Improve Bicycle and Pedestrian Mobility

Implement Shared Use Path

A Shared Use Path should be installed along the entire Dallas Highway corridor from E. Strickland Street to the new Bypass. The Shared Use Path should range between 10-feet to 14-feet in width, with pedestrian-scaled lighting and street trees.

Objective

A Shared Use Path will improve bicycle and pedestrian safety, and increase non-vehicular connectivity to key destinations within the North Side neighborhood. The large number of local destinations, like Downtown Douglasville, Jessie Davis Park, and Stewart Middle School, provide the walkable destination points necessary for a successful shared-use path.



2

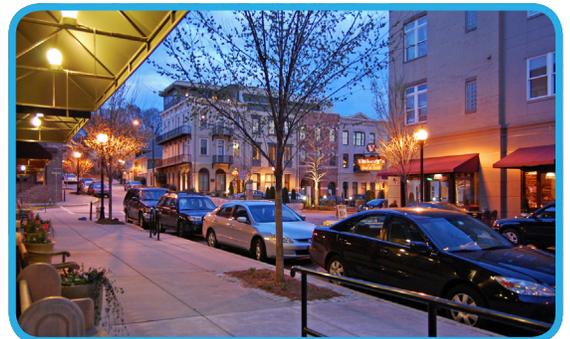
Install On-Street Parking Along Dallas Highway at Proposed Mixed-Use Nodes

On-Street Parking

There are two mixed-use nodes proposed along the Dallas Highway corridor in the North Side Redevelopment Plan. On-street parking will help support the proposed retail in these nodes, while providing a buffer between the pedestrian realm and vehicle travel lanes.

Objective

Encouraging on-street parking, once redevelopment occurs along Dallas Highway, will improve pedestrian safety, slow vehicular traffic through these nodes, and improve ease of access for retail developments.



3

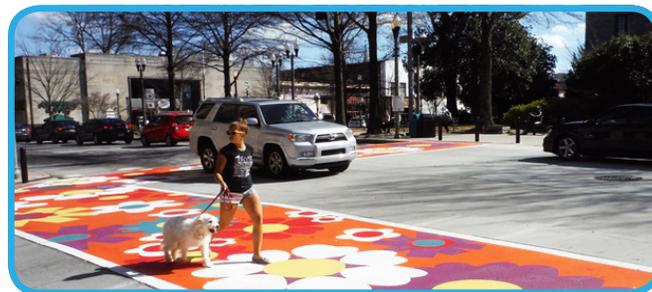
Create Gateways

Use Intersections as Gateway Features

There are three key intersections along the Dallas Highway corridor that can serve as gateways into the area – State Route Highway 92, Upshaw Mill Road, E. Strickland Street. The State Route Highway 92 gateway could consist of landscaped signage Upshaw Mill Road is recommended to be a roundabout with the opportunity for a small pocket park along the southeast corner. The E. Strickland Street intersection is recommended to be a raised intersection and terminating point for Dallas Highway.

Objective

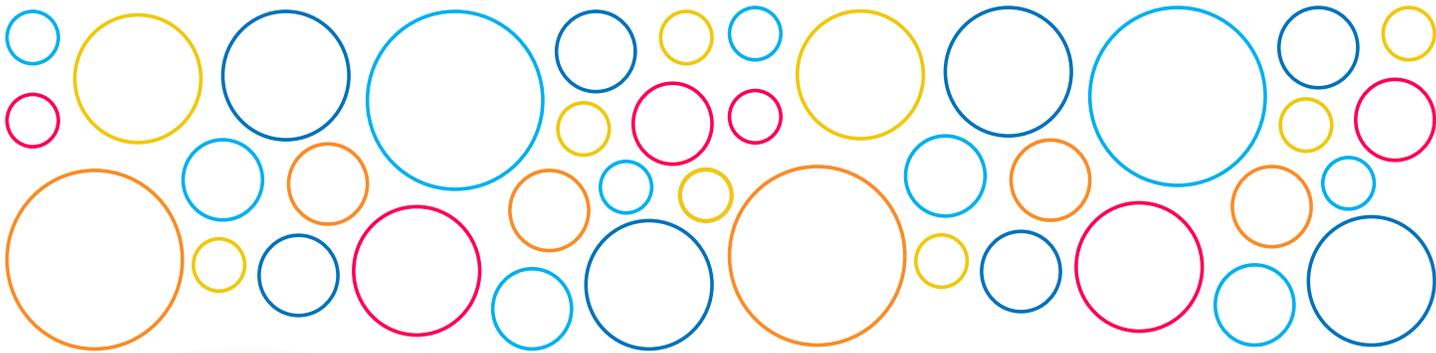
The proposed intersection enhancements will improve mobility and safety for all modes, and define the new Dallas Highway corridor.



Dallas Highway Corridor Transportation Improvements
A Complete Streets approach was used to identify transportation improvements for the Dallas Highway corridor. Complete Streets are roadways designed and operated to provide safe, comfortable access for all modes and users. They support walkable centers by encouraging the short trip, enhance proposed transit stops by improving last mile connectivity, and reduce pedestrian/bicycle and vehicular conflict points.

Figure 22: Dallas Highway Corridor Length Transportation Diagram





UPPER NORTH SIDE RECOMMENDATIONS

The first set of area-specific land use, transportation, and urban design recommendations are located in the "Upper North Side" study subarea, which is bounded by the section of the study area between State Route Highway 92 and the Stewart Middle School track and field greenspace. The major focus area for recommendations is located at the Upshaw Mill Road intersection, where both a roundabout and mixed use activity center are proposed. Recommendations seek to address the following goals specific to the Upper North Side subarea:

- Provide safe, pleasant, pedestrian and biking connections between Stewart Middle School, Jessie Davis Park, and into the historic section of the North Side adjacent to Downtown Douglasville.
- Create commercial and residential mixed-use activity center at the proposed roundabout at Upshaw Mill Road.
- Support denser land uses that promote local walkability.
- Slow travel speeds for automobiles moving from the high speed State Route Highway 92 into the residential portion so the North Side.



Legend

- = Mixed Use
- = Urban - Residential Village
- = Suburban Residential
- = Green Space or Institutional
- = Recommended Shared-Use Path
- = Recommended Roundabout

Dallas Highway Example Land Use

An example of potential land use is along Dallas Highway at the Upshaw Mill Road intersection is shown below, which includes both "Urban - Residential Village" and "Mixed Use" land use characteristics.



Land Use Character Area Recommendations

The Upper North Side is currently the more suburban of the two character areas, with only the area near Upshaw Mill Road having a more historic, urban-oriented development pattern. Land use recommendations for the area suggest a gradual build up of density moving along Dallas Highway from the State Route Highway 92 intersection to the recommended roundabout at Upshaw Mill Road. This takes into account the dominant suburban subdivision development pattern along the closest to State Route Highway 92. It also takes into account the potential for development of larger vacant or underdeveloped parcels along Dallas Highway closer to Stewart Middle School.

Suburban Residential

It is recommended that the section of the study area adjacent to the portion of Dallas Highway that will be converted into a cul-de-sac maintain its existing suburban character, corresponding to the existing R-2 zoning category. This character area is described by large-lot single family housing with front-facing garages.



Urban - Residential Village

This recommended character area corresponds small-lot and attached residential single family housing, corresponding to development allowed under the R-5 zoning classification. Currently zoned R-2, these recommended changes would support the redevelopment of the corridor into a walkable environment. One challenge is R-5's 5,000 S.F. minimum lot per unit requirement (4,500 S.F. with common area) that could limit the financial feasibility of attached residential units. A revision of the common area bonus to 4,000 S.F. could help improve the feasibility of attached projects.

Mixed Use

A mixed use activity center land use character area is recommend to be located at the proposed roundabout. This area would function as the central core for commercial uses for the surrounding area. Only the CBD zoning category currently allows for a mix of residential and commercial uses. An additional zoning category could be created specific to neighborhood-level mixed use activity centers.



Upper North Side Transportation Infrastructure Recommendations

1

Expand Sidewalk

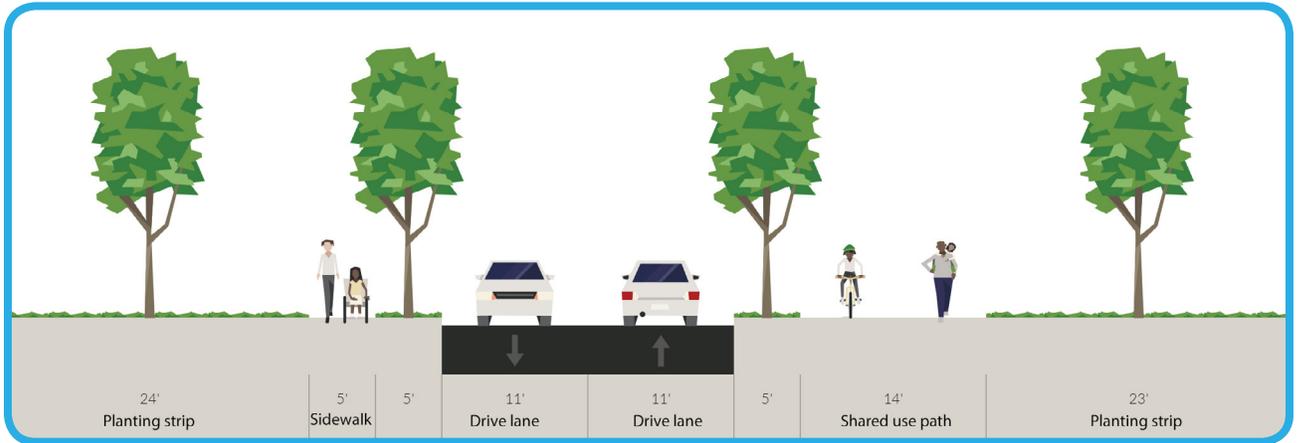
Expand Sidewalk to become a Shared Use Path

The proposed Dallas Highway realignment between the existing right of way extending to the new State Route Highway 92 alignment includes a 5-foot sidewalk. This should be expanded in the future to a minimum of 10-feet to accommodate bicycle and pedestrian users. This proposed Shared Use Path is the final connection between the recommendations within the study area and the 10-foot multi-use trail currently under construction along the Bypass.

Objective

The proposed Shared Use Path will be the final connection between the multi-use trail along the Bypass, and Dallas Highway. It will improve bicycle and pedestrian safety and access along the corridor.

Estimated Planning Level Cost: \$183,000



2

Install Shared-Use Path

Install Shared Use Path from Malone Street to Upshaw Mill Road

The proposed cross-section north of Upshaw Mill Road includes a 5-foot buffer with a 14-foot Shared Use Path to accommodate bicycles and pedestrians along the east side of the roadway.

Objective

The proposed Shared Use Path along Dallas Highway will provide bicycle facilities, improve connectivity to neighborhood amenities and improve safety for all users along the corridor.

Estimated Planning Level Cost: \$334,000



3

Roundabout

Install Roundabout at the Upshaw Mill Road Intersection

Install single-lane roundabout at the Upshaw Mill Road Intersection. Opportunity exists to create a adjacent pocket park once redevelopment occurs.

Objective

The installation of a roundabout at this intersection presents an opportunity to:

- Create a gateway into the North Side community.
- Improve pedestrian and bicycle connections across Dallas Highway.
- Improve vehicular circulation and access to Stewart Middle School.
- Improve vehicular safety through the elimination of angle collisions.
- Reduce vehicular speeds.

Estimated Planning Level Cost: \$1,885,000



4

On-Street Parking

Install On-Street Parking and Shared Use Path

The proposed cross-section south of Upshaw Mill Road includes a Shared Use Path to accommodate bicycles and pedestrians along the east side of the roadway, bus stop, and on-street parking on the west side where there is a proposed mixed use node.

Objective

On-street parking gives the perception of reduced roadway width, effectively reducing speeding. It provides a buffer between vehicular traffic and pedestrians on the sidewalk, increasing their level of comfort.

Estimated Planning Level Cost: \$189,000

Figure 23: Upper North Side Transportation Diagram

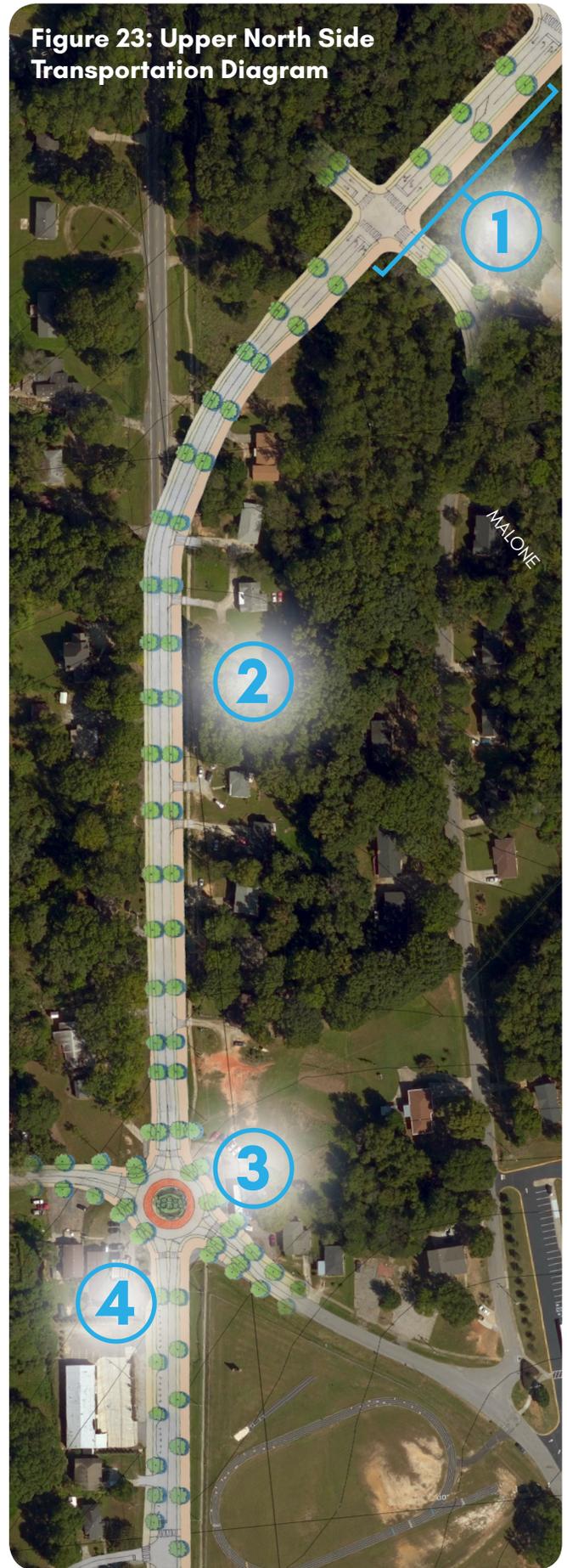
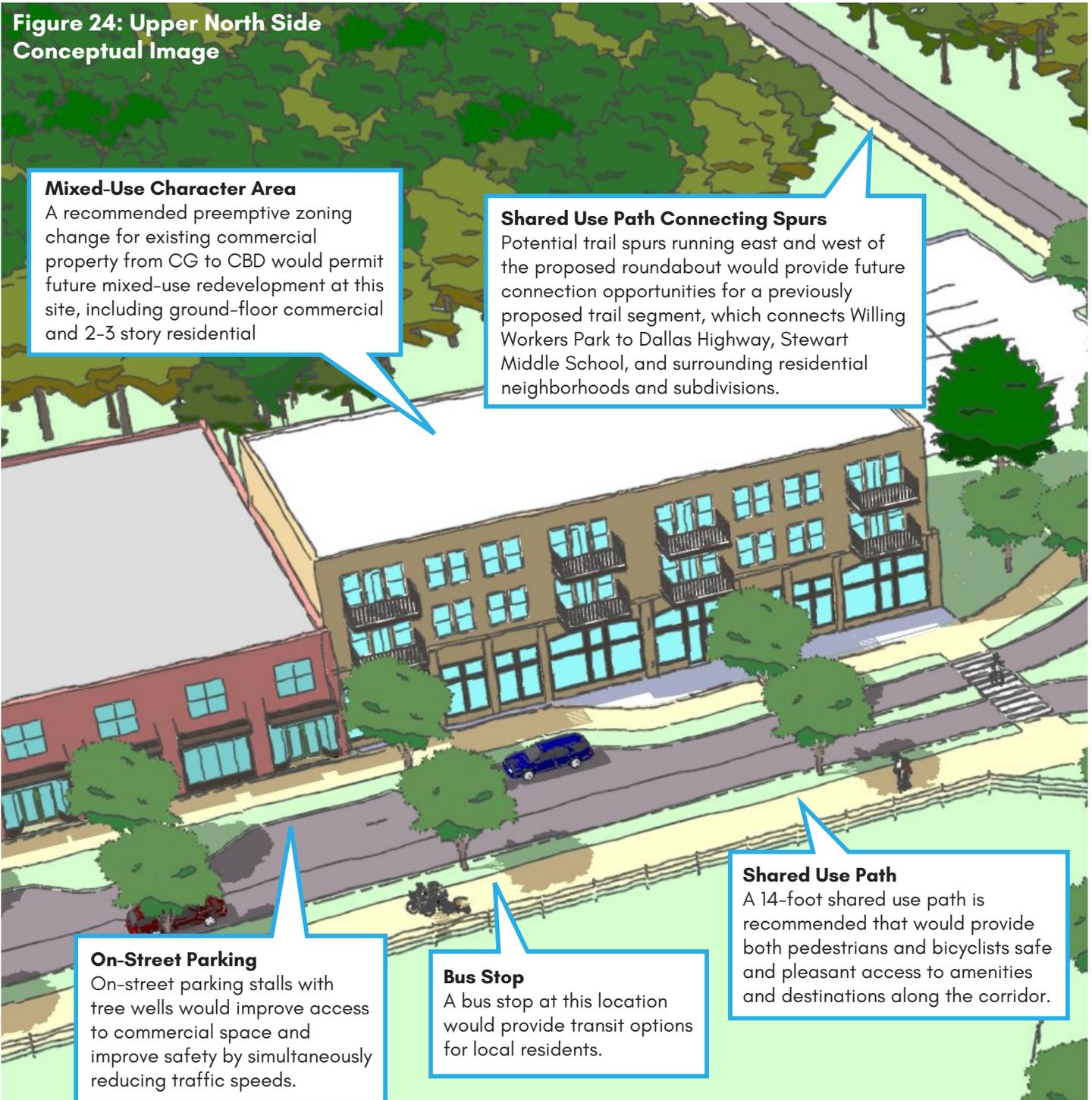


Figure 24: Upper North Side Conceptual Image



Mixed-Use Character Area
 A recommended preemptive zoning change for existing commercial property from CG to CBD would permit future mixed-use redevelopment at this site, including ground-floor commercial and 2-3 story residential

Shared Use Path Connecting Spurs
 Potential trail spurs running east and west of the proposed roundabout would provide future connection opportunities for a previously proposed trail segment, which connects Willing Workers Park to Dallas Highway, Stewart Middle School, and surrounding residential neighborhoods and subdivisions.

On-Street Parking
 On-street parking stalls with tree wells would improve access to commercial space and improve safety by simultaneously reducing traffic speeds.

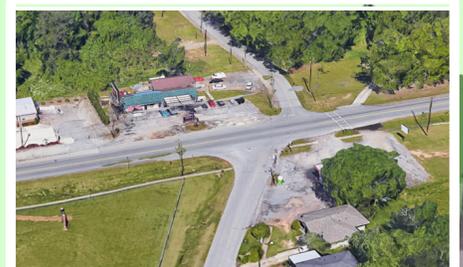
Bus Stop
 A bus stop at this location would provide transit options for local residents.

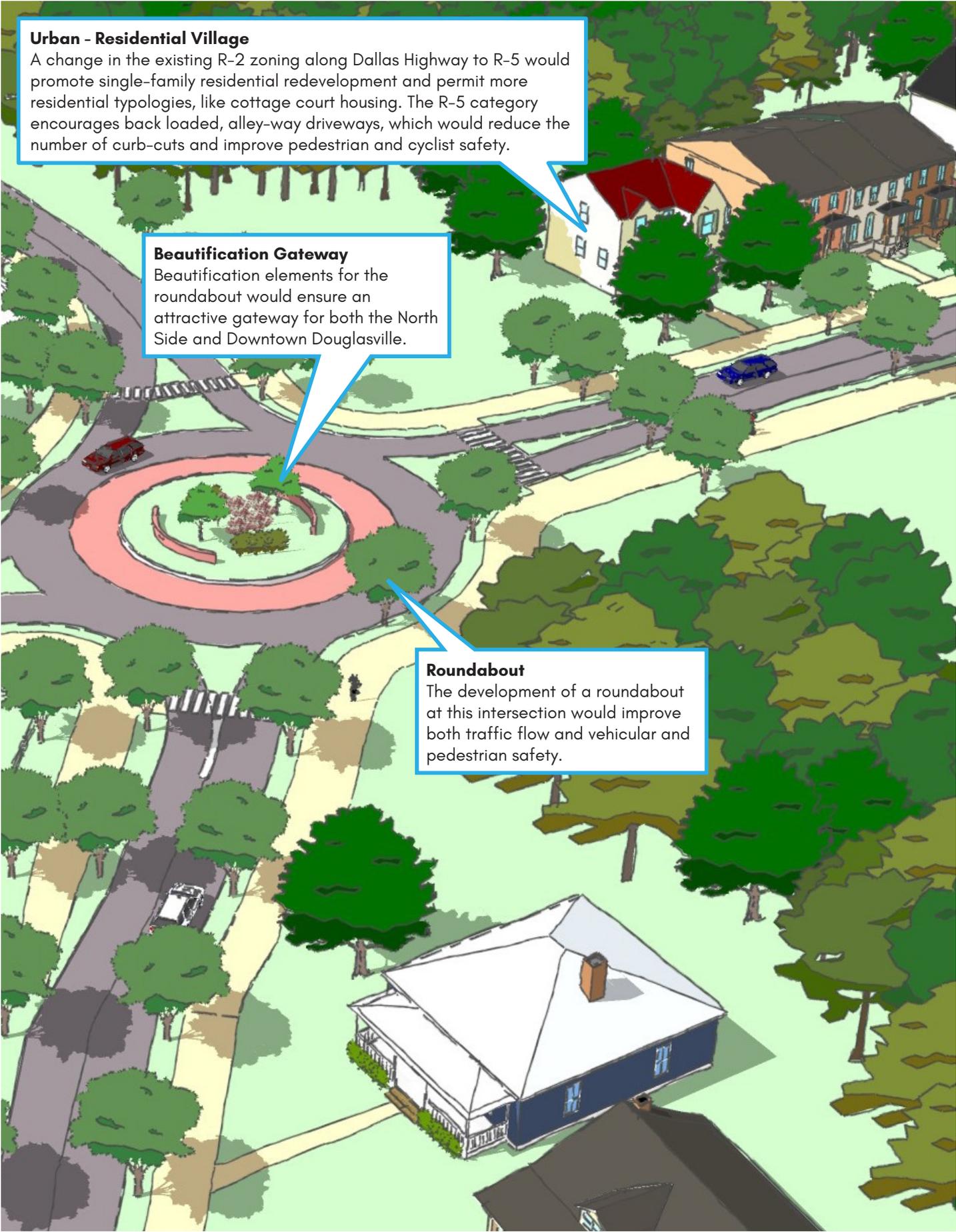
Shared Use Path
 A 14-foot shared use path is recommended that would provide both pedestrians and bicyclists safe and pleasant access to amenities and destinations along the corridor.

Upper North Side Recommended Zoning & Transportation

This conceptual image demonstrates how proposed land use, zoning, and transportation policy and project recommendations around the intersection at Upshaw Mill Road and Dallas Highway, when implemented simultaneously, can help the Upper North Side area achieve the goals of multi-modal connectivity, safety, and place making. The intersection is shown how it currently looks in Figure 25.

Figure 25: Today's Upshaw Mill Road and Dallas Highway Intersection





Urban - Residential Village

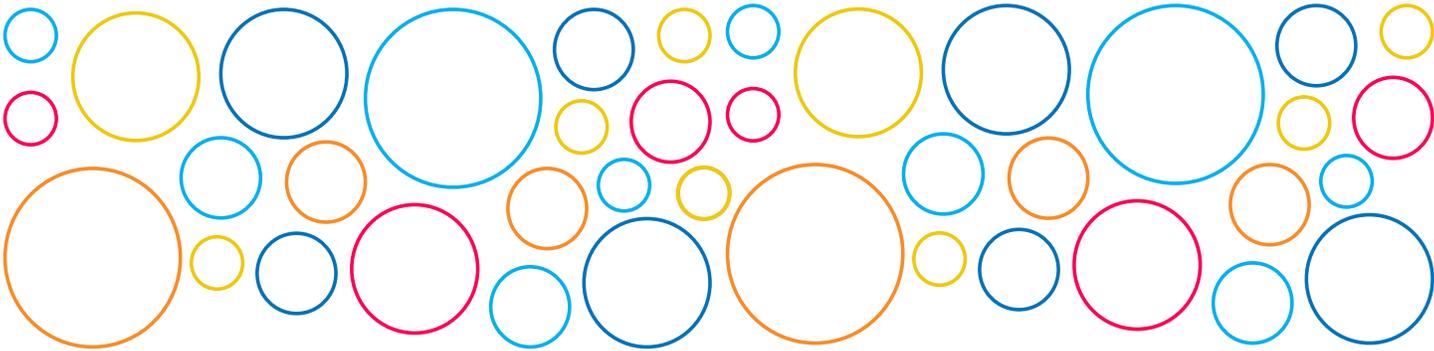
A change in the existing R-2 zoning along Dallas Highway to R-5 would promote single-family residential redevelopment and permit more residential typologies, like cottage court housing. The R-5 category encourages back loaded, alley-way driveways, which would reduce the number of curb-cuts and improve pedestrian and cyclist safety.

Beautification Gateway

Beautification elements for the roundabout would ensure an attractive gateway for both the North Side and Downtown Douglasville.

Roundabout

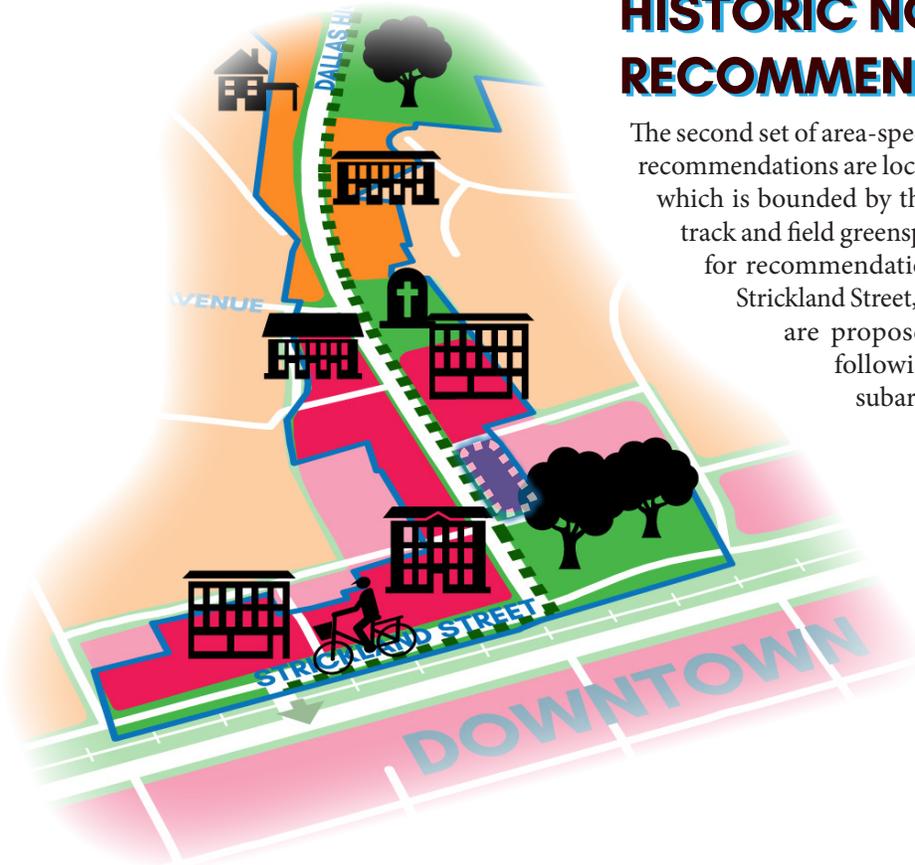
The development of a roundabout at this intersection would improve both traffic flow and vehicular and pedestrian safety.



HISTORIC NORTH SIDE RECOMMENDATIONS

The second set of area-specific land use, transportation, and urban design recommendations are located in the "Historic North Side" study subarea, which is bounded by the section between the Stewart Middle School track and field greenspace and Strickland Street. The major focus area for recommendations is located between Simpson Avenue and Strickland Street, where significant complete street improvements are proposed. Recommendations seek to address the following goals specific to the Historic North Side subarea:

- Slow automobile travel speeds and provide a safe and accessible route for pedestrians and bikers crossing the railroad into Downtown.
- Lay the groundwork for a mixed use activity center that extends a portion of Downtown into the North Side.
- Create a variety of multi-modal transportation options for residents.
- Preserve and repurpose historic structures.



Legend

- = Mixed Use
- = Urban - Residential Village
- = Historic Preservation
- = Green Space or Institutional
- = Proposed Shared-Use Trail

Dallas Highway Example Land Use
 An example of potential land use along Dallas Highway between Strickland and Parker Streets is shown below, which includes the "Mixed Use" land use characteristic.



Land Use Character Area Recommendations

The Historic North Side is currently the more urban and historic of the two study subarea and includes a number of surrounding properties that predate World War II. Land use recommendations for the area suggest a gradual build up of density moving along Dallas Highway from the Stewart Middle School green space to Strickland Street. Land use recommendation are primarily intended to encourage the preservation of existing historic structures along this corridor and encourage mixed use activity near Downtown Douglasville.

Historic Preservation

Restoration of the remaining historic mill buildings located between Parker Street and Ridge Avenue would simultaneously provide the right of way needed for the proposed shared-use trail while also creating potential commercial space for this section of the corridor. Historic designation of the structures may encourage acquisition and preservation, which the City could assist through funding.



Urban - Residential Village

This recommended character area corresponds small-lot and attached residential single family housing, corresponding to development allowed under the R-5 zoning classification. Currently zoned R-2, these recommended changes would support the redevelopment of the corridor into a walkable environment.

Mixed Use

Currently, property located along Dallas Highway between Strickland Street and Parker Street is designated as industrial property. Preemptively rezoning this property as CBD would reduce the risk of the existing property being developed into an industrial or auto-oriented commercial use. One downside of CBD is that it does not allow residential-only projects, and the City's existing multifamily PRD designation's two acre site minimum and large setback requirements limits redevelopment potential. A new zoning designation that reduces setbacks and minimum acreage requirements and allows for commercial, residential, or a mix would promote walkable development.



Upper North Side Transportation Infrastructure Recommendations

1

Install Shared-Use Path

Install Shared Use Path from Lincoln Street to Ridge Avenue

The proposed cross-section south of Lincoln Street includes a 5-foot buffer with a 10-foot Shared Use Path to accommodate bicycles and pedestrians along the east side of the roadway.

Objective

The proposed Shared Use Path along Dallas Highway will provide bicycle facilities, improve connectivity to neighborhood amenities and improve safety for all users along the corridor.

Estimated Planning Level Cost: \$415,000



2

Planted Median

Install Planted Median and Pedestrian Refuge

The intersection of James D. Simpson and Dallas Highway was recently improved to include new sidewalks, a north bound designated left-turn lane, and pedestrian signals and crosswalks. The current striping on the north side of the intersection has the potential to become a planted median with a pedestrian refuge. The existing north bound left-turn lane could also become a planted median with a pedestrian refuge should traffic volumes and turning movements warrant.

Objective

Planted medians with pedestrian refuge areas reduce the crossing distance for pedestrians and reduce vehicular speeds.

Estimated Planning Level Cost: \$33,000



3

Focus on Public Realm Between Strickland & Ridge

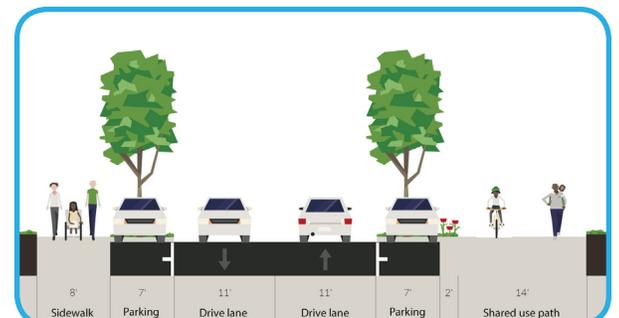
Enhanced Public Realm between E. Strickland Street and Ridge Avenue

The area between E. Strickland Street and Ridge Avenue has been designated as a redevelopment node in the North Side Redevelopment Plan. A long-term vision for this area includes mixed-use development with on-street parking, wide sidewalks, pedestrian amenities, street trees, and a separated two-way bicycle facility. A short-term solution is the implementation of a Shared Use Path.

Objective

A vibrant, safe, comfortable, and walkable public realm will support the long-term redevelopment of the area between Ridge Avenue and E. Strickland Street.

Estimated Planning Level Cost: \$524,000



4

All Way Stops

Ridge Avenue, Parker Street, and Kendrick Street
Implement all-way stops at the Dallas Highway intersections of Ridge Avenue, Parker Street, and Kendrick Street when redevelopment occurs, or if the intersection warrants stops based on standards in the *Manual on Uniform Traffic Control Devices*.

Objective

Creating a consistent pattern of vehicular movement and pedestrian crossings will improve safety for all users, and support a vibrant and walkable mixed-use development

Estimated Planning Level Cost: \$6,000/each



5

Raised Intersection

E. Strickland Street and Dallas Highway Raised Intersection

The termination of Dallas Highway at E. Strickland Street presents the opportunity to create a gateway feature that sets the stage for redevelopment and a new vision for the Dallas Highway corridor. A raised intersection creates a safe, slow-speed vehicular crossing, and encourages motorists to yield to pedestrians.

Objective

Raised intersections involve raising the entire intersection to sidewalk level, and are commonly found in commercial areas with high pedestrian activity. They reduce vehicle speeds on all approaches and decrease conflicts between vehicles and pedestrians by elevating the pedestrian above the street.

Estimated Planning Level Cost: \$280,000



Figure 26: Historic North Side Transportation Diagram

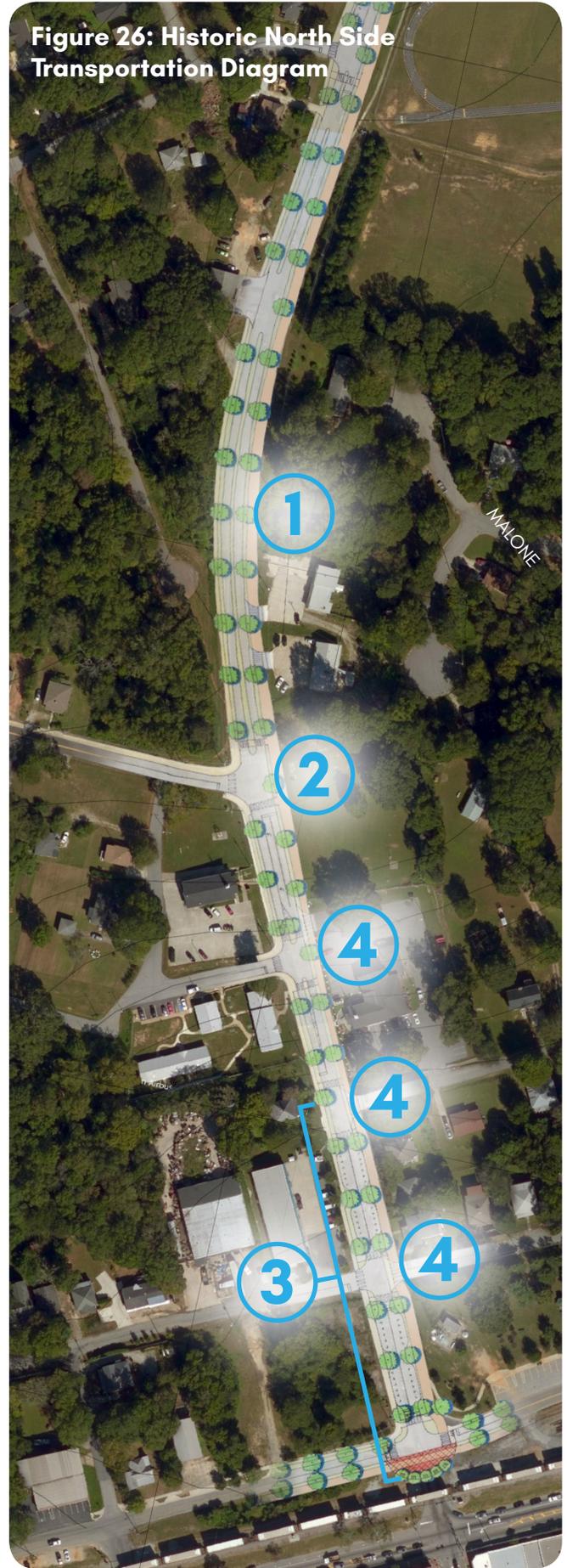


Figure 27: Historic North Side Conceptual Image

Mixed-Use Character Area

A recommended preemptive zoning change for existing industrial property from IL to CBD would permit future mixed-use redevelopment at this site, including ground-floor commercial and 2-3 story residential.

Parklet & Gateway

Portions of the former Dallas Highway railroad crossing could be converted into a parklet/plaza space, along with a raised intersection, and function as an extension of Worthan Park and a prominent Downtown gateway.

Raised Intersection

A raised intersection, combined with an adjacent parklet/plaza, would improve safety and create a prominent gateway feature for the North Side.

1

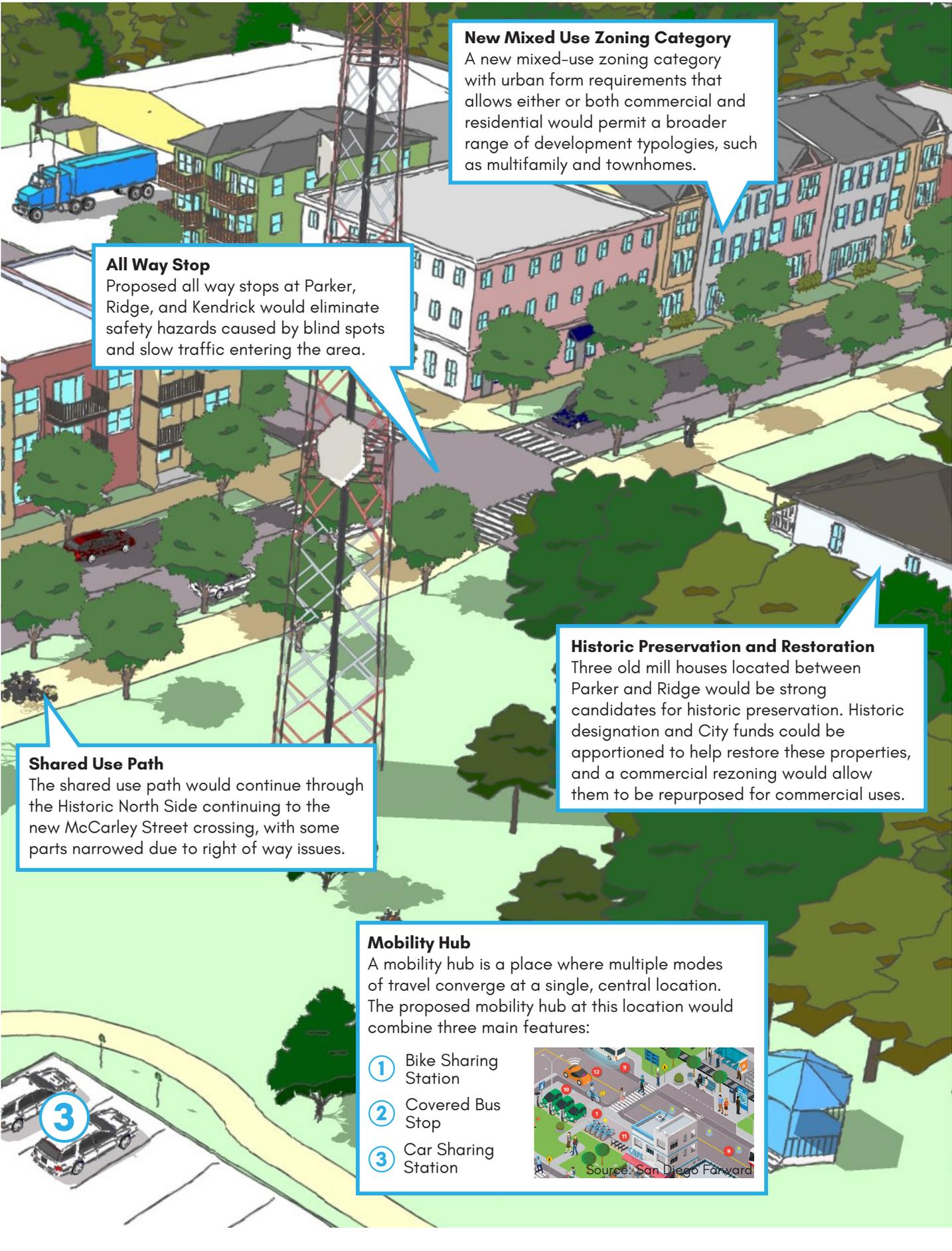
2

Historic North Side Recommended Zoning & Transportation

This conceptual image demonstrates how proposed land use, zoning, and transportation policy and project recommendations around the intersection at Strickland Street and Dallas Highway, when implemented simultaneously, can help the Historic North Side area achieve the goals of multi-modal connectivity, safety, and place making. The intersection is shown how it currently looks in Figure 29.

Figure 28: Today's Strickland Street and Dallas Highway Intersection





New Mixed Use Zoning Category

A new mixed-use zoning category with urban form requirements that allows either or both commercial and residential would permit a broader range of development typologies, such as multifamily and townhomes.

All Way Stop

Proposed all way stops at Parker, Ridge, and Kendrick would eliminate safety hazards caused by blind spots and slow traffic entering the area.

Shared Use Path

The shared use path would continue through the Historic North Side continuing to the new McCarley Street crossing, with some parts narrowed due to right of way issues.

Historic Preservation and Restoration

Three old mill houses located between Parker and Ridge would be strong candidates for historic preservation. Historic designation and City funds could be apportioned to help restore these properties, and a commercial rezoning would allow them to be repurposed for commercial uses.

Mobility Hub

A mobility hub is a place where multiple modes of travel converge at a single, central location. The proposed mobility hub at this location would combine three main features:

- ① Bike Sharing Station
- ② Covered Bus Stop
- ③ Car Sharing Station



3

Implementation

Implementation of the recommended policies and projects will require a collaboration between public, private, and neighborhood organizations that will likely span over a ten-year timeframe. This section provides all the recommended components of the report that will help steer responsible redevelopment of the Dallas Highway corridor.

This project list is not intended to represent the full range of details necessary to implement the wide-range of recommended strategies, actions, and projects within this report. Instead, the following two tables offer actions summaries to include in more detailed future studies or execution plans. The implementation matrices describes and summarizes specific action items to guide the execution and phasing of the Dallas Highway LCI Study's recommendations.

Table 5: Transportation Implementation

Transportation Recommendations

Policies and Projects	Implementation Lead		Funding Contribution	Implementation Timing (Years)		
	Public	Private		<1	1 - 5	5+
Upper North Side						
Action 1: Expand the existing 5-foot sidewalk extending to the new State Route Highway 92 alignment to a minimum of 10-feet to accommodate bicycle and pedestrian users.	COD; GDOT; PW		\$183,000			○
Action 2: Install a 14-foot wide shared use path from the new Malone Street intersection along Dallas Highway to the Upshaw Mill Road intersection.	COD; PW		\$334,000		○	
Action 3: Install single-lane roundabout at the Upshaw Mill Road Intersection, considering the opportunity to create a small pocket park or plaza once redevelopment occurs.	COD; PW		\$1,885,000		○	
Action 4: Between Upshaw Mill Road and Lincoln Street, install a shared use path to accommodate bicycles and pedestrians along the east side of the roadway, and on-street parking on the west side where there is a proposed mixed use node.	COD; PW		\$189,000			○
Action 5: Designate a bus stop just south of the proposed roundabout, with the potential to create a covered bus stop in the future.	COD; DC; ARC		\$0		○	
Historic North Side						
Action 1: Install a 10-foot wide shared use path from the new Lincoln Street along Dallas Highway to Ridge Avenue.	COD; PW		\$415,000		○	
Action 2: Install a planted median and pedestrian refuge at the James D. Simpson signaled intersection.	COD; PW		\$33,000			○
Action 3: Enhance the section of Dallas Highway from Ridge Avenue to Strickland Street with on-street parking, wide sidewalks, pedestrian amenities, street trees, and a separated two-way bicycle facility. In the short term, establish a continuation of the shared use path.	COD; PW	PD; PO	\$524,000			○
Action 4: Install all way stops at Parker Street, Ridge Avenue, and Kendrick Street.	COD; PW		\$6,000/each		○	
Action 5: Install a raised intersection, parklet/plaza, and gateway feature at the intersection of Strickland Street and Dallas Highway.	COD; PW		\$280,000		○	
Action 6: Support the creation of a comprehensive mobility hub, which would include a sheltered bus stop and bike and car sharing facilities.	COD; DC; ARC		\$10,000		○	

Table 6: Land Use and Zoning Implementation

Land Use and Zoning Recommendations

Policies and Projects	Implementation Lead		Funding Contribution	Implementation Timing		
Upper North Side						
Action 1: Rezone all R-2 property to R-5, allowing for smaller lot residential housing and cottage courts, with additional requirements that limit the number of curb cuts along Dallas Highway.	COD; CD	PO	\$0		○	
Action 2: Rezone existing commercial and residential property in the Mixed Use character area to the CBD zoning category.	COD; CD	PO	\$0		○	
Action 3: Introduce additional public space incentives for the R-5 category that would allow a reduction in the minimum lot size to 4,000 S.F.	COD; CD		\$0		○	
Historic North Side						
Action 1: Designate the remaining mill house properties along Dallas Highway as historic and provide funding support for the acquisition and renovation of these properties.	COD; DRA; CE; CD	PD; PO	\$0	○		
Action 2: Rezone all R-2 property to R-5, allowing for smaller lot residential housing and cottage courts.	COD; CD	PO	\$0		○	
Action 3: Rezone existing industrial, commercial, and residential property in the Mixed Use character area to the CBD zoning category.	COD; CD	PO	\$0		○	
Action 4: Introduce a new mixed-use zoning designation which would permit either residential, commercial, or a mix of both, allowing for attached single-family or multifamily projects without a commercial component.	COD; CD		\$0		○	

Legend

COD - City of Douglasville
 CD - Community Development
 CE - Code Enforcement
 DRA - Downtown Development Authority
 PW - Public Works
 DC - Douglas County
 GDOT - Georgia Department of Transportation
 ARC - Atlanta Regional Commission

PO - Property Owners
 PD - Private Developer

Next Steps

The next steps, outlined below, include policies or investments that can be achieved within a year of the Study’s adoption.

- 1. Begin to identify key historic properties, with special attention placed on those homes identified in the Study.** This could be achieved on a city-wide scale. A database of these historic properties can then be marketed to potential investors along with accompanying incentives for renovation and available grants.
- 2. Specific steps should be made to create a city-wide trails plan with the possibility of including Douglas County.** This plan would include:
 - Application through Georgia Power’s utility easement trail process and beginning discussions with local property owners on the installment of trails.
 - Discussion with both Norfolk Southern and the Georgia Department of Transportation about key pedestrian crossing projects recommended in the North Side Redevelopment Plan.
- 3. Create a team to ensure operational and policy cohesion with other similar complete street projects in Douglasville.** This team would:
 - Correspond with the Georgia Department of Transportation regarding Highway 92 progress and provide operational expertise regarding City and State infrastructure projects.
 - Coordinate ongoing transportation projects to ensure recommendations complement each other, which would feed into a wider multi-modal transportation initiative.

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